

His Worship the Mayor
Councillors
CITY OF MARION



**NOTICE OF
URBAN PLANNING COMMITTEE MEETING**

Notice is hereby given pursuant to the provisions under Section 83 of the Local Government Act 1999 that a General Council meeting will be held

Tuesday 1 August 2017

Commencing at 6.30pm

In Committee Room 1

Council Administration Centre

245 Sturt Road, Sturt

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 Committee Room 1 is via the main entrance to the Administration building on Sturt Road, Sturt.

A handwritten signature in dark ink, appearing to read "Adrian Skull", is written over a light blue rectangular stamp.

Adrian Skull
CHIEF EXECUTIVE OFFICER

27 July 2017

**CITY OF MARION
URBAN PLANNING COMMITTEE AGENDA
FOR THE MEETING TO BE HELD ON
TUESDAY 1 AUGUST 2017
COMMENCING AT 6.30 PM
COMMITTEE ROOMS 1 & 2
245 STURT ROAD, STURT**



1. OPEN MEETING

2. KAURNA ACKNOWLEDGEMENT

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

3. MEMBER'S DECLARATION OF INTEREST (if any)

4. CONFIRMATION OF MINUTES

- 4.1 Confirmation of the Minutes for the Urban Planning Committee held on
6 June 20173

5. BUSINESS ARISING

Nil

6. PRESENTATION

Nil

7. REPORTS

- 7.1 Work Plan 2017
UPC010817R7.19
- 7.2 Development Plan Amendment Status Update
UPC010817R7.213
- 7.3 Housing Diversity Development Plan Amendment (DPA) – Character Areas
Investigation
UPC010817R7.316
- 7.4 Housing Diversity Development Plan Amendment (DPA) – Marion Road Corridor
– Key Sites Investigation
UPC010817R7.487

7.5	Housing Diversity Development Plan Amendment (DPA) – Southern suburbs policy consolidation UPC010817R7.5.....	160
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8. CONFIDENTIAL ITEMS

Nil

9. ANY OTHER BUSINESS

Nil

10. MEETING CLOSURE

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

11. NEXT MEETING

The next meeting of the Urban Planning Committee is scheduled to be held on:

Time: 6:30 pm

Date: 3 October 2017

Venue: Committee Rooms 1 & 2

**MINUTES OF THE URBAN PLANNING COMMITTEE
HELD AT ADMINISTRATION CENTRE
245 STURT ROAD, STURT
ON TUESDAY 6 JUNE 2017**



PRESENT

Elected Members

Councillor Luke Hutchinson (Chair)
Councillor Nathan Prior
Councillor Raelene Telfer

Mayor Kris Hanna (6:46 pm to 7:46 pm)

In Attendance

Mr Robert Tokley	Acting Manager Development & Regulatory Services
Ms Rhiannon Hardy	Policy Planner (minute taker)
Mr David Melhuish	Senior Policy Planner
Mr Adrian Skull	Chief Executive Officer

1. OPEN MEETING

The meeting commenced at 6:46 pm.

2. KAURNA ACKNOWLEDGEMENT

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

3. MEMBERS DECLARATION OF INTEREST

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

- Mayor Hanna declared a conflict of interest in Oaklands Estate due to residing in the area.
- Cr Hutchinson declared a conflict of interest due to owning properties in the council area.

4. CONFIRMATION OF MINUTES

Cr Telfer advised that the reference to Glade Crescent Reserve should be changed to Capella Drive Reserve.

Moved Cr Telfer, Seconded Cr Prior that the minutes of the Urban Planning Committee meeting held on 1 May 2017 be confirmed as a true and correct record of proceedings.

Carried

5. BUSINESS ARISING

Nil

6. PRESENTATION

Nil

7. REPORTS

**7.1 6:49 pm Work Plan 2017
Reference No: UPC060617R7.1**

The Urban Planning Committee notes the proposed work program for 2017 identified at Appendix 1 to the report.

**7.2 6:49 pm Development Plan Amendment Status Update
Report Reference: UPC060617R7.2**

The Urban Planning Committee notes the status of Ministerial and Council Development Plan Amendments.

**7.3 6:52 pm Recreation/Community DPA – Consultation - Summary and Response to Submissions
Report Reference: UPC060617R7.3**

The Urban Planning Committee:

1. Notes the submissions received during the public and agency consultation stage of the DPA process and concurs with the proposed responses made by staff, as contained in Appendix 1.
2. Recommends that a final draft of the DPA is created and presented to full Council for consideration.

**7.4 6:55 pm Housing Diversity Development Plan Amendment – Mixed use development along Marion Road
Report Reference: UPC060617R7.4**

The Chair invited comment and the following matters were discussed:

- The proposed Urban Corridor Zone along Marion Road may “over-gentrify” the area.
- Concern regarding the 5 storey height limit and its interface with nearby residential dwellings, particularly overshadowing.

- A Yield Analysis is needed to determine the extent of density required along transit corridors to achieve dwelling growth targets.

The Committee identified that the Urban Corridor Zone should include Residential properties on the western side of Marion Road, south of Norfolk Road. The following matters were discussed:

- There are issues with access/egress in Tweed Avenue/Tilly Court – there is limited egress from the local roads onto Marion Road.
- The Zone should comprise a depth of 2 allotments (to Tweed Avenue) to encourage allotment amalgamation, however disagreement between Committee members was noted.
- The subject area would be suited to the proposed Boulevard Policy Area.

Action: Mapping to be presented to the General Council Meeting should clearly identify and delineate the Business and Boulevard Policy Areas of the Urban Corridor Zone.

Moved Mayor Hanna, Seconded Cr Prior that the Urban Planning Committee:

1. Notes concern regarding the maximum building heights along Marion Road and the transition to dwellings in the Residential Zone.
2. Endorses the proposed “Urban Corridor Zone” draft policy in Appendix 1.
3. Confirms that the areas delineated as “Urban Corridor Zone” in Appendix 2 are to be included in the Urban Corridor Zone, in addition to properties on the western side of Marion Road (between Norfolk Road and Sturt Road) as part of the “Boulevard Policy Area”.

Carried

7.5 7:38 pm Housing Diversity Development Plan Amendment – Mixed use development in Local and Neighbourhood Centres

Report Reference: UPC060617R7.5

The Chair invited comment and concern was raised regarding expanding the Neighbourhood Centre Zone in the suburbs of Marion/Mitchell Park.

The Committee observed that:

- expanding the Zone may result in car parking impacts to nearby residential areas; and
- there is not strong demand for further commercial development in the Zone.

The Committee agreed that the Marion/Mitchell Park Neighbourhood Centre Zone should not be expanded.

7:46 pm Mayor Hanna left the meeting.

The Committee considered expansion of the Neighbourhood Centre Zone to include properties on Chambers Street, which are currently part of the Residential Character Policy Area 17, also known as “Oaklands Estate”.

The Committee observed that there is pressure on land owners on Chambers Street that warrants a change of zoning, but acknowledged that the transition diagrams are extremely important to protect the amenity of adjacent residential properties.

Moved Cr Prior, Seconded Cr Telfer that the Urban Planning Committee:

1. Supports the proposed policy amendments to the existing Local and Neighbourhood Centre Zones, as outlined in Appendices 1 and 2.
2. Resolves that the Marion/Mitchell Park Neighbourhood Centre Zone expansion is not required at this time.
3. Supports the proposed expansion to the Neighbourhood Centre Zone in Park Holme/Marion.

Carried

7.6 7:54 pm Housing Diversity Development Plan Amendment – “Oaklands Estate”
Report Reference: UPC060617R7.6

The Chair invited comment and the following matters were discussed:

- Oaklands Estate has a consistent and attractive character due to its setbacks, low density and generous landscaping.
- The area is in proximity to the Park Holme Shopping Centre and significant public open space to the west, which makes it a prime location for uplift.
- The zoning could be made consistent with the Marion Plains Policy Area.
- The Committee members noted a difference of opinion regarding whether to retain the current Residential Character Policy Area 17, or to rezone to the proposed Marion Plains Policy Area 13.

Action: Mapping to be presented to the General Council Meeting should use the same colour coding for existing properties that meet the current minimum site area and frontage for development, included on Pages 85 and 86 of the Agenda.

1. The Urban Planning Committee notes that there are differing views on how to proceed and recommends that the matter be presented to Council for consideration.

7.7 8:04 pm Housing Diversity Development Plan Amendment – Marion Historic Village – High Street
Report Reference: UPC060617R7.7

The Chair invited comment and the following matters were discussed:

- The High Street Policy Area should be reduced to exclude dwellings in Adrian Court and only include those properties between Joseph Street and Secafien Avenue facing Finnis Street.
- Question whether residential properties south of the shops should be included in the new Policy Area.
- Concern regarding the extent of development already undertaken in the locality.

- Wish to preserve elements of the locality, however note that Heritage-listed properties are already protected from inappropriate development.
 - The Committee queried whether the locality is appropriate for a separate “high street” policy area, or whether it would be more appropriate to expand on the Marion Historic Village character via mixed use development, housing diversity, aged care accommodation and expansion of the local centre.
 - It was noted that, if the vision cannot be articulated, perhaps a change of policy is not required.
 - The Committee noted that members have a difference of opinion on how to proceed.
 - Recommend that a further report be presented to Council advising of protection mechanisms in place, and better articulate what the policy would achieve.
1. The Urban Planning Committee notes a difference of opinion in how to proceed and recommend that further investigations be undertaken.

7.8 8:22 pm Housing Diversity Development Plan Amendment – Higher density in Glandore, Edwardstown and Morphetville
Report Reference: UPC060617R7.8

Cr Hutchinson noted that he owns a residential property included on the maps in Appendix 1, but it is not specifically identified for change or consideration.

The Chair invited comment and the following matters were discussed:

- Encouraging higher density along the transit corridors makes sense; the plan is structurally on the right track.
- A Yield Analysis should be undertaken to determine if the higher density areas are necessary – we should start lower then apply higher density areas if needed.
- Council currently experiences issues with medium density developments in Policy Areas 12 and 16.
- Residents may have varied views on whether reducing the potential for infill development is beneficial or detrimental.
- Do not wish to apply the Medium Density Policy Area 12 in Edwardstown as the Marion Plains Policy Area 13 should be applied consistently throughout the northern part of the council area to simplify zoning.

Moved Cr Telfer, Seconded Cr Prior that the Urban Planning Committee:

1. Supports the proposed Suburban Activity Node Zone in the suburbs of Glandore and Edwardstown as illustrated in Appendices 1 and 2.
2. Notes that the current Northern Policy Area 13 is to be retained in the suburb of Edwardstown.
3. Recommends that the area between the Suburban Activity Node Zone and Residential Character Area in Glandore be rezoned from Medium Density Policy Area 12 to Marion Plains Policy Area 13.

Carried

7.9 8:45 pm Housing Diversity Development Plan Amendment – Character Area in South Plympton

Report Reference: UPC060617R7.9

The Committee were supportive of the proposed Residential Character Policy Area in South Plympton.

1. The Urban Planning Committee considers the investigations and mapping contained in Appendix 1 and supports the proposed Residential Character Policy Area in the locality of South Plympton comprising Kerr Grant, Brinkworth and Kent streets.

The Committee discussed removing the Medium Density Policy Area 12 throughout the Council area to achieve consistency and simplicity in zoning.

Concern was raised regarding the density of development currently undertaken in Policy Areas 12 and 13.

It was observed that the Regeneration Policy Area 16 is generally not located in areas suitable for higher density (i.e. not located near transit corridors or activity centres).

8. CONFIDENTIAL ITEMS

Nil

9. ANY OTHER BUSINESS

Nil

10. MEETING CLOSURE

The meeting was declared closed at 9:00 pm

11. NEXT MEETING

The next meeting of the Urban Planning Committee is to be held on Tuesday, 1 August 2017 at 6.30 pm in Committee Rooms 1 & 2.

CONFIRMED

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CHAIRPERSON

/ /

**CITY OF MARION
URBAN PLANNING COMMITTEE MEETING
1 AUGUST 2017**

Originating Officer: Rhiannon Hardy, Policy Planner
General Manager: Abby Dickson, General Manager City Development
Subject: Work Plan 2017
Reference No: UPC010817R7.1

REPORT OBJECTIVE

Setting an annual work program helps to ensure that the Urban Planning Committee addresses the scope of activities identified in the Committee's Terms of Reference, and ensures that the workload of the Committee is planned, managed and resourced. It allows the Committee to relay the dates and times of the meetings to the community and provides for upcoming business to be dealt with in a timely manner.

EXECUTIVE SUMMARY

A work program and meeting schedule for 2017 satisfying the requirements set out in the Terms of Reference has been compiled in **Appendix 1** for the Committee's consideration.

The items included on the program are indicative only as items may be added, changed or moved during the year depending on areas of focus.

RECOMMENDATION

DUE DATE

That the Urban Planning Committee:

- | | |
|--|----------------------|
| 1. Notes the proposed work program for 2017 identified at Appendix 1 to the report. | 1 August 2017 |
|--|----------------------|

Appendix 1

INDICATIVE URBAN PLANNING WORK PROGRAM - 2017

7 FEBRUARY 2017	
Topic	Action
Work Plan 2016	Note
Development Plan Amendment (DPA) Status Update	Note
Oaklands Crossing Project	Note
Housing Diversity DPA	Review DPA investigations and proposed policy: <ul style="list-style-type: none"> • Amended version of Southern Policy Area 18 for the southern suburbs • Marion Plains Policy Area (Low Density Policy Area) in Warradale and Sturt <i>Resumed from 4 October 2016 meeting:</i> <ul style="list-style-type: none"> • Suburban Activity Node Zone draft policy • Suburban Activity Node Zone in Warradale, Dover Gardens and Seacombe Gardens
Residential Design Guidelines	Status update (<i>resumed from 4 October 2016 meeting</i>)

4 APRIL 2017	
Topic	Action
Work Plan 2017	Note
Development Plan Amendment (DPA) Status Update	Note
Housing Diversity DPA	Review DPA investigations and proposed policy: <ul style="list-style-type: none"> • Marion Plains Policy Area (Low Density Policy Area) in Warradale, Sturt (<i>resumed from 7 February 2016 meeting</i>), Glengowrie, South Plympton, Plympton Park and Ascot Park. • Suburban Activity Node Zone

1 MAY 2017 – SPECIAL MEETING	
Topic	Action
Recreation/Community DPA	Public Hearing
Housing Diversity DPA	Review DPA investigations and proposed policy for the “Marion Plains Policy Area” (<i>discussions resumed from 4 April 2017 meeting</i>)

6 JUNE 2017	
Topic	Action
Work Plan 2017	Note
Development Plan Amendment (DPA) Status Update	Note
Recreation / Community DPA	Consider DPA for endorsement by Council
Housing Diversity DPA	Review DPA proposed policy: <ul style="list-style-type: none"> • Oaklands Estate • Marion Historic Village and surrounds • Higher density in Glandore, Edwardstown and Morphettville • Mixed use development in Local and Neighbourhood Centres • Mixed use development along Marion Road

1 AUGUST 2017	
Topic	Action
Work Plan 2017	Note
Development Plan Amendment (DPA) Status Update	Note
Housing Diversity DPA	Finalise DPA content for consideration by Council: <ul style="list-style-type: none"> • Marion Road corridor – key sites investigation • Character Areas investigation • Southern suburbs – consolidation of policy

3 OCTOBER 2017	
Topic	Action
Work Plan 2017	Note
Development Plan Amendment (DPA) Status Update	Note
Urban Renewal and Heat Island Effect	Development Assessment Panel (DAP) Policy Observation from 15 February 2017 - discussion
Housing Diversity DPA	Status update if required
Recreation / Community DPA	Status update if required
Morphettville Racecourse DPA (Ministerial)	Status update if required
Main South Road/Darlington Upgrade DPA (Ministerial)	Status update if required

Seacliff Park Residential & Activity Centre DPA (Cities of Marion & Holdfast Bay)	Status update if required
Castle Plaza Activity Centre DPA	Status update if required

**CITY OF MARION
URBAN PLANNING COMMITTEE MEETING
1 AUGUST 2017**

Originating Officer: Rhiannon Hardy, Policy Planner

Manager: Robert Tokley, Acting Manager Development & Regulatory Services

General Manager: Abby Dickson, General Manager City Development

Subject: Development Plan Amendment Status Update

Report Reference: UPC010817R7.2

REPORT OBJECTIVES/SUMMARY

To update the Committee on the status of current and proposed Ministerial and Council initiated Development Plan Amendments.

RECOMMENDATION

DUE DATE

That the Urban Planning Committee:

- | | |
|---|-----------------------------|
| <p>1. Notes the status of Ministerial and Council Development Plan Amendments.</p> | <p>1 August 2017</p> |
|---|-----------------------------|

DISCUSSION

The following table outlines the Development Plan Amendments that are in progress and their current status, together with the two new Development Plan Amendments proposed for 2017.

Ministerial-Initiated Development Plan Amendments:

Development Plan Amendment (DPA)	Purpose	Status
Southern Innovation Area Ministerial DPA (formerly known as the Main South Road/Darlington DPA)	<p>DPA affects Cities of Marion, Mitcham & Onkaparinga.</p> <p>DPA proposes to support delivery of zoning improvements to enable integrated land use and transport outcomes from the \$620 million government investment in the Darlington Upgrade Project, including:</p>	<p>The DPA has been released for public consultation from 4 July to 29 August 2017 (8 weeks).</p> <p>Staff are currently formulating comments and a draft submission will be presented to General Council in August for endorsement.</p>

	<ul style="list-style-type: none"> • Review policy applying to Laffer's Triangle; • Provide for increased densities along the Tonsley rail line; • Amend existing policy for residential areas at Tonsley; • Change the zoning of Lot 707. 	
Morphettville Racecourse Ministerial DPA	<p>The South Australian Jockey Club seeks to redevelop surplus land on the northern part of the racecourse for a mixed use development including residential, retail and commercial land uses. Development will involve land located in both the City of Marion and the City of West Torrens.</p>	<p>The DPA has been initiated by the Minister.</p> <p>No input/feedback has been requested of Council at the time of writing.</p>

Council-Initiated Development Plan Amendments:

Development Plan Amendment (DPA)	Purpose	Status
Castle Plaza Activity Centre DPA	The DPA proposes to create a Mixed Use Zone facilitating the redevelopment and expansion of the existing shopping centre into a more intensely developed, compact and vibrant "mixed use activity centre" with a focus on integration with public transport together with the provision for higher density housing.	<p>An amended version of the DPA was presented to General Council on 25 July 2017 for endorsement.</p> <p>Council subsequently endorsed the DPA.</p>
Seacliff Park Residential & Activity Centre DPA (Cities of Marion & Holdfast Bay)	The DPA proposes to create a Suburban Neighbourhood zone to facilitate the appropriate development of an approximately 8.34 hectare site informally referred to as "Cement Hill" including a neighbourhood activity centre and medium density residential development.	<p>Approved by Minister for public consultation August 2015.</p> <p>There are ongoing negotiations regarding the Cement Hill development and some of the details are still being finalised. Public Consultation will commence once these negotiations are finalised.</p>
New DPAs (2016)		
Recreation/Community Use DPA	The proposed DPA involves rezoning a number of the larger	Public consultation concluded on 20 April 2017 and a public hearing was held on Monday 1

	<p>recreation facilities and community centres to Community Zone.</p> <p>This zone/policy area more appropriately supports the forms of development envisaged for the facilities in question.</p>	<p>May 2017 at the Special Meeting of the Urban Planning Committee.</p> <p>The final DPA will be presented to the General Council for endorsement in the near future.</p>
Housing Diversity DPA	<p>The proposed DPA reviews the residential densities envisaged in the existing Policy Areas of the Residential Zone to assess opportunities for increased housing diversity/density, and to identify areas that warrant preservation, including Character areas.</p>	<p>An amended SOI has been forwarded to the Minister for consideration on 30 June 2017.</p> <p>The SOI has not yet received agreement from the Minister at the time of writing.</p> <p>Administration are working towards finalising the DPA (in anticipation of the Minister's agreement to the SOI) ready for consultation in September-October 2017 (8 weeks).</p> <p>Reports 7.3, 7.4 and 7.5 of this agenda include final investigations undertaken in preparation of finalising the DPA document for public consultation.</p>
New DPAs (2017)		
Industrial Land Study	<p>Current Industry related policies are outdated and in need of review to better facilitate the changing nature of business in the Council area.</p>	<p>DPTI have advised that they are not supportive of progressing this DPA.</p>

**CITY OF MARION
URBAN PLANNING COMMITTEE MEETING
1 AUGUST 2017**

Originating Officer: Rhiannon Hardy, Policy Planner

Manager: Robert Tokley, Acting Manager Development & Regulatory Services

General Manager: Abby Dickson, General Manager City Development

Subject: Housing Diversity Development Plan Amendment – Character Areas and Interface

Report Reference: UPC010817R7.3

REPORT OBJECTIVES/SUMMARY

This report continues investigations for the proposed Housing Diversity Development Plan Amendment (DPA) in relation to the proposed Residential Character Areas. The report considers the character value of each proposed area and what policy mechanisms are appropriate to ensure the character value is maintained in conjunction with appropriate future redevelopment.

This report also considers the impact of the proposed Suburban Activity Node Zone (SANZ) on the proposed Character Areas, and policy mechanisms to ensure appropriate interface between the high and low density areas.

RECOMMENDATIONS

DUE DATES

That the Urban Planning Committee:

- | | |
|---|---------------|
| 1. Recommends that the localities identified in the suburbs of Edwardstown, Glandore, South Plympton and Plympton Park be included in the Residential Character Policy Area 17. | 1 August 2017 |
| 2. Supports amendments to the Residential Character Policy Area 17 to encourage semi-detached dwellings in Glandore, South Plympton and Glengowrie, as detailed in Appendix 1. | 1 August 2017 |
| 3. Reviews the “Character Interface Analysis” and supports the draft policy in Appendix 4 to ensure appropriate transition between the proposed Suburban Activity Node Zone and nearby lower density residential areas. | 1 August 2017 |

BACKGROUND

In June 2017, Council endorsed a Statement of Intent (SOI) for the Housing Diversity DPA, which declared the following intentions with regard to character areas and the adjacent Suburban Activity Node Zone (along the tram line):

- Investigate additions to the **Residential Character Policy Area** based on those areas identified in Council's Residential Character DPA from 2013 (which currently remains on hold awaiting further investigations of the Southern Growth Corridor structure planning). The areas proposed for inclusion in the Residential Character Policy Area include:
 - Glandore (Naldera Street/northern side of View Road);
 - Edwardstown (North) (comprising a portion of Pine Street, Lindfield Avenue, Christina Street, Theodore Street, Castle Street, Macklin Street);
 - Edwardstown (South) (area comprising Wright Street, Johnson Street, Stanton Street);
 - Plympton Park (area comprising a portion of Herbert Street, Arthur Street, Clement Street, Acacia Street, Peckham Road, South Terrace); and
 - South Plympton (area comprising Kerr Grant, Brinkworth and Kent streets).
- Explore the suitability of a **Suburban Activity Node Zone** to encourage higher density development and increased housing diversity in the following locations:
 - Core Area surrounding the Marion Regional Centre Zone and Oaklands Railway Station (with appropriate Transition Areas surrounding)
 - Along the Seaford Railway Line in Edwardstown, Ascot Park, Marion, Oaklands Park and Warradale.
 - Along the Glenelg Tram Line in Plympton Park, Glandore and South Plympton.
 - Along Sturt Road to provide linkage between the Marion Regional Centre Zone and Tonsley Innovation District.

Council administration met with staff from the Department of Planning, Transport and Infrastructure (DPTI) in early June 2017. DPTI staff requested that Council undertake further investigations to review the nature and extent of the proposed Character Areas, particularly in regard to impacts on the effectiveness of adjoining medium density zones/policy areas. In addition, consider whether concerns can be addressed through means other than character zoning.

This report presents two investigations as requested by DPTI:

- 1) Analysis of the proposed Character Areas and policy outcomes to enhance their character value whilst allowing for appropriate development (Appendix 1); and
- 2) Analysis of the interface between the proposed character areas and adjacent SANZ (Appendix 2).

DISCUSSION

Character Areas

An analysis of the existing and proposed Residential Character Policy Areas is contained in Appendix 1.

The report concludes that all Character Areas are worthy of rezoning, but identifies that the character value of proposed areas in Edwardstown and Plympton Park is higher than that in Glandore and South Plympton.

The analysis also identifies that increased housing diversity/density can be encouraged in both the existing and proposed Character Areas in Glengowrie, Glandore and South Plympton by encouraging appropriately designed semi-detached dwellings which reflect the established pre-1950s dwelling character.

Interface with the proposed Suburban Activity Node Zone

Marion's Character Areas are located near the train and tram lines, as these strategic locations were originally developed in the 1920-1950s, and therefore contain Council's most intact examples of original character housing. However, localities located near rail corridors are specifically targeted for higher densities in the *30 Year Plan for Greater Adelaide*.

The Housing Diversity DPA proposes to implement a Suburban Activity Node Zone (SANZ) along the rail corridor, which is typically 1-2 allotments in depth and envisages up to 4 storey development, in order to achieve the densities envisaged by the *30 Year Plan*. Consequently, it is important to consider the impact of the envisaged form of higher density on the adjacent lower density residential areas.

The report contained in Appendix 2 recommends some modifications to the existing SANZ policy to provide greater interface with the adjacent character areas, whilst ensuring development potential is maximised in appropriate locations.

The report considers the introduction of a Transition Area behind the SANZ, however it demonstrates that such an area would reduce the scope of the Character Areas, and would result in greater impact on existing properties located in the Transition Area, worsening interface.

CONCLUSION

Analyses attached to this report have identified that all proposed Character Areas are to be pursued in the DPA, but that the Residential Character Policy Area 17 could be amended to encourage appropriately-designed semi-detached dwellings in the suburbs of Glengowrie, Glandore and South Plympton, given that a number of pre-1950s maisonettes exist in the localities and contribute to their character value.

It is also recommended that the proposed Suburban Activity Node Zone (SANZ) policy is amended to reflect the SANZ proposed in the Southern Innovation Area DPA, but further amended to ensure adequate interface with adjacent residential dwellings in the residential zone is achieved.

APPENDICES

Appendix 1: Residential Character Areas Analysis

Appendix 2: Residential Character Areas Interface Analysis

Appendix 3: Existing proposed Suburban Activity Node Zone

Appendix 4: Proposed amended Suburban Activity Node Zone

PROPOSED RESIDENTIAL CHARACTER AREAS

HOUSING DIVERSITY DEVELOPMENT PLAN AMENDMENT (DPA)

1. [Introduction](#)
2. [Glandore](#)
3. [Edwardstown \(North\)](#)
4. [Edwardstown \(South\)](#)
5. [Plympton Park](#)
6. [South Plympton](#)
7. [Conclusion](#)
8. [Proposed amendments to the Residential Character Policy Area 17](#)

1. INTRODUCTION

The Marion Council's proposed Housing Diversity DPA proposes to establish "character" areas in 5 localities:

1. **Glandore** (Naldera Street/northern side of View Road);
2. **Edwardstown (North)** (comprising a portion of Pine Street, Lindfield Avenue, Christina Street, Theodore Street, Castle Street, Macklin Street) with a minor expansion on the southern side of Castle Street to link with the existing established character policy area;
3. **Edwardstown (South)** (area comprising Wright Street, Johnson Street, Stanton Street);
4. **Plympton Park** (area comprising a portion of Herbert Street, Arthur Street, Clement Street, Acacia Street, Peckham Road, South Terrace); and
5. **South Plympton** (area comprising Kerr Grant, Brinkworth and Kent streets).

This report will consider the suitability of these localities for "character" zoning, and what form of policy would be suitable in each location.

2. GLANDORE



Figure 1. Aerial photo of proposed extension to the Glandore Character Area

The additional policy area in Glandore forms an extension to the existing Glandore Residential Character Policy Area 17. The locality contains a total of around 29 dwellings. The majority of dwellings were constructed prior to 1940 (54%), with most of the remaining dwellings built between 1940 and 1960.

Original dwelling stock primarily comprises a mixture of single storey detached dwellings and maisonettes, with allotment areas of around 700-800 m² for detached dwellings and 350-400 m² for maisonettes. Frontages vary between 15 and 20 metres. There is a variety of housing styles including art deco and austerity. 3 row dwellings have recently been constructed in the locality on the corner of View Road and Clark Avenue.

APPENDIX 1

>= Min	< Max	%	#
1,800	1,940	54	19
1,940	1,960	17	6
1,960	1,990	3%	1
1,990	2,016	9%	3

Figure 2. Dwelling Age - Year Built



Figure 3. Thematic Map of Dwelling Age - Year built

APPENDIX 1



Figure 4. Aerial photo illustrating sites within the Glandore Character Area containing original dwellings on narrow allotments

APPENDIX 1



Figure 5. Example of Art Deco dwelling and WA Willow Myrtle tree plantings down Naldera Street



Figure 6. An example of original maisonette housing in the subject locality for review



Figure 7. Dwellings on the northern side of View Road

It is noted in the existing Glandore Residential Character Area 17, approximately 25% of the dwelling stock comprises semi-detached dwellings constructed in the 1930s-40s. Some of these semi-detached dwellings have been converted from an original detached dwelling. Examples of original semi-detached dwellings generally maintain site areas less than 400 m² and frontages of approximately 9 metres.



Figure 8. An example of original dwellings in the form of semi-detached dwellings in the current Glandore Residential Character Policy Area - Naldera Street

PATTERN OF ALLOTMENTS

Allotments are generally regular in shape reflecting the normal grid street pattern.

SETBACKS

Dwelling setbacks in the locality vary between 5 and 10 metres. New row dwellings on View Road are set back by 4.6 metres. Given that the locality is quite small, a consistent streetscape character is not clearly evident.

STREETSCAPING/VEGETATION

Naldera Street features an avenue of mature WA Willow Myrtle street trees (which are no longer used in Council's street tree planting strategy). Several mature trees exist in the locality.

APPENDIX 1



Figure 9. 3D perspective of locality

LAND USES

The locality is residential in nature.

OPEN SPACE

There are no Council reserves present in the locality, however the Glandore Community Centre and Glandore Oval are located immediately east of the locality.

CONCLUSION

The subject locality incorporates some attractive examples of pre-1950s character housing. Given that the locality is small, the character value is pleasant but not significant. It is acknowledged that three new medium-density dwellings have recently been constructed in the south-eastern corner of the locality, replacing a dwelling constructed in 1934, which further reduces the proportion of original dwelling stock. It is also noted that the locality is near the Glandore Tram station (as is the remainder of the Glandore Residential Character Policy Area), which is a location that warrants higher densities in accordance with the *30 Year Plan for Greater Adelaide*. It is also noted that a number of original maisonettes exist within the subject locality (and elsewhere throughout the Glandore Character Area) which contribute to the overall character of the locality, but maintain smaller allotment dimensions than that currently prescribed in the Residential Character Policy Area 17.

In order to ensure that the locality is allowed to develop whilst still preserving and enhancing the character value of the original pre-1950s dwelling stock, it is recommended that the proposed locality, in addition to the remaining Character Policy Area in Glandore, are zoned Residential Character, but the policy is amended to

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permit the development of semi-detached dwellings. Such semi-detached dwellings would need to be in the form of a single building and incorporate character features to complement other pre-1950s semi-detached dwellings in the locality (i.e. common roofline, discreet garages/carports located to the outer sides/rear of dwellings, traditional materials). To reflect the streetscape appearance of the existing maisonettes, any new semi-detached dwellings should not be symmetrical in design.

3. EDWARDSTOWN (NORTH)



DWELLING STOCK

Dwellings in the subject locality were predominantly constructed prior to 1940 (64%), with the remainder constructed in various eras thereafter. The most common dwelling type are detached bungalow-style dwellings

>= Min	< Max	%	#
1,800	1,940	64	45
1,940	1,960	10	7
1,960	1,990	14	10
1,990	2,017	11	8

Figure 10. Dwelling Age - Year Built in Edwardstown North



Figure 11. Dwelling Age - Year Built Map - Edwardstown North

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Figure 12. Castle Street



Figure 13. Lindfield Avenue



Figure 14. Christina Street

PATTERN OF ALLOTMENTS

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Allotments are generally regular in shape reflecting the normal grid street pattern, however the Seaford train line runs through the locality which creates some irregular-shaped lots. Frontages are generally 16 metres in width.

SETBACKS

Dwellings in the locality are generally set back from their primary road frontage by 5-7 metres. Due to the limited extent of recent infill development, setbacks are relatively consistent.

STREETSCAPING/VEGETATION

The streetscapes of the locality area vary, as street tree planting is not uniform, and the locality is segregated by industrial land and the train line. Several mature trees are found in the locality, typically on private properties.



Figure 15. Consistent street tree planting is not evident

LAND USES

The locality is primarily residential in nature, but it is noted that the Industry Zone is located immediately north.

OPEN SPACE

There are no Council reserves present in the locality. The nearest reserve space is at The Crescent Reserve on Hyman and Maxwell streets.

CONCLUSION

The subject locality is considered suitable for inclusion in the Residential Character Policy Area 17. Given that the existing original dwelling stock comprise primarily detached dwellings, it is considered appropriate that new development be limited to replacement of the same.

4. EDWARDSTOWN (SOUTH)



DWELLING STOCK

60% of dwellings in the subject locality were constructed prior to 1940, while a further 25% were constructed between 1940 and 1960. There is a small proportion of newer dwellings in the locality, as 12% of dwellings were constructed post-1990. The predominant dwelling type is a Bungalow style constructed in the 1920s. Dwellings are generally in good condition, and modern additions to the rear of dwellings are common.

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>= Min	< Max	%	#
1,800	1,940	60	60
1,940	1,960	25	25
1,960	1,990	3%	3
1,990	2,016	12	12

Dwelling Age



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Figure 16. Bungalows along Wright Street



Figure 17. Johnston Street

PATTERN OF ALLOTMENTS

Allotments are generally regular in shape, however the Seaford train line runs through the locality which creates some irregular-shaped lots. Frontages are generally 15-16 metres in width, but vary on irregular-shaped allotments.

SETBACKS

Dwellings in the locality are generally set back from their primary road frontage by 5-8 metres, but can vary throughout the locality. Due to the limited extent of recent infill development, setbacks are relatively consistent.

STREETSCAPING/VEGETATION

The streetscapes of the locality maintain a low density character due to generous front setbacks and a high proportion of original dwelling stock. Mature street tree planting is apparent, but not consistent. Several mature trees are found in the locality, typically on private properties.



Figure 18. Low density streetscape character along Wright Street



Figure 19. Mature trees typically located on private land and Council reserve

LAND USES

The locality is primarily residential in nature, but it is noted that a Local Centre Zone is located on the corner of Wright Street and Towers Terrace, containing a number of small shops.

OPEN SPACE

Dumbarton Avenue Reserve is located in the subject locality, at a size of 4593 square metres.

CONCLUSION

The subject locality consists of predominantly 1920s Bungalow-style dwellings, with relatively intact streetscapes and a low-density character. The locality is considered appropriate for rezoning to protect the pre-1950s dwelling character of the locality, ensuring that dwellings are replaced with appropriately designed detached dwellings of a similar scale to the original dwelling stock.

5. PLYMPTON PARK



DWELLING STOCK

The locality contains a high proportion of original dwelling stock, as 66% of dwellings were constructed prior to 1940, and a further 23% prior to 1960. Only 10% were constructed post-1960. Dwelling styles vary between bungalows, cottages, austerity and conventional. Almost all dwellings are detached, and the most common

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allotment size is 581 square metres with a 15 metre frontage. There is only 1 unit development in the locality built in 1984.

>= Min	< Max	%	#
1,800	1,940	66	77
1,940	1,960	23	27
1,960	1,990	6%	7
1,990	2,017	4%	5

Figure 20. Year built



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Figure 21. Examples of bungalow, cottage and "Cape Cod" style housing in Clement Street



Figure 22. Housing stock in Arthur Street



Figure 23. Housing stock in Arthur Street



Figure 24. Mixture of old and new housing in Arthur Street

PATTERN OF ALLOTMENTS

Allotments are generally rectangular in shape, reflecting the normal grid street pattern.

SETBACKS

Dwellings in the locality are generally set back from their primary road frontage by 5-9 metres, although a few examples of original dwellings have minimal setback from the primary frontage.



Figure 25. Example of minimal front setback on South Terrace

STREETSCAPING/VEGETATION

Attractive street tree planting is apparent along Peckham Street and Clement Street, although the planting does not form a consistent avenue. Several mature trees are found in the locality, typically on private properties.

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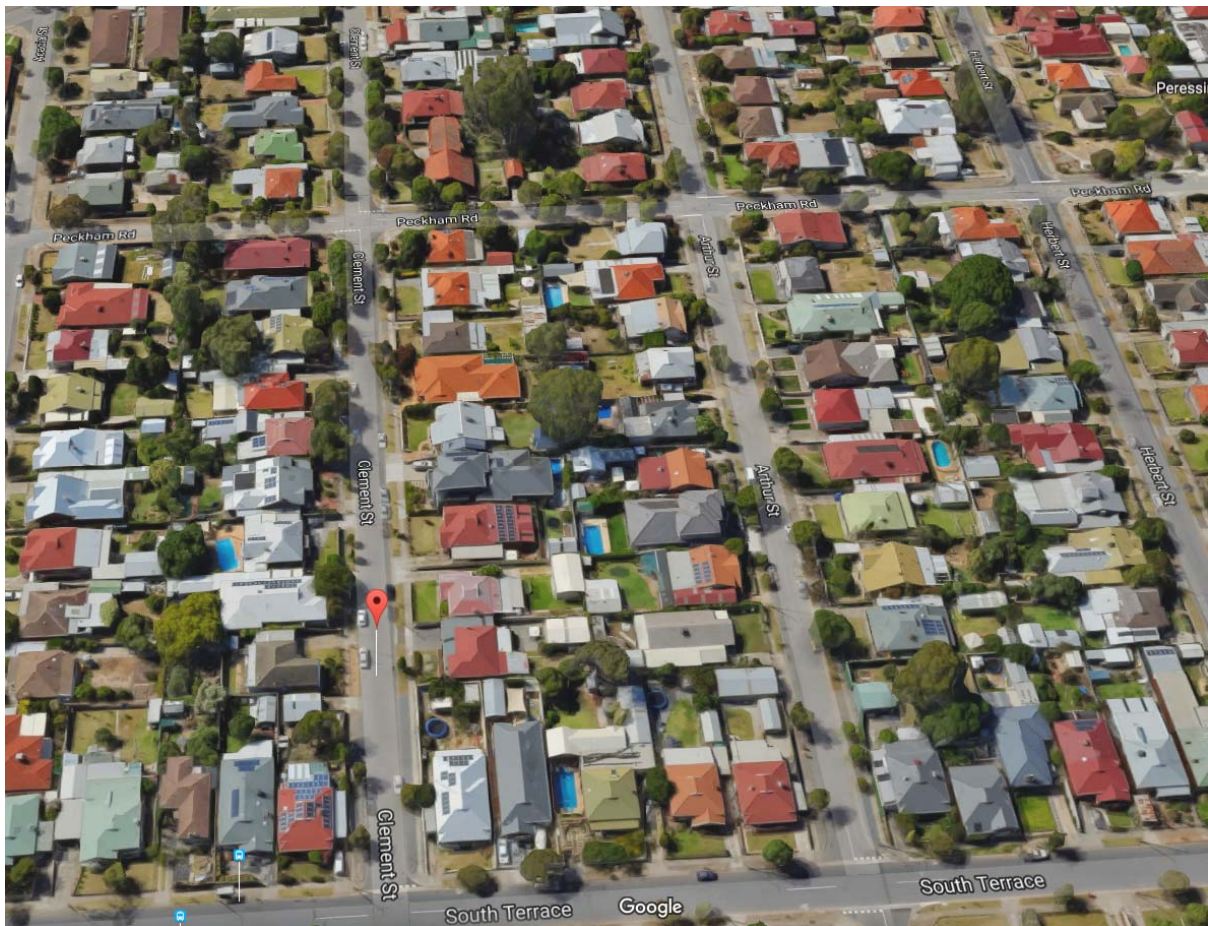


Figure 26. Distribution of mature large trees, typically on private allotments



Figure 27. Attractive street tree planting along Peckham Road



Figure 28. Attractive streetscape along Clement Street

LAND USES

The locality is residential in nature.

