

His Worship the Mayor
Councillors
City of Marion

Notice of Planning and Development Committee

Council Chamber, Council Administration Centre
245 Sturt Road, Sturt

Tuesday, 3 August 2021 at 6.30 pm

The CEO hereby gives Notice pursuant to the provisions under Section 83 of the *Local Government Act 1999* that a Planning and Development Committee will be held.

A copy of the Agenda for this meeting is attached in accordance with Section 83 of the Act.

Meetings of the Council are open to the public and interested members of this community are welcome to attend. Access to the Council Chamber is via the main entrance to the Administration Centre on Sturt Road, Sturt.



Tony Harrison
Chief Executive Officer

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1 Open Meeting

2 Kaurna Acknowledgement

We acknowledge the Kaurna people, the traditional custodians of this land and pay our respects to their elders past and present.

3 Elected Member Declaration of Interest (if any)

4 Workshop / Presentation Items

4.1 Healthy Liveable Neighbourhoods

Report Reference	PDC210803R4.1
Originating Officer	Manager Development and Regulatory Services – Warwick Deller-Coombs
Corporate Manager	N/A
General Manager	General Manager City Development - Ilia Houridis

REPORT OBJECTIVE

The aim of the presentation is to outline the findings from the Healthy Urban Neighbourhood Transition Tool (HUNTT) project.

EXECUTIVE SUMMARY

The Southgate Institute for Health Society and Equity at Flinders University, with support from Wellbeing SA, have been undertaking a project concerned with creating healthy environments that lower people's risk of developing noncommunicable diseases (NCD). Long term NCD risk is strongly influenced by the urban environment. Therefore, a component of this project has been looking at the potential of transitioning established car dependent suburbs into healthy liveable neighbourhoods.

The first stage of the project developed the Healthy Urban Neighbourhood Transition Tool (HUNTT); an evidence-based checklist designed to initiate and inform the transition management of established suburbs into healthy liveable neighbourhoods. The HUNTT has been completed and includes a checklist of measurable and observable determinants that have been demonstrated to contribute to or be detrimental to health and liveability.

The second stage of the research used the HUNTT to assess the liveability strengths and weaknesses of 22 neighbourhoods across metropolitan Adelaide. These assessments included suburbs in the City of Marion.

A copy of the summary report for local governments is attached to this report.

RECOMMENDATION

That the Planning and Development Committee:

1. **Notes the presentation.**

SPEAKERS

Professor Fran Baum - Director, Southgate Institute for Health, Society & Equity
Dr Michael McGreevy - Flinders University
Laurianne Reinsborough - Wellbeing SA

ATTACHMENTS

1. HUNTT REPORT LG 2021 a [4.1.1 - 38 pages]



Southgate Institute
for Health, Society
and Equity

Improving health and equity through action to increase the liveability of Adelaide suburbs: Summary report for local governments 2021.



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Improving health and equity through action to increase the liveability of Adelaide suburb: Applying the Healthy Urban Transition Tool in metropolitan Adelaide.

1 INTRODUCTION

The Healthy Urban Neighbourhood Transition Tool (HUNTT) was an outcome of the Healthy South project funded by the Medical Research Future Fund (MRFF) through Health Translation SA in 2019, and led by the Southgate Institute for Health, Society and Equity at Flinders University. This rapid translation project conducted an evaluation of health promotion and disease prevention structures and activities in southern Adelaide, South Australia where non-communicable diseases are on the rise.

To understand and address the wide range of factors impacting the lives of people in the region it was essential to engage a broad range of actors and organisations working across multiple sectors. Through an advisory group this project brought together policy leaders from SA Health, Southern Adelaide Local Health Network (SALHN), urban planners, southern Adelaide local councils, NGOs including the SA Heart Foundation and SACOSS and community members. Local government members and urban planners in particular took part in a working group to advise on and review the progression of the HUNTT.

In 2020 Wellbeing SA in partnership with Flinders University funded the trialling of the HUNTT in metropolitan Adelaide, which has led to the findings presented in this report. There has been broad interest in the HUNTT and stakeholder and community engagement has continued throughout 2020 through presentations at the South Australian Planning Commission, the Public Health Association of Australia conference, a presentation to the Mayors, elected members and CEOs from the Salisbury, Tea Tree Gully and Port Adelaide/Enfield Councils and ongoing collaboration with Francis Bedford, the state member for Florey and the Better North East Group.

In 2021, the partnership with Wellbeing SA is continuing, including plans to expand the trial of the HUNTT in SA, and engage with residents' groups and local governments in a more systematic way to inform the implementation and uptake of the HUNTT.

1.1 Background

Long term non-communicable disease (NCD) risk is strongly influenced by social determinants attached to the urban environments in which people live, work and recreate. The form of the city affects the life of the city, and this in turn impacts upon resident and population health and wellbeing. Consequently, urban planning policy settings and their effective implementation have significant effects on health and/or health inequities (for good or ill) by affecting known determinants of health.

A foundation of healthy cities and locational advantage or disadvantage is the quality of home area neighbourhoods. A well designed and connected 'liveable' home area neighbourhood has the potential to facilitate and induce physical activity and satisfy instrumental and existential needs; the degree they do so significantly affects the health and

wellbeing of residents. In Australia, only a minority of people live in neighbourhoods that have all or most of the elements required for health and liveability. Therefore, metropolitan wide programs to transition established suburbs towards a healthy liveable form would improve population health and health equity and help reduce incidences of NCDs.

Our review of academic literature shows a transition from the current automobile-oriented suburbs that dominate metropolitan Adelaide into healthy liveable neighbourhoods would:

- significantly increase the likelihood of residents obtaining or exceeding recommended levels of physical activity.
- enable people to access the goods, services and social activities they need or desire independently as pedestrians; therefore, broadening autonomy, independence and self-reliance to the least advantaged.
- reduce average time spent in cars and average vehicle kilometres travelled; therefore, reduces road trauma, localised pollution, and greenhouse gas emissions.
- increase activity in parks.
- increase time spent in public; therefore, opportunities for chance encounters between neighbours, social and optional activities, conviviality, and weak ties.
- increase perceptions of safety, social connectedness, and belonging; therefore, reduce anxiety, isolation, and loneliness with positive effects on both physical and mental health.
- facilitate organic social mixing and allowing people to move to more appropriate or affordable dwellings without leaving their home neighbourhoods.
- increase local employment and local business opportunities.

Therefore, a transition is likely to improve population health and health equity. Transition would especially affect equity if low-income suburbs were those first targeted to have their liveability improved.

1.2 the healthy urban neighbourhood transition tool

A key step in managing a neighbourhood transition towards liveability is assessing existing strengths and weaknesses as a means of informing the pathways and plans required for a guided and coordinated transition.

To this end, the Southgate Institute has produced a liveability checklist, the **healthy urban neighbourhood transition tool (HUNTT)** that includes a comprehensive evidence based array of both quantitative and qualitative social determinants of health, health equity and liveability. The HUNTT is specifically designed to assess the liveability strengths and weaknesses of individual neighbourhoods.

The HUNTT is organised into themes and subthemes that provide a complete array of social and physical determinants that contribute to or detract from liveability. These are:

Public realm: streets (paths, verges, lighting, furniture, plants, edges, beauty), opens space (amenities, facilities, distances, complexity, upkeep) safety (traffic, crime, perceptions of crime).

Transport & access: walking (streets, permeability, distances, destinations), cycling (paths, end of trip facilities), public transport (stop safety, access and quality, and convenience), cars (calming).

Housing: design (location, orientation), diversity (style, size, tenure), affordability, density, and energy efficiency.

Social inclusion: Housing affordability, destinations (services, premises, jobs, business numbers), employment access.

Food: stores, markets, land protection, community gardens.

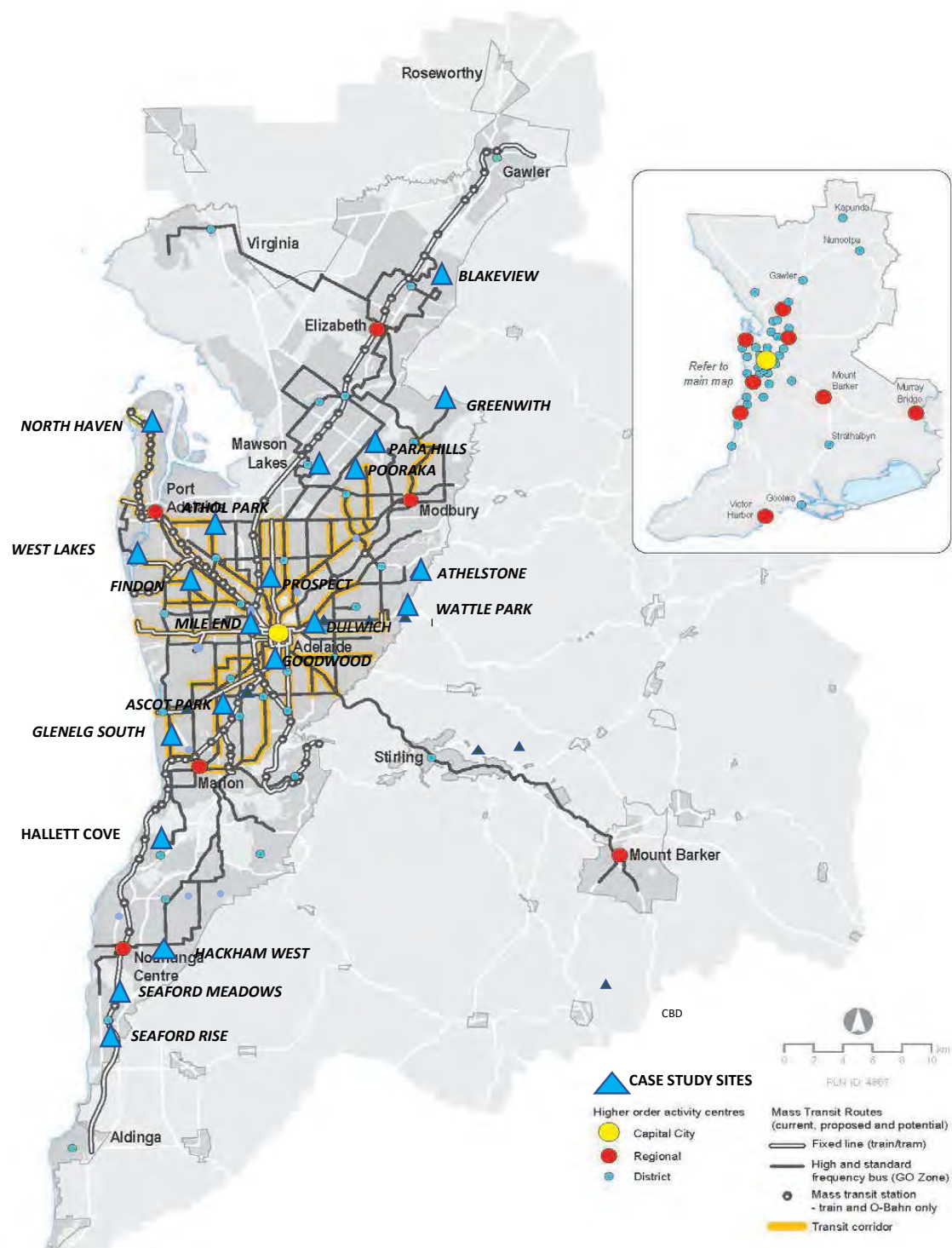
1.3 Applying the HUNTT in metropolitan Adelaide

This Report reports on the findings of the application of the Healthy Urban Neighbourhood Transition Tool (HUNTT) to 21 suburbs in Adelaide. The case study suburbs were chosen to be representative of suburbs with origins in different eras of Adelaide's morphology and current socio-economic status (Table 1 and Map 1). In addition, specific elements were investigated in adjacent suburbs and/or suburbs from similar eras to check for consistencies and patterns. The report is designed to be read in conjunction with the main HUNTT document. As such there is a reference to the relevant HUNTT chapter and table in the titles of each section.

Table 1: Case study suburbs and basic data

Suburb(s)	Households	Median weekly household income	Distance and direction from CBD	Dwelling Density	Era of origin
Athelstone	3327	\$1634	13km NE	11/ha	1966-1985
Athol/Mansfield Pk	2059	\$1005	12 km NW	12/ha	2006-2020@
Blakeview	2581	\$1423	34 km N	12/ha	2006-2020\$
Dulwich/Toorak G	2146	\$2000	3 km E	12/ha	Before 1945
Findon	2540	\$1041	9.5 km W	12/ha	1945-65
Glenelg South/Smtn	3100	\$1342	12 km SW	16/ha	Before 1945
Goodwood/Millwood	2500	\$1750	3 km S	13/ha	Before 1945
Greenwith	3475	\$1622	29 km NE	11/ha	1985-2005
Hackham W/ Huntfld H	3161	\$990	32 km S	8/ha	1966-1985
Hallett Cove	3100	\$1634	26 km SW	8/ha	1966-1985
Mawson Lakes	3300	\$1666	15 km N	15/ha	1985-2005
Mile End/Torrensville	2384	\$1300	4 km W	11/ha	Before 1945
North Haven/Outer H	2217	\$1388	22 km NW	9/ha	1985-2005
Parkholme/Ascot Pk	3000	\$1083	9.5 km S	13/ha	1945-65
Para Hills	2416	\$1146	17 km N	9/ha	1966-1985
Pooraka	2732	\$1026	15 km N	11/ha	1945-65 (%)
Prospect	3600	\$1567	7 km N	13/ha	Before 1945
Seaford Meadows	1085	\$1347	36 km S	11/ha	2006-2020
Seaford Rise	2422	\$1272	38 km S	13/ha	1985-2005
Wattle/Rossllyn Pk	1601	\$2050	7.5 km E	8/ha	1945-65
West Lakes	2314	\$1293	14 W	12/ha	1966-1985
@ a public housing estate area dating from the 1950s currently undergoing redevelopment \$ a new subdivision attached to a 1990s suburb with the same name A suburb with 1960s origins and a newer area with 1990s origins					

Map 1: Location of case study areas in metropolitan Adelaide (DPTI, 2017)



The remainder of this report presents the broad findings of the statistical and observational analysis of these twenty one suburbs. It uses photographs as tools to illustrate weaknesses and strengths common in many suburbs and streets within suburbs; the photos are not included to point out particular shortcomings in a particular suburb. Therefore, they do not include information regarding the specific location.

2 THE PUBLIC REALM

Some of the case study areas have consistently high quality public realms that induce healthy activities (Figure 1 & 2). However, in most suburbs the public realm is often an obstacle to them. In general, the public realm is significantly better maintained in higher SES suburbs than lower, even when they are in the same local government area.



Figure 1

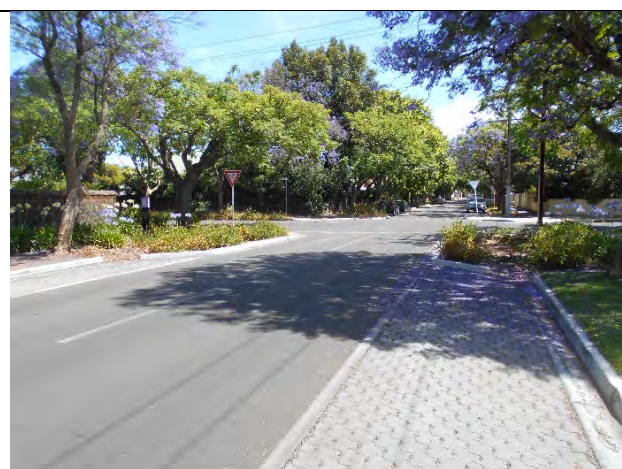


Figure 2

2.1 Streets, main roads and safety (Refer to Section 2.1 & 2.2, & 2.5, page 12-5 & Table 1 & 4 of the HUNTT document).

The major reason for the poor state of the public realm for pedestrians is that the urban form of Adelaide, since the advent of mass car ownership post 1945, has been designed, constructed and maintained (and pre 1945 form often readapted) with the requirements of motorists at the fore and those of the pedestrian overlooked.

This is most acute along arterial roads and some secondary streets which are often neglected hostile places with a legibility designed for speeding motorists.

Traffic lights, roundabouts and slip lanes are commonly installed at busy intersections to control traffic flow and minimise motor vehicle inconvenience usually at the expense of pedestrian convenience (Figure 3).

Pedestrian areas are often narrow, unprotected, and poorly maintained (Figure 4).

There are very few street trees and limited public landscaping along major roads (Figure 4 & 5).

Land uses along major roads in the middle and outer suburbs are usually setback significant distances from the footpath behind moats of car parks and are dominated by speed legible signage and features (Figure 5).

In developments since 1985 arterial roads and some secondary streets are often buffered by strips of open space and/or lined by rear fences making them barriers to residents and destinations on either side (Figure 6).



Figure 3:



Figure 4



Figure 5:



Figure 6:

The situation is somewhat better in residential streets, but car orientation still dominates. It is common for speed limits being used to discourage speed while street design encourages it. Common street designs and features that encourage speed are:

- The sealed road area of residential streets is usually straight and wide enough (8-11 metres) for two cars to pass comfortably at speed (Figure 7).
- Blocks are often long and there are consequently few corners to slow motorists (Figure 7).

- Streets are usually flared wider at corners to accommodate faster turns often to the detriment of pedestrians (Figure 7).
- Roundabouts and pedestrian barriers obstruct pedestrians and maintain motor vehicle convenience and flow (Figure 8).



Figure 7



Figure 8

2.2 The edge and landscaping (Refer to Section 2.3, page 16-8 and table 1 of the HUNTT document)

Some suburban streets with origins between 1965 and 2006 don't have footpaths (Figure 9) and many don't have verges (Figure 10), this effectively privatises the provision and maintenance of public landscaping leading to a deficiency.



Figure 9:



Figure 10:

In streets with verges, landscaping of public land is usually provided and maintained by adjacent private households, which makes it uncoordinated and irregular (Figure 9 & 10).



Figure 11:



Figure 12:

The provision of street trees varies enormously from suburb to suburb. In suburbs without a public verge street trees become a private responsibility and tend not to produce a canopy over footpaths and road bitumen (Figure 9 & 10).

In streets with verges there are also vast differences in provision. Some streets particularly in affluent inner middle suburbs have excellent provision of street trees (figure 13).

In many streets there are only sporadic tree plantings (>20 metre apart) and distances between trees are too far apart to form a canopy (figure 14). Other streets have one tree per dwelling frontage (figure 15) which is also too far apart to form a canopy in low density suburbs.

There have been recent plantings of street trees in some middle and inner suburbs in streets with verges at distances of under 10 metres. This bodes well for the future in these areas but not for areas without footpaths and verges (figure 16).



Figure 13:



Figure 14:



Figure 15:



Figure 16:

The built edge along most residential streets usually consists of houses with well-maintained front yards with obvious signs of care. Dwelling setbacks and height to distance ratios vary. In pre 1965 suburbs and post 2006 suburbs setbacks tend to be from 3 to 6 metres and streets corridors are regularly 12 metres wide or less, providing a reasonable human scale and sense of enclosure (Figure 17 and 18).



Figure 17:



Figure 18:

In a few suburbs, particularly those with origins between 1965 and 2006, residential streets can be more than 14 metres wide and dwelling setbacks of 8 to 12 metres are common. These streets can lack a sense of enclosure at the street level and rely heavily on private front yard and street landscaping for the amenity of the street, which works reasonably well in more affluent areas (Figure 19) but can be problematic in low SES areas (Figure 20).



Figure 19:



Figure 20:

In most suburbs the private front yards visible from residential streets (transition zones) add to the amenity and interestingness of the street (Figure 17 & 18). Landscape diversity and maintenance within the transition zones is usually reasonable; they include some elaborate gardens (Figure 21), but more typically they consist of lawns with a few plants clustered along edges (Figure 22). Occasionally front yards are overgrown, cluttered, and/or unmaintained (Figure 23). Dwellings with large setbacks (>7 metres) tend to be dominated by lawns with highly variable levels of maintenance, particularly irrigation. Poor maintenance and inadequate irrigation are more prevalent in low SES areas with houses with large front yards (Figure 24), indicating the cost in time, physical labour, and/or money for landscaping and maintenance is too great.

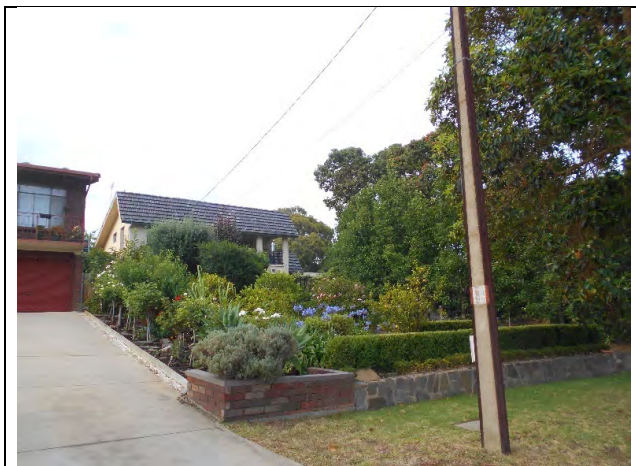


Figure 21:



Figure 22:



Figure 23:



Figure 24:

Post 1985 two for one infill developments have often resulted in facades dominated at ground level by garage doors and paved front yards reducing the attractiveness, human scale, greenness and interestingness of the street as well as permeable surface areas (Figure 25 & 26). High impervious front fences and walls also occasionally reduce the attractiveness, human scale and interestingness of the street.



Figure 25:



Figure 26:

2.3 Open space (Refer to Section 2.4, page 19-27 and Table 2 of the HUNTT)

The amount of public open space per household, not including the street, varies from lows of 33 m² in Prospect and 13 m² in Glenelg South to highs of over 300 m² in Pooraka, Athelstone, Seaford Rise and Hallett Cove. In areas with low amounts of open space it is typically found in small well maintained parks and public school grounds. In areas with large amounts of open space it is also found in public school grounds and parks but also buffer zones, riparian corridors, urban forests, linear parks, and space considered inappropriate, too small, or too difficult to development.

