



Agenda Report for Decision

Meeting Date: 01 May 2025

Item Name	Code Amendment Initiation Advice to the Minister for Planning – Proposal to Initiate the Port Stanvac Mixed Use Code Amendment	
Presenters	Nadia Gencarelli, Chelsea Spangler	
Purpose of Report	Decision	
Item Number	4.1	
Strategic Plan Reference	4. Discharging Statutory Obligations	
Work Plan Reference	4.2 Advise the Minister on Code Amendments	
Confidentiality	Not Confidential (Release Delayed). To be released following final decision by the Minister for Planning on initiation of the Code Amendment. Anticipated by Q2 2025	
Related Decisions	Nil	
Conflicts Declared	Nil	
Is the Report author aware of any potential undeclared conflict?		NO

Recommendation

It is recommended that the State Planning Commission (the Commission) resolves to:

1. Approve the designation of this item as Not Confidential (Release Delayed), with the meeting papers for the item to be released following final decision by the Minister for Planning (the Minister) on initiation of the Code Amendment.
2. Advise the Minister that it:
 - 2.1 Recommends the initiation of the Port Stanvac Mixed Use Code Amendment under section 73(2)vii of the *Planning, Development and Infrastructure Act 2016* (the Act), subject to the following conditions applied under section 73(5)(b) of the Act:
 - a) The Designated Entity seeks approval from the Commission prior to the commencement of community engagement on the draft Code Amendment, to ensure the new sub-zone and Concept Plan are aligned with Code Drafting Principles.

- b) Except for the creation of a new sub-zone, the scope of the proposed Code Amendment does not include the creation of new planning rules, and is limited to the spatial application of zones, subzones, overlays or technical and numerical variations provided for under the published Planning and Design Code (the Code) on the date the Amendment is released for engagement.
 - c) The Code Amendment is prepared by a person with qualifications and experience that is equivalent to an Accredited Professional—Planning Level 1 under the Act.
 - d) Prior to adoption of the Code Amendment, the Designated Entity must demonstrate to the satisfaction of the Minister for Planning that all necessary agreements or deeds are fully executed as required to secure the funding and/or delivery of all infrastructure required to accommodate the development of the affected area, as proposed by the Code Amendment (to the satisfaction of all relevant infrastructure providers).
- 2.2 Recommends that MAB Property Developments Pty Ltd be the Designated Entity responsible for undertaking the Code Amendment process.
3. Specify that the Designated Entity consults with the following nominated individuals and entities, under section 73(6)(e) of the Act:
- SA Housing Trust
 - Environment Protection Authority
 - Department for Infrastructure and Transport
 - Department for Education
 - Department for Environment and Water including Heritage SA, Green Adelaide, Coast Protection Board, and National Parks & Wildlife Service
 - Department for Energy and Mining
 - Kurna Yerta Aboriginal Corporation
 - Utility providers including Snowy Hydro, SA Power Networks, ElectraNet, APA Group, SA Water, Epic Energy, NBN, and other telecommunications providers
 - State Members of Parliament for the electorates in which the proposed Code Amendment applies.
4. Specify the following further investigations or information requirements under section 73(6)(f) of the Act in addition to those outlined in the Proposal to Initiate:
- An updated employment lands market assessment that considers the newly released Greater Adelaide Regional Plan, strategic planning work undertaken by the City of Onkaparinga including the Macroplan Employment Lands Report, and updated future demand trends to the year 2051.
5. Recommend that the Minister approve the initiation of the Code Amendment by signing the Proposal to Initiate (**Attachment 1**) and approval letters with conditions (**Attachment 2**).
6. Approve and authorise the Chair of the Commission to sign the advice to the Minister as provided in **Attachment 3**.

7. Authorise the Chair to finalise any minor amendments to the advice and attachments as required.

Background

Section 73(2)(b)(vii) of the Act provides that a proposal to amend the Code may be initiated by a person who has an interest in the relevant land with the approval of the Minister, acting on the advice of the Commission, in relation to the following matters:

- Strategic assessment against the State Planning Policies and *Greater Adelaide Regional Plan*.
- Any person or body that must be consulted by the Designated Entity, pursuant to section 73(6)(e) of the Act.
- Any investigations to be carried out or information to be obtained by the Designated Entity, in accordance with section 73(6)(f) of the Act.

The purpose of this report is therefore to provide the Commission with advice to be provided to the Minister in relation to the Proposal to Initiate submitted by the MAB Property Developments Pty Ltd (c/- URPS) (**Attachment 1**).

Discussion

Scope of the Amendment

The Proposal seeks to remediate and develop a 230-hectare area into a mixed-use precinct comprising a variety of housing, a neighbourhood centre and employment/ innovation uses. This includes:

- the potential to deliver up to 3600 residential dwellings which includes a mix of apartments, townhouses, aged care accommodation as well as low density allotments.
- Approximately 60 hectares of the area dedicated to employment uses.
- Approximately 40 hectares comprising of an area along the coastline seeking to protect sensitive environmental and cultural features.

To underpin this process, a high-level Master Plan will be developed and in turn will inform the creation of a new Concept Plan to be inserted into the Code.

In addition to the Concept Plan, Proposal seeks to make the following amendments to the Code:

- Retaining part of the affected area as Strategic Employment Zone
- Rezone part of the affected area to Urban Neighbourhood Zone and apply a new subzone
- Rezone part of the affected area to Conservation Zone and Visitor Experience subzone
- Rezone balance of affected area as Master Planned Neighbourhood Zone and Emerging Activity Centre Subzone
- Investigate following overlays for insertion or review:
 - Affordable Housing Overlay
 - Urban Tree Canopy
 - Interface Management or Significant Interface Management Overlay
 - Coastal Areas Overlay.

The affected area and current zoning are shown in the figure below.



Advice to the Minister

The attached advice to the Minister sets out the statutory and procedural elements that must be considered as part of the initiation of a Code Amendment (**Attachment 3**).

The advice recommends that the Minister approve the initiation of the Code Amendment for the following reasons and subject to conditions (as set out below).

Strategic considerations

The affected area was the location of the former ExxonMobil Port Stanvac oil refinery which commenced operating in the 1960’s before being closed in 2003. Since then, the land has been underutilised despite having highly enviable features such as coastal views and landscapes, the nearby Lonsdale Railway Station and major road corridors. As such, the land presents significant opportunity for redevelopment, and this is recognised and supported by the recently released Greater Adelaide Regional Plan (Regional Plan).

By proposing to facilitate a mixed-use precinct, the Code Amendment will address several key strategic policies, outcomes and objectives, and furthermore, will bring to market much needed residential and employment land supply for the Outer South subregion of Greater Adelaide.

To understand how the proposal will fulfill housing and employment land targets, it firstly needs to be noted that the Outer South region is projected to grow by between 36,350 (medium) and 53,716 (high) persons by 2051. This translates to a need for an additional 9100 dwellings by 2031 – i.e. the 10-year housing target, and over 300 hectares of zoned employment land to facilitate this growth.

The Outer South has a current residential land supply of 19 years, however there is a shortfall in actual dwellings being built.

The proposal is seeking to deliver up to 3600 residential dwellings which includes a mix of housing typologies, and in addition, will seek to apply the Affordable Housing Overlay to ensure at least 15% of these dwellings are affordable. By having more variety in housing typologies as well as affordable housing options, this will provide greater housing choice and therefore encourage more dwellings to be built.

The affected area is currently within the Strategic Employment Zone, a zone that is primarily for a range of high-impacting land uses including industrial, logistical, warehousing, research etc, that is supplemented with other compatible uses and activities that generate wealth and employment. As such, and despite the proposal retaining approximately 60 hectares of employment land, it needs to be clearly understood the impacts of losing future employment land supply within the region. The proponent has undertaken an employment land supply analysis; however, it is recommended that this is updated to consider the recently released Regional Plan as well as strategic planning work undertaken by Council.

Whilst the site presents significant opportunities, it is also noted that there are constraints which need to be properly investigated and managed in order to fully realise the potential of the land. These constraints include:

- the adjacent Lonsdale industrial precinct which contains important infrastructure facilities and amenity impacting land uses.
- extensive on-site contamination due to the former use of the site as an oil refinery.
- a sensitive coastal and cultural environment, that includes native vegetation, habitat for rare and endangered flora and fauna, 16 reported Aboriginal archaeological sites and a high likelihood for further Aboriginal archaeological sites.
- a proposed mixed-use environment that envisions residential and employment uses intermingling
- known constraints in water and wastewater capacity.

The Proponent has already undertaken several investigations and will use these, plus several more, to inform the master planning process and Concept Plan.

Further strategic considerations and discussion are provided in **Attachment 3**.

Procedural considerations

The Proposal meets all procedural requirements, as detailed in the attached advice to the Minister (**Attachment 3**).

Conditions proposed and items specified

Several conditions have been recommended to be specified by the Minister, pursuant to sections 73(5)(b) of the Act. In addition, it has been recommended that the Commission specify persons or bodies to be consulted with by the Designated Entity under section 73(6)(e) of the Act, as outlined in the advice to the Minister (**Attachment 3**).

Attachments:

1. Proposal to Initiate the Port Stanvac Mixed Use Code Amendment (#22411518)
2. Draft approval letters to:
 - a) MAB Property Developments Pty Ltd (#22478492)
 - b) The City of Onkaparinga (#22478844)
3. State Planning Commission Advice to the Minister (#22478290)

Prepared by: Chelsea Spangler

Endorsed by: Nadia Gencarelli and Andy Humphries

Date: 8 April 2025

23 ADL-0091
14 FEBRUARY 2025

Port Stanvac Mixed Use Code Amendment

Proposal to Initiate an Amendment to
the Planning and Design Code



BY MAB PROPERTY DEVELOPMENTS PTY LTD



URPS

Proposal to Initiate an Amendment to the Planning and Design Code

Signature (Required)

Date

17 February 2025

Ben Perry, Company Secretary for and on behalf of MAB Property Developments Pty Ltd (the Proponent)

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 Department of Housing and Urban Development.

Signature (Required)

Date

Minister for Planning



URPS

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1. Introduction

MAB Property Developments (the Proponent) proposes to initiate an amendment to the Planning and Design Code (the Code Amendment) in relation to land located at Lot 66 Sullivan Terrace and Lot 112 Refinery Road, Lonsdale (the Affected Area).

The Affected Area comprises the former ExxonMobil Port Stanvac refinery. The Proponent proposes to remediate and develop this 230 hectare site into a mixed-use precinct comprising a variety of housing, a neighbourhood centre and employment/innovation uses. This is consistent with the Draft Greater Adelaide Regional Plan (September 2024) which identifies Port Stanvac as a State Significant Infill Area (Urban Renewal Area).

The Proponent, which has an 'interest in the land', seeks the approval of the Minister for Planning 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 obtained for the Code Amendment. It also details the timeframes to be followed in undertaking the Code Amendment.

The Proponent acknowledges that the Minister may specify conditions upon 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 Why a Code Amendment?

The former oil refinery operated from the 1960's before being closed in 2003.

Above ground infrastructure was decommissioned between 2011 and 2014, with comprehensive environmental investigations undertaken in areas as they became safely accessible. It was during this period that ExxonMobil entered into a Voluntary Site Contamination Assessment Proposal with the SA Environment Protection Authority (EPA) to investigate the nature and extent of contamination associated with previous activities undertaken at the site. These investigations supplemented the extensive contamination investigations undertaken since the 1990s.

The Affected Area is currently zoned Strategic Employment. A Code Amendment is required to enable the Proponent to deliver its vision for the site as a vibrant precinct, that will provide a mix of uses including much needed employment opportunities and housing within the City of Onkaparinga.

The Proponent is currently undertaking detailed investigations to confirm the site's opportunities and constraints.

A high-level master plan is being prepared, to underpin the Code Amendment. This will form the basis of a new Concept Plan to be included in the Code.

The Code Amendment will deliver significant benefits including:

- **Breathing new life into one of the most beautiful coastal locations in southern Adelaide.**

The site will be redeveloped, providing high levels of amenity that will extend to the surrounding community, including the expansion of the coastal trail network.

- **Providing additional housing supply, where it is needed most.**

The site can accommodate up to 3,600 dwellings, boosting housing supply south of Adelaide where there are limited opportunities due to existing legislative constraints on urban growth. This is consistent with the State's Government's Housing Roadmap which seeks additional housing supply in constrained markets.

- **Unlocking strategically located employment and innovation land.**

The site can unlock up to 60 hectares of land for employment opportunities close to where people live and connected to other strategic employment, innovation and education precincts.

- **Increasing and improving the open space network.**

The Master Plan identifies open space connections through the site that are responsive to the topography and sensitive environmental features. Up to 40 hectares of coastal land has the potential to be returned to the community, linking the metropolitan coastal park network.

- **Supporting sustainable transport options.**

A mixed of land uses including low and medium density housing will make greater use of the Lonsdale Railway Station, which is a significant public transport investment.

- **Creating a vibrant mixed-use centre.**

The site presents an opportunity to create a mixed-use town centre adjacent to the Lonsdale Railway Station, ensuring the Affected Area becomes a vibrant, walkable and convenient neighbourhood to live and work.

1.2 Vision

The Proponent has established the following Vision for the Affected Area:

An exciting mixed-use precinct with sustainability and community at its heart. Breathing new life into this precinct will open up a unique part of Adelaide's coastline to the community, creating new lifestyle and employment options.

The picturesque coastal landscape will be brought into the site with tree-lined boulevards and connected open spaces. The important environmental and cultural values of the coastline will be celebrated with approximately 40 hectares of land returned to public access.

The site will stitch seamlessly into the surrounding neighbourhood and build on the unique character of the locality. An enhanced tree canopy will be a fundamental design objective and will assist in establishing comfortable, vibrant and attractive public spaces. Streetscapes will incorporate water sensitive urban design techniques, and provide safe pedestrian footpaths and movement networks to promote walking and cycling.

Development will provide a high standard of residential amenity with abundant open space, strong connectivity and access to services and a range of housing typologies and tenures that build a complete neighbourhood.

Innovation and business will be encouraged through vibrant retail and employment precincts that provide flexibility to support growth in service-based and emerging industries. Employment will complement existing employment activities in the south of Adelaide.

Unlocking the site will enable a beautiful and unique part of Adelaide to be brought back to life.

1.3 Master Plan

A high-level strategic Master Plan will be prepared to illustrate how the Affected Area could be developed in line with the Vision above.

The Master Plan will underpin this rezoning process and will also form the basis of a new Concept Plan to be inserted into the Code. This Concept Plan will include the following features within the Affected Area:

- A predominantly low-rise, medium density urban form, with mid-rise buildings in strategic locations such as areas with coastal views, close to retail services and the Lonsdale Railway station.
- Housing typologies that respond to affordability pressures in the south of Adelaide, including a mix of apartments, townhouses, aged care accommodation as well as low-density allotments.
- Neighbourhoods that complement and are seamlessly integrated with surrounding areas.
- A connected coastal reserve that is publicly accessible, celebrates cultural and environmental values, and responds to the site's key features.

- A vibrant mixed-use centre with local community facilities, retail, and complementary housing that promotes walkable communities with strong connections to the Lonsdale Railway Station.
- Strategic employment land that supports a mix of retail, service-based industries, manufacturing and technology.
- A variety of public open spaces, featuring playing fields, lawns, trees and spaces for passive recreation.

2. Scope of the Code Amendment

2.1 Affected Area

The proposal seeks to amend the Code for the Affected Area, being the land in allotments CT 5783/312 and CT 6240/959 within the City of Onkaparinga as shown in Figure 1 (and Appendix A).

The Affected Area comprises about 230 hectares of land.



Figure 1: Affected Area

2.2 Locality Description

The Affected Area is bound by Refinery Road in the east and Sullivan Terrace in the south and previously accommodated the ExxonMobil Port Stanvac refinery. Construction of the refinery commenced in 1958 and it was decommissioned in 2014. Refinery operations occurred on the site between 1963 and 2003.

The locality can be described as follows:

- The site is bordered by the sea to the west, commercial areas to the north and east, and residential suburbs of O'Sullivan Beach and Christies Beach to the south.
- The site is serviced by the Lonsdale Railway Station to the east and a major arterial road (Lonsdale Rd/Dyson Rd).
- Adelaide Training and Employment Centre is located next to the Lonsdale Railway station on the opposite side of Refinery Road.
- Immediately north of the site is the Adelaide Desalination Plant.
- The nearest regional activity centre is Noarlunga, approximately 4.2km southeast of the Affected Area, which provides services such as health centres, education and retail.
- The existing interfaces for the site are illustrated in the site context below (Figure 2).

A summary of social infrastructure is provided in Appendix B.

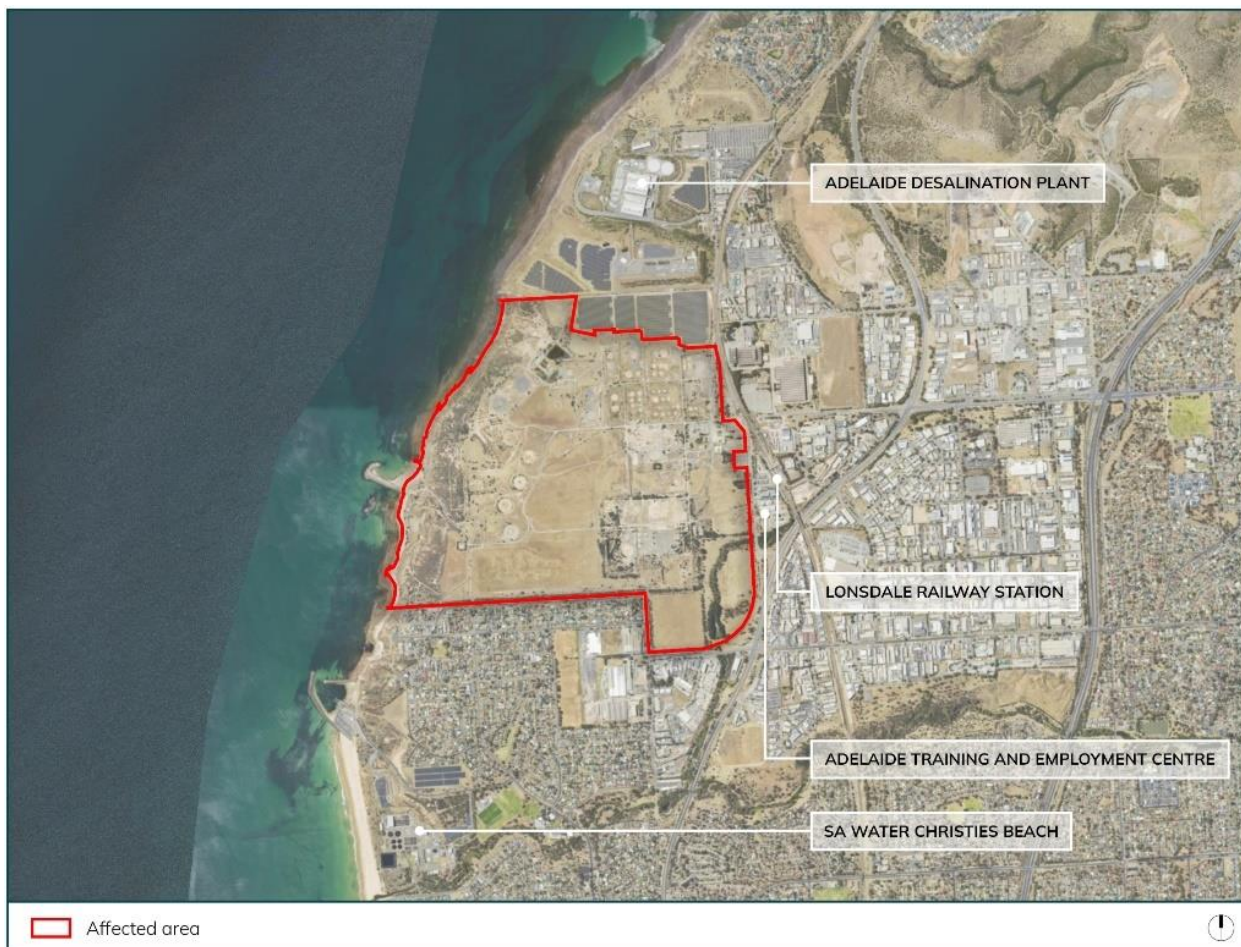




Figure 2: Site Context and Existing Interfaces (Source: Landskap 2024)

2.3 Current Zoning

The purpose of this Code Amendment is to rezone the Affected Area to provide for a mix of land uses guided by a master plan. The current extent of the Strategic Employment Zone is shown below in Figure 3.