OPEN SPACE

The Elizabeth Ryan Reserve is located on the corner of Peckham Road and Herbert Street, abutting the eastern edge of the locality.

CONCLUSION

The subject locality demonstrates a high proportion of original dwelling stock, with limited redevelopment. Consequently, the locality maintains a low-density character and attractive streetscapes. It is considered appropriate to limit further redevelopment to replacement of detached dwellings with dwellings of a similar scale and density, and which reflect the attractive characteristics of the original dwelling stock.

The locality would not cater for semi-detached dwellings given the limited frontage width and the fact that no original character maisonettes exist in the locality.

6. SOUTH PLYMPTON



DWELLING STOCK

The majority of dwellings in the locality were constructed between 1940 and 1960, with most of the remainder built between 1960 and 1990. A small number of dwellings have been constructed since 1990.

It is evident that most dwellings were constructed in around 1950, with some examples of pre-1940s dwellings.

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Original dwelling stock primarily comprises single storey detached dwellings, with allotment areas of around 700m². There is a variety of housing styles including art deco, austerity and villas. There are a number of original maisonettes (semi-detached dwellings) and a 1960s 2 storey unit development within the locality.

>= Min	< Max	%	#
1,800	1,940	12	17
1,940	1,960	65	93
1,960	1,990	19	28
1,990	2,017	4%	6

Figure 29. Dwelling age



Figure 30. An example of modern dwellings adjacent original art-deco style housing on Kerr Grant Terrace



Figure 31. An example of original dwelling stock in the form of 2 semi-detached dwellings on New Street

Dwelling Age



Figure 32. Dwelling age breakdown

PATTERN OF ALLOTMENTS

Allotments are generally regular in shape reflecting the normal grid street pattern. Frontages generally vary between 18 and 20 metres.

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SETBACKS

Setbacks in the locality are predominantly around 8 metres. Recent infill development is around 5-6 metres. Due to the small number of recent infill development, setbacks are relatively consistent.

STREETSCAPING/VEGETATION

Streetscapes vary throughout the locality. Some parts of streets have a good covering of mature street trees, providing pleasant streetscapes, whilst others are relatively sparsely planted and are in need of enhancement. Vegetation in the front yard of private properties plays a big part in the amenity of the streetscape.



Figure 33. Mature vegetation is evident in the locality

LAND USES

The locality is residential in nature.

OPEN SPACE

There are no Council reserves present in the locality. The nearest reserve space is at Glandore Community Centre, some 250 to 500 metres away (as the crow flies) and Glandore Oval some 700 metres away.

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Figure 34. Kerr Grant Tce (northern end) – 1960s 2 storey units amongst predominantly original housing stock



Figure 35. Kerr Grant Tce (southern end) – predominantly original housing stock and consistent street tree planting



Figure 36. Brinkworth St (northern end) – pleasant streetscape – Predominantly original housing stock



Figure 37. Kent St – predominantly original housing stock – pleasant streetscape but further planting of street trees would enhance further

CONCLUSION

Much of the original housing stock has good character and is in very good condition. Although in need of some enhancement, most streets have a pleasant character and amenity. A large proportion of the dwellings were constructed pre-1950, which is the key date for that Policy Area. The attractiveness of the housing stock may be part of the reason the locality has not been redeveloped to the same extent as other localities.

Given that this DPA also contemplates extending the Residential Character Policy Area in Glandore out to Winifred Ave around View Rd and Naldera St, there is an opportunity to expand the Policy Area so it joins up with the Glandore Residential Character Policy Area. Housing stock to the east of the subject locality, facing Winifred Ave, is similar in age and design to those within the subject locality.

It is noted that the locality is located near the South Plympton and Beckman Street tram stops, which means that the location of the locality warrants higher densities in accordance with the *30 Year Plan for Greater Adelaide*. It is also noted that several maisonettes exist within the subject locality (both new and original dwelling stock), which contribute to the overall character of the locality, but maintain smaller allotment dimensions than that currently prescribed in the Residential Character Policy Area 17.

In order to ensure that the locality is allowed to develop whilst still preserving and enhancing the character value of the original pre-1950s dwelling stock, it is recommended that the proposed locality, in addition to the Character Policy Area in Glandore, are zoned Residential Character, but the policy is amended to permit the development of semi-detached dwellings. Such semi-detached dwellings would need to be in the form of a single building and incorporate character features to complement other pre-1950s dwellings in the locality (i.e. common roofline, large front verandahs, discreet garages located to the outer sides/rear of dwellings, traditional materials).

Site Dimension Analysis of Potential Amended Character Policy Area 17



Figure 38. Development potential of amended minimum site dimensions to enable appropriately-designed semi-detached dwellings – Glandore and South Plympton proposed/existing character areas

7. GLENGOWRIE

Given that proposed and existing character areas in Glandore and South Plympton are considered suitable for amendment to encourage semi-detached dwellings, the current Glengowrie character area has also been reviewed.

The below map illustrates that the Glengowrie character area maintains a reasonably high proportion of semi-detached dwellings which are representative of the original dwelling stock.



Figure 39. Illustration of original semi-detached dwellings in the Glengowrie Character Policy Area 17

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Figure 40. Example of original character housing on Elder Terrace used as 2 semi-detached dwellings



Figure 41. 3 original dwellings used as semi-detached dwellings in Elder Terrace



Figure 42. Example of original character housing on Winston/Fisk streets used as 2 semi-detached dwellings

Based on the examples above and an examination of site dimensions, it appears that semi-detached dwellings in the locality generally maintain frontage widths of 9 metres and site areas of 300-500 square metres.

Figure 44 demonstrates the significantly increased development potential in the Glengowrie Character Area if the minimum site dimensions were amended to enable appropriately-designed semi-detached dwellings on allotments of 350 square metres and frontage widths of 9 metres.

Site Dimension Analysis of Potential Amended Character Policy Area 17



Figure 43. Development potential of amended minimum site dimensions to enable appropriately-designed semi-detached dwellings – existing Glengowrie Character Policy Area 17

Based on these considerations, part 9 of this report details draft policy in order to facilitate the development of appropriately-designed semi-detached dwellings in the existing/proposed residential character areas in the suburbs of Glengowrie, Glandore and South Plympton.

8. CONCLUSION

The above analysis has identified localities in Edwardstown (2), Glandore, South Plympton and Plympton Park which are deemed suitable for inclusion in the Residential Character Policy Area 17 due to the high proportion of pre-1950s dwellings, low density streetscape character and low level of infill development. That being said, when considered comparatively, the character value of proposed areas in Plympton Park and Edwardstown is greater than that of the proposed character areas in Glandore and South Plympton.

The analysis has also identified that in the suburbs of Glengowrie, South Plympton and Glandore, a number of dwellings are maisonettes; typically constructed during the art-deco era. As such, there is scope to amend the existing Glandore and Glengowrie character areas, as well as the proposed localities in South Plympton and Glandore, to enable the development of appropriately-designed semi-detached dwellings. This will enhance the development potential and housing diversity of these localities, which are strategically located near the tram line, whilst preserving and enhancing their character value.

The Residential Character Areas within the suburbs of Edwardstown (current and proposed) and Plympton Park accommodate very little, if any, maisonettes. It is therefore considered inappropriate to encourage semi-detached dwellings in these localities.

Within the parts of Glandore and Glengowrie currently zoned Residential Character Policy Area 17, only 18 sites meet the minimum site area and frontage criteria to accommodate two detached/semi-detached dwellings. If different minimum site area and frontage criteria were introduced for semi-detached dwellings, say 9 metre frontage and 350 square metres (as is typical for existing character maisonettes), 157 sites would maintain potential for redevelopment to accommodate two semi-detached dwellings.

9. PROPOSED AMENDMENTS TO THE RESIDENTIAL CHARACTER POLICY AREA 17

Residential Character Policy Area 17

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

OBJECTIVES

- 1 Preservation of the existing development patterns and built form.
- 2 Development which reflects the traditional character elements of the locality, particularly as presented to the streetscape.
- 3 Development that minimises the impact of garaging of vehicles on the character of the locality.
- 4 Development that reflects good residential design principles.
- 5 Development that contributes to the desired character of the policy area.

DESIRED CHARACTER

Marion

In that part of the policy area located in the suburb of Marion, the established character is primarily low density detached dwellings on large allotments. This form of development will continue through the replacement of detached dwellings with the same. In this area the maintenance and enhancement of the generous and vegetated garden character is most important.

Buildings should be well setback from all property boundaries, and existing vegetation should be protected and enhanced wherever possible. Front and side garden landscaping is particularly important and should complement and reinforce street tree planting to help enhance the leafy, garden suburb character and the visual separation between houses.

Buildings of up to two storeys in height are appropriate, provided that landscaping is available or proposed to soften the visual impact of the second storey.

Fences forward of the building line will be low and constructed of stone, masonry or timber and in a style that complements those in the locality.

Edwardstown, Glandore, Glengowrie, South Plympton and Plympton Park

New development in those parts of the policy area located in the suburbs of Edwardstown, Glandore, Glengowrie, South Plympton and Plympton Park will reinforce the attractive established character of predominantly single-storey, detached houses. New development will largely comprise the replacement of less attractive or unsound dwellings with new detached dwellings. In the suburbs of Glengowrie, Glandore and South Plympton, new semi-detached dwellings are appropriate where they reflect examples of original maisonette dwellings.

Replacement dwellings will be appropriately designed contemporary interpretations of the pre-1950's buildings remaining in the area in the locality of the development site. Buildings will be sited so as to complement the siting of adjoining buildings and in such a way that the landscape character is retained and enhanced. Dwellings will incorporate elements typical of homes in the area, including articulated roof forms comprising combinations of gable, Dutch-gable and hips, chimneys, projecting front

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verandas/porches/porticos, timber-framed windows and external walls constructed of a mixture of brick, painted brick, stone, and rendered masonry. Garages and carports will be discreetly located well behind the main face of the associated dwelling or to the rear of the dwelling, with design and materials to complement the dwelling.

Where semi-detached dwellings are envisaged, such dwellings should present to the street as a single building under one roof form, and incorporate character features to complement other pre-1950s dwellings in the locality (i.e. hip/gable roof form with eaves overhang, large front verandahs, discreet garages located to the outer sides/rear of dwellings, traditional materials).

Alterations and additions to dwellings will occur without significantly altering the dwelling's appearance from the street unless it involves the removal of unsympathetic additions/alterations to the front facade or will improve the appearance of a building as viewed from a street frontage. Alterations and additions will reinforce and complement the existing scale, elevation treatments, and use of materials of the associated dwelling, particularly with respect to the design of roof form, the use of front verandas and porticos, building materials, colours, proportions of windows, the use of window shading devices and elevation detailing.

Alterations and additions in the form of adding a second storey will only occur where the addition is within the roof space of the dwelling and the external appearance of the dwelling as viewed from surrounding streets takes the form of a single storey plus attic form. Similarly, new two storey dwellings will take the form of a single storey plus attic in order to reinforce the attractive, low-scale character of the policy area.

Fences on or near the street frontage will be low and of a construction and style that complements those existing in the locality.

The density of development and siting of all buildings will not erode the landscape character of the site or locality, which is derived from mature vegetation in front and rear yards, alongside boundaries or within the public road reserve.

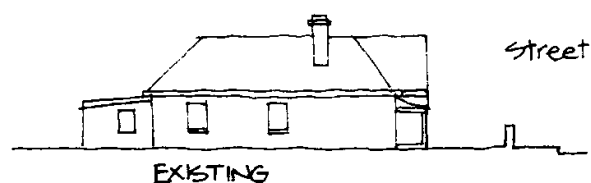
PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

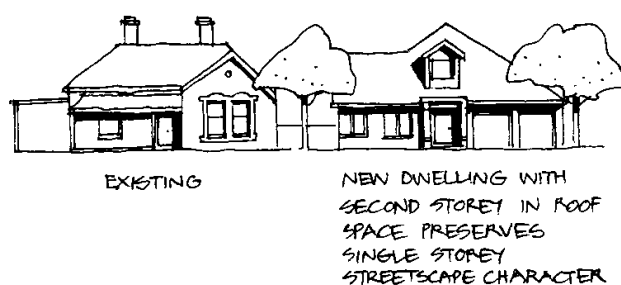
- 1 The following forms of development are envisaged in the policy area:
 - detached dwelling
 - semi-detached dwelling within the suburbs of Glandore, Glengowrie and South Plympton.

Form and Character

- 2 Development should not be undertaken unless it is consistent with the desired character for the policy area.
- 3 Except where located in the suburb of Marion, development should be limited to one storey unless a dwelling faces a public road (i.e. is not sited on a battle-axe allotment or at the rear of a development site) and any of the following is proposed:
 - (a) sympathetic two-storey additions that use existing roof space or incorporate minor extensions of roof space to the rear of the dwelling (refer to the figure below)



- (b) in new dwellings, a second storey within the roof space where the overall building height, scale and form is compatible with existing single-storey development in the locality (refer to the figure below)



- (c) dormer windows with a total length less than 30 per cent of the total roof length along each elevation.
- 4 Development should preserve and enhance streetscapes by:
- (a) the incorporation of fences and gates in keeping with the height, scale and type of fences in the locality
 - (b) limiting the number of driveway crossovers.
- 5 Where a new dwelling is constructed alongside or within a group of pre 1950 residential buildings, the new dwelling should be of a similar height, scale and proportions and be constructed of materials that complement and reinforce the character and design elements of existing buildings.
- 6 Where envisaged, semi-detached dwellings should:
- (a) be designed to present as a single dwelling when viewed from the primary street frontage by incorporating:
 - (i) a single common roof form
 - (ii) asymmetric design

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- (b) be designed in a style which complements pre-1950 residential buildings in the locality, as sought by the Desired Character
 - (c) incorporate single-width carports/garages located adjacent the external side boundaries, sited discreetly behind the main face of the dwelling.
- 7 Development which is highly visible in the streetscape or from surrounding properties should not incorporate large expanses of glass and/or walling, or use monochromatic colour schemes.
 - 8 Development fronting the primary street should incorporate a roof pitch consistent with that of development in the locality.
 - 9 Alterations to a dwelling constructed prior to 1950 should not significantly alter the key components of the dwelling fronting the street (roof pitch, verandahs or window proportions).
 - 10 In the suburbs of Edwardstown and Plympton Park, a dwelling should have a minimum site area, a frontage to a public road and an allotment depth not less than that shown in the following table:

Dwelling type	Minimum Site Area (square metres)	Minimum Frontage Width (metres)	Minimum Site Depth (metres)
Detached	420	15	20

- 11 In the suburbs of Glengowrie, Glandore and South Plympton, a dwelling should have a minimum site area, a frontage to a public road and an allotment depth not less than that shown in the following table:

Dwelling type	Minimum Site Area (square metres)	Minimum Frontage Width (metres)	Minimum Site Depth (metres)
Detached	420	15	20
Semi-detached	350	9	20

- 12 In the suburb of Marion, a dwelling should have a minimum site area, a frontage to a public road and an allotment depth not less than that shown in the following table:

Dwelling type	Minimum Site Area (square metres)	Minimum Frontage Width (metres)	Minimum Site Depth (metres)
Detached	375	12	20

- 13 Dwellings should be designed to have a maximum site coverage of 40 per cent of the allotment area and a maximum floor area ratio of 0.5.

Land Division

- 14 Land division should create allotments with an area of greater than 420 square metres, minimum depth of 20 metres and a minimum frontage width of 15 metres, other than where the land division is combined with an application for dwellings or relates to an approval for dwellings on the site.
- 15 Land division should not result in the creation of battle-axe or similar allotments.

INTERFACE BETWEEN CHARACTER AREAS AND SUBURBAN ACTIVITY NODE ZONE

HOUSING DIVERSITY DEVELOPMENT PLAN AMENDMENT (DPA)

INTRODUCTION

The proposed and existing Residential Character Areas in the Marion Council are located adjacent to train and tram corridors. The Housing Diversity DPA seeks to introduce a Suburban Activity Node Zone (SANZ) adjacent to these corridors in order to encourage primarily residential buildings up to 4 storeys in height. Given that the Residential Character seeks for low density single-storey buildings, while the SANZ encourages medium-to-high density development up to 4 storeys, the interface between these two zones/policy areas requires consideration.

The proposed SANZ policy has several mechanisms to deal with interface, including the building envelope interface height provisions, a Transition Area, or limiting development sites adjacent the Residential Zone. These mechanisms will be investigated to consider which delivers the most appropriate outcomes.

CASE STUDY: 78-86 PLEASANT AVENUE, SOUTH PLYMPTON

In order to consider the potential impacts of development of sites within the SANZ, a case example has been considered at 78-86 Pleasant Avenue, South Plympton, which adjoins the proposed Residential Character Area to the south. Three options to deal with character interface will be considered.

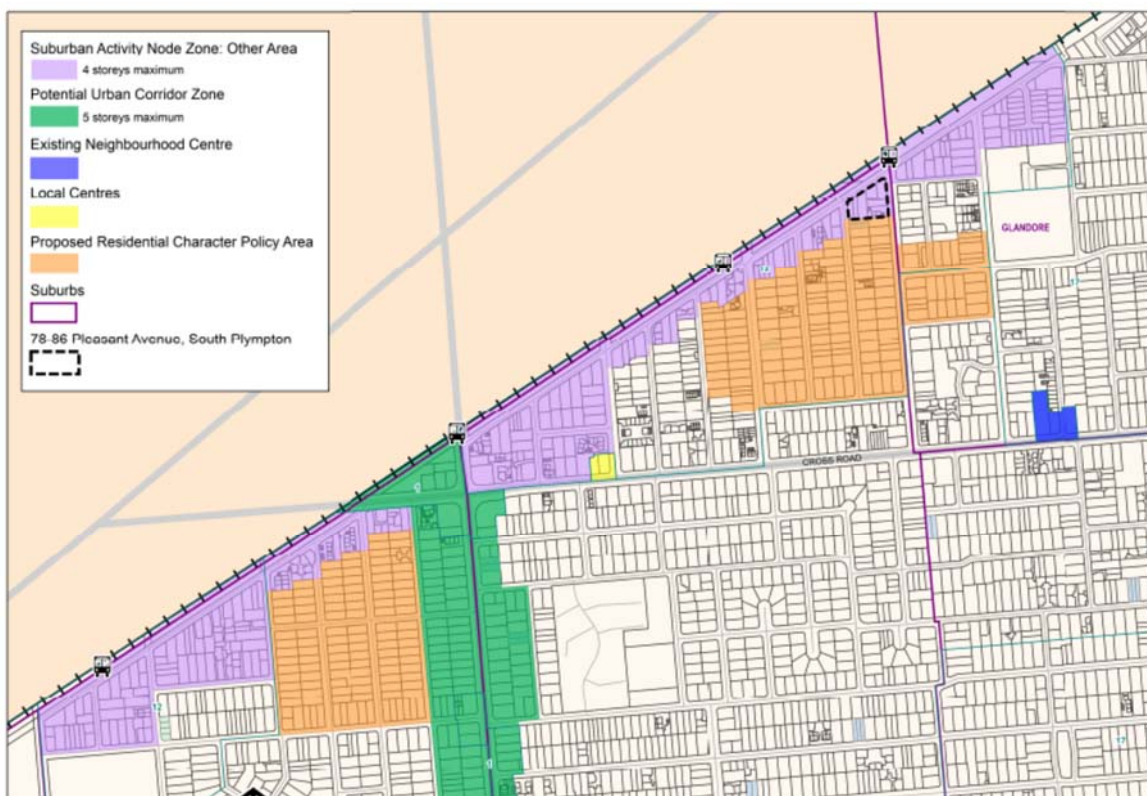


Figure 1. Map illustrating proximity of SANZ (purple) with proposed Residential Character Areas (orange)



Figure 2. Aerial image of potential development site: 78-86 Pleasant Avenue, South Plympton

OPTION 1. BUILDING ENVELOPE

When applying the prescribed building envelope in the Suburban Activity Node Zone (figure 3 below), the development site would cater for a building(s) of up to 4 storeys. However, the 4 storey portion of the building would need to be set back a minimum of 21 metres from the rear boundary adjoining the Residential Zone to the south. The building could then be reduced in height to 3 storeys 15.0 metres from the rear boundary. (the diagram does not dictate 1 or 2 storey setbacks, as these are prescribed separated in the SANZ). This transition in building height is considered to provide appropriate interface with the adjoining residential areas, such that the visual bulk and scale of the building would not cause unreasonable amenity impacts.

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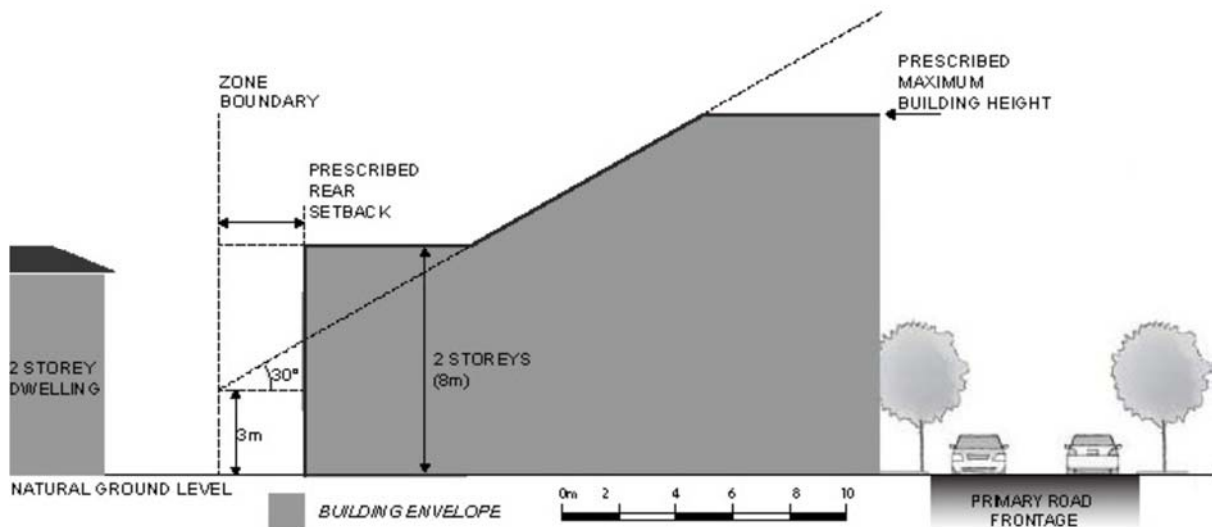


Figure 3. Building Envelope Policy from Inner and Middle Metropolitan Corridor (Sites) DPA

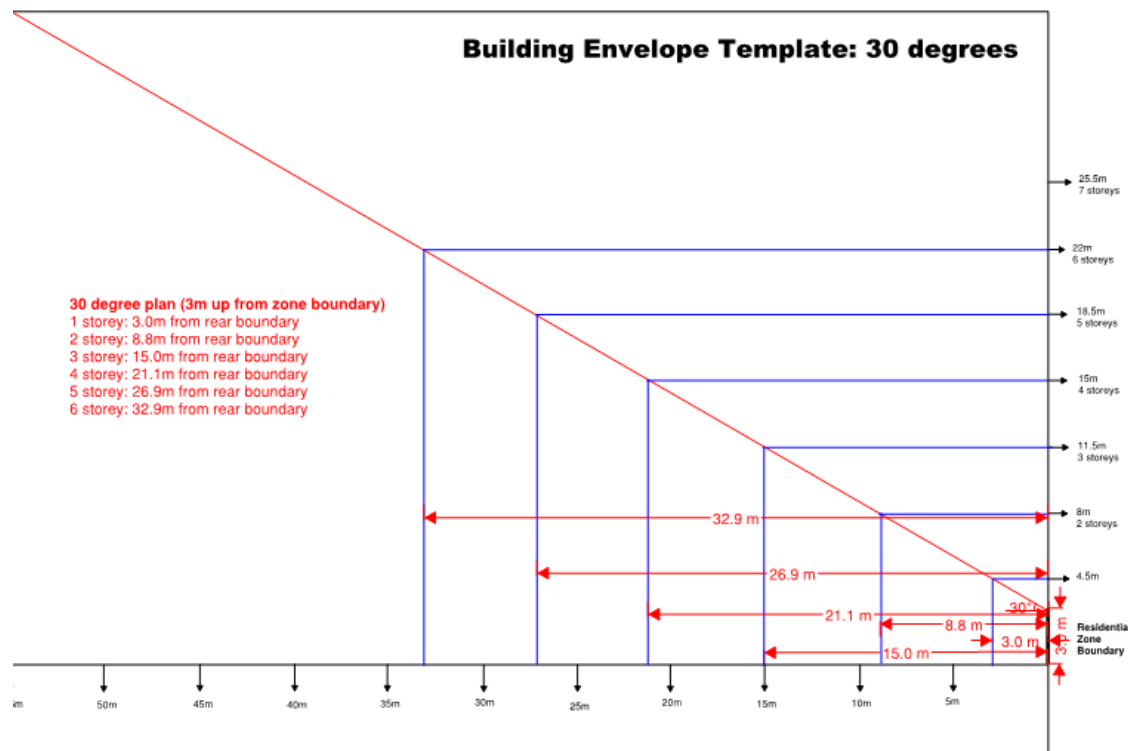


Figure 4. Rear setbacks required for 1-6 storeys dictated by 30 degree plane

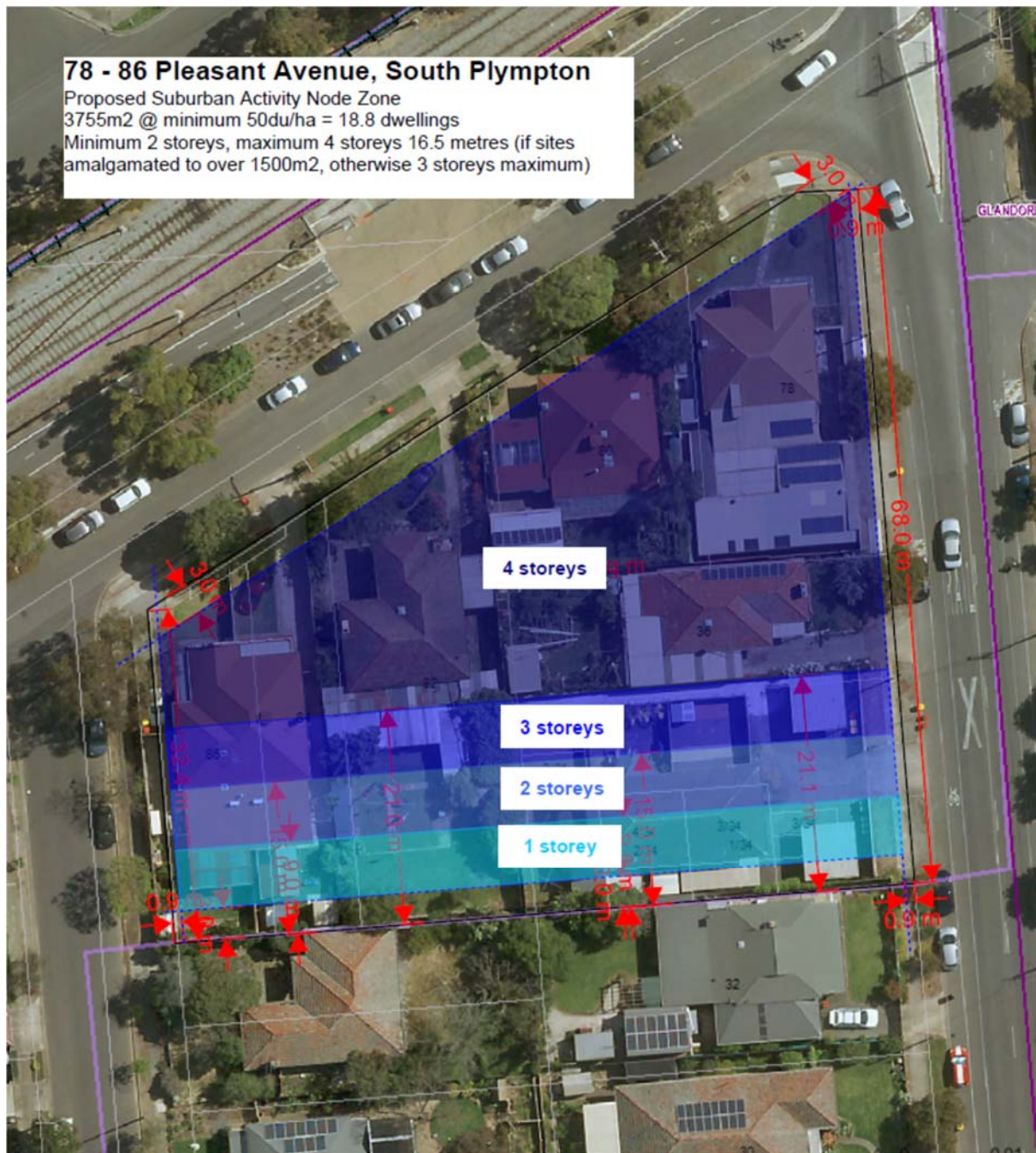


Figure 5. Applicable building heights, dictated by diagram in Figure 3 (Note: 1 and 2 storey portions may be less in accordance with prescribed rear/side setbacks)

Evidently, the greater the depth of the site, the greater the capacity to accommodate a 4 storey building. In this case, such a building would certainly be on the eastern portion of the site. If only the western 1 or 2 allotments were developed, 4 storey development would be unlikely given the limited floor plate available for the 4 storey portion. However, 3 storey development would be feasible. This limited development potential has corresponding benefits:

1. The smaller the site, the smaller the building, and the impacts on adjacent residential properties will be appropriately limited.
2. Developers will be encouraged to acquire multiple land holdings to obtain larger development sites, which will maximise development potential, whilst still providing appropriate transition.

OPTION 2. TRANSITION AREA

Alternatively, instead of applying the Building Envelope Interface Height diagram, a Transition Area could be imposed to the locality south of the SANZ (which would also form part of the SANZ). Within the transition area, a maximum building height of 3 storeys applies, in addition to a minimum building height of 2 storeys. New residential development must achieve a minimum density of 45 dwellings per hectare (i.e no more than 222 square metres site area per dwelling). Transition Areas may be appropriate where there is no intervening street between the proposed SANZ and character area. In the suburb of South Plympton, the Transition Area may take the form illustrated in figure 7 below.

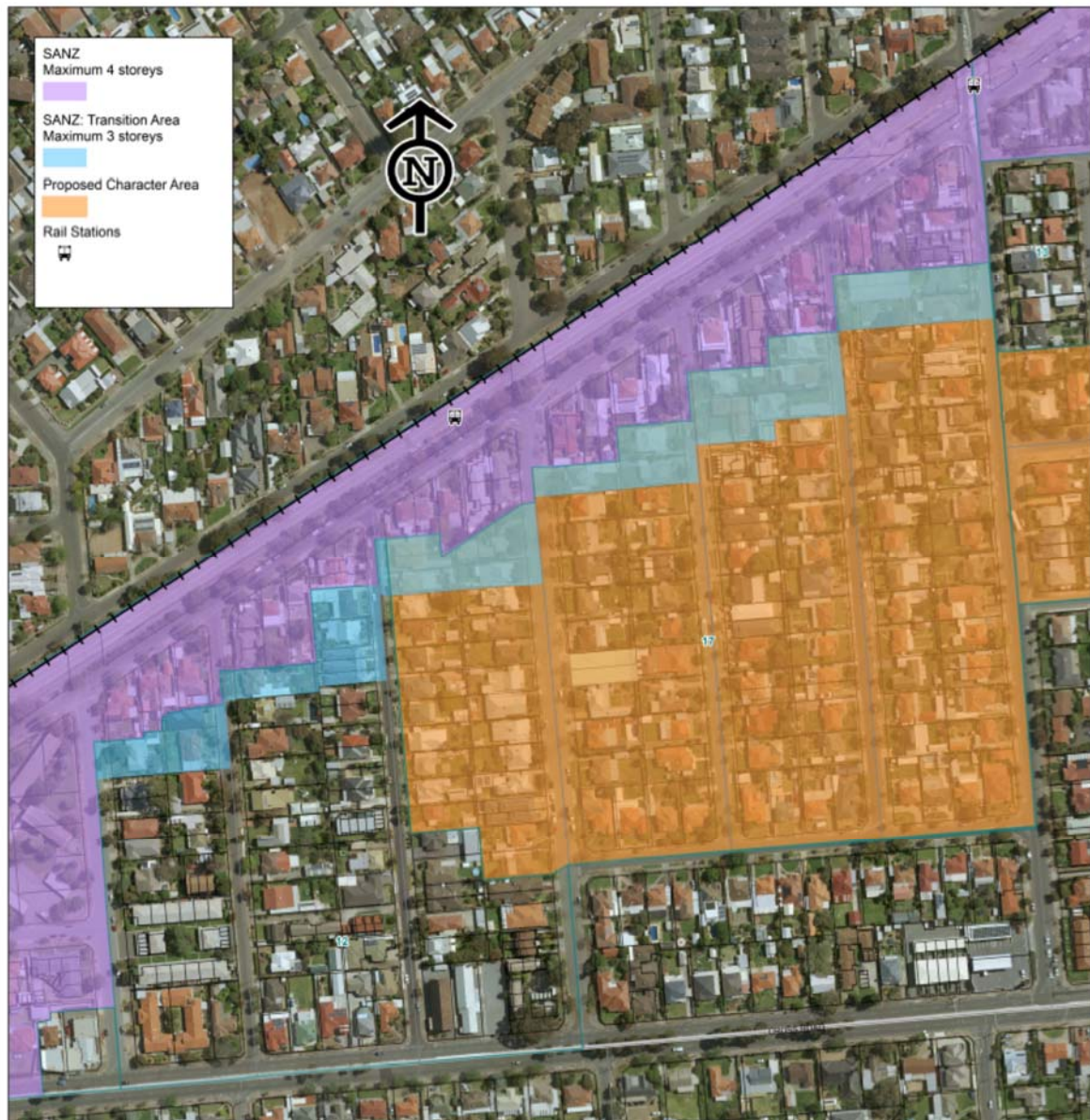


Figure 6. Potential Transition Area, illustrated in blue

If the Transition Area is imposed on additional properties, those properties would become part of the SANZ (reducing the scope of the Character Area). Consequently, the Building Envelope would apply to the new boundary of the SANZ Transition Area, not to the original boundary of the SANZ. The impact of this on the case study development site is considered below.

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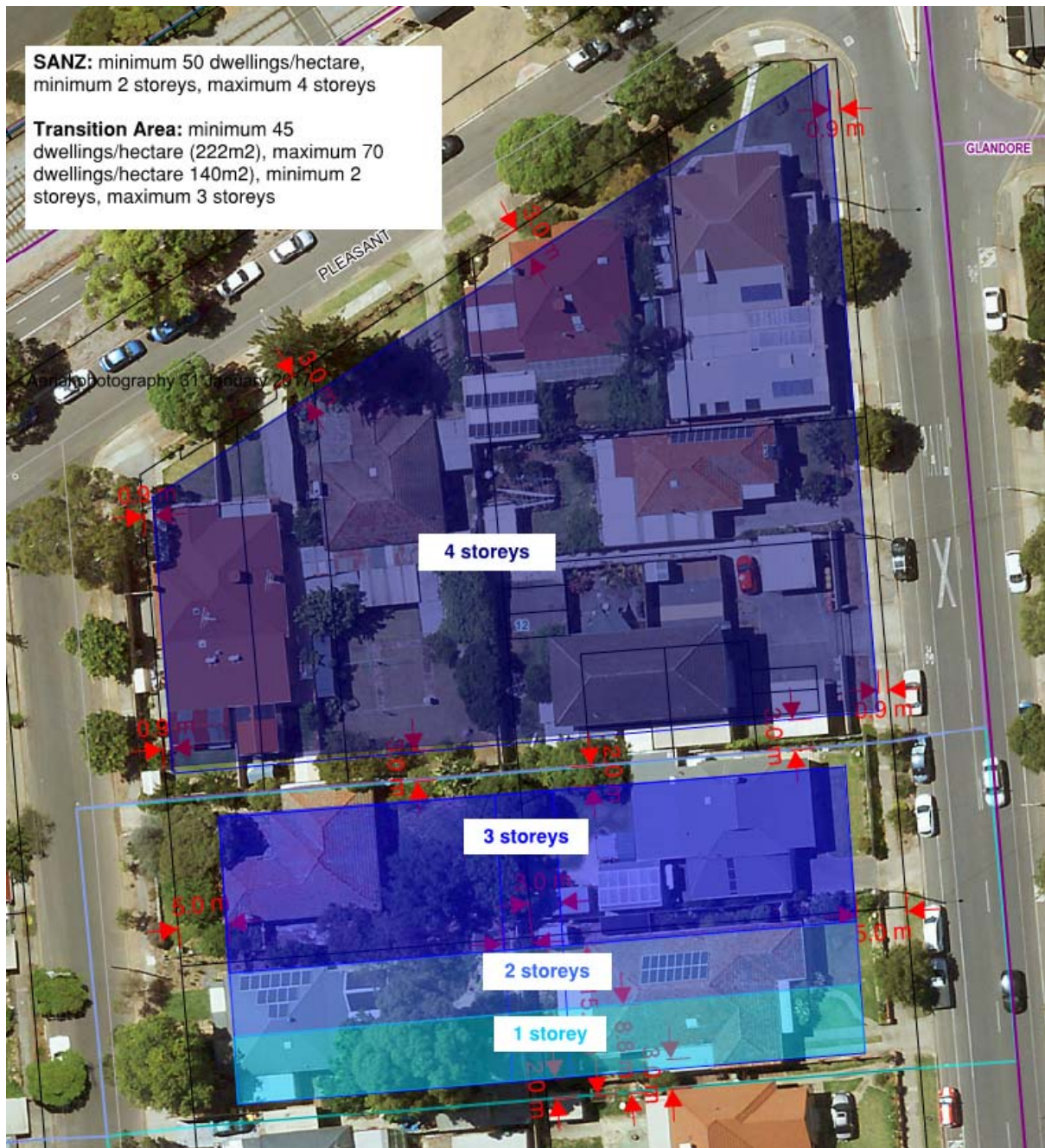


Figure 7. Transition Area applied to adjacent properties (Note: 1 and 2 storey portions may be less in accordance with prescribed rear/side setbacks)

Figure 6 illustrates that, if the Transition Area is imposed, there would be a greater scope for redevelopment, as 4 storeys would be permitted on the whole of the case study development site, while the transition down to 1 storey would apply to the Transition Area development site. While this increases redevelopment potential, it would also create interface issues with the proposed SANZ site and those dwellings in the Transition Area. For example, if the Transition Area was not part of the development site, a 4 storey building could be constructed only 3 metres from the rear boundary, with no transition in scale towards existing dwellings in the Transition Area. This is concerning given that dwellings in the Transition Area generally comprise character housing – not only would the amenity impact on these houses be worsened by expanding the SANZ to encompass a Transition Area, but those character houses would be zoned for medium density development, eroding the size of the proposed Character Areas.