In inner suburbs with low amounts of open space per household around 60-75% of households live within 400 metres of open space but all live within 800m.

In middle and outer suburbs with high levels of open space 100% of residents live within 400 metres of public open space.

In all inner suburban neighbourhoods open space it is well maintained and provides a wide variety of quality amenities. In general, outer suburban open space is poorly maintained and has low numbers of often poor quality amenities.

In pre 2006 suburb backyards are usually 10 metre deep or more. In post 2006 greenfield, brownfield and infill developments backyards are usually less than 5 metres deep.

2.3.1 *Neighbourhood parks*

There are far more neighbourhood parks in middle and outer suburbs than in inner suburbs.

In general, the number and quality and diversity of amenities, the quality of landscaping, and ongoing maintenance in neighbourhood parks is significantly higher in inner urban areas (Figure 27) and in middle and outer suburbs is higher in high SES neighbourhoods than low SES neighbourhoods (Figure 28).

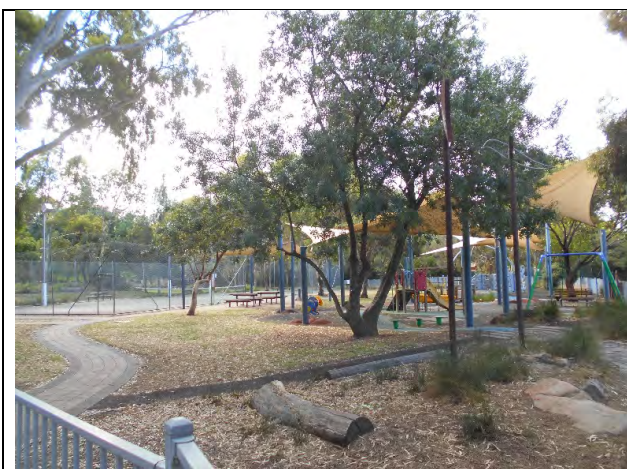


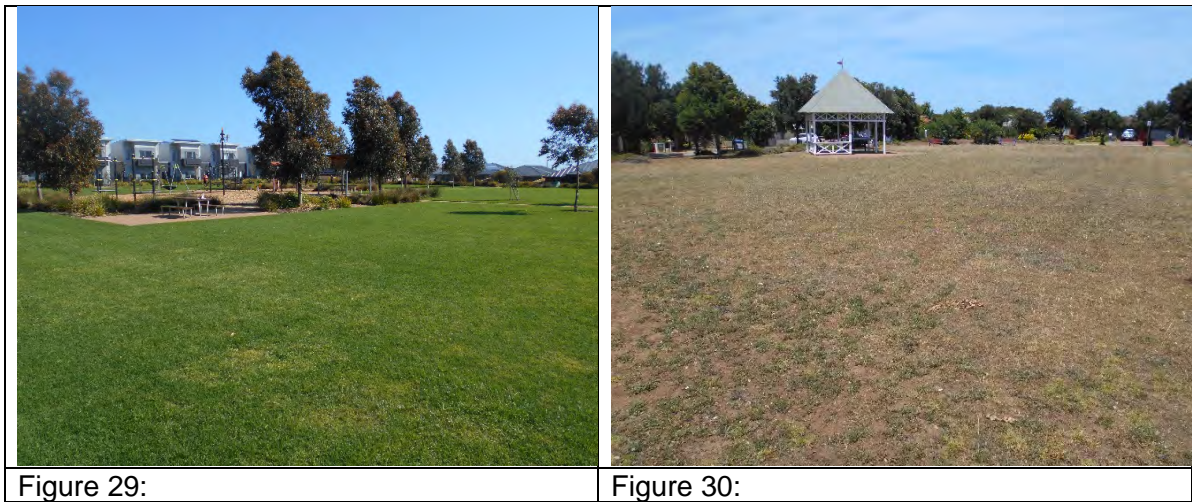
Figure 27:



Figure 28

All inner suburban neighbourhoods and a minority of middle and outer neighbourhoods have parks that are well maintained and provide a variety of high quality facilities and amenities (basketball rings, playing fields, play equipment, unstructured play areas) for multiple needs and ages (Figure 27). Amenities that encourage gathering such as barbecues, furniture, public toilets, shelters, and the like are rare in middle and outer suburban parks (Figure 28).

The maintenance of parks in neighbourhoods under development or redevelopment is usually much higher (Figure 29) than in adjacent areas where it has ceased (Figure 30).



Many parks in pre 2006 neighbourhoods lack an integrated edge and often have impervious fences along two or three edges and dwelling frontages are not oriented towards them (Figure 31). However, since 2006 most developments and redevelopments have integrated parks into the street network and oriented built form towards and around them (Figure 29).

Pedestrian routes leading to parks and through them are often poor (Figure 31 & 32).

Some parks are on or within 150 metres of arterial roads which can make them difficult to access, noisy and polluted.



2.3.2 Regional parks

In inner and many middle suburbs large parks tend to have a recreational focus with lawned playing fields, hard surfaced courts, club rooms, high quality play equipment, and small well-maintained garden areas.

In lower SES areas the best recreation areas and facilities (ovals, play equipment, courts) are often in schools which are not always open to the public. Along the foothills open space areas tend to be much larger and are often focussed on remnant nature conservation with walking trails (Figure 33). There are some very large areas of open space in outer suburbs that lack the facilities required for recreation or the biodiversity required for nature conservation (Figure 34).



Figure 33:

Figure 34:

2.3.3 Riparian corridors, buffers and left-over land

In many post 1965 suburbs a significant amount of open space is contained in buffers (Figure 35), land left over after subdivision (Figure 36) and/or land too difficult to develop due to topography (Figure 41 & 42). Buffer land is inappropriate for recreational or ecological uses due to location (safety, noise and pollution), orientation, topography or dimensions (Figure 37 & 38).



Figure 35:



Figure 36:



Figure 37:



Figure 38:

In pre 1965 developments natural vegetation was usually cleared and water courses tamed and diverted into unattractive drains to maximise land available for development (Figure 39 & 40). In development from 1965 to 2006 water courses were often left undeveloped, hidden behind rear fences, and built around not integrated (Figure 41 & 42).



Figure 39:



Figure 40:



Figure 41:



Figure 42:

Since 2006 and earlier in some subdivisions water sensitive urban design has been employed and water courses and riparian corridors have been restored to a semi-natural state and made integral and key features of subdivisions (Figure 43 & 44). There have also been successful restorations of water courses into riparian corridors or linear parks (45 & 46).



Figure 43:



Figure 44:



Figure 45:



Figure 46:

3 TRANSPORT & ACCESS

3.1 ***Walking*** (Refer to Section 3.1, page 37-42 and Table 4 of the HUNTT document)

3.1.1 *Pedestrian design and Infrastructure*

Permeability and connection are typically high in pre 1945 suburbs and internally but not with surrounding suburbs in many recent developments.

Pre 1945 and post 2006 suburbs tend to have street networks of multiple intersections and blocks under 640 m2.

In suburbs built between 1965 and 2006 blocks are usually long, streets curved and there are many dead-end streets and cul-de-sacs.

Large blocks are sometimes divided for pedestrians by pedestrian lanes; however, many are poorly designed for safety (Figure 47).

Sealed paths across open space 'desire lines' to connect streets and destinations on either side are often absent or in poor condition (Figure 48).



Figure 47:



Figure 48:

Many post-1965 estate suburbs are deliberately unintegrated and non-contiguous with adjacent suburbs. They have minimal entry points and are islanded by open space buffers and or housing orientation inwards on the periphery (Figure 49 & 50).



Figure 49:



Figure 50:

An example is shown in figures 51 and 52. For the 500 households to the right of the road corridor (Figure 51) the only direct pedestrian access to the shopping centre on the left and bus stops out the front of it is across a forty metre buffer. What is more the only direct pedestrian access to these destinations through the only gap in the fence line of the buffer is across a dirt track (Figure 52).



Figure 51:



Figure 52:

Pedestrian crossings are usually spaced more than 800 metres apart on arterial roads. They are also often absent:

- at neighbourhood activity centres (Figure 53-54).
- at parks and community facilities (Figure 55).
- at arterial road bus stops (Figure 56).
- on important desire line routes such as to schools, activity centres, parks and public transport stops and stations (Figure 56).



Figure 53: Road in front of activity centre (37,000 vehicles per day no pedestrian crossing for 500 metres either side).



Figure 54: Activity centre location

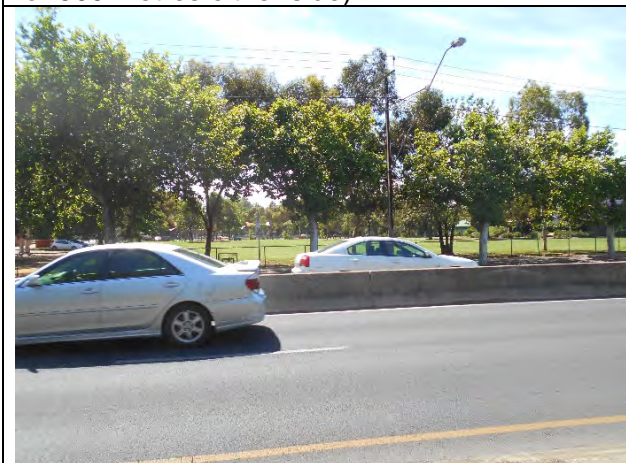


Figure 55:



Figure 56: The major route across a busy arterial (37,000 vehicles per day) to a bus stop, and activity centre 200 metres to the left.

Pedestrian infrastructure is of a much higher standard in recent major infill developments and redevelopments (Mawson Lakes; Bowden; Lights View; Mansfield Park/Athol Park) than recent fringe greenfield developments (Seaford [Rise Meadows and Heights]; Blakeview; Aldinga Beach).

It is very common for streets constructed since 1966, to have no sealed footpaths (Figure 57) or footpaths on one side of the street only (Figure 58).



Figure 57:



Figure 58:

Older brick paver footpaths commonly have uneven surfaces due to sunken or lifted pavers (Figure 59 & 60), creating tripping hazards. Older concrete footpaths are generally in better condition (Figure 58).

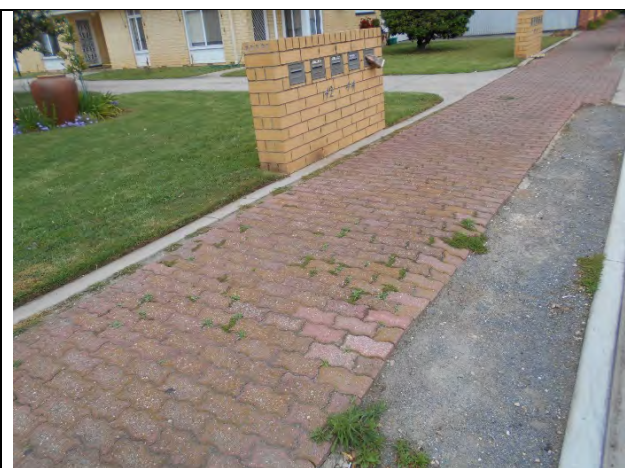


Figure 59:



Figure 60:

Footpaths on residential streets in post 1965 suburbs are usually 1.2 metres wide, too narrow for two people to pass or walk shoulder to shoulder or to accommodate gophers and wheelchairs conveniently (Figure 61). Footpaths on main roads are usually from 1.5 to 2.5 metres, wide enough for light pedestrian traffic (Figure 62).



Figure 61:



Figure 62:

Ramps are good in areas with good footpaths (Figure 63) but awkward (Figure 64) and occasionally absent (Figure 65) in areas with poor footpaths and/or no verges. They are also often absent at important locations (Figure 66).



Figure 63:



Figure 64:



Figure 65:

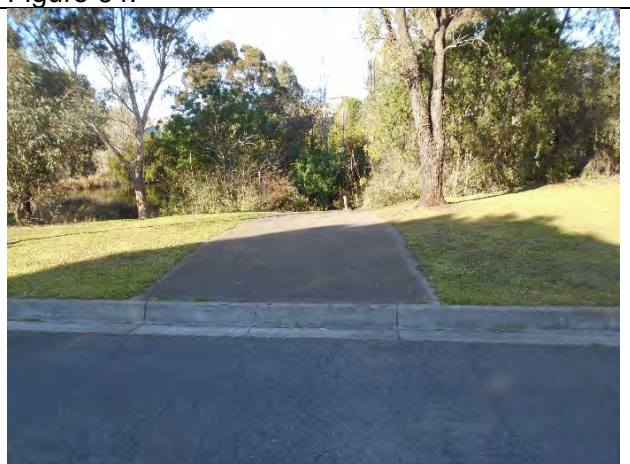


Figure 66:

3.1.2 *Shy zones and verges*

The width of verges varies enormously from zero to four metres or more. Streets with narrow footpaths on one side without verges are common in suburbs built between 1966 and 2005.

This:

- Leaves limited places for street trees and infrastructure resulting in obstacles for pedestrians (Figure 67 & 68).
- Can result in inconvenient and potentially hazardous slopes at driveways (Figure 69).
- No public land for managed public street trees (Figure 70).
- Provides limited space between the pedestrian and traffic potentially making pedestrians feel vulnerable, uncomfortable and unsafe, these feelings increase as road traffic increases (71 & 72).

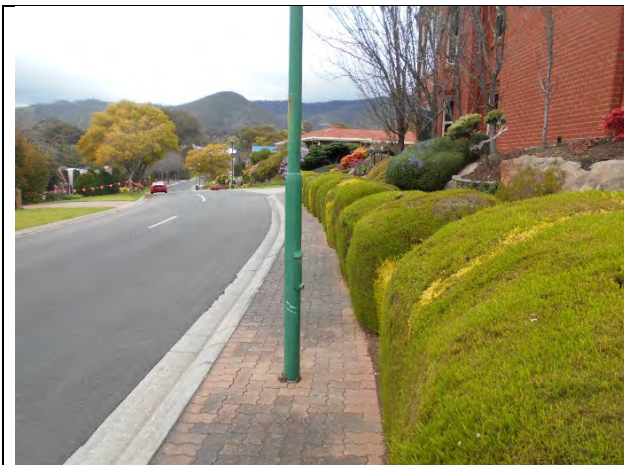


Figure 67:



Figure 68:



Figure 69:



Figure 70:



Figure 71:



Figure 72:

Verges of one metre or more have returned in most post 2006 developments. However, only in Mawson Lakes did the developer routinely landscape verges and small areas of public space in streets to great long-term effect (Figure 73 & 74).



Figure 73:

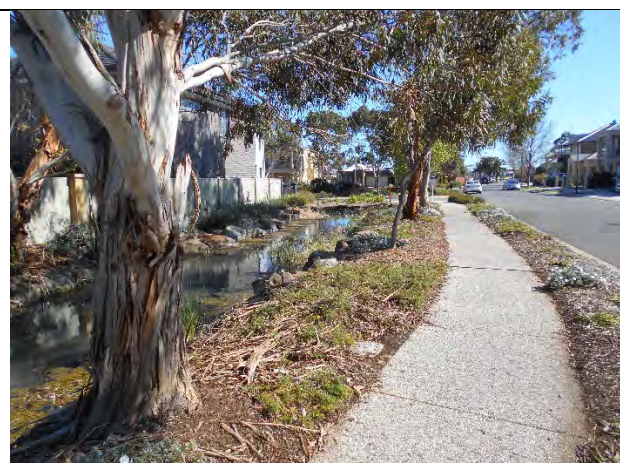


Figure 74:

3.2 **Cycling** (Refer to Section 3.2, page 43 and Table 4 of the HUNTT)

Many arterial roads and some secondary roads have cycling lanes; however, they:

- are usually too narrow [<1.5 metres] (Figure 75).
- provide no barrier protection from traffic (Figure 75).
- are usually shared with parked cars (Figure 76).
- and often disappear for long stretches, particularly close to intersections.

There are some secondary streets that have been purposely retrofitted to be cycling friendly. However, they sometimes end abruptly and often do not include crossings at busy roads.



Figure 75:



Figure 76:

There are often shared cycling/pedestrian paths along the coast, riparian corridors, freeway corridors and rail lines (Figure 77 & 78).

- These are usually wide enough (>1.5 metres one way, >2.5 metres two way). Bicycles and pedestrian also share oaths which can be problematic in high traffic areas.
- Stretches of these are in excellent condition and well used by pedestrians and cyclists such as along the coast and most of the River Torrens (Figure 77 & 78).



Figure 77:



Figure 78:

Other areas of the coast and riparian corridors do not provide attractive environments for pedestrians and cyclists.

- Some are too narrow, poorly maintained and/or have uneven surfaces (Figure 79).
- Others are good in stretches but do not provide a continuous path and end abruptly (Figure 80).
- Others don't incorporate pedestrian crossing over busy roads (Figure 81).
- It is common for path corridors to be flanked by rear walls or fences (Figure 82).

- It is common for footpaths along adjacent streets to be of poor quality and to not connect directly with the cycle path.



Figure 79:



Figure 80:



Figure 81:



Figure 82:

3.3 Public transport & cars (Refer to Section 3.3, page 49 and Table 5 of the HUNTT document)

Infrastructure and built form are overwhelmingly designed for the convenience of motor vehicles. Despite this around 10% of households have no car and around half have one car.

Most residents of Mawson Lakes, Seaford Rise and Meadows, Ascot Park/Parkholme, Goodwood, Hallett Cove, and North haven/Outer Harbour live within 1200 metres of a railway station.

Most light and heavy rail stations have timetables, shelters, and bicycle racks.

Most residents of other suburbs live within 400 metres of a regular bus service (every 30 minutes 7 am- 7pm).

All residents in all suburbs live within 800 metres of a regular bus or train service (every 30 minutes 7 am- 7pm).

Public transport routes tend to be radial to the CBD or major regional centres.

Pedestrian infrastructure and streetscapes around and leading to stops and stations are often poor and unpleasant (Figure 83 & 84).

Most bus stops do not have timetables, shelters, or bicycle racks (Figure 83).

There are rarely pedestrian crossings at bus stops on arterial roads (Figure 83).

Very few rail stations are incorporated into pedestrian oriented areas of intensive activity (Figure 84).

Heavy rail stations are often dominated by car parking and bus interchange areas (Figure 84).



Figure 83:



Figure 84:

4. HOUSING

4.1 *Dwelling diversity* (Refer to Section 4.1, page 55 and Table 7 of the HUNTT document)

In Adelaide 60% of dwellings have 1 or 2 residents, however, there is a lack of housing diversity in styles, tenure, and size to match this demographic reality in all suburbs (Appendix 1). The majority of dwellings in all suburbs have three or more bedrooms and the majority of dwellings in all areas are detached houses.

In most outer suburbs and many middle ring suburbs over 85% of dwellings are detached houses (Appendix 1).

Pre 1945 suburbs tend to have the greatest proportions of flats and dwellings with two or fewer bedrooms (Appendix 1).

In all areas most dwellings sold were well above the affordable (< \$330,000) level (Appendix 2).

Outer suburban Blakeview is the only suburb to have more than 20 dwellings bought or sold per 1000 households for an affordable price (Appendix 2).

Areas with relatively high housing diversity have a much broader range of dwelling prices than those with low diversity (Appendix 2).

Only Wattle Park and Athelstone had no affordable dwellings bought or sold; both areas have low housing diversity (Appendix 2).

In inner and middle ring suburbs (other than Mawson Lakes) nearly all affordable sales (<\$330,000) were 1 and 2 bedrooms walk up flats constructed prior to the introduction of residential zoning in the late 1970s.

In Glenelg South/Somerton Park (the area with the highest average house prices in Adelaide) 12.5% of dwellings sold were affordable due entirely to housing diversity (Appendix 2).

Due to its housing diversity there were more affordable dwellings sold in Mawson Lakes than in Pooraka, Seaford rise, Seaford Meadows, Greenwith, or Mansfield/Athol Park (Appendix 2).

Recent infill dwellings are usually very large (>150 m²), therefore infill is currently not addressing the lack of housing diversity in all areas.

5 SOCIAL INCLUSION

5.1 Walking and access to local services (Refer to Section 5.1, page 43 and Table 9 of the HUNTT document)

There are significant variation between the suburbs surveyed in terms of the number and diversity of destinations within the home area neighbourhood. Common destinations include primary schools, parks, bus stops, community centres, retail shops, entertainment venues and consulting rooms.

Around 50-70% are within 800 m of 10 or more destinations.

Around 70 to 90% are within 1200m of 10 or more destinations.

In nearly all areas over 90% of households are within 400 metres of open space.

A minority but significant number of households are more than 1200 metres from a primary school.

In most areas there are no gathering places that attract a diversity of people to a single location for a diversity of reasons.

5.2 Activity centres (Refer to Section 5.2, page 67 and Table 9 of the HUNTT)

Activity centres observed included traditional high streets (Figure 85) or (neo) traditional town centres (Figure 86); shopping centres where uses are organised around car parks (Figure 87); or a hybrid combination of shopping centres and nearby but disconnected groups of premises (Figure 88).



Figure 85:



Figure 86:



Figure 87:



Figure 88:

Suburbs with well-located (central and integral to a surrounding catchment) neighbourhood level activity centres (Goodwood, Ascot Park, Para Hills) have significantly more households within a 10 minute walk (800 metres) than those with large district (Hallett Cove, Seaford Rise) or regional centres (West Lakes), or poorly located neighbourhood centres (Greenwith).

In most suburbs 90-100% of residents live within a 15-minute walk (1200 metres) of an activity centre with nine premises and a supermarket. Only Pooraka has no residents within 1200 metres of such an activity centre and Hackham West/Huntfield Heights just 30%. In

West Lakes, North Haven/Osborne, Seaford Rise, Hallett Cove and Greenwith between 60% and 80% of households are within a 1200 metre catchment of an activity centre.