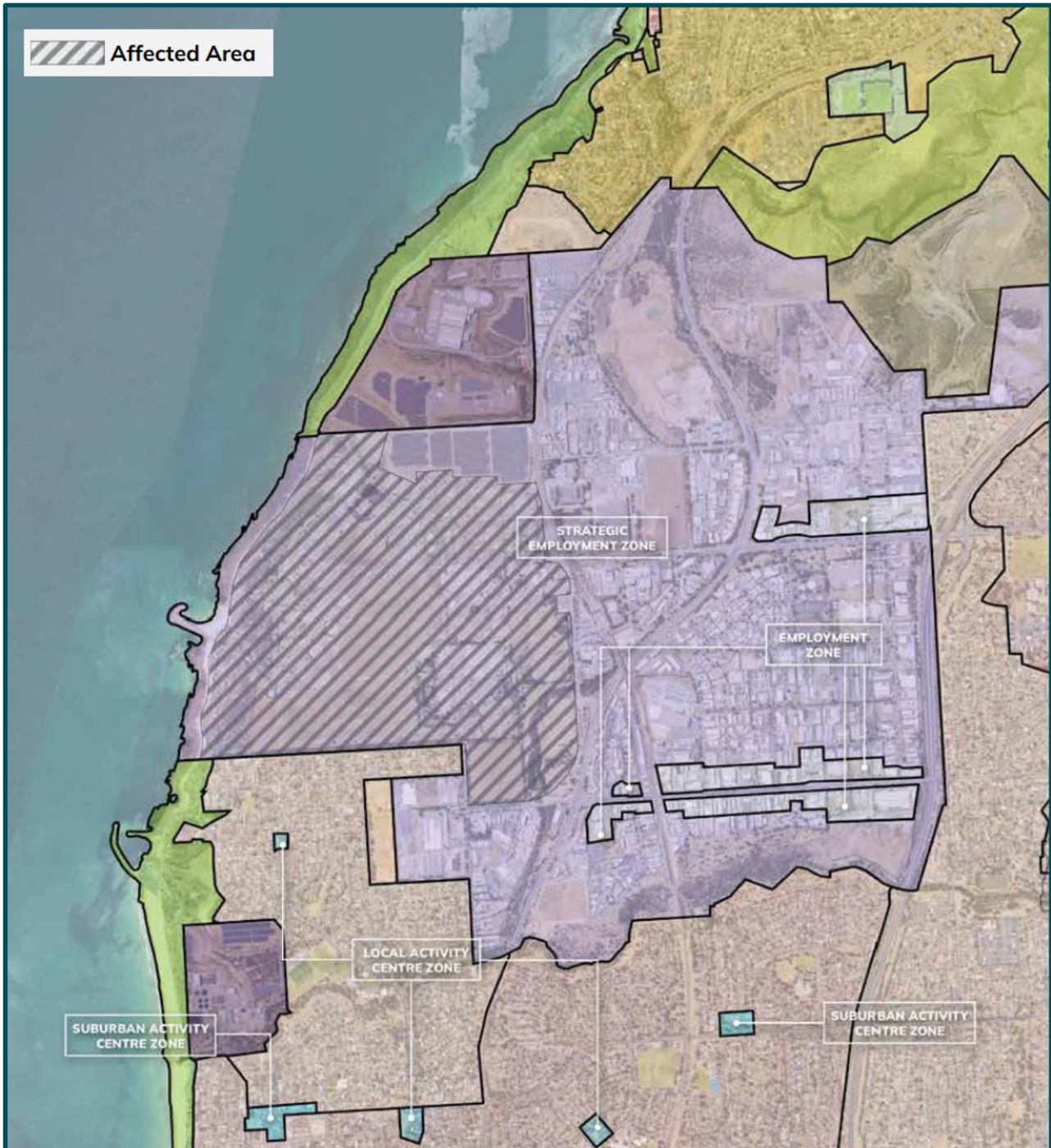


Figure 3: Current Zoning of Affected Area and Locality

2.4 Proposed Policy Approach

The current zoning, amendment outline and proposal is set out in Table 1. South Australia's Planning and Design Code (Code / planning rules) envisages a comprehensive range of employment land uses in the Strategic Employment Zone including a range of industrial, warehousing, logistics, storage, research, training and other compatible wealth and employment generating business activities. The zones and overlays are illustrated in Appendix C.

Table 1 – Policy Summary and Proposed Amendments

Scope	
Current Policy	<p>Zone:</p> <ul style="list-style-type: none"> • Strategic Employment <p>Overlays:</p> <ul style="list-style-type: none"> • Coastal Areas • Hazards (Bushfire – General) • Hazards (Bushfire – High Risk) • Hazards (Bushfire – Medium Risk) • Hazards (Flooding – Evidence Required) • Major Urban Transport Routes • Native Vegetation • Prescribed Wells Area • Regulated and Significant Tree • Traffic Generating Development • Water Resources. <p>Note: The Bushfire Overlays are currently under review and may change as a result of the State-wide Bushfire Hazards Overlay Code Amendment, which currently identifies the site as Medium Risk.</p>
Amendment Outline	<p>The Code Amendment seeks to rezone the Affected Area to facilitate the development of a master planned, mixed-use precinct comprising housing, neighbourhood scale retail, commercial and employment/innovation uses.</p>
Proposed Policy	<p>A combination of zones and subzones are proposed for the Affected Area to enable a staged, master planned, mixed-use development. In particular, the following zones and subzones (or similar) will be considered:</p> <ul style="list-style-type: none"> • The Strategic Employment Zone, to be retained over the north and north-east of the Affected Area, providing employment opportunities while complementing surrounding uses.

- **The Conservation Zone and Visitor Experience Subzone**, to be applied over the most sensitive areas along the coastline, while supporting some forms of low impact development.
- **The Urban Neighbourhood Zone and a new subzone**, to be applied to the eastern side of the Affected Area, to enable a mixed-use town centre close to the railway station. It is anticipated the new subzone would:
 - Be written specifically for the Affected Area.
 - Support a greater variety of land uses, particularly at the interface with the Strategic Employment Zone. It would allow appropriate employment uses to transition into the Urban Neighbourhood Zone, which may include warehouses, stores, training facilities, research facilities, retail fuel outlets, indoor recreation facilities, places of worship, and service trade premises (as an example).
 - Enable the development of a neighbourhood level retail centre, which would be Performance Assessed (ie by adjusting Urban Neighbourhood Zone Table 4 so that shops in the new subzone would be exempt from Restricted Development classification).
- **The Master Planned Neighbourhood Zone and Emerging Activity Centre Subzone**, to be applied over the balance of the land, to enable the delivery of housing through a range of dwelling types and densities.

In addition, a Concept Plan may be introduced over the Affected Area, as permitted in each of the Zones above. This Concept Plan would provide guidance in relation to building heights, access, movement and open space (among other things).

In addition, the following Overlays will be investigated for insertion or review:

- Affordable Housing Overlay
- Urban Tree Canopy Overlay
- Interface Management or Significant Interface Management Overlay
- Coastal Areas Overlay

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

Southern Adelaide's residential land supply is constrained with almost all areas available for growth currently either under development, or in the process of being released to market. While demand for residential land to the south of Adelaide is strong, the protection of agricultural land through the *Character Preservation (McLaren Vale) Act 2012* and the Environment and Food Production Areas contains urban growth within a defined boundary.

As a result, supporting growth in Adelaide's south requires innovative thinking to ensure available land is appropriately utilised. This proposal will support a premium quality, master planned and sustainable development at Port Stanvac which is proposed to include new dwellings, a neighbourhood precinct, innovative employment lands, quality open space, and cycling and pedestrian connections for the broader community to enjoy.

The development will re-purpose a vacant site, in a location which benefits from strong linkages with residential and employment lands, established infrastructure networks and access to a coastline.

Extensive work has been undertaken to date, confirming the site is capable of supporting urban development.

The advancement of this proposal will:

- Deliver upon the significant opportunity identified in the State Planning Commission's *Draft Greater Adelaide Regional Plan*, which designates this site as a State Significant Infill Area (Urban Renewal Area).
- Leverage a new opportunity to deliver urban consolidation in the south of Adelaide and contribute to the consolidation of the urban footprint of Adelaide in a manner that does not compromise strategic primary production areas or areas of environmental significance.
- Ensure coordinated development outcomes with supporting infrastructure agreements to address the needs of a growing community (noting that the Affected Area is controlled under single ownership).
- Recognise the site's former use and introduce policy which promotes appropriate development.

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. A detailed assessment of this proposal against the SPPs has been undertaken in Appendix D.

In summary, this proposal aligns with the following priority SPPs:

SPP1: Integrated Planning

The scale of this project presents the opportunity to prepare a Master Plan that can be staged and delivered over time. Infrastructure planning and delivery for the site can be coordinated through appropriate infrastructure deeds/agreements. While we understand that Government is interested in pursuing Infrastructure Schemes as a mechanism for the delivery of infrastructure for strategic land across South Australia, we propose a traditional deed agreement arrangement with the relevant infrastructure providers given the land is in one ownership.

SPP6: Housing Supply and Demand

This project has the potential to deliver up to 3,600 new homes supporting the Government's ambition to release additional land to the market as set out in the *Housing Roadmap* (June 2024). There is strong demand for land in the south of Adelaide due to existing constraints on growth and housing supply. Competition and a range of housing options are critical to maintaining an affordable housing market within the region. This site presents the opportunity to deliver on this outcome.

SPP7: Cultural Heritage

Investigations undertaken to-date have identified that the coastal areas of the site have a higher likelihood of encountering Aboriginal heritage sites or objects. To protect this area, it is proposed that it be included within the Conservation Zone to provide community confidence that it will not be developed.

SPP 9: Employment Lands

The Code Amendment proposes to develop a premium master planned community at Port Stanvac, which will include employment opportunities via the Strategic Employment and Urban Neighbourhood Zones (or similar). Approximately 60 hectares of employment land is proposed to be brought to market, including retail and commercial uses within the mixed-use centre. This employment land is expected to be situated on the northern and eastern side of the Affected Area, where it will naturally complement the existing employment land in Lonsdale.

SPP13: Coastal Environment

This proposal will support a connected public coastal reserve that celebrates cultural and environmental values in response to the site's key features.

3.3 Alignment with Regional Plans

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 Greater Adelaide* is the relevant Regional Plan for this Code Amendment. This Plan includes six targets, underpinned by a range of policies that help to measure progress on delivering a new urban form. The targets are:

- Target 1. Containing our urban footprint and protecting our resources
- Target 2. More ways to get around
- Target 3. Getting active
- Target 4. Walkable neighbourhoods
- Target 5. A green liveable city
- Target 6. Greater housing choice.

A full assessment against this Plan is provided in Appendix D.

The 30-Year Plan is currently under review and will soon be replaced by the Greater Adelaide Regional Plan (GARP). In September, the State Planning Commission released the draft GARP for public consultation. The draft Plan states that Port Stanvac:

“Presents an opportunity for a land use mix of innovation industries, other employment generating industries and housing. Its potential as an innovation place stems from its strategic links to industry, renewable energy and transport infrastructure and amenity that can be drawn from its coastal location.” (P126)

The draft Plan specifically identifies Port Stanvac as an Urban Renewal Area which envisages the conversion of the existing petroleum refinery to a mixture of employment and residential land uses. Housing that capitalises on the services provided by the Seaford Line are encouraged. This proposal is consistent with the draft Plan in providing a mix of employment, commercial and industrial land uses.

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:

Table 2: Local Strategic Plans

Other Relevant Document	Code Amendment Alignment with Other Relevant Document
<p>Onkaparinga Local Area Plan (Metropolitan Growth Management Program Pilot)</p>	<p>The primary objective of the City of Onkaparinga Local Area Plan is to provide direction for future residential and employment growth. This document was released in August 2020 and identifies the key priorities at the time.</p> <p>The document has identified Hackham, Aldinga and Sellicks Beach for greenfield growth. Infill opportunities have been identified for Seaford and Aldinga. Where growth has been considered in the Council area it has been focused predominantly south of Port Stanvac.</p> <p>In regard to housing typologies across the Council area, the document has identified a future need for more dwellings for one and two-persons and a greater choice of housing options overall.</p> <p>It is evident that Onkaparinga is preparing for future population growth and is seeking greater diversity in housing supply.</p> <p>This proposal will provide additional residential land supply, greater housing diversity and ensure the provision of employment and community services.</p>
<p>Community Plan 2030</p>	<p>The Community Plan 2030 sets the strategic direction for Council to 2030. The Plans vision is for strong, vibrant communities. The four key themes in the document are:</p> <ul style="list-style-type: none"> • People • Place • Prosperity • Performance. <p>The Code Amendment seeks to support the Community Plan by providing a strong connection to place that celebrates the qualities of the area, bring more people to the region and create a more prosperous Onkaparinga.</p>

Other Relevant Document	Code Amendment Alignment with Other Relevant Document
<p>Open Space Strategic Management Plan</p>	<p>It is important that there is sufficient open space as the population of the Council area grows. The provision of open space provides an important role in ensuring community needs are met and that the vibrant character of city is maintained and enhanced.</p> <p>Councils overarching principle seeks a provision of 4 -5 hectares of open space per 1000 people.</p> <p>The Code Amendment will deliver high quality open space for future Port Stanvac residents. The provision of open space will provide for both structured and unstructured activity and align with Council's desired level of provision.</p>

4. Investigations and Engagement

Investigations undertaken so far support the development of the site with a mix of land uses. It is proposed that the following key precincts be established. The boundary and zoning of these precincts will be investigated through this Code Amendment.

The precincts are described below:

Residential Neighbourhood Precinct

This precinct will provide housing supply and diversity that addresses housing affordability pressures with opportunities for apartments, detached dwellings and sustainable housing designs.

New residential neighbourhoods are proposed to capitalise on coastal views and higher amenity locations within the site. Low density neighbourhoods, with a range of allotment sizes and building heights of up to three storeys, are proposed. Some locations will be identified for higher residential densities, in buildings up to six storeys in height. Residential neighbourhoods will also include public open space that is designed to include facilities for recreation and sport as well as passive recreation.

Employment and Mixed-Use Precinct

This precinct will support employment growth and jobs for local people by providing a mix of service-based industries, manufacturing and innovation uses. This precinct could include a diverse mix of employment land uses depending on market demand, which are proposed to the north and north-east of the site to provide a buffer to existing industries to the north.

This precinct will also support a vibrant mixed-use community including local community facilities and retail, enhancing the walkability of the overall development. This precinct could include a neighborhood scale activity centre and medium-high density residential development adjacent to the Lonsdale Railway Station. This area could also accommodate a range of commercial and / or mixed land uses that are compatible with residential, as well as education facilities, childcare, and other forms of accommodation. This part of the precinct has an important role to boost employment opportunities.

Conservation

The intention is to provide a connected coastal reserve that is publicly accessible and celebrates cultural and environmental values. This precinct could include up to 40 hectares (approximately) of coastal land that contains sensitive coastal features, areas of Aboriginal cultural value and native vegetation. It could support the creation of a connected coastal reserve that is publicly accessible.

4.1 Technical Investigations Already Undertaken

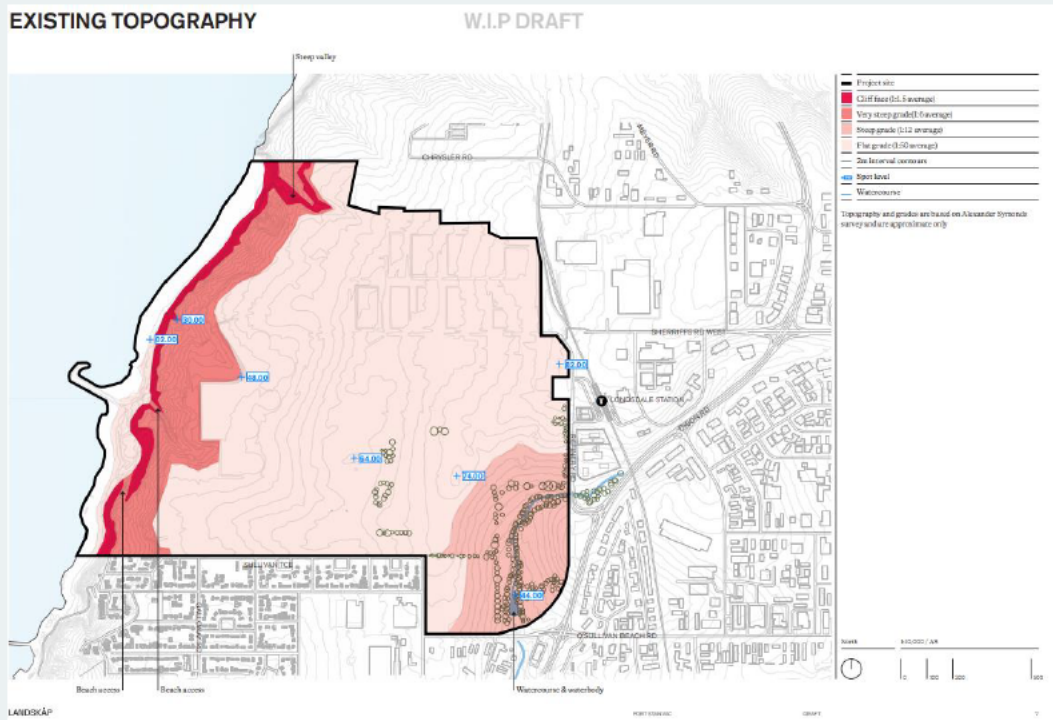
The Proponent has undertaken a series of investigations for the site that have shown that it is suitable for a mixed-use development. In summary:

- There is generally sufficient social infrastructure available in the locality to support the project, however the development may benefit from some forms of social infrastructure including a child care facility, sporting facilities (soccer, football, cricket, netball and/or basketball), public open space, aged care facilities and local medical facilities.
- The proposal will make currently undevelopable land available for employment purposes
- Approximately 60 hectares of land will be brought to market for employment opportunities, increasing the supply of developable employment land in the Outer South Region to beyond 2046.
- Responds to increasing demand for smaller employment lots driven by a decline in traditional employment and growth in serviced-based industries.
- Site contamination assessments have underpinned the master plan and demonstrate that the land can be made suitable for residential use.
- The sensitive environmental features are located along the coastline and existing creek lines which are incorporated into the open space network of the master plan.
- The project will create improved cycle and pedestrian movement and capitalise on the existing railway station. Upgrades to the existing surrounding transport network to support the demands of this new community are currently being investigated.
- Services are available within the locality, however ongoing engagement with providers will be required to confirm the nature of upgrades.