The Southern Innovation Area Ministerial DPA takes a different approach to deal with interface: it does not have Transition Areas, but prescribes a maximum building height of 3 storeys (up to 12.5 metres) in an area adjacent a lower density residential zone boundary. It also applies a 4 metre rear setback where the rear allotment boundary abuts a residential allotment within a residential zone. The Building Envelope Height provisions would still apply, but height is capped at 3 storeys.

[illegible]

Author: Rhiannon Hardy

OPTION 4. SOUTHERN INNOVATION AREA DPA WITH AMENDED POLICY

The draft SANZ proposed in the Southern Innovation Area DPA could be amended to limit development height on smaller sites, but enable larger sites to be developed to a greater potential.

As per the version of the SANZ considered by the UPC on 4 April 2017, the building heights table could prescribe different heights depending on whether sites are over a certain size. The original site cap was 1000 square metres, however it is recommended that this is increased to 2000 square metres to ensure that sites provided with greater height scope are of a sufficient size to cater for interface.

In relation to the prescribed two storey building setback (which are not dictated by the Building Envelope), instead of prescribing a 4 metre rear setback for any site adjacent a lower density residential area (as proposed in the SIA DPA), different rear setbacks could be prescribed for single and two storey building components to achieve more appropriate transition in built form. It is also proposed to prescribe greater setbacks for rear boundaries that are adjacent to a Residential Character Policy Area or southern boundary. These measures are considered to provide appropriate interface with the nearby residential areas.

The above recommendations are provided in the draft SANZ policy is contained in Appendix 4. This draft policy uses the Southern Innovation Area (SIA) DPA template, but tracked changes show the proposed amendments to be incorporated via the Housing Diversity DPA.



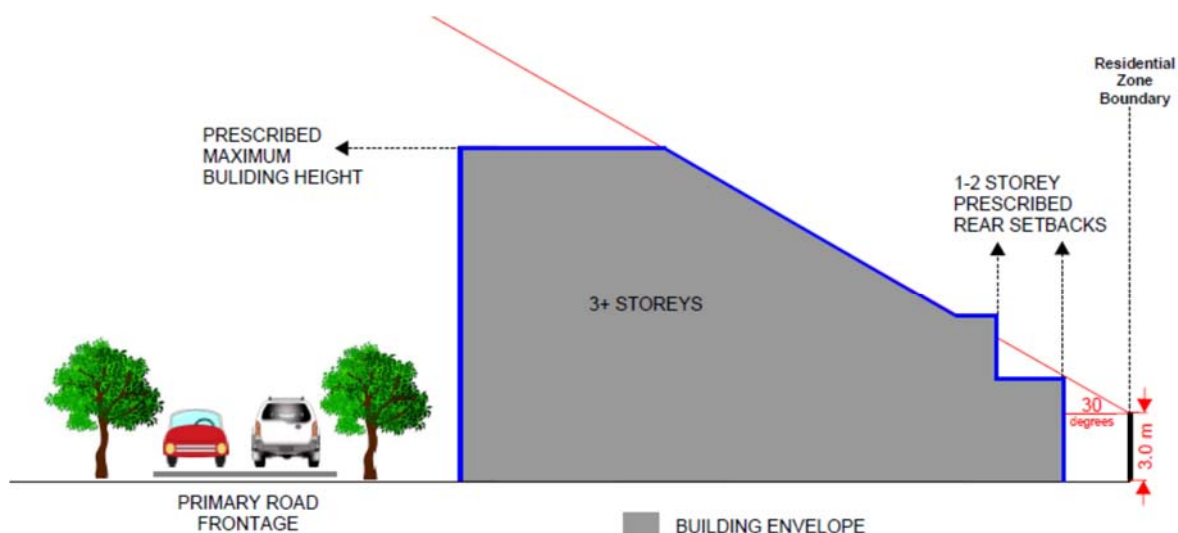


Figure 10. Amended building envelope template

SUMMARY/CONCLUSION

The below table summarises the key observations of each policy mechanisms to deal with transition towards the adjoining Residential Zone:

Transition Method	Positives	Negatives
Option 1. 30 degree plane from residential zone boundary (4 storeys maximum)	<ul style="list-style-type: none"> Appropriate transition toward dwellings in the residential zone Character areas are not reduced by Transition Areas. 	<ul style="list-style-type: none"> Constrained development site – significant constraints on standard-depth allotments Difficult for developers to ascertain height restrictions without applying Building Envelope
Option 2. Incorporate a Transition Area	<ul style="list-style-type: none"> Expand development potential of sites in the SANZ – 4 storeys permitted on entire site 	<ul style="list-style-type: none"> SANZ encroaches into the potential Character Policy Area, encouraging development of pre-1950s character housing Heightened impact on dwellings in the Transition Area – 4 storey buildings permitted 3 metres from rear boundaries
Option 3. Maximum 3 storeys adjacent lower density residential areas	<ul style="list-style-type: none"> Appropriate transition toward dwellings in the residential zone 3 storey limit will encourage mid-rise development (4-5 storeys) to more appropriate areas - the Core Area of the SANZ or Urban Corridor Zone on Marion Road Larger development sites that are not adjacent to a lower density residential zone will be able to cater for up to 4 storeys Proposed SANZ is consistent with the SANZ policy being introduced 	<ul style="list-style-type: none"> Development potential throughout the SANZ will be limited to maximum 3 storeys Ambiguous – policies apply to “Area adjacent a lower density residential zone boundary – if a site was 5000m² but adjacent to the residential zone, there should be scope for higher density.

APPENDIX 2

	through the Ministerial Southern Innovation Area DPA.	
Option 4. Amend SIA DPA SANZ template to prescribe heights relative to site size	<ul style="list-style-type: none"> • Larger development sites (>2000m²) that are not adjacent to a lower density residential zone will be able to cater for up to 4 storeys, encouraging allotment amalgamation • Smaller development sites will be appropriately limited in height/scale to maximum 3 storeys • Character areas are not reduced by Transition Areas. 	<ul style="list-style-type: none"> • Relies on DPTI amending the SIA DPA SANZ policy to correspond to Council's proposed changes.

Option 4 is recommended as the best way to deal with interface. It will not only achieve an appropriate level of transition, but in doing so, encourage developers to consider larger sites in more appropriate areas for 4 storey development, and should allow for adaption with the future SANZ policy introduced through the Southern Innovation Area DPA.

A copy of the recommended amendments to the SANZ policy area detailed in Appendix 4.

Suburban Activity Node Zone

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

OBJECTIVES

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

DESIRED CHARACTER

This zone will be developed as a medium to high density residential node with integrated mixed use development and quality public open spaces around public transit stops. This node is set within a wider suburban context and offers a focus for community scale activity. It is designed to foster an area with a sense of identity and uniqueness.

Residential development, primarily in the form of row dwellings and residential flat buildings, is appropriate in the zone. Aged and student accommodation, serviced apartments and diverse housing forms that cater for a range of household types, ages and life cycle stages, which are adaptable, are also encouraged in the zone to take advantage of its proximity to nearby transport services and facilities.

To minimise the impacts on development in adjacent zones, the zone will consist of a Core Area and Transition Area as identified on [Concept Plan Map\(s\) XX/XX](#)

The form, scale and mix of development will be at its greatest intensity in the Core Area. Land uses located at street level will include a mix of residential, shop, office and tourist accommodation. Office uses may be appropriate on upper floors especially where they provide a buffer between more active ground floor and residential activity. The mix of uses will cater for the day to day needs of local residents and workers and will be at its greatest intensity closest to the public transit. Features and activities that attract people and add vitality to the street, such as display windows, retail shopfronts and outdoor dining areas are desirable.

The Transition Area will act as a buffer between the Core Area and nearby lower density residential zones or lower intensity zones. Land uses in the Transition Area will be predominantly residential but may include other low impact uses such as offices. The density and intensity of development will be less than that of the Core Area but will be greater than neighbouring residential zones.

Development is within defined building envelopes that manage the location and scale of buildings to achieve high quality urban design. The building envelopes will contribute to the provision of a coherent public realm by framing the street space and, in particular, the physical and functional character of the road and transit stop. Buildings at the interface of the zone with lower intensity zones will create an appropriate transition of development scale and massing.

The range of setbacks provided in the zone will be critical in providing space for landscaping to soften the hard edge of new built form.

As development intensifies, some overlooking, overshadowing and noise impacts may occur within the zone but this will be moderated through good design and noise attenuation techniques. Solar access may also be reduced. Any adverse impacts for adjoining zones will be minimised through appropriate building envelopes, transition of building heights, design and siting of windows and balconies, and use of landscaping. Buildings will also be designed to maximise solar access.

To promote a compact pedestrian oriented development, building entrances will be oriented to the street, large parking areas will be minimised and on-site parking areas will be located behind buildings.

Amalgamation of adjoining allotments is highly encouraged. The sharing of facilities including communal open space, parking areas and access ways is encouraged, where appropriate.

A high amenity public realm and pedestrian environment will be achieved by landscaping, surface treatments, street furniture and building design. Footpaths will be wide and street trees will shade the footpath and soften the built form. Colonnades, courtyards, awnings and street furniture will create a pedestrian friendly environment. Side streets will incorporate traffic calming measures.

The street system will be highly connected to surrounding areas and within the zone to maximise walkability and reduce local travel distances. Cycle paths and routes will be provided which are safe, accessible, well signed and connect and link key local destinations (such as shops, schools and local parks).

Public spaces will be provided for community interaction and will include a range of forms and sizes including small pocket parks and formal squares, and the development of community facilities (such as community gardens to promote healthy eating), will aim to promote community interaction and compensate for reduced private open space.

Open space will be provided which is located in a quiet location away from the fixed public transit stop and any other potential noise sources.

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

Water Sensitive Urban Design systems, including the harvest, treatment, storage and reuse of storm water, will be integrated throughout the area at the neighbourhood, site and building level. Harvested storm water will improve the aesthetic and functional value of open spaces, including public access ways and greenways.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

1 The following types of development, or combination thereof, are envisaged in the zone:

- affordable housing
- aged persons accommodation
- community centre
- consulting room
- dwelling
- educational establishment
- nursing home
- office
- pre-school
- primary school
- residential flat building
- retirement village
- shop or group of shops, excluding a bulky goods outlet or a retail showroom

- supported accommodation
 - tourist accommodation.
- 2 Non-residential land uses should have a local or neighbourhood focus to their scale of activity and intended market catchment.
 - 3 Development listed as non-complying is generally inappropriate.
 - 4 Core Areas, Transition Areas and other identified features should be developed in accordance with the relevant [Concept Plan Map\(s\) XX/XX](#).
 - 5 Development within walking distance of public transport stops should comprise land uses that directly promote public transport use and provide opportunities for multi-purpose trips.
 - 6 Development should primarily take the form of:
 - (a) in Core Areas - residential flat buildings, non-residential buildings and buildings comprising two or more land uses with non-residential land uses on the ground floor
 - (b) in Transition Areas - residential flat buildings, row dwellings, detached and semi-detached dwellings with supporting shops and community facilities.
 - 7 Except in Core Areas where a higher intensity of development is envisaged, non-residential development should:
 - (a) have a local or neighbourhood focus to their scale of activity and intended market catchment
 - (b) encourage walking to local shopping, community services and other activities
 - (c) not detrimentally impact on the amenity of nearby residents.
 - 8 Transition Areas should be developed to provide a transition between an intense core of development and neighbouring lower intensity development.
 - 9 Shops or groups of shops and offices should have the following maximum gross leasable areas:

Designated area	Office (square metres)	Shop or groups of shops (square metres)
Core Area	No maximum	No maximum
Transition Area	50	Not appropriate
Areas not designated as one of the above	100	100

Form and Character

- 10 Development should be consistent with the desired character for the zone.
- 11 Development should graduate from medium-rise in Core Areas to low-rise in Transition Areas, especially where the development site abuts the zone boundary.
- 12 New dwellings adjacent arterial roads should be provided with appropriate sound attenuation such as insulation, double-glazed windows/doors and balcony screening to protect residents from amenity impacts arising from nearby traffic.
- 13 Garage top apartments that share the allotment and services of the main dwelling should:

- (a) be no more than 2 storeys in height above the garage (a total of 3 storeys)
- (b) front a street that provides rear access for vehicles
- (c) complement the existing dwelling or mixed use building.

14 In Core Areas:

- (a) the ground and first floor of buildings of 4 or more storeys should be built to dimensions (including a minimum ceiling height of 4.5 metres) to allow for adaptation to a range of land uses, including retail, office and residential, without the need for significant change to the building.
 - (b) a minimum of 50 per cent of the ground floor primary frontage of buildings should be visually permeable, transparent or clear glazed.
- 15 Residential development (other than residential development in mixed use buildings), should achieve a minimum net residential site density in accordance with [Concept Plan Map\(s\) XX/XX](#).
- 16 Residential development (other than residential development in mixed use buildings), should achieve net residential site density in accordance with the following:

Designated area	Minimum net residential site density	Maximum net residential site density
Core Area	70 dwellings per hectare net (i.e. 143 m ²)	No maximum
Transition Area	45 dwellings per hectare net (i.e. 222 m ²)	70 dwellings per hectare (i.e. 143 m ²)
Any area not designated by the above	50 dwellings per hectare net (i.e. 200 m ²)	No maximum

Building Envelopes

Building Height

- 17 Except where airport building height restrictions prevail, **or where in contrast to the Interface Height Provisions**, building heights (excluding any rooftop located mechanical plant or equipment) should be consistent with the following parameters:

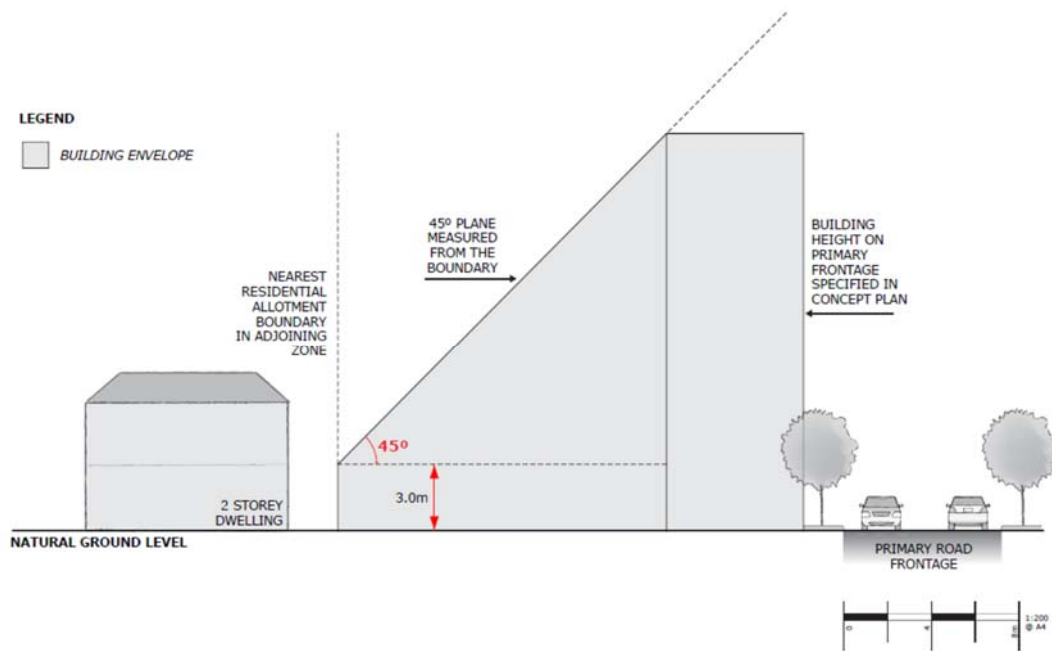
Designated area	Minimum building height	Maximum building height where the site area is less than 1000 square metres	Maximum building height where the site area exceeds 1000 square metres
Core Area	3 storeys	4 storeys and up to 16.5 metres	6 storeys and up to 24.5 metres
Transition Area	2 storeys	3 storeys and up to 12.5 metres	3 storeys and up to 12.5 metres
Any area not designated by the above	2 storeys	3 storeys and up to 12.5 metres	4 storeys and up to 16.5 metres

- 18 Building heights (excluding any rooftop mechanical plant or equipment) should be in accordance with [Concept Plan Map\(s\) XX/XX](#).

Interface Height Provisions

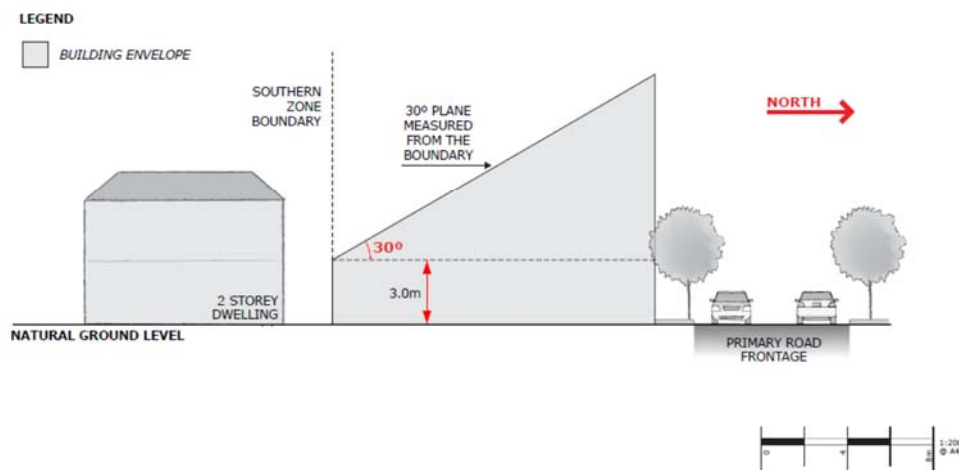
- 19 To minimise building massing at the interface with residential development outside of the zone, buildings should be constructed within a building envelope provided by a 45 degree plane, measured from a height of 3 metres above natural ground level at the allotment boundary of a residential allotment within a residential zone (except where this boundary is a southern boundary or the Primary Road Corridor), as illustrated in **Figure 1**:

Figure 1



- 20 To minimise overshadowing of sensitive development outside of the zone, buildings should be constructed within a building envelope provided by a 30 degree plane grading north, measured from a height of 3 metres above natural ground level at the southern zone boundary (**Figure 2**).

Figure 2



Setbacks from the Primary Road Frontage

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

Designated area	Minimum setback from the primary road frontage (metres)
Core Area	No minimum
Transition Area	5 metres, or as defined on the relevant Concept Plan Map(s) XX/XX .
Any area not designated by the above	3 metres, or as defined on the relevant Concept Plan Map(s) XX/XX .

Setbacks from Side Boundaries

- 22 Except where contrary to other provisions of the zone, buildings (excluding verandas, porticos and the like) should be set back from side boundaries in accordance with the following parameters:

Designated area	Minimum setback from side boundaries (metres)
Within the Core Area	No minimum
Within the Transition Area	0.9 metres, plus 1/3 of the wall height over 3 metres
Any area not designated by the above	0.9 metres

Other Setbacks

- 23 Except where contrary to other provisions of the zone, buildings (excluding verandahs, porticos and the like) should be set back in accordance with the following parameters:

Setback parameter	Value (metres)
Minimum setback from secondary road frontage	0.9
Minimum setback from a rear lane access way	No minimum where the access way is 6.5 metres or more OR Where the access way is less than 6.5 metres in width, the distance equal to the additional width required to make the access way 6.5 metres or more, to provide adequate manoeuvrability for vehicles
Minimum setback from the rear allotment boundary	Core Area: No minimum Transition Area: 5 Other: 3

Design and Appearance

- 24 Masonry fences should be no more than 1.2 metres in height to maintain sight lines between buildings and the street, and to improve safety through passive surveillance.
- 25 To minimise overshadowing of sensitive uses outside of the zone and in the Transition Area, buildings should ensure that:
- (a) north-facing windows to habitable rooms of existing dwellings in adjacent residential zones and in the Transition Area receive at least 3 hours of direct sunlight over a portion of their surface between 9.00 am and 3.00 pm on 21 June
 - (b) ground level open space of existing residential buildings in adjacent residential zones and in the Transition Area receive direct sunlight for a minimum of 2 hours between 9.00 am and 3.00 pm on 21 June to at least the smaller of the following:
 - (i) half of the existing ground level open space
 - (ii) 35 square metres of the existing ground level open space (with at least one of the area's dimensions measuring 2.5 metres).

Land Division

- 26 Land division in the zone is appropriate provided new allotments are of a size and configuration to ensure the objectives of the zone can be achieved.

PROCEDURAL MATTERS

Complying Development

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

Non-complying Development

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

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

Public Notification

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

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

Category 1	Category 2
Advertisement	All forms of development not listed as Category 1
Aged persons accommodation	Any development listed as Category 1 and located directly adjacent to a different zone that:
All forms of development that are ancillary and in association with residential development	(a) exceeds maximum height in the Concept Plan Map XX/XX
Community centre	(b) exceeds the Building Envelope and Interface Height Provisions.
Consulting room	
Dwelling	
Dependent accommodation	
Educational establishment	
Hall	
Nursing home	
Office	
Pre-school	
Primary school	
Residential flat building	
Retirement village	
Shop or group of shops	
Stormwater detention/retention basin	

Table Mar/2A - Off Street Vehicle Parking Requirements for Designated Areas

Interpretation

- 1 The vehicle parking rates table applies to Designated Areas listed below except where:
 - (a) any applicable condition(s) is/are not met
 - (b) the zone provisions require a lesser amount of on-site vehicular parking spaces than the amount determined using the vehicle parking rates tables below.

Designated Areas

- 2 The following are Designated Areas:

Designated Area	Conditions
Suburban Activity Node Zone	None
District Centre Zone	Any part of the development site is located in accordance with at least one of the following: <ol style="list-style-type: none"> (a) within 200 metres of any section of road reserve along which a bus service operates as a high frequency public transit service⁽²⁾ (b) within 400 metres of a bus interchange⁽¹⁾ that is part of a high frequency public transit service⁽²⁾ (c) within 400 metres of an O-Bahn interchange⁽¹⁾ (d) within 400 metres of a passenger rail station⁽¹⁾ that is part of a high frequency public transit service⁽²⁾ (e) within 400 metres of a passenger tram station⁽¹⁾ (f) within 400 metres of the Adelaide Parklands.
Local Centre Zone	
Neighbourhood Centre Zone	
Regional Centre Zone	

⁽¹⁾ Measured from an area that contains any platform(s), shelter(s) or stop(s) where people congregate for the purpose waiting to board a bus, tram or train, but does not include areas used for the parking of vehicles

⁽²⁾ A high frequency public transit service is a route serviced every 15 minutes between 7.30am and 6.30pm Monday to Friday and every 30 minutes at night, Saturday, Sunday and public holidays until 10pm.

Applicable off-street vehicular parking requirements

- 3 Development should provide off-street vehicle parking in accordance with the table(s) below. A lesser number of parking spaces may be provided based on the nature of the development and parking conditions in the wider locality including (but not limited to) the following:
 - (a) the development is a mixed use development with integrated (shared) parking where the respective peak parking demands across the range of uses occurs at different times
 - (b) the development is sited in a locality where the respective peak demands for parking for the range of uses (existing and proposed) occurs at different times and suitable arrangements are in place for the sharing of adjoining or nearby parking areas
 - (c) the development involves the retention and reuse of a place of heritage value, where the provision of on-site parking is constrained

- (d) suitable arrangements are made for any parking shortfall to be met elsewhere or by other means (including a contribution to a car parking fund)
- (e) generous on-street parking and/or public parking areas are available and in convenient proximity, other than where such parking may become limited or removed by future loss of access, restrictions, road modifications or widening.
- (f) the site of the development is located within distances specified in the conditions applicable to Designated Areas for at least two different public transit modes.

TABLES: VEHICLE PARKING RATES

TABLE 1: Non-residential development (excluding light industry)

Location of development	Desired minimum number of vehicle parking spaces	Maximum number of vehicle parking spaces
All Designated Areas (unless otherwise stated)	3 spaces per 100 square metres of gross leasable floor area	6 spaces per 100 square metres of gross leasable floor area
Core Area as shown on Concept Plan Map XX of the Suburban Activity Node Zone	3 spaces per 100 square metres of gross leasable floor area	5 spaces per 100 square metres of gross leasable floor area

TABLE 2: Residential development, in the form of residential flat buildings and residential development in multi-storey buildings

Location of development	Rate for each dwelling based on number of bedrooms per dwelling	Plus number of required visitor parking spaces
Core Area as shown on Concept Plan Map XX of the Suburban Activity Node Zone	0.25 per studio (no separate bedroom) 0.75 per 1 bedroom dwelling 1 per 2 bedroom dwelling 1.25 per 3 + bedroom dwelling	0.25 per dwelling
Transition Area/Any other area not designated on Concept Plan Map XX of the Suburban Activity Node Zone	0.5 per studio (no separate bedroom) 1 per 1 bedroom dwelling 1.5 per 2 bedroom dwelling 2 per 3 + bedroom dwelling	0.25 per dwelling

TABLE 3: Row, semi-detached and detached dwellings

Location of development	Number of bedrooms, or rooms capable of being used as a bedroom	Number of required vehicle parking spaces
Suburban Activity Node Zone	1 or 2 bedrooms	1
	3 + bedrooms	2

Suburban Activity Node Zone

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

OBJECTIVES

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

DESIRED CHARACTER

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

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

The form, scale and mix of development will be at its greatest intensity in 'Core Areas' as shown on [Concept Plan Map Mar/7 – Laffer's Triangle](#), [Concept Plan Map Mar/8 – Tonsley](#) and [Concept Plan Map Mar/9 – Marion Regional Centre](#). Non-residential activities in 'Core Areas' may include shops, community services, offices, consulting rooms, cafes, restaurants and other eateries that provide for day-to-day needs of residents and workers and reduce the need for multiple trips. Features and activities that attract people and add vitality to the street, such as display windows, retail shopfronts and outdoor dining areas are encouraged.

Outside 'Core Areas', smaller scale non-residential uses will be encouraged at street level, with residential units and/or other forms of accommodation located on upper floors.

The height of buildings will trend lower from 'Core Areas'. Buildings on land adjacent to a residential zone accommodating low rise development will create an appropriate transition of development scale and massing.

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

Marion Council
Zone Section
Suburban Activity Node Zone

Buildings will contribute to the provision of a coherent public realm by framing the street space and adjoining private and public open space. To promote pedestrian oriented development, building entrances will be oriented to the street and on-site parking areas will be located beneath or behind buildings.

Amalgamation of adjacent allotments or sharing of facilities including communal open space, parking areas and access ways is encouraged.

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

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

Tonsley Precinct

Streets will be highly connected to surrounding areas (acknowledging the physical constraints imposed by the rail corridor on the western boundary of the adjacent **Regional Activity Zone**, the Sturt River and Warriparinga Wetlands in Laffer's Triangle) and within the zone to maximise walkability and reduce local travel distances. Cycle paths and routes will be provided which are safe, accessible, well signed and connect and link key local destinations such as shops, public transport stops and local parks.

Contamination is known to exist in the southern parts of the adjacent **Regional Activity Zone** as well as the adjacent areas further south. As a result, buildings located in these areas should only be developed where it is demonstrated that soil vapours would not present a risk to human health following the occupation of buildings.

Residential buildings will sit within a landscaped public realm environment that provides high quality amenity for residents. A range of setbacks will be provided to achieve physical and/or visual activation to the streetscape, and provide sufficient space between individual buildings for landscaping, car parking areas, building entries, pedestrian entries and movement networks, and create a pleasant, short range visual outlook.

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

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

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

Laffer's Triangle

Laffer's Triangle will be developed as a predominantly medium to high density residential area with land uses adjacent to the Warriparinga Wetlands designed and sited to maximise the outlook over the wetlands and open spaces. Land uses in this locality will include aged care accommodation.

Small-scale non-residential land uses are encouraged along the Marion Road frontage and will be orientated to integrate with residential development within the area.

The number of access points to Marion Road will be limited, with access to individual sites achieved through service roads, internal driveways and shared parking areas.

**Marion Council
Zone Section
Suburban Activity Node Zone**

Alawoona Avenue

Through a combination of multi-storey buildings and active ground floor frontages, the redevelopment of land on either side of Alawoona Avenue should establish it as a 'gateway' to the Tonsley Precinct.

Buildings containing retail/commercial uses will have zero or minimal setbacks to Alawoona Avenue, with sufficient space provided for outdoor dining and/or display purposes. Residential uses at ground level will assist in activating the street frontage through the placement of foyers, windows, entries and the like.

Marion Regional Centre

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

The Transition Area will act as a buffer between the Core Area and nearby lower density residential zones. Land uses in the Transition Area will be predominantly residential but may include other low impact uses such as offices. The density and intensity of development will be less than that of the Core Area but will be greater than neighbouring residential zones.

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

Train/Tram Railway Corridors

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

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

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

1111 The following types of development, or combination thereof, are envisaged in the zone:

- advertisement
- affordable housing
- aged persons accommodation
- all forms of development that are ancillary to and in association with residential development
- community centre
- consulting room
- dwelling
- educational establishment
- office
- pre-school
- recreation area
- residential flat building
- shop or group of shops, other than larger scale bulky goods outlets that exceed a maximum gross leasable floor area in the order of 250 square metres
- stormwater detention/retention basin
- student accommodation.

2 Development listed as non-complying is generally inappropriate.

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**Marion Council
Zone Section
Suburban Activity Node Zone**

- 3 Development should be undertaken in accordance with [Concept Plan Map Mar/7 – Laffer's Triangle](#) and [Concept Plan Map Mar/8 – Tonsley](#) and [Concept Plan Map Mar/9](#) and primarily take the form of:
- (a) in the Core Area - residential flat buildings, row dwellings, non-residential buildings and mixed use buildings comprising two or more land uses with non-residential land uses on the ground floor
 - (b) in all other areas - residential flat buildings, row dwellings, detached and semi-detached dwellings and including aged care and student accommodation.
- 4 Development within walking distance of public transport stops should comprise land uses that directly promote public transport use and provide opportunities for multi-purpose trips.
- 5 Except in Core Areas where a higher intensity of development may be appropriate, non-residential development should:
- (a) have a local focus to their scale of activity and intended market catchment
 - (b) encourage walking to local shopping, community services and other activities
 - (c) not detrimentally impact on the amenity of nearby residents.

6 [Transition Areas should be developed to provide a transition between an intense core of development and neighbouring lower intensity development.](#)

~~7776~~ Shops or groups of shops and offices should have the following maximum gross leasable areas.

Designated area	Office (square metres)	Shop or group of shops (square metres)	Consulting Room (square metres)
Core Area (Tonsley)	250	250	250
Core Area (Laffer's Triangle)	250	250	250
Other area	400-150	400-150	400-150

Commented [RH1]: The current Residential Zone prescribes a maximum 150m2 for non-residential uses – the SANZ shouldn't have lower commercial potential

Form and Character

~~8887~~ Development should be consistent with the desired character for the zone.

~~9998~~ Residential development, should achieve a residential density in accordance with the following:

Designated area	Desired minimum net residential density
Core Area (Tonsley)	70 dwellings per hectare
Core Area (Laffer's Triangle)	70 dwellings per hectare
Transition Area	45 dwellings per hectare
Other Area	50 dwellings per hectare

Marion Council
Zone Section
Suburban Activity Node Zone

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

Building Envelopes

Building Height

- 111119** Except where airport building height restrictions prevail, or where the Interface Height Provisions prescribe a lesser height, Bbuilding heights (excluding any rooftop located mechanical plant or equipment) should be consistent with the following parameters:

Designated area	Minimum building height	Maximum building height where the site area is less than 2000 square metresMaximum building height	Maximum building height where the site area exceeds 2000 square metres
Core Area (Tonsley)	2 storeys	4 storeys and up to 16.5 metres6 storeys and up to 24.5 metres	6 storeys and up to 24.5 metres
Core Area (Laffer's Triangle)	2 storeys	6 storeys and up to 24.5 metres	
Transition AreaOther Area	1 storey1 storey or	2 storeys and up to 9 metres4 storeys and up to 16.5 metres	3 storeys and up to 12.5 metres
Other Area	2 storeys	3 storeys and up to 12.5 metres	4 storeys and up to 16.5 metres
Area adjacent a lower density residential zone boundary	1 storey	3 storeys and up to 12.5 metres	

Commented [RH2]: Not in standard module – differs from SIA DPA

Interface Height Provisions

- 12121210** To minimise building massing at the interface with residential development located in a residential zone, components of buildings over two storeys in height should be constructed within a building envelope provided by a 30 degree plane, measured from a height of 3 metres above natural ground level at the allotment boundary of a residential allotment within a residential zone, as illustrated in **Figure 1**:



Setbacks from the Primary Road Frontage

<u>Designated area</u>	<u>Minimum setback from the primary road frontage (metres)</u>
<u>Core Area</u>	<u>No minimum</u>
<u>Transition Area</u>	<u>5 metres</u>
<u>Other Area</u>	<u>3 metres</u>

144415 Unless contrary to another provision in the zone, buildings (excluding verandas, porticos and the like) should be set back from side boundaries in accordance with the following parameters:

Setbacks from the Rear Boundary

15-15-16 Buildings (excluding verandas, porticos and the like) should be set back from rear boundaries in accordance with the following parameters:

Marion Council
Zone Section
Suburban Activity Node Zone

<u>Designated area</u>	<u>Minimum setback from rear boundary (metres)</u>
<u>Within the Core Area</u>	Single storey building component: No minimum Two storey building component: 3 metres Three + storey building component: as per Interface Height Provisions
<u>Within the Transition Area</u>	Single storey building component: 3 metres Two storey building component: 6 metres Three storey building component: as per Interface Height Provisions
<u>Other Area</u>	Single storey building component: 2 metres Two storey building component: 4 metres Three + storey building component: as per Interface Height Provisions
<u>Other Area adjacent to the Residential Character Policy Area 17 or a southern boundary</u>	Single storey building component: 3 metres Two storey building component: 6 metres Three storey building component: as per Interface Height Provisions

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Other Setbacks

~~16161712~~ Unless contrary to another provision in the zone, buildings (excluding verandas, porticos and the like) ~~should be set back a minimum of 10 metres where it abuts the Southern Expressway or Main South Road and otherwise should be set back~~ in accordance with the following parameters:

Setback parameter	Value (metres)
Minimum setback from secondary road frontage	No minimum 0.9
Minimum setback from a rear lane access way	No minimum where the access way is 6.5 metres or more OR Where the access way is less than 6.5 metres in width, the distance equal to the additional width required to make the access way 6.5 metres or more, to provide adequate manoeuvrability for vehicles
Minimum setback from the rear allotment boundary	4 metres where the rear allotment boundary abuts a residential allotment within a residential zone No minimum in all other circumstances

~~171718~~ Development should be set back a minimum of 10 metres from a boundary which abuts the Southern Expressway or Main South Road.

Design and Appearance

~~18181913~~ To minimise overshadowing of sensitive uses outside of the zone, development should ensure that:

**Marion Council
Zone Section
Suburban Activity Node Zone**

- (a) north-facing windows to habitable rooms of existing dwelling(s) in adjacent zones receive at least 3 hours of direct sunlight over a portion of their surface between 9.00 am and 3.00 pm on 21 June
- (b) ground level open space of existing residential buildings in adjacent zones receive direct sunlight for a minimum of 2 hours between 9.00 am and 3.00 pm on 21 June to at least the smaller of the following:
 - (i) half of the existing ground level open space; or
 - (ii) 35 square metres of the existing ground level open space (with at least one of the area's dimensions measuring 2.5 metres).

19192014 Buildings should address public open space and defined pedestrian and cycle routes as illustrated in [Concept Plan Map Mar/7 – Laffer's Triangle](#) and [Concept Plan Map Mar/8 – Tonsley](#)

20202115 In Core Areas, the ground floor of buildings of 4 or more storeys should be built to dimensions (including a target minimum ceiling height of 3.5 metres) to allow for adaptation to a range of land uses, including retail, office and residential, without the need for significant change to the building.

21212216 Development facing streets, public reserves or public spaces should be designed to provide attractive, high quality and pedestrian friendly frontage(s) by:

- (a) in mixed use developments incorporating habitable rooms of dwellings, active uses such as shops, prominent entry areas (ie lobby with communal space), accessible bike parking rooms, for multi storey buildings, well landscaped areas that incorporate deep root plant zone space, areas of communal public realm incorporating public art or the like
- (b) designing building façades that are well articulated by creating contrasts between solid elements (such as walls) and voids (for example windows, doors and balcony openings) and use of different materials and finishes
- (c) positioning services, plant and mechanical equipment (such as substations, transformers, pumprooms and hydrant boosters, car park ventilation) in discreet locations, screened and or well integrated with the façade
- (d) ensuring ground, semi-basement and above ground parking do not detract from the streetscape
- (e) minimising the number and width of driveways and entrances to car parking areas to reduce the visual dominance of vehicle access points and negative impacts on pedestrian linkages.

22222317 Masonry fences should be no more than 1.2 metres in height to maintain sight lines between buildings and the street, and to improve safety through passive surveillance.

Private Open Space

18 Dwellings at ground level should provide private open space in accordance with the following table:

Commented [RH3]: POS provisions in the General Section should take precedence

Marion Council
Zone Section
Suburban Activity Node Zone

Site area per dwelling (square metres)	Minimum area excluding any area at ground level at the front of the dwelling (square metres)	Minimum dimension (metres)	Minimum area provided at the rear or side of the dwelling, directly accessible from a habitable room (square metres)
≥250	40, of which 16 may comprise balconies, roof patios and the like, provided they have a minimum dimension of 2 metres	2.5	24
<250	15, of which 5 may comprise roof patios and the like, provided they have a minimum dimension of 2 metres	2	10

Off Street Vehicle Parking

23232419 Vehicle parking should be provided in accordance with [Table Mar/2A - Off Street Vehicle Parking Requirements for Designated Areas](#).