Currently, the greatest obstacle to activity centre access in most suburbs is poor pedestrian infrastructure not distance.

Most suburbs have shopping centre-based activity centres dominated by car parks; these provide some opportunities for necessary activities but very limited space and opportunities for public gathering and lingering, and therefore social and optional activities (Figure 87).

Suburbs with neighbourhood centres (Goodwood, Glenelg South, Prospect, Mawson Lakes) configured as high streets or town centres with premises linked by public spaces (footpaths and squares) have significantly more premises per 1000 households than those with neighbourhood centres configured as shopping centres (Appendix 3).

High street or town centre activity centres which provide attractive public spaces for gathering and lingering have significantly more social premises and outdoor furniture (Appendix 3).

5.3 Employment (Refer to Section 5.3, page 72 and Table 10 of the HUNTT document)

In the suburbs, employment levels are representative of accessible employment, economic activity and service provision. ABS employment data is not available at the neighbourhood levels so is presented at a regional level (80-120,000 residents) and at the district level (20-30,000 residents). As a point of comparison there are 430 jobs per 1000 residents in metropolitan Adelaide, and approximately 20% of these are performed within the CBD (Appendix 4).

District level employment is distributed unevenly ranging from 92 per 1000 residents in the Blakeview area to a high of 1124 per 1000 residents in the Mile End/Torrensville area (Appendix 4).

Regional level employment is also distributed unevenly ranging from 190 per 1000 residents in the outer northeast (Athelstone) to 711 per 1000 in the inner west (Mile End/Torrensville) (Appendix 4).

In general, both district and regional level employment is high in all inner suburbs and some middle ring suburbs but very low in outer suburbs (Appendix 4).

District and regional level employment are particularly low in the outer suburban greenfield growth areas of Blakeview, Hackham/Huntfield Heights, and Seaford (Appendix 4).

The further a suburb is from the city the longer average commuting distance (Appendix 4).

There is not a readily discernible correlation between levels of district or regional employment and average commuting distances.

The majority of workers in all suburbs commute by car; ranging from 62% in Goodwood/Millswood to 79.7% in Blakeview (Appendix 4).

Commuters who live within 5 km of the city are more likely to walk or cycle to work than those living beyond 5 kms, ranging from 12.5% in Dulwich to 1.3% in Seaford (Appendix 4).

Commuting by Public Transport is highest in inner suburban Goodwood/Millswood at 17% where bus rail and tram connections are very good, and lowest in outer suburban Blakeview at 5.5% where there are only bus services (Appendix 4).

However, public transport use is most strongly influenced by where commuters work not where they live.

5 FOOD ENVIRONMENTS (Refer to Section 5.3, page 74 and Table 11 of the HUNTT document)

Supermarkets are the dominant form of fresh food distribution in all suburbs.

Pooraka is the only suburb where 100% of households are further than 1200 metres from a supermarket.

All other suburbs have a supermarket but, in some cases, more than 40% of households are beyond a 15-minute walk from it.

Despite there being huge areas of public open space in many suburbs, it is never used for growing food. There are a few community gardens, however, they are small, not in every neighbourhood; therefore, most people would need to access them by car.



Figure 75:



Figure 76:

Houses and flats in suburbs with origins before 2006 tend to have back yards large enough to grow food (>10 metres in depth). Dwellings constructed since 2006 tend to have small back yards (<5 metres in depth) and do not have the fruit trees and vegetable plots an earlier generation of houses did.

Calorie dense takeaway food outlets tend to be small family owned outlets and are common in most neighbourhood centres. Fast food chain outlets are rarer and tend to be attached to district and regional activity centres and/or along busy arterial roads. As such very few residents in the suburbs surveyed could easily walk to one. Only, two suburbs (Seaford Rise and Hallett Cove) have fast food chains within 400 metres of a school.

EQUITY CONSIDERATIONS

The quality of the public realm and its pedestrian infrastructure is generally attached to the age of a neighbourhood. However, as older areas close to the city are more expensive than newer outer suburbs, the public realm tends to be much poorer in lower SES areas. Nevertheless, there are relatively affluent suburbs such as Hallett Cove where the public realm, pedestrian infrastructure and destinations are very poor.

Inner areas tend to have much more diverse and higher quality destinations, including streets, parks, and activity centres. Due to gentrification over the past decades these are all now high SES areas. Parks offer significantly more amenities and are better maintained in higher SES areas than lower. While activity centres have a greater diversity of premises and opportunities for gathering.

There is also a stark contrast between the public realm and parks in old public housing estates undergoing 'renewal' such as Parkholme and Mansfield Park/Athol Park (Figure 77) and estates with high levels of public housing such as Hackham West (Figure 78) not undergoing 'renewal'. In addition, estates under development or redevelopment have far better maintenance of the public realm than completed suburbs where infill is unplanned and ad hoc.



Figure 77:



Figure 78

There are some relatively affordable dwellings available in inner suburbs and some middle suburbs due to large proportions of small walk up flats and townhouses developed prior to the introduction exclusionary zoning in the 1970s. In middle and outer suburbs because of a

lack of housing diversity there tends to be low and high income neighbourhoods rather than a mix of incomes in one area.

In metropolitan Adelaide employment is heavily concentrated in inner the CBD, inner suburbs, and some middle ring suburbs in the west and north. This means the further a person lives from the city, the further they need to travel to work. In addition, the speed, accessibility and frequency of public transport tends to be higher in older areas than in outer suburbs not attached to railway infrastructure.

6 CONCLUSION

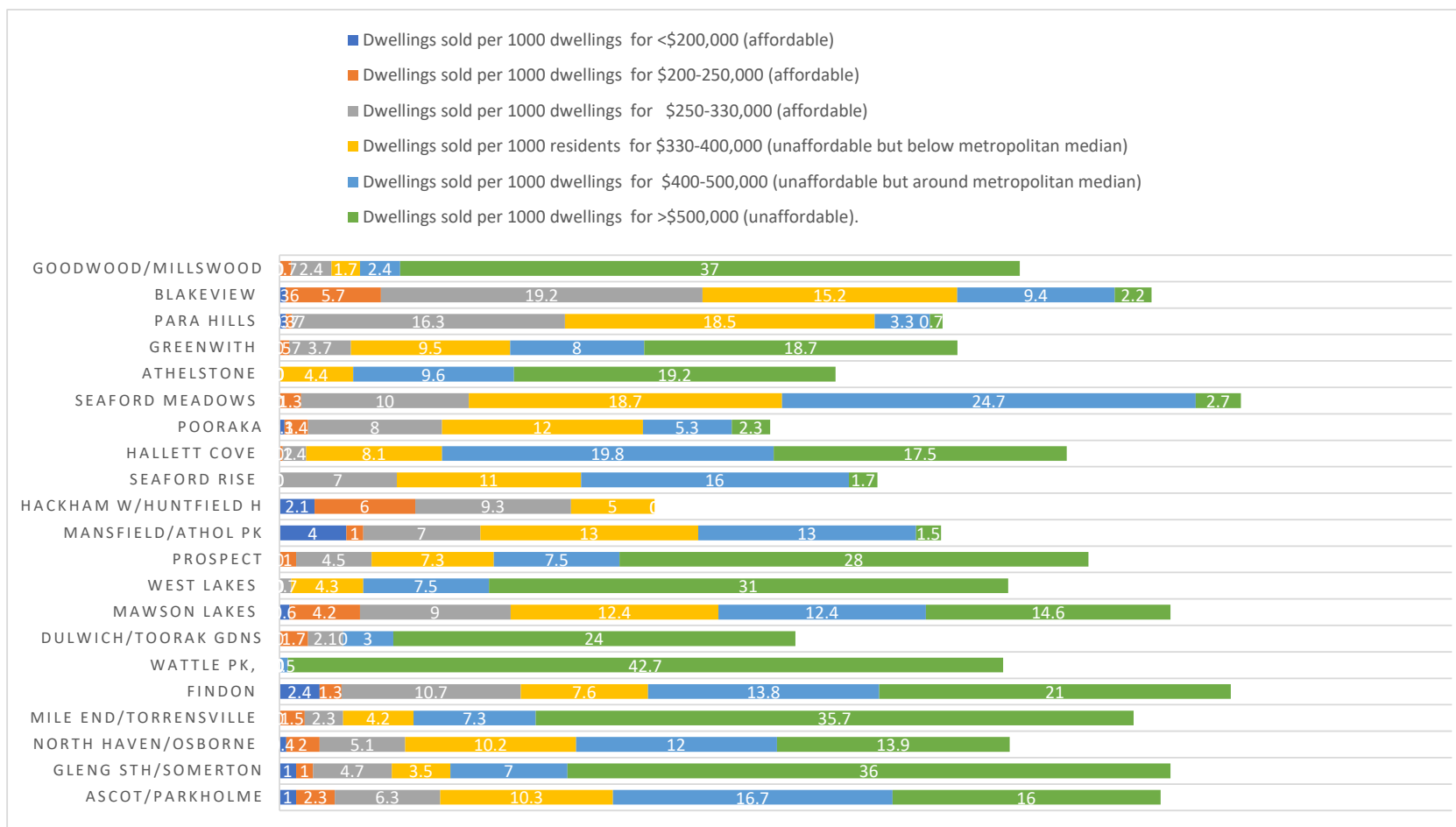
The investigation shows there are liveability strengths and weakness in all suburbs surveyed and no two suburbs share the same strengths and weaknesses. It also shows that strengths and weaknesses are unevenly distributed, and levels are commonly attached to the era of a suburb's origin and or SES. Current weaknesses will require significant coordination, intervention, and funding to be ameliorated. Therefore, liveability transitions are best planned, coordinated and managed at the home area neighbourhood level but funded by a combination of state and federal government contributions.

Evidence shows many of the weaknesses, individually or in accumulation, are major sources of poor population health and health inequity. Therefore, a liveability transition in all suburbs will have significant benefits for population health and health equity and potential cost savings for health and welfare budgets via increased levels of moderate physical activity, social connectedness, and self-reliant access to goods, services, employment and community life.

Appendix 1: Housing Data

Suburbs	Size (%)				Style (%)			Tenure (%)		
	one bedroom	two bedrooms	three bedrooms	> four bedrooms	detached	flats	Townhouses semidetached.	Owner Occupied	private rent	public & community
Athelstone	0.5	7.6	52	38.4	85	1.5	13.4	85.2	11.8	0.5
Athol/Mansfield Pk	3.2	20	57	17	65	6.5	28.3	57	27	15
Blakeview	1	5.7	51	41	94	0	6	64.7	33	1.8
Dulwich/Toorak G	9.7	24	35	30	65	9	26	69	25	1.9
Findon	2.6	25.2	56.7	12.8	77.1	12.5	22.5	58.7	24.8	11.1
Glenelg South/Smtn	17	32	38	19	54	28	18	64	25	3.4
Goodwood/Millswood	4.2	34	42	20	66	17	16.5	70	26	3.2
Greenwith	0	8.5	48.6	41.5	97.2	0	2.8	75.7	13.8	8.5
Hackham W/ Huntfield	3.4	7.6	74	12.4	87.6	2.8	9.6	59	20	19
Hallett Cove	0.7	4.8	54.2	38.7	94.8	0.2	4.8	82.6	16	0.6
Mawson Lakes	1	21.5	47.3	28.9	59	15	25.8	56.6	37	1.4
Mile End/Torrensvile	3.5	31	48	16	64	9	27	58	34	7
North Haven/Osborne	2.1	12.9	60.3	22.1	72.5	3.2	23.3	79.2	13.2	2.7
Parkholme/Ascot Pk	4	34	50	11	51	22	27	54%	37	8.30%
Para Hills	0.3	5.4	73.1	19.5	97.8	1.1	1.1	78.2	17	1.2
Pooraka	2.9	14.2	64.9	16	85.7	1.6	12.7	72.5	18.1	9.2
Prospect	4.8	27	46.4	19.9	72.2	10.6	16.2	65	27	4.1
Seaford Meadows	0.5	7.5	54.6	36.7	88.6	6.8	4.4	54	39	5
Seaford Rise	1.4	10.7	47.4	40.8	93.4	2.8	3.7	70	17	8
Wattle/Rosslyn Pk	2	8	41	45	89	1	10	87	11.5	0
West Lakes	1.2	26.2	44.3	26.7	54.3	6.9	38.7	76.3	14.5	2.3

Appendix 2: Dwellings sold in price bands per 1000 total dwellings data (2019)



Appendix 3: Activity centre premises data

Location	Number and type of premises per 1000 households								Outdoor tables per 1000 households
	Retail	Supermarket	bottle shop	Personal Services	Consulting Rooms	Offices	Social Premises	Total	Outdoor tables
Glenelg South	4.8	0.6	0.3	4.2	2.3	3.9	5.2	21.3	27.1
Goodwood	11.2	0.4	0.8	4	3.2	8	11.6	39.2	23.6
Dulwich	3.8	0.5	0.5	1.9	2.4	1.9	2.4	13.3	15.7
Prospect	6.4	0.6	0.3	5.8	1.7	5.8	8.9	29.4	23.3
Mawson Lakes *	5.1	0.4	0.2	4.7	4.5	5.1	7.7	27.7	20.2
Mile End	12.1	0.4	0.4	6.8	5.4	14.3	11.4	50.7	25.0
Ascot Pk/Pholme	2.3	0.3	0.0	1.0	0.3	1.3	1.7	7.0	0.0
Mansfield Pk/ Athol Pk #	5.2	0.5	0.5	1.4	3.3	0.5	3.3	14.8	1.9
Blakeview #	3.6	0.8	0.4	1.2	0.8	0.4	2.4	9.6	1.6
Athelstone	2.1	0.3	0.3	0.9	0.3	0.0	0.3	4.1	0.0
Findon	9.6	0.4	0.4	3.6	2.0	2.0	5.2	23.2	5.6
Hallett cove *	2.7	0.4	0.3	1.3	0.4	0.9	1.4	7.2	1.1
Outer Harbour/Osborne	2.7	0.5	0.5	0.9	0.9	0.9	2.3	8.6	1.8
Greenwith	0.9	0.3	0.3	0.3	0.3	0.3	0.9	3.1	0.0
Pooraka	2.6	0.0	0.4	0.7	1.5	0.7	1.9	7.8	0.0
Seaford Meadows #	5.5	0.9	0.0	1.8	0.9	1.8	2.7	13.6	2.7
Seaford Rise *	2.8	0.3	0.3	0.7	0.6	1.1	1.7	7.4	0.4
Hackham	4.7	0.7	0.0	0.7	0.0	0.0	2.0	8.0	1.3
Wattle park	3.8	0.6	0.0	1.9	0.6	0.0	0.6	7.5	1.3
West Lakes @	33.6	0.6	0.8	5.0	7.8	6.7	8.3	62.8	3.3
Para Hills	3.8	0.4	0.4	0.4	1.3	2.1	0.8	9.2	0.8

These suburbs are under development or redevelopment and have added large numbers of households since the Census in 2016, therefore the number of destinations per household is higher than actuality.

@ The West Lakes Mall Shopping is a major regional shopping centre servicing the entire western suburbs, therefore, the ratio of household's to destinations is significantly overstated, it has been included but is not relevant for neighbourhood comparisons.

* These are district shopping centres with two or more supermarkets, household numbers for the district have been used, however, the ratios have been adjusted to include all district households in their immediate catchments, therefore, the numbers given are correct.

Appendix 4: Employment and commuting data

Locations	Commuting mode			Distance		Employment	
	Car (%)	Public transport (%)	Active Transport (%)	Distance to CBD (KM)	Average commute (KM)	District Employment per 1000 residents	Regional Employment per 1000 residents
Adelaide Metropolitan average	72	8.8	4.1	na	12	na	430
Athelstone	78	9	1.2	12	12	190	190
Athol/Mansfield Pk	76.5	9.6	2.1	10	9.5	733	670
Blakeview	79.7	5.5	1.7	30	18	92	274
Dulwich/Toorak G	65.5	6	12.5	4	7.5	862	500
Findon	74.5	9.5	3.5	7	7	474	362
Glenelg South/Smtn	66	10	10	10	10	340	290
Goodwood/Millswood	62	17	9	4	7	459	515
Greenwith	78	8.5	1	22	16.5	210	230
Hackham W/ Huntfld H	78	6	1.4	28	17	103	225
Hallett Cove	73	11	1.3	20	16.5	159	225
Mawson Lakes	75	11	3	13	12	580	323
Mile End/Torrensvill	63	15	9	4	7	1124	711
North Haven/Osborne	78.6	5.7	2.6	18	14	309	670
Parkholme/Ascot Pk	70	14	2.8	8	9.5	295	240
Para Hills	76.6	8.6	1.5	15	12	175	323
Pooraka	76.5	8.2	1.7	13	11	580	323
Prospect	70.5	10.6	5	4	8	354	380
Seaford Meadows	74.3	8.9	1.3	30	21	159	225
Seaford Rise	78	6	1.6	32	21	159	225
Wattle/Rosslyn Pk	73	6	5	7.5	9	210	380
West Lakes	74.5	6.5	2.5	12	12	245	362

4.2 Presentation from Future Urban re Lot 707, Marion Road, Bedford Park

Report Reference	PDC210803R4.2
Originating Officer	Manager Development and Regulatory Services – Warwick Deller-Coombs
Corporate Manager	N/A
General Manager	General Manager City Development - Ilia Houridis

REPORT OBJECTIVE

Michael Osborne (Future Urban) to present regarding a proposed privately funded Code Amendment for Lot 707, Marion Road, Bedford Park.

EXECUTIVE SUMMARY

- The Indigenous Land and Sea Corporation (ILSC) currently manage Lot 707 land on behalf of Karuna (KYAC).
- A \$10m, 40-person Kaurna Elders Village project is approved for a portion of the site (nominally, the southern portion).
- There is currently a land sale negotiation process in place for the remaining portion of the site.
- The site is currently zoned Urban Neighbourhood, which envisages mixed-use development with high quality public realm outcomes.
- Commercial development is anticipated in a subzone which is adjacent Marion Road.
- The presentation should be held in confidence given there will be commercially sensitive information shared by the presenter.

Prior to the presentation, it is recommended that the Committee move into confidence to allow Future Urban to present their confidential proposal:

Pursuant to Section 90(2) and (3)(d)(i) and (ii) of the *Local Government Act 1999*, the Committee orders that all persons present, with the exception of the following persons: Chief Executive Officer, General Manager City Development, General Manager Corporate Services, General Manager City Services, Manager Corporate Governance, Manager Development and Regulatory Services, Team Leader Planning, Senior Policy Planner and Executive Officer to General Manager City Development be excluded from the meeting as the Committee receives and considers information relating to *Presentation from Future Urban re Lot 707, Marion Road, Bedford Park*, upon the basis that the Committee is satisfied that the requirement for the meeting to be conducted in a place open to the public has been outweighed by the need to keep consideration of the matter confidential given the information relates to commercial in confidence information provided by a third party regarding future development of the site.

RECOMMENDATION

That the Planning and Development Committee:

1. Notes the presentation.

ATTACHMENTS

Nil

5 Confirmation of Minutes

5.1 Confirmation of Minutes of the Planning and Development Committee Meeting held on 4 May 2021

Report Reference	PDC210803R5.1
Originating Officer	Governance Administration Officer – Anne Mitchell
Corporate Manager	Manager Office of the CEO – Kate McKenzie
General Manager	Chief Executive Officer – Tony Harrison

RECOMMENDATION

That the minutes of the Planning and Development Committee Meeting held on 4 May 2021 be taken as read and confirmed.

ATTACHMENTS

1. PDC210504 - Final Minutes [**5.1.1** - 7 pages]



MINUTES OF THE PDC210504 - PLANNING AND DEVELOPMENT COMMITTEEMEETING - 4 May 2021

Tuesday, 04 May 2021 at 06:30 PM

Council Administration Centre, 245 Sturt Road, Sturt



PRESENT

Councillor - Sasha Mason
Councillor - Luke Hutchinson (from 6:43 pm)
Councillor - Joseph Masika
Councillor - Kendra Clancy
Councillor - Raelene Telfer
Councillor - Jason Veliskou (from 6.35 pm)

In Attendance

Acting General Manager City Development – Greg Salmon
Manager Development & Regulatory Services - Warwick Deller-Coombs
Acting Manager City Activation – Donna Griffiths
Team Leader – Planning - Alex Wright
Senior Policy Planner - David Melhuish
City Activation Senior Advisor - Brett Grimm
Executive Officer to the General Manager City Development – Louise Herdegen

OPEN MEETING

The Chair opened the meeting at 06:31 PM

KAURNA ACKNOWLEDGEMENT

We acknowledge the Kaurna people, the traditional custodians of this land and pay our respects to their elders past and present.

ELECTED MEMBERS DECLARATION (if any)

The Chair asked if any Member wished to disclose an interest in relation to any item being considered at the meeting.

Nil interests were disclosed.

CONFIRMATION OF MINUTES

Confirmation of the minutes for the Planning and Development Committee Meeting held on 2 March 2021

Report Reference: PDC210504R01

Moved Councillor – Joseph Masika

Seconded Councillor – Kendra Clancy

That the minutes of the Planning and Development Committee Meeting held on 2 March 2021 be taken as read and confirmed.

Carried Unanimously

BUSINESS ARISING**Business Arising Statement - Action Items****Report Reference:** PDC210504R02**Moved Councillor - Clancy Seconded Councillor - Masika**

That the Planning & Development Committee:

1. Notes the business arising statement, meeting schedule and upcoming items.

Carried Unanimously**CONFIDENTIAL ITEMS – Nil****REPORTS FOR DISCUSSION****Revitalisation of the Edwardstown Employment Precinct - Brand****Report Reference** PDC210504R03

The Acting Manager City Activation gave an overview of the work being undertaken on the Edwardstown brand, being developed as part of the 2020/21 Revitalisation of the Edwardstown Employment Precinct Action Plan (GC210309R03).