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

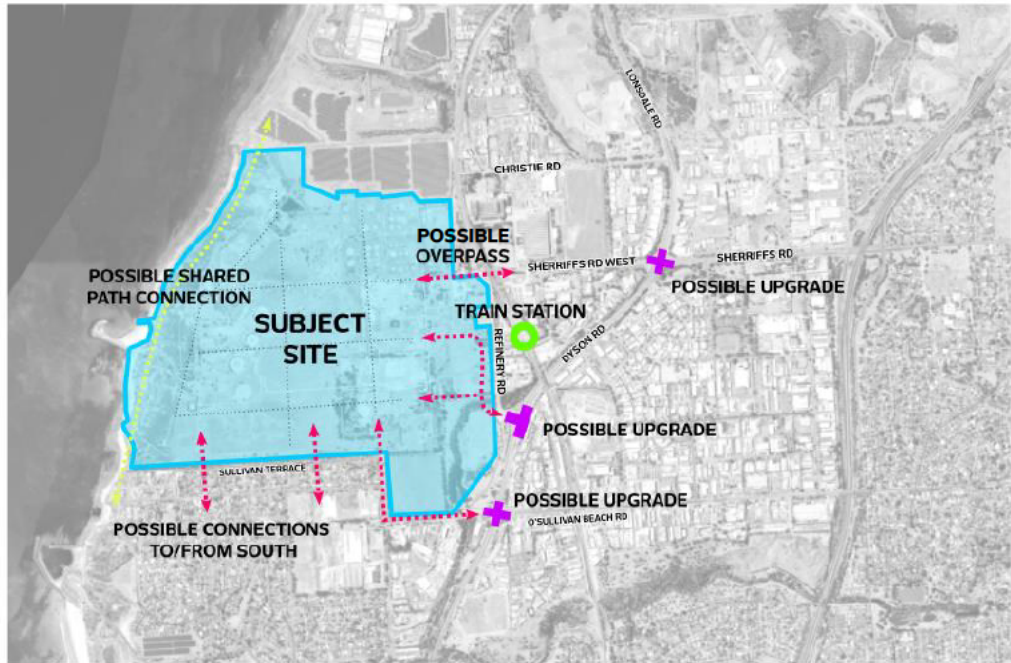
Investigation Undertaken	Summary of Outcome or Recommendations
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Topography	The site has a gradual slope towards the west with steep cliff edges along the coast. Most of the site is characterised as having a “flat grade”, which is well suited to the types of development being enabled by this Code Amendment.
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Preliminary Traffic and Transport Review	<p>CIRQA undertook a preliminary assessment of traffic and transport considerations, based on an earlier iteration of the master plan (which is generally similar to the current intent for the Affected Area). Key findings included:</p> <ul style="list-style-type: none"> • It is forecast that the redevelopment of the site could generate between 18,940 and 24,425 daily traffic movements. • It is forecast that in the order of 14,200 to 18,320 vehicles per day would be distributed to/from the adjacent existing roads. • The external road network would need to accommodate relatively high increases in traffic. • Some road upgrades will be required to support the proposal (refer to map below for preliminary options).
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Investigation Undertaken	Summary of Outcome or Recommendations
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 CIRQA™

PORT STANVAC PRELIMINARY TRANSPORT INVESTIGATIONS

Site Contamination


Extensive contamination investigations have been undertaken in relation to this since the 1990's.

A Voluntary Site Contamination Assessment Proposal (VSCAP) was completed between 2011 and 2016. The basis of the VSCAP is to investigate the nature and extent of contamination associated with the historical activities undertaken at the site.

From 2016 to present, a significant quantum of works has been undertaken to further assess and remediate aspects of the site requiring additional consideration. A key component of this work included the handover lease for the beach area from ExxonMobil to the SA Government after it was determined that site activities had not adversely impacted the beach area and that it remained suitable for recreational use.

In 2020, ExxonMobil began the process of divesting the site, a key milestone of which will be the delivery of a Site Contamination Audit Report that outlines the nature and extent of contamination. It is expected that this report will be provided to the Proponent in Q1 2025.

Currently, MAB has engaged Trilogy Consulting Au Pty Ltd (Trilogy) and Senversa to provide a high-level remediation strategy for the site in accordance with SA EPA and national guidelines. The strategy, provided in Appendix E, includes a combination of

Investigation Undertaken	Summary of Outcome or Recommendations
	<p>ex-site bioremediation, containment within an on-site engineered cell, and immobilisation.</p> <p>Based on the known contamination, remedial trials being undertaken, and the considerable knowledge of the site, remediation to the desired land uses is expected to be successful.</p>
<p>Licensed Activities</p>	<p>UPRS has identified several licensed activities within the locality that will be investigated further through the Code Amendment process. These activities and the associated separation buffers are shown below:</p> 
<p>Heritage Assessment</p>	<p>Stenhouse Heritage was engaged to undertake a desktop heritage risk assessment. The heritage assessment examines both Aboriginal and European heritage within the Affected Area. The key findings include:</p> <p>Aboriginal Heritage</p> <ul style="list-style-type: none"> • 16 reported Aboriginal archaeological sites and potential for undisturbed areas in the west of the Affected Area to contain Aboriginal archaeological sites and for these to be 'highly archaeologically significant'. • Risk of impacting Aboriginal heritage sites or objects concluded as: <ul style="list-style-type: none"> – Very high risk – undisturbed coastline in the west of the Affected Area. This area is therefore proposed to be zoned Conservation Zone.

Investigation Undertaken	Summary of Outcome or Recommendations
	<ul style="list-style-type: none"> - High risk – land within 50m of tributary of Christies Creek, which runs through southeast of Affected Area. This area is proposed to be identified within a Concept Plan for protection of the creek line. - Moderate risk – ploughed fields in the Affected Area. - Very low risk – footprint of the oil refinery. <ul style="list-style-type: none"> • An Aboriginal cultural heritage survey, Aboriginal heritage site discovery procedure, heritage induction for workers, on-call Archaeologist, and Aboriginal cultural heritage and archaeological monitoring in very high/high risk areas recommended. <p>European Heritage</p> <ul style="list-style-type: none"> • Little to no European archaeological potential. • Risk of impacting European heritage sites or objects concluded as: <ul style="list-style-type: none"> - Low risk – area not impacted by the oil refinery footprint. - Very low risk – footprint of the oil refinery. • Site discovery procedure for unexpected sub-surface archaeological material and on-call Archaeologist recommended.
Retail Preliminary Study	<p>Deep End Services has prepared advice regarding the potential for a retail centre at Port Stanvac.</p> <p>Potential supermarket floor space demand for the Port Stanvac town centre was evaluated taking into account the residential population, worker population and surrounding supermarket competition.</p> <p>The analysis was based on an earlier iteration of the master plan comprising 2,000 dwellings and a projected population of 5,200 people (assuming 2.6 persons per household).</p> <p>This analysis confirmed that a supermarket in the order of 2,000-2,200m² would be appropriate within the town centre. This could be supported by speciality retailing and supporting uses such as a gym, office, medical/allied health and childcare. In the event that the site contains a higher population (as currently contemplated), a larger retail floor area may be appropriate.</p>

Investigation Undertaken	Summary of Outcome or Recommendations
Site Servicing	<p>Wallbridge Gilbert Aztec (WGA) has prepared a servicing report in relation to the proposed redevelopment of Port Stanvac. The key findings of this report are summarised below.</p> <p><u>Stormwater</u></p> <ul style="list-style-type: none"> • 'Based on the existing site topography, there are two key stormwater discharge points: <ul style="list-style-type: none"> – Ocean Discharge (West): Majority of the site naturally falls east-west to the ocean. Design intent is to maintain stormwater runoff to manageable flow rates up to the 1% AEP before discharging to ocean via underground trunk main / ocean outlet. Stormwater runoff from the development area will be managed and attenuated through several strategically placed retention basins throughout the catchment development area. These systems will also incorporate constructed wetlands to treat urban stormwater to meet SA WSUD Guidelines and to meet EPA requirements. – Creek Discharge (Southeast): A southeast catchment of the development will discharge to Lonsdale Creek. Design intent will be to attenuate stormwater to pre-development discharge conditions, achieved through several strategically placed detention basins throughout the catchment area. These systems will also incorporate constructed wetlands to treat urban stormwater to meet SA WSUD Guidelines and to meet EPA requirements. • The site will be serviced by an underground stormwater network for the 'minor' storm event, with suitable overland flow paths provided for the 'major' storm event. Intent is for the site to be 'self-contained' and unlikely to connect to any existing external infrastructure (aside from Lonsdale Creek). • The existing site has various remnant/existing underground infrastructure; however, it is unlikely this would be utilised and would be removed as part of remediation/demolition works. • Other key design principles of the stormwater design strategy include: <ul style="list-style-type: none"> – Hydraulic design to align with City of Onkaparinga (and other stakeholder) guidelines and criteria.

Investigation Undertaken	Summary of Outcome or Recommendations
	<ul style="list-style-type: none"> - Achieve required water quality targets through implementation of treatment systems and WSUD elements such as wetlands, bioretention systems, rain gardens, vegetated swales etc. - Sustainable water management and climate change resilience. - Flood management and mitigation, particularly with limitations of downstream Lonsdale Creek and existing stormwater infrastructure. - Design to utilise and promote existing stormwater site features such as creek tributary and coastal areas. <ul style="list-style-type: none"> • Overall, the stormwater management strategy and approach will be geared towards the management of risk to the receiving environment by adopting a sustainable and robust approach through the adoption of WSUD. <p><u>Potable Water</u></p> <ul style="list-style-type: none"> • There are several existing water mains located within Refinery Road to the east, and within Sullivans Terrace to the south which may be viable external connection points for the site. • The site is currently not located in an SA Water Augmentation area, however, preliminary discussions are currently underway with SA Water to provide an indication on potential servicing arrangements and applicable augmentation costs. <p><u>Wastewater</u></p> <ul style="list-style-type: none"> • As the site is near the Christies Beach WWTP a logical interconnection to the existing system is likely to be considered by SA Water. • Two initial options are presented to connect the site to the external WWTP: <ul style="list-style-type: none"> - Option 1 – Pump Station and Trunk Rising Main direct from the site to the WWTP; - Option 2 – New Trunk Gravity Main direct from the site to the WWTP; <p>Based on initial reviews of the site topography and subject to further discussion with SA Water, it would appear that Option 1 is likely to be the more feasible external connection option. It is envisioned that the internal site would be serviced by a combination of gravity and pressure networks.</p>

Investigation Undertaken	Summary of Outcome or Recommendations
	<p><u>Power</u></p> <ul style="list-style-type: none"> • There is various existing major electrical infrastructure in close vicinity to the site, including: <ul style="list-style-type: none"> – Port Stanvac Power Station, adjacent to Refinery Road, east of the site. – Lonsdale Substation, north of the site, on Chrysler Road. – 66kV HV OHL infrastructure on Refinery Road and the Seaford Rail line along the eastern boundary of the site. – 11kV HV OHL infrastructure on Refinery Road along the eastern boundary of the site, on O’Sullivan Beach Road & Morrow Road along the southeast boundary of the site and Baden Terrace to the south of the site. • Preliminary discussions are underway with SAPN to identify potential serving challenges, potential significant headworks/upgrade works and guidance on foreseeable augmentation charges. <ul style="list-style-type: none"> – Early indications are that existing infrastructure has a level of existing capacity to support the proposed development given significant historical power requirements to service the Port Stanvac Refinery. – Load calculations and potential capacity will need to be further refined noting potential load sensitivity associated with the proposed industrial zone. • Due to the presence of existing 66kV OHL along the eastern boundary interface, a buffer/ easement may need be considered in the short term along the interface. This will require accurate survey of the overhead lines and potentially a swing/sag assessment to be completed. Alternatively, there is potential to relocate 66kV infrastructure underground noting that this will likely incur significant non-contestable costs. <p><u>Communications</u></p> <ul style="list-style-type: none"> • Initial contact has been made with communications providers who have indicated that there will likely be sufficient servicing capacity for the proposed development.

Investigation Undertaken	Summary of Outcome or Recommendations
Ecology	<p>Umwelt (Australia) Pty Ltd has undertaken an ecological assessment.</p> <p>This assessment has confirmed that much of the land has been cleared and disturbed by previous activities associated with the refinery. Remnant native vegetation was confined to the riparian zone of an unnamed watercourse in the south east of the site and to the coastal 'zone' along the western edge of the site.</p> <p>There are opportunities to concentrate development within exotic vegetation associations to substantially minimise impacts to native flora and fauna. Based on the master plan, only a very small proportion of the site may need to be affected by native vegetation clearance under the Native Vegetation Act 1991 (ie less than 0.2 percent).</p>
Economics	<p>TSA has undertaken a high-level employment land assessment to underpin the proposal for a mixed-use precinct. The project will:</p> <ul style="list-style-type: none"> • Provide approximately 60 hectares of land to the market for employment opportunities, increasing the supply of developable employment land in the Outer South Region to beyond 2046. • Support a broader diversity of jobs, at higher densities, in the town centre. • Respond to increased demand for smaller employment lots driven by decline in traditional employment activities and growth in service-based employment activities. • Enable distribution of jobs in smaller employment precincts to service growing communities in the Outer South region more effectively.
Social Infrastructure	<p>URPS has prepared a preliminary report on the potential need for additional social infrastructure as a result of this proposal.</p> <p>This analysis finds that some types of social infrastructure have ample spare capacity, however some forms of social infrastructure would benefit from expansion.</p> <p>Social infrastructure that could be accommodated within the development includes child care, sporting facilities (soccer, football, cricket, netball and/or basketball), public open space, aged care facilities and local medical facilities.</p> <p>A school could be accommodated within the development, however nearby schools have spare capacity. More detailed maps of existing social infrastructure in the locality are provided in Appendix B.</p>

4.2 Further Investigations Proposed

In addition to the investigations already undertaken and identified above, the table below outlines the 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
Bushfire Overlay Review	The appropriate set of Overlays will be investigated, taking into account the statewide Code Amendment reviewing existing bushfire overlays is underway. It is likely that the bushfire risk can be downgraded with the development of the land and by implementing risk mitigation measures. This will involve discussions with the CFS.
Traffic Assessment	Identification on any traffic impacts, and potential infrastructure requirements. Key connections through the site, can also be identified and included on a Concept Plan.
Stormwater Strategy	Prepare a high-level stormwater strategy in consultation with the City of Onkaparinga, including the identification of detention / retention basins and approaches to water sensitive urban design.
Interface Management	Further investigate the interface with existing industries and determine whether the Significant Interface Management Overlay is required.
Design Analysis	Design analysis to underpin the concept plan, including building heights and urban form across the site.

4.3 Engagement Already Undertaken

The proponent and project team have engaged with City of Onkaparinga (Council) on several occasions, and will continue to do so as this rezoning progresses.

Council Administration was initially briefed on 5 September and 30 September.

Council's CEO was formally consulted on this Proposal to Initiate on 28 November 2024, in accordance with Practice Direction 2. A copy of Council's feedback is provided in Appendix G and a high-level response to the Council feedback is provided in the dot points below.

The project team also presented in more detail to the Council Administration and Elected Members on 11 February 2025.

- **Strategic alignment** – We are pleased that Council has confirmed that the intent of the Proposal generally aligns with the draft GARP and Council's vision for Port Stanvac (Appendix F), which states:

The City of Onkaparinga envisions a future at Port Stanvac where a mixed-use development is a model of sustainability, thriving industry and community wellbeing, setting new benchmarks for economic, social and environmental excellence in South Australia.

- **Supporting Reports** – Council requested copies of supporting investigations undertaken to-date. The supporting reports referenced in the Proposal are preliminary only and will be supported by further investigations following the Initiation of the Code Amendment (in the investigations phase), then shared publicly during the engagement period. We intend to work collaboratively with Council and key stakeholders in finalising these investigations.
- **Housing forms** – Council is seeking higher density development, rather than traditional housing models, on the site. We agree that the urban form and density of this project are important considerations. The proposed investigations therefore include a “design analysis to underpin the concept plan, including building heights and urban form across the site.” A diverse range of housing is anticipated.
- **Social infrastructure** – As indicated above, the Social Infrastructure Assessment will be reviewed in further detail during the investigation phase and shared publicly during the engagement period.

While the Council suggests “it is very difficult to imagine how existing facilities including medical, schools, and community centres could have capacity to meet the needs of such a large new population”, the Proposal to Initiate acknowledges some forms of social infrastructure may need to be included in the development. It states:

“Some types of social infrastructure have ample spare capacity, however some forms of social infrastructure would benefit from expansion. Social infrastructure that could be accommodated within the development includes child care, sporting facilities (soccer, football, cricket, netball and/or basketball), public open space, aged care facilities and local medical facilities”.

The proposed rezoning to a master planned, mixed-use precinct would enable most of these uses to be developed within the site. The Concept Plan will also illustrate open space and recreation areas.

- **Aboriginal heritage** – We note that the Council is pleased to see the Proposal recognise the site’s Aboriginal heritage. The Kurna Yerta Aboriginal Corporation will be consulted during the investigations phase, then formally consulted during the engagement period.
- **Sustainable living** – We agree that sustainable living is an important outcome. The investigations to support this Code Amendment will include reviews of ecology, social infrastructure, site contamination, retail and employment economics, traffic, stormwater and urban design. These factors will be considered holistically to ensure the project is environmentally, socially and economically sustainable while remaining financially feasible.
- **Collaboration and engagement** – This rezoning proposal remains in its infancy, and for commercial reasons there has been a need to maintain confidentiality regarding policy directions until recently. MAB is committed to maintaining open lines of communication with Council staff and Elected Members, as it has achieved elsewhere for its Brompton Gasworks development.

To this effect, the project team presented to the Council Administration and Elected Members in February 2025. A more detailed engagement plan will be prepared following Initiation, which will seek to deliver best-practice engagement practices

- **Employment Lands** - Council's core concern relates to the protection of employment lands. We agree that the site should deliver land for employment outcomes.

We acknowledge that the Council seeks to maintain 91 hectares of Strategic Employment Zoned land based on its Employment Lands Report 2024, prepared by one consultant.

However, the supply and demand for employment land in the region, together with the role of the site and zoning / planning rules for delivering employment land, will be confirmed through further consultation and investigations.

Our views reflect those set out in the Greater Adelaide Regional Plan, where it is stated that growth in demand for employment land in the Outer South:

“will be driven by population growth and (demand) for services rather than more traditional employment activities” (page 301).

Given that population expansion in the Outer South is largely set to occur in the south of the region, an employment land strategy that focuses on delivery of employment land at the southern end of Onkaparinga will better meet the needs of its growing community and economy.

After Council was consulted, the proposed zoning framework in this Proposal to Initiate was amended from a single mixed-use zone and Conservation Zone, to a combination of zones including the retention of the Strategic Employment Zone over part of the Affected Area.

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.

A Plan on a Page is provided in Appendix H and provides a high-level overview of the proposed engagement approach.