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Land Division

24242520 Land division in the zone is appropriate provided new allotments are of a size and configuration to ensure the objectives of the zone can be achieved.

25252621 Allotments [along Alawoona Avenue](#) should be amalgamated to facilitate co-ordinated and efficient development.

PROCEDURAL MATTERS

Complying Development

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

Non-complying Development

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

Form of development	Exceptions
Fuel depot	
Industry	
Petrol filling station	
Public service depot	
Road transport terminal	

Marion Council
Zone Section
Suburban Activity Node Zone

Form of development	Exceptions
Service trade premises	
Store	
Transport depot	
Warehouse	
Waste reception storage treatment or disposal	

Public Notification

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

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

Category 1	Category 2
Advertisement	All forms of development not listed as Category 1
Affordable housing	
Aged persons accommodation	
All forms of development that are ancillary and in association with residential development	
Community centre	
Consulting room	
Dwelling	
Educational establishment	
Office	
Pre-school	
Residential flat building	
Shop or group of shops, excluding a bulky goods outlet or retail showroom	
Stormwater detention/retention basin	

**CITY OF MARION
URBAN PLANNING COMMITTEE MEETING
1 AUGUST 2017**

Originating Officer: Rhiannon Hardy, Policy Planner

Manager: Robert Tokley, Acting Manager Development & Regulatory Services

General Manager: Abby Dickson, General Manager City Development

Subject: Housing Diversity Development Plan Amendment – Marion Road Urban Corridor Zone

Report Reference: UPC060617R7.4

REPORT OBJECTIVES/SUMMARY

This report continues investigations for the proposed Housing Diversity Development Plan Amendment (DPA) in relation to the proposed mixed use areas along the Marion Road corridor. The report presents policy investigations and recommendations to enable both residential and business diversity to activate the Marion Road corridor.

RECOMMENDATIONS

DUE DATES

That the Urban Planning Committee:

- | | |
|---|---------------|
| 1. Reviews the Marion Road Key Sites Investigation in Appendix 1 and confirms that Concept Map Plans should be introduced for the 5 identified key sites. | 1 August 2017 |
| 2. Reviews and endorses the proposed changes to the “Urban Corridor Zone” draft policy in Appendix 3. | 1 August 2017 |

BACKGROUND

At the Urban Planning Committee meeting held on 6 June 2017, the Committee resolved to support an Urban Corridor Zone along the length of Marion Road (between Sturt Road and the tram line).

Council administration met with staff from the Department of Planning, Transport and Infrastructure (DPTI) shortly thereafter. DPTI staff requested that Council review the scope of the SOI in relation to the extent of road corridor rezoning and whether site specific rezoning may be more suitable in key locations instead.

In response to these concerns, an amended Statement of Intent (SOI) was endorsed by Council on 27 June 2017, which declared the following intentions with regard to Marion Road:

- *Investigate the potential for higher density mixed use development on key sites along Marion Road. Explore the suitability of implementing an Urban Corridor Zone or similar.*

This report presents policy investigations for these aspects of the SOI.

Inner Metro (Sites) DPA

The Urban Corridor Zone has been in place in a number of Inner Ring Councils for some years, but there has been little uptake for high-density development. Prospect Council has experienced mid-rise development along Churchill Road and to a small extent on Prospect Road. This is potentially due to the higher price point in those particular suburbs, whereas the financial feasibility is less in other areas.

There have been a number of design issues associated with the types of mid-rise developments constructed so far, particularly relating to the interface with adjoining residential areas. These design issues have been reviewed and amendments are to be made to the planning policy that relates to this form of development within the Development Plans of the Inner Ring Councils.

DPTI and the Inner Ring Councils are now targeting large sites in strategic locations that would better interface with lower density residential areas.

DISCUSSION

DPTI requested that Council undertake further investigations including the reviewing of Marion Road zoning in line with the State Government approach taken in the Ministerial Inner Metro (Sites) DPA. The criteria used for identifying those sites was as follows:

- have economic development potential that is likely to be realised in the short term
- location within the proposed Inner and Middle Metropolitan Corridor Infill DPA area or located immediately adjacent the Urban Corridor Zones created in the original Inner and Middle Metropolitan Transit Corridor DPA
- potential for mixed use with medium to high density outcomes that can both frame key corridors and activate street frontages
- potential to appropriately manage interface issues through significant allotment width or depth or other mitigating factors such as their interface with roads and non-residential land uses.

The analysis in Appendix 2 of this report applies the above criteria to several key sites along Marion Road.

DPTI staff have advised that specific nodes should be identified for rezoning rather than the whole corridor. This means that the remainder of Marion Road would remain as per the previous zoning (Residential or Commercial zones), while key sites alone would be rezoned to Urban Corridor Zone (UCZ). This outcome would not achieve the initial objective of the DPA in relation to Marion Road – to consolidate pocket zoning and enhance development potential along the whole corridor. Furthermore, the “Boulevard” Policy Area would not have the potential to develop into a true boulevard if the current Commercial Zone and Residential Zone are retained along the corridor.

In order to achieve zoning consolidation along Marion Road, but also encourage development on identified key sites a priority, it is recommended that the Urban Corridor Zone is applied along the Marion Road corridor, but the draft Urban Corridor Zone policy is amended to prescribe a maximum building height of 3 storeys (12.5 metres), except where Concept Plans for key sites prescribe different heights. This policy mechanism should enhance the development potential of the 5 key sites, but still ensure that if future sites are developed, the policy is consistent with the future vision for Marion Road.

The analysis in Appendix 3 outlines the recommended heights, setbacks, limitations, etc. for each of the selected key sites.

It is noted that the Marion Hotel is identified as a key development site, but is located in the Neighbourhood Centre Zone. It is recommended that the site is not rezoned to Urban Corridor Zone, but that the applicable Concept Map Mar/3 is amended to encourage appropriate future redevelopment of this site.

CONCLUSION

In order to facilitate appropriately designed mixed-use development along the Marion Road corridor, it is recommended that the Urban Corridor Zone is amended (as detailed in Appendix 2), and that concept maps be introduced into the Development Plan for each of the 5 identified key sites.

APPENDICES

- Appendix 1: Marion Road Corridor - Key Sites Investigation
- Appendix 2: Original Draft Policy - Urban Corridor Zone
- Appendix 3: Proposed Amended Draft Policy – Urban Corridor Zone
- Appendix 4: Amended Neighbourhood Centre Zone and Concept Maps

APPENDIX 1

MARION ROAD CORRIDOR

KEY SITES INVESTIGATION

INTRODUCTION

The City of Marion's proposed Housing Diversity Development Plan Amendment (DPA) Statement of Intent (SOI) June 2016 identified the following intentions in relation to Marion Road:

- *Encourage higher density and greater housing diversity for properties adjacent Marion Road in Ascot Park, Marion, Park Holme, Plympton Park, South Plympton and Sturt. Marion Road is classified as a high frequency transit route. Explore the suitability of implementing an Urban Corridor Zone, Suburban Activity Node Zone or similar.*
- *Investigate the potential for mixed use development in the Commercial Zone on Marion Road within the suburbs of Ascot Park, Marion, Park Holme, Plympton Park and South Plympton.*

Following policy review and investigation, an Urban Corridor Zone was identified as suitable to provide the desired policy outcome and consolidate zoning along the Marion Road corridor.

However, the Inner and Middle Metropolitan Corridor (Sites) DPA identifies the need to refine the Urban Corridor Zone to focus on key sites. This should encourage development in strategic locations and to deter ad-hoc developments along the entire corridor.

This analysis will identify the key development opportunities along Marion Road and consider policy mechanisms to achieve the desired outcomes.

SITE IDENTIFICATION

Marion Road is identified as a high frequency transit corridor in the Integrated Transport and Land Use Plan (ITLUP) and 30 Year Plan for Greater Adelaide. The subject portion of Marion Road (between Sturt Road and the tram line) adjoins to the Urban Corridor Zone along Anzac Highway, and therefore would be adjacent the Urban Corridor Zone created in the original Inner and Middle Metropolitan Transit Corridor DPA.

Sites along Marion Road have the potential for mixed use with medium to high-density outcomes that can both frame key corridors and activate street frontages.

10 sites along Marion Road have been selected for investigation based on factors such as:

- Short term development potential
- Contiguous allotments in single ownership
- Large development sites
- Low capital value

The below table identifies the 10 sites and provides a summary of their attributes, opportunities and constraints. Each site is then considered in further detail.

APPENDIX 1

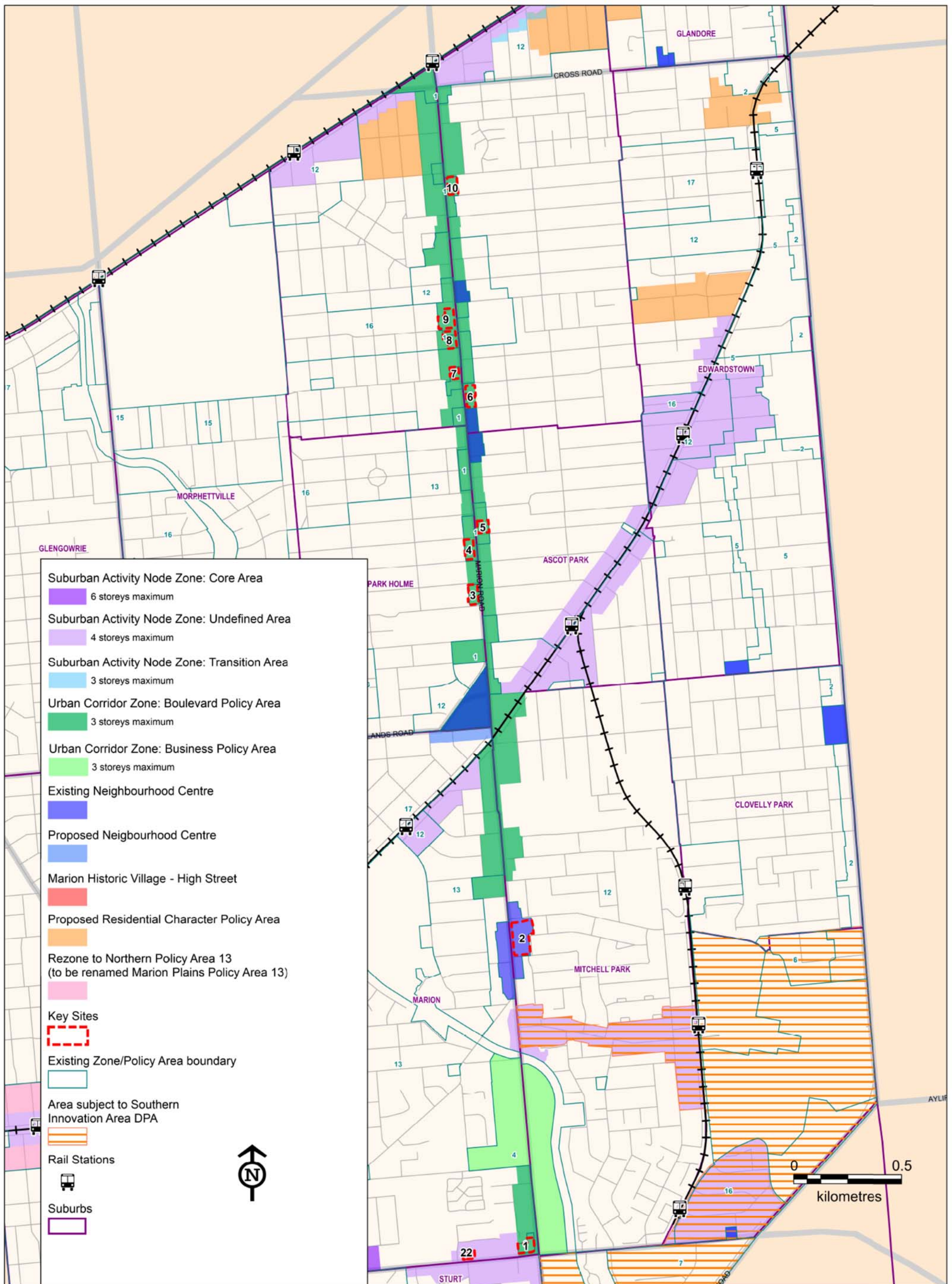
Site Identification

	Corridor Investigation Area	Current Land Uses	# of lots	# of Land Owners	Current Zone(s)	Size (m²)	CV/ SV	Street width (m)	Storeys/street width ratio	Zone depth range	Storeys-building envelope	Site constraints	Site opportunities
1	292-296 Sturt Road and 876 Marion Road, Marion	Vacant and roadway	2	1	Commercial Zone (Sturt/Marion Road Corner Policy Area 3)	3887	?	24.5 - 30	6-7 storeys	30.5 - 76.5	3-6 storeys	<ul style="list-style-type: none"> DPTI road runs through site Northern portion of site has close interface with low density residential The adjoining school has purchased the land – intentions unknown 	<ul style="list-style-type: none"> Prominent corner site Vacant land No significant overshadowing issues from a mid-rise development
2	849 Marion Road, Mitchell Park	Marion Hotel	5	1	Neighbourhood Centre Zone	12,770	1.9	19.0	5 storeys	74-97	6+ storeys	<ul style="list-style-type: none"> High capital value 	<ul style="list-style-type: none"> Owner has declared intention to develop the site for tourist accommodation Significant site dimensions provides appropriate interface
3	660-668 Marion Road, Park Holme	Motor repair station, vehicle sales and dwelling	5	3	Commercial Zone (Marion Road Policy Area 1)	3987	1.03 - 1.56	19.0	5 storeys	42	4 storeys	<ul style="list-style-type: none"> Potential contamination Number of land owners 	<ul style="list-style-type: none"> Contiguous allotments with regular dimensions Potential rear-loaded access from 2 local streets
4	640-648 Marion Road, Park Holme	Former service station, Marion Mower World and Marion Air Conditioning	5	2	Commercial Zone (Marion Road Policy Area 1)	3857	1.22 - 1.78	19.0	5 storeys	42	4 storeys	<ul style="list-style-type: none"> Potential contamination Reasonable capital value 	<ul style="list-style-type: none"> Contiguous allotments with regular dimensions Potential rear-loaded access from 2 local streets 2 owners
5	671-683 Marion Road and 2A Seventh Avenue, Ascot Park	Car Rental, Discount Shop (Browse 'n' Save), Solar shop, Psychology clinic, Attic group (shop), dwelling	7	6	Commercial Zone (Marion Road Policy Area 1)	5415	1.15, 1.64	19.0	5 storeys	46.3 - 52.5	5-6 storeys	<ul style="list-style-type: none"> Potential contamination Number of land owners 	<ul style="list-style-type: none"> Significant site depth Access from Sixth Avenue, potential access from Seventh Avenue if additional allotments acquired
6	597-605 Marion Road and 159 Raglan Avenue, South Plympton	Dwellings	7	4	Residential Zone (Northern Policy Area 13)	4150	1.01 - 1.89	19.0	5 storeys	40-44	3-4 storeys	<ul style="list-style-type: none"> Limited depth - interface issues Multiple land owners 	<ul style="list-style-type: none"> Multiple lots with limited land owners Owner has declared intention to develop the 4 middle allotments
7	570-574 Marion Road, Plympton Park	Office and car yard	2	2	Commercial Zone (Marion Road Policy Area 1)	2105	1.3 ?	19.0	5 storeys	40-42	3-4 storeys	<ul style="list-style-type: none"> Potential contamination Irregular shaped allotment Limited depth - interface issues Access only available from Marion or Raglan near intersection 	<ul style="list-style-type: none"> Low capital value Prominent corner site
8	552-558 Marion Road, Plympton Park	Residential and carpark	5	4	Residential Zone (Regeneration Policy area 16) and Commercial Zone (Marion Road Policy Area 1)	4022	1.0, 1.03 1.17 ?	19.0	5 storeys	38.7 – 59.0	3-6 storeys	<ul style="list-style-type: none"> Number of land owners Car park used by Fitness Centre 	<ul style="list-style-type: none"> Low capital value Vacant land Potential access from Aldridge Avenue
9	1-10/546 Marion Road, Plympton Park	Revive fitness, church, mobility aids, physio one, Cue club, Domino's, telecommunications	10	3	Commercial Zone (Marion Road Policy Area 1)	5566 (excluding motel and tennis court)	?	19.0	5 storey	42.8 - 75.2	5-6+ storeys	<ul style="list-style-type: none"> Number of tenancies/leases 	<ul style="list-style-type: none"> Potential access from Aldridge Avenue Large site provides opportunities for appropriate interface
10	485-489 Marion Road and 81-83 Melville Street, South Plympton	Shops (some vacant, Indian Grocery, Felafel Master, Atekos), TAB, Chinese Restaurant and vacant land	6	2	Commercial Zone (Marion Road Policy Area 1)	3642	1.0 ?	20.0	5 storey	45.5	4 storeys		<ul style="list-style-type: none"> Low capital value Pedestrian crossing at front of site provides connectivity Vacant land 1 land owner

City of Marion - Housing Diversity DPA

Key Sites

Draft for discussion only
Version: June 2017
Prepared by Rhiannon Hardy



APPENDIX 1

SITE PRIORITISATION

All 10 identified sites have the potential to frame the road corridor and result in mixed use development outcomes that could activate the Marion Road Corridor. In order to further refine the sites to identify those with the highest potential, two factors are considered:

1. Economic development potential that is likely to be realised in the short term (i.e. low capital value, single ownership)
2. Potential to appropriately manage interface issues (i.e. significant allotment width or depth, interface with roads and non-residential land uses)

Site Prioritisation

Site	Economic development potential that is likely to be realised in the short term (i.e. low capital value, single ownership) Low: 1 - High:5	Potential to appropriately manage interface issues (i.e. significant allotment width or depth, interface with roads and non-residential land uses) Low: 1 - High:5	Score
485-489 Marion Road and 81-83 Melville Street, South Plympton	5	4	9
849 Marion Road, Mitchell Park	3	5	8
292-296 Sturt Road and 876 Marion Road, Marion	5	2	7
640-648 Marion Road, Park Holme	4	2	6
671-683 Marion Road and 2A Seventh Avenue, Ascot Park	2	4	6
597-605 Marion Road and 159 Raglan Avenue, South Plympton	3	3	6
570-574 Marion Road, Plympton Park	3	2	5
1-10/546 Marion Road, Plympton Park	1	4	5
660-668 Marion Road, Park Holme	2	2	4
552-558 Marion Road, Plympton Park	2	2	4

APPENDIX 1

Top 6 sites:

10. **Vacant land/TAB/Chinese restaurant** - 487-489 Marion Road and 81-83 Melville Street, South Plympton
2. **Marion Hotel** - 849 Marion Road, Mitchell Park
1. **Vacant land corner Sturt/Marion Roads** - 292-296 Sturt Road and 876 Marion Road, Marion
4. **Vacant service station** - 640-648 Marion Road, Park Holme
5. **Car yard/Browse 'n' Save** - 671-683 Marion Road and 2A Seventh Avenue, Ascot Park
6. **Dwellings** - 597-605 Marion Road and 159 Raglan Avenue, South Plympton

INDIVIDUAL SITE ANALYSIS AND RECOMMENDED POLICY APPROACH

SITE 10. VACANT LAND/TAB/CHINESE RESTAURANT

487-489 MARION ROAD AND 81-83 MELVILLE STREET, SOUTH PLYMPTONCurrent Built Form / Character and Land Use

The site investigation area comprises 6 allotments between Wheaton and Melville streets in South Plympton. The site is approximately 3642 square metres with a depth of 45.5 metres.

The site currently accommodates 4 single-storey buildings, including:

1. A group of shops at the centre of the site, currently in poor condition, containing an Indian Grocery Store
2. UBet (former TAB) on the corner of Melville Street and Marion Road, in good condition
3. A small building containing "Felafel Master" and "Atekos" shops, facing Melville Street, in average condition
4. A Chinese Restaurant on the corner of Wheaton Street and Marion Road, which is in average condition.

The site appears somewhat derelict and underutilised, as buildings (except the former TAB) are in poor condition.

APPENDIX 1



Figure 1. 485-489 Marion Road and 83 Melville Street, South Plympton



Figure 2. The site viewed from Melville Street

APPENDIX 1



Figure 3. The site viewed from Marion Road



Figure 4. The site viewed from Wheaton Street

Current Zone(s) / Proposed Zone Boundary

The whole site is currently located in the Commercial Zone, Marion Road Policy Area 1. The zone envisages commercial uses, including bulky goods outlets, community uses, consulting rooms, offices, service trade premises and shops. However, floor area caps apply which limit shops to no greater than 150 square metre and other uses 250-300 square metres.

Development should be located 6 metres from the Residential Zone boundary and should not exceed 2 storeys or 8 metres in height.

For such a large site, these floor area caps and height limits significantly restrict the development potential of the site.

The site is considered suitable to rezoning to Urban Corridor Zone in order to allow development to a wider range of land uses, increased building heights (with appropriate transition to the Residential Zone to the east) and the potential for appropriately-designed residential development above non-residential street level uses.

Building Height

The method for establishing building height policy outlined in the Inner and Middle Metropolitan Corridor (Sites) DPA has been adopted for this investigation.

APPENDIX 1

Street width	Storeys-street width ratio	Zone depth range	Storeys-building envelope	Proposed maximum	Comment
Marion Road – 20 metres	5 storeys (20.5 metres)	45.5 metres (east to west)	4-5 storeys	5 storeys	A 30 degree provisional building envelope should apply at the Residential Zone boundary to address building massing and overshadowing to adjacent residential development.

The site depth of approximately 45.5 metres would be appropriate for development up to 4-5 storeys (16.5 to 20.5 metres). The width of Marion Road adjacent the site is 20 metres, and therefore a building height of 20 metres would appropriately frame the street. Accordingly, a maximum building height of 5 storeys is considered appropriate, subject to consideration to interface with residential development to the east.

Building Setbacks

There is no prescribed front setback for the Commercial Zone in the Marion Council Development Plan. The current policies in the Marion Council Development Plan prescribe that the front setback should complement buildings on adjoining land and in the locality, and should be the average of the adjoining buildings' setback from the primary road frontage.

In this case, the existing TAB and Chinese Restaurant have zero setbacks to Marion Road, and therefore it is considered appropriate for redevelopment of the site to maintain zero setbacks. This should assist in activating the street frontage, create opportunities for verandah sheltering over the footpath to enhance pedestrian environment, maximise opportunities for car parking/access at the rear of the site, and assist in providing transitional built form downwards from the primary road frontage to the residential zone to the east.

Implications for this DPA

The Urban Corridor Zone - Boulevard Policy Area is proposed to be applied to this site investigation area. The Boulevard Policy Area has been used for other areas throughout metropolitan Adelaide to frame key streets.

Building heights of 4-5 storeys (with transition down towards residential development to the east) is considered appropriate in the locality.

SITE 2. MARION HOTEL -

849 MARION ROAD, MITCHELL PARK

Current Built Form / Character and Land Use

The subject land contains the Marion Hotel and associated car park. The building is in good condition, but there are opportunities to develop other areas of the site in a more efficient manner.

The land is bound by Lutana Crescent to the south and Quick Road to the north. The site is approximately 12,770 square metres in area.

A number of regulated gum trees are present on the land, and enhance the amenity of the area.

APPENDIX 1



Figure 5. 849 Marion Road, Mitchell Park

APPENDIX 1



Figure 6. View of the land from Lutana Crescent



Figure 7. View of the land from Marion Road



Figure 8. View of the land from Quick Road

APPENDIX 1

Current Zone(s) / Proposed Zone Boundary

The land is currently zoned Neighbourhood Centre Zone, which does not prescribe minimum or maximum building heights. The relevant Concept Plan Mar/3 prescribes the area for Commercial land use, and a retail floor area cap of 2500 square metres applies. The Zone envisages a range of facilities to meet the shopping, community, business and recreational needs of the surrounding neighbourhood.

The Neighbourhood Centre Zone is proposed to be amended as part of the Housing Diversity DPA to specifically encourage residential uses above non-residential development, with a maximum building height of 4 storeys.

Building Height

The method for establishing building height policy outlined in the Inner and Middle Metropolitan Corridor (Sites) DPA has been adopted for this investigation.

Street width	Storeys-street width ratio	Zone depth range	Storeys-building envelope	Proposed maximum	Comment
Marion Road – 19 metres	5 storeys (20.5 metres)	74-97 metres (east to west)	6+ storeys	6 storeys	A 30 degree provisional building envelope should apply at the Residential Zone boundary to address building massing and overshadowing to adjacent residential development.

The width of Marion Road adjacent the site is 19 metres, and therefore a building height of around 20 metres would appropriately frame the street. However, the substantial site depth of approximately 74-97 metres would be appropriate for development up to 6 storeys (24.5 metres in height). Accordingly, a maximum building height of 6 storeys is considered appropriate, subject to consideration to interface with residential development to the east.

Building Setbacks

There is no prescribed front setback for the Neighbourhood Zone in the Marion Council Development Plan. The current policies in the Marion Council Development Plan prescribe that the front setback should complement buildings on adjoining land and in the locality, and should be the average of the adjoining buildings' setback from the primary road frontage.

In this case, it is considered appropriate for redevelopment of the site to maintain zero setbacks. This should assist in activating the street frontage, create opportunities for verandah sheltering over the footpath to enhance pedestrian environment, maximise opportunities for car parking/access at the rear of the site, and assist in providing transitional built form downwards from the primary road frontage to the residential zone to the east.

Implications for this DPA

It is recommended that the subject land is maintained within the Mitchell Park/Marion Neighbourhood Centre Zone, as the zone should continue to develop to cater for the local community's needs. However, the relevant concept map should be amended to provide for development up to 6 storeys in height on the subject land, so that the site can be developed to its full potential. A building envelope of 30 degrees from the Residential Zone boundary should still apply so that future development transitions down towards residential development to the east.

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SITE 1. VACANT LAND CORNER STURT/MARION ROADS

292-296 STURT ROAD AND 876 MARION ROAD, MARION

Current Built Form / Character and Land Use

The subject land is 'L' shaped, comprises two allotments, ranges in dimension between 30.5m and 76.5 m and has a total area of 3887m². It is currently vacant except for a private roadway providing access between the adjacent school (Marantha) and Marion Road. It is understood that the site has been purchased by the school from the Commissioner of Highways. Access to Sturt Road is available at the western end of the site.



Figure 9. 292-296 Sturt Road and 876 Marion Road, Marion

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Figure 10. View of the land from Sturt Road



Figure 11. View of the land from Marion Road (site buildings no longer on site)

Current Zone(s) / Proposed Zone Boundary

The site is currently located within the Commercial Zone / Sturt/Marion Road Corner Policy Area 3. The site is a key landmark/entrance site in the area. The Policy area envisages low traffic generating commercial land uses including offices, consulting rooms and associated retail uses (limited to 250m²) and residential uses associated with non-residential uses. Future use of the site has to have regard to restraints in traffic access to the site.

Buildings should not exceed two storeys or 10 metres in height or 8 metres if within 15 metres of the residential zone and are to be setback a minimum of 6 metres from that zone boundary.

The site may not be suitable for rezoning to Urban Corridor Zone given the need for low traffic-generating land uses given the limited vehicle access and proximity to the busy intersection. While the site may benefit from rezoning to allow greater building heights, this should be carefully balanced with the traffic implications.

Building Height

The method for establishing building height policy outlined in the Inner and Middle Metropolitan Corridor (Sites) DPA has been adopted for this investigation.

Street width	Storeys-street width ratio	Zone depth range	Storeys-building envelope	Proposed maximum	Comment
Marion Road – 24.5 – 30 metres	6 - 7 storeys	30.5 – 76.5 metres (east to west)	3-6 storeys	5 storeys	A 30-degree provisional building envelope should apply

APPENDIX 1

Sturt Road – 23 metres	5 - 6 storeys	43 metres (north to south)	4-5 storeys		at the Residential Zone boundaries to address building massing and overshadowing to adjacent residential development.
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Having frontages to two main roads, development could front either or both Marion Road and Sturt Road. The depth of the site varies depending on the orientation of development, being between 30.5m-76.5m east to west and 43m north to south. Development up to 3-5 storeys would be appropriate in different parts of the site, subject to consideration to interface with residential development to the north and west.

Building Setbacks

There is no prescribed front setback for the Commercial Zone in the Marion Council Development Plan. The current policies in the Marion Council Development Plan prescribe that the front setback should complement buildings on adjoining land and in the locality, and should be the average of the adjoining buildings' setback from the primary road frontage.

In this case, whilst the adjoining properties to the west on Sturt Road have setbacks of around 5-6 metres and to the north on Marion Road around 10 metres, a lesser setback may be appropriate due to the prominence of the corner site. A lesser setback should assist in activating the street frontage and would maximise opportunities for car parking/access at the rear of the site, and assist in providing transitional built form downwards from the primary road frontage to the residential zone to the north and west.

Implications for this DPA

It is recommended that no change is made to the existing zoning as part of this DPA. The existing Sturt/Marion Road Corner Policy Area 3 applies site-specific policy which handles the site's vehicle access restrictions and discourages high traffic-generating land uses. If the Urban Corridor Zone were applied, it would encourage potentially incompatible land uses.

While building heights greater than the current zoning may be suitable if designed appropriately, such increased heights could be effectively assessed under the current Development Plan policy.

SITE 4. VACANT SERVICE STATION AND OTHERS

640-648 MARION ROAD, PARK HOLME

Current Built Form / Character and Land Use

The investigation area comprises five allotments between Wallala Avenue and Cungen Avenue in two different ownerships. The area has a depth of 42 metres, a frontage of around 90 metres and a total area of 3857m².

The three southern lots contain a large, currently vacant, building and canopy that was a former service station. The other two lots contain retail showrooms/service trade premises dealing in air-conditioning and mowers.

The service station building is 2-storey in scale and the rear (western) face appears to be located on the boundary with the residential zone. The canopy appears to be located on or close to the Marion Road property boundary. Due to their scale, the built structures are very dominant features on the Marion Road streetscape.

The rear area of the other two businesses, which abut a residential property, are used for car parking and storage.

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Figure 12. 640-648 Marion Road, Park Holme

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Figure 13. View of the land from Cungen Ave (2-storey scale on boundary)

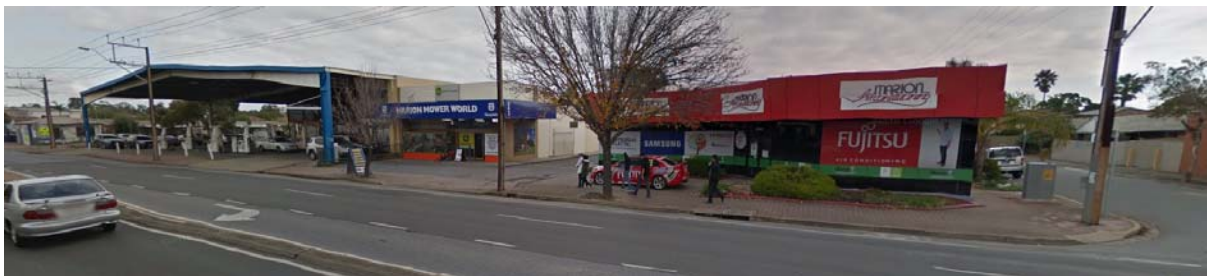


Figure 14. View of the land from Marion Road

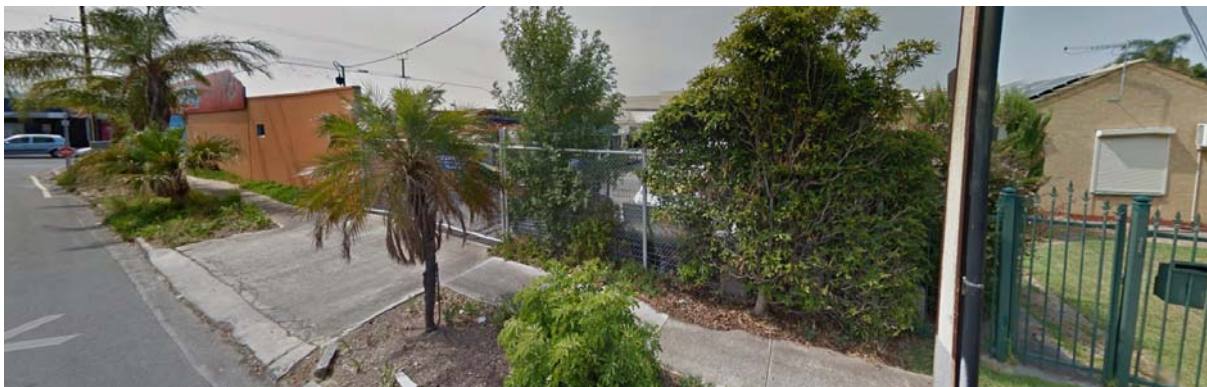


Figure 15. View of the land from Wallala Ave (outdoor storage adjacent dwelling/building wall on boundary)

Current Zone(s) / Proposed Zone Boundary

The whole site is currently located in the Commercial Zone, Marion Road Policy Area 1. The zone envisages commercial uses, including bulky goods outlets, community uses, consulting rooms, offices, service trade premises and shops. However, floor area caps apply which limit shops to no greater than 150 m² and other uses 250-300 m².

Development should be located 6 metres from the Residential Zone boundary and should not exceed two storeys or 8 metres in height.

For such a large site, these floor area caps and height limits significantly restrict the development potential of the site.

The site is considered suitable for rezoning to Urban Corridor Zone in order to allow development to a wider range of land uses, increased building heights (with appropriate transition to the Residential Zone to the west) and the potential for appropriately designed residential development above non-residential street level uses.

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Building Height

The method for establishing building height policy outlined in the Inner and Middle Metropolitan Corridor (Sites) DPA has been adopted for this investigation.

Street width	Storeys-street width ratio	Zone depth range	Storeys-building envelope	Proposed maximum	Comment
Marion Road – approx. 20 metres	5 storeys (20.5 metres)	42 metres (east to west)	3 - 4 storeys	4 storeys	A 30-degree provisional building envelope should apply at the Residential Zone boundary to address building massing and overshadowing to adjacent residential development.

The site depth of approximately 42 metres would be appropriate for development up to 3-4 storeys (11.5m – 15m). The width of Marion Road adjacent the site is approximately 20 metres, and therefore a building height of 20 metres would appropriately frame the street. However due to the depth of the a maximum building height of 4 storeys is considered appropriate, subject to consideration to interface with residential development to the west.

Building Setbacks

There is no prescribed front setback for the Commercial Zone in the Marion Council Development Plan. The current policies in the Marion Council Development Plan prescribe that the front setback should complement buildings on adjoining land and in the locality, and should be the average of the adjoining buildings' setback from the primary road frontage.

As the investigation area is bounded by 2 side roads and the existing service station canopy and northern most section of the building adjacent Wallala Avenue are on or very close to the Marion Road boundary it is considered appropriate for redevelopment of the site to maintain similar setbacks. This should assist in activating the street frontage, create opportunities for verandah sheltering over the footpath to enhance pedestrian environment, maximise opportunities for car parking/access at the rear of the site, and assist in providing transitional built form downwards from the primary road frontage to the residential zone to the west. This would provide greater transition than currently exists for the service station building.

Implications for this DPA

The Urban Corridor Zone - Boulevard Policy Area is proposed to be applied to this site investigation area. Building heights of 3-4 storeys (with transition down towards residential development to the west) is considered appropriate in the locality.

SITE 5. CAR YARD/BROWSE 'N' SAVE

671-683 MARION ROAD AND 2A SEVENTH AVENUE, ASCOT PARK

Current Built Form / Character and Land Use

The investigation area comprises 7 allotments under six ownerships. A large building used as a retail showroom/bulky goods outlet and associated car parking, is located over two allotments. The building is

APPENDIX 1

located on the Marion Road property boundary. A car yard comprising an external display area and three small buildings is located on the other lot, with a secondary frontage to Sixth Avenue. The northern allotments comprise 3 former dwellings used as consulting rooms/shops, and a residential dwelling faces Seventh Avenue.

The area has a depth of 46.3 - 52.5 metres and an area of 5415m².

Car parking and outdoor storage/display areas cover a dominant percentage of the investigation area. All buildings are in average condition. The area appears to have potential for redevelopment in the short term.

Recently built medium density residential development is located to the rear (east) of the subject area.



Figure 16. 671 – 683 Marion Road and 2A Seventh Avenue, Ascot Park

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Figure 17. View of the land from Sixth Ave



Figure 18. View of the land from Marion Road

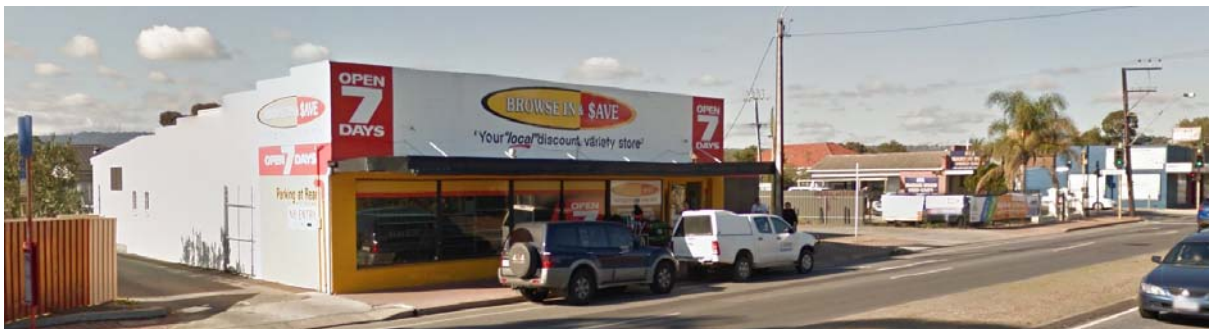


Figure 19. View of the land from Marion Road

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Figure 20. View of the land from Seventh Avenue



Figure 21. Former dwellings now used as shops/consulting rooms

Current Zone(s) / Proposed Zone Boundary

The whole site is currently located in the Commercial Zone, Marion Road Policy Area 1. The zone envisages commercial uses, including bulky goods outlets, community uses, consulting rooms, offices, service trade premises and shops. However, floor area caps apply which limit shops to no greater than 150 m² and other uses 250-300 m².

Development should be located 6 metres from the Residential Zone boundary and should not exceed two storeys or 8 metres in height.

These floor area caps and height limits significantly restrict the development potential of the site.

The site is considered suitable for rezoning to Urban Corridor Zone in order to allow development to a wider range of land uses, increased building heights (with appropriate transition to the Residential Zone to the east) and the potential for appropriately designed residential development above non-residential street level uses.

Building Height

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The method for establishing building height policy outlined in the Inner and Middle Metropolitan Corridor (Sites) DPA has been adopted for this investigation.

Street width	Storeys-street width ratio	Zone depth range	Storeys-building envelope	Proposed maximum	Comment
Marion Road – approx. 19 metres	5 storeys	46.3 - 52.5 metres (east to west)	4-5 storeys	5 storeys	A 30-degree provisional building envelope should apply at the Residential Zone boundary to address building massing and overshadowing to adjacent residential development.