The following discussion points were noted:

- Branding can be applied in a variety of ways - examples presented include high pressure water stencils on the footpath, stobie pole art using the colour palette on the branding, flags on stobie poles, coffee cups etc.
- Positive discussion on the high pressure water stencils on the footpaths however potential irritants should be addressed to ensure the branding is maximised ie no cracks/raised pavements, rubbish/graffiti cleaned up.
- Install the branding where it adds the most value.
- Tagline and colour palette is modern and striking.
- The business community and Ward Councillors will be consulted with a plan to work through applying the branding to the area.
- Creates a sense of place and community.
- Digital component to include email signatures.

Moved Councillor – Joseph Masika**Seconded Councillor – Kendra Clancy**

That the Planning and Development Committee:

1. Provided feedback on the attached Edwardstown brand direction and planned application of it in the 2021-2022 financial year.

Carried Unanimously

Centre zoning review and Urban Activation opportunities**Report Reference** PDC210504R04

The Manager Development & Regulatory Services and the Senior Policy Planner gave an update of the work undertaken on the Centres zoning review. Interactive zoning maps are available on the Plan SA website (<https://sappa.plan.sa.gov.au/>).

Councillor Telfer declared a perceived conflict of interest for the site at 373 Diagonal Road, Sturt, due to having stated her position as being a member of the Council Assessment Panel and chose to remain in the room.

The following feedback was provided for each of the centres reviewed:

- 54-62 Seacombe Road, Darlington – rezone 54 Seacombe Road to Hills Neighbourhood Zone and 62 Seacombe Road to Suburban Activity Centre Zone.
- 508-214 Cross Road, Glandore – rezone to Suburban Activity Centre Zone.
- 1A Greenfield Road, Seaview Downs – rezone to Hills Neighbourhood Zone.
- 10-22 Edward Beck Drive, Sheidow Park – rezone to Suburban Neighbourhood Zone however suggest an initial discussion be held with the school.
- 373 Diagonal Road, Sturt – rezone to General Neighbourhood Zone.
- 93 Railway Terrace, Ascot Park – rezone residential property to Housing Diversity Neighbourhood Zone.
- 26 Daws Road, Ascot Park – rezone to General Neighbourhood Zone.
- 44 Towers Terrace, Edwardstown – leave as is. It's a good space with potential for city activation.
- 28-30, 32 Finnis Street, Marion – rezone the residential property to General Neighbourhood Zone.
- 69 Finnis Street, Marion – leave as is and allow the market to decide however follow up with the property owner.
- 97 McInerney Ave, Mitchell Park – rezone to General Neighbourhood Zone.
- Dwyer/Johnstone, Oaklands Park – leave as is however follow up with the Ward Councillors and the property owner.
- Addison Road, Warradale – rezone the residential property. Follow up with the Ward Councillors.

Other discussion points noted:

- The party initiating the zoning change is responsible for the costs.
- Part of the rezoning or code amendment process includes public consultation where property owners will have the opportunity to provide feedback.
- These are mainly historical situations that have been discovered following the change to the new code.

The Acting Manager City Activation provided an overview of the urban activation/revitalisation projects carried out at Local and Neighbourhood Centres.

- There are three models that have been trialled over the past couple of years – 1. the urban activation project; 2. streetscaping project and 3. the Sturt Road precinct upgrade.
- In relation to the urban activation project - Just over 3 years ago, we met with 100 businesses in 100 days which resulted in four projects with mixed success. A collaboration between Council, Property owner and Business owners is critical to success.
- Request a schedule by Wards, what has been done and what could be done (include link to previous report).
- Education program was held for businesses to learn about what other cities do and what could be done within the public realm to strengthen a sense of place.
- Identify early what's not going to work.
- As part of Edwardstown activation project, request to include businesses on Towers Terrace.

- Clarification of the budget and resourcing.

Moved Councillor – Joseph Masika

Seconded Councillor - Raelene Telfer

That the Planning and Development Committee:

1. Recommends to Council that a Code Amendment process for Local and Suburban Activity Centre Zones commence to realign historical errors in the spatial application of the zones and engage with identified owners and communities about the future of their centre zoning. Noting that community consultation will be undertaken as part of the process and Ministerial approval is required for any amendment to the Planning and Design Code.
2. Request Administration prepare a report for Council highlighting potential urban activation locations across the City of Marion and seeks proposed budget resourcing requirements up to \$150,000, depending on the scope per site, with annual reviews and acknowledge the use of existing staff resources for design and project management.

Carried Unanimously

Councillor Telfer voted in Favour

Hamilton Estate - Character Area

Report Reference PDC210504R05

Following discussion, the Committee was of the opinion that:

- the area designated for consideration, although still comprising many of the original houses built in the 1950s by Feredays Ltd (of varied design quality and condition), has evidence of considerable infill development and the original character of the area has been lost to a great extent.
- it would be an inefficient use of resources to pursue a Code Amendment to create a Character Area for Hamilton Estate given the considerable work already undertaken by Council, without success, to investigate options for limiting infill in many of the suburbs across the city.
- individual homeowners could apply for heritage status if their homes were suitable.

Moved Councillor – Joseph Masika

Seconded Councillor - Raelene Telfer

That the Planning and Development Committee:

1. Recommends that a Code Amendment to create a Character Area for Hamilton Estate in Warradale not be undertaken given that the original character of the area has been lost to a great extent and the considerable work already undertaken by Council, without success, to investigate options for limiting infill in many of the suburbs across the city.
2. The CEO respond to letter and reflect Council's decision.

Carried Unanimously

Morphettville and Glengowrie Residential/Horse Stabling Area - Rezone

Report Reference PDC210504R06

The Committee was advised of a recent meeting between the Mayor, staff and stable owners where general support for a rezoning was highlighted by those present.

The initial informal consultation will allow all affected land owners to provide feedback on the proposal before proceeding to the next stages of the rezoning process.

Moved Councillor – Jason Veliskou**Seconded Councillor – Kendra Clancy**

That the Planning and Development Committee:

1. Recommend to Council to commence a Code Amendment process for the residential/horse stabling areas in Morphetville and Glengowrie to the General Neighborhood Zone. Noting that community consultation will be undertaken as part of the process and Ministerial approval is required.
2. Note that Administration has commenced an informal process to obtain evidence of the support for rezoning from all property owners (stable owners and exclusively residential) within the subject area by way of a letter drop to all affected land owners, seeking their views on the proposal and to gain a better understanding of their current situation etc.

Carried Unanimously**REPORTS FOR NOTING**

Brief discussion points noted:

- Tunnel concept plans not yet available however it is known there will be 4 km of tunnel and 1 km of entry/exit at Tonsley and southern side of the tram railway bridge at Anzac Highway
- There is a program of works called City Shaping at grade on South Road. That's the best opportunity for urban activation/renewal. That work will sit separate to the tunnel.
- The community consultation group discussed city shaping at the last meeting with genuine interest in the feedback.
- DIT Team to present at the Elected Member Forum on 29 June 2021.
- Report regarding Marion corridor will be presented to General Council on 11 May 2021.

Moved Councillor – Luke Hutchinson**Seconded Councillor – Joseph Masika**

That the following items be moved en bloc:

- North-South Corridor T2D (Report Reference: PDC210405R07)
- Code Amendments Update (Report Reference: PDC210504R08)
- Planning Reforms Update (Report Reference: PDC210504R09)

Carried Unanimously**North-South Corridor T2D****Report Reference** PDC210405R07**Moved Councillor – Luke Hutchinson****Seconded Councillor – Joseph Masika**

That the Planning and Development Committee:

1. Notes the report

Carried Unanimously

Code Amendments Update**Report Reference** PDC210504R08**Moved Councillor – Luke Hutchinson****Seconded Councillor – Joseph Masika**

The Planning and Development Committee:

1. Notes the report.

Carried Unanimously**Planning Reforms Update****Report Reference** PDC210504R09**Moved Councillor – Luke Hutchinson****Seconded Councillor – Joseph Masika**

That the Planning and Development Committee:

1. Notes this report.

Carried Unanimously**WORKSHOP / PRESENTATION ITEMS****OTHER BUSINESS****MEETING CLOSURE** - Meeting Declared Closed at 08:25 PM**CONFIRMED THIS 3RD DAY OF AUGUST 2021**.....
CHAIRPERSON

6 Business Arising

6.1 Business Arising Statement - Action Items

Report Reference	PDC210803R6.1
Originating Officer	Executive Officer to the General Manager City Development – Louise Herdegen
Corporate Manager	Manager Office of the CEO – Kate McKenzie
General Manager	General Manager City Development – Ilia Houridis

REPORT OBJECTIVE

The purpose of this report is to review the business arising from previous meetings of the Planning and Development Committee meetings, the meeting schedule and upcoming items.

RECOMMENDATION

That the Planning and Development Committee:

- 1. Notes the business arising statement, meeting schedule and upcoming items.**

ATTACHMENTS

1. Combined Business Arising and Forward Agenda PD C 210803 [**6.1.1** - 7 pages]

**CITY OF MARION
BUSINESS ARISING FROM THE PLANNING & DEVELOPMENT COMMITTEE MEETINGS**

ATTACHMENT 1
AS AT 29 JULY 2021



Date of Meeting	Item	Response by	Due Date	Status/Response	Completed / Revised Due Date
2 March 2021	Development Plan Amendments Update (Report Reference: PDC210302R04) <ul style="list-style-type: none"> Discussion with Rates of where a property sits across two Council boundaries. How has this worked and examples. 	W Deller-Coombs / R Barnwell	4 May 2021	Staff are not aware of any examples where rates have been levied on one property by two councils. The property owned by Eldercare at 86 Oaklands Road, Glengowrie spans both City of Marion and Holdfast Bay Councils. In 2019, a suburb boundary alteration was undertaken to allow for a portion of the property located in Holdfast Bay Council to be incorporated into City of Marion. Another section of the property remains in Holdfast Bay Council – as a separate allotment – and is therefore rated by Holdfast Bay Council. As this is a separate allotment, it does not constitute the same property although buildings on the property span across the boundary. Further investigation is being undertaken to verify the legislative standpoint of property located across two council boundaries.	In Progress with Finance
4 May 2021	Centre zoning review and Urban Activation opportunities (Report Reference: PDC210504R04) <ul style="list-style-type: none"> Dwyer/Johnstone, Oaklands Park – leave as is however follow up with the Ward Councillors and the property owner. Addison Road, Warradale – rezone the residential property. Follow up with the Ward Councillors. 	D Melhuish D Melhuish		Administration is following up with the property owners Administration is following up with the property owners	In progress In progress

**CITY OF MARION
BUSINESS ARISING FROM THE PLANNING & DEVELOPMENT COMMITTEE MEETINGS**

ATTACHMENT 1
AS AT 29 JULY 2021



Date of Meeting	Item	Response by	Due Date	Status/Response	Completed / Revised Due Date
	<ol style="list-style-type: none"> 1. Recommends to Council that a Code Amendment process for Local and Suburban Activity Centre Zones commence to realign historical errors in the spatial application of the zones and engage with identified owners and communities about the future of their centre zoning. Noting that community consultation will be undertaken as part of the process and Ministerial approval is required for any amendment to the Planning and Design Code. 2. Request Administration prepare a report for Council highlighting potential urban activation locations across the City of Marion and seeks proposed budget resourcing requirements up to \$150,000, depending on the scope per site, with annual reviews and acknowledge the use of existing staff resources for design and project management. 	<p>D Melhuish</p> <p>G Salmon / M Taintey</p>	<p>Late 2021</p> <p>5 Oct 2021</p>	<p>Administration is following up with all affected property owners via letter.</p> <p>Once comments are received Council will undertake further analysis and a 'Proposal to Initiate' a Code Amendment.</p> <p>A report to be presented to the PDC meeting in October that will outline possible future activation projects around the city. Last activation project on Sturt road was a huge success. Report to show estimated cost breakdown of other identified potential sites and benefits to the community.</p>	<p>In progress</p> <p>Scheduled for PDC 5 October 2021</p>
4 May 2021	<p>Hamilton Estate - Character Area (Report Reference: PDC210504R05)</p> <ol style="list-style-type: none"> 1. Recommends that a Code Amendment to create a Character Area for Hamilton Estate in Warradale not be undertaken given that the original character of the area has been lost to a great extent and the considerable work already undertaken by Council, without success, to investigate options for limiting infill in many of the suburbs across the city. 2. The CEO respond to letter and reflect Council's decision. 	<p>D Melhuish</p> <p>D Melhuish</p>		<p>No action required.</p> <p>Letter sent to Mr Jessup April 2021.</p>	<p>Completed</p> <p>Completed</p>

CITY OF MARION
BUSINESS ARISING FROM THE PLANNING & DEVELOPMENT COMMITTEE MEETINGS

ATTACHMENT 1
 AS AT 29 JULY 2021



Date of Meeting	Item	Response by	Due Date	Status/Response	Completed / Revised Due Date
4 May 2021	Morphettville and Glengowrie Residential/Horse Stabling Area - Rezone (Report Reference: PDC210504R06) 1. Recommend to Council to commence a Code Amendment process for the residential/horse stabling areas in Morphettville and Glengowrie to the General Neighborhood Zone. Noting that community consultation will be undertaken as part of the process and Ministerial approval is required.	D Melhuish	3 August 2021	Draft 'Proposal to Initiate' has been created for consideration by the Planning and Development Committee (3 August 2021) and following that, General Council.	In progress
	2. Note that Administration has commenced an informal process to obtain evidence of the support for rezoning from all property owners (stable owners and exclusively residential) within the subject area by way of a letter drop to all affected land owners, seeking their views on the proposal and to gain a better understanding of their current situation etc.	D Melhuish		Approximately 50% response rate with a majority in favour of proposed rezoning.	Completed

* Completed items to be removed are shaded

Planning & Development Committee

Meeting Schedule 2021



2 March	6.30 – 9.30
4 May	6.30 – 9.30
3 August	6.30 – 9.30
5 October	6.30 – 9.30
7 December	6.30 – 9.30

2021 Committee Membership

- Membership – 6 Elected Members plus the Mayor
- Quorum - 4 Committee Members

Presiding Member –Sasha Mason**Members**

- Luke Hutchinson
- Joseph Masika
- Kendra Clancy
- Jason Veliskou
- Raelene Telfer

Planning & Development Committee

Meeting Schedule 2021



Planning and Development Committee		Date: Tuesday, 2 March	Time: 6.30pm – 9.30pm	Venue: Chamber	
Topic	Type of Report	Description	External Attendees	Staff Responsible	
Confidential - Seacliff Group Presentation	F	Presentation – 1 st item	Michael Visintin (Design IQ) Frank Gasparin and Andrew Brazzale (Seacliff Group)	W Deller-Coombs	
Commercial and Industrial Land Workshop		Presentation – 2 nd item		W Deller-Coombs	
Planning Reforms Update	R	Standing report		A Wright	
Development Plan Amendment Update	R	Standing report		D Melhuish	
North-South Corridor	R	Standing report		B Grimm	
Forward Agenda	R			L Herdegen I Houridis	

Planning and Development Committee		Date: Tuesday, 4 May	Time: 6.30pm – 9.30pm	Venue: Chamber	
Topic	Type of Report	Description	External Attendees	Staff Responsible	
North South Corridor Update	R	Standing report		B Grimm	
Planning Reforms Update	R	Standing report		W Deller-Coombs	
Code Amendment Update	R	Standing report		D Melhuish	
Revitalisation of the Edwardstown Employment Precinct – Brand	R	Brand concept for endorsement		D Griffiths K Silkstone	
Hamilton Estate – Character Area		To seek the Committee's consideration and direction on whether a rezoning of Hamilton Estate should be undertaken.		D Melhuish	
Morphettville Residential / Horse Stabling Area – Rezone	R	To seek the Committee's consideration and direction on the potential rezoning of the residential/horse stabling area in Morphettville		D Melhuish	
Centre Zone Review – Commercial and Industrial Zoning Review		To provide the Committee with an update of work undertaken and seek the Committee's consideration on the Centres component of the Commercial and Industrial Zoning Review (PDC210302)		D Melhuish	

Planning & Development Committee

Meeting Schedule 2021



Planning and Development Committee		Date: Tuesday, 3 August	Time: 6.30pm – 9.30pm	Venue: Chamber	
Topic	Type of Report	Description	External Attendees	Staff Responsible	
Planning Reforms Update	R	Standing report		D Melhuish / A Wright	
Code Amendment Update	R	Standing report		D Melhuish	
North South Corridor Update	R	Standing report		B Grimm	
Morphettville/Glengowrie Horse Related Activities Code Amendment				D Melhuish / A Wright	
Morphettville Racecourse - Zone Amendment (western side of Morphett Road)				D Melhuish / A Wright	
Transition management of established suburbs into healthy liveable neighbourhoods		Presentation to outline research findings and obtain feedback on potential next steps for distributing the HUNTT and initiating neighbourhood liveability transitions. Presenters will be Southgate Institute for Health Society and Equity at Flinders University and Wellbeing SA	See description	W Deller-Coombs	
Confidential - Presentation from Future Urban re Lot 707, Marion Road, Bedford Park (7:30 pm)			Future Urban	W Deller-Coombs	

Planning and Development Committee		Date: Tuesday, 5 October	Time: 6.30pm – 9.30pm	Venue: Chamber	
Topic	Type of Report	Description	External Attendees	Staff Responsible	
Planning Reforms Update	R	Standing report		W Deller-Coombs	
Code Amendment Update	R	Standing report		D Melhuish	
North South Corridor Update	R	Standing report		B Grimm	
Urban Activation		PDC210504R04 - Request Administration prepare a report for Council highlighting potential urban activation locations across the City of Marion and seeks proposed budget resourcing requirements up to \$150,000, depending on the scope per site, with annual reviews and acknowledge the use of existing staff resources for design and project management		G Salmon / M Taintey /	

Planning & Development Committee

Meeting Schedule 2021



Planning and Development Committee		Date: Tuesday, 7 December	Time: 6.30pm – 9.30pm	Venue: Chamber	
Topic	Type of Report	Description	External Attendees	Staff Responsible	
Planning Reforms Update	R	Standing report		W Deller-Coombs	
Code Amendment Update	R	Standing report		D Melhuish	
North South Corridor Update	R	Standing report		B Grimm	

7 Confidential Items - Nil

8 Reports for Discussion

8.1 Morphettville/Glengowrie Horse Related Activities Code Amendment

Report Reference	PDC210803R8.1
Originating Officer	Senior Policy Planner – David Melhuish
Corporate Manager	Manager Development and Regulatory Services - Warwick Deller-Coombs
General Manager	General Manager City Development - Ilia Houridis

REPORT OBJECTIVE

To seek the Committee's consideration and endorsement on a 'Proposal to Initiate' for the proposed 'Morphettville/Glengowrie Horse Related Activities Code Amendment', and if considered appropriate, seek Council's review and endorsement to forward the document to the Minister for formal agreement.

EXECUTIVE SUMMARY

A Code Amendment is proposed to investigate policy amendments that provide opportunities for a greater diversity of appropriate residential development to occur within the affected areas of Morphettville and Glengowrie. This in turn will provide incentive for existing horse related activities to move into the facilities within the Morphettville Racecourse.

RECOMMENDATION

That the Planning and Development Committee:

- 1. Recommends that Council endorses the 'Morphettville/Glengowrie Horse Related Activities Code Amendment' - Proposal to Initiate' and seeks that the Proposal to Initiate be forwarded to the Minister for consideration.**

DISCUSSION

Background

The area proposed for rezoning is located on the southern side of Bray Street in Morphettville and the western side of Morphett Road in Glengowrie. The area was formerly covered by the Residential Racecourse Zone, which formalized the opportunity for the stabling of horses and residential use on the same property. The zone specifically sought detached dwellings at low densities in association with a range of horse related activities, with minimum allotment sizes of 560m² and 15 metre frontage.

Aerial map of proposed area can be found in (**Attachment 2**)

Under the Planning and Design Code, the area has been rezoned to the Suburban Neighbourhood Zone. The policy within this zone no longer refers to horse related activities, nor is there a requirement for only detached dwellings, but it does maintain the minimum 560m² site area and 15m frontage.

The South Australian Jockey Club (SAJC) will soon construct additional stables within the adjacent racecourse property (corner of Bray Street and Morphett Road). It is understood that a number of stable owners in the affected area are considering relocating into these new stables.

Council understands that even with the proposed additional stables at Morphettville Racecourse, there would not be sufficient numbers to cater for all the horses currently within the surrounding area. The SAJC may consider increasing the number of additional stables to be built on the racecourse land; however, they advise that this requires commitment from stable owners that they will relocate to the racecourse if the stables were built. Council has heard from a number of the stable owners that they are reluctant to commit to anything unless the land is rezoned to enable the sale of their land and relocation to the new stables, to be more financially viable.

These stable owners have requested that Council consider the rezoning of their land to an exclusively residential type zone (without the requirement for associated horse related activities) that provides the opportunity for residential development at higher densities to be constructed.

Council is aware that the current necessity to walk horses through and across streets to the racecourse (particularly Bray Street and Morphett Road) is a potentially dangerous practice for both horses and motorists. The removal and/or reduction of stables and horse related activities from the surrounding streets, and into the racecourse, would most certainly result in a safer environment.

Rezoning of the subject area requires amendments to be made to the Planning and Design Code. This involves Council undertaking a Code Amendment process, which is a relatively lengthy procedure and involves the approval of the Minister for Planning. Council is unlikely to undertake a Code Amendment process unless there is support from the relevant property owners.

At the General Council meeting on 11 May 2021 Council resolved to initiate a Code Amendment regarding the affected areas in Morphettville and Glengowrie.