Notification and meeting with Neighbouring Landowners	To be addressed in Engagement Plan. Process likely to include, preparation and distribution of fact sheet, letter drops, one-to-one meetings, information day etc.
Local MP	Engagement as the Local Member.
Federal MP	Engagement during investigations to ensure they are informed and understand their level of interest.
Engage with Kaurna Yerta	Engage during Investigations to understand their level of interest.
Engagement with relevant agencies including Department of Environment and Water (DEW), Environmental, Protection Authority (EPA), Department of Housing and Urban Development (DHUD) and Department for Education.	To investigate any impacts on these Agencies and ensure the Code Amendment aligns with their strategic objectives.
Utility service providers i.e. SA Power Networks, ElectraNet Pty Ltd, APA Group, SA Water, EPIC Energy, NBN, and other telecommunications providers	Investigate capacity of the existing infrastructure networks and identify any augmentation or upgrades required.
Direct notification of adjacent landowners	As required by Practice Direction 12.
Direct notification of Onkaparinga Council	As required by Practice Direction 12.
Engagement with local Community Groups	To building understanding around the proposal and seek community views.

5. Code Amendment Process

The Code Amendment Process includes the following steps:



5.1 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:
 - a) Anita Allen – Associate Director, URPS
 - b) aallen@urps.com.au
 - c) (08) 8333 7999
- 1.1.4. This person is equivalent to an Accredited Professional level 1.
- 1.1.5. The Engagement Activities will be overseen by Emma Williams URPS, who is IAP2 Accredited.
- 1.1.6. The Proponent intends to undertake the Code Amendment by engaging URPS and relevant subconsultants to provide the professional services required to undertake the Code Amendment.

The Proponent acknowledges that the Minister may, under section 73(4)(b) of the Act, determine that the Chief Executive of the Department will be the Designated Entity responsible for undertaking the Code Amendment. In this case, the Proponent acknowledges and agrees that they will be required to pay the reasonable costs of the Chief Executive in undertaking the Code Amendment.

5.2 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; and
- 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.

5.3 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.

The Designated Entity must ensure that a copy of the Engagement Report is furnished on the Minister and also published on the SA Planning 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.

5.4 Code Amendment Timetable

The Proponent (where it is also the Designated Entity) commits to undertaking the Code Amendment in line with the timeframe outlined Appendix J. 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.

Appendix A – Affected Area



Appendix B – Social Infrastructure

EDUCATION FACILITIES

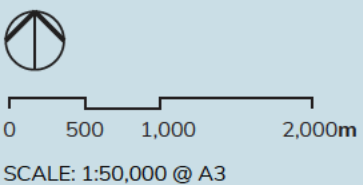
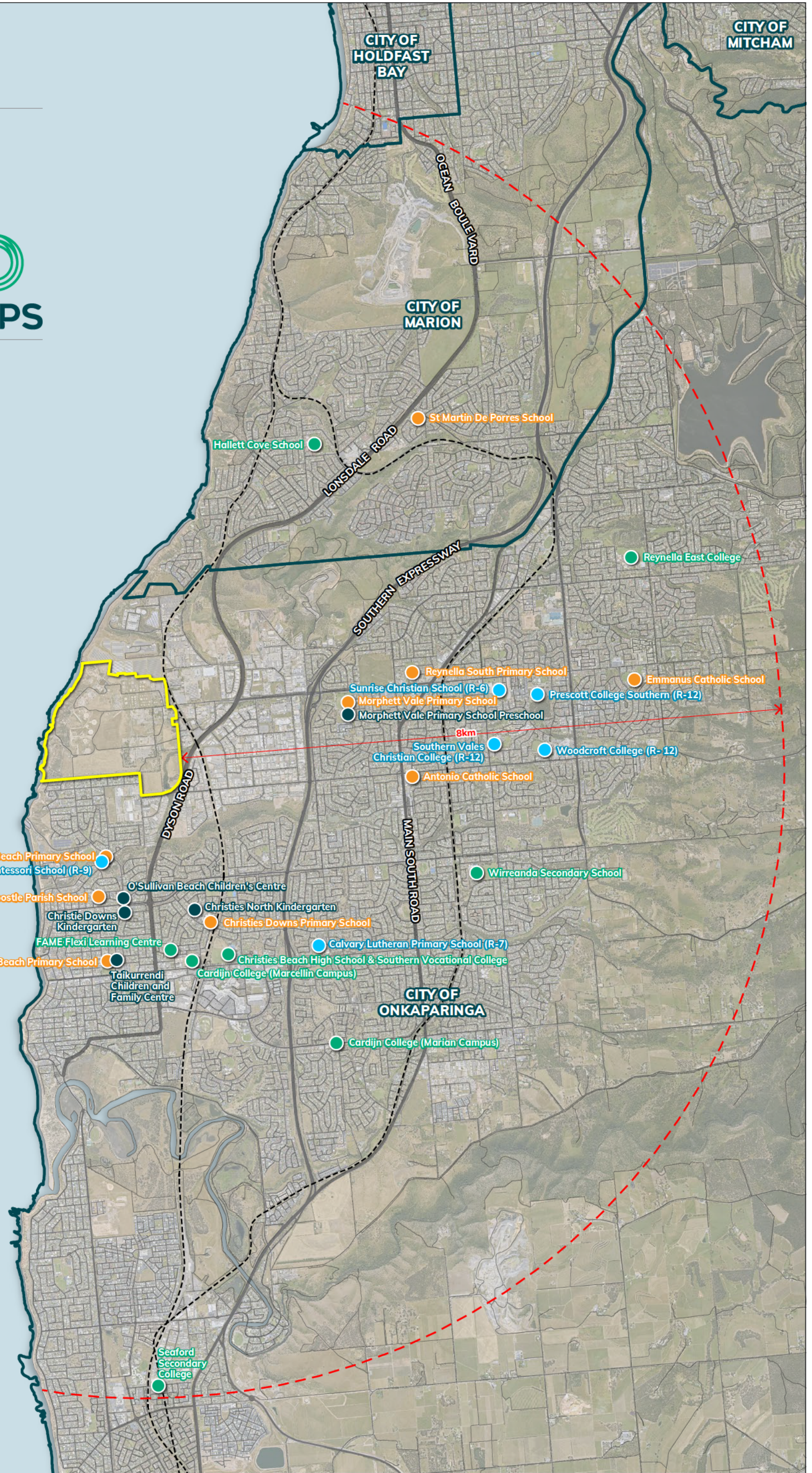
Port Stanvac

JOB REF. 23ADL-0091
 PREPARED BY. MP
 DATE. 31.10.23
 REVISION. 1
 DATA SOURCE. MetroMap (10.10.23)
 data.sa.gov.au



LEGEND

- Affected Area
- Council Boundary
- Preschool
- Primary School
- Secondary School
- Independent Schools



SPORTS & RECREATION FACILITIES

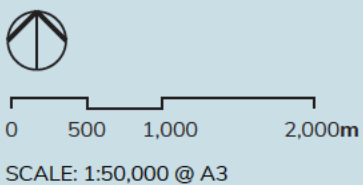
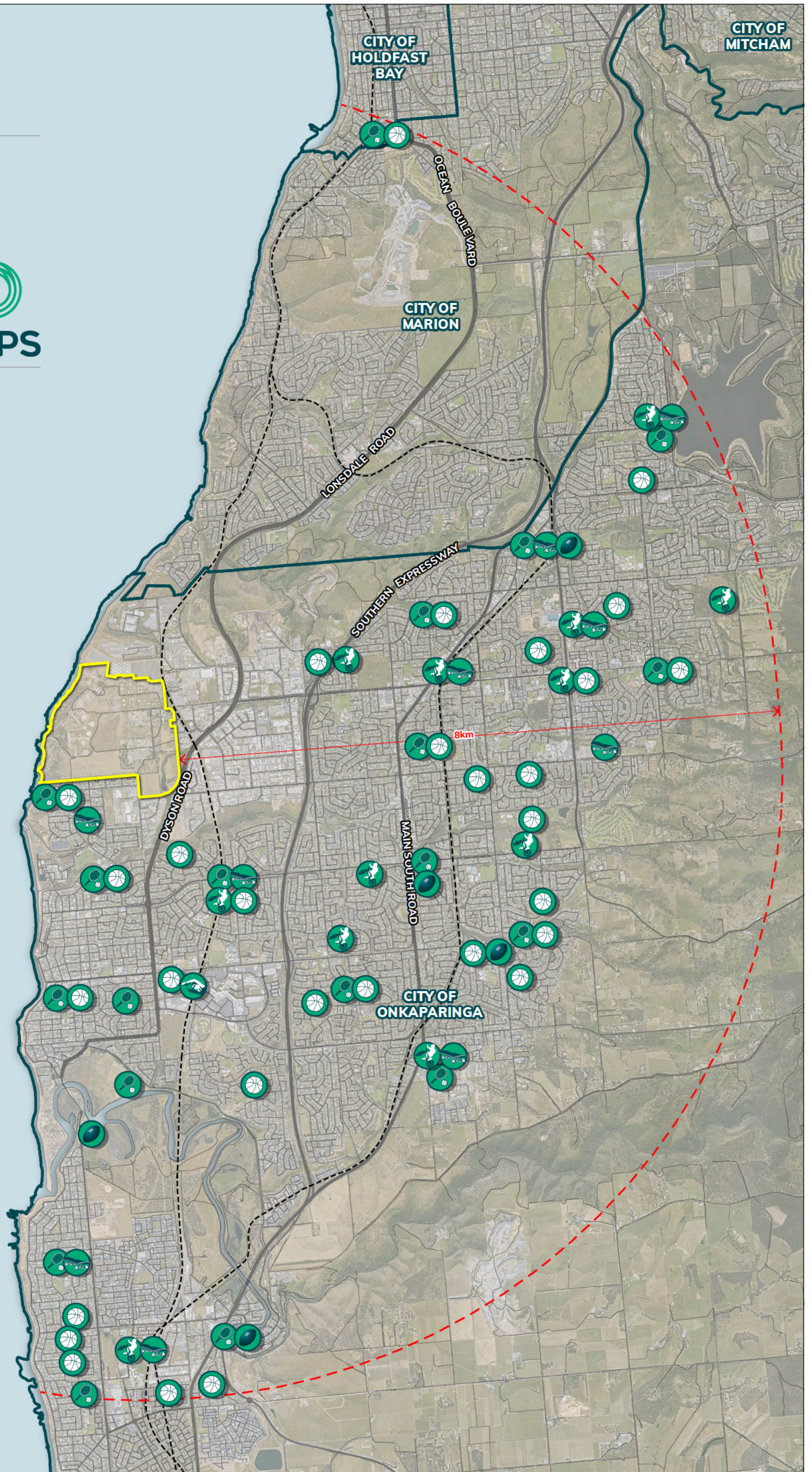
Port Stanvac

JOB REF. 23ADL-0091
 PREPARED BY. MP
 DATE. 31.10.23
 REVISION. 1
 DATA SOURCE. MetroMap (10.10.23)
 data.sa.gov.au



LEGEND

- Affected Area
- Council Boundary
- Basketball / Netball Courts
- Tennis Court
- BMX Track
- Skate Park
- Aquatic Centre
- AFL / Cricket Oval



HEALTH & WELLBEING FACILITIES

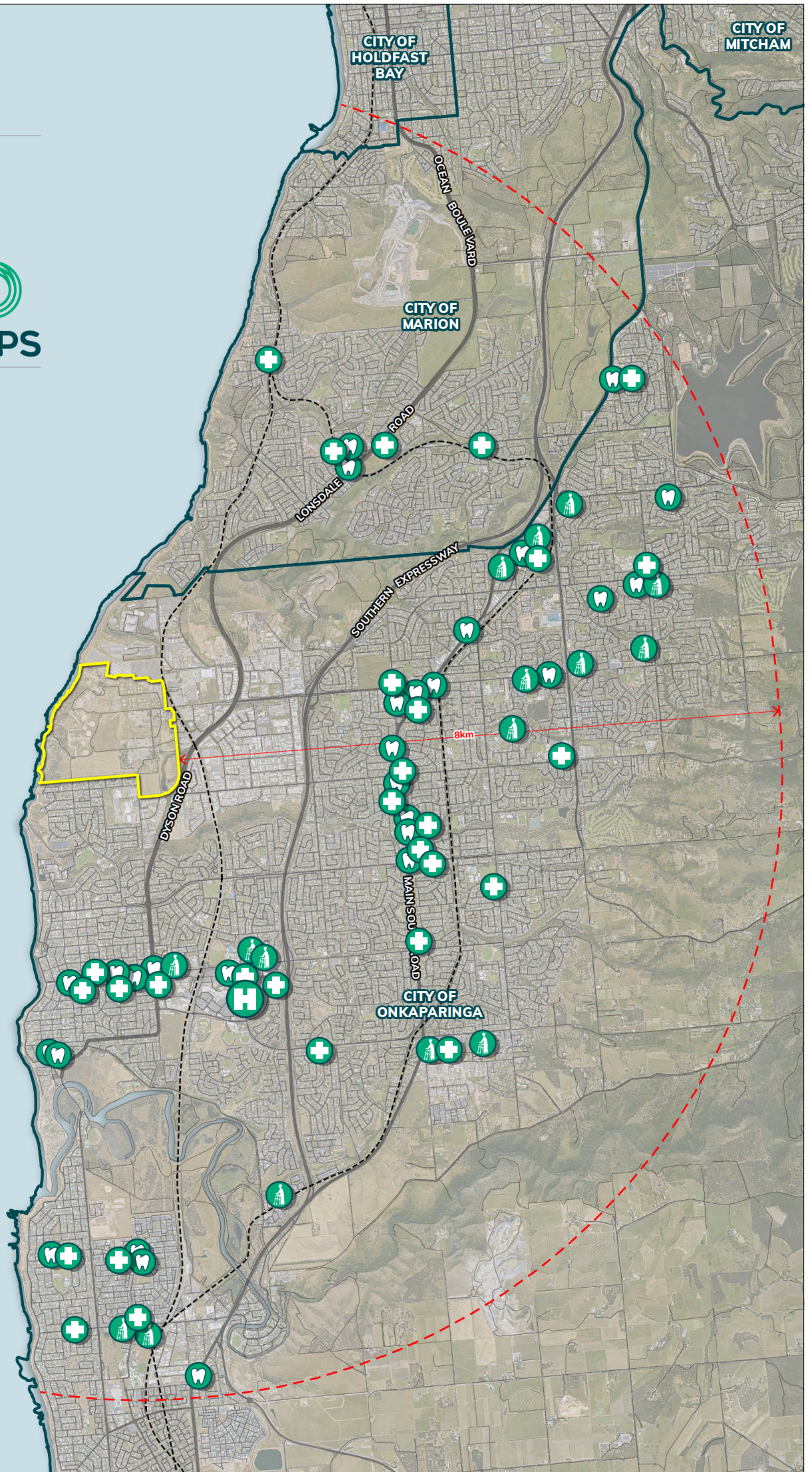
Port Stanvac

JOB REF. 23ADL-0091
PREPARED BY. MP
DATE. 30.10.23
REVISION. 1
DATA SOURCE. MetroMap (10.10.23)
data.sa.gov.au



LEGEND

- Affected Area
- Council Boundary
- Hospital
- Medical Centre
- Dentist
- Aged Care Facility



0 500 1,000 2,000m
SCALE: 1:50,000 @ A3

COMMUNITY FACILITIES

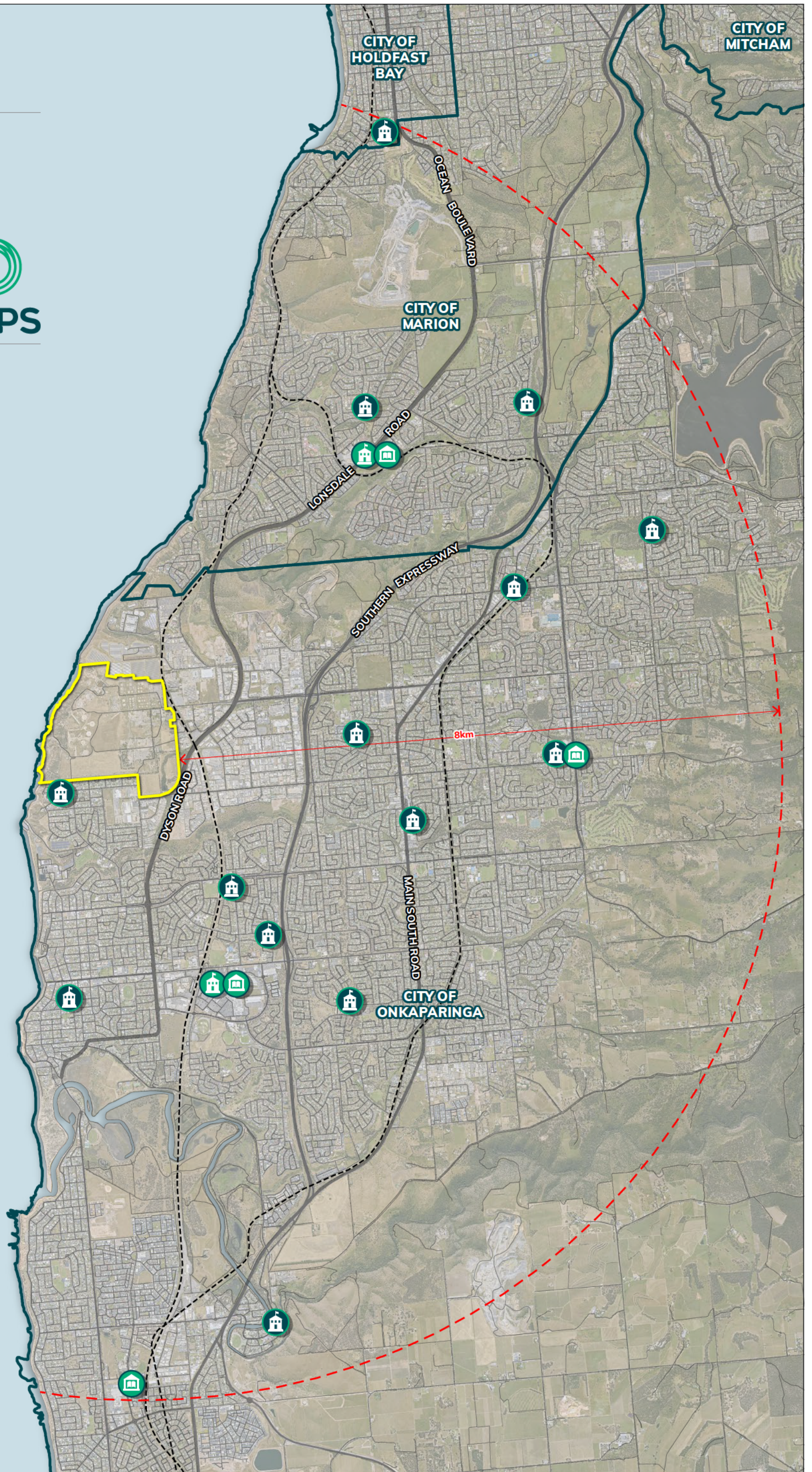
Port Stanvac

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DATA SOURCE. MetroMap (10.10.23)
data.sa.gov.au