The site depth of approximately 52 metres would be appropriate for development up to 5 storeys (18.5m), however slightly lesser height would be appropriate on the northern portion of the site with a lesser depth. The width of Marion Road adjacent the site is approximately 19 metres, and therefore a building height of 19 metres would appropriately frame the street. Accordingly, a maximum building height of 4-5 storeys is considered appropriate, subject to consideration to interface with residential development to the east.

Building Setbacks

There is no prescribed front setback for the Commercial Zone in the Marion Council Development Plan. The current policies in the Marion Council Development Plan prescribe that the front setback should complement buildings on adjoining land and in the locality, and should be the average of the adjoining buildings' setback from the primary road frontage.

The existing building at the northern end of the site is located on the Marion Road boundary. The southern end of the site is bounded by Sixth Avenue. On the southern side of Sixth Avenue is a strip of shops that are located on the Marion Road boundary. It is therefore considered appropriate that future redevelopment of the site allow for zero setbacks. Zero setbacks may also be appropriate for the western half of the southern (Sixth avenue) boundary. This should assist in activating the street frontage, create opportunities for verandah sheltering over the footpath to enhance pedestrian environment, maximise opportunities for car parking/access at the rear of the site, and assist in providing transitional built form downwards from the primary road frontage to the residential zone to the east.

Implications for this DPA

The Urban Corridor Zone - Boulevard Policy Area is proposed to be applied to this site investigation area. Building heights of 4-5 storeys (with transition down towards residential development to the east) is considered appropriate in the locality.

SITE 6. DWELLINGS

597-605 MARION ROAD AND 159 RAGLAN AVENUE, SOUTH PLYMPTON

Current Built Form / Character and Land Use

The site investigation area comprises seven allotments between Raglan Avenue and Nelson Street. The site is approximately 4150m² in area with a depth of 40m – 44m. The four central allotments contain detached dwellings from the 1950s/1960s that are in average to poor condition. The allotments adjacent the side roads

APPENDIX 1

each contain two attached units from a more recent period and are in good/excellent condition. These side properties have been included as they provide potential opportunity for vehicular access from the side roads.



Figure 22. 597-605 Marion Road and 159 Raglan Avenue, South Plympton



Figure 23. View of the land from Raglan Avenue (2 x unit development)

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Figure 24. View of the land from Marion Road



Figure 25. View of the land from Marion Road



Figure 26. View of the land from Nelson Street (2 x unit development)

Current Zone(s) / Proposed Zone Boundary

The whole site is currently located in the Residential Zone (Northern Policy area 13). The zone/policy area envisages low scale (maximum 2 – storeys), low to medium density housing of a variety of housing forms and styles. Minimum site areas range between 250m² and 375m² and frontages to arterial roads range from 12 metres to 20 metres, dependent on the dwelling type proposed.

The current zoning significantly restricts the development potential of the site.

The site is considered suitable for rezoning to Urban Corridor Zone in order to allow development of a wider range of land uses increased building heights (with appropriate transition to the Residential Zone to the east) and the potential for appropriately designed residential development above non-residential street level uses.

Building Height

The method for establishing building height policy outlined in the Inner and Middle Metropolitan Corridor (Sites) DPA has been adopted for this investigation.

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Street width	Storeys-street width ratio	Zone depth range	Storeys-building envelope	Proposed maximum	Comment
Marion Road – approx. 19 metres	5 storeys	40 - 44 metres (east to west)	3 - 4 storeys	4 storeys	A 30-degree provisional building envelope should apply at the Residential Zone boundary to address building massing and overshadowing to adjacent residential development.

The site depth of 40 - 44 metres would be appropriate for development between 3 and 4 storeys (15m). The width of Marion Road adjacent the site is approximately 19 metres, and therefore a building height of 19 metres (5 storeys) would appropriately frame the street. Accordingly, a maximum building height of 4 storeys is considered appropriate, subject to consideration to interface with residential development to the east.

Building Setbacks

The current residential Zone prescribes a minimum 8-metre setback for the primary road frontage from an arterial road and a minimum 2-metre setback for a secondary road frontage.

Minimum rear setbacks of 6 metres (may be reduced to 3 metres for no more than 50% of the width of the rear boundary) are prescribed for single storey (maximum wall height of 3 metres) parts of the dwelling. All parts of a dwelling with a wall height greater than 3 metres are required to be a minimum of 8 metres from the rear boundary.

Where not specified in a particular zone the Marion Council Development Plan prescribes that a front setback should complement buildings on adjoining land and in the locality, and should be the average of the adjoining buildings' setback from the primary road frontage.

The more recent unit developments facing the side roads are setback approximately 7 metres from the Marion Road frontage, whilst the four central dwellings are setback between 14 and 17 metres. Buildings in the Neighbourhood Centre zone, to the south of Nelson Street, are located on the Marion Road boundary.

If the entire site was to be developed, a zero setback from the Marion Road boundary may be appropriate. This would assist in activating the street frontage, create opportunities for verandah sheltering over the footpath to enhance pedestrian environment, maximise opportunities for car parking/access at the rear of the site, and assist in providing transitional built form downwards from the primary road frontage to the residential zone to the east.

However, if the unit developments facing the side roads were not included in a redevelopment of the site, a greater setback of between 5 – 8 metres may be appropriate. Such setbacks may restrict the building height possible for future development. Side setbacks may also require increasing, to ensure that impacts from bulk and scale, overshadowing and privacy are minimised.

Implications for this DPA

The Urban Corridor Zone - Boulevard Policy Area is proposed to be applied to this site investigation area. Building heights of 3-4 storeys (with transition down towards residential development to the east) is considered appropriate in the locality. Further side transitions may be required to reduce impacts on the properties fronting the two side roads, in the event that the entire site is not developed.

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CONCLUSION

It is recommended that concept plans are prepared for the following sites, with maximum heights as delineated below:

Site	Maximum storeys	Zone
10. Vacant land/TAB/Chinese restaurant - 487-489 Marion Road and 81-83 Melville Street, South Plympton	5	Urban Corridor
4. Vacant service station - 640-648 Marion Road, Park Holme	4	Urban Corridor
5. Car yard/Browse 'n' Save - 671-683 Marion Road and 2A Seventh Avenue, Ascot Park	5	Urban Corridor
6. Dwellings - 597-605 Marion Road and 159 Raglan Avenue, South Plympton	4	Urban Corridor
2. Marion Hotel – 849 Marion Road, Mitchell Park	6	Neighbourhood Centre Zone

City of Marion - Housing Diversity DPA

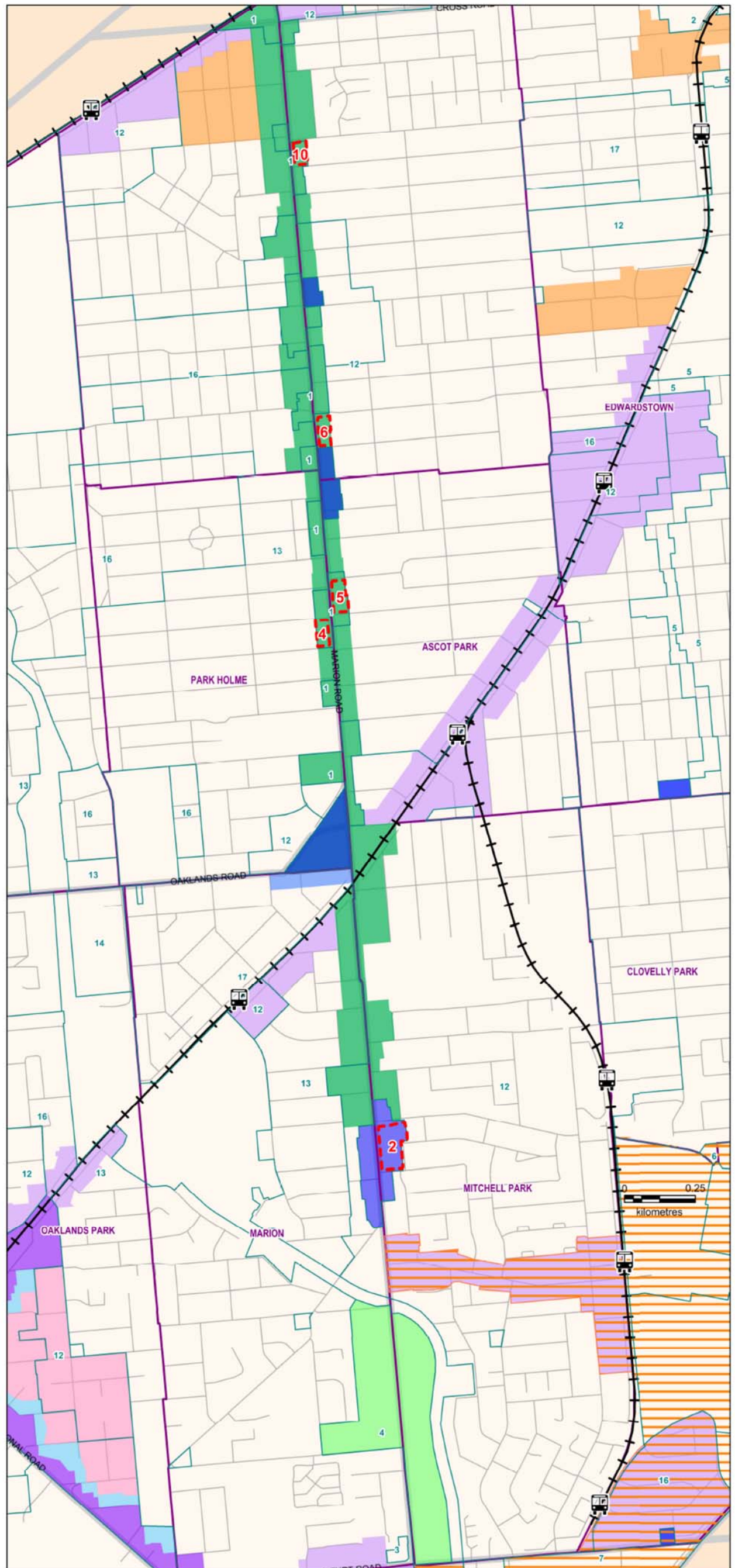
Key Sites

Draft for discussion only
Version: 27 July 2017
Prepared by Rhiannon Hardy

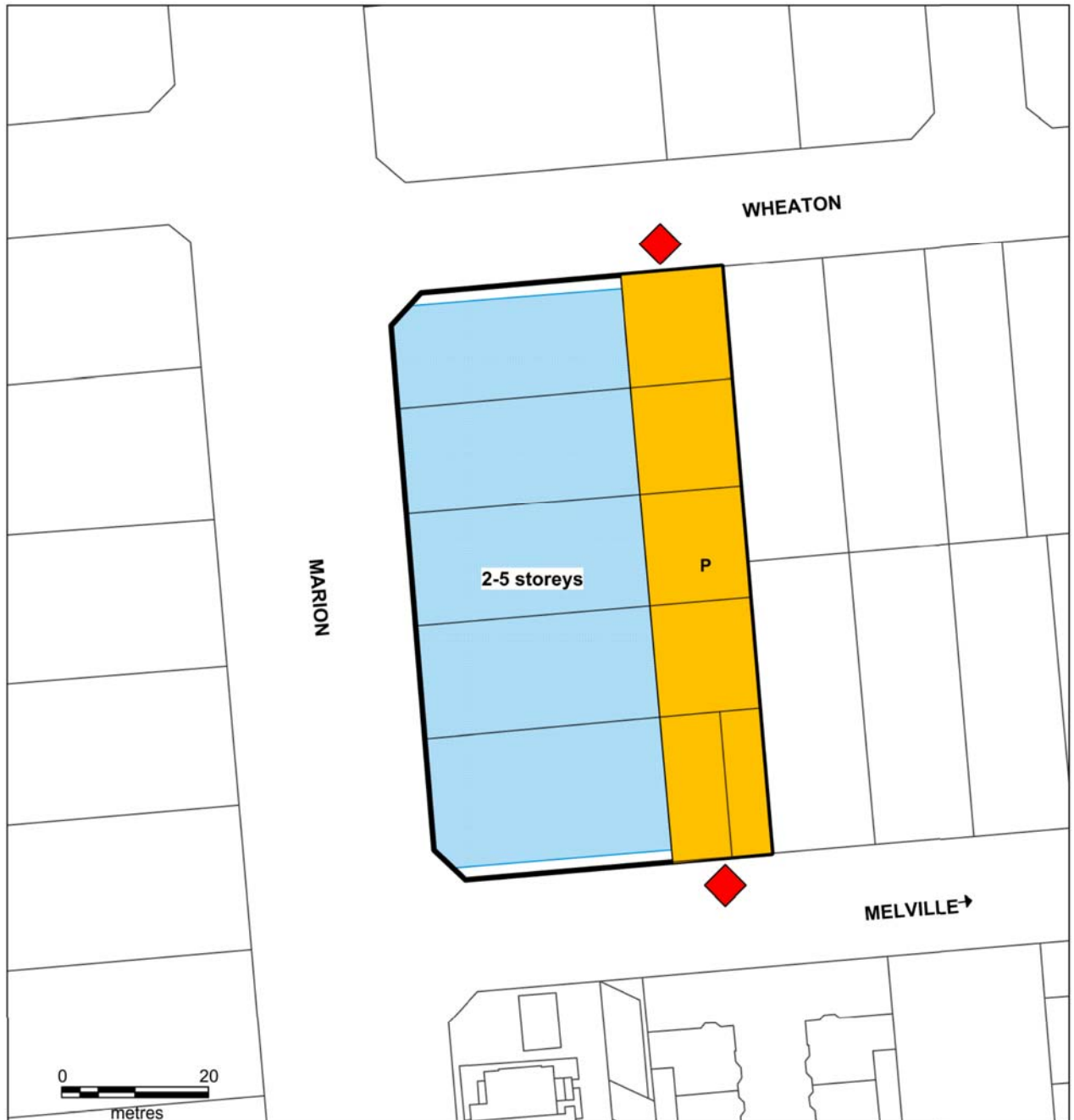
- Suburban Activity Node Zone: Core Area
6 storeys maximum
- Suburban Activity Node Zone: Undefined Area
4 storeys maximum
- Suburban Activity Node Zone: Transition Area
3 storeys maximum
- Urban Corridor Zone: Boulevard Policy Area
3 storeys maximum
- Urban Corridor Zone: Business Policy Area
3 storeys maximum
- Existing Neighbourhood Centre
- Proposed Neighbourhood Centre
- Marion Historic Village - High Street
- Proposed Residential Character Policy Area
- Rezone to Northern Policy Area 13
(to be renamed Marion Plains Policy Area 13)
- Key Sites**
- Existing Zone/Policy Area boundary
- Area subject to Southern Innovation Area DPA
- Rail Stations
- Suburbs

Key Sites

name	description
487-489 Marion and 81-83 Melville	10
671-683 Marion Road and 2A Seventh	5
640-648 Marion Road	4
597-605 Marion Road and 159 Raglan	6
849 Marion Road, Mitchell Park	2



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MARION

Concept Plan Map Mar/9

URBAN CORRIDOR ZONE
 487-489 MARION ROAD AND 81-83 MELVILLE STREET, SOUTH PLYMPTON
 CERTIFICATES OF TITLE 5578/752, 5846/292, 1146/031, 5486/153, 5336/725

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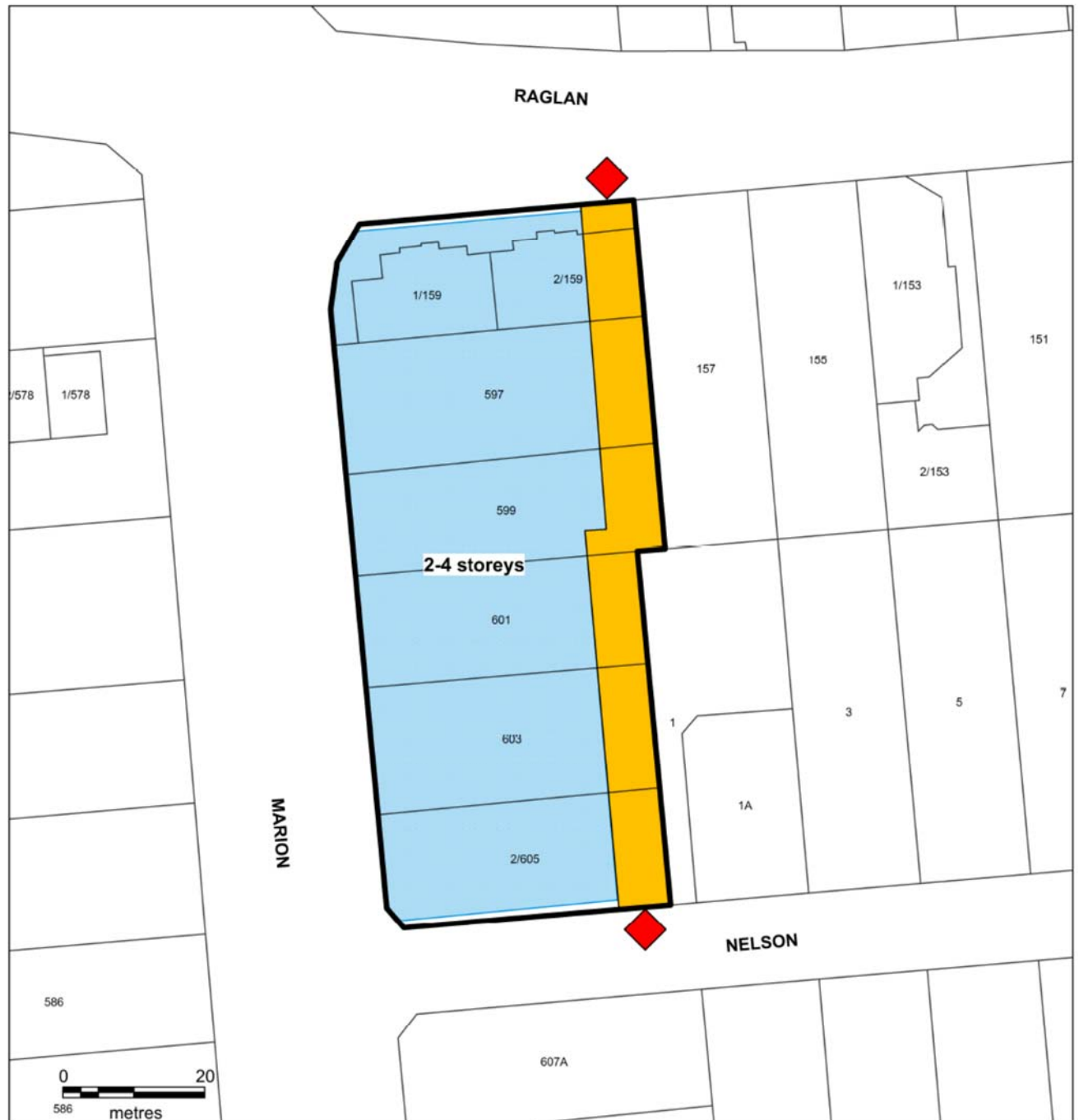


MARION

Concept Plan Map Mar/10

URBAN CORRIDOR ZONE
 640-648 MARION ROAD, PARK HOLME
 CERTIFICATES OF TITLE 5455/240, 5556/391, 5390/893, 5390/895

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MARION

Concept Plan Map Mar/11

URBAN CORRIDOR ZONE
 597-605 MARION ROAD AND 159 RAGLAN AVENUE, SOUTH PLYMPTON
 CERTIFICATES OF TITLE 5034/832, 5034/833, 5700/083, 5455/003, 5718/394,
 5283/467, 5700/408

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MARION

Concept Plan Map Mar/12

URBAN CORRIDOR ZONE
 671-683 MARION ROAD AND 2A SEVENTH AVENUE, ASCOT PARK
 CERTIFICATES OF TITLE 5209/508, 5421/618, 5421/912, 5548/279, 5805/777, 5805/776

Urban Corridor Zone

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

OBJECTIVES

- 1 A mixed use zone accommodating a range of compatible non-residential and medium and high density residential land uses orientated towards a high frequency public transport corridor.
- 2 Integrated, mixed use, medium and high rise buildings with ground floor uses that create active and vibrant streets with residential development above.
- 3 A mix of land uses that enable people to work, shop and access a range of services close to home.
- 4 Adaptable and flexible building designs that can accommodate changes in land use and respond to changing economic and social conditions.
- 5 A built form that provides a transition down in scale and intensity at the zone boundary to maintain the amenity of residential properties located within adjoining zones.
- 6 A safe, comfortable and appealing street environment for pedestrians that is sheltered from weather extremes, is of a pedestrian scale and optimises views or any outlook onto spaces of interest.
- 7 Noise and air quality impacts mitigated through appropriate building design and orientation.
- 8 Development that contributes to the desired character of the zone.

DESIRED CHARACTER

This zone supports an innovative mix of medium and high density (70 dwellings per hectare net residential site density) residential and mixed use development along the Marion Road Primary Road Corridor.

It will be developed with a diversity of housing, including row dwellings, residential flat buildings and multi-storey buildings that incorporate affordable housing opportunities for families, students and other household types in areas with frequent public transport provision.

Residents will have access to a local and neighbourhood scale mix of land uses that are well-connected to public transport, and active public spaces that facilitate walking and/or cycling to a range of daily activities.

Buildings will create a linear corridor that frames the main road with active street frontages that establish an interesting pedestrian environment and human scale at ground level. Buildings of 4 or more storeys will be the predominant built form.

A high amenity pedestrian environment will be established that provides integrated linkages to adjacent centres, public transport stops and public spaces. High quality footpaths will be provided (of a durable non-slip surface) that are shaded by street trees that cool the street environment and reduce air pollution. Access for people with disabilities, signage, seating and street lighting will be provided along key walking routes between public transport stops and major activity nodes. Cycle routes will be visible, safe, accessible, well signed and connected with key local destinations (such as shops, schools and local parks).

Marion Road is a strategic route. Its function as major transport corridor will be protected with minimal on-street vehicle parking and access points. Access will be provided from secondary road frontages and rear access ways. Controlled pedestrian crossings points will be focussed and consolidated at key locations. Parking areas will be consolidated, shared, where possible, and screened from the street or public spaces.

Development will be undertaken within defined building envelopes. The location and scale of buildings will achieve high quality urban design outcomes. A coherent public realm that shapes the street space and, in

particular, the physical and functional character of the main road, will be established. Buildings at the periphery of the zone will have an appropriate transition that relates to development in adjacent zones of a lower scale and intensity.

Development will have a human scale and contribute positively to the public realm with articulated buildings that incorporate canopies, modelled façades, fenestration and balconies that make use of light and shade. Solid materials will be appropriately balanced with glazed areas. Buildings will have a strong horizontal emphasis with clearly defined and segmented vertical elements.

The greatest height, mass and intensity of development will be focussed at the main road frontage. Key strategic sites will be developed with landmark buildings.

Overlooking, overshadowing and noise impacts will be moderated through good design and noise attenuation techniques. Impacts on adjoining zones will be minimised through appropriate building envelopes, transition of building heights, design and location of windows and balconies, and use of landscaping.

Well-designed landscaping will assist to visually reduce the scale of large building façades, soften edges and provide visual amenity and shade. Plant and service equipment will be enclosed and screened from view from the street and neighbouring sites.

Nominated public spaces will be designed to create a quiet space or retreat for people to use.

Water sensitive urban design for the harvest, treatment, storage and reuse of stormwater will be integrated at the neighbourhood, street, site and building level. Harvested stormwater will improve the aesthetic and functional value of open spaces, including public access ways and greenways.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

1 The following types of development, or combination thereof, are envisaged in the zone:

- affordable housing
- aged persons accommodation
- community centre
- consulting room
- dwelling
- educational establishment
- office
- pre-school
- primary school
- residential flat building
- retirement village
- shop or group of shops
- supported accommodation
- tourist accommodation.

2 Development listed as non-complying is generally inappropriate.

Form and Character

3 Development should be consistent with the desired character for the zone.

4 Residential development (other than residential development in mixed use buildings on sites less than 5000 square metres), should achieve a minimum net residential site density in accordance with the following:

Policy area	Minimum net residential site density
Boulevard Policy Area X	70 dwellings per hectare net
Business Policy Area X	No minimum

- 5 Vehicle parking should be located to the rear of development or not be visible from public land along the primary road frontage.

Design and Appearance

- 6 Buildings should maintain a pedestrian scale at street level, and should:
- (a) include a clearly defined podium or street wall with a maximum building height of 2 storeys
 - (b) have levels above the defined podium or street wall setback a minimum of 2 metres from that wall.
- 7 Buildings on sites with a frontage greater than 10 metres should be well articulated through variations in forms, materials, openings and colours.
- 8 Buildings should be designed to:
- (a) enable suitable sunlight access to public open space
 - (b) overlook or orientate towards public open space and defined pedestrian and cycle routes
- 9 To maintain sight lines between buildings and the street, and to improve safety through passive surveillance, solid fencing should not be constructed between the front building line and the primary or secondary street.
- 10 Development should minimise the number of access points onto an arterial road, by providing vehicle access:
- (a) from side streets or rear access ways
 - (b) via co-ordinated through-property access rights of way or common rear vehicle parking areas.
- 11 Vehicle access points on side streets and rear access ways should be located and designed to:
- (a) minimise the impacts of headlight glare and noise on nearby residents
 - (b) avoid excessive traffic flows into residential streets.

Building Envelope

Building Height

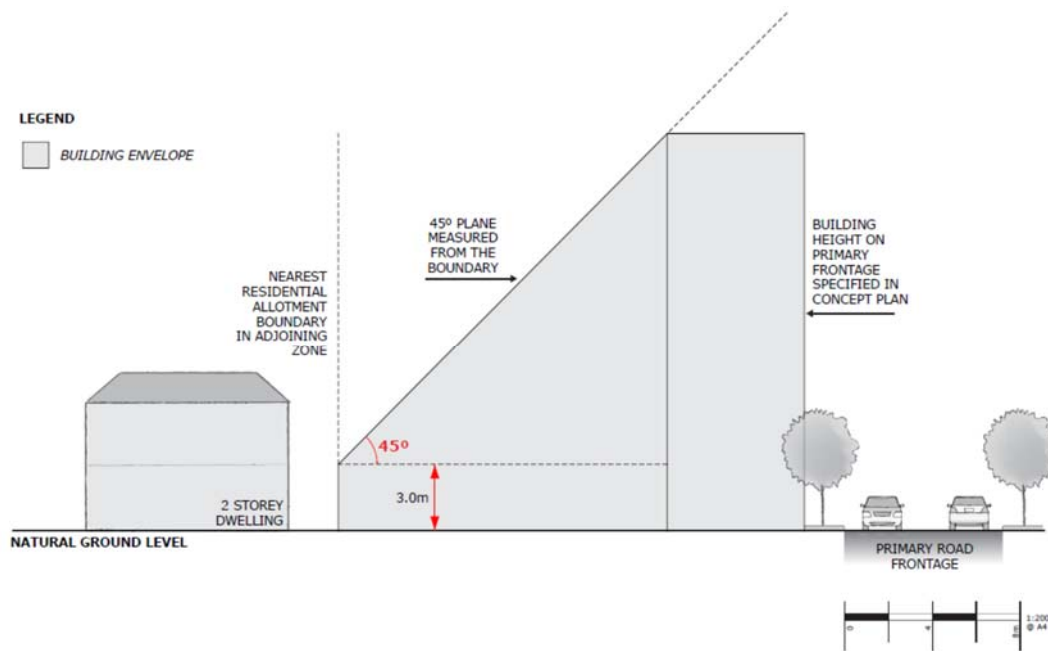
- 12 Except where airport building height restrictions prevail, or the interface height provisions require a lesser height, building heights (excluding any rooftop mechanical plant or equipment) should be consistent with the following parameters:

Policy area	Minimum building height	Maximum building height
Boulevard Policy Area X	2 storeys	5 storeys and up to 20.5 metres
Business Policy Area X	No minimum	4 storeys and up to 16.5 metres

Interface Height Provisions

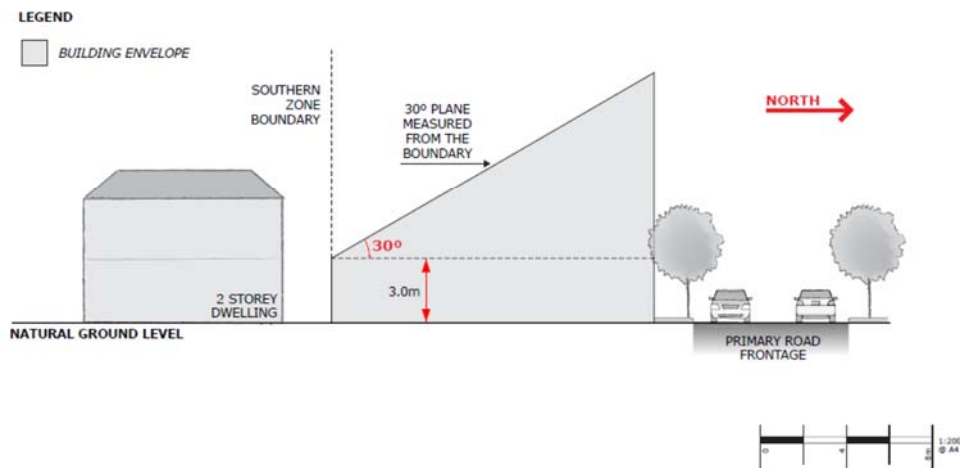
- 13 To minimise building massing at the interface with residential development outside of the zone, buildings should be constructed within a building envelope provided by a 45 degree plane, measured from a height of 3 metres above natural ground level at the allotment boundary of a residential allotment within a residential zone (except where this boundary is a southern boundary or the Primary Road Corridor), as illustrated in **Figure 1**:

Figure 1



- 14 To minimise overshadowing of sensitive development outside of the zone, buildings should be constructed within a building envelope provided by a 30 degree plane grading north, measured from a height of 3 metres above natural ground level at the southern zone boundary (Figure 2).

Figure 2



- 15 To minimise overshadowing of sensitive uses outside of the zone, buildings should ensure that:
- (a) north-facing windows to habitable rooms of existing dwellings in adjacent zones receive at least 3 hours of direct sunlight over a portion of their surface between 9.00 am and 3.00 pm on 21 June
 - (b) ground level open space of existing residential buildings in adjacent zones receive direct sunlight for a minimum of 2 hours between 9.00 am and 3.00 pm on 21 June to at least the smaller of the following:
 - (i) half of the existing ground level open space
 - (ii) 35 square metres of the existing ground level open space (with at least one of the area's dimensions measuring 2.5 metres).

Setbacks from Road Frontages

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

Policy area	Minimum setback from the primary road frontage where it is Marion Road	Minimum setback from the primary road frontage in all other cases
Boulevard Policy Area X	No minimum	3 metres
Business Policy Area X	50 per cent of the ground floor of the building should be set back 2 metres from the Marion Road Corridor	3 metres

- 16 Buildings (excluding verandas, porticos and the like) should be set back from the secondary road frontage or a vehicle access way in accordance with the following parameters:

Policy area	Minimum setback from secondary road	Minimum setback from a rear access way
Boulevard Policy Area X	1 metre	No minimum where the access way is 6.5 metres or more OR Where the access way is less than 6.5 metres in width, the distance equal to the additional width required to make the access way 6.5 metres or more, to provide adequate manoeuvrability for vehicles
Business Policy Area X	1 metre	As above

Other Setbacks

- 17 Buildings (excluding verandas, porticos and the like) should be set back in accordance with the following parameters:

Policy area	Minimum setback from rear allotment boundary	Minimum setback from side boundaries (where not on a street boundary)
Boulevard Policy Area X	<p>5 metres where the subject land directly abuts an allotment of a different zone</p> <p>3 metres in all other cases, except where the development abuts the wall of an existing or simultaneously constructed building on the adjoining land.</p>	<p>For allotments with a frontage width of 20 metres or less: no minimum up to a height of 2 storeys and 3 metres above this height.</p> <p>For allotments with a frontage width of more than 20 metres: 2 metres.</p>
Business Policy Area X	As above	As above

Vehicle Parking

- 18 Development should provide off-street vehicle parking and specifically marked accessible car parking places to meet anticipated demand in accordance with *Table Mar/X - Off-street Vehicle Parking Requirements for Designated Areas*.
- 19 Loading areas and designated parking spaces for service vehicles should:
 - (a) be provided within the boundary of the allotment
 - (b) not be located where there is parking provided for any other purpose.
- 20 Vehicle parking spaces and multi-level vehicle parking structures within buildings should:
 - (a) enhance active street frontages by providing land uses such as commercial, retail or other non-car park uses along ground floor street frontages
 - (b) complement the surrounding built form in terms of height, massing and scale
 - (c) incorporate facade treatments along major street frontages that are sufficiently enclosed and detailed to complement neighbouring buildings consistent with the desired character of the locality.
- 21 In mixed use buildings, the provision of vehicle parking may be reduced in number and shared where the operating hours of commercial activities complement the residential use of the allotment.

Land Division

- 22 Land division in the zone is appropriate provided new allotments are of a size and configuration to ensure the objectives of the zone can be achieved.

Boulevard Policy Area X

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

OBJECTIVES

- 1 Medium and high rise development framing the street, including mixed use buildings that contain shops, offices and commercial development at lower floors with residential land uses above.
- 2 A uniform streetscape edge established through a largely consistent front setback and tall, articulated building façades.
- 3 Development that does not compromise the transport functions of the Marion Road corridor.
- 4 Development that contributes to the desired character of the policy area.

DESIRED CHARACTER

Development in the policy area will enhance the character of the wide avenue that is uniformly planted with tall trees spaced at regular intervals. The transport function of the Marion Road corridor as a strategic transport route will be maintained and pedestrian areas will be enhanced to maximise safety and promote activity in appropriate locations.

Buildings will be medium and high rise to frame, and be proportionate in height to the width of the road. Views to the city/hills from buildings and from the road will be maintained and considered in the design of development. Buildings will also be set back uniformly from the main road frontage to reinforce the consistent built form façade, provide space for landscaping and pedestrian environment enhancement. Buildings will provide tall walls when viewed from the main road but may be articulated with finer details such as balconies and verandas, and canopies over the ground floor.

Development on key corner sites will enhance the gateway function through the use of taller buildings that provide a strong built form edge and pedestrian scale detailing to both street frontages.

The use of buildings that incorporate podium elements (where higher floors of the building are set back further than ground and lower level floors) may be used to improve air quality through greater air circulation and enhance solar access, privacy and outlook for both the residents of the building and neighbors. Podium buildings that frame the street in proportion to the width of the road are encouraged.

On-site vehicle parking will not be visible from the primary street frontage through the use of design solutions such as locating parking areas behind the front building façade and screening undercroft parking areas with landscaping and articulated screening.

PRINCIPLES OF DEVELOPMENT CONTROL

Land use

- 1 Development should predominantly comprise mixed use buildings, with non-residential development at the ground / first floor and residential development above, and wholly residential buildings.

Form and Character

- 2 Development should be consistent with the desired character for the policy area.
- 3 Shops or groups of shops contained in a single building, other than a restaurant, should have a gross leasable area of less than 2000 square metres.
- 4 The finished ground floor level should be at grade and level with the footpath.

- 5 The ground floor of buildings should be built to dimensions including a minimum floor to ceiling height of 4.5 metres to allow for adaptation to a range of land uses including retail, office and residential without the need for significant change to the building.
- 6 A minimum of 50 per cent of the ground floor primary frontage of buildings should be visually permeable, transparent or clear glazed to promote active street frontages and maximise passive surveillance.

Business Policy Area X

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

OBJECTIVES

- 1 A mixed use business policy area that accommodates a range of commercial and light industrial land uses together with compatible medium and high density residential development.
- 2 Development that minimises any adverse impacts upon the amenity of the locality within the zone.
- 3 A high standard of development which promotes distinctive building, landscape and streetscape design, with high visual and environmental amenity.
- 4 Development that contributes to the desired character of the policy area.

DESIRED CHARACTER

This policy area will have a strong employment focus, encouraging the continuation and expansion of retail, office, commercial and light industrial uses with supporting medium density residential and shops to support the local workforce's daily needs.

Development will be varied in form to accommodate a mixture of commercial and business land uses, with residential dwellings located above the ground floor.

Solid masonry front fencing will be a maximum of 1.2 metres and used to define private and public space.

Parking will be predominantly at the rear of buildings and vehicle access will be from the rear or side rather than the main road, where possible. Some parking at the front of the building on the site is anticipated for short term use. The creation of laneways and shared vehicle access is encouraged.

The environmental performance of new development needs to take account of the amenity of adjoining localities, by incorporating improved emission controls, management measures, building appearance treatments, landscaping and other design measures, to ensure minimal adverse impact.

Development is expected to promote attractive frontages and park-like settings to enhance the visual qualities and streetscape of the Marion Road corridor. Building styles may be varied and display high aesthetic qualities to enhance the visual character of the locality.

The footpath will be sheltered with awnings, verandas and similar structures, and street tree planting will provide shade and shelter and soften hard building edges.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 The following types of development, or combination thereof, are envisaged in the Business Policy Area and are additional to those identified in the zone:
 - depot
 - bulky goods outlet
 - light industry
 -
 - service industry

- service trade premises
- store
- warehouse.

- 2 Land uses on the ground floor of buildings should be non-residential.
- 3 Shops or groups of shops should have a gross leasable area of less than 500 square metres.

Form and Character

- 5 Development should be consistent with the desired character for the policy area.
- 6 Vehicle parking should be predominantly located at the rear or underneath buildings with limited short-term parking located to the front.
- 7 The ground floor of buildings should be built to dimensions including a minimum floor to ceiling height of 4.5 metres to allow for adaptation to a range of land uses including retail, office and residential without the need for significant change to the building.
- 8 A minimum of 50 per cent of the ground floor primary frontage of buildings should be visually permeable, transparent or clear glazed to promote active street frontages and maximise passive surveillance.

PROCEDURAL MATTERS

Complying Development

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

In addition, the following forms of development are designated as complying subject to the conditions contained in [Table X/X – Conditions for Complying Development](#) and [Table X/X – Off-street Vehicle Parking Requirements](#):

- (a) change in the use of land, from residential to office on the ground or first floor of a building
- (b) change in the use of land, from residential to shop less than 250 square metres on the ground floor of a building.