On 17 May 2021 Council sent out a letter to all property owners within the affected area seeking response on whether they were in favour of the proposed rezoning. Council received a return rate of approximately 47% (31 from 65), with a majority in favour of the proposed rezoning.

A summary of the comments received can be found in (**Attachment 3**)

Code Amendment Process

The Code Amendment proposes to investigate policy amendments (particularly site dimensions) that provide opportunities for a greater diversity of appropriate residential development to occur within the affected area.

This in turn will provide incentive for existing horse related activities to move into the facilities within the Morphettville Racecourse.

The final zone and potential changes to policy and/or technical and numeric variations (TNV) will be identified during the Code Amendment process following consideration of further investigations and analysis.

It is noted that, if the area is rezoned, current stable complexes and other non-residential uses have 'existing use rights' so can remain operating as such at the location. Also, it is probable that stable complexes will not move across to Morphettville Racecourse at the same time, therefore there is likely to be a mix of land uses within the area for some time.

The first step involved in initiating an amendment to the Code, involves the creation and lodgement of a '**Proposal to Initiate**' with Planning and Land Use Services (PLUS) via the SA Planning Portal. This is similar to the previous 'Statement of Intent' under the Development Act 1993.

The Proposal to Initiate must set out matters such as:

Code Policy

- Any overlay, general policy, zone or subzones in the Code being proposed for amendment; and/or
- The intended spatial application of an overlay, general policy, zone or subzone in the Code over an identified area.

Affected Area

- A map or description of the Affected Area. The Code Amendment requires renotification of the scope of properties to be included in the zone and those that will be affected by the proposal will need to be reconsidered by Council.

Consultation

- Information regarding any consultation that has already occurred with respect to the proposed Code Amendment.
- Details of further consultation proposed to be undertaken with respect to the proposed Code Amendment (as required by the Community Engagement Charter).

Investigations

- Information regarding any investigations which have already been undertaken with respect to the proposed Code Amendment.
- An outline of the further investigations that will be undertaken to support the proposed Code Amendment.

Timetable

- An outline of the proposed timetable for each step of the Code Amendment process (ensuring that the process is completed within reasonable time limits).

Administration has drafted a **Proposal to Initiate** for the Committee's consideration. (**Attachment 1**)

If considered appropriate by the Committee, Council's review and endorsement will be sought prior to forwarding the document to PLUS seeking the Minister's formal approval to undertake a Code Amendment.

ATTACHMENTS

1. Attachment 1 - 'Morphettville/Glengowrie Horse Related Activities Code Amendment' - Proposal to Initiate' [8.1.1 - 18 pages]
2. Attachment 2 - Proposed Areas for Rezoning [8.1.2 - 1 page]
3. Attachment 3 - Summary of Responses - Letter Drop [8.1.3 - 1 page]

**PROPOSAL TO INITIATE AN AMENDMENT TO THE
PLANNING & DESIGN CODE**

**Morphettville/Glengowrie Horse Related Activities
Code Amendment**

By Marion Council

(Signature Required)

Marion Council *(the Proponent)*

Date: July 2021

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*.

MINISTER FOR PLANNING AND LOCAL GOVERNMENT

Date:

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1. INTRODUCTION

Marion Council is proposing to initiate an amendment to the Planning and Design Code (the Code Amendment) as it relates to land within the Suburban Neighbourhood Zone located adjacent the Morphettville Racecourse on the southern side of Bray Street in Morphettville and the western side of Morphett Road in Glengowrie. (the Affected Area).

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

The Proponent is the council for the whole of the Affected Area.

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

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

1.1. Designated Entity for Undertaking the Code Amendment

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

- 1.1.1 The Proponent acknowledges that it will be responsible for undertaking the Code Amendment in accordance with the requirements Act.
- 1.1.2 The Proponent declares that it has not and does not intend to enter into an agreement with a third party for the recovery of costs incurred in relation to the Code Amendment under section 73(9) of the Act. If the Proponent does enter into such an agreement, the Proponent will notify the Department prior to finalising the Engagement Report under section 73(7).
- 1.1.3 The Proponent's contact person responsible for managing the Code Amendment and receiving all official documents relating to this Code Amendment is:

- a) David Melhuish, Senior Policy Planner
- b) david.melhuish@marion.sa.gov.au
- c) 08 8375 6721

and/or

- a) Warwick Deller-Coombs, Manager Development & Regulatory Services
- b) Warwick.deller-coombs@marion.sa.gov.au
- c) 08 8375 6665

1.1.4 The Council intends to undertake the Code Amendment by:

a) utilising professional expertise of employees of the Council including:

Planning Practitioners

- David Melhuish, Senior Policy Planner – MPIA
- Warwick Deller-Coombs, Manager Development and Regulatory Services – MPIA

Community Engagement

- Communications Department
- Community Engagement Coordinator

1.2. Rationale for the Code Amendment

The area was formerly covered (under the former Development Plan) by the Residential Racecourse Zone, which formalised the opportunity for the stabling of horses and residential use on the same property. The zone specifically sought detached dwellings at low densities in association with a range of horse related activities, with minimum allotment sizes of 560m² and 15 metre frontage.

Under the Planning and Design Code, the area has been rezoned to the Suburban Neighbourhood Zone. The policy within this zone no longer refers to horse related activities, nor is there a requirement for only detached dwellings, but it does maintain the minimum 560m² site area and 15m frontage.

The South Australian Jockey Club (SAJC) will soon construct additional stables within the adjacent racecourse property (corner of Bray Street and Morphett Road). It is understood that a number of stable owners in the affected area are considering relocating into these new stables.

Council understands that even with the proposed additional stables at Morphettville Racecourse, there would not be sufficient numbers to cater for all the horses currently within the surrounding area. The SAJC may consider increasing the number of additional stables to be built on the racecourse land; however, they advise that this requires commitment from stable owners that they will relocate to the racecourse if the stables were built. Council has heard from a number of the stable owners that they are reluctant to commit to anything unless the land is rezoned to enable the sale of their land and relocation to the new stables, to be more financially viable.

These stable owners have requested that Council consider the rezoning of their land to an exclusively residential type zone (without the requirement for associated horse related activities) that provides the opportunity for residential development at higher densities to be constructed.

Council is aware that the current necessity to walk horses through and across streets to the racecourse (particularly Bray Street and Morphett Road) is a potentially dangerous practice for both horses and motorists. The removal and/or reduction of stables and horse related activities from the surrounding streets, and into the racecourse, would most certainly result in a safer environment.

2. SCOPE OF THE CODE AMENDMENT

2.1. Affected Area

The proposal seeks to amend the Code for the Affected Area, being land located adjacent the Morphettville Racecourse on the southern side of Bray Street in Morphettville and the western side of Morphett Road in Glengowrie, within the City of Marion, as shown in the map in **Attachment A**.

2.2. Scope of Proposed Code Amendment

Site 1 – The Affected Area currently within the Suburban Neighbourhood Zone

Current Policy	Suburban Neighbourhood Zone <u>Overlays</u> <ul style="list-style-type: none"> • Airport Building Heights (Regulated) (All structures over 15 metres) • Affordable Housing • Building Near Airfields • Hazards (Flooding - Evidence Required) • Prescribed Wells Area • Regulated and Significant Tree • Stormwater Management • Traffic Generating Development • Urban Tree Canopy <u>TNVs</u> <ul style="list-style-type: none"> • Maximum Building Height is 9m • Maximum Building Height is 2 levels • Minimum Frontage is 15m • Minimum Site Area is 560 sqm
Amendment Outline	<p>The Code Amendment proposes to investigate policy amendments (particularly site dimensions) that provide opportunities for a greater diversity of appropriate residential development to occur within the affected area.</p> <p>This in turn will provide incentive for existing horse related activities to move into the facilities within the Morphettville Racecourse.</p>
Intended Policy	<p>Potential rezoning to:</p> <p>General Neighbourhood Zone</p> <p>OR</p> <p>Suburban Neighbourhood Zone with amended TNVs that allow smaller site dimensions for particular forms of dwelling type.</p> <p>Final zone and local variations (TNV) will be identified following consideration of the findings of the investigations.</p>

3. STRATEGIC PLANNING OUTCOMES

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

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

3.1. Summary of Strategic Planning Outcomes

The key strategic planning considerations are summarised as follows:

- Creation of a safer environment between horses and vehicles in the streets within and surrounding the affected area.
- Provide opportunity for infill development to occur in an area in reasonable proximity to existing services and public transport
- Opportunity to renew and provide increased housing choices to meet the needs of the community

3.2. Alignment with State Planning Policies

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

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

State Planning Policy (SPP)	Code Amendment Alignment with SPPs
<p><i>Principles of Good Planning</i></p> <p><u><i>Urban renewal principles</i></u></p> <ul style="list-style-type: none"> • <i>Preference should be given to accommodating the expected growth of cities and towns through the logical consolidation and redevelopment of existing urban areas.</i> • <i>Urban renewal should seek to make the best use (as appropriate) of underlying or latent potential associated with land, buildings and infrastructure.</i> <p><u><i>Activation and liveability principles</i></u></p> <ul style="list-style-type: none"> • <i>Urban areas should include a range of high quality housing options with an emphasis on living affordability</i> 	<p>The proposed Code Amendment would introduce policy that will provide an opportunity for replacement of aging housing stock and horse related activities with a diversity of dwelling types in an established and well serviced area.</p> <p>Options exist for the relocation of horse related activities from an area that is mixed with residential properties, to the adjacent Morphettville Racecourse, providing opportunity to address/reduce conflict between the two diverse and often incompatible uses.</p>

<i>Integrated Planning</i> <i>1.7 Regenerate neighbourhoods to improve the quality and diversity of housing in appropriate locations supported by infrastructure, services and facilities.</i>	The proposed Code Amendment would introduce policy that will provide an opportunity for replacement of aging housing stock and horse related activities with a diversity of dwelling types in an established and well serviced area.
<i>Housing Supply and Diversity</i> <i>6.6 A diverse range of housing types within residential areas that provide choice for different household types, life stages and lifestyle choices.</i>	The proposed Code Amendment would introduce policy that will provide an opportunity for replacement of aging housing stock and horse related activities with a greater diversity of dwelling types that better cater for life stages and lifestyle choice.

3.3. Alignment with Regional Plans

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

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

Regional Plan Identified Priorities or Targets	Code Amendment Alignment with Regional Plan
No relevant priorities, policies or targets further to those mentioned in the State Planning Policies above	

3.4. Alignment with Other Relevant Documents

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

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

Other Relevant Document	Code Amendment Alignment with Other Relevant Document
Nil	

4. INVESTIGATIONS AND ENGAGEMENT

4.1. Investigations Already Undertaken

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

Investigation Undertaken	Summary of Scope of Investigations	Summary of Outcome of Recommendations
Seeking level of support for proposed changes	Letter sent to all property owners within the affected areas seeking level of support for the rezoning proposal.	50% response rate. Majority were in favour of rezoning proposal.

4.2. Further Investigations Proposed

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

Further Investigations Proposed	Explanation of how the further investigations propose to address an identified issue or question
Impacts between land uses	<p>A number of property owners with horse related activities may not wish to relocate into the racecourse land but remain operating where they are.</p> <p>This could result in a mix of land uses for some time (or permanently) as the process of moving horses from existing stables to the new stables at Morphetville is carried out.</p> <p>An understanding of the likely impacts between a potentially greater number of dwellings and remaining horse related activities will be required, to ensure appropriate co-existence can be achieved.</p>
Appropriate forms/densities of dwellings	<p>It is noted that a large number of existing allotments are under 18 metres in frontage (15m - <18m) and/or have frontage to an arterial road (Morphett Road)</p> <p>Appropriate frontage dimensions and dwelling forms require consideration, as will access.</p>

4.3. Engagement Already Undertaken

The following engagement has occurred on the proposed Code Amendment:

- Letter sent to all property owners within the affected areas seeking level of support for the rezoning proposal.

- Further letter sent to all property owners within the affected areas that did not provide a response to the initial letter.
- A copy of the letter/s can be viewed in **Attachment C**

A summary of outcomes or matters raised through engagement already undertaken is as follows:

- 50% response rate.
- Majority were in favour of rezoning proposal.

4.4. Further Engagement Proposed

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

Further Engagement Proposed	Explanation of how the further engagement propose to address an identified issue or question
<ul style="list-style-type: none"> • 8-week consultation process on the Draft Code Amendment. • A copy of the Code Amendment in the Plan SA Portal. • A notice in the Advertiser Newspaper. • Information on Council's 'Making Marion' website, with information on the Code Amendment including, but not limited to a copy of the draft Code Amendment, FAQs and information on how to make comments. • A written notice to all property owners within the affected area and property owners immediately surrounding the affected area (as considered appropriate) inviting them to review and comment on the draft policy. • Information brochure outlining what the Code Amendment is about, the proposed policy amendments, and how interested persons can comment. • Notification of the draft Code Amendment to relevant State Government departments/agencies, Members of Parliament, adjacent Councils, infrastructure providers and other interested parties. • Copies of draft Code Amendment and information brochure to be made available at Council offices and libraries. • The scheduling of a Public Meeting (if required) at the conclusion of the 	<p>The broad intent of the engagement process will be to:</p> <ul style="list-style-type: none"> • Alert attention to the draft Code Amendment, its scope and intent. • Highlight any specific issues identified during the drafting process. • Provide details on the Code Amendment process and opportunities for input/comment. • Provide information on how to seek further information.

consultation process, at which any interested person may appear before Council's Planning and Development Committee to make representations on the proposed amendment.	
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5. CODE AMENDMENT PROCESS

5.1. Engagement Plan

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

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

- the Local Government Association must be notified in writing of the proposed Code Amendment;
- if the Code Amendment has a specific impact on 1 or more particular pieces of land in a particular zone or 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.

5.2. Engagement Report

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

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.

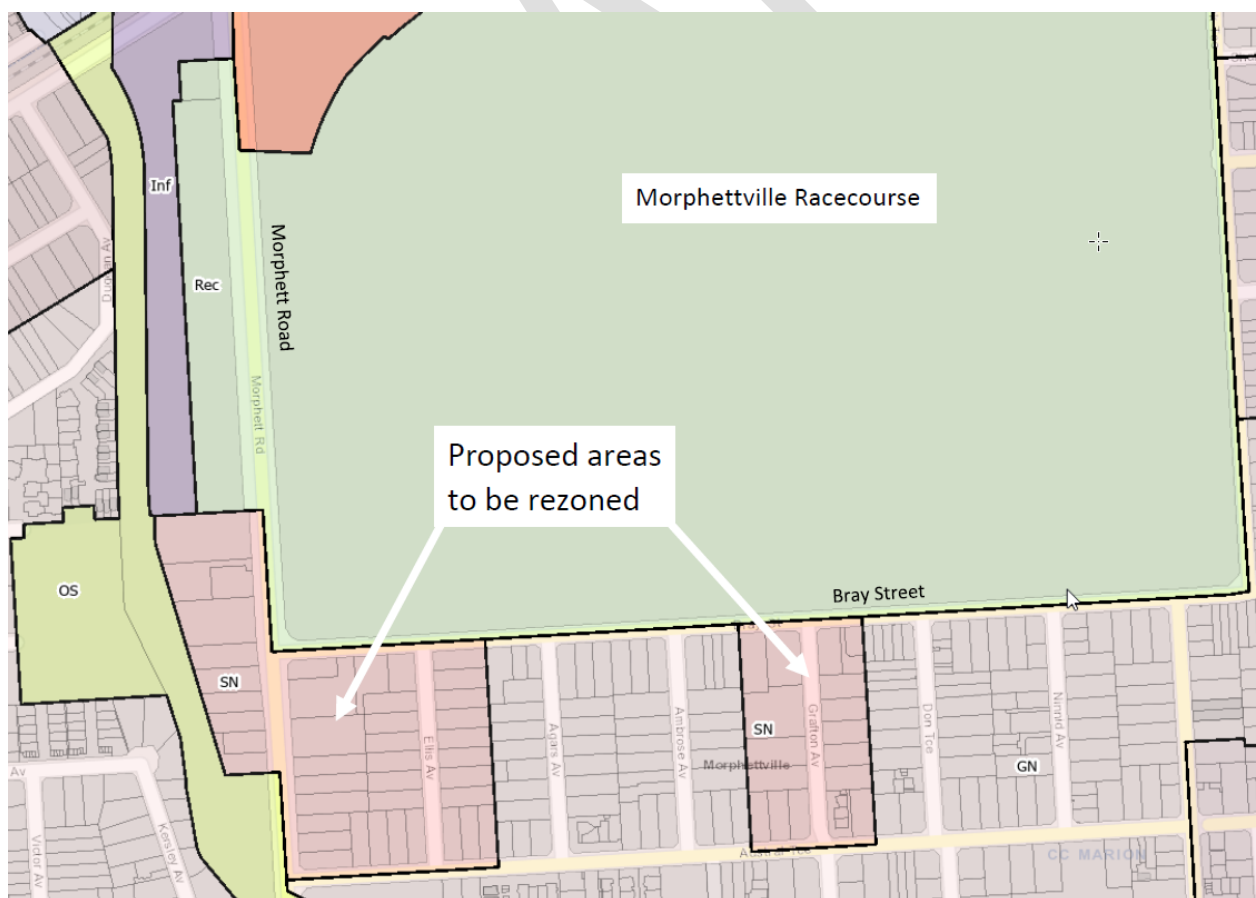
5.3. Code Amendment Timetable

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

DRAFT

ATTACHMENT A

Maps of Affected Area



ATTACHMENT B

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	AGD	2 weeks (<i>includes lodgement and allocation + referral to Government Agencies within the first week</i>)
Minister requests advice from the Commission.	Minister	2 weeks
Referral to Government Agencies for comment (where necessary)	AGD, 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 AGD	Designated Entity	12 weeks
AGD prepares Amendment Instructions and Mapping and provides to Council for consultation purposes	AGD	1 week
Preparation of Materials for Consultation	Designated Entity	6 weeks
Engagement on the Code Amendment		
Code Amendment Report released for public consultation in accordance with the Community Engagement Charter and the prepared Community Engagement Plan	Designated Entity	12 weeks
Consideration of Engagement and Finalisation of Amendments		
Submissions summarised; Amended drafting instructions provided, Engagement Report prepared and lodged with AGD	Designated Entity	8 weeks
Assess the amendment and engagement. Prepare report to the Commission or delegate <i>Timeframe will be put on hold if further information is required, or if there are unresolved issues</i>	AGD	4 weeks
Consideration of Advice	Commission (Delegate)	2 weeks (<i>includes 1 week to process through Minister's office</i>)
	Commission	+ 3 weeks

Step	Responsibility	Timeframe
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	AGD	2-4 weeks
Parliamentary Scrutiny		
Referral of approved Code Amendment to ERDC	AGD	8 weeks

DRAFT

ATTACHMENT C

Engagement Already Undertaken

OFFICE OF THE MAYOR

17 May 2021



ADDRESS BLOCK

Dear Sir/Madam

Potential change to the zoning of your property to allow opportunity for subdivision and construction of a range of dwelling types to occur.

Council is seeking your views on the above matter to see whether there is community support for a rezoning process to be undertaken.

The area proposed for rezoning is located on the southern side of Bray Street in Morphettville and the western side of Morphett Road in Glengowrie. The area was formerly covered by the **Residential Racecourse Zone**, which formalised the opportunity for the stabling of horses and residential use on the same property. The zone specifically sought detached dwellings at low densities in association with a range of horse related activities, with minimum allotment sizes of 560m² and 15 metre frontage.

Under the State Government's recently commenced Planning and Design Code, the area has been rezoned to the **Suburban Neighbourhood Zone**. The policy within this zone no longer refers to horse related activities, nor is there a requirement for only detached dwellings, but it does maintain the minimum 560m² site area and 15m metre frontage.

The South Australian Jockey Club (SAJC) will soon construct **additional stables within the adjacent racecourse property** (corner of Bray Street and Morphett Road). I understand that a number of stable owners in the subject area are considering relocating into these new stables.

Council has received enquiries from a number of the stable owners in the area requesting the rezoning of their land to an exclusively residential type zone (**without** the requirement for associated horse related activities). This would allow residential development at higher densities to be constructed, which would make the sale of existing land and relocation to the new stables in the racecourse more financially viable.

Council is aware that the current necessity to walk horses through and across streets to the racecourse (particularly Bray Street and Morphett Road) is a potentially dangerous practice for both horses and motorists. The removal and/or reduction of stables and horse related activities from the surrounding streets, and into the racecourse, would most certainly result in a safer environment.

Staff and I recently met with horse trainers, stable owners and members of the SAJC. There appeared to be general support for the rezoning from those attending.

Council understands that even with the proposed additional stables at Morphettville Racecourse, there would not be sufficient numbers to cater for all the horses currently within
as the traditional and continuing custodians of the land.



PO Box 21, Oaklands Park
South Australia 5046

245 Sturt Road, Sturt
South Australia 5047

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F (08) 8375 6699

E council@marion.sa.gov.au



facebook.com/CityofMarion



twitter.com/CityofMarion



youtube.com/CityofMarion

marion.sa.gov.au

the surrounding area. The SAJC may consider increasing the number of additional stables to be built on the racecourse land; however, they advise that this will require commitment from stable owners that they will relocate to the racecourse if the stables were built. Council has heard from a number of the stable owners that they are reluctant to commit to anything unless the land is rezoned to enable the sale of their land and relocation to the new stables, to be more financially viable.

Rezoning of the subject area requires amendments to be made to the Planning and Design Code. This involves Council undertaking a Code Amendment process, which is a relatively lengthy procedure and involves the approval of the Minister for Planning. Council is unlikely to undertake a Code Amendment process unless there is support from the relevant property owners.