LEGEND

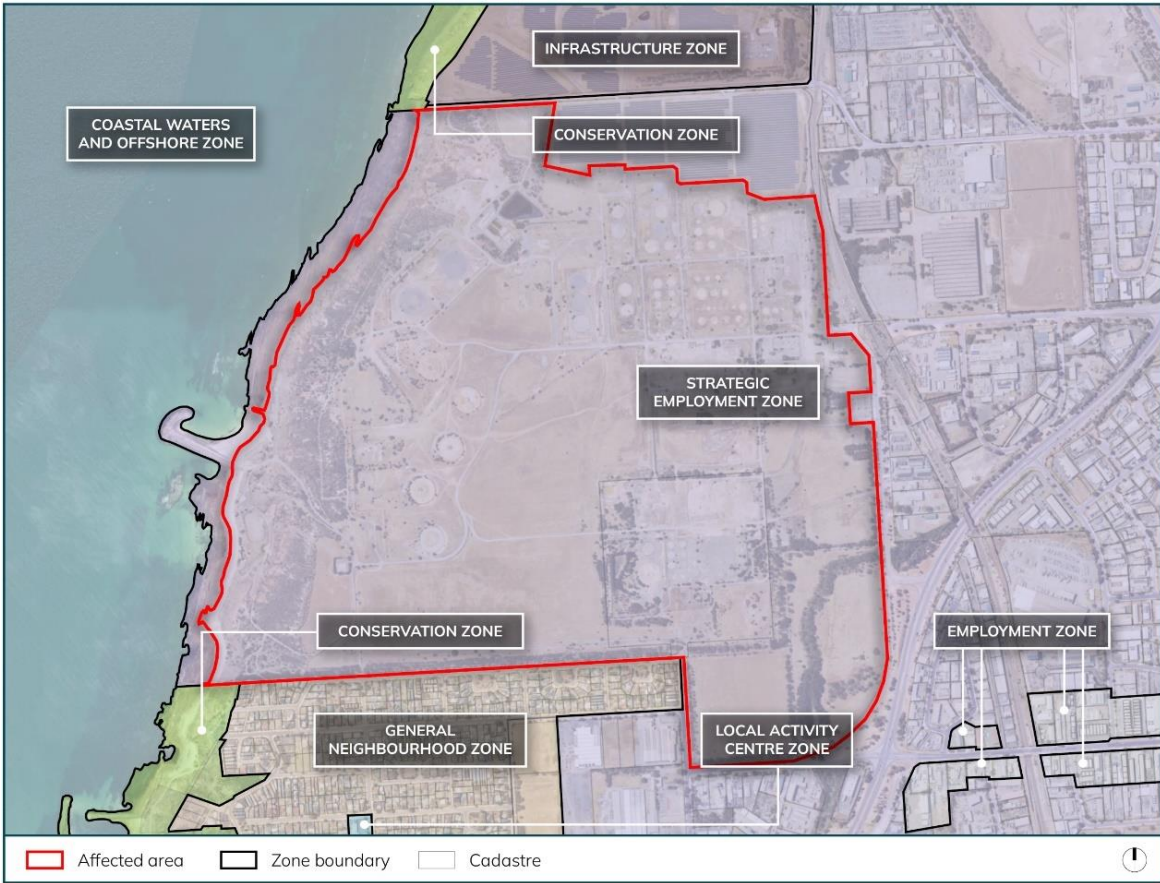
- Affected Area
- Council Boundary
- Civic Centre
- Community Hall
- Library



0 500 1,000 2,000m

SCALE: 1:50,000 @ A3

Appendix C - Zones and Overlays











Appendix D – Strategic Policies

State Planning Policies

State Planning Policy (SPP)	Code Amendment Alignment with SPPs
<p>State Planning Policy 1: Integrated Planning</p> <p>Objective: To apply the principles of integrated planning to shape cities and regions in a way that enhances our livability, economic prosperity and sustainable future.</p> <p>1.1 An adequate supply of land (well serviced by infrastructure) is available that can accommodate housing and employment growth over the relevant forecast period.</p> <p>1.3 Plan growth in areas of the state that is connected to and integrated with, existing and proposed public transport routes, infrastructure, services and employment lands.</p> <p>1.7 Regenerate neighbourhoods to improve the quality and diversity of housing in appropriate locations supported by infrastructure, services and facilities.</p> <p>1.8 Mixed-use development around activity centres, public transport nodes and strategic transit corridors to encourage greater use of active transport options such as walking, cycling and public transport.</p>	<p>The Code Amendment aims to create a growth opportunity by rationalising residential growth within Greater Adelaide. The land is in the outer southern region of Adelaide, as identified in the Commission’s Land Supply Report for Greater Adelaide (the Report). As identified in this Report, the Outer South region has a limited supply of greenfield land due to its geographical constraints (Character Preservation District and Environment, Food and Protection Area).</p> <p>There continues to be strong demand for residential land in the Outer South, with the Outer South and Outer North regions producing a similar number of dwellings over the past five years (4,603 and 4,563, respectively). Due to the limited supply of greenfield land in the Outer South, infill development has played a significant role in growth, accounting for 55% of dwellings built between 2017 and 2021. This trend is expected to continue, as the greenfield land supply in the Outer South is significantly less than that available in the Outer North.</p> <p>Given the comparable demand between these regions, genuine opportunities that support strategic infill development warrant consideration. The proposal has the potential to accommodate a master planned community with various land uses and provide a unique offering in the Outer Southern area of Greater Adelaide. Despite the current zoning of the land, the Affected Area is adjacent to an established urban residential area that is well-served by existing essential infrastructure.</p> <p>The Affected Area is in proximity to the rail corridor, which was electrified in 2014. The network provides connections to the Adelaide CBD as well as across the north, west and south of Greater Adelaide. Investigations undertaken to inform this Code Amendment will include both consideration of future public transport need and engagement with DIT and Adelaide Metro.</p>

State Planning Policy (SPP)	Code Amendment Alignment with SPPs
<p>State Planning Policy 2: Design Quality</p> <p>Objective: To elevate the design quality of South Australia’s built environment and public realm.</p> <p>2.4 Design advice should be obtained early in the planning process for complex developments, and utilise consistent and credible processes (such as Design Review) to ensure improved outcomes.</p> <p>2.8 Recognise the unique character of areas by identifying their valued physical attributes in consultation with communities.</p> <p>2.10 Facilitate development that positively contributes to the public realm by providing active interfaces with streets and public open spaces.</p> <p>2.11 Manage the interface between modern built form of different scales with more traditional dwelling forms, including through the management of streetscape character, access to natural light, visual and acoustic privacy, massing and proportions.</p> <p>2.12 Create design solutions for infill development that improves the relationship between buildings and public spaces, and the interface with neighbours.</p> <p>2.13 Provide a diverse range of high quality green public open spaces and streetscapes, particularly in areas of growth and renewal.</p>	<p>The Code Amendment seeks to facilitate a master planned development. This approach puts design at the forefront ensuring the natural features of the Affected Area are celebrated, integration with nearby land uses is complementary and a cohesive public realm is achieved.</p> <p>Infill development through large scale brownfield development sites such as the Affected Area, provide a greater opportunity for design to be at the forefront of decision making when compared to regular ad hoc infill development.</p>

State Planning Policy (SPP)	Code Amendment Alignment with SPPs
<p>State Planning Policy 5: Climate Change</p> <p>Objective Provide for development that is climate ready so that our economy, communities and environment will be resilient to climate change impacts.</p> <p>5.1 Create carbon-efficient living environments through a more compact urban form that supports active travel, walkability and the use of public transport.</p> <p>5.10 Support the transition of traditional industries that rely on fossil fuels to climate smart initiatives to reduce greenhouse gas emissions.</p>	<p>The Code Amendment proposes to deliver a zoning environment which supports the development of a higher density residential outcome and benefits from proximity to public transport infrastructure.</p> <p>The design of future public places such as parks and open spaces will considers the characteristics of the locality and will seek to enhance liveability and deliver a resilient urban form.</p> <p>The proposal provides a genuine opportunity to re-purpose land from an industry which was centred around fossil fuels to greener initiatives.</p>
<p>State Planning Policy 6: Housing Supply and Demand</p> <p>Objective: To promote the development of a well-serviced and sustainable housing and land choices where and when required.</p> <p>6.3 Develop healthy neighbourhoods that include diverse housing options; enable access to local shops, community facilities and infrastructure; promote active travel and public transport use; and provide quality open space, recreation and sporting facilities.</p> <p>6.5 Locate higher density residential and mixed-use development in strategic centres and transport corridor catchments to achieve the densities required to support the economic viability of these locations and the public transport services.</p> <p>6.6 A diverse range of housing types within residential areas that provide choice for different household types, life stages and lifestyle choices.</p> <p>6.7 Facilitate the provision of Affordable Housing through incentives such as planning policy bonuses or concessions (e.g. where major re-zonings are undertaken that increase development opportunities).</p>	<p>The Code Amendment proposes to deliver a zoning environment which supports residential growth in the Outer South.</p> <p>Development outcomes sought will be well-designed and take into account the Affected Area's natural characteristics as well as its positioning within an established urban area.</p> <p>The proximity of the Affected Area to metropolitan Adelaide and existing services offers a unique opportunity to provide a diverse range of housing which is not readily found in other locations in the southern residential market.</p>

State Planning Policy (SPP)	Code Amendment Alignment with SPPs
<p>State Planning Policy 7: Cultural Heritage</p> <p>Objective: To protect and conserve heritage places and areas for the benefit of our present and future generations.</p> <p>7.7 Provide certainty to landowners and the community about the planning processes for heritage identification, conservation and protection.</p>	<p>A desktop heritage risk assessment was undertaken to examine both Aboriginal and European heritage within the Affected Area. The assessment concluded the risk of encountering Aboriginal heritage sites or objects as:</p> <ul style="list-style-type: none"> • Very high – undisturbed coastline in the west of the Affected Area. This area is therefore proposed to be zoned Conservation Zone. • High – land within 50m of tributary of Christies Creek, which runs through southeast of Affected Area. This area is proposed to be identified within a Concept Plan for protection of the creekline. • Moderate – ploughed fields in the Affected Area. • Very low – footprint of the oil refinery. • An Aboriginal cultural heritage survey, Aboriginal heritage site discovery procedure, heritage induction for workers, on-call Archaeologist, and Aboriginal cultural heritage and archaeological monitoring in very high/high risk areas were all recommended by this survey. • The Proponent is acting on these recommendations and does not wish to negatively impact on areas of Indigenous cultural heritage significance. <p>The Kurna Yerta Aboriginal Corporation Registered Native Title Body Corporate will also be consulted as part of the investigations along with a review of information available from the Department of Premier and Cabinet – Aboriginal Affairs and Reconciliation.</p>

State Planning Policy (SPP)	Code Amendment Alignment with SPPs
<p>State Planning Policy 9: Employment Lands</p> <p>Objective: To provide sufficient land supply for employment generating uses that supports economic growth and productivity.</p> <p>9.2 Enable opportunities for employment and encourage development of underutilised lands connected to, and integrated with, housing, infrastructure, transport and essential services.</p> <p>9.4 Adaptable policies that allow commercial and industrial-focused employment lands to support local economies and evolve in response to changing business and community needs.</p> <p>9.11 Encourage the development of integrated employment and residential mixed-use precincts where conflicts between uses can be managed.</p>	<p>The Code Amendment proposes to develop a premium master planned community at Port Stanvac, including innovative employment lands.</p> <p>Approximately 60 hectares of employment land are proposed to be brought to market. These employment lands are expected to be situated on the northern-eastern side of the Affected Area, where they will naturally complement the existing employment lands in Lonsdale.</p> <p>The master planning approach allows for anticipated interface issues to be addressed early in the process and managed through considered design.</p> <p>The Affected Area is currently dormant; however, its strong connections to an established highway network and nearby employment lands indicate that it is well positioned to provide innovative employment opportunities and support the growing population in Adelaide's south.</p>
<p>State Planning Policy 13: Coastal Environment</p> <p>Objective: To protect and enhance the coastal and marine environment and ensure that development is not at risk from coastal hazards.</p> <p>13.1 Protect and enhance the natural coastal environment and its resilience to a changing climate, including environmentally important features, such as mangroves; wetlands; estuaries; marine-protected areas; sand dunes; cliff tops; beaches; native vegetation; living creatures; and other important habitats.</p> <p>13.3 Balance social and economic development outcomes in coastal areas with the protection of the environment.</p> <p>13.6 Maintain or enhance the scenic amenity of important natural coastal landscapes, views and vistas.</p> <p>13.7 Development that enables and enhances public access to coastal areas with minimal impact on the environment and amenity.</p>	<p>The Affected Area benefits from direct access to a portion of Adelaide's mid coast. Although this section of the coastline was previously used for importing and exporting oil and petroleum, it remains an appealing environment. Additionally, the Affected Area includes a vegetation strip that runs along the coastline, which will undergo further detailed investigations. Areas of environmental significance will be protected from incompatible development through the master planning process to minimise negative impacts.</p>

30 Year Plan for Greater Adelaide

Regional Plan Identified Priorities	Code Amendment Alignment with Regional Plan
<p>Transit corridors, growth areas and activity centres</p> <p>P1. Deliver a more compact urban form by locating the majority of Greater Adelaide’s urban growth within existing built-up areas by increasing density at strategic locations close to public transport.</p> <p>P2. Increase residential and mixed-use development in the walking catchment of:</p> <ul style="list-style-type: none"> • strategic activity centres • appropriate transit corridors • strategic railway stations. <p>P3. Increase average gross densities of development within activity centres and transit corridor catchments from 15 to 25 dwellings per hectare to 35 dwellings per hectare.</p> <p>P5. Encourage medium rise development along key transport corridors, within activity centres and in urban renewal areas that support public transport use.</p> <p>P8. Provide retail and other services outside designated activity centres where they will contribute to the principles of accessibility, a transit focused and connected city, high quality urban design, and economic growth and competitiveness.</p> <p>P9. Develop activity centres as vibrant places by focusing on mixed-use activity, main streets and public realm improvements.</p>	<p>The Affected Area is proposing to rezone strategically identified land to provide housing supply, employment land and associated services in a desirable locality. The site will feature increased densities, high quality open space and a variety of services to cater for resident’s needs.</p> <p>The site will provide employment and housing opportunities in a compact, master planned development. The development of the site will see a highly connected and walkable community.</p> <p>The Affected Area is strategically located in proximity to Adelaide CBD and transport options. The development will make greater use of the Lonsdale Railway Station.</p>

Regional Plan Identified Priorities	Code Amendment Alignment with Regional Plan
<p>Design Quality</p> <p>P25. Encourage urban renewal projects that take an all-inclusive approach to development by including streetscapes, public realm, public art and infrastructure that supports the community and responds to climate change.</p> <p>P26. Develop and promote a distinctive and innovative range of building typologies for residential housing which responds to metropolitan Adelaide’s changing housing needs, reflects its character and climate, and provides a diversity of price points.</p> <p>P28. Promote permeable, safe, attractive, accessible and connected movement networks (streets, paths, trails and greenways) in new growth areas and infill redevelopment areas that incorporate green infrastructure.</p> <p>P29. Encourage development that positively contributes to the public realm by ensuring compatibility with its surrounding context and provides active interfaces with streets and public open spaces.</p> <p>P32. Encourage higher density housing to include plantable space for trees and other vegetation where possible.</p>	<p>Remediating the site and opening it to the community for the first time, will help to unlock the beauty of the coastline for community enjoyment. Open space and recreational spaces will be included that capitalise on the topography and sensitive environmental features.</p> <p>The residential form will be of a higher density and provide a variety of housing typologies. These typologies will be of high architectural quality.</p> <p>The development of the site will be informed by a master plan which will respond to the qualities and attributes of the site. The master plan will also provide a holistic approach to the future development of the area and consider connectivity, movement and configuration.</p> <p>Design of the site will see high quality public realm and built form.</p>

Regional Plan Identified Priorities	Code Amendment Alignment with Regional Plan
<p>Housing mix, affordability and competitiveness</p> <p>P36. Increase housing supply near jobs, services and public transport to improve affordability and provide opportunities for people to reduce their transport costs.</p> <p>P39. Promote universal and adaptable housing principles in new housing stock to support changing needs over a lifetime, including the needs of those who are less mobile.</p> <p>P42. Provide for the integration of affordable housing with other housing to help build social capital.</p> <p>P43. Increase the supply of affordable housing through the provision of 15 per cent affordable housing in all new significant developments. These developments include surplus and residential government land projects; declared major developments and projects; and rezoned land that increases dwelling yield (including all new growth areas).</p> <p>P45. Promote affordable housing in well located areas close to public transport and which offers a housing mix (type and tenure) and quality-built form that is well integrated into the community.</p> <p>P46. Ensure an adequate land supply is available to accommodate housing and employment growth over the longer term (at least a 15-year supply).</p>	<p>The future development of the site will see a predominantly low-rise, medium density urban form, with some well-designed mid-rise buildings in strategic locations such areas with coastal views, proximity to retail services and the existing Lonsdale Railway Station.</p> <p>These buildings will provide a high standard of residential amenity with abundant open space, strong connectivity and access to services and a range of housing styles that build a complete neighbourhood. Development will include 15% affordable housing.</p> <p>Additional employment opportunities will be generated onsite. The development will also provide additional housing close to existing employment opportunities.</p> <p>The master planned approach will prioritise the development of a new community. Residents will live, work and play in a vibrant, community orientated development.</p>

Regional Plan Identified Priorities	Code Amendment Alignment with Regional Plan
<p>Transport</p> <p>P76. Improve the amenity and safety of public transport stops, stations and interchanges by improving their connections to adjacent development and encouraging mixed-use development and housing diversity in close proximity.</p>	<p>The development is adjacent to the Lonsdale Railway Station. As part of the development the Lonsdale Railway Station will be upgraded to accommodate the increased patronage.</p> <p>Pedestrian linkages will connect the railway station to the residential and retail areas. The development will see increased connectivity to and from Port Stanvac.</p> <p>The master plan will also prioritise movement through the site and connectivity to established areas.</p>
<p>Infrastructure</p> <p>P86. Ensure that new urban infill and fringe and township development are aligned with the provision of appropriate community and green infrastructure, including:</p> <ul style="list-style-type: none"> • walking and cycling paths and facilities • local stormwater and flood management including water sensitive urban design • public open space • sports facilities • street trees • community facilities, such as childcare centres, schools, community hubs and libraries <p>P86. Design and locate community infrastructure to ensure safe, inclusive and convenient access for communities and individuals of all demographic groups and levels of ability.</p>	<p>The development seeks to capitalise on the location's natural attributes. This includes connection the coast and existing residential areas.</p> <p>Development will be guided by a master plan. This approach is beneficial to delivering infrastructure across the site. Community facilities, infrastructure and open space will be integrated within the site to ensure the safe and convenient provision of services.</p>

Regional Plan Identified Priorities	Code Amendment Alignment with Regional Plan
<p>Climate Change</p> <p>P105 Deliver a more compact urban form to:</p> <ul style="list-style-type: none"> • protect valuable primary production land • reinforce the Hills Face Zone, character preservation districts and Environment and Food Production Areas • conserve areas of nature protection areas • safeguard the Mount Lofty Ranges Watershed • reduce vehicle travel and associated greenhouse gas emissions. 	<p>The development seeks to provide a compact residential form with a mix of densities. The proposal leverages a strategically identified site in close proximity to Adelaide.</p> <p>Development of the Affected Area preserves other areas in the south which have primary production value from being developed.</p> <p>The Affected Area will remediate a previously industrial site and provide housing and employment opportunities on an underutilised site. This is a unique strategic opportunity that supports the development of a compact urban form.</p>

Regional Plan Identified Targets	Code Amendment Alignment with Regional Plan
<p>Target 1 — Containing our urban footprint and protecting our resources</p>	
<p>1.1 - 85% of all new housing in metropolitan Adelaide will be built in established urban areas by 2045.</p>	<p>The Code Amendment seeks to facilitate residential development within the established urban area. The residential development will see a concentration of housing in close proximity to Adelaide and services within the south.</p>
<p>Target 2 — More ways to get around</p>	
<p>60% of all new housing in metropolitan Adelaide is built within close proximity to current and proposed fixed line (rail/tram/O-Bahn) and high frequency bus routes by 2045.</p>	<p>The Affected Area is adjacent to Lonsdale Railway Station. The Lonsdale Railway Station has regular services to Seaford and Adelaide.</p> <p>The Affected Area is also serviced by Adelaide Metro bus services.</p> <p>It is expected that the Code Amendment and future development will trigger an increase to services and supporting infrastructure. This will support greater patronage and provide residents with more ways to get around.</p>

Regional Plan Identified Targets	Code Amendment Alignment with Regional Plan
Target 4 — Walkable neighbourhoods	
<p>Increase the percentage of residents living in walkable neighbourhoods in Inner, Middle and Outer Metropolitan** Adelaide by 25% by 2045.</p>	<p>The future development will be guided by a master plan which will provide the overarching structure and key design moves. The master plan will focus on walkability and connection across the site, as well as the mix of services.</p> <p>The delivery of high-quality public realm is a key priority.</p> <p>Walkability will improve the health and wellbeing of resident and encourage active transport options.</p>
Target 6 — Greater housing choice	
<p>Increase housing choice by 25% to meet changing household needs in Greater Adelaide by 2045</p>	<p>The future development proposes to incorporate a variety of housing typologies across the site and use a mixture of housing densities across the site to leverage the qualities of the Affected Area.</p> <p>The master plan will also consider the future residents and design housing typologies to align with their needs.</p> <p>Given the Affected Areas locality and connection to Adelaide it is expected that the future dwellings will be desirable to a diversity of future residents.</p>

Appendix E – Site Contamination Memo

22 September 2024

Jamie Buxton
General Manager, Commercial and Industrial
MAB Corporation Pty Ltd
5/441 St Kilda Rd
Melbourne VIC 3004

Dear Jamie,

Re: Remediation Strategy - Former Port Stanvac Refinery Site

Trilogy Consulting AU Pty Ltd (Trilogy) is pleased to provide this letter relating to the remediation strategy for the former Port Stanvac Refinery (the Site). It is understood that URPS Pty Ltd is seeking to propose a code amendment on behalf of MAB Corporation (MAB) for the Site. This amendment seeks to change the zoning of the land from its current designation as strategic employment, enabling the development of much-needed residential, commercial / industrial, parkland and mixed-use.