Non-complying Development

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

Form of development	Exceptions
Industry	Except light industry or service industry where located within the Business Policy Area X
Fuel depot	
Petrol filling station	Except where located within the Business Policy Area X
Public service depot	Except where located within the Business Policy Area X
Road transport terminal	
Service trade premises	Except where located within the Business Policy Area X
Store	Except where located within the Business Policy Area X
Transport depot	
Warehouse	Except where located within the Business Policy Area X
Waste reception storage treatment and disposal	

Public Notification

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

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

Category 1	Category 2
Advertisement	All forms of development not listed as Category 1.
Aged persons accommodation	Any development listed as Category 1 and located directly adjacent to a different zone that exceeds the Building Envelope and Interface Height Provisions.
All forms of development that are ancillary and in association with residential development	
Consulting room	

Category 1	Category 2
Dwelling	
Educational establishment	
Light industry where located within the Business Policy Area X	
Office	
Pre-school	
Primary school	
Residential flat building	
Retirement village	
Service industry where located within the Business Policy Area X	
Service trade premises where located within the Business Policy Area X	
Store where located within the Business Policy Area X	
Supported accommodation	
Shop or group of shops with a gross leasable area of 2000 square metres or less within the Boulevard Policy Area X	
Shop or group of shops with a gross leasable area of 500 square metres or less within the Business Policy Area X	
Tourist accommodation	
Warehouse where located within the Business Policy Area X	

Table Mar/2A - Off Street Vehicle Parking Requirements for Designated Areas

Interpretation

- 1 The vehicle parking rates table applies to Designated Areas listed below except where:
 - (a) any applicable condition(s) is/are not met
 - (b) the zone provisions require a lesser amount of on-site vehicular parking spaces than the amount determined using the vehicle parking rates tables below.

Designated Areas

- 2 The following are Designated Areas:

Designated Area	Conditions
Suburban Activity Node Zone	None
Urban Corridor Zone	None
District Centre Zone	Any part of the development site is located in accordance with at least one of the following: <ol style="list-style-type: none"> (a) within 200 metres of any section of road reserve along which a bus service operates as a high frequency public transit service⁽²⁾ (b) within 400 metres of a bus interchange⁽¹⁾ that is part of a high frequency public transit service⁽²⁾ (c) within 400 metres of an O-Bahn interchange⁽¹⁾ (d) within 400 metres of a passenger rail station⁽¹⁾ that is part of a high frequency public transit service⁽²⁾ (e) within 400 metres of a passenger tram station⁽¹⁾ (f) within 400 metres of the Adelaide Parklands.
Local Centre Zone	
Neighbourhood Centre Zone	
Regional Centre Zone	

⁽¹⁾ Measured from an area that contains any platform(s), shelter(s) or stop(s) where people congregate for the purpose waiting to board a bus, tram or train, but does not include areas used for the parking of vehicles

⁽²⁾ A high frequency public transit service is a route serviced every 15 minutes between 7.30am and 6.30pm Monday to Friday and every 30 minutes at night, Saturday, Sunday and public holidays until 10pm.

Applicable off-street vehicular parking requirements

- 3 Development should provide off-street vehicle parking in accordance with the table(s) below. A lesser number of parking spaces may be provided based on the nature of the development and parking conditions in the wider locality including (but not limited to) the following:
 - (a) the development is a mixed use development with integrated (shared) parking where the respective peak parking demands across the range of uses occurs at different times
 - (b) the development is sited in a locality where the respective peak demands for parking for the range of uses (existing and proposed) occurs at different times and suitable arrangements are in place for the sharing of adjoining or nearby parking areas
 - (c) the development involves the retention and reuse of a place of heritage value, where the provision of on-site parking is constrained

- (d) suitable arrangements are made for any parking shortfall to be met elsewhere or by other means (including a contribution to a car parking fund)
- (e) generous on-street parking and/or public parking areas are available and in convenient proximity, other than where such parking may become limited or removed by future loss of access, restrictions, road modifications or widening.
- (f) the site of the development is located within distances specified in the conditions applicable to Designated Areas for at least two different public transit modes.

TABLES: VEHICLE PARKING RATES

TABLE 1: Non-residential development (excluding light industry and tourist accommodation)

Location of development	Desired minimum number of vehicle parking spaces	Maximum number of vehicle parking spaces
All Designated Areas (unless otherwise stated)	3 spaces per 100 square metres of gross leasable floor area	6 spaces per 100 square metres of gross leasable floor area
Core Area as shown on Concept Plan Map XX of the Suburban Activity Node Zone	3 spaces per 100 square metres of gross leasable floor area	5 spaces per 100 square metres of gross leasable floor area
Boulevard Policy Area X of the Urban Corridor Zone	3 spaces per 100 square metres of gross leasable floor area	5 spaces per 100 square metres of gross leasable floor area

TABLE 2: Tourist accommodation

Location of development	Desired minimum number of required vehicle parking spaces	Maximum number of vehicle parking spaces
Urban Corridor Zone and Suburban Activity Node Zone	1 space for every 4 bedrooms up to 100 bedrooms and 1 space for every 5 bedrooms over 100 bedrooms	1 space for every 2 bedrooms up to 100 bedrooms and 1 space for every 4 bedrooms over 100 bedrooms

TABLE 3: Residential development, in the form of residential flat buildings and residential development in multi-storey buildings

Location of development	Rate for each dwelling based on number of bedrooms per dwelling	Plus number of required visitor parking spaces
Core Area as shown on Concept Plan Map XX of the Suburban Activity Node Zone	0.25 per studio (no separate bedroom) 0.75 per 1 bedroom dwelling	0.25 per dwelling
Boulevard Policy Area X within the Urban Corridor Zone	1 per 2 bedroom dwelling 1.25 per 3 + bedroom dwelling	
Transition Area/Any other area not designated on Concept Plan Map XX of the Suburban Activity Node Zone	0.5 per studio (no separate bedroom) 1 per 1 bedroom dwelling 1.5 per 2 bedroom dwelling	0.25 per dwelling
Business Policy Area X within the Urban Corridor Zone	2 per 3 + bedroom dwelling	

TABLE 4: Row, semi-detached and detached dwellings

Location of development	Number of bedrooms, or rooms capable of being used as a bedroom	Number of required vehicle parking spaces
Suburban Activity Node Zone and Urban Corridor Zone	1 or 2 bedrooms	1
	3 + bedrooms	2

Table Mar/X– Off-street Bicycle Parking Requirements for Urban Corridor Zone and Suburban Activity Node Zone

The following bicycle parking requirements apply to development specifically in the **Urban Corridor Zone** and **Suburban Activity Node Zone**.

- 1 In residential and mixed use development, the provision of bicycle parking may be reduced in number and shared where the operating hours of commercial activities complement the residential use of the site.
- 2 Residential and mixed use development, in the form of multi-storey buildings, should provide bicycle parking in accordance with the following rates:

Form of development	Employee/resident (bicycle parking spaces)	Visitor/shopper (bicycle parking spaces)
Residential component of multi-storey building/residential flat building	1 for every 4 dwellings	1 for every 10 dwellings
Office	1 for every 200 square metres of gross leasable floor area	2 plus 1 per 1000 square metres of gross leasable floor area
Shop	1 for every 300 square metres of gross leasable floor area	1 for every 600 square metres of gross leasable floor area
Tourist accommodation	1 for every 20 employees	2 for the first 40 rooms plus 1 for every additional 40 rooms

Urban Corridor Zone

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

OBJECTIVES

- 1 A mixed use zone accommodating a range of compatible non-residential and medium and high density residential land uses orientated towards a high frequency public transport corridor.
- 2 Integrated, mixed use, medium and high rise buildings with ground floor uses that create active and vibrant streets with residential development above.
- 3 A mix of land uses that enable people to work, shop and access a range of services close to home.
- 4 Adaptable and flexible building designs that can accommodate changes in land use and respond to changing economic and social conditions.
- 5 A built form that provides a transition down in scale and intensity at the zone boundary to maintain the amenity of residential properties located within adjoining zones.
- 6 A safe, comfortable and appealing street environment for pedestrians that is sheltered from weather extremes, is of a pedestrian scale and optimises views or any outlook onto spaces of interest.
- 7 Noise and air quality impacts mitigated through appropriate building design and orientation.
- 8 Development that contributes to the desired character of the zone.

DESIRED CHARACTER

This zone supports an innovative mix of medium and high density (70 dwellings per hectare net residential site density) residential and mixed use development along the Marion Road Primary Road Corridor.

It will be developed with a diversity of housing, including row dwellings, residential flat buildings and multi-storey buildings that incorporate affordable housing opportunities for families, students and other household types in areas with frequent public transport provision.

Residents will have access to a local and neighbourhood scale mix of land uses that are well-connected to public transport, and active public spaces that facilitate walking and/or cycling to a range of daily activities.

Buildings will create a linear corridor that frames the main road with active street frontages that establish an interesting pedestrian environment and human scale at ground level. Buildings of 4 or more storeys will be the predominant built form.

A high amenity pedestrian environment will be established that provides integrated linkages to adjacent centres, public transport stops and public spaces. High quality footpaths will be provided (of a durable non-slip surface) that are shaded by street trees that cool the street environment and reduce air pollution. Access for people with disabilities, signage, seating and street lighting will be provided along key walking routes between public transport stops and major activity nodes. Cycle routes will be visible, safe, accessible, well signed and connected with key local destinations (such as shops, schools and local parks).

Marion Road is a strategic route. Its function as major transport corridor will be protected with minimal on-street vehicle parking and access points. Access will be provided from secondary road frontages and rear access ways. Controlled pedestrian crossings points will be focussed and consolidated at key locations. Parking areas will be consolidated, shared, where possible, and screened from the street or public spaces.

Development will be undertaken within defined building envelopes. The location and scale of buildings will achieve high quality urban design outcomes. A coherent public realm that shapes the street space and, in

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particular, the physical and functional character of the main road, will be established. Buildings at the periphery of the zone will have an appropriate transition that relates to development in adjacent zones of a lower scale and intensity.

Development will have a human scale and contribute positively to the public realm with articulated buildings that incorporate canopies, modelled façades, fenestration and balconies that make use of light and shade. Solid materials will be appropriately balanced with glazed areas. Buildings will have a strong horizontal emphasis with clearly defined and segmented vertical elements.

The greatest height, mass and intensity of development will be focussed at the main road frontage. Key strategic sites will be developed with landmark buildings.

Overlooking, overshadowing and noise impacts will be moderated through good design and noise attenuation techniques. Impacts on adjoining zones will be minimised through appropriate building envelopes, transition of building heights, design and location of windows and balconies, and use of landscaping.

Well-designed landscaping will assist to visually reduce the scale of large building façades, soften edges and provide visual amenity and shade. Plant and service equipment will be enclosed and screened from view from the street and neighbouring sites.

Nominated public spaces will be designed to create a quiet space or retreat for people to use.

Water sensitive urban design for the harvest, treatment, storage and reuse of stormwater will be integrated at the neighbourhood, street, site and building level. Harvested stormwater will improve the aesthetic and functional value of open spaces, including public access ways and greenways.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

1 The following types of development, or combination thereof, are envisaged in the zone:

- affordable housing
- aged persons accommodation
- community centre
- consulting room
- dwelling
- educational establishment
- office
- pre-school
- primary school
- residential flat building
- retirement village
- shop or group of shops
- supported accommodation
- tourist accommodation.

2 Development listed as non-complying is generally inappropriate.

Form and Character

3 Development should be consistent with the desired character for the zone.

54 Residential development (other than residential development in mixed use buildings on sites less than 5000 square metres), should achieve a minimum net residential site density in accordance with the following:

Appendix 3: Proposed Amended Urban Corridor Zone Draft Policy

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Policy area	Minimum net residential site density
Boulevard Policy Area X	70 dwellings per hectare net
Business Policy Area X	No minimum

- 54 Vehicle parking should be located to the rear of development or not be visible from public land along the primary road frontage.

Design and Appearance

- 76 Buildings should maintain a pedestrian scale at street level, and should:
- (a) include a clearly defined podium or street wall with a maximum building height of 2 storeys
 - (b) have levels above the defined podium or street wall setback a minimum of 2 metres from that wall.
- 87 Buildings on sites with a frontage greater than 10 metres should be well articulated through variations in forms, materials, openings and colours.
- 98 Buildings should be designed to:
- (a) enable suitable sunlight access to public open space
 - (b) overlook or orientate towards public open space and defined pedestrian and cycle routes
- 105 To maintain sight lines between buildings and the street, and to improve safety through passive surveillance, solid fencing should not be constructed between the front building line and the primary or secondary street.
- 146 Development should minimise the number of access points onto an arterial road, by providing vehicle access:
- (a) from side streets or rear access ways
 - (b) via co-ordinated through-property access rights of way or common rear vehicle parking areas.
- 1211 Vehicle access points on side streets and rear access ways should be located and designed to:
- (a) minimise the impacts of headlight glare and noise on nearby residents
 - (b) avoid excessive traffic flows into residential streets.

Building Envelope

Building Height

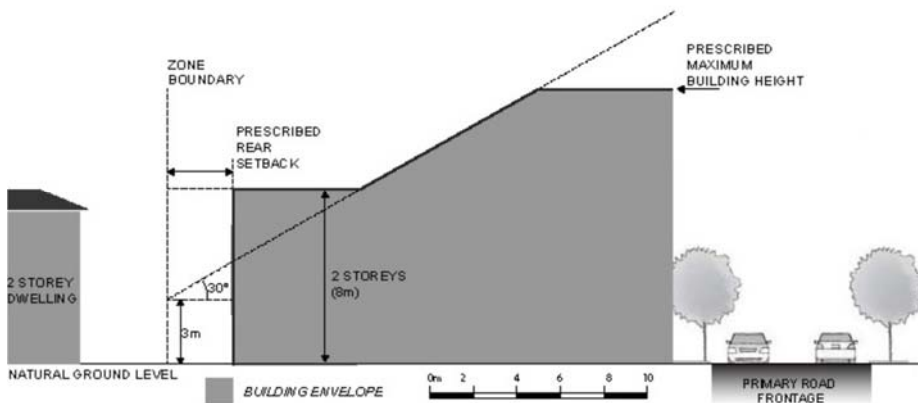
- 1312 Except where airport building height restrictions prevail, or where Concept Plan Maps of this Development Plan prescribe otherwise, or the interface height provisions require a lesser height, building heights (excluding any rooftop mechanical plant or equipment) should be consistent with the following parameters:

Policy area	Minimum building height	Maximum building height
Boulevard Policy Area X	2 storeys	5 storeys and up to 20.5 metres 3 storeys and up to 12.5 metres
Business Policy Area X	No minimum	4 storeys and up to 16.5 metres 3 storeys and up to 12.5 metres

Interface Height Provisions

4413 Any portion of a development above two storeys (8 metres) in height should be constructed within a building envelope provided by a 30 degree plane measured from a point 3 metres above natural ground level at the zone boundary (except where this boundary is a primary road frontage), as illustrated in Figure 1, unless it is demonstrated that the proposed development minimises interface impacts including from building massing, overshadowing and overlooking with adjoining residential development. To minimise building massing at the interface with residential development outside of the zone, buildings should be constructed within a building envelope provided by a 45 degree plane, measured from a height of 3 metres above natural ground level at the allotment boundary of a residential allotment within a residential zone (except where this boundary is a southern boundary of the Primary Road Corridor), as illustrated in Figure 1:

Figure 1



7 To minimise overshadowing of sensitive development outside of the zone, buildings should be constructed within a building envelope provided by a 30 degree plane grading north, measured from a height of 3 metres above natural ground level at the southern zone boundary (Figure 2).

Figure 2

4514 To minimise overshadowing of sensitive uses outside of the zone, buildings should ensure that:

- (a) north-facing windows to habitable rooms of existing dwellings in adjacent zones receive at least 3 hours of direct sunlight over a portion of their surface between 9.00 am and 3.00 pm on 21 June
- (b) ground level open space of existing residential buildings in adjacent zones receive direct sunlight for a minimum of 2 hours between 9.00 am and 3.00 pm on 21 June to at least the smaller of the following:
 - (i) half of the existing ground level open space
 - (ii) 35 square metres of the existing ground level open space (with at least one of the area's dimensions measuring 2.5 metres).

Setbacks from Road Frontages

4615 Buildings (excluding verandas, porticos and the like) should be set back from the primary road frontage in accordance with the following parameters:

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Appendix 3: Proposed Amended Urban Corridor Zone Draft Policy

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Policy area	Minimum setback from the primary road frontage where it is Marion Road	Minimum setback from the primary road frontage in all other cases
Boulevard Policy Area X	No minimum	3 metres
Business Policy Area X	50 per cent of the ground floor of the building should be set back 2 metres from the Marion Road Corridor, <u>no minimum for remainder</u>	3 metres

478 Buildings (excluding verandas, porticos and the like) should be set back from the secondary road frontage or a vehicle access way in accordance with the following parameters:

Policy area	Minimum setback from secondary road	Minimum setback from a rear access way
Boulevard Policy Area X	1 metre	No minimum where the access way is 6.5 metres or more OR Where the access way is less than 6.5 metres in width, the distance equal to the additional width required to make the access way 6.5 metres or more, to provide adequate manoeuvrability for vehicles
Business Policy Area X	1 metre	As above

Other Setbacks

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

Policy area	Minimum setback from rear allotment boundary	Minimum setback from side boundaries (where not on a street boundary)
Boulevard Policy Area X	5 metres where the subject land directly abuts an allotment of a different zone 3 metres in all other cases, except where the development abuts the wall of an existing or simultaneously constructed building on the adjoining land.	For allotments with a frontage width of 20 metres or less: n No minimum up to a height of 2 storeys and 3 metres above this height. For allotments with a frontage width of more than 20 metres: 2 metres.
Business Policy Area X	As above	As above

Commented [DM1]: A difference in frontage width should not require different side boundary setbacks, as smaller sites are rewarded with lesser setbacks, discouraging allotment amalgamation

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Vehicle Parking

Commented [RH2]: Adapted from West Torrens' UCZ

4918 Development should provide off-street vehicle parking and specifically marked accessible car parking places to meet anticipated demand in accordance with *Table Mar/X - Off-street Vehicle Parking Requirements for Designated Areas*.

2019 Loading areas and designated parking spaces for service vehicles should:

- (a) be provided within the boundary of the allotment
- (b) not be located where there is parking provided for any other purpose.

2420 Vehicle parking spaces and multi-level vehicle parking structures within buildings should:

- (a) enhance active street frontages by providing land uses such as commercial, retail or other non-car park uses along ground floor street frontages
- (b) complement the surrounding built form in terms of height, massing and scale
- (c) incorporate facade treatments along major street frontages that are sufficiently enclosed and detailed to complement neighbouring buildings consistent with the desired character of the locality.

2221 In mixed use buildings, the provision of vehicle parking may be reduced in number and shared where the operating hours of commercial activities complement the residential use of the allotment.

Land Division

2322 Land division in the zone is appropriate provided new allotments are of a size and configuration to ensure the objectives of the zone can be achieved.

Boulevard Policy Area X

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

OBJECTIVES

- 1 Medium and high rise development framing the street, including mixed use buildings that contain shops, offices and commercial development at lower floors with residential land uses above.
- 2 A uniform streetscape edge established through a largely consistent front setback and tall, articulated building façades.
- 3 Development that does not compromise the transport functions of the Marion Road corridor.
- 4 Development that contributes to the desired character of the policy area.

DESIRED CHARACTER

Development in the policy area will enhance the character of the wide avenue that is uniformly planted with tall trees spaced at regular intervals. The transport function of the Marion Road corridor as a strategic transport route will be maintained and pedestrian areas will be enhanced to maximise safety and promote activity in appropriate locations.

Buildings will be medium and high rise to frame, and be proportionate in height to the width of the road. Views to the city/hills from buildings and from the road will be maintained and considered in the design of development. Buildings will also be set back uniformly from the main road frontage to reinforce the consistent built form façade, provide space for landscaping and pedestrian environment enhancement. Buildings will provide tall walls when viewed from the main road but may be articulated with finer details such as balconies and verandas, and canopies over the ground floor.

Development on key corner sites will enhance the gateway function through the use of taller buildings that provide a strong built form edge and pedestrian scale detailing to both street frontages.

The use of buildings that incorporate podium elements (where higher floors of the building are set back further than ground and lower level floors) may be used to improve air quality through greater air circulation and enhance solar access, privacy and outlook for both the residents of the building and neighbors. Podium buildings that frame the street in proportion to the width of the road are encouraged.

On-site vehicle parking will not be visible from the primary street frontage through the use of design solutions such as locating parking areas behind the front building façade and screening undercroft parking areas with landscaping and articulated screening.

PRINCIPLES OF DEVELOPMENT CONTROL

Land use

- 1 Development should predominantly comprise mixed use buildings, with non-residential development at the ground / first floor and residential development above, and wholly residential buildings.

Form and Character

- 2 Development should be consistent with the desired character for the policy area.
- 3 Shops or groups of shops contained in a single building, other than a restaurant, should have a gross leasable area of less than 2000 square metres.
- 4 The finished ground floor level should be at grade and level with the footpath.

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- 5 [Multi-storey buildings should include a variety of internal designs that will facilitate adaptive reuse, including the conversion of ground floor residential to future commercial use \(i.e. by including floor to ceiling heights suitable for commercial use\). The ground floor of buildings should be built to dimensions including a minimum floor to ceiling height of 4.5 metres to allow for adaptation to a range of land uses including retail, office and residential without the need for significant change to the building.](#)
- 6 A minimum of 50 per cent of the ground floor primary frontage of buildings should be visually permeable, transparent or clear glazed to promote active street frontages and maximise passive surveillance.

Business Policy Area X

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

OBJECTIVES

- 1 A ~~mixed use~~ business policy area that accommodates a range of commercial and light industrial land uses ~~together with compatible medium and high density residential development.~~
- 2 Development that minimises any adverse impacts upon the amenity of the locality within the zone.
- 3 A high standard of development which promotes distinctive building, landscape and streetscape design, with high visual and environmental amenity.
- 4 Development that contributes to the desired character of the policy area.

Commented [RH3]: Residential uses are generally incompatible with the types of land uses currently within and envisaged within this proposed Policy Area

DESIRED CHARACTER

This policy area will have a strong employment focus, encouraging the continuation and expansion of retail, office, commercial and light industrial uses with supporting ~~medium density residential and shops~~ to support the local workforce's daily needs.

Development will be varied in form to accommodate a mixture of commercial and business land uses, ~~with residential dwellings located above the ground floor.~~

Solid masonry front fencing will be a maximum of 1.2 metres and used to define private and public space.

Parking will be predominantly at the rear of buildings and vehicle access will be from the rear or side rather than the main road, where possible. Some parking at the front of the building on the site is anticipated for short term use. The creation of laneways and shared vehicle access is encouraged.

The environmental performance of new development needs to take account of the amenity of adjoining localities, by incorporating improved emission controls, management measures, building appearance treatments, landscaping and other design measures, to ensure minimal adverse impact.

Development is expected to promote attractive frontages and park-like settings to enhance the visual qualities and streetscape of the Marion Road corridor. Building styles may be varied and display high aesthetic qualities to enhance the visual character of the locality.

The footpath will be sheltered with awnings, verandas and similar structures, and street tree planting will provide shade and shelter and soften hard building edges.

Commented [RH4]: Inserted from DC of Industry/Commerce PA 4

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 The following types of development, or combination thereof, are envisaged in the Business Policy Area and are additional to those identified in the zone:
 - depot
 - bulky goods outlet
 - light industry
 - service industry

Commented [DM5]: Many of the envisaged uses may not be compatible with residential development

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Marion Council
Zone Section
Urban Corridor Zone
Business Policy Area X

- service trade premises
- store
- warehouse.

2 ~~Land uses on the ground floor of buildings should be non-residential.~~

3 Shops or groups of shops should have a ~~gross~~ leasable area of less than 500 square metres.

Form and Character

5 Development should be consistent with the desired character for the policy area.

6 Vehicle parking should be predominantly located at the rear or underneath buildings with limited short-term parking located to the front.

7 ~~The ground floor of buildings should be built to dimensions including a minimum floor to ceiling height of 4.5 metres to allow for adaptation to a range of land uses including retail, office and residential without the need for significant change to the building.~~

8 A minimum of 50 per cent of the ground floor primary frontage of buildings should be visually permeable, transparent or clear glazed to promote active street frontages and maximise passive surveillance.

Commented [RH6]: (Conversion note: local scale retail activity is anticipated in this policy area. This floor area can be varied based on strategic retail analysis that demonstrates a different figure is appropriate.)

Commented [RH7]: There are already a range of other light industries in the Industry/Commerce Policy Area 4

PROCEDURAL MATTERS

Complying Development

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

In addition, the following forms of development are designated as complying subject to the conditions contained in [Table X/X – Conditions for Complying Development](#) and [Table X/X – Off-street Vehicle Parking Requirements](#):

- (a) change in the use of land, from residential to office on the ground or first floor of a building
- (b) change in the use of land, from residential to shop less than 250 square metres on the ground floor of a building.

Non-complying Development

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

Form of development	Exceptions
Industry	Except light industry or service industry where located within the Business Policy Area X
Fuel depot	
Petrol filling station	Except where located within the Business Policy Area X
Public service depot	Except where located within the Business Policy Area X
Road transport terminal	
Service trade premises	Except where located within the Business Policy Area X
Store	Except where located within the Business Policy Area X
Transport depot	
Warehouse	Except where located within the Business Policy Area X
Waste reception storage treatment and disposal	

Public Notification

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

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

Category 1	Category 2
Advertisement	All forms of development not listed as Category 1.
Aged persons accommodation	Any development listed as Category 1 and located directly adjacent to a different zone that exceeds the Building Envelope and Interface Height Provisions.
All forms of development that are ancillary and in association with residential development	
Consulting room	

Category 1	Category 2
Dwelling	
Educational establishment	
Light industry where located within the Business Policy Area X	
Office	
Pre-school	
Primary school	
Residential flat building	
Retirement village	
Service industry where located within the Business Policy Area X	
Service trade premises where located within the Business Policy Area X	
Store where located within the Business Policy Area X	
Supported accommodation	
Shop or group of shops with a gross leasable area of 2000 square metres or less within the Boulevard Policy Area X	
Shop or group of shops with a gross leasable area of 500 square metres or less within the Business Policy Area X	
Tourist accommodation	
Warehouse where located within the Business Policy Area X	

Table Mar/2A - Off Street Vehicle Parking Requirements for Designated Areas

Interpretation

- 1 The vehicle parking rates table applies to Designated Areas listed below except where:
- (a) any applicable condition(s) is/are not met
 - (b) the zone provisions require a lesser amount of on-site vehicular parking spaces than the amount determined using the vehicle parking rates tables below.

Designated Areas

- 2 The following are Designated Areas:

Designated Area	Conditions
Suburban Activity Node Zone	None
Urban Corridor Zone	None
District Centre Zone	Any part of the development site is located in accordance with at least one of the following: <ul style="list-style-type: none"> (a) within 200 metres of any section of road reserve along which a bus service operates as a high frequency public transit service⁽²⁾ (b) within 400 metres of a bus interchange⁽¹⁾ that is part of a high frequency public transit service⁽²⁾ (c) within 400 metres of an O-Bahn interchange⁽¹⁾ (d) within 400 metres of a passenger rail station⁽¹⁾ that is part of a high frequency public transit service⁽²⁾ (e) within 400 metres of a passenger tram station⁽¹⁾ (f) within 400 metres of the Adelaide Parklands.
Local Centre Zone	
Neighbourhood Centre Zone	
Regional Centre Zone	

⁽¹⁾ Measured from an area that contains any platform(s), shelter(s) or stop(s) where people congregate for the purpose waiting to board a bus, tram or train, but does not include areas used for the parking of vehicles

⁽²⁾ A high frequency public transit service is a route serviced every 15 minutes between 7.30am and 6.30pm Monday to Friday and every 30 minutes at night, Saturday, Sunday and public holidays until 10pm.

Applicable off-street vehicular parking requirements

- 3 Development should provide off-street vehicle parking in accordance with the table(s) below. A lesser number of parking spaces may be provided based on the nature of the development and parking conditions in the wider locality including (but not limited to) the following:
- (a) the development is a mixed use development with integrated (shared) parking where the respective peak parking demands across the range of uses occurs at different times
 - (b) the development is sited in a locality where the respective peak demands for parking for the range of uses (existing and proposed) occurs at different times and suitable arrangements are in place for the sharing of adjoining or nearby parking areas
 - (c) the development involves the retention and reuse of a place of heritage value, where the provision of on-site parking is constrained

- (d) suitable arrangements are made for any parking shortfall to be met elsewhere or by other means (including a contribution to a car parking fund)
- (e) generous on-street parking and/or public parking areas are available and in convenient proximity, other than where such parking may become limited or removed by future loss of access, restrictions, road modifications or widening.
- (f) the site of the development is located within distances specified in the conditions applicable to Designated Areas for at least two different public transit modes.

TABLES: VEHICLE PARKING RATES

TABLE 1: Non-residential development (excluding light industry and tourist accommodation)

Location of development	Desired minimum number of vehicle parking spaces	Maximum number of vehicle parking spaces
All Designated Areas (unless otherwise stated)	3 spaces per 100 square metres of gross leasable floor area	6 spaces per 100 square metres of gross leasable floor area
Core Area as shown on Concept Plan Map XX of the Suburban Activity Node Zone	3 spaces per 100 square metres of gross leasable floor area	5 spaces per 100 square metres of gross leasable floor area
Boulevard Policy Area X of the Urban Corridor Zone	3 spaces per 100 square metres of gross leasable floor area	5 spaces per 100 square metres of gross leasable floor area

TABLE 2: Tourist accommodation

Location of development	Desired minimum number of required vehicle parking spaces	Maximum number of vehicle parking spaces
Urban Corridor Zone and Suburban Activity Node Zone	1 space for every 4 bedrooms up to 100 bedrooms and 1 space for every 5 bedrooms over 100 bedrooms	1 space for every 2 bedrooms up to 100 bedrooms and 1 space for every 4 bedrooms over 100 bedrooms

TABLE 3: Residential development, in the form of residential flat buildings and residential development in multi-storey buildings

Location of development	Rate for each dwelling based on number of bedrooms per dwelling	Plus number of required visitor parking spaces
Core Area as shown on Concept Plan Map XX of the Suburban Activity Node Zone	0.25 per studio (no separate bedroom) 0.75 per 1 bedroom dwelling	0.25 per dwelling
Boulevard Policy Area X within the Urban Corridor Zone	1 per 2 bedroom dwelling 1.25 per 3 + bedroom dwelling	
Transition Area/Any other area not designated on Concept Plan Map XX of the Suburban Activity Node Zone	0.5 per studio (no separate bedroom) 1 per 1 bedroom dwelling 1.5 per 2 bedroom dwelling	0.25 per dwelling
Business Policy Area X within the Urban Corridor Zone	2 per 3 + bedroom dwelling	

TABLE 4: Row, semi-detached and detached dwellings

Location of development	Number of bedrooms, or rooms capable of being used as a bedroom	Number of required vehicle parking spaces
Suburban Activity Node Zone and Urban Corridor Zone	1 or 2 bedrooms	1
	3 + bedrooms	2

Table Mar/X– Off-street Bicycle Parking Requirements for Urban Corridor Zone and Suburban Activity Node Zone

The following bicycle parking requirements apply to development specifically in the **Urban Corridor Zone** and **Suburban Activity Node Zone**.

- 1 In residential and mixed use development, the provision of bicycle parking may be reduced in number and shared where the operating hours of commercial activities complement the residential use of the site.
- 2 Residential and mixed use development, in the form of multi-storey buildings, should provide bicycle parking in accordance with the following rates:

Form of development	Employee/resident (bicycle parking spaces)	Visitor/shopper (bicycle parking spaces)
Residential component of multi-storey building/residential flat building	1 for every 4 dwellings	1 for every 10 dwellings
Office	1 for every 200 square metres of gross leasable floor area	2 plus 1 per 1000 square metres of gross leasable floor area
Shop	1 for every 300 square metres of gross leasable floor area	1 for every 600 square metres of gross leasable floor area
Tourist accommodation	1 for every 20 employees	2 for the first 40 rooms plus 1 for every additional 40 rooms

Neighbourhood Centre Zone

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

OBJECTIVES

- 1 A centre providing a range of facilities to meet the shopping, community, business, and recreational needs of the surrounding neighbourhood.
- 2 A centre that provides the main focus of business and community life outside a district centre, and provides for the more frequent and regularly recurring needs of a community.
- 3 A centre accommodating residential development above non-residential development.
- 4 Development that contributes to the desired character of the zone.

DESIRED CHARACTER

This zone will provide a range of services and facilities to cater for the daily and weekly needs of the surrounding population.

The development of neighbourhood centres that will be comprised of the following key elements:

- multi-storey construction
- street level uses that consist primarily of retail, service or office
- zero setback and active frontages to primary streets
- upper floor uses that may include offices but are generally residential
- shared parking and the location of on-site parking behind buildings
- wide footpaths, street furniture and awnings that create a pedestrian-friendly environment
- public / communal spaces for community interaction.

New development will have limited setbacks from arterial or secondary arterial road property boundaries and provide a continuous built-edge to the street with unifying features such as verandas and similar façade treatment. Buildings will incorporate verandas along the street frontage for pedestrian comfort.

Car parking areas will be provided to the rear of buildings with access from the side streets. Densely planted landscape buffers will be provided along the interface of the centre and adjoining zones.

Residential development in the form of two ~~and three to four~~ storey residential flat buildings or dwellings above consulting rooms, offices, shops and community uses are envisaged within the zone.

The Marion Hotel site in the Marion/Mitchell Park Neighbourhood Centre could be developed up to 6 storeys in height, but should incorporate transitional built form to respect lower scale residential development to the east. New development will maintain and enhance the mature vegetation on the land.

Residential dwellings on Chambers Street should be developed up to 3 storeys in height to enhance interface with the Park Holme Shopping Centre to the north.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 The following forms of development are envisaged in the zone:
 - bank
 - child care facility
 - consulting room
 - dwelling sited above a non-residential land use
 - library
 - health centre
 - office
 - petrol filling station
 - place of worship
 - playing field
 - pre-school
 - primary school
 - recreation area
 - restaurant
 - shop
 - supermarket.
- 2 Development listed as non-complying is generally inappropriate.
- 3 Residential development and development comprising a variety of residential and non-residential uses may be undertaken provided such development does not prejudice the operation of existing or future non-residential activity within the zone.

Form and Character

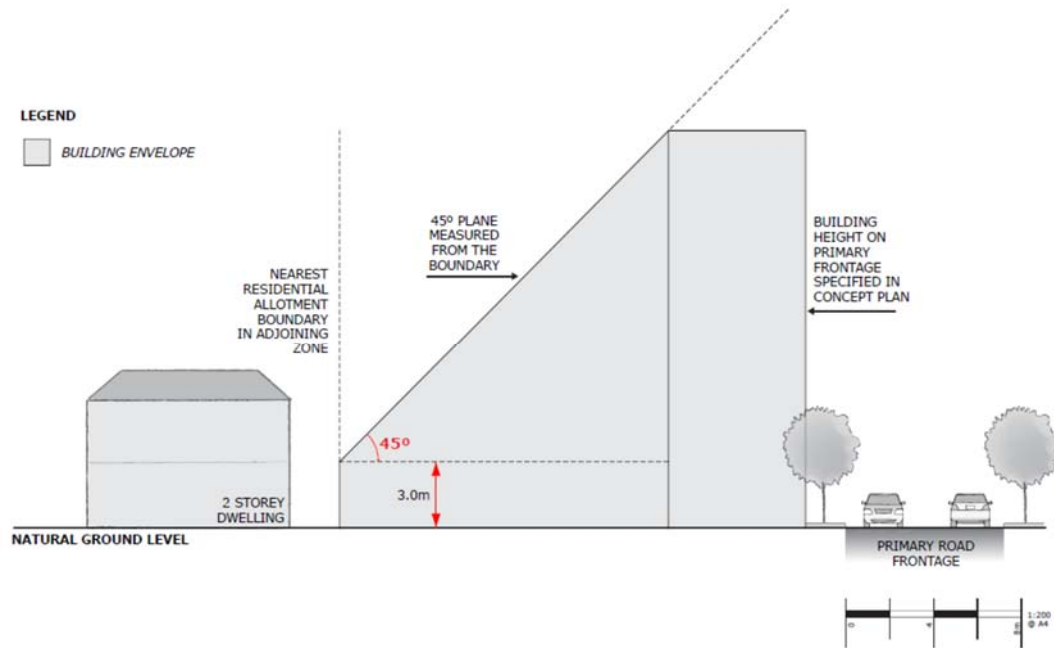
- 4 Development should not be undertaken unless it is consistent with the desired character for the zone.
- 5 Dwellings should be located only above non-residential uses on the same allotment, unless the dwelling is located in the Park Holme Neighbourhood Centre on the southern side of Chambers Street.
- 6 The maximum gross leasable retail floor areas in the following centres should generally be in the order of the amounts shown in the table below:

Location of Neighbourhood Centre	Area (square metres)
Marion Road - Ascot Park	2000
Marion Road - Marion/Mitchell Park	2500
Marion Road - Park Holme	4500
Marion Road - South Plympton	1200
South Road - Clovelly Park	2000

- 7 Development of the following respective centres should be carried out in accordance with the concepts shown on:
 - (a) [Concept Plan Map Mar/1 - Clovelly Park Centre and Commercial](#)
 - (b) [Concept Plan Map Mar/3 - Marion/Mitchell Park Neighbourhood Centre](#)

(c) Concept Plan Map Mar/4 - Park Holme Neighbourhood Centre.

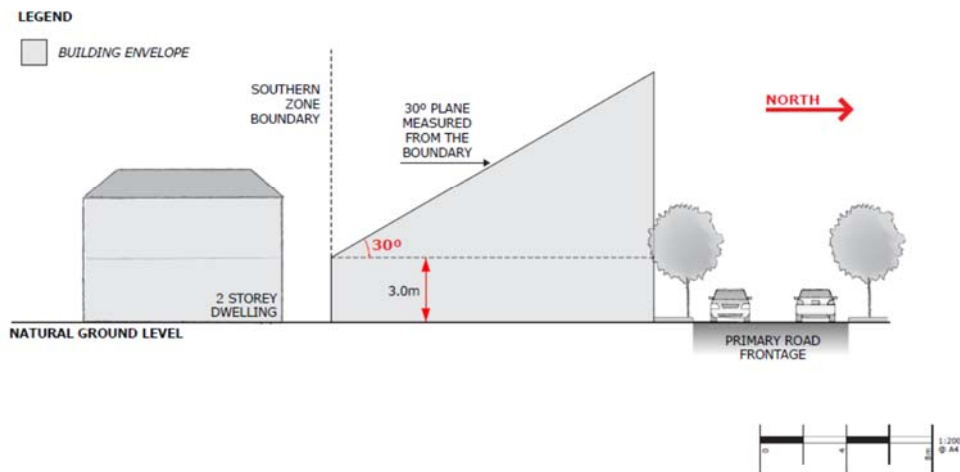
- 8 Buildings should be a minimum of two storeys and maximum of four storeys in height, except where otherwise identified on the relevant Concept Plans.
- 9 To minimise building massing at the interface with residential development outside of the zone, buildings should be constructed within a building envelope provided by a 45 degree plane, measured from a height of 3 metres above natural ground level at the allotment boundary of a residential allotment within a residential zone (except where this boundary is a southern boundary or the Primary Road Corridor), as illustrated in **Figure 1**:

Figure 1

- 10 To minimise overshadowing of sensitive development outside of the zone, buildings should be constructed within a building envelope provided by a 30 degree plane grading north, measured from a height of 3 metres above natural ground level at the southern zone boundary (**Figure 2**).

Figure 2

APPENDIX 4



- 11 Residential development should include a diversity of housing types and densities while not detracting from the primary function of the centre.