If there is appropriate demand for a change in zoning, Council will seek to rezone the land to that of the surrounding General Neighbourhood Zone. This zone is predominantly a residential zone that would provide an opportunity for many property owners to subdivide their land and a greater diversity of dwelling types to be constructed. Allotments with minimum areas of 250m² and/or 300m² would be possible, dependent on the type of dwelling proposed.

Staff advise that if the area is rezoned, current stable complexes and other non-residential uses have 'existing use rights', which means they can remain operating at the location. Staff advise it is probable that there is likely to be a mix of land uses for some time as the process of moving horses from existing stables to the new stables at Morphetville is carried out.

Council is seeking feedback on the matter from all property owners within the subject area (both properties involving horse related activities and those used for purely residential purposes).

A simple **questionnaire**, asking whether you support the rezoning proposal, is attached for your consideration. There is also space provided for any additional comments you may have on the matter. An aerial photograph outlining the subject areas is also attached.

Please provide any comment you may have by **5pm Friday 4 June 2021**.

If you would like to discuss the matter further, please do not hesitate to contact Council's planning staff:

David Melhuish, Senior Policy Planner
Ph: 83756721
Email: david.melhuish@marion.sa.gov.au

Warwick Deller-Coombs, Manager Development and Regulatory Services
Ph: 83756685
Email: warwick.deller-coombs@marion.sa.gov.au

Yours faithfully,



Kris Hanna
Mayor

Rezoning of properties within Morphettville and Glengowrie

Council is considering rezoning the subject properties, outlined on the aerial photograph (currently used for, or adjacent to, horse related activities) to General Neighbourhood Zone. This will allow the opportunity for subdivision and redevelopment of properties for residential development.

Are you in favour of the above proposal?

YES ☐

NO ☐

Please return the questionnaire to:

Development Services
City of Marion
PO Box 21, Oaklands Park
SA 5046 OR
council@marion.sa.gov.au

If you wish to provide further discussion on your answer and/or any other comment in relation to the matter, please do so below. (please attach further comment if insufficient space)

Please provide the following details:

Name:	
Address – (within the subject area):	
Contact Details:	Phone: Email:





Horse Related Activities Code Amendment

Initial Letter Drop Seeking Comment on Proposed Rezoning

Summary of Responses

In Favour of Rezoning (29 respondents)

- Support proposed rezoning
- Makes good sense to relocate horse keeping facilities to a safer and central location in the Morphetville Racecourse
- Exclusive residential zone will provide greater opportunity for land owners to redevelop underutilized and outdated stock
- There is no possible way we could have stables at our property
- How long will it take the SAJC to build sufficient numbers of stables?
- Need advise on how the stables in the racecourse will be managed
- What types of houses would be developed?
- If the area is rezoned but there is insufficient stabling within the racecourse, will stable owners that remain be allowed to walk horses across to the racecourse and put manure out for collection?
- Concerned that ultra-high density housing will devalue the area

Against Rezoning (2 respondents)

- Against proposed rezoning
- Not a fan of on-course stables
- We find horses do better with closer human contact and the ability to check anytime is beneficial
- More car parking and traffic from additional dwellings would be detrimental to horse related businesses that remain in the area (traffic noise, walking horses through streets etc.)
- What plans does Council have to deal with extra traffic?
- Additional/new residential property owners would not appreciate odours associated with horse related activities
- Take horses out as far as you can from me

8.2 Morphettville Racecourse - Zone Amendment (western side of Morphett Road)

Report Reference	PDC210803R8.2
Originating Officer	Senior Policy Planner – David Melhuish
Corporate Manager	Manager Development and Regulatory Services - Warwick Deller-Coombs
General Manager	General Manager City Development - Ilia Houridis

REPORT OBJECTIVE

The Committee to consider issues involved in the rezoning of the South Australian Jockey Club (SAJC) owned land on the western side of Morphett Road.

EXECUTIVE SUMMARY

The SAJC have verbally indicated they are seeking the rezoning of SAJC-owned land on the western side of Morphett Road to allow commercial type development to occur.

Any change to the zoning to allow mixed use or commercial types of development to occur is probably more appropriately dealt with via a privately funded or State Government-led Ministerial Code Amendment process.

RECOMMENDATION

That the Planning and Development Committee:

- 1. Advise the South Australian Jockey Club (SAJC) to contact Planning and Land Use Services regarding the proposed rezoning of the SAJC land on the western side of Morphett Road.**
- 2. Reiterate to SAJC that Council is supportive on their overall vision for the site.**

DISCUSSION

At the Special General Council meeting on 13 July 2021, the Chief Executive Officer of the SAJC gave a confidential presentation regarding potential future development within and surrounding the racecourse track. During the presentation, the representative of the SAJC advised that the SAJC would be seeking the rezoning of SAJC owned land on the western side of Morphett Road to allow commercial type development to occur, which would provide a financial offset to the costs of the future development (refer to map in Attachment 1).

The subject land is currently within the same zone as the actual racecourse (Recreation Zone), which seeks development that is associated with or ancillary to the primary purpose of recreational facilities.

The northern sector of the racecourse site is zoned 'Urban Neighbourhood' and 'Main Street' subzone. This zone/subzone seeks medium to high-density mixed-use activities (residential and commercial etc.) due partly to its proximity to high frequency public transport facilities.

Prior to transitioning to the Planning and Design Code (the Code) the northern sector of the Morphettville Racecourse and the SAJC land west of Morphett Road were the subject of a rezoning process via the Morphettville Racecourse Development Plan Amendment (DPA) - Ministerial.

The draft DPA for consultation sought the following:

- Rezone part of the Morphettville (Racecourse) Zone that affects land immediately north of the racecourse (surplus to SAJC) to a new Urban Core Zone to support medium to high density mixed use and residential development.
- Introduce the Urban Core Zone to land west of Morphett Road from Residential Zone.
- Rezone the Commercial Zone west of Morphett Road to Industry Zone – Infrastructure Policy Area to reflect the role of the land for tram storage and maintenance.

However, following review of the DPA by the State Government, including associated traffic investigations, the final draft of the DPA approved by the Minister was subject to some key policy amendments, including:

- Removal of land fronting the western side of Morphett Road from the affected area (owned by SAJC and various private owners) and to be retained under the existing Racecourse (Morphettville) Zone and Residential Zone, respectively. Land containing the tram barns is still proposed for rezoning to Industry Zone – Infrastructure Policy Area.

The Racecourse (Morphettville) Zone was transitioned across to the Recreation Zone in the Code.

As the former rezoning process and change in position on the zoning of the SAJC owned land on the western side of Morphett Road was undertaken by the State Government, any change to the zoning back to a zone that will allow mixed use or commercial types of development to occur is more appropriately dealt with by the State Government, with reason for/evidence provided by the SAJC.

As part of a privately funded or Ministerial Code Amendment process, Council would have an opportunity to provide comment. Council's comment would be guided by the analysis and investigations as part of the process undertaken by the SAJC.

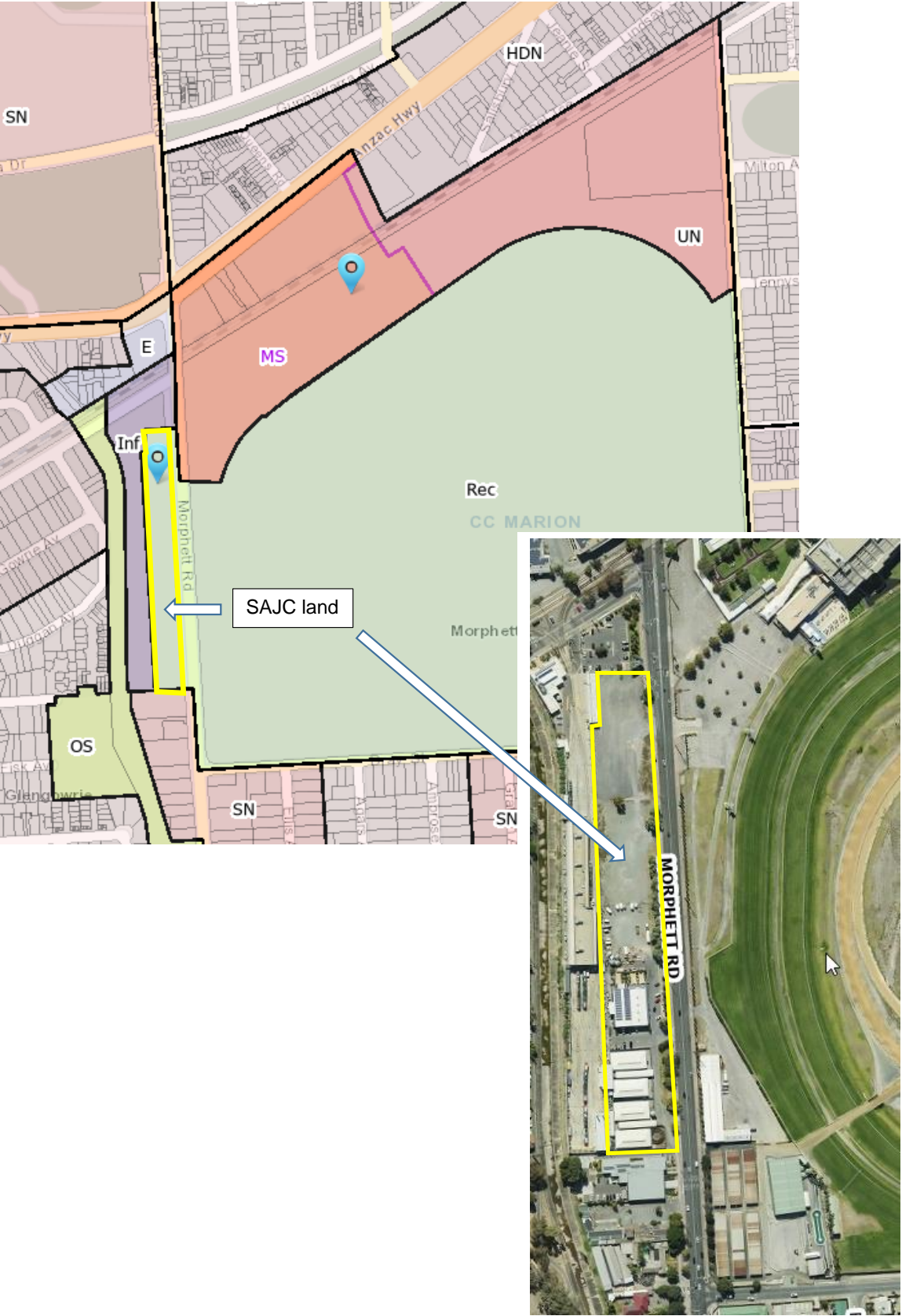
The current Code Amendment process underway by Council (to support changes to the residential horse stable areas adjacent the site) supports the overall SAJC vision for the site.

The current Code Amendment deals primarily with changes to residential areas that are intended to benefit the broader community by allowing greater subdivision and encouraging SAJC to provide greater on-track accommodation for horses. The changes to the western portion of land would primarily benefit SAJC and are therefore better off being led through a privately funded or Ministerial Code Amendment process.

ATTACHMENTS

1. SAJC - Western side of Morphett Road - Zone Map [8.2.1 - 1 page]

SAJC land (western side of Morphett Road)



9 Reports for Noting

9.1 North-South Corridor T2D Update

Report Reference	PDC210803R9.1
Originating Officer	City Activation Senior Advisor – Brett Grimm
Corporate Manager	Manager City Activation - Greg Salmon
General Manager	General Manager City Development - Ilia Houridis

REPORT HISTORY

Report Reference	Report Title
PDC210405R07	North-South Corridor T2D

REPORT OBJECTIVE

To provide Council with a project update.

EXECUTIVE SUMMARY

The Department for Infrastructure and Transport (T2D) project team continue to engage with Business, Community and Council staff reference groups.

The T2D project team representatives presented at City of Marion Elected Members Council Forum. The presentation provided a briefing on the project scope, strategic objectives, traffic modelling and timelines.

This report provides a summary of activities and updates that occurred during June/July 2021.

RECOMMENDATION

That the Planning and Development Committee:

1. **Notes the report.**

DISCUSSION

The Torrens to Darlington (T2D) comprises of 10.5 km of motorway which will be the state's biggest infrastructure project to date. The South Australian Government has announced that a hybrid+ option is the preferred way to deliver the T2D Project, which will see a combination of tunnels, lowered and ground-level motorways, as well as overpasses / underpasses at key intersections to successfully complete the free-flowing transport route.

The project is proposed to be delivered in two stages

Stage 1 Southern Tunnel- Anzac Highway to Darlington

- Approximately 6 km of motorway including over 4 km of tunnel to address this very congested section of South Road.

Stage 2 River Torrens to Anzac Highway including airport line

- Approximately 4.5km of motorway combination of tunnel and grade separated motorway.

Tunnel Lay Down Areas

The State Government recently released a map showing the southern entry and exit points of the \$9.9 billion South Rd tunnel and identifying the properties being compulsorily acquired in our area. Refer to attachment 1 for map of locality.

In summary, approximately 64 homes and businesses will be demolished on the western side of South Rd between Princes Parade and Selgar Avenue at Clovelly Park. The area will be used as the assembly point for two tunnel-boring machines. More detail will be provided on the infrastructure requirements for the construction program as the project develops through procurement and approvals.

Work is set to start in 2023 and take 12-18 months in preparation time alone.

Compulsory Acquisitions

DIT anticipates 390 properties must be acquired along the whole of the project corridor, with the southern portal area being the only area at the moment that is definitive as the design is more advanced in this area. Generally, the balance of land acquisition is associated with the lowered/at surface sections of the motorway with impacts across multiple Councils i.e.

- Between the southern portal of the southern tunnel and the completed Darlington Upgrade section of the North South Corridor
- Between the northern portal of the southern tunnel and the southern portal of the northern tunnel
- Between the northern portal of the northern tunnel and the completed T2T section of the of the North South Corridor

DIT are moving south to north and have communicated with the community that the next area of land acquisition will be where the tunnel comes back to grade to allow access to Anzac Highway. This is in the vicinity of Glandore (within the City of Marion) and Black Forest/Everard Park (within the City of Unley). Whilst the design of the northern portal of the southern tunnel is yet to be 100% confirmed, DIT have committed that as soon as details are confirmed they will inform those affected.

The T2D project website has been updated to address acquisition FAQs and relevant information on the southern portal construction laydown area information fact sheet provided Attachment 1.

T2D Community Engagement

During June and July (2021) the T2D project team have conducted key stakeholder and community engagement on the proposed functionality of the motorway. The following activities have occurred:

- Community reference group meetings (2nd June and 7th July)
- Business reference group meetings (9th June and 14th July)
- Council design working group (1st June and 19th July)
- Council briefings (City of Marion hosted 29th June Council Forum)
- Community group and peak industry body briefings
- Door knocking business and residences in the southern laydown area neighbourhood
- Roadshows over three weeks (Brickworks, Marion and Castle Plaza shopping centres)
- Pop up displays at a number of community centres
- Letter box drop to promote the online survey
- Online engagement- survey and social media

As of middle of July a total of 3607 survey responses have been received. Of the current survey findings, it has been recorded that 75% of respondents are positive towards the project, 13.7% negative.

The key themes of the community survey to date are identified as

- Opportunities to improve South Road:
 - Improving safety
 - Increasing green cover
 - Improving east-west connectivity
 - Improving facilities and accessibility for pedestrians and cyclists
 - Managing and enhancing waterways and water sensitive urban design

A summary of the preliminary consultation survey findings is provided on pages 13 - 17 of Attachment 2.

It is anticipated that a findings report on the community engagement will be circulated in August 2021. Feedback from the community survey will inform the reference design, urban design strategy and City Shaping program

Other Activity

The Council administrative working group recently met and were provided with a briefing update, with particular reference to the southern portal land acquisition area. Refer to Attachment 2 for presentation material. Of particular note the working group membership have requested T2D project team to provide traffic impact assessments and development of Local Area Traffic Management precinct plans that address the likely effects of the tunnel portal interchanges.

Project Timelines

The following is a summary of the project schedule that has been presented to date:

- Reference design 2021
- Business case mid 2021

Stage 1

- Approvals end 2023
- Procurement early works 2021-2023
- Construction commence late 2023 (completion to be confirmed approximately 5 years)

Stage 2

- Approvals end 2023
- Procurement early works 2021-2023
- Construction commence 2026 (completion estimated 2030)

ATTACHMENTS

1. T 2 D Tunnel Laydown Areas Fact Sheet web 6.7.21 [9.1.1 - 2 pages]
2. 20210721 Council working group July 2021 [9.1.2 - 22 pages]



TUNNEL LAYDOWN AREAS

The Torrens to Darlington (T2D) Project is the final 10.5 km section of South Australia's world class multi-billion dollar North-South Corridor.

The upgrade will reduce travel time by up to 24 minutes and unlock 78 km of non-stop, traffic-light-free, motorway between Gawler and Old Noarlunga, with links to the port and airport precinct.

We will construct a combination of tunnels, lowered and ground-level motorway, as well as overpasses and underpasses at key intersections.

Work involved in preparing a laydown area includes the realignment of existing surface roads, construction and launch of the tunnel boring machines (TBM's), relocation of services, property acquisition and site clearance, provision of high voltage electrical power and the construction of the tunnel portals and TBM launch site.

Did you know?

During tunnelling, excavated dirt and rock is moved from the front of the TBM to the rear by a series of internal screw and belt conveyors. From there, the dirt and rock moves onto a covered conveyor in the excavated tunnel all the way back to the laydown area where it is temporarily stored in the enclosed spoil handling shed before being taken away for disposal.

WHAT IS A TUNNEL LAYDOWN AREA?

As part of the T2D Project we will be establishing a laydown area for each tunnel, primarily to support tunnelling operations. Like similar-sized projects around Australia, the T2D tunnel laydown areas will be used to:



Provide sufficient space to assemble, commission and launch the tunnel boring machines (TBMs)



House machinery, equipment and sheds to support the construction of the tunnels and new motorway



Facilitate the delivery of materials necessary to construct the tunnels such as precast lining segments and the removal of spoil excavated by the TBMs



Establish worker facilities and office spaces

dit.sa.gov.au/torrenstodarlington

Follow us on:





WHEN WILL THE T2D SOUTHERN TUNNEL LAYDOWN AREA START?

For the T2D Project, the laydown area for the Southern Tunnel will be established first and be located near Tonsley Boulevard.

Work at the site will start in early 2023 and will take 12 to 18 months to prepare the site for the arrival of the TBMs. Works will include demolishing existing buildings to clear the area ready for the construction of the laydown area facilities. These facilities will take around 12-18 months to construct prior to the arrival of the TBMs.

WHY TUNNELS?

When complete, around 60% of the T2D motorway will be underground tunnels.

Tunnels allow a motorway connection to be built in established residential and commercial areas with far fewer impacts than other options and many benefits including:

- Moving through traffic away from homes
- Reducing traffic noise on local streets
- Reducing trucks on local streets
- Reducing disruption during construction as much of the work happens below ground
- Supporting urban redevelopment opportunities by protecting land on the surface

T2D TUNNELS

Stage One: Southern Tunnel - Linking Anzac Highway to Darlington.

Stage Two: Airport Link and Northern Tunnel - Linking River Torrens to Anzac Highway.

Each stage will deliver:

- Twin underground tunnels
- Entry and exit portals where the tunnels connect with surface roads
- Ventilation structures to remove air from inside the tunnels

WHAT IF I LIVE CLOSE TO A TUNNEL LAYDOWN AREA?

We will work closely with our construction partners to implement measures to reduce disruption to people living and working close to the laydown area.

This may include:

- Establishing site buildings, access roads, equipment storage and stockpiles away from businesses and residents where possible
- Handling tunnel spoil from the TBMs in an enclosed acoustic shed
- Using noise controlling equipment on machinery to manage noise in line with South Australian Environment Protection Authority requirements
- Using covered conveyors, sheds and trucks to reduce dust
- Giving our neighbours advanced notice about what to expect during work

KEEPING YOU INFORMED

The T2D Project is being delivered by South Australians for South Australians. Together, we can shape tomorrow's infrastructure and transport network.