The site, a former refinery that operated from the 1960s to the early 2000s, has been subject to extensive environmental investigations for over 30 years. These investigations have comprehensively assessed the nature and extent of contamination resulting from the site's industrial past. Mobil Oil Australia, the site's current owner, has provided a significant body of environmental reports, which have been reviewed in detail by contaminated land consultants engaged by MAB.

For over 12 months, Trilogy have been working diligently to devise a robust remediation strategy to ensure that the site can be safely repurposed for more sensitive uses. The strategy has been developed in accordance with the South Australian Environment Protection Authority (SA EPA) guidelines, with a strong emphasis on achieving remediation goals that protect human health, receiving water bodies, and the broader environment. The remediation approach will be documented in typical regulatory reported and be agreed with key stakeholders, particularly MAB, an appointed site contamination auditor and the SA EPA.



The remediation strategy being considered includes three key methods to address contamination at the site:

- 1. Ex-situ bioremediation:** This process involves excavating contaminated materials and treating them in a controlled environment to break down pollutants, allowing the land to be restored to a safe state.
- 2. Containment within an on-site engineered cell:** Some contaminants will be securely contained on-site within an engineered cell, which will prevent any risk of further migration and ensure long-term stability. In some instances, separation layers may be utilised to limit disturbance of contaminated materials and protect future users and the environment.
- 3. Immobilisation:** For contaminants that pose a risk of leaching or spreading, immobilisation techniques will be employed to bind the pollutants in place, reducing the potential for exposure or environmental harm.

Throughout the course of code amendment process, Trilogy will continue to undertake further environmental assessments to support future development applications, ensuring alignment with the Planning, Development and Infrastructure (PDI) Act 2016. These assessments will be undertaken in accordance with Practice Direction 14 (Site Contamination) of the PDI Act 2016, ensuring relevant stakeholders are satisfied that site is suitable for the more sensitive proposed uses. As additional information becomes available, the remediation strategy will be refined in consultation and collaboration with the site contamination auditor and SA EPA.

Trilogy looks forward to completing assessment and remediation of site contamination to support rezoning of the former refinery site, believing that the proposed code amendment will enable the area to transition from its former industrial use to a vibrant residential community. This change not only aligns with broader urban planning goals but also leverages the considerable efforts that will be made to remediate the site, transforming it into a safe and sustainable environment for future residents.

Should you require any further information, or if we can assist in any way, please do not hesitate to contact the undersigned at alex@trilogyco.com.au, or on 0433 743 730.

Yours sincerely,

Alex Savaglia

Director

Trilogy Consulting AU Pty Ltd

Appendix F – Council’s Vision

An aerial photograph showing a large-scale development project. The foreground features a rocky beach and the ocean. The middle ground is dominated by a vast green field with several circular ponds and winding paths. In the background, a residential and industrial area is visible, with a road leading towards a town. The sky is clear and blue.

Port Stanvac Renaissance:

Synergising Economic, Social, and Environmental Prosperity

Lot 112 Old Refinery Road, Lonsdale, South Australia



The City of Onkaparinga envisions a future at Port Stanvac where a mixed-use development is a model of sustainability, thriving industry and community wellbeing, setting new benchmarks for economic, social and environmental excellence in South Australia.



Introduction

Port Stanvac is a crucial part of the City of Onkaparinga's story. From its rich history under the custodianship of the Kaurna people, to its position between some of South Australia's most stunning coastline and the largest employment land precinct south of Adelaide, Port Stanvac has long been a land of opportunity.

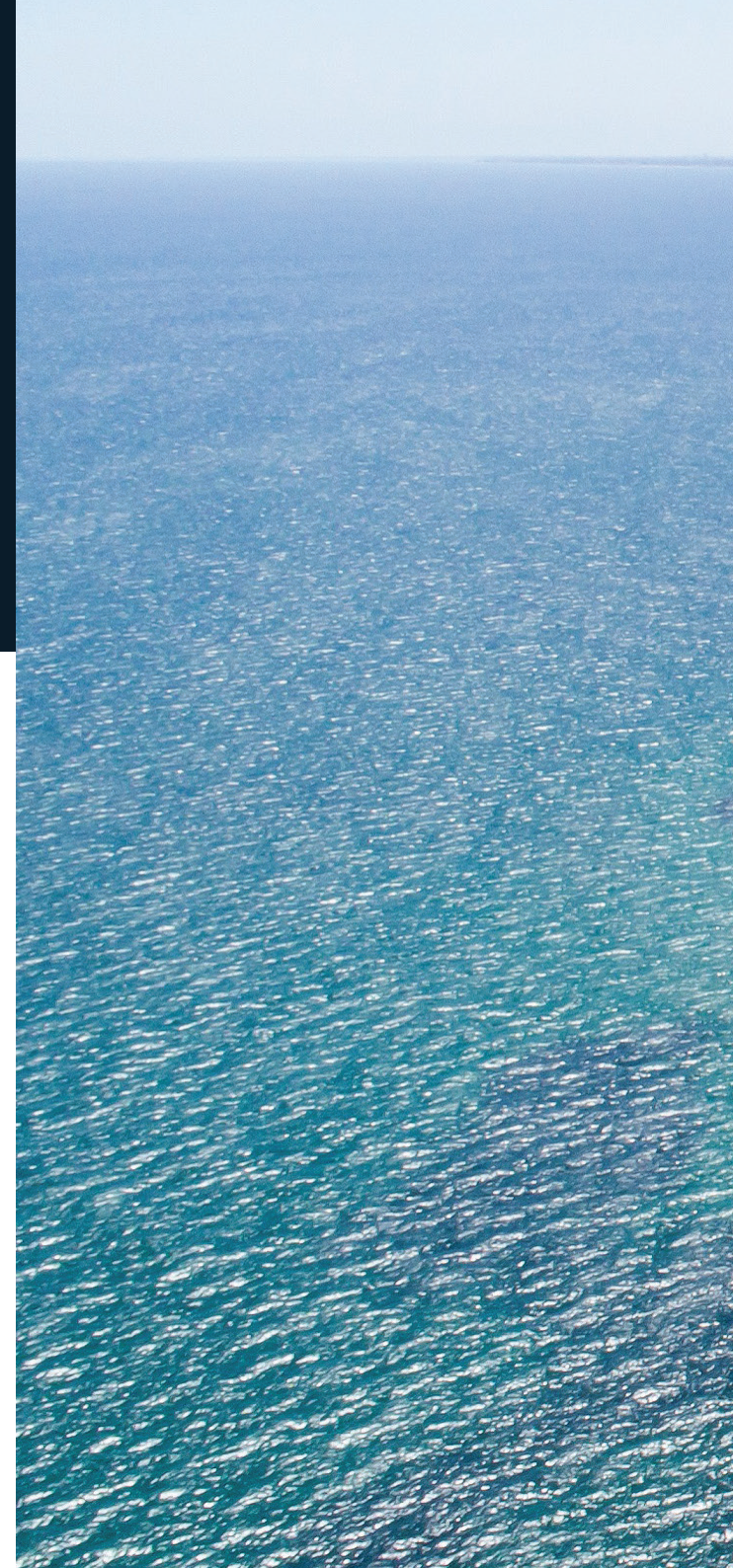
Our communities are growing. They want affordable, sustainable homes. They want local jobs and thriving industries. They love our world-renown coastlines, open spaces, cultural heritage and amazing biodiversity. And they welcome tourists from far and wide.

Our businesses are expanding too. Building on an upswing in manufacturing, sophisticated tech; wine and service

industries are generating new and exciting opportunities. But our tightly held industrial zones are almost full and they need room to innovate and grow.

The relationship between the Lonsdale and Port Stanvac precincts also presents an opportunity for fostering interconnectedness, collaborative initiatives, and innovative clustering, enhancing economic growth and industry development across the region.

For many years we've been asking "What's next for Port Stanvac?". We're excited that now there is true potential for creating a mixed-use development that sets the benchmark for carefully planned sustainable housing, innovative industry and tourist offerings.





Our aspirations

As the last remaining significant vacant land holding in the Outer South, the 186-hectare Port Stanvac site stands as a focal point for future growth and innovation for not only for our city but also for South Australia.

With careful master planning, community engagement and appropriate zoning, Port Stanvac has amazing potential. We envisage a well considered, well designed, highly accessible mixed-use site; including residential development that provides a high quality public realm for people to live locally.

Given the unique attributes of the site, it's vital to ensure the right mix of industrial/business, residential, tourism and recreational areas to realise the full potential of Port Stanvac.

Port Stanvac presents a once-in-a-lifetime opportunity for our city and state, requiring careful planning to realise its full potential. The City of Onkaparinga welcomes collaboration with interested parties and key stakeholders to achieve these goals.

Our goals

Goals for this unique site include:

- Maximising and prioritising economic development opportunities including allocating 115 hectares for employment land to cater for future jobs demand and new industries and businesses.
- Providing high quality, diverse and affordable housing options that incorporate environmentally sustainable design in a desirable location.
- Protecting and enhancing natural watercourses, coastal areas, biodiversity, and cultural values.
- Ensuring open space and coastal access are enhanced through any development.
- Setting a benchmark for sustainable, climate-resilient design, construction, and operations.
- Prioritising Aboriginal heritage protection in decision making processes.
- Leveraging recreation and tourism potential to diversify our destination and grow visitation.



CONTACT

For more information, or to discuss these opportunities further please contact Renee Mitchell, Director Planning at renee.mitchell@onkaparinga.sa.gov.au or phone (08) 8384 0666.

Appendix G – Feedback from Council CEO

18 December 2024
Our ref: 6621981
Your ref: 23ADL-0091

Anita Allen
Associate Director
URPS
aallen@urps.com.au

Dear Anita

Preliminary Consultation Response on the Port Stanvac Mixed Use Code Amendment Proposal to Initiate

I acknowledge receipt of your correspondence dated 28 November 2024 seeking preliminary advice on the Proposal to Initiate the Port Stanvac Mixed Use Code Amendment.

Following a review of the Proposal to Initiate, the following feedback is provided:

Preliminary supporting information

We note that in Section 4.1 Technical Investigations Already Undertaken a number of key investigations have already been commenced or potentially completed however the outcome reports have not been provided to the City of Onkaparinga.

Without access to these reports, it is difficult to provide feedback that accurately addresses the Proposal to Initiate. Council has previously expressed concerns regarding incompatible data of remaining employment lands but has been excluded from the base assumptions that inform this and other components of the Proposal to Initiate.

Strategic alignment

As we state in our community vision, Port Stanvac presents a once in-a-lifetime opportunity for our city and state, requiring careful planning to realise its full potential, and we welcome the opportunity that Port Stanvac presents.

We acknowledge and support the (draft) Greater Adelaide Regional Plan which identifies the opportunity for '*a land use mix of innovation industries, other employment generating industries and housing. Its potential as an innovation place, stems from its strategic links to industry, renewable energy and transport infrastructure and amenity that can be drawn from its coastal location*'.

We have reviewed the Proposal to Initiate as it relates to the (draft) **Greater Adelaide Regional Plan**, and in principle we concur it generally aligns to its direction; we further note the intent of the Proposal to Initiate aligns to the goals outlined in our Community Vision for this unique site, being:

- Maximising and prioritising economic development opportunities including allocating 115 hectares (ha) for employment land to cater for future jobs demand and new industries and businesses.
- Providing high quality, diverse and affordable housing options that incorporate environmentally sustainable design in a desirable location.
- Protecting and enhancing natural watercourses, coastal areas, biodiversity, and cultural values.
- Ensuring open space and coastal access are enhanced through any development.
- Setting a benchmark for sustainable, climate-resilient design, construction, and operations.
- Prioritising Aboriginal heritage protection in decision making processes.
- Leveraging recreation and tourism potential to diversify our destination and grow visitation.

In reading the 'Overview of the Code Amendment' we are pleased to see key outcomes included that capture the need to integrate new development with the surrounding area and the provision of a publicly accessible connected coastal reserve that celebrates cultural and environmental values – we would however also add there is a need to protect this asset.

There are several matters which we consider require further analysis and discussion - these matters are outlined below.

Employment land supply

We note that the greatest point of difference relates to the amount of employment land that council seeks to be maintained as 'Strategic Employment Zone' to accommodate the projected demand, and secondly the definition applied to 'employment land'.

We further note the Commission's approach to employment land applies the 'Broad industry categories' as a way of identifying an industrial employment precinct's strategic purpose - traditional, freight and logistics, knowledge intensive and population serving.

For the purpose of our feedback to the PTI, our reference to employment land is primarily for traditional and knowledge intensive sectors with allowance for freight and logistics.

Regarding the projected land demand and supply, we would like to clarify and correct the amount of land projected to be required for employment land (to 2051) as stated in our vision document, as outlined below.

At the start of 2024, we engaged Macroplan to prepare an Employment Lands Report to gain a fully informed understanding of our employment land supply, demand and trends. Macroplan's Report - excluding Port Stanvac - identified we have a total of **29 ha** of vacant employment land, with the Lonsdale region accounting for 25 ha.

The current vacant land within Lonsdale (25ha) equates to 4% of the suburb. Given the marginal nature of some of this vacant land, the effective stock is probably less than 20 ha which implies a vacancy rate of more like 3%. With a consumption rate of 4-6 ha per annum, **this equates to the Outer South having about 4-5 years of supply** which means the market is **extremely tight**.

In the report, Macroplan refer to Job Skills Australia projections (modelled by Victoria University) that has identified a positive change in the outlook for manufacturing, with manufacturing and industrial jobs more broadly projected to grow 26% in line with the overall jobs market out to 2033.

A scenario of industrial jobs in the Onkaparinga area growing in line with industrial jobs in Greater Adelaide, translates to demand for 115 ha by 2051. Taking into account existing (but limited supply) in Lonsdale of some 24 ha, the demand for employment land is **91 ha**.

By comparison, we note in the (draft) Greater Adelaide Regional Plan it states, '*modelling suggests there is demand for an additional 317 ha of land across the Outer South region, which theoretically could be met by existing zoned vacant land*', and further indicates there is 361 ha of vacant employment land.

As we advised the State Planning Commission, based on our report on employment land supply and demand, we **fundamentally disagree** with the above statement and the position on the amount of available vacant employment land. However, without the benefit of the methodology and modelling, we are unable to determine how this figure has been calculated to compare to our report which we released to the Commission and the proponent.

We are also concerned that the Commission through their statements in the draft Greater Adelaide Regional Plan has failed to see the improving economic resilience and positive growth occurring in manufacturing in Onkaparinga. Manufacturing represents over 10% (and growing) of total jobs in Onkaparinga.

Within Onkaparinga we are focused on employment land supply for the growth of 'good jobs', which we define as value-adding jobs that lead to an increase in service and retail activity – 'good jobs' align with the state government's [Advanced Manufacturing Strategy](#). As described in this document, growth of good jobs is achieved through manufacturing that drives greater productivity and complexity in our economy and exporting higher value-added goods and services resulting in high living standards for our communities. Good jobs are found in knowledge intensive / advanced manufacturing – they underpin 70% of the world's trade.

Building on our strong domestic manufacturing sector is fundamental to South Australia's continued participation in the global economy. We note there is an opportunity for Port Stanvac to deliver such jobs through leveraging off the businesses and education facilities at Tonsley Innovation District given its connection through the Southern Expressway and Seaford train line.

In light of the above, we have substantial concerns to the comments in the cover letter and Proposal to Initiate as per below.

Unlocking strategically located employment and innovation land.

The site can unlock up to 60 ha of land for employment opportunities close to where people live and connected to other strategic employment, innovation and education precincts.

and

SPP 9: Employment Lands

Approximately 60 ha of employment is proposed to be brought to market, including retail and commercial uses within the mixed-use centre.

and

While we appreciate the need for industrial land, this proposal provides a sophisticated design-led approach that responds to the opportunities and constraints presented by this site. Further, the mixed-use precinct will create opportunities for a wider range of employment outcomes at higher densities, leveraging the locational advantages available.

As we have stated, we support a mix of land uses at Port Stanvac - people need somewhere to live, but they also need somewhere to work. We do not agree that 'up to 60 ha' of mixed-use land will adequately provide for our employment growth, as demonstrated by the Macroplan report.

There is a need to protect employment land for traditional and knowledge intensive sectors that need to be located in Strategic Employment and Employment zones - uses that cannot be located in other activity centre type zones.

We note the need for employment land is supported by the recently released Property Council of Australia report: [Every hectare of industrial land developed supports approximately 90 jobs and generates \\$13.5m of Gross State Product](#) which identifies that every hectare of industrial land developed, supports approximately 90 jobs and generates \$13.5m of Gross State Product.