Vehicle Parking

- 12 Vehicle parking should be provided in accordance with the rates set out in [Table Mar/2 - Off Street Vehicle Parking Requirements](#) or [Table Mar/2A - Off Street Vehicle Parking Requirements for Designated Areas](#) (whichever applies).'

Land Division

- 13 Land division in the zone is appropriate provided new allotments are of a size and configuration to ensure the objectives of the zone can be achieved.

PROCEDURAL MATTERS

Complying Development

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

In addition, the following forms of development (except where the development is non-complying) are complying:

A change of use to a shop, office, consulting room or any combination of these uses where all of the following are achieved:

- (a) the area to be occupied by the proposed development is located in an existing building and is currently used as a shop, office, consulting room or any combination of these uses
- (b) the building is not a State heritage place
- (c) it will not involve any alterations or additions to the external appearance of a local heritage place as viewed from a public road or public space

APPENDIX 4

- (d) if the proposed change of use is for a shop that primarily involves the handling and sale of foodstuffs, it achieves either (i) or (ii):
 - (i) all of the following:
 - (A) areas used for the storage and collection of refuse are sited at least 10 metres from any Residential Zone boundary or a dwelling (other than a dwelling directly associated with the proposed shop)
 - (B) if the shop involves the heating and cooking of foodstuffs in a commercial kitchen and is within 30 metres of any Residential Zone boundary or a dwelling (other than a dwelling directly associated with the proposed shop), an exhaust duct and stack (chimney) exists or is capable of being installed for discharging exhaust emissions
 - (ii) the development is the same or substantially the same as a development, which has previously been granted development approval under the *Development Act 1993* or any subsequent Act and Regulations, and the development is to be undertaken and operated in accordance with the conditions attached to the previously approved development
- (e) if the change in use is for a shop with a gross leasable floor area greater than 250 square metres and has direct frontage to an arterial road, it achieves either (i) or (ii):
 - (i) the primary vehicle access (being the access where the majority of vehicles access / egress the site of the proposed development) is from a road that is not an arterial road
 - (ii) the development is located on a site that operates as an integrated complex containing two or more tenancies (and which may comprise more than one building) where facilities for off-street vehicle parking, vehicle loading and unloading, and the storage and collection of refuse are shared
- (f) off-street vehicular parking is provided in accordance with the rate(s) specified in [Table Mar/2 - Off Street Vehicle Parking Requirements](#) or the desired minimum rate in [Table Mar/2A - Off Street Vehicle Parking Requirements for Designated Areas](#) (whichever table applies) to the nearest whole number, except in any one or more of the following circumstances:
 - (i) the building is a local heritage place
 - (ii) the development is the same or substantially the same as a development, which has previously been granted development approval under the *Development Act 1993* or any subsequent Act and Regulations, and the number and location of parking spaces is the same or substantially the same as that which was previously approved
 - (iii) the development is located on a site that operates as an integrated complex containing two or more tenancies (and which may comprise more than one building) where facilities for off-street vehicle parking, vehicle loading and unloading, and the storage and collection of refuse are shared.

Non-complying Development

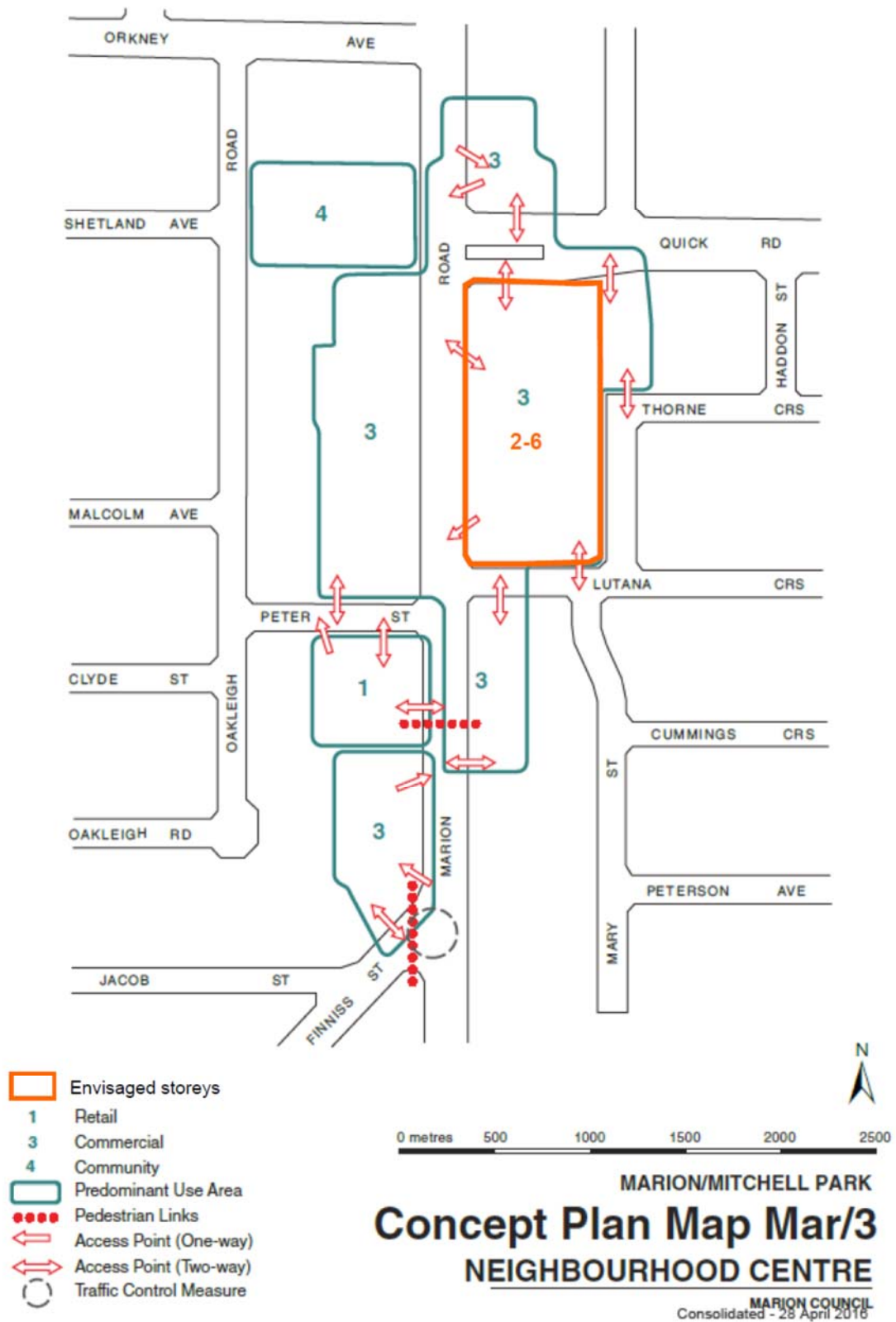
Development (including building work, a change in the use of land, or division of an allotment) for the following is non-complying:

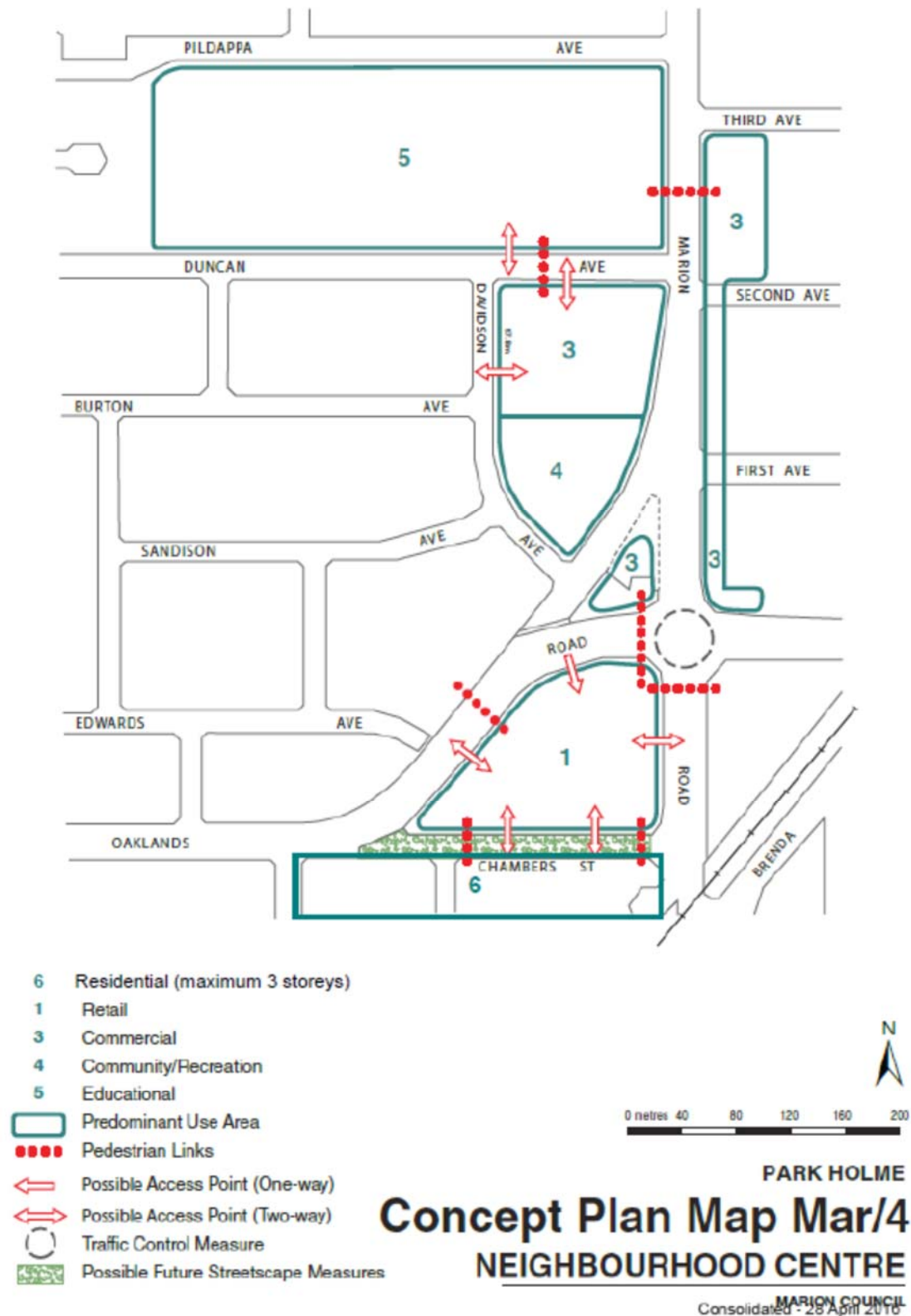
APPENDIX 4

Form of Development	Exceptions
Advertisement and/or advertising hoarding	Except where the advertisement and/or advertising hoarding achieves any one of the following: <ul style="list-style-type: none"> (a) it is attached to a building or structure where the height of the advertisement does not exceed the height of the roof of the walls or parapet of the building or structure by more than 2 metres (b) it is freestanding and has a height not exceeding 8 metres (c) it is located on a side or rear wall facing and not within 50 metres of an abutting residential zone.
Dwelling	Except where one of the following apply: <ul style="list-style-type: none"> a) the dwelling is located on the southern side of Chambers Street in Park Holme Neighbourhood Centre Zone b) the dwelling is in conjunction with a non-residential development and is sited above or behind the non-residential development on the same allotment.
Fuel depot	
Horticulture	
Industry	
Major public service depot	
Motor repair station	
Prescribed mining operation	
Residential flat building	Except where one of the following apply: <ul style="list-style-type: none"> c) the residential flat building is located on the southern side of Chambers Street in Park Holme Neighbourhood Centre Zone d) the residential flat building is in conjunction with a non-residential development and is sited above or behind the non-residential development on the same allotment.
Road transport terminal	
Special industry	
Stadium	
Store	
Telecommunications facility	Except a telecommunications facility 30 metres or less in height from natural ground level.
Warehouse	
Waste reception, storage, treatment or disposal	
Wrecking yard	

Public Notification

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





**CITY OF MARION
URBAN PLANNING COMMITTEE MEETING
1 AUGUST 2017**

Originating Officer: Robert Tokley, Acting Manager Development & Regulatory Services

General Manager: Abby Dickson, General Manager City Development

Subject: Housing Diversity Development Plan Amendment (DPA) – Consolidation of policy areas in the south

Report Reference: UPC010817R7.5

REPORT OBJECTIVES/SUMMARY

This report continues investigations for the proposed Housing Diversity Development Plan Amendment (DPA) to further the directions identified in the Statement of Intent (SOI). The report investigates the facilitation of appropriate higher density and increased housing diversity in the southern suburbs of the Council area, whilst consolidating the number of residential policy areas.

RECOMMENDATION

DUE DATE

That the Urban Planning Committee:

- | | |
|---|-----------------------------|
| <p>1. Reviews/considers the proposed consolidation of residential policy areas in the southern suburbs via the proposed “Southern Hills Policy Area 18”.</p> | <p>1 August 2017</p> |
|---|-----------------------------|

BACKGROUND

At the Urban Planning Committee meeting held on 7 February 2017, the Committee agreed to expand the Southern Policy Area 18 to encompass appropriate parts of the Hills Policy Area 11. The Committee also agreed to reduce minimum site dimensions throughout the Southern Policy Area 18 and Hills Policy Area 11 to facilitate greater housing diversity.

An Elected Member has recently requested that staff review the proposed policy areas to ascertain whether it is appropriate to consolidate the number of residential policy areas in the southern part of the Council area.

DISCUSSION

The analysis in Appendix 1 considers the broader context of all residential policy areas in the southern part of the Council area (south of Seacombe Road and with the exception of the Worthing Mine Policy Area 20) to analyse optimum development outcomes to facilitate greater housing diversity, but at the same time ensuring that sites with steep land gradient are developed at lower densities.

It is suggested that the Hills Policy Area 11, Southern Policy Area 18 and Cement Hill Policy Area 10 are combined and replaced with a new proposed “Southern Hills Policy Area 18”.

The development potential of each site within the new Policy Area will be dependent on key criteria such as site area, site frontage and site gradient. It will be the responsibility of each

applicant to identify site gradient, as Council currently does not have this capacity. This is standard practice at present.

An issue that has become apparent is that, in trying to consolidate the number of residential policy areas in a part of the Council that differs immensely in the gradient of the land, certain criteria may have a much greater impact/consequence on adjoining properties depending on the gradient of the site (i.e. allotment sizes, setbacks (particularly rear and side) etc.). Bulk, scale, overshadowing and privacy may become a greater issue than is currently the case. This matter may require further consideration by the Committee.

It is acknowledged the proposed Southern Hills Policy Area incorporates a 'simplified' approach to increasing densities, in that the policy area does not specifically target increased densities adjacent train stations and centre zones – rather changes proposed to minimum allotment areas are throughout the policy area. However, the topography of the land and size of allotments adjacent train stations and centre zones in the proposed Southern Hills Policy Area nonetheless enable redevelopment and increased densities as per the intent of the UPC's resolution and in alignment with sound planning practice.

Further, it is recognised that the minimum allotment area for row, group and residential flat dwellings has marginally increased for land currently in the Southern Policy Area, however, many sites in this policy area rarely incorporate appropriate depth (45m+) for group and residential flat dwellings. Further, there has been very little 'take up' of row dwellings in the Southern Policy Area as the frontage width (8.0 metres) tends to encourage this form of development on corner sites only. The proposed policy is likely to continue this direction, albeit, with an increased frontage width from 8 to 9 metres and site area from 280 to a minimum of 300 square metres.

The analysis and draft policy is contained within Appendix 1.

CONCLUSION

The UPC are to consider whether consolidation of policy areas in the southern parts of the Council area is desired and whether the recommended draft policy captures the desired development outcomes for the southern suburbs.

APPENDICES

- Appendix 1: Analysis – Consolidation of residential Policy Areas in the south
- Appendix 2: Site dimension analyses
 - 2a: Existing Southern Policy Area 18
 - 2b: Existing Hills Policy Area 11
 - 2c: Previously proposed expanded Southern Policy Area 18
 - 2d: Proposed "Southern Hills Policy Area"

APPENDIX 1

CONSOLIDATION OF RESIDENTIAL POLICY AREAS IN THE SOUTHERN SUBURBS

CITY OF MARION HOUSING DIVERSITY DPA – JULY/AUGUST 2017

INTRODUCTION

Marion Council's Housing Diversity Development Plan Amendment (DPA) Statement of Intent (SOI) (Amended June 2017) identified the following directions in Hills Policy Area 11 and Southern Policy Area 18:

- *Encourage higher densities and increased housing diversity in appropriate parts of the **Hills Policy Area 11** by including those areas within the Southern Policy Area 18. Localities for investigation include:*
 - *along the southern side of Seacombe Road (within Seacombe Heights, Seaview Downs and Darlington) where land is less undulating and located within convenient walking distance of activity centres.*
 - *areas within convenient walking distance of the Hallett Cove and Hallett Cove Beach railway stations, having regard to land gradient.*
 - *in Marino where located within convenient walking distance to Marino and Marino Rocks Railway Stations, having regard to land gradient and the higher density provisions in the suburb of Kingston Park of Holdfast Bay Council to the north.*
- *Review minimum site dimension provisions in the **Southern Policy Area 18** to facilitate opportunities for increased housing diversity.*
- *Review minimum site areas in the **Hills Policy Area 11** to facilitate opportunities for higher densities, whilst ensuring development sites are appropriate for the land gradient.*

At the Urban Planning Committee (UPC) meeting held on 7 February 2017, members agreed to the above approach to facilitate greater housing diversity (see report "Analysis of potential for increased housing diversity and density within the southern suburbs"). However, an Elected Member has recently raised the idea of implementing a single policy area in the southern suburbs. This report will investigate the feasibility, implications and appropriateness of implementing a single policy area that facilitates greater housing diversity, whilst limiting development density relative to land gradient.

CURRENT SITUATION

The southern suburbs comprise three dominant residential Policy Areas - Hills Policy Area 11, Southern Policy Area 18 and Worthing Mine Policy Area 20.

These Policy Areas cover the suburbs of Darlington, Seacombe Heights, Seaview Downs, Seacliff Park, Marino, Hallett Cove, Sheidow Park, Trott Park and O'Halloran Hill.

Three other residential Policy Areas also occupy land south of Seacombe Road; the Cement Hill Policy Area 10, the Watercourse Policy Area 19 and the Coastal Policy Area 21. Given the existing environmental constraints

APPENDIX 1

impacting upon Policy Areas 19 and 21, the Cement Hill Policy Area 10 is the only additional Policy Area administration considers warrants review.

Copies of the current Cement Hill Policy Area 10, Hills Policy Area 11 and Southern Policy Area 18 module within the City of Marion Development Plan (**Attachment A, B and C**), and the proposed amended Southern Policy Area 18 as approved by the UPC at the 7 February 2017 (**Attachment D**), are attached to this report to provide Committee Members with an opportunity to undertake a more detailed comparison between the existing and proposed policy areas. **Attachment E** includes changes to the Residential Zone and the proposed Southern Hills Policy Area.

POLICY AREAS

For the purpose of this analysis, the entire area of the **Hills Policy Area 11** has been included within the scope to increase housing diversity and density. This approach differs to that previously considered by the UPC on the basis that the minimum allotment area desired within the proposed Southern Hills Policy Area relies upon land grade, rather than targeted areas within the Hills Policy Area 11.

Whilst not included in the original SOI, administration consider it appropriate that the **Cement Hill Policy Area 10** (west of Ocean Boulevard and adjacent the Marion Golf Park) also be included for consideration, given that a number of recently-constructed dwellings are sited on allotments of 300 – 500 square metres and there remains a potential that this area will have strong connectivity to that part of Seaclyff Park, which is subject to the 'Seaclyff Park DPA' to allow for mixed-use development.

All areas currently located within **Southern Policy Area 18** (Hallett Cove, Sheidow Park, Trott Park and O'Halloran Hill) are being considered in this analysis.

The **Worthing Mine Policy Area 20** is a relatively newly developed area seeking for, and generally comprising smaller allotments, and therefore is unlikely to be redeveloped in the near future. As such, it has not been included in this analysis.

As identified above, due to existing environmental constraints impacting upon the Watercourse Policy Area 19 and Coastal Policy Area 21, they have not been included in this analysis.

HILLS POLICY AREA 11

The Hills Policy Area 11 currently seeks for low-density dwellings on new allotments no less than 700 square metres. Members have raised concern that the current policies do not provide for housing choice and generally prevents older residents to remain in the area whilst 'down-sizing'.

Parts of Darlington, Seacombe Heights and Seaview Downs within the Hills Policy Area 11 have reasonable access to the Marion Regional Centre and several Neighbourhood Centres, whilst the land area in close proximity to Seacombe Road (approximately 500 metres) incorporates a relatively gentle grade, enabling greater densities with reduced likelihood of inappropriate earthworks and other issues associated with infill development on sloping sites, such as privacy impacts.

The areas of Marino and Hallett Cove are less connected to Centre Zones, however both suburbs incorporate two train stations on the Seaford line – the land area around these stations also, generally, incorporates a gentler grade than other parts of those suburbs. These particular areas are provided with reasonable access to quality public open space – being Council reserves and coastal walking trails and reserves.

APPENDIX 1

Furthermore, the northern parts of Marino are adjacent the suburbs of Seacliff Park and Kingston Park within the municipal area of Holdfast Bay – where minimum allotment areas for row, group and residential flat dwellings is 200 square metres and 300 square metres for detached dwellings.

The northeast part of Marino is also adjacent the sports facility on Scholefield Road comprising tennis and hockey and that part of Seacliff Park subject to the ‘Seacliff Park DPA’ enabling mixed use development.

For these reasons, it is considered appropriate that Council consider reducing the minimum allotment area and frontage width for detached and group dwellings in the Hills Policy Area, and to consider allowing other dwelling types, such as semi-detached, row and residential flat dwellings in the areas currently covered by the Hills Policy Area 11.

SOUTHERN POLICY AREA 18

The “Desired Character” and associated policy for Southern Policy Area 18 somewhat reflects the diversity of housing types and allotment sizes being considered for the identified areas within the previously-proposed Hills Infill Policy Area in Marino and Hallett Cove. The topography of the land in Southern Policy Area 18, being typically undulating with some areas of steeper terrain, is similar to that found in parts of Marino and Hallett Cove.

There has been little uptake of redevelopment at higher densities within Southern Policy Area 18 to date. This could be due to a combination of dwelling stock age, capital/site value and the restrictive nature of policy criteria in relation to site frontages, site area and site coverage.

CEMENT HILL POLICY AREA 10

The Cement Hill Policy Area 10 covers land west of Ocean Boulevard and to the east of the Marion Golf Park. A number of dwellings have been constructed in the last 15 years – typically on allotments ranging from 300 – 500 square metres.

A majority of the original housing stock appears to have been constructed in the 1950s-60s and are sited on sloping allotments ranging between 700 -1100 square metres.

A large undeveloped parcel of land (7-9 Clubhouse Road) of some 21,000 square metres, owned by the City of Marion, is sited west of those dwellings with a frontage to Mariner Avenue.

The current policies for the Cement Hill Policy Area seeks for detached dwellings only, with a site area of 420 square metres and a frontage width of 15 metres. This makes redevelopment of some properties, particularly those with generous depth, difficult.

Land in this Policy Area is likely, over time, to have strong connectivity with that part of Seacliff Park subject to the ‘Seacliff Park DPA’ to enable mixed-use development. As there will be shopping and open space provisions made available via this DPA, it is considered appropriate for increased housing choice in this part of the Council.

LAND GRADIENTS

It is considered appropriate that to provide housing choice, whilst increasing housing density in those localities that are most appropriate (due to their locational attributes and flatter gradient), that the minimum allotment area and frontage width for all dwelling types is based upon the gradient of the land. This is similar to that which currently applies in the Worthing Mine Policy Area.

APPENDIX 1

Further, it is considered appropriate that a range of dwelling types are permitted throughout the area, to ensure housing choice.

Council's land gradient mapping identifies substantial areas within the area under analysis incorporating a grade no steeper than 1:10 (10%). Land of this grade is considered appropriate for development at higher densities than the existing housing stock. There are areas where the gradient is steeper. These areas are less likely to be redeveloped, and if so, will be directed to be at a lower density.

SITE AREAS

Table 1 shows a comparison between the minimum site requirements for the Cement Hill Policy Area 10, Hills Policy Area 11, Worthing Mine Policy Area 20, Southern Policy Area 18, previously endorsed amended Southern Policy Area 18 and a proposed new "Southern Hills Policy Area".

Table 1

DWELLING TYPE	MINIMUM SITE AREA					
	Cement Hill Policy Area 10	Hills Policy Area 11	Worthing Mine Policy Area 20	Southern Policy Area 18	Previously endorsed amended Southern Policy Area 18	Proposed Southern Hills Policy Area
Detached	420	700 – 1100*	300 – 540*	420	350	350 – 540*
Semi-detached	-	-	300 – 540*	350	300	350 – 540*
Row Dwelling	-	-	300 – 540*	280	300	300 – 540*
Residential flat building	-	-	-	300	300	300 – 540*
Group dwelling	-	700 – 1100*	-	300	300	300 – 540*
*dependent on site gradient						

The Cement Hill Policy Area requires a minimum site area of 420 for detached dwellings. No other dwelling types are envisaged in the Policy Area. By enabling all dwelling types to be considered, subject to land grade, opportunity for both housing diversity and increased density is achieved.

The Hills Policy Area 11 requires a minimum site area of 700m² for detached dwellings and group dwellings on land gradients of less than 1:10. Areas ranging between 300m² and 350m² (detached dwellings) have previously been considered appropriate by the UPC for the previously proposed Hills Infill Policy Area.

The justification for recommending an increase in the minimum allotment area from 300m² to 350m², is in part, due to the acknowledgement that the proposed 'Marion Plains Policy Area' proposed for land north of Seacombe Road is to incorporate a minimum site area of 350m² for detached dwellings. Given land north of Seacombe

The Worthing Mine Policy Area 20 requires minimum site areas of 300m² (grade < 1:20) through to 540m² (grade > 1:8) for detached, semi-detached and row dwellings, which is similar to those proposed for the Southern Hills Policy Area.

Southern Policy Area 18 currently requires 420m² for a detached dwelling, 350m² for a semi-detached dwelling and between 280-300m² for other forms of dwellings. As current allotments in the Policy Area typically range between 600m² and 800m², opportunities for redevelopment are restricted. If site areas are amended/reduced to reflect those considered appropriate for the Southern Hills Policy Area, redevelopment potential is increased considerably.

SITE FRONTAGES

Table 2 shows a comparison between the minimum frontage dimensions for the Cement Hill Policy Area 10, Hills Policy Area 11, Worthing Mine Policy Area 20, Southern Policy Area 18, previously endorsed amended Southern Policy Area 18 and proposed Southern Hills Policy Area. The table reveals that frontages for detached dwellings and group dwellings have been reduced considerably from the requirements of Hills Policy Area 11 to the proposed Southern Hills Policy Area.

Table 2

Dwelling Type	Minimum Frontage Width					
	Cement Hill Policy Area 10	Hills Policy Area 11	Worthing Mine Policy Area 20	Southern Policy Area 18	<i>Previously endorsed amended Southern Policy Area 18</i>	Proposed Southern Hills Policy Area
Detached	15	18 – 20*	10 – 18*	14	12	10 – 18*
Semi-detached	-	-	10 – 18*	12	10	10 – 18*
Row Dwelling	-	-	10 – 18*	8	9	9 – 18*
Residential flat Building	-	-	-	20	20	20
Group dwelling	-	24 – 26*	-	20	20	20
*dependent on site gradient						

APPENDIX 1

The frontage width requirements for detached dwellings in the Cement Hill and Hills Policy Areas severely restricts opportunities to divide existing allotments. By altering the criteria to a minimum of 10 metres for detached dwellings, 8 metres for row dwellings and 20 metres for group and residential flat dwellings, provides consistency with the proposed Marion Plains Policy Area. Furthermore, the need for increased frontages, based upon land grade, assists in avoiding narrow allotments on steeper land.

The frontage width requirements for detached and semi-detached dwellings in Southern Policy Area 18 are 14m and 12m respectively. As typical allotment widths within this Area are 20m – 26m, redevelopment is generally limited to semi-detached dwellings only on the wider allotments (it is noted however that under the Residential Code, site frontages for detached dwellings can be the same as those for semi-detached dwellings). If the required widths are reduced to that proposed for the Southern Hills Policy Area (minimum 10m), the redevelopment potential is increased considerably.

In regards to required widths for group dwellings and residential flat buildings, the 20m requirement in Southern Policy Area 18 and Northern Policy area 13 (not represented in the southern area but used for comparison purposes only) is considered an appropriate minimum dimension to ensure/expect a well-designed and functional development. It is noted that a reasonable number of allotments in the area range between 18m and 20m. Council could still consider proposals within this range on merit, with the shortfall in width providing Council with the opportunity to negotiate a better outcome.

A 20m dimension would also allow council the opportunity to encourage the most appropriate housing choice for a particular site (given that frontage width would be identical for 2 X detached or semi-detached dwellings and for group dwellings). Detached and semi-detached dwellings are generally more appropriate for sites that have a side-to-side cross-fall, and group dwellings are more appropriate for sites with a fall between front and back.

SITE COVERAGE

Maximum site coverage and floor area ratio requirements in the Policy Areas being considered as part of this analysis range between 35%/0.4 (Hills Policy Area 11) through to 40%/0.5 (Southern Policy Area 18). The criteria considered appropriate by the UPC for the previously proposed Hills Infill Policy Area (40%/0.6) provides for reasonably-sized development to occur on smaller allotments, located on sloping land. As such, it is recommended these figures (40%/0.6) remain applicable for the now proposed Southern Hills Policy Area.

VARIATION IN AGE AND SCALE OF RESIDENTIAL PROPERTIES

There is a variation in age and scale of residential properties in the southern area. The older and typically larger housing stock tends to be in the northern most areas in Marino, Seaview Downs, Seacombe Heights and Darlington, followed by the north-western section of Hallett Cove, Sheidow Park and Trott Park. The housing stock generally becomes more recent and sited on smaller allotments further south.

Although large in area, properties in the northern sector, including Marino and Hallett Cove, are generally quite deep (greater than 40m), but vary between 15m and around 21m in width and comprise varying degrees of steepness. Without amalgamation, the forms of development possible on the narrower allotments are limited. Semi-detached, row, group and residential flat dwellings could be possible on the wider allotments.

Properties in the northern sections of Darlington, Seacombe Heights and Seaview Downs (within approximately 500m of Seacombe Road), have relatively lower gradients and range in allotment size between 800m² and 1000m² (+/-). Frontages range from around 18m to 25m or greater and depths generally range from 36m to 45m. Opportunities for a wide variety of dwelling types are possible.

APPENDIX 1

Properties in Hallett Cove ('middle section'), Sheidow Park, Trott Park and O'Halloran Hill, although smaller in area, tend to be of sufficient width (20m – 26m) to be redeveloped with detached and semi-detached dwellings and row dwellings (if > 27m).

The most recently developed section of Hallett Cove (south of Field River), currently in Hills Policy Area 11, incorporates allotment areas at higher densities (smaller allotments (albeit considered 'low density')) than the areas to the north. It is understood that Adelaide Development Company (ADC) is currently considering seeking to rezone the Landscape Buffer Zone and extending residential development further south. Rezoning the existing residential area south of Field River to a higher density policy area (to the proposed Southern Hills Policy Area) would therefore seem a logical action.

CONCLUSION

An analysis of all existing residential policy areas in the southern suburbs has been undertaken to obtain a broader picture of the potential opportunities for greater housing diversity in the area.

It is clear that a large proportion of the older housing stock has potential for redevelopment, generally at a low density scale, dividing allotments predominantly into two, and perhaps three, on larger, less sloping sites.

Allowing minimum allotment areas to be based upon land grade, similar to that sought in the Worthing Mine Policy Area 20 is considered an appropriate response to seeking greater housing density and diversity, without compromising resident amenity with respect to excessive earthworks, retaining wall heights and privacy impacts.

In this regard, it is noted that the areas of the current Hills Policy Area most appropriate for increased densities are those on mildly sloping land – being land in close proximity to Seacombe Road and existing train stations on the Seaford rail line.

As such, it is suggested that, rather than amending and expanding the Southern Policy Area 18, the whole of the Cement Hill Policy Area 10, the Hills Policy Area 11 and the Southern Policy Area 18 be rezoned to an amended version of Southern Policy Area 18, to be named the "Southern Hills Policy Area". This would result in greater opportunities for redevelopment and housing diversity within a larger part of the southern area, respectful to land grade and keep the number of policy areas to a minimum.

A version of the proposed Southern Hills Policy Area, which includes those sections of Darlington, Seacombe Heights, Seaview Downs, Seacliff Park, Marino, Hallett Cove, Sheidow Park, Trott Park and O'Halloran Hill currently within the Cement Hill Policy Area 10, Hills Policy Area 11 and Southern Policy Area 18, is attached to this report (**Attachment E**). *This version is in both final and tracked changes form.*

A map showing the position of the Cement Hill Policy Area 10, Hills Policy Area 11 and Southern Policy Area 18 is attached as (**Attachment F**).

Attachment A: Current Cement Hill Policy Area 10

Attachment B: Current Hills Policy Area 11

Attachment C: Current Southern Policy Area 18

Attachment D: Previously proposed amended/expanded Southern Policy Area 18

Attachment E: Proposed amendments to Residential Zone and proposed "Southern Hills Policy Area" (Final and Tracked Changes Form)

Attachment F: Zoning Map of Cement Hill Policy Area 10, Hills Policy Area 11 and Southern Policy Area 18

Attachment G: Land gradient map

APPENDIX 1

ATTACHMENT A

Current 'Cement Hill Policy Area 10' module within City of Marion Development Plan

Cement Hill Policy Area 10

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

OBJECTIVES

- 1 A policy area primarily comprising detached dwellings at low densities on individual allotments.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 The following forms of development are envisaged in the policy area:
 - detached dwelling.

Form and Character

- 2 Dwellings should be designed within the following parameters:

Dwelling Type	Minimum Site Area (square metres)	Minimum Frontage Width (metres)	Minimum Site Depth (metres)
Detached	420	15	20

- 3 Dwellings should be designed to have maximum site coverage of 40 per cent of the allotment area.

APPENDIX 1

ATTACHMENT B

Current 'Hills Policy Area 11' module within City of Marion Development Plan

Hills Policy Area 11

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

OBJECTIVES

- 1 A policy area primarily comprising detached dwellings at low densities.
- 2 Residential development, which is sensitive to the particular topography of the locality.
- 3 Residential development, which has minimal visual and environmental impacts.
- 4 Development that contributes to the desired character of the policy area.

DESIRED CHARACTER

The policy area encompasses parts of the escarpment, which forms an east-west band through the centre of the council area, including elevated land visible from the Adelaide Plains in the suburbs of Seacliff Park, Seaview Downs, Seacombe Heights and Darlington. The policy area also contains undulating to steep land along the coast from Marino to Hallett Cove. Many dwelling sites have good views of the Adelaide Plains or the coast.

The desired character is a high quality residential environment containing site appropriate houses set in attractively landscaped, relatively large gardens. This desired character is derived from the existing prevailing character where it is based on low-density detached dwellings of a variety of architectural styles on relatively large, sloping allotments. The importance of the landscape character, the protection of existing trees and vegetation and the re-vegetation of land are all emphasised, particularly in those parts of the policy area that function as a backdrop to the Adelaide Plains or contribute to scenic coastal landscapes. Other important features are the varied natural topography, natural watercourses and steep gullies, and interfaces with adjoining areas of open space including Hills Face and coastal land. This landscape character warrants protection from inappropriate development and earthworks.

Development should not result in the removal of mature street trees in a road reserve that contribute positively to the landscape character of the locality.

Buildings and associated earthworks will be designed to minimise alteration of the natural or existing landform. Appropriate designs will continue to include split-level buildings to reduce visual bulk and reduce the need to cut and fill sloping sites.

Buildings, particularly on a site in a highly visible and prominent location or adjoining an area of open space or other natural character, will be finished with colours and materials complementing the surrounding environment. Highly reflective and very bright materials and colours that detract from the prevailing residential or natural character are inappropriate.

It is important when designing new buildings and extensions (and associated finished levels and decks) on sloping sites to pay considerable attention to, and reduce the potential impact on, the privacy and amenity of existing development.

APPENDIX 1

Buildings and subdivision of land will reflect the existing pattern and scale of nearby development, except in areas where land has been subdivided into smaller allotments than now desired in this policy area, any new land division and development will be at a lower density and intensity than existing. In addition, larger-than-minimum allotments may be preferable due to the natural topography.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

1 The following forms of development are envisaged in the policy area:

- detached dwelling
- group dwelling.

Form and Character

2 Development should not be undertaken unless it is consistent with the desired character for the policy area.

3 Development should be designed and sited to relate to the slope of the land, so that:

- (a) the bulk and scale of the buildings do not dominate the landscape
- (b) the amount of cutting and filling of the natural ground profile is minimised.

4 Wherever possible, existing vegetation should be used to screen buildings and excavation or filling from view.

5 Development that would be prominently visible from the Adelaide Plains should:

- (a) achieve a profile that blends with the topography of the land
- (b) avoid the use of bright and highly reflective external materials and finishes
- (c) incorporate existing vegetation wherever possible and additional landscaping to assist in reducing the apparent bulk and scale of the building and any site works.

6 Development of more than one storey in height should take account of the height and bulk of the proposed building relative to dwellings on adjoining land by:

- (a) incorporating stepping in the design in accordance with the slope of the land
- (b) where appropriate, setting back upper storeys a greater distance from all boundaries than the lower storey.

7 Dwellings should be designed to have a maximum site coverage of 35 per cent of the allotment area and a maximum floor area ratio of 0.4.

8 A dwelling should have a minimum site area, a frontage to a public road and an allotment depth not less than that shown in the following table:

APPENDIX 1

Dwelling Type	Site Gradient	Minimum Site Area (square metres)	Minimum Frontage Width (metres)	Minimum Site Depth (metres)
Detached	less than 1-in-10	700	18	20
	between 1-in-10 and 1-in-5	900	20	20
	more than 1-in-5	1100	20	20
Group	less than 1-in-10	700	24	45
	between 1-in-10 and 1-in-5	900	26	45
	more than 1-in-5	1100	26	45

APPENDIX 1

ATTACHMENT C

Current 'Southern Policy Area 18' module within City of Marion Development Plan

Southern Policy Area 18

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

OBJECTIVES

- 1 A policy area primarily comprising low scale, low to medium density housing.
- 2 Development that minimises the impact of garaging of vehicles on the character of the locality.
- 3 Development that reflects good residential design principles.
- 4 Development that contributes to the desired character of the policy area.

DESIRED CHARACTER

This policy area encompasses the generally established residential areas in the suburbs of Hallett Cove (east of the Adelaide-Seaford railway), Sheidow Park (north), and Trott Park. Land is typically undulating with some areas of steeper terrain. The existing character of streetscapes is largely derived from single-storey detached dwellings built since the 1970s, which incorporate generous front and rear setbacks.