If you would like to learn more about the T2D Project, you can sign up to receive electronic updates or download one of our fact sheets at: dit.sa.gov.au/torrenstodarlington

Please contact our dedicated team on:

- 1300 951 145
- northsouthcorridor@sa.gov.au
- dit.sa.gov.au/torrenstodarlington
- @DFITSA



OFFICIAL: Sensitive

T2D TORRENS TO
DARLINGTON

DELIVERING OUR TRANSPORT FUTURE NOW

**NORTH-SOUTH CORRIDOR
Council Working Group
19 July 2021**



OFFICIAL: Sensitive

T2D TORRENS TO
DARLINGTON

Strategic project objectives

Efficiency | Productivity | Safety | Community connectivity | Urban amenity

City access

North to the City via Port Road | South to the City via Anzac Highway

Freight access to Port Adelaide

From the north and south | From the Southern Expressway

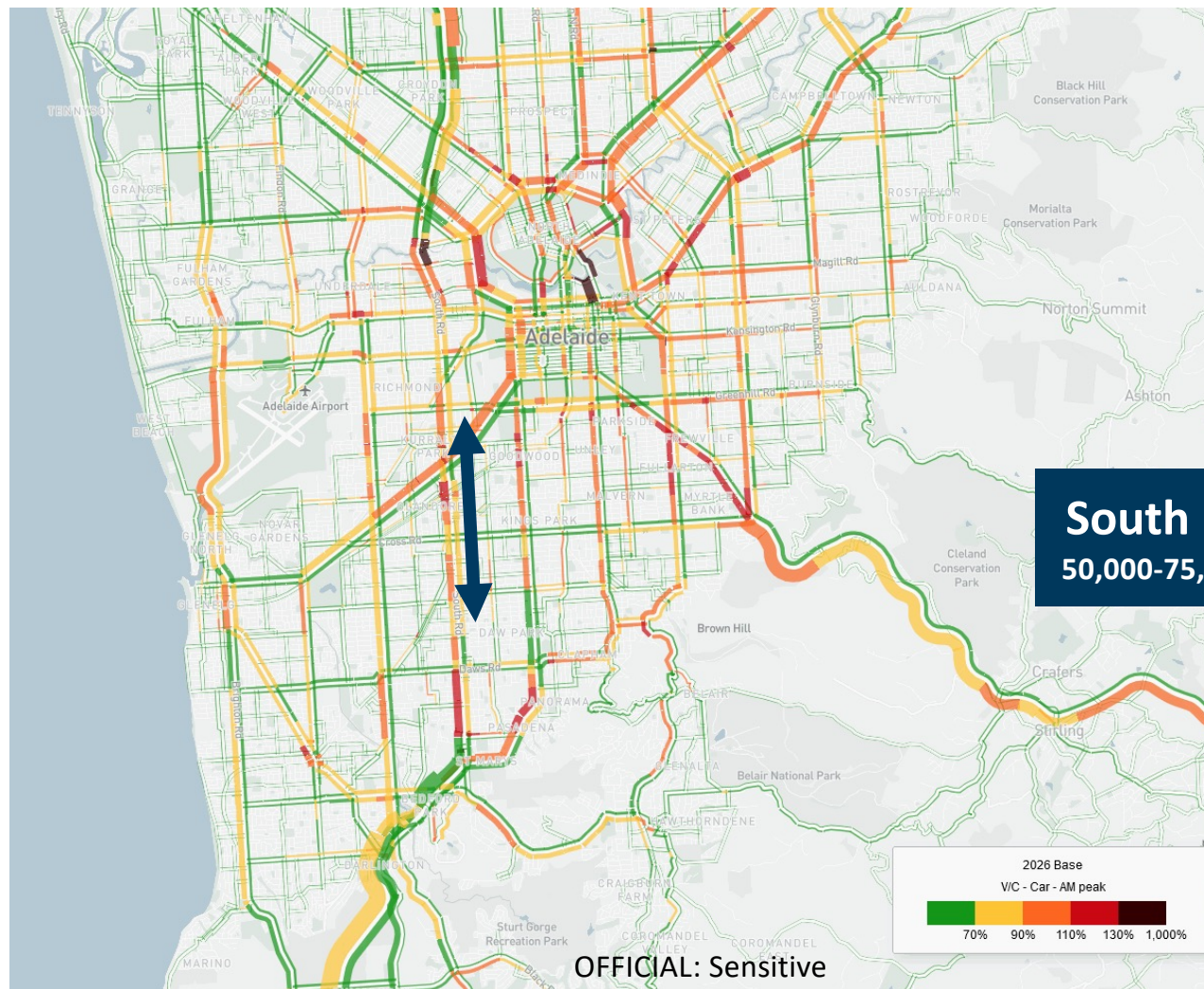
Adelaide International Airport access

Via Sir Donald Bradman Drive | Via Richmond Road (freight)

East-west connections

Ashwin Parade, Sir Donald Bradman Drive, Henley Beach Road, Anzac Highway, Richmond Road, Cross Road, Daws Road





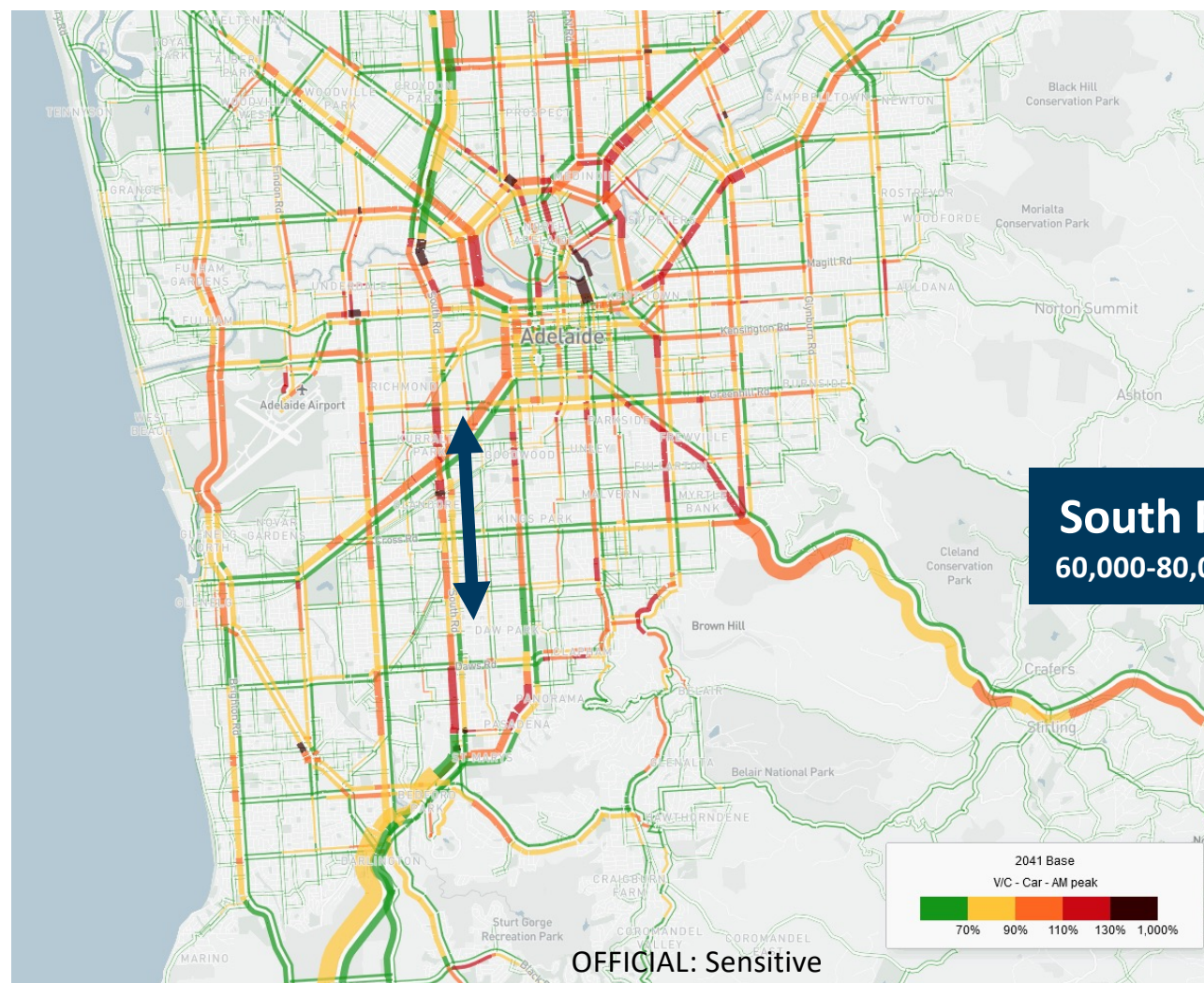
T2D TORRENS TO DARLINGTON

How congested will Adelaide's roads be in 2026?

This map shows forecast traffic congestion (volume-capacity ratios) in 2026.

- Free-flowing conditions
- Moderate stop-start flows
- Heavy congestion
- Extended delays





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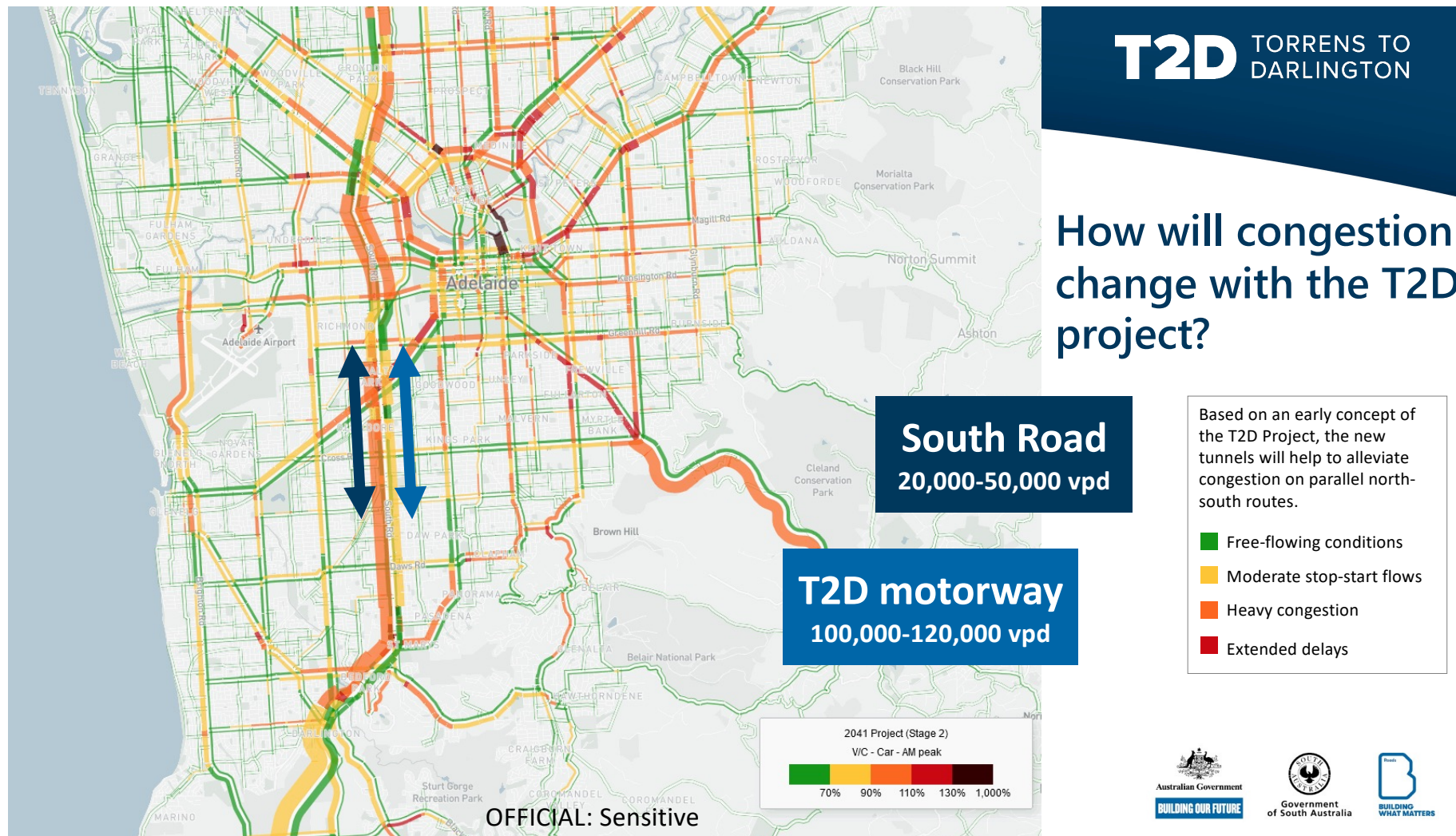
How congested will Adelaide's roads be in 2041?

South Road
60,000-80,000 vpd

By 2041, with no intervention, many access routes to the CBD will experience heavy congestion.

- Free-flowing conditions
- Moderate stop-start flows
- Heavy congestion
- Extended delays

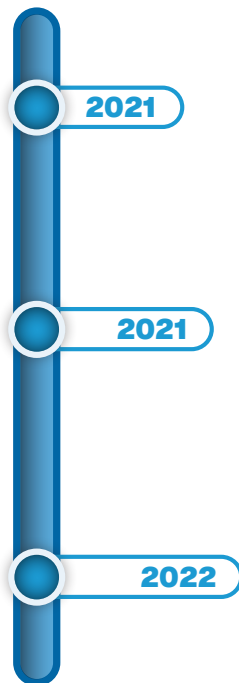




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T2D TORRENS TO
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The project design process



CONCEPT DESIGN 2020

The Concept Design provides illustrations and artist impressions to help bring the overarching concept to life. The Hybrid+ concept which was released in November 2020 provided a combination of tunnels, lowered and ground-level motorway, as well as overpasses / underpasses at key intersections.

REFERENCE DESIGN 2021

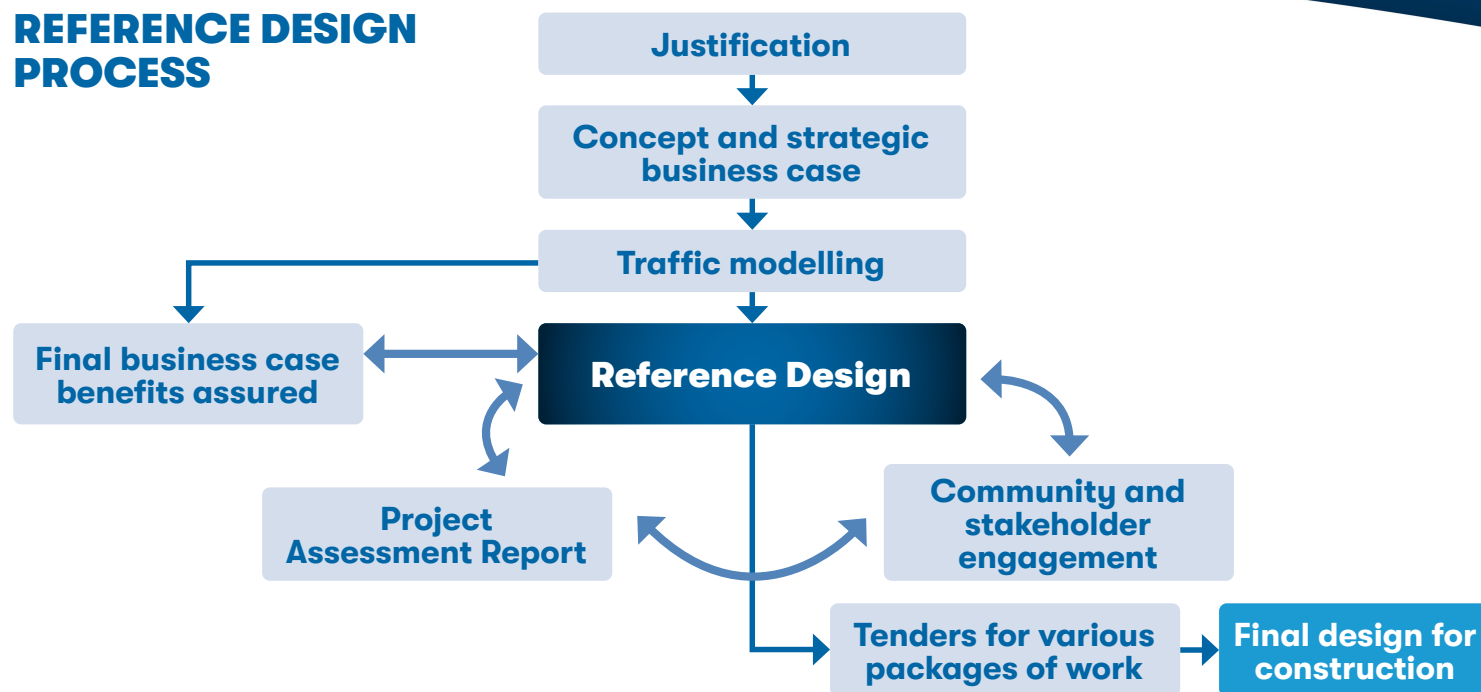
The Reference Design is a high-level design that establishes road alignment, tunnel layouts and motorway access points. It shows the location of where the motorway will be constructed and how to access the motorway from South Road and other arterial roads which cross the corridor. It considers constructability and potential construction impacts, potential environmental issues, land impacts and the development of design options to mitigate these project impacts and maximise benefits.

DETAILED DESIGN 2022

The final step in the design process for the T2D project is the selection of a construction partner/s through the tender process and the development of the Detailed Design, which will guide construction of the works. Proposals will be sought from capable contractors for the design and construction of the various work packages of the project. The selected contractor who is awarded the design contract will refine and further develop the Reference Design ready for construction.



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T2D TORRENS TO
DARLINGTON**REFERENCE DESIGN
PROCESS**

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What is a Reference Design used for?

- Establishing an indicative road layout, connections to the wider road network and on and off ramps to the motorway, the extent of tunnels and other structures
- Identifying the overall project footprint
- Ensuring motorway performance in accordance with traffic modelling
- Assisting the community to understand the proposed design
- Identifying how the project could be built and staged, and locations for construction zones
- Assessing environmental and construction impacts and how they might be mitigated
- Enabling more accurate estimation of construction costs
- Forming part of contract documentation so construction companies can quote for the works.



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Stakeholder engagement: June and July 2021

- Community Reference Groups (Southern and Northern tunnels)
- Business Reference Groups (Southern and Northern tunnels)
- Council briefings
- Key stakeholder engagement (community groups, peak industry bodies)
- Door knocking (businesses and residences in the southern laydown neighbourhoods)
- Roadshows over three weeks (Brickworks, Marion and Castle Plaza shopping centres)
- Pop ups and displays at a number of community centres, community focal points and centres
- Letterbox drops to promote the survey
- Additional pop ups for the northern tunnel neighbourhoods (July)
- Online engagement – survey and social pinpoint

A total of 3,607 survey responses were received



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Stakeholder engagement:

Key themes to date

1. Acquisition of properties
2. Management of construction impacts
3. Provision of safe cycling and walking facilities, both north-south and east-west
4. East-west connectivity for access to community facilities and services
5. Local access

Feedback will be used to further inform the Reference Design and the development of an Urban Design Strategy and City Shaping Program



Southern Tunnel Community Reference Group meeting June 2021



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Community survey

	Survey Responses	Roadshow	Pop-ups	Enquiries Received	New Subscribers
Total	3,607	1,368 People	126 people	217	832

SURVEY COLLECTORS		TOP 3 AGE GROUPS		TOP 3 USERS		TOP 3 MODES OF TRANSPORT	
Website	1708	35 – 34	26.9%	Work full-time	66.7%	Car (as driver)	94.3%
eDM	1551	45 – 54	22.6%	Work part-time	15.4%	Car (as passenger)	32.4%
Flyer	109	55 – 64	18.5%	Retired	12.6%	Walking	17.3%
Letterbox drop	80						
Advertiser Ad	55						
Bus Stop Poster	57						
Banner	29						
Social Pinpoint	18						

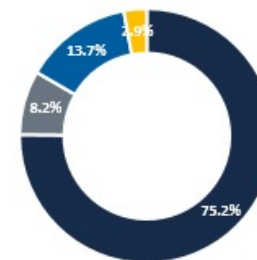
ACCESS AND TRAVEL WITHIN THE T2D PROJECT AREA (impact for you of proposed map)

	Easier	Doesn't change	Harder
Local Trips	52.7%	30.3%	17.0%
Longer trips	83.0%	12.6%	4.4%
Access the CBD	38.7%	53.0%	8.3%
Access the Airport	34.3%	57.8%	7.9%
Access the SE Freeway	37.7%	55.0%	7.2%

MOTORWAY ENTRY AND EXIT POINTS

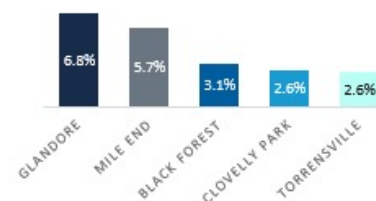
Sufficient	Adequate	Not Sufficient
56.3%	31.0%	12.7%

SENTIMENT TOWARDS THE T2D PROJECT



■ Positive ■ Neutral ■ Negative ■ Not Sure

TOP 5 SUBURB RESPONDENTS



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Community survey: Key themes to date

Opportunities to improve South Road

1. Improving safety
2. Increasing green cover
3. Improving east-west connectivity
4. Improving facilities and accessibility for pedestrians and cyclists
5. Managing and enhancing waterways and water sensitive urban design

Priorities for the Project

1. Protecting water quality
2. Access to essential services , shops and community facilities
3. Air quality
4. Impacts to community during construction
5. Vehicle access to properties

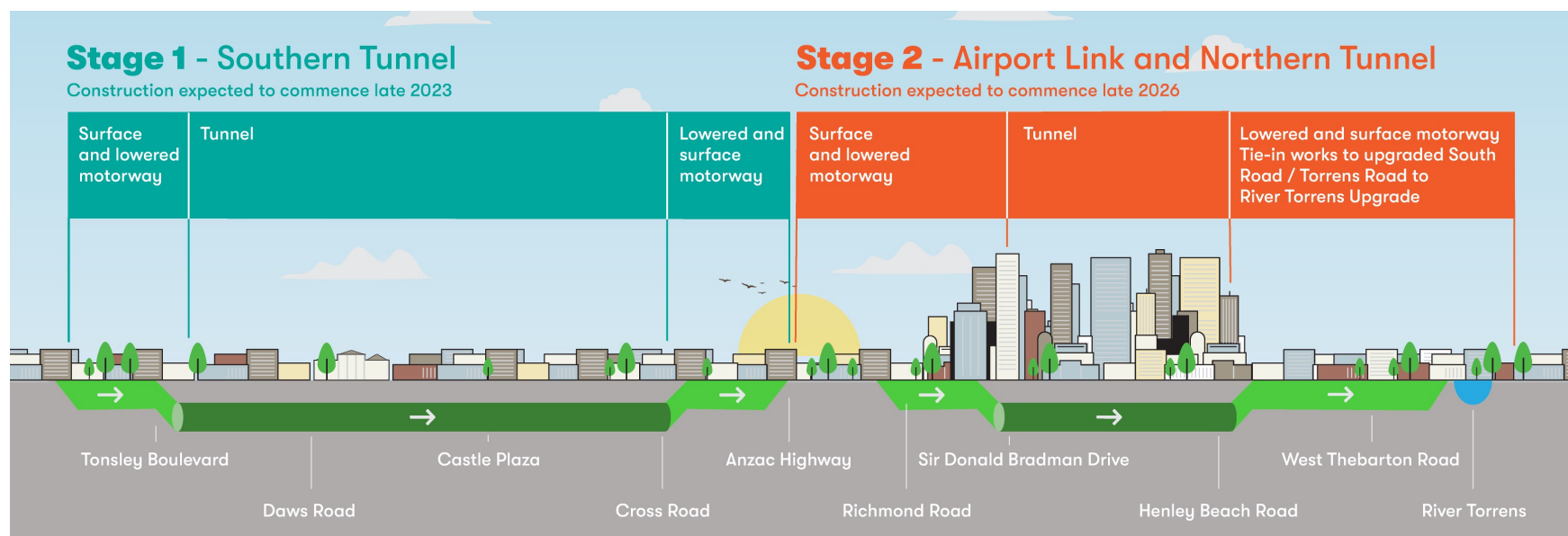
Feedback further informs the Reference Design as well as the Urban Design Strategy and City Shaping program



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The concept – released November 2020



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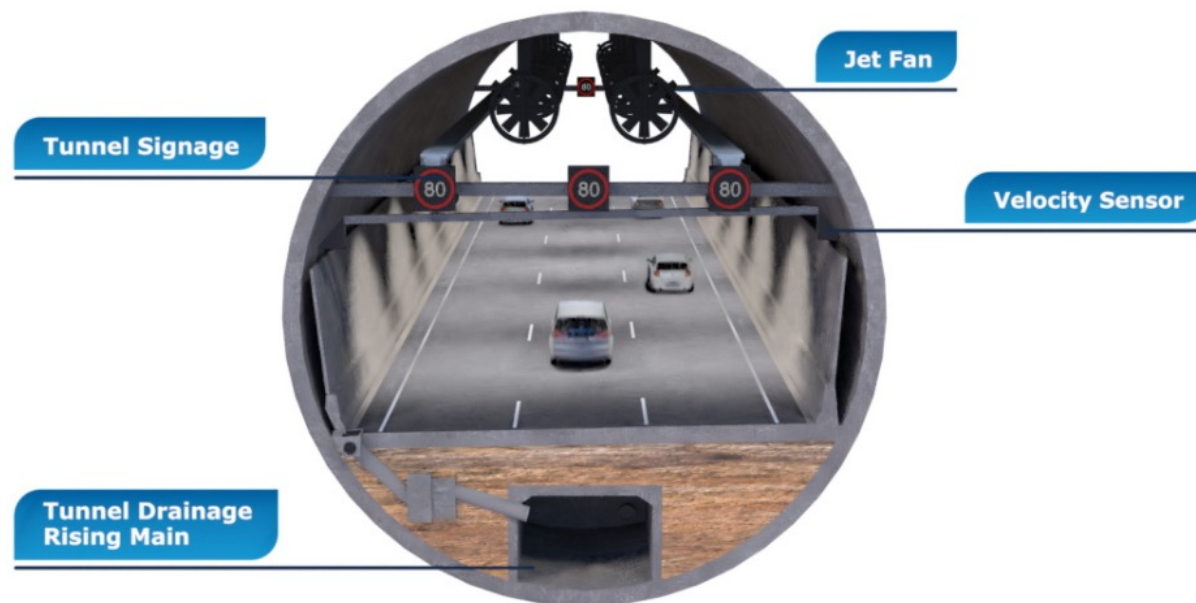
What is a motorway?