We do not want to lose our extremely limited employment land on excessive mixed use that can be located elsewhere, such as in our activity centres, particularly given the availability of vacant land in activity centres that can accommodate mixed use development – Seaford, Aldinga and Noarlunga provide ample mixed use opportunities.

With over 50,000 Onkaparinga residents leaving our region to work elsewhere, there is a dire need to create the opportunities that enables development to attract employment opportunities in our dominant industry sectors.

The draft Greater Adelaide Regional Plan promotes the aspiration of 'Living Locally': a lack of employment land, whether for traditional activities or for population servicing is at complete odds with the Commission's direction for our new communities.

Whilst we acknowledge the site offers an outstanding development opportunity for employment land that could also accommodate some mixed use and housing; our position is the priority for Port Stanvac to maintain **a minimum 91 ha as Strategic Employment Zone**.

The overbearing conversion of employment areas to residential or mixed-use as proposed will further impact the demand and need for employment land supply in the Outer South. Our position is echoed by the Plan, requiring a Net Community Benefit (determined through an assessment) to avoid the loss of industrial land to residential.

Given the majority of zoned and vacant employment land is within Port Stanvac, the City of Onkaparinga has long held the view that this site represents a major and strategic economic growth opportunity for not only our region but also the state – for this reason Port Stanvac continues to be a priority focus in Council's advocacy plans to support economic growth.

This sentiment is echoed in the Australian Government economic plan Future Made in Australia by '*strengthening economic security. It will allow Australia to produce more things here, using natural*

resources to build competitive new industries, in turn creating more jobs and opportunities across the country’.

Housing forms

We believe an innovative master plan with a greater mix of housing forms that challenge height and density incorporating high-quality apartments and townhouses together with short-stay apartments to cater for tourism and corporate would transform the former refinery site into the next Tonsley, Bowden, or what is to happen at Forestville and Thebarton.

To capitalise on the location’s natural attributes, its scenic outlook, and its connection to the coast there is every opportunity to avoid the dominance of ‘business as usual’ of low rise, detached dwellings (as per the MAB master plan) and deliver a truly unique development.

We suggest minimising the number of detached dwellings, and moving to mid to high rise development akin to Tonsley, Bowden, Forestville and Thebarton, would reduce the level of remediation required.

As an essentially blank canvas, Port Stanvac presents a perfect opportunity to challenge the housing industry norms.

Social Infrastructure

A future population of some 9000+ residents (2.5 people per household) in Port Stanvac would be the eighth largest suburb in the City of Onkaparinga.

Noting the reference in the Proposal to Initiate that there is ample spare capacity, without access to the investigation report, it is very difficult to imagine how existing facilities including medical, schools, and community centres could have capacity to meet the needs of such a large new population.

We suggest further work and discussions around social infrastructure is warranted and we suggest speaking with the state government’s Growth and Infrastructure Coordination Unit about the process undertaken for the Sellicks Beach Code Amendment for best practice.

We would welcome working with you, to understand and to contribute to social infrastructure outcomes given our current work in this space with our Community Facilities District Planning and our long-standing knowledge of the needs of our community.

Aboriginal heritage

As has been identified, there are many high value cultural sites in the Affected Area – we are very pleased to see this recognised, and we strongly encourage you to engage with Kaurna Meyunna Traditional Owners, and the broader First Nations community members in our city.

Sustainable living

MAB are presented an unprecedented opportunity to set a new benchmark for sustainable and climate resilient development in South Australia.

We are pleased to see in MAB's vision, the opening statement: '*An exciting mixed-use precinct with sustainability and community at its heart*'. That said, we note little other reference to sustainability outcomes are made within the Proposal to Initiate.

A strong response to climate change and a focus on sustainability is key to maintaining liveability in our city, managing risks and reducing future costs. The City of Onkaparinga recognises that sustainable outcomes make resilient communities – this is set out in our Climate Change Response Plan 2022–27

Goal 1: Climate Smart Neighbourhoods: 2 Our streets, suburbs and townships are designed, built and maintained to respond to our local climate and to create places that are safe and great to live in.

Our community are calling for us to continue our commitment to respond to the impacts of climate change, reduce emissions and build community resilience. On this basis we draw your attention to the Green Star - Communities Framework (<https://new.gbca.org.au/green-star/rating-system/communities/>) which sets out how this can be achieved and which we believe aligns with our long-term goals and MAB's own vision for Port Stanvac.

The Green Star Communities Framework has been adopted by Renewal SA and Villawood for their Aldinga development to deliver a 46-hectare master planned net zero community accommodating 800 dwellings as well as a central community club and lifestyle village.

We believe Port Stanvac being a large vacant site presents a prime opportunity for MAB to show leadership in delivering sustainable development that shapes a future community to make our urban environment better, more liveable now and into the future for a new community.

Collaboration and engagement

Whilst we appreciate the presentations given to us by MAB held in September 2024, these were more a personal introduction rather than any discussion on this Proposal to Initiate or appropriate policy. Given the strategic importance of the Port Stanvac site, we are quite concerned with the intended approach to future engagement as outlined in section 4.4 Further Engagement Proposed of the PTI - *Direct notification of Onkaparinga Council - As required by Practice Direction 12.*

Whilst it may 'meet' the Community Engagement Charter, we find it unhelpful and does not meet ours or our community's expectations given the public announcements made by the Premier and MAB Managing Director.

The State Government will work with MAB and the Onkaparinga Council to put in place the planning requirements to enable a well considered master plan is delivered for the site that provides for a range of housing types, employment, shopping and public access to the coastline and beach.

Premier Peter Malinauskas

MAB is committed to working with all stakeholders to plan and deliver a contemporary mixed-use master planned precinct that creates new lifestyle and employment options for the local community.

Andrew Buxton, MAB Managing Director

<https://www.premier.sa.gov.au/media-releases/news-items/port-stanvac-unlocked-for-new-housing-development>

At a staff level we would hope, and indeed expect to be much more actively involved in the master planning and rezoning process given Port Stanvac will become home to some 9,000 future residents of the City of Onkaparinga, and a working population of many more.

We appreciate the need for open, honest and timely communication having the experience of working extensively with Renewal SA at Aldinga and Noarlunga, and now being intrinsically involved with the Growth and Infrastructure Coordination Unit on the Sellicks Beach Structure Plan and Sellicks Beach Code Amendment

The progress of these developments show that collaboration works. We look forward to further opportunities to work with MAB and further opportunities to provide comment on the matters that reflect the concerns of our Council and community.

Conclusion

As required by Practice Direction 2, please be advised that this advice does not represent a formal position and the City of Onkaparinga reserves the right to provide formal feedback during consultation.

Should the Minister agree to initiate the Code Amendment it is recommended that the following three fundamental matters are investigated/addressed:

- as previously noted, no investigation reports have been provided – to enable an informed response council should be provided copies of these at the onset
- an independent review of the TSA report on employment land (as the City of Onkaparinga defined employment land) – as it stands **91 ha must be retained** as Strategic Employment Zone
- we have particular concern regarding the social infrastructure comments – we request that further engagement with council on this be undertaken prior to the next steps of the process.

Should the Minister agree to initiate the Code Amendment, it is recommended that the following stakeholders are consulted:

- please contact Craig Jones, A/Team Leader Development Policy on 8384 0617 or craig.jones@onkaparinga.sa.gov.au regarding input into the stakeholders list.

If you have any questions or wish to discuss the matters raised above further, please contact Renée Mitchell, Director Planning on 0414 908 429 or email renee.mitchell@onkaparinga.sa.gov.au.

Yours sincerely

Phu Nguyen
Chief Executive Officer

Cc Peter Malinauskas MP, Premier of South Australia
Susan Close MP, Deputy Premier, Minister for Industry, Innovation and Science
Nick Champion MP, Minister for Housing and Urban Development

Craig Holden, Chair State Planning Commission

Appendix H – Engagement Plan on a Page

We are true engagement practitioners.

At URPS we bring meaning and authenticity to our interactions with clients, stakeholders and community alike.

We focus on building lasting relationships based on empathy rather than simply transactional exchanges. This leads to better decision making, manages risk and benefits clients and their projects in the longer term.

Our varied and creative engagement techniques are tailored both to the audience and the project objectives, and we pride ourselves on developing new and imaginative ways to actively engage people. URPS is a South Australian company with key personnel based here in Adelaide.

Proposed approach to engagement for the Port Stanvac Mixed Use Code Amendment

For the Port Stanvac site, there is opportunity to plan engagement in a coordinated way that will integrate gathering feedback on the Code Amendment which is required as part of the statutory planning process with gathering input from stakeholders and the community to inform the master planning process.

The benefits of integrating these two engagement processes are that it:

- ✔ Creates efficiencies of interactions and contact with stakeholders and the community
- ✔ Generates understanding about what can and can not be influenced
- ✔ Enables stakeholders and the community to better understand the vision for the gasworks site as a master planned community
- ✔ Enables stakeholders and the community to provide input that can inform what happens 'on the ground' in terms of design and provision of open space and public realm areas at the gasworks site

The engagement 'plan on a page' overleaf provides an overview about how these two engagement processes can be brought together.

Port Stanvac Mixed Use Code Amendment Engagement approach

This outlines the engagement approach that will be used to deliver community and stakeholder engagement in line with the Community Engagement Charter.

A full Engagement Plan will be prepared following initiation of this Code Amendment.



Stakeholder mapping

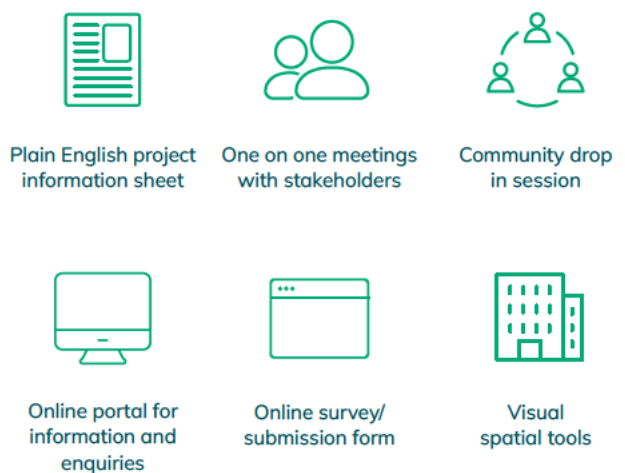
Detailed stakeholder mapping will be undertaken with the preparation of the Engagement Plan. Initial scans have identified the following community and stakeholder of interest and impact. Stakeholder highlighted will be engaged during the early engagement phase.

We will use visual tools to help community understand what a taller building might look like in this early engagement stage and then in more detail during a formal engagement.

- ✓ Members of Parliament
- ✓ Government agencies
- ✓ City of Onkaparinga
- ✓ City of Marion
- ✓ Kurna Yerta Aboriginal Corporation
- ✓ Nearby residents and businesses
- ✓ Developers/landowners
- ✓ Existing local community
- ✓ Community groups/committees
- ✓ Utilities/infrastructure providers
- ✓ Statutory Authorities and referral bodies
- ✓ Broader community

Engagement tactics

Specific engagement tactics will be determined as part of the Engagement Plan, but may include the following ways of sharing information and receiving feedback.



Community Engagement Charter

URPS has a comprehensive understanding of the Community Engagement Charter having been involved in the development of its Toolkit, the rollout of training to support its implementation and design of the evaluation framework.

We have firsthand experience of applying the Charter through our Code Amendment work.

We understand the importance of the Charter in building community confidence in the planning and development system. It provides a flexible, meaningful and effective framework for engagement that fosters better outcomes, builds trust in the system and understanding of planning processes enabling communities to better contribute.

Integrity assurance

URPS has dedicated policy and engagement personnel. While ensuring project coordination, our personnel work separately, ensuring the integrity of the Code Amendment policy work from the engagement process. Our team members are dedicated to one or the other process, not both. All our engagement team are IAP2 accredited.

Appendix I – The Proponent’s Interest In Land

Mobil Refining Australia Pty Ltd

ABN 48 004 300 163
Level 9, 664 Collins Street
Docklands Victoria 3008
GPO Box 400
Melbourne Victoria 3001
61 3 9261 0000 Telephone



22 October 2024

Mr. David Hall
Chief Executive Officer
MAB Property Developments Pty Ltd
Level 5, 441 St Kilda Road
Melbourne VIC 3004

Dear David,

**FORMER MOBIL OIL REFINERY AND LUBRICANTS PLANT, PORT STANVAC,
SOUTH AUSTRALIA – LETTER OF INTEREST**

Mobil Oil Australia Pty Ltd (MOA) and Mobil Refining Australia Pty Ltd (MRA) are pleased to provide this letter confirming the interest of MAB Property Developments Pty Ltd (MAB) in the former Mobil Oil Refinery and Lubricants Plant in Lonsdale, South Australia (Site). MAB has entered a Contract of Sale with MOA and MRA in July 2024 to purchase the Site.

For reference this is the whole of the land comprised in Certificate of Title Volume 5783 Folio 312 and Certificate of Title Volume 6240 Folio 959.

Yours sincerely

DocuSigned by:

7145124EDA334AA...

Graeme Phillips
Business Manager AP South
E&PS – Environmental Solutions
Mobil Oil Australia Pty Ltd

Appendix J - Timetable

Timetable for Code Amendment by Proponent

Step	Responsibility	Timeframe
Approval of the Proposal to Initiate		
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	PLUS	2 weeks (includes lodgement and allocation + referral to Government Agencies within the first week)
Minister requests advice from the Commission.	Minister	2 weeks
Referral to Government Agencies for comment (where necessary)	PLUS, 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 PLUS	Designated Entity	+3 weeks
PLUS prepares Amendment Instructions and Mapping and provides to Council for consultation purposes	PLUS	1 week
Preparation of Materials for Consultation	Designated Entity	To be informed by Engagement Plan
Engagement on the Code Amendment		

Step	Responsibility	Timeframe
Code Amendment Report released for public consultation in accordance with the Community Engagement Charter and the prepared Community Engagement Plan	Designated Entity	To be informed by Engagement Plan
Consideration of Engagement and Finalisation of Amendments		
Submissions summarised; Amended drafting instructions provided, Engagement Report prepared and lodged with PLUS	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	PLUS	4 weeks
Consideration of Advice	Commission (Delegate)	2 weeks (includes 1 week to process through Minister's office)
	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	PLUS	2-4 weeks
Parliamentary Scrutiny		
Referral of approved Code Amendment to ERDC	PLUS	8 weeks

Adelaide

27 Halifax Street
Enter via Symonds Pl
Adelaide, SA 5000

(08) 8333 7999

Melbourne

Level 3, 107 Elizabeth Street
Melbourne, VIC 3001

(03) 8593 9650

Perth

15 Railway Road
Subiaco, WA 6008

(08) 6285 3177





TO: MINISTER FOR PLANNING

**RE: PROPOSAL TO INITIATE THE PORT STANVAC MIXED USE CODE AMENDMENT
BY MAB PROPERTY DEVELOPMENTS PTY LTD – FOR INITIATION**

PURPOSE

To recommend that you approve, with conditions, the Proposal to Initiate the Port Stanvac Mixed Use Code Amendment (the Proposal) by MAB Property Developments Pty Ltd (the Proponent).

BACKGROUND

Section 73(2)(b)(vii) of the *Planning, Development and Infrastructure Act 2016* (the Act) provides that a proposal to amend a designated instrument may be initiated by a Proponent with your approval, acting on the advice of the State Planning Commission (the Commission).

The Proponent (care of URPS) has lodged a Proposal to Initiate the Port Stanvac Mixed Use Code Amendment to amend the Planning and Design Code (the Code) as it relates to the affected area (**Attachment 1**).

The Commission considered the Proposal to Initiate at its meeting of 1 May 2025 and resolved to support the Code Amendment, subject to conditions.

DISCUSSION

The following sets out the strategic, policy and procedural considerations in relation to the Proposal to Initiate, including conditions that are recommended should you agree to initiate the Code Amendment.

Proposal

The Proposal seeks to remediate and develop a 230-hectare area into a mixed-use precinct comprising a variety of housing, a neighbourhood centre and employment/ innovation uses.

Specifically, the Proposal has the potential to deliver up to 3600 residential dwellings which includes a mix of apartments, townhouses, aged care accommodation as well as low density allotments. Approximately 60 hectares of the area will be dedicated to employment uses, including retail and commercial uses within a neighbourhood centre. Approximately 40 hectares, comprising of an area along the coastline, will seek to protect sensitive environmental and cultural features.

To underpin this process, a high-level Master Plan will be developed and in turn will inform the creation of a new Concept Plan to be inserted into the Code.

The affected area is located in the City of Onkaparinga (the Council) on Karna Country.

The affected area and current zoning are shown in the figures below.



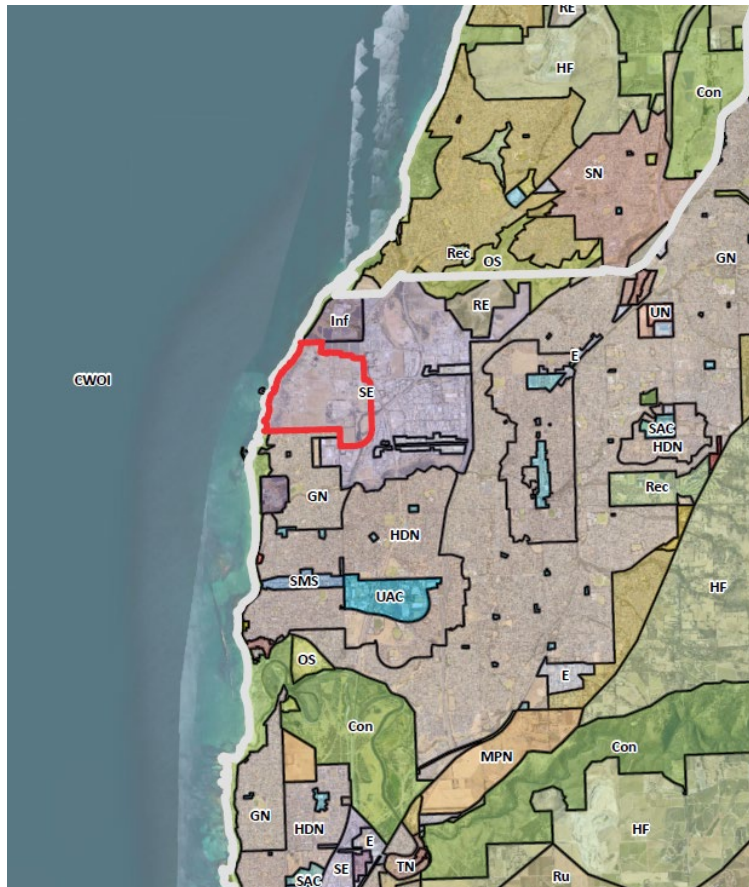
Planning and Design Code Zoning

The affected area is located within the Strategic Employment Zone.

The following Overlays apply to the land:

- Coastal Areas
- Hazards (Bushfire – General)
- Hazards (Bushfire – Medium Risk)
- Hazards (Flooding – Evidence Required)
- Major Urban Transport Routes
- Native Vegetation
- Prescribed Wells Area
- Regulated and Significant Tree
- Traffic Generating Development
- Water Resources

Land surrounding the affected area is within the Infrastructure Zone, Strategic Employment Zone, General Neighbourhood Zone, Conservation Zone and Coastal Waters and Offshore Islands Zone.