The desired character of the policy area is an attractive residential area comprising predominantly single-storey, low-density dwellings exhibiting a variety of architectural styles. Future development of vacant land within the policy area will contribute to a mix of housing densities and housing types to improve housing diversity.

New buildings will minimise alteration of the natural or existing landform. The built form, architectural and landscape design of individual sites should make a positive contribution to the streetscape.

Buildings should not exceed two storeys in height and sloping sites should be developed at lower densities. Where buildings and extensions (including decks) are proposed on sloping land, particular attention will be given to the protection of the privacy and amenity of neighbouring properties and the avoidance of construction problems involving retaining walls and fences on boundaries.

Development should not result in the removal of mature street trees in a road reserve that contribute positively to the landscape character of the locality.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 The following forms of development are envisaged in the policy area:
 - affordable housing
 - dwelling including a residential flat building
 - supported accommodation.

Form and Character

- 2 Development should not be undertaken unless it is consistent with the desired character for the policy area.
- 3 Where a distinctive and attractive streetscape character exists, development should complement the scale, bulk, siting and positive elements of existing dwellings.
- 4 A dwelling should have a minimum site area (and in the case of residential flat buildings and group dwellings, an average site area per dwelling) and a frontage to a public road and site depth not less than that shown in the following table:

APPENDIX 1

Dwelling Type	Additional Circumstance	Minimum Site Area (square metres)	Minimum Frontage Width		Minimum Site Depth (metres)
			Other Road (metres)	Arterial Road (metres)	
Detached		420	14	14	20
Semi-detached		350	12	12	20
Group		300	20	20	45
Residential flat building	One storey	300	20	20	45
	2 storeys	250	20	20	45
Row		280	8	12	20

- 5 Dwellings should be designed to have a maximum site coverage of 35 per cent of the allotment area and a maximum floor area ratio of 0.5.

ATTACHMENT D

Amended Version of 'Southern Policy Area 18' module, approved by the Urban Planning Committee on 7 February 2017

Southern Policy Area 18

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

OBJECTIVES

- 1 A policy area primarily comprising low scale, low to medium density housing.
- 2 Development, which is sensitive to the particular topography of the locality
- 3 Development that reflects good residential design principles.
- 4 Development that contributes to the desired character of the policy area.

DESIRED CHARACTER

This policy area encompasses the generally established residential areas in the suburbs of Marino (north), Hallett Cove, Sheidow Park (north), Trott Park and the northern sections of Seaview Downs, Seacombe Heights and Darlington close to Seacombe Road. Land is typically undulating with some areas of steeper terrain. The existing character of streetscapes is largely derived from single-storey detached dwellings built since the 1960s, which incorporate generous front and rear setbacks. Two storey dwellings of a larger scale have become more predominant in areas closer to the coast with sea views.

The desired character of the policy area is an attractive residential area comprising predominantly low to medium density dwellings exhibiting a variety of architectural styles. Future development of land within the policy area will contribute to a mix of housing densities and housing types to improve housing diversity. In particular, higher densities are anticipated to occur in close proximity to centres, public transport routes and public open spaces.

The importance of the landscape character, the protection of existing trees and vegetation and the re-vegetation of land are all emphasised, particularly in those parts of the policy area that function as a backdrop to the Adelaide Plains or contribute to scenic coastal landscapes. Other important features are the varied natural topography, natural watercourses and steep gullies, and interfaces with adjoining areas of open space including Hills Face and coastal land. This landscape character warrants protection from inappropriate development and earthworks.

Future development will be designed to be considerate of the topography of the area, with limited cut and fill and associated retaining walls. Split-level housing is encouraged on sites with a steep land gradient to minimise the need for earthworks and to reduce impact of development upon the landscape. In instances where sites have a substantial land gradient, site areas may need to exceed the minimum for the relevant dwelling type to avoid excessive earthworks.

The built form, siting and architectural and landscape design of individual sites should make a positive contribution to the streetscape and character of the locality.

Building design will be of a high architectural standard and incorporate features that reduce the bulk of the development and add visual interest, such as variations in height, roof form, colour and materials, the provision of balconies and porticos and facade articulation.

Buildings should not exceed two storeys in height and sites of steeper terrain should be developed at lower densities. Where buildings and extensions (including decks) are proposed on sloping land, particular attention will be given to the protection of the privacy and amenity of neighbouring properties and the avoidance of construction problems involving retaining walls and fences on boundaries.

Where housing is proposed adjacent to zones or policy areas which are intended to accommodate dwellings at lower densities, consideration needs to be given to transitional built form, scale and design elements to ensure compatibility with that adjacent housing.

Amalgamation of land is desirable to provide opportunities for more efficient and appropriately designed medium density development, particularly in close proximity to Hallett Cove District Centre.

In localities where a high level of overlooking is common due to the natural topography or existing built form, some overlooking from new development is anticipated, however new development should not exacerbate privacy impacts and should employ design and siting techniques to protect the privacy of adjacent land where appropriate.

Undercroft car parking will be avoided on flat sites and sites that slope down from the street level. Development should not result in the removal of mature street trees in a road reserve that contribute positively to the landscape character of the locality.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 The following forms of development are envisaged in the policy area:
 - affordable housing
 - domestic outbuilding in association with a dwelling
 - domestic structure
 - dwelling including a residential flat building
 - dwelling addition
 - small-scale non-residential use that serves the local community, for example:
 - child care facility
 - health and welfare service
 - office
 - open space
 - primary and secondary school
 - recreation area
 - shop
 - supported accommodation.

Form and Character

- 2 Development should not be undertaken unless it is consistent with the desired character for the policy area.
- 3 Where a distinctive and attractive streetscape character exists, development should complement the scale, bulk, siting and positive elements of existing dwellings.
- 4 Development should be designed and sited to relate to the slope of the land, so that the amount of cutting and filling of the natural ground profile is minimised.
- 5 Where a proposed development would interfere with any view, vista or prospect presently available from land in private ownership, such interference will be reasonable and anticipated if the proposed development complies with the relevant guidelines and desires of this Development Plan, including height, setbacks, building envelopes, building form and massing.
- 6 Development that would be prominently visible should:
 - (a) achieve a profile that blends with the topography of the land
 - (b) avoid the use of bright and highly reflective external materials and finishes
 - (c) incorporate existing vegetation wherever possible and additional landscaping to assist in reducing the apparent bulk and scale of the building and any site works.
- 7 The visual dominance of garages and carports on the streetscape should be minimised.

- 8 Development of more than one storey in height should take account of the height and bulk of the proposed building relative to dwellings on adjoining land by:
- (a) incorporating stepping in the design in accordance with the slope of the land
 - (b) where appropriate, setting back upper storeys a greater distance from all boundaries than the lower storey.
- 9 A dwelling should have a minimum site area (and in the case of residential flat buildings and group dwellings, an average site area per dwelling) and a frontage to a public road and site depth not less than that shown in the following table:

Dwelling Type	Minimum Site Area (square metres)	Minimum Frontage Width		Minimum Site Depth (metres)
		Other Road (metres)	Arterial Road (metres)	
Detached	350	12	12	20
Semi-detached	300	10	12	20
Group	300	20	20	45
Residential flat building	300	20	20	45
Row	300	9	12	20

- 10 Dwellings should be designed to have a maximum site coverage of 40 per cent of the allotment area and a maximum floor area ratio of 0.6.

ATTACHMENT E

Proposed 'Southern Hills Policy Area 18' to replace Cement Hill Policy Area 10, Hills Policy Area 11 and Southern Policy Area 18.

Residential Zone

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

OBJECTIVES

- 1 An attractive residential zone comprising a range of dwelling types including a minimum of 15 per cent affordable housing.
- 2 Increased dwelling densities in close proximity to centres, public **and community** transport routes and public open spaces.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 The following forms of development are envisaged in the zone:
 - affordable housing
 - outbuilding in association with a dwelling
 - domestic structure
 - dwelling including a residential flat building
 - dwelling addition
 - small scale non-residential uses that serve the local community, for example:
 - child care facilities
 - consulting rooms
 - health and welfare services
 - offices
 - open space
 - primary and secondary schools
 - recreation areas
 - shops
 - supported accommodation.
- 2 Development listed as non-complying is generally inappropriate.
- 3 Vacant or underutilised land should be developed in an efficient and co-ordinated manner to increase housing choice by providing dwellings at densities higher than, but compatible with adjoining residential development.
- 4 Non-residential development such as shops, **offices** and consulting rooms should be of a nature and scale that:
 - (a) **primarily** serves the needs of the local community
 - (b) is consistent with the character of the locality
 - (c) does not detrimentally impact on the amenity of nearby residents.

- 5 The use and placement of outbuildings should be ancillary to and in association with a dwelling or dwellings.

Form and Character

- 6 Dwellings should be designed within the following parameters:

Parameter	Value
Minimum setback from primary road frontage where no established streetscape exists	8 metres from arterial roads shown on <i>Overlay Map – Transport</i> . 5 metres in all other circumstances.
Minimum setback from primary road frontage where an established streetscape exists	5 metres within Medium Density Policy Area 12 and Regeneration Policy Area 16 except where located on an arterial road. 8 metres from arterial roads shown on <i>Overlay Map – Transport</i> .
Minimum setback from secondary road frontage	2 metres within Medium Density Policy Area 12, Northern Policy Area 13, Regeneration Policy Area 16, Southern Hills Policy Area 18 and Worthing Mine Policy Area 20 . 3 metres in all other circumstances.
Minimum setback from side boundaries	Where the wall height is not greater than 3 metres: (a) 0.9 metres Where the wall height is between 3 metres and 6 metres: (a) 3 metres if adjacent southern boundary (b) 2 metres in all other circumstances. Where the wall height is greater than 6 metres: (a) if not adjacent the southern boundary, 2 metres plus an additional setback equal to the increase in wall height above 6 metres (b) if adjacent the southern boundary, 3 metres plus an additional setback equal to the increase in wall height above 6 metres.
Maximum length and height when wall is located on side boundary	Not applicable in that part of Residential Character Policy Area 17 within the suburb of Marion, and Watercourse Policy Area 19 , as walls on boundaries are generally not appropriate in these policy areas. In all other policy areas of the Residential Zone – (a) where the wall does not adjoin communal open space or a public reserve – 8 metres in length and 3 metres in height (b) where wall adjoins communal open space or a public reserve – 50 per cent of the length of the boundary and 4 metres in height.

Parameter	Value
Minimum setback from rear boundary	<ul style="list-style-type: none"> (a) 6 metres for single storey parts of the dwelling (where no wall height exceeds 3 metres), and (b) 8 metres for all other parts of the dwelling with a wall height greater than 3 metres, subject to the following variations: <ul style="list-style-type: none"> (i) within Medium Density Policy Area 12, Northern Policy Area 13, Racecourse Policy Area 15, Regeneration Policy Area 16, Southern Hills Policy Area 18 for sites with an average gradient exceeding 1-in-8 and Worthing Mine Policy Area 20 - (a) may be reduced to 3 metres for no more than 50 per cent of the width of the rear boundary; (ii) within Medium Density Policy Area 12 and Regeneration Policy Area 16 - (b) is 6 metres;
Maximum building height (from natural ground level)	<p>Within:</p> <ul style="list-style-type: none"> (a) Medium Density Policy Area 12: <ul style="list-style-type: none"> (i) 2 storeys of not more than 9 metres (ii) 2 storeys with an ability to provide a 3 storey addition within the roof space of not more than 10 metres (b) Regeneration Policy Area 16, 3 storeys of not more than 12 metres (c) Residential Character Policy Area 17: <ul style="list-style-type: none"> (i) within the suburb of Marion, 2 storeys of not more than 9 metres (ii) in all other areas, one storey with an ability to provide a 2 storey addition within the roof space subject to Principles of Development Control within the policy area of not more than 7 metres (d) all other policy areas, 2 storeys of not more than 9 metres.

- 7 Dwellings at ground level should provide private open space in accordance with the following table:

Site area of dwelling	Minimum area of private open space	Provisions
Less than 175 square metres	20 per cent of the site area or 35 square metres, whichever is the greater	<p>Balconies, roof patios and the like can comprise part of this area provided the area of each is 8 square metres or greater and they have a minimum dimension of 2 metres.</p> <p>One part of the space should be directly accessible from a living room, have an area of 16 square metres with a minimum dimension of 4 metres and a maximum gradient of 1-in-10.</p> <p>The remainder of the space should have a minimum dimension of 2.5 metres.</p>

Site area of dwelling	Minimum area of private open space	Provisions
175 square metres or greater	20 per cent of site area	Balconies, roof patios, decks and the like, can comprise part of this area provided the area of each is 10 square metres or greater and they have a minimum dimension of 2 metres. One part of the space should be directly accessible from a living room and have an area equal to or greater than 10 per cent of the site area with a minimum dimension of 5 metres and a maximum gradient of 1-in-10. The remainder of the space should have a minimum dimension of 2.5 metres.

- 8 Dwellings used for supported accommodation should have average site areas and site gradients not less than that shown in the following table:

Location	Average site area	Maximum site gradient
Worthing Mine Policy Area 20	250 square metres	1-in-20
Medium Density Policy Area 12, Northern Policy Area 13, Oaklands Park Policy Area 14, Regeneration Policy Area 16 and Southern Policy Area 18	200 square metres	n/a
All other areas	As set by the relevant policy area for dwellings generally	

Site Coverage

- 9 Site coverage should not exceed the amount specified by the relevant policy area unless it is demonstrated that doing so:
- (a) would not be contrary to the relevant setback and private open space provisions
 - (b) would not adversely affect the amenity of adjoining properties
 - (c) would not conflict with other relevant criteria of this Development Plan.

Affordable Housing

- 10 Development should include a minimum 15 per cent of residential dwellings for affordable housing.
- 11 Affordable housing should be distributed throughout the zone and/or policy areas to avoid over-concentration of similar types of housing in a particular area.

Southern Hills Policy Area 18

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

OBJECTIVES

- 1 A policy area primarily comprising low scale, low to medium density housing.
- 2 Development, which is sensitive to the particular topography of the locality
- 3 Development that reflects good residential design principles.
- 4 Development that contributes to the desired character of the policy area.

DESIRED CHARACTER

This policy area encompasses the residential areas south of Seacombe Road, incorporating generally established residential areas in the suburbs of Darlington, Seacombe Heights, Seaview Downs, Seacliff Park, Marino, Hallett Cove, Sheidow Park, Trott Park and O'Halloran Hill. Land is typically undulating with some areas of steeper terrain. The existing character of streetscapes is largely derived from single-storey detached dwellings built since the 1960s, which incorporate generous front and rear setbacks. Two storey dwellings of a larger scale have become more predominant in areas closer to the coast with sea views and occasionally on elevated sites with views of the Adelaide metropolitan area.

The desired character of the policy area is an attractive residential area comprising predominantly low density dwellings exhibiting a variety of architectural styles. Future development of land within the policy area will contribute to a mix of housing densities and housing types to improve housing diversity when compared to the existing housing stock. In particular, higher densities are anticipated to occur in close proximity to centres, public transport routes and public open spaces and on land with minimal gradient.

Natural features within the policy area warrant protection from inappropriate development and earthworks, and include the varied natural topography, natural watercourses and steep gullies, and interfaces with adjoining areas of open space including the Hills Face Zone and coastal land.

Future development will be designed to be considerate of the topography of the area, with limited cut and fill and associated retaining walls. Split-level housing is encouraged on sites with a steep land gradient to minimise the need for earthworks and to reduce impact of development upon the landscape and adjoining land. In instances where sites have a substantial land gradient, site areas may need to exceed the minimum for the relevant dwelling type to avoid excessive earthworks.

The built form, siting, architectural and landscape design of individual sites should make a positive contribution to the streetscape and character of the locality.

Building design will be of a high architectural standard and incorporate features that reduce the bulk of the development and add visual interest, such as variations in height, roof form, colour and materials, the provision of balconies and porticos and facade articulation.

Buildings should not exceed two storeys in height and sites of steeper terrain should be developed at lower densities. Where buildings and extensions (including decks) are proposed on sloping land, particular attention will be given to the protection of the privacy and amenity of neighbouring

properties and the avoidance of construction problems involving retaining walls and fences on boundaries.

In localities where a high level of overlooking is common due to the natural topography or existing built form, some overlooking from new development is anticipated, however new development should not exacerbate privacy impacts and should employ design and siting techniques to protect the privacy of adjacent land where appropriate.

Amalgamation of land is desirable to provide opportunities for more efficient and appropriately designed medium density development, particularly in close proximity to Hallett Cove District Centre.

Undercroft car parking will be avoided on flat sites and sites that slope down from street level.

Development should not result in the removal of mature street trees in a road reserve that contribute positively to the landscape character of the locality.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 The following forms of development are envisaged in the policy area:
 - affordable housing
 - domestic outbuilding in association with a dwelling
 - domestic structure
 - dwelling including a residential flat building
 - dwelling addition
 - small-scale non-residential use that serves the local community, for example:
 - child care facility
 - health and welfare service
 - office
 - open space
 - primary and secondary school
 - recreation area
 - shop
 - supported accommodation.

Form and Character

- 2 Development should not be undertaken unless it is consistent with the desired character for the policy area.
- 3 Where a distinctive and attractive streetscape character exists, development should complement the scale, bulk, siting and positive elements of existing dwellings.
- 4 Development should be designed and sited to relate to the slope of the land, so that the amount of cutting and filling of the natural ground profile is minimised.
- 5 Where a proposed development would interfere with any view, vista or prospect presently available from land in private ownership, such interference will be reasonable and anticipated if the proposed development complies with the relevant guidelines and desires of this Development Plan, including height, setbacks, building envelopes, building form and massing.
- 6 Development that would be prominently visible should:
 - (a) achieve a profile that blends with the topography of the land
 - (b) avoid the use of bright and highly reflective external materials and finishes

(c) incorporate existing vegetation wherever possible and additional landscaping to assist in reducing the apparent bulk and scale of the building and any site works.

- 7 The visual dominance of garages and carports on the streetscape should be minimised.
- 8 Development of more than one storey in height should take account of the height and bulk of the proposed building relative to dwellings on adjoining land by:
 - (a) incorporating stepping in the design in accordance with the slope of the land
 - (b) where appropriate, setting back upper storeys a greater distance from all boundaries than the lower storey.
- 9 A dwelling should have a minimum site area (and in the case of residential flat buildings and group dwellings, an average site area per dwelling) and a frontage to a public road and site depth not less than that shown in the following table:

Dwelling type	Average site gradient	Minimum site area (square metres)	Minimum frontage width		Minimum site depth
			Other road (metres)	Arterial road (metres)	
Detached Semi-detached	Less than 1-in-10	350	10	12	20
	Between 1-in-10 and 1-in-8	400	12	12	20
	More than 1-in-8	500	15	15	45
Row	Less than 1-in-10	300	9	12	20
	Between 1-in-10 and 1-in-8	350	10	12	20
	More than 1-in-8	400	10	12	20
Group Residential flat	Less than 1-in-10	300	20	20	45
	Between 1-in-10 and 1-in-8	400	20	20	45
	More than 1-in-8	500	20	20	45

- 10 Dwellings should be designed to have a maximum site coverage of 40 per cent of the allotment area and a maximum floor area ratio of 0.6.

ATTACHMENT E 'TRACK CHANGES'

Proposed 'Southern Hills Policy Area' to replace Cement Hill Policy Area 10, Hills Policy Area 11 and Southern Policy Area 18.

Residential Zone

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

OBJECTIVES

- 1 An attractive residential zone comprising a range of dwelling types including a minimum of 15 per cent affordable housing.
- 2 Increased dwelling densities in close proximity to centres, public **and community** transport routes and public open spaces.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 The following forms of development are envisaged in the zone:
 - affordable housing
 - outbuilding in association with a dwelling
 - domestic structure
 - dwelling including a residential flat building
 - dwelling addition
 - small scale non-residential uses that serve the local community, for example:
 - child care facilities
 - consulting rooms
 - health and welfare services
 - offices
 - open space
 - primary and secondary schools
 - recreation areas
 - shops
 - supported accommodation.
- 2 Development listed as non-complying is generally inappropriate.
- 3 Vacant or underutilised land should be developed in an efficient and co-ordinated manner to increase housing choice by providing dwellings at densities higher than, but compatible with adjoining residential development.
- 4 Non-residential development such as shops, **offices** and consulting rooms should be of a nature and scale that:
 - (a) **primarily** serves the needs of the local community
 - (b) is consistent with the character of the locality
 - (c) does not detrimentally impact on the amenity of nearby residents.

- 5 The use and placement of outbuildings should be ancillary to and in association with a dwelling or dwellings.

Form and Character

- 6 Dwellings should be designed within the following parameters:

Parameter	Value
Minimum setback from primary road frontage where no established streetscape exists	8 metres from arterial roads shown on <i>Overlay Map – Transport and any road within Hills Policy Area 11</i> . 5 metres in all other circumstances.
Minimum setback from primary road frontage where an established streetscape exists	5 metres within Medium Density Policy Area 12 and Regeneration Policy Area 16 except where located on an arterial road. 8 metres from arterial roads shown on <i>Overlay Map – Transport and any road within Hills Policy Area 11</i> .
Minimum setback from secondary road frontage	2 metres within Medium Density Policy Area 12, Northern Policy Area 13, Regeneration Policy Area 16, Southern Hills Policy Area 18 and Worthing Mine Policy Area 20 . 3 metres in all other circumstances.
Minimum setback from side boundaries	Where the wall height is not greater than 3 metres: (a) 0.9 metres 2 metres within Hills Policy Area 11 (b) 0.9 metres in all other circumstances. Where the wall height is between 3 metres and 6 metres: (a) 3 metres if adjacent southern boundary (b) 2 metres in all other circumstances. Where the wall height is greater than 6 metres: (a) if not adjacent the southern boundary, 2 metres plus an additional setback equal to the increase in wall height above 6 metres (b) if adjacent the southern boundary, 3 metres plus an additional setback equal to the increase in wall height above 6 metres.
Maximum length and height when wall is located on side boundary	Not applicable in Hills Policy Area 11 , that part of Residential Character Policy Area 17 within the suburb of Marion, and Watercourse Policy Area 19 , as walls on boundaries are generally not appropriate in these policy areas. In all other policy areas of the Residential Zone – (a) where the wall does not adjoin communal open space or a public reserve – 8 metres in length and 3 metres in height (b) where wall adjoins communal open space or a public reserve – 50 per cent of the length of the boundary and 4 metres in height.

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Parameter	Value
Minimum setback from rear boundary	<p>(a) 6 metres for single storey parts of the dwelling (where no wall height exceeds 3 metres), and</p> <p>(b) 8 metres for all other parts of the dwelling with a wall height greater than 3 metres, subject to the following variations:</p> <p>(i) <u>within Medium Density Policy Area 12, Northern Policy Area 13, Racecourse Policy Area 15, Regeneration Policy Area 16, Southern Hills Policy Area 18 for sites with an average gradient exceeding 1-in-8 and Worthing Mine Policy Area 20 - (a) may be reduced to 3 metres for no more than 50 per cent of the width of the rear boundary; within Hills Policy Area 11 - (a) is 8 metres;</u></p> <p>(ii) <u>within Medium Density Policy Area 12 and Regeneration Policy Area 16 - (b) is 6 metres;</u></p> <p>(iii) within Medium Density Policy Area 12, Northern Policy Area 13, Racecourse Policy Area 15, Regeneration Policy Area 16, Southern Policy Area 18, Worthing Mine Policy Area 20 - (a) may be reduced to 3 metres for no more than 50 per cent of the width of the rear boundary.</p>
Maximum building height (from natural ground level)	<p>Within:</p> <p>(a) Medium Density Policy Area 12:</p> <p>(i) 2 storeys of not more than 9 metres</p> <p>(ii) 2 storeys with an ability to provide a 3 storey addition within the roof space of not more than 10 metres</p> <p>(b) Regeneration Policy Area 16, 3 storeys of not more than 12 metres</p> <p>(c) Residential Character Policy Area 17:</p> <p>(i) within the suburb of Marion, 2 storeys of not more than 9 metres</p> <p>(ii) in all other areas, one storey with an ability to provide a 2 storey addition within the roof space subject to Principles of Development Control within the policy area of not more than 7 metres</p> <p>(d) all other policy areas, 2 storeys of not more than 9 metres.</p>

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- 7 Dwellings at ground level should provide private open space in accordance with the following table:

Site area of dwelling	Minimum area of private open space	Provisions
Less than 175 square metres	20 per cent of the site area or 35 square metres, whichever is the greater	<p>Balconies, roof patios and the like can comprise part of this area provided the area of each is 8 square metres or greater and they have a minimum dimension of 2 metres.</p> <p>One part of the space should be directly accessible from a living room, have an area of 16 square metres with a minimum dimension of 4 metres and a maximum gradient of 1-in-10.</p> <p>The remainder of the space should have a minimum dimension of 2.5 metres.</p>

Site area of dwelling	Minimum area of private open space	Provisions
175 square metres or greater	20 per cent of site area	Balconies, roof patios, decks and the like, can comprise part of this area provided the area of each is 10 square metres or greater and they have a minimum dimension of 2 metres. One part of the space should be directly accessible from a living room and have an area equal to or greater than 10 per cent of the site area with a minimum dimension of 5 metres and a maximum gradient of 1-in-10. The remainder of the space should have a minimum dimension of 2.5 metres.

- 8 Dwellings used for supported accommodation should have average site areas and site gradients not less than that shown in the following table:

Location	Average site area	Maximum site gradient
Southern Hills Policy Area 18 and Worthing Mine Policy Area 20	250 square metres	1-in-20
Medium Density Policy Area 12, Northern Policy Area 13, Oaklands Park Policy Area 14, Regeneration Policy Area 16 and Southern Policy Area 18	200 square metres	n/a
All other areas	As set by the relevant policy area for dwellings generally	

Site Coverage

- 9 Site coverage should not exceed the amount specified by the relevant policy area unless it is demonstrated that doing so:
- (a) would not be contrary to the relevant setback and private open space provisions
 - (b) would not adversely affect the amenity of adjoining properties
 - (c) would not conflict with other relevant criteria of this Development Plan.

Affordable Housing

- 10 Development should include a minimum 15 per cent of residential dwellings for affordable housing.
- 11 Affordable housing should be distributed throughout the zone and/or policy areas to avoid over-concentration of similar types of housing in a particular area.

Southern ~~Hills~~ Policy Area 18

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

OBJECTIVES

- 1 A policy area primarily comprising low scale, low ~~to medium~~ density housing.
- 2 Development which is sensitive to the particular topography of the locality
- 3 Development that reflects good residential design principles.
- 4 Development that contributes to the desired character of the policy area.

DESIRED CHARACTER

This policy area encompasses the residential areas south of Seacombe Road, incorporating generally established residential areas in the suburbs of Darlington, Seacombe Heights, Seaview Downs, Seacliff Park, Marino, Hallett Cove, Sheidow Park, Trott Park and O'Halloran Hill. Land is typically undulating with some areas of steeper terrain. The existing character of streetscapes is largely derived from single-storey detached dwellings built since the 1960s, which incorporate generous front and rear setbacks. Two storey dwellings of a larger scale have become more predominant in areas closer to the coast with sea views and occasionally on elevated sites with views of the Adelaide metropolitan area.

~~This policy area encompasses the generally established residential areas in the suburbs of Marino (north), Hallett Cove, Sheidow Park (north), Trott Park and the northern sections of Seaview Downs, Seacombe Heights and Darlington close to Seacombe Road. Land is typically undulating with some areas of steeper terrain. The existing character of streetscapes is largely derived from single-storey detached dwellings built since the 1960s which incorporate generous front and rear setbacks. Two storey dwellings of a larger scale have become more predominant in areas closer to the coast with sea views.~~

The desired character of the policy area is an attractive residential area comprising ~~predominantly~~ low ~~to medium~~ density dwellings exhibiting a variety of architectural styles. Future development of land within the policy area will contribute to a mix of housing densities and housing types to improve housing diversity when compared to the existing housing stock. In particular, higher densities are anticipated to occur in close proximity to centres, public transport routes and public open spaces and on land with minimal gradient.

~~The importance of the landscape character, the protection of existing trees and vegetation and the revegetation of land are all emphasised, particularly in those parts of the policy area that function as a backdrop to the Adelaide Plains or contribute to scenic coastal landscapes. Other important Natural features within the policy area warrant protection from inappropriate development and earthworks, and include the varied natural topography, natural watercourses and steep gullies, and interfaces with adjoining areas of open space including the Hills Face Zone and coastal land. This landscape character warrants protection from inappropriate development and earthworks.~~

Future development will be designed to be considerate of the topography of the area, with limited cut and fill and associated retaining walls. ~~Split~~ Split level housing is encouraged on sites with a steep land gradient to minimise the need for earthworks and to reduce impact of development upon the landscape and adjoining land. In instances where sites have a substantial land gradient, site areas may need to exceed the minimum for the relevant dwelling type to avoid excessive earthworks.

The built form, siting, ~~and~~ architectural and landscape design of individual sites should make a positive contribution to the streetscape and character of the locality.

Building design will be of a high architectural standard and incorporate features that reduce the bulk of the development and add visual interest, such as variations in height, roof form, colour and materials, the provision of balconies and porticos and facade articulation.

Buildings should not exceed two storeys in height and sites of steeper terrain should be developed at lower densities. Where buildings and extensions (including decks) are proposed on sloping land, particular attention will be given to the protection of the privacy and amenity of neighbouring properties and the avoidance of construction problems involving retaining walls and fences on boundaries.

In localities where a high level of overlooking is common due to the natural topography or existing built form, some overlooking from new development is anticipated, however new development should not exacerbate privacy impacts and should employ design and siting techniques to protect the privacy of adjacent land where appropriate.

~~Where housing is proposed adjacent to zones or policy areas which are intended to accommodate dwellings at lower densities, consideration needs to be given to transitional built form, scale and design elements to ensure compatibility with that adjacent housing.~~

Amalgamation of land is desirable to provide opportunities for more efficient and appropriately designed medium density development, particularly in close proximity to Hallett Cove District Centre.

~~In localities where a high level of overlooking is common due to the natural topography or existing built form, some overlooking from new development is anticipated, however new development should not exacerbate privacy impacts and should employ design and siting techniques to protect the privacy of adjacent land where appropriate.~~

Undercroft car parking will be avoided on flat sites and sites that slope down from the street level.

Development should not result in the removal of mature street trees in a road reserve that contribute positively to the landscape character of the locality.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

1 The following forms of development are envisaged in the policy area:

- affordable housing
- domestic outbuilding in association with a dwelling
- domestic structure
- dwelling including a residential flat building
- dwelling addition
- small scale non-residential use that serves the local community, for example:
 - child care facility
 - health and welfare service
 - office
 - open space
 - primary and secondary school
 - recreation area
 - shop
- supported accommodation.

Form and Character

2. Development should not be undertaken unless it is consistent with the desired character for the policy area.
- 3 Where a distinctive and attractive streetscape character exists, development should complement the scale, bulk, siting and positive elements of existing dwellings.
- 4 Development should be designed and sited to relate to the slope of the land, so that the amount of cutting and filling of the natural ground profile is minimised.
- 5 Where a proposed development would interfere with any view, vista or prospect presently available from land in private ownership, such interference will be reasonable and anticipated if the proposed development complies with the relevant guidelines and desires of this Development Plan, including height, setbacks, building envelopes, building form and massing.
- 6 Development that would be prominently visible should:
 - (a) achieve a profile that blends with the topography of the land
 - (b) avoid the use of bright and highly reflective external materials and finishes
 - (c) incorporate existing vegetation wherever possible and additional landscaping to assist in reducing the apparent bulk and scale of the building and any site works.
- 7 The visual dominance of garages and carports on the streetscape should be minimised.
- 8 Development of more than one storey in height should take account of the height and bulk of the proposed building relative to dwellings on adjoining land by:
 - (a) incorporating stepping in the design in accordance with the slope of the land
 - (b) where appropriate, setting back upper storeys a greater distance from all boundaries than the lower storey.
- 9 A dwelling should have a minimum site area (and in the case of residential flat buildings and group dwellings, an average site area per dwelling) and a frontage to a public road and site depth not less than that shown in the following table:

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Dwelling type	Site-Average site gradient	Minimum site area (square metres)	Minimum frontage width		Minimum site depth
			Other road (metres)	Arterial road (metres)	
Detached Semi-detached	Less than 1-in-10	350	10	12	20
	Between 1-in-10 and 1-in-8	400	12	12	20
	More than 1-in-8	500	15	15	45
Row	Less than 1-in-10	300	9	12	20
	Between 1-in-10 and 1-in-8	350	10	12	20
	More than 1-in-8	400	10	12	20
Group Residential flat	Less than 1-in-10	300	20	20	45
	Between 1-in-10 and 1-in-8	400	20	20	45
	More than 1-in-8	500	20	20	45

- 10 Dwellings should be designed to have a maximum site coverage of 40 per cent of the allotment area and a maximum floor area ratio of 0.6.

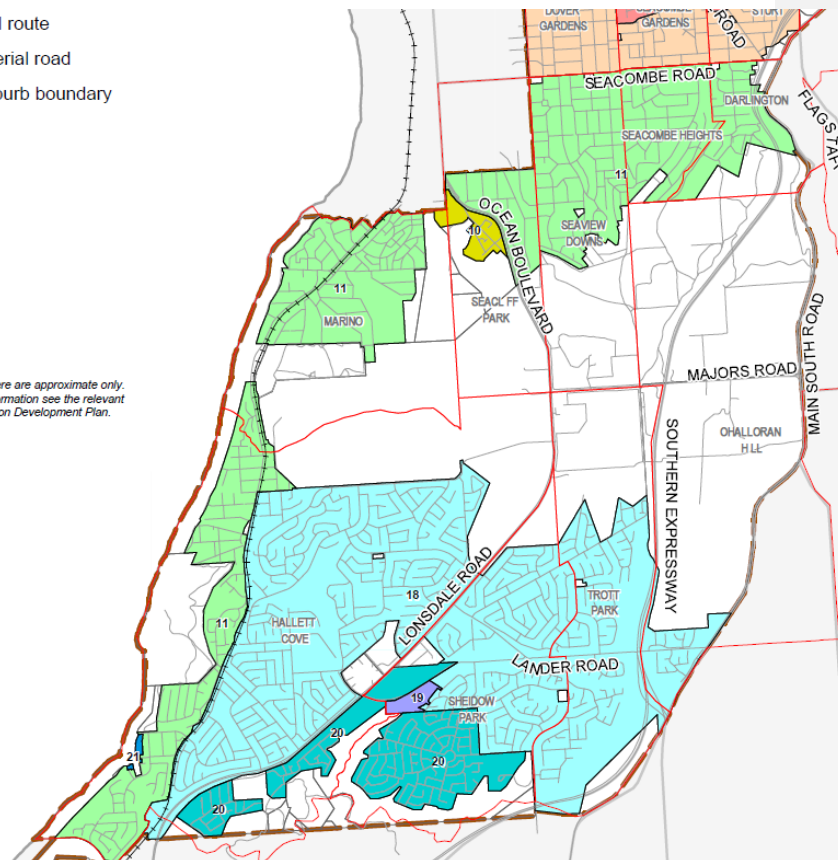
ATTACHMENT F

Existing Policy Areas in Residential Zone south of Seacombe Road

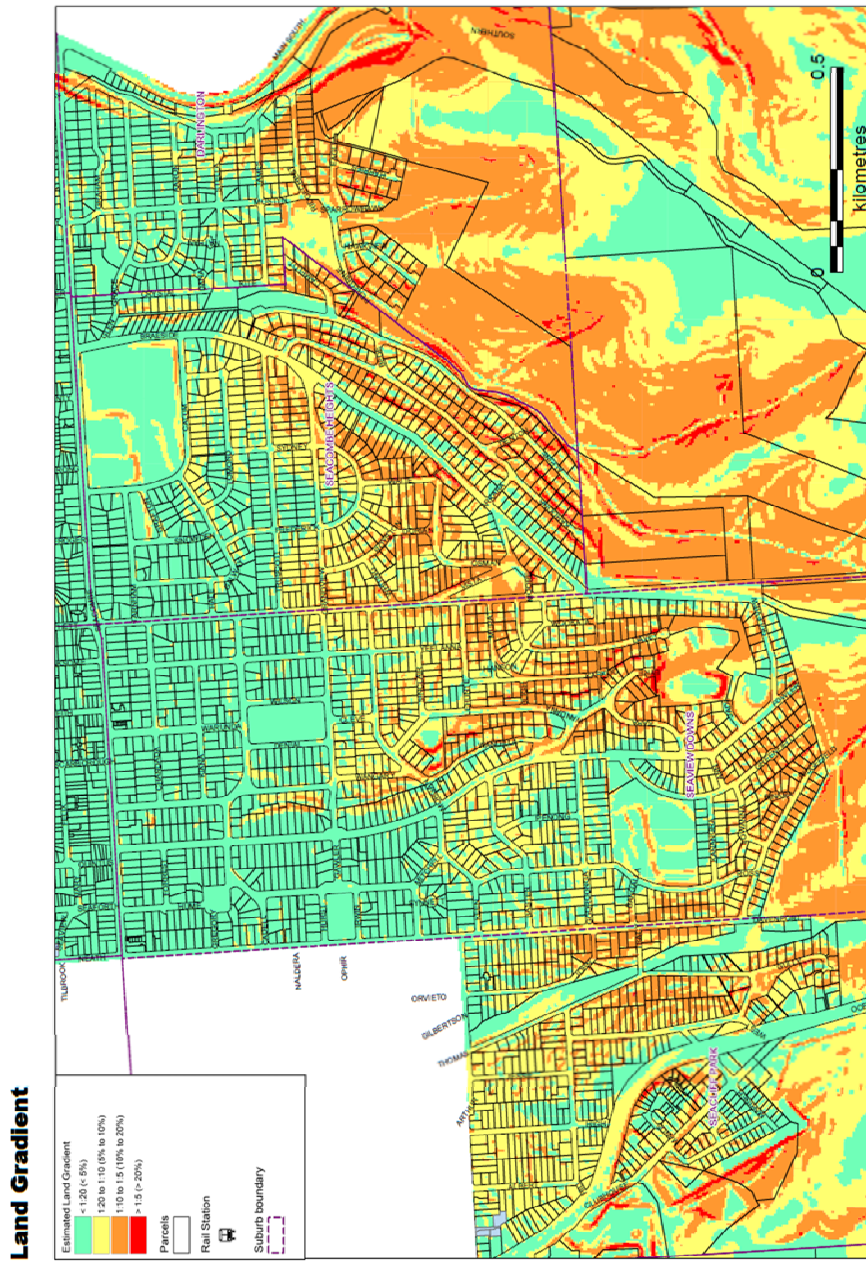
- 10 = Cement Hill Policy Area
- 11 = Hills Policy Area
- 18 = Southern Policy Area
- 19 = Watercourse Policy Area
- 20 = Worthing Mine Policy Area
- 21 = Coastal Policy Area

- +++++ Rail route
- Arterial road
- Suburb boundary