- Fast-moving and free-flowing
- The T2D section of South Road is the last remaining section of the North-South corridor that is not a motorway
- The project will connect the T2T to the Darlington parts of the North-South Motorway
- The motorway will be separate to South Road, which will still provide access to the local community
- Once complete, the North-South Motorway will be the major route for north and south bound traffic between Gawler and Old Noarlunga, a distance of 78 kilometres

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Typical tunnel cross section

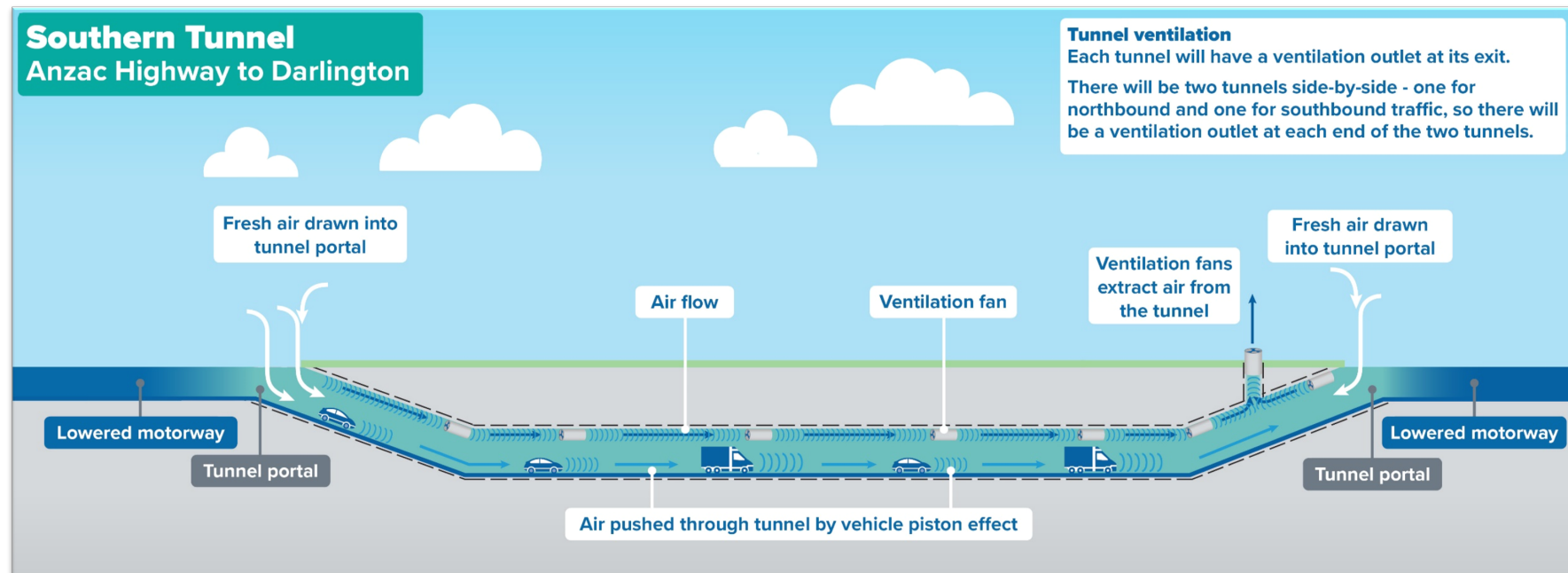


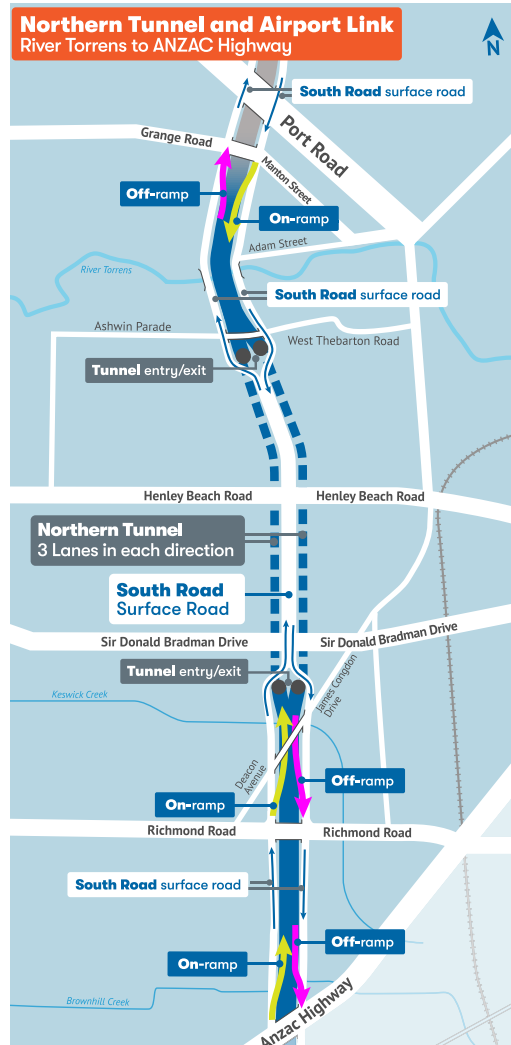
- The roadway in the tunnels will vary between 20-45m below ground
- Tunnel diameter will be about 15m, or 1m taller than Bunnings in Edwardstown or the height of a 4-5 storey building
- Two parallel tunnels – northbound and southbound
- Tunnels are connected via side tunnels at regular intervals for personnel in case of emergency
- Three lanes in each direction
- Complex systems in each tunnel to ensure safe operation and drainage
- Ventilation facilities within the tunnel, with outlets at each end

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Air quality and tunnel ventilation





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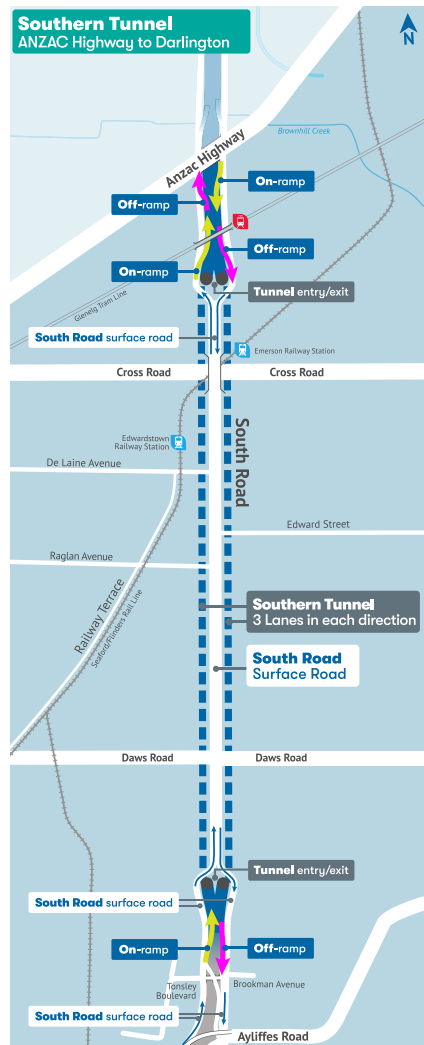
T2D TORRENS TO DARLINGTON

Proposed motorway layout Northern Tunnel

Strategic connections on and off the motorway:

- Anzac Highway
- Richmond Road
- Grange Road/Port Road

Diagram is indicative only, not to scale and subject to detailed design and traffic modelling



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T2D TORRENS TO DARLINGTON

Proposed motorway layout Southern Tunnel

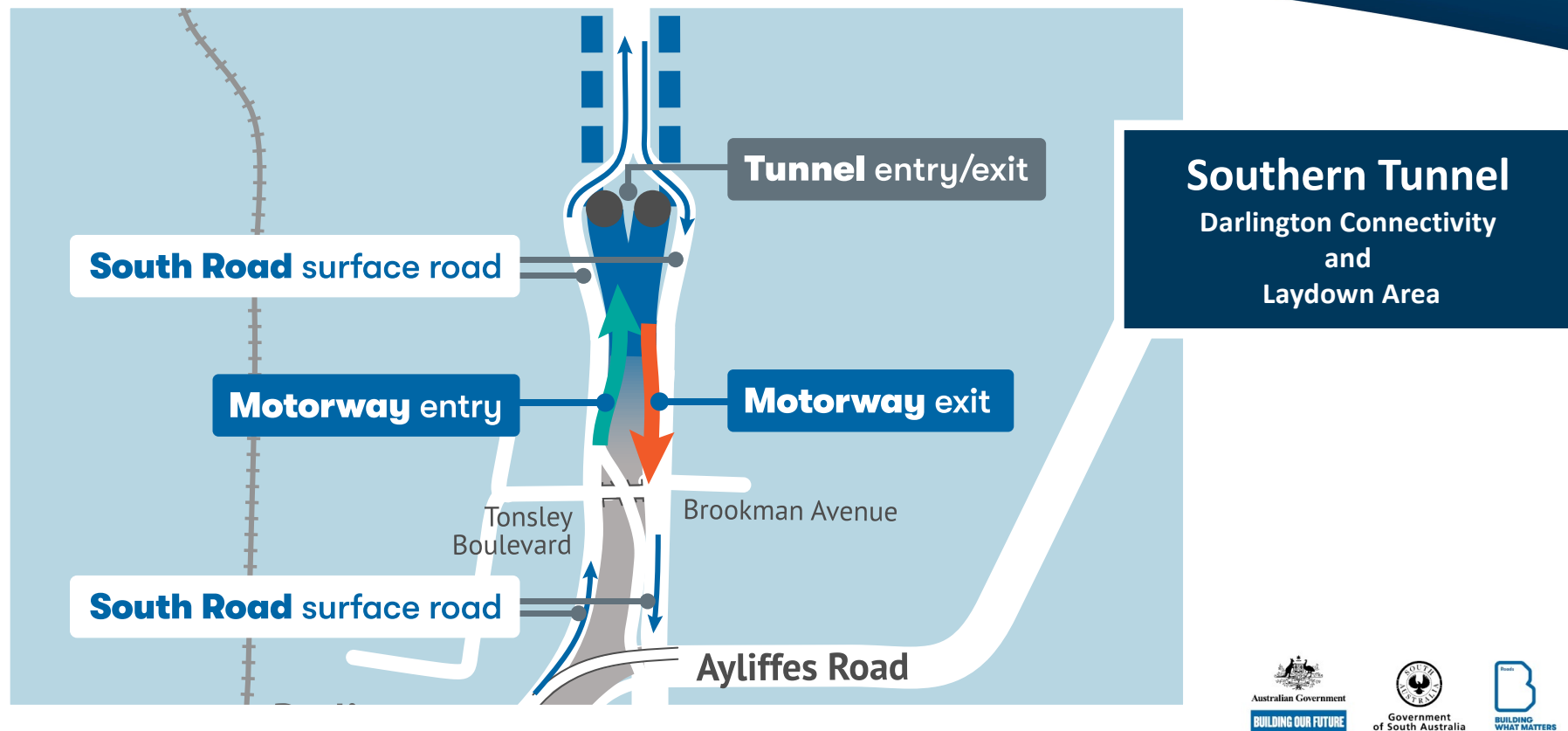
Strategic connections on and off the motorway:

- Tonsley Boulevard
- Cross Road
- Anzac Highway

Diagram is indicative only, not to scale and subject to detailed design and traffic modelling



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T2D TORRENS TO DARLINGTON

Southern Laydown Area

T2D Project will establish a construction and laydown area for each of the twin tunnels to support tunneling operations.

Tunnel laydown areas are needed to:

- Allow for the assembly, commissioning and launch of the tunnel boring machines (TBMs)
- House machinery, equipment and sheds to support the construction of the tunnels and new motorway
- Facilitate the delivery of materials necessary to construct the tunnels such as precast lining segments and the removal of spoil excavated by the TBMs
- Establish water treatment plants and workers facilities

Upon completion of the tunneling works, the laydown area will become the construction area where the new motorway is built, connecting Darlington to the tunnel.



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T2D TORRENS TO
DARLINGTON

Typical Cut and Cover TBM Launch





T2D TORRENS TO DARLINGTON

Southern Tunnel Motorway

- Proposed new motorway north of Tonsley Boulevard will be built within the footprint of the laydown area
- No additional private land acquisition is required beyond that already proposed for acquisition
- Cut and cover tunnel area and surplus land (west of the new South Road) to be considered a location for City Shaping

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9.2 Code Amendments Update

Report Reference	PDC210803R9.2
Originating Officer	Senior Policy Planner – David Melhuish
Corporate Manager	Manager Development and Regulatory Services - Warwick Deller-Coombs
General Manager	General Manager City Development - Ilia Houridis

REPORT HISTORY

Report Reference	Report Title
PDC210504R08	Code Amendments Update

REPORT OBJECTIVE

To provide Members an update on recent and active Code Amendments.

EXECUTIVE SUMMARY

At the 11 May 2021 General Council meeting, Council approved the initiation of four (4) Code Amendments:

- Morphetville and Glengowrie Horse Related Activities
- Urban Corridor – Marion Road
- Centre Zones
- Southern Suburbs Residential Policy

An update on each Code Amendment has been provided for the Committee's consideration.

RECOMMENDATION

That the Planning and Development Committee:

1. **Notes the report.**

DISCUSSION

Morphettville and Glengowrie Horse Related Activities

- Letter sent out to all property owners within the subject area seeking response on whether they are in favour of proposed rezoning.
- Approx. 50% return rate (31 from 65) with a majority in favour of proposed rezoning.
- As a number of affected properties have small frontages, appropriate property dimensions will require consideration.
- A draft 'Proposal to initiate' document has been drafted to be sent to the State Planning Commission for consideration and approval of the proposed rezoning and is provided in a separate report in this agenda.

Urban Corridor – Marion Road

- Accumulation of previous work undertaken as part of the Housing Diversity DPA.
- Drafting of the 'Proposal to initiate' document to be sent to the Commission for consideration and approval of the proposed rezoning has commenced.

Centre Zones

- Following analysis undertaken as part of the Commercial/Industrial Zone Review, it was determined that there is an opportunity for Council to consider improving the zoning outcomes for some sites.
- Rezoning and/or realignment of zone boundaries could occur in some instances to address a variety of matters (e.g. site has been redeveloped, misalignment of zone boundary, need for a reduction/increase in zone boundary etc).
- A letter seeking comments from the owners of the affected sites has been created and is to be sent out.

Southern Suburbs Residential Policy

- Accumulation of previous work undertaken as part of the Housing Diversity DPA.
- Initial investigations regarding slope related information undertaken.
- Drafting of the 'Proposal to initiate' document to be sent to the Commission for consideration and approval of the proposed rezoning has commenced.

ATTACHMENTS

Nil

9.3 Planning Reforms Update

Report Reference	PDC210803R9.3
Originating Officer	Senior Policy Planner – David Melhuish
Corporate Manager	Manager Development and Regulatory Services - Warwick Deller-Coombs
General Manager	General Manager City Development - Ilia Houridis

REPORT OBJECTIVE

To update members of the Planning and Development Committee on matters associated with the State Planning Reforms.

EXECUTIVE SUMMARY

The Planning and Design Code (the Code) commenced on 19 March 2021 and is now the legislated rule book for processing and assessing development applications.

The City of Marion prepared extensively for the changeover, from both a policy and a business readiness perspective.

RECOMMENDATION

That the Planning and Development Committee:

- 1. Notes the report.**

DISCUSSION

Planning and Design Code Policy Update

Following an initial review of the Code, Council has endorsed pursuing changes through 4 Code Amendment Processes.

EPlanning Portal Operational Update

Since the 'go live' date until 21 July 2021, 859 applications have been submitted on the portal. Of these applications 619 have been proceeded through the 'verification' process (i.e. all required information provided, fees paid) and formally lodged for an assessment.

The following information has been sourced from the State Government EPlanning portal and outlines the type and volume of consents/applications considered by staff using the portal.

Applications Submitted

<i>Submitted for Planning Consent</i>	640
<i>Submitted for Planning and Land Division Consent</i>	62
<i>Submitted for Land Division Consent</i>	5
Total Submitted for Planning	707
Total Submitted for Building	152

Applications Lodged

<i>Lodged for Planning Consent</i>	479
<i>Lodged for Planning and Land Division Consent</i>	41
<i>Lodged for Land Division Consent</i>	1
Total Lodged for Planning	521
Total Lodged for Building	98

Applications Approved

<i>Planning Consent</i>	362
<i>Planning and Land Division Consent</i>	25
<i>Land Division Consent</i>	1
Total Planning	388
Total Building	56

Applications approved by an Accredited Professional

Planning Consent	45
Building Consent	330

Administration Approvals

Consistency Checks undertaken by staff	96
Development Approvals Issued (i.e. both consents)	380

It has been noted by staff that the majority of applications submitted have required additional information from applicants to be provided. This reflects the new mandatory information requirements outlined within the Planning, Development and Infrastructure (General) 2017 Regulations. The new Act requires a much greater level of information be provided before assessment can commence. It has been observed that shift towards the provision of correct and required information has started to occur.

Operationally, Administration, and particularly Planning staff, have experienced an increase in workloads as a result on the new system. This is a result of the continued operation of two systems, the new verification process and the increased assessment required for a planning consent.

Process/Policy Issues

Staff, in addition to the local government industry in general, have identified policy issues associated with the Planning and Design Code and issues with the usability and functionality of the online Development Application Portal (DAP - the online Portal).

Staff have kept an 'issues register' of formal requests sent to the PlanSA help desk. Since 19 March 2021, CoM has raised a total of 162 tickets with the PlanSA support desk, 7 of those being enhancements requests.

In addition to the City of Marion's direct communication, the LGA have also been raising Planning and Design Code and online portal issues. In early June, Council provided the LGA content, which collated with other Council's, was a list of 28 outstanding identified issues or suggested portal enhancements.

For example, one of the most frustrating issues was that staff were unable to download multiples files at once, resulting in individually downloading various plans and technical documents adding several minutes to each application (multiplied by several hundred applications is a lot of lost time).

At the time of writing, several of these suggestions (such as being able to download multiple files) had been added to the portal as enhancements.

Whilst limited industry wide discussion has occurred in relation to proposed amendments to the code, no substantive changes to the policy content of the Code has occurred. These proposed changes would fix procedural issues associated with some forms of development requiring Public Notification and include assessment criteria for minor forms of development such as swimming pools, decks, fences etc.

Staff continue to implement the business changes associated with the transition to the Planning and Design Code.

ATTACHMENTS

Nil

10 Other Business**11 Meeting Closure**

The meeting shall conclude on or before 9.30pm unless there is a specific motion adopted at the meeting to continue beyond that time.