Strategic considerations

The following sets out the strategic considerations relating to this proposal and rationale for the Commission recommending support for the Code Amendment.

An assessment against the State Planning Policies (SPPs) and relevant Regional Plan are provided in **Appendix A**.

Strategic advice

Port Stanvac is an underutilised area of land, that has highly enviable features such as coastal views and landscapes, the nearby Lonsdale Railway Station and major road corridors. As such, the land presents significant opportunity for redevelopment, and this is recognised and supported by the newly released Greater Adelaide Regional Plan (the Regional Plan).

By proposing to facilitate a mixed-use precinct, the Code Amendment will address several key strategic policies, outcomes and objectives, and furthermore, will bring to market much needed residential and employment land supply for southern Adelaide.

Whilst the site presents significant opportunities, it is also noted that there are constraints which need to be properly investigated and managed in order to fully realise the potential of the land. These constraints are largely related to the external industrial precinct which contains important infrastructure facilities and amenity impacting land uses. Internally, site contamination, a sensitive coastal and cultural environment, and a proposed mixed-use environment that envisions residential and employment uses intermingling, are also matters that need to be carefully designed and managed.

The Proponent will prepare a high-level master plan that illustrates how this new mixed-use precinct could be developed to maximise opportunities as well as to address the identified constraints. This master plan will then form the basis of a new Concept Plan to be inserted in the Code.

Residential land supply

The subject land is located within the Outer South subregion of the Regional Plan. Within the Regional Plan, housing targets have been developed, that are based on region specific information tied with projected population growth, to inform the residential needs of the future population. The Regional Plan currently indicates the following regarding housing supply:

- The Outer South has a current residential land supply of 19 years, which satisfies Target 1 of the Regional Plan.
- By 2051, the region is projected to grow by between 36,350 (medium) and 53,716 (high) persons. The Outer South will therefore accommodate around 232,000 people by 2051, in a high growth scenario.
- This translates to a need for an additional 9100 dwellings by 2031 – i.e. the 10-year housing target as per Target 2.1. The annual housing target (Target 2.2) for the Outer South is therefore 910 dwellings, every year to 2031.
- Whilst some progress is being made, there is currently a shortfall in dwellings being built with an average of 758 dwellings built per year since 2021.

The proposal is seeking to deliver up to 3600 residential dwellings which includes a mix of apartments, townhouses, aged care accommodation as well as low density allotments. By having more variety in housing typologies as well as affordable housing options through the application of the Affordable Housing Overlay, this will provide greater housing choice and therefore encourage more dwellings to be built.

Employment land supply

The Regional Plan currently indicates the following regarding employment land for the Outer South region:

- By 2051, it is estimated that over 300 hectares of zoned employment land is required to facilitate growth.
- Currently, the region has 361 hectares of vacant zoned employment land, indicating that there is already a surplus of employment land.
- However, a significant portion of this vacant supply was from the Port Stanvac site and therefore rezoning this land will result in a shortfall in the supply of employment land in the future (specifically from 2040).
- Although Port Stanvac is considered to be a vacant employment land holding, it is currently not 'market ready' given existing significant site contamination issues and infrastructure requirements.

The proposal is seeking to retain approximately 60 hectares of the affected area as strategic employment land. As this land is proposed to be part of a new mixed-use precinct, land uses will need to skew towards retail and service/ population serving industries, to avoid development that will impact upon residential amenity. The proposal does also envisage innovative and emerging industries that can support the existing industrial cluster at Lonsdale as well as providing employment opportunities to residents. These types of uses typically employ at a higher job density and furthermore, will encourage further diversity in the range of businesses found in the region.

The Proponent has undertaken an employment land supply analysis to support the rezoning which has found that:

- Since 2011, population serving industries and construction have provided the bulk of new growth in employment and demand for land. These uses tend to prefer smaller precincts distributed across regions.
- Employment in traditional employment activities has declined substantially.
- To accommodate projected employment land demand to 2046, it is estimated that the Outer South region needs an additional 22- 47 hectares of employment land.

Whilst this amount considers growth constraints from topography and site contamination as well as frictional vacancy, there is some mismatch between the Regional Plan and employment land analysis. Given the loss of employment land, it is crucial that thorough investigations are undertaken to ensure sufficient employment land is being provided through the proposal. As such, it is recommended that an updated employment land analysis is undertaken that considers the newly released Greater Adelaide Regional Plan.

Land use characteristics

The affected area is within the Strategic Employment Zone, a zone that is primarily for a range of high-impacting land uses including industrial, logistical, warehousing, research etc, that is supplemented with other compatible uses and activities that generate wealth and employment. This is reflected in the type of uses that currently exist adjacent to the site.

The affected area was the location of the former ExxonMobil Port Stanvac oil refinery which commenced operating in the 1960s before being closed in 2003. Above ground infrastructure was decommissioned between 2011 and 2014, and the site has been undergoing extensive investigations and remediation due to contamination associated from the previous activity on site.

The land is largely clear of any buildings and infrastructure; however, it is noted that a temporary site office for workers and several storage yards exist for the ongoing decommissioning and remediation work. There is also some remaining waste treatment infrastructure including a pond near the northwestern corner of the land, which will be removed as part of the site preparation works.

The affected area is subject to a fair amount of variation in gradient, with a natural fall generally occurring from east to west and a sharp drop at the sea cliffs near the coastline. There is also a watercourse within the southeast corner of the site, which has created a small, well vegetated valley. Most of the land is generally clear of any significant trees and vegetation within only small pockets being apparent around the boundaries, the watercourse and near the coast.

Site contamination

Given the former use of the site as an oil refinery, there is known contamination throughout the affected area. Extensive investigations into this contamination have been ongoing, which investigate the nature and extent of contamination. This includes a Site Contamination Audit Report.

The Proponent has also provided a high-level remediation strategy which has been prepared in accordance with EPA and national guidelines. Given the considerable knowledge of the site that has been obtained through the investigations, the proponent advises that they expect remediation for the desired land uses to be successful.

For the subject Code Amendment, it is important to note that there are remediation strategies in place to ensure that any land to be developed for sensitive land uses such as residential or educational purposes, will be safe, and furthermore, that the EPA, being the regulators of site contamination, are consulted.

Transport and access

The affected area is close to major transport routes with Lonsdale/ Dyson Road and the Seaford train line including the Lonsdale train station, located immediately east of the site. The Southern Expressway, a freeway that is part of Adelaide's north-south corridor, is also located within two kilometres of the site with the Sheriffs Road intersection being the closest entry/exit point to the Expressway.

The Proponent has highlighted the opportunity the site presents in terms of utilisation of established transport networks, and particularly its connection to the currently underutilised Lonsdale train station. Preliminary investigations into traffic and transport have been undertaken, which acknowledges that the external road network would need to accommodate relatively high increases in traffic and as such, road upgrades will be required to support the proposal. The Proponent has also proposed to undertake further investigations to understand the potential infrastructure requirements and to assist in informing the new Concept Plan in terms of major connections through the site.

Services and infrastructure

The proponent has undertaken investigations to identify existing service infrastructure and has found that the affected area is currently connected to some services. However, these services were designed for the needs of the oil refinery and therefore are inadequate and require augmentation for the current proposal. There is also no wastewater services provided to the property. The investigations have presented several design solutions and have also noted that discussions are underway with SA Water, SAPN and other infrastructure providers.

The Commission is satisfied with the proposed investigations into utility capacity and service. However, with known constraints in water and wastewater capacity across the metropolitan area, should investigations identify that capacity in either system would not be available to support intended densities, full augmentation costs may be required to be resolved prior to finalisation of the Code Amendment.

An SA Water form has been provided by the Proponent in accordance with the recently agreed Code Amendment triaging process. The form (**Appendix B**) indicates that connection to SA Water potable and wastewater systems will be required. The Commission is satisfied that the proposed investigations and recommended conditions will ensure any upgrade requirements will be appropriately understood and funded.

Coastal Environment

The affected area is located along the Gulf of St Vincent coastline with sea cliffs forming a drop from the elevated site to the beach below. The western boundary of the affected area is also the coastline (identified as the Mean High Water Mark) and therefore the beach and foreshore is included as part of the affected area. The adjacent section of the ocean is within the Encounter Bay State Marine Park – Sanctuary Zone.

By being within the affected area, the foreshore is therefore privately owned and is inaccessible to the public with fencing and signage used to deter trespassers. It is the last major section of the foreshore of Metropolitan Adelaide that is restricted to the public. This is further exacerbated as one of the most significant walking and cycling trails in South Australia is the Coast Path, which runs from North Haven through to Sellicks Beach. The only section of this path that is unformed and disconnected is the Port Stanvac section.

As part of the Proposal to Initiate, the Proponent recognises the importance of the environmental and cultural values of the coastline, and through their vision and scope, has advised that this coastal area will be opened to the public by rezoning approximately 40 hectares of the coastal area to the Conservation Zone.

Furthermore, given the area is to be opened to the public, the Visitor Experience Sub-zone will also be applied, which will support some forms of low impact development, including the expansion of the coastal trail network. The Coastal Areas Overlay also applies over the affected area (restricted to sea cliffs and beach) and the applicant has advised they will review this overlay as part of their investigations.

The proposal to rezone the coastal area from the Strategic Employment Zone to the Conservation Zone will result in the site being consistent with the adjacent land (both north and south) and will allow for continuous conservation zoning along the coastline. Outside of this, it is acknowledged that any other changes to the Code policy around the coastline will need to be carefully managed to ensure that it not only enables public access to coastal areas but also has minimal impact on the environment and amenity.

Interface Management

As the site was previously used as an oil refinery, it is located within the Lonsdale industrial precinct. As such the affected area is adjacent to industries, employment areas and major service infrastructure on its northern, eastern and southern (part) boundaries. Such uses of note include the Adelaide Desalination Plant, numerous waste recovery uses, a concrete batching plant and power stations. These uses are EPA licenced activities and, in some instances, require separation buffers to protect sensitive uses from noise, odour, dust and other amenity issues that are a consequence of such activities.

The Proponent is aware of these interface issues and given strategic employment land will be retained on part of the site, will look to strategically place this employment land within the existing separation buffers. It is also recognised that there is a need to manage interface uses within the site i.e. between employment and residential uses and therefore the Proponent will be undertaking further investigations to inform not only the master planning process but the underlying planning policy that is to be applied to the land. The proposal specifically highlights that the Interface Management Overlay or Significant Interface Management Overlay will be investigated for insertion over the site.

Indenture Act

The *Oil Refinery (Hundred of Noarlunga) Indenture Act 1958* and *Mobil Lubricating Oil Refinery (Indenture) Act 1976* (Indenture Acts) were introduced to approve and ratify indentures which relate to the establishment and working of the oil refinery.

The Council has previously discussed with you and subsequently written to PLUS staff in relation to these Acts, to request that they are not repealed prematurely. This is due to a clause relating to local government rates with the Indenture Act specifying a particular method to calculate rates for the land. If the Indenture Acts were to be repealed, the standard capital value method would be used instead to determine the rates applicable for the site.

The Valuer General has informed Council that the capital value of the site will not be adjusted until the contamination on site is remediated. If the capital value method was used, the resulting rate contributions would be significantly reduced. This will result in a loss of approximately \$800,000 to Council's budget.

As such, Council wishes to preserve the current rating calculation until such time as the site valuations match that set out within the Indenture Acts. This advice is provided for your information only and is not considered to be a matter requiring resolution through the Code Amendment process.

Procedural considerations

The following sets out the key procedural considerations that satisfy the legislative requirements. Pursuant to section 73(5) of the Act, approval for a Proposal to Initiate may be given on conditions prescribed by the regulations (there are none at this time) or as specified by you, as Minister for Planning. As such, several conditions are recommended by the Commission as set out below.

Information requirements

In accordance with *Practice Direction 2 – Preparation of Amendment of Designated Instruments*, the mandatory information requirements have been met, and therefore, the Proposal is of a suitable form to be considered by you.

Consistent with the State Planning Policies and Regional Plan

The Code must be consistent with the principles of the SPPs and should be consistent with the directions of the relevant Regional Plan, which, in this instance, is the Greater Adelaide Regional Plan (the Plan).

An assessment is provided in **Appendix A**. In summary, the Proposal is consistent with the SPPs and Regional Plan.

A detailed analysis is also located in the Proposal, noting that the Greater Adelaide Regional Plan was released on 17 March 2025, whereas the proposal was submitted in November 2024. The proposal therefore includes an assessment against the former regional plan, being *The 30-Year Plan for Greater Adelaide* and the draft Greater Adelaide Regional Plan, that was released for public consultation from 23 September 2024.

Designated Entity

As this proposal is by a private proponent, under section 73(4) of the Act, you may decide to enable the Proponent to be the Designated Entity and conduct the Code Amendment processes, or alternatively, you can give the Chief Executive of the Department for Housing and Urban Development the responsibility for undertaking the processes, in which case the Chief Executive can charge the person or entity reasonable costs associated with doing so pursuant to section 73(4)(b) of the Act. In this instance it is recommended that the Proponent be the Designated Entity.

Investigations to support the Amendment

The investigations undertaken to date are outlined in the Proposal (**Attachment 1**).

The Proponent has identified further investigations to support the Code Amendment, including:

- Bushfire Overlay Review
- Traffic Assessment
- Stormwater Strategy
- Interface Management to determine whether the Significant Interface Management Overlay is required.
- Design analysis to underpin the concept plan, including building heights and urban form.

The Commission has resolved that these investigations are suitable, however, has recommended, under section 73(6)(f) of the Act, a further investigation in addition to those outlined in the Proposal to Initiate, as provided in the recommendations. This further investigation seeks to address:

- Uncertainty regarding the impacts of the proposed loss to the employment land supply, and to capture strategic work undertaken through the Greater Adelaide Regional Plan and by the City of Onkaparinga.

Application of the Code

The Proposal seeks to make the following amendments to the Code:

- Retaining part of the affected area as Strategic Employment Zone
- Rezone part of the affected area to Urban Neighbourhood Zone and apply a new subzone
- Rezone part of the affected area to Conservation Zone and Visitor Experience subzone
- Rezone balance of affected area as Master Planned Neighbourhood Zone and Emerging Activity Centre Subzone
- Investigate following overlays for insertion or review:
 - Affordable Housing Overlay
 - Urban Tree Canopy Overlay
 - Interface Management or Significant Interface Management Overlay
 - Coastal Areas Overlay
- Investigate the application of a new Concept Plan.

Engagement

The Proponent has undertaken preliminary consultation with the Council and a copy of Council's response letter is included within the Proposal to Initiate report (**Attachment 1**).

Council has identified a list of matters that require further consideration or further investigation that are in addition to or expanding on those investigations provided by the Proponent in their discussions with Council. These matters are summarised into three key areas as follows:

1. No investigation reports have been provided and therefore Council is unable to provide an informed response.
2. Council requests that an independent review of the TSA report on employment land is undertaken, that that as it stands 91 hectares of land must be retained as Strategic Employment Zone.
3. Council has concern regarding the Proponents comments on social infrastructure and therefore request that the Proponent engages with Council further prior to and through the master planning process.

In accordance with the Community Engagement Charter, the Designated Entity is required to prepare an Engagement Plan that will outline how, when and with whom it engages with regarding the proposed Code Amendment. Engagement is scheduled to commence by end of June 2025.

The Commission has determined to specify the further persons or bodies that the Designated Entity must consult with in relation to the proposed Code Amendment, as permitted under section 73(6)(e) of the Act and outlined in the recommendations below.

In addition, in accordance with sections 44(6) and 73(6)(d) of the Act, consultation must be undertaken with:

- City of Onkaparinga
- Owners or occupiers of the land and adjacent land in accordance with the *Planning, Development and Infrastructure (General) Regulations 2017*.

RECOMMENDATIONS

It is recommended that you:

- | | |
|--|-------------------|
| 1. Note the advice of the State Planning Commission provided to you as required under section 73(2)(b) of the Act. | NOTED / NOT NOTED |
| 2. Note that the State Planning Commission has, under section 73(6)(e) of the Act, specified that the Designated Entity must consult with the following nominated individuals and entities, and advise the Designated Entity accordingly: <ul style="list-style-type: none">• SA Housing Trust• Environment Protection Authority• Department for Infrastructure and Transport• Department for Education | NOTED / NOT NOTED |

- Office for Recreation, Sport and Racing
- Department for Environment and Water including Heritage SA, Green Adelaide, Coast Protection Board, and National Parks & Wildlife Service
- Department for Energy and Mining
- Kaurua Yerta Aboriginal Corporation
- Utility providers including Snowy Hydro, SA Power Networks, ElectraNet, APA Group, SA Water, Epic Energy, NBN, and other telecommunications providers
- State Members of Parliament for the electorates in which the proposed Code Amendment applies

3. Note that the State Planning Commission has, under section 73(6)(f) of the Act, resolved to specify the following further investigations to that outlined in the Proposal to Initiate, and advise the Designated Entity accordingly:

NOTED / NOT NOTED

- An updated employment lands market assessment that considers the newly released Greater Adelaide Regional Plan, strategic planning work undertaken by the City of Onkaparinga including the Macroplan Employment Lands Report, and updated future demand trends to the year 2051.
- An updated Retail Study that reflects the latest forecast dwellings numbers.

4. Approve initiation under section 73(2)(b) of the Act, subject to the following conditions, under section 73(5) of the Act:

APPROVED / NOT APPROVED

- a) The Designated Entity seeks approval from the Commission prior to the commencement of community engagement on the draft Code Amendment, to ensure the new sub-zone and Concept Plan are aligned with Code Drafting Principles.
- b) Except for the creation of a new sub-zone, the scope of the proposed Code Amendment does not include the creation of new planning rules, and is limited to the spatial application of zones, subzones, overlays, or technical and numerical

variations provided for under the published Planning and Design Code on the date the Amendment is released for engagement.

- c) The Code Amendment is prepared by a person with qualifications and experience that is equivalent to an Accredited Professional—Planning Level 1 under the Act.
- d) Prior to adoption of the Code Amendment, the Designated Entity must demonstrate to the satisfaction of the Minister for Planning that all necessary agreements or deeds are fully executed as required to secure the funding and/or delivery of all infrastructure required to accommodate the development of the affected area, as proposed by the Code Amendment (to the satisfaction of all relevant infrastructure providers).

- 5. Under section 73(4)(a) of the Act, approve the initiation of the Code Amendment on the basis that the Proponent will undertake the Code Amendment processes (as the Designated Entity) required under the Act.
- 6. Agree to sign the Proposal to Initiate the Port Stanvac Mixed Use Code Amendment (**Attachment 1**).
- 7. Agree to sign the attached letters to the Proponent (**Attachment 2**) and the City of Onkaparinga (**Attachment 3**) advising of your approval and conditions.

APPROVED / NOT APPROVED

AGREED / NOT AGREED

AGREED / NOT AGREED

NICK CHAMPION MP
/ / 2025



CRAIG HOLDEN
Chair, State Planning Commission
07 / 05 / 2025

Attachments:

1. Proposal to Initiate the Port Stanvac Mixed Use Code Amendment (#22411518)
2. Suggested letter to MAB Property Developments Pty Ltd (#22478492)
3. Suggested letter to the City of Onkaparinga (#22478844)

Appendices:

- A. Assessment against the State Planning Policies and Regional Plan (#22477206)
- B. SA Water Form and Commercial in Confidence Advice (#22454180)

Contact: Nadia Gencarelli

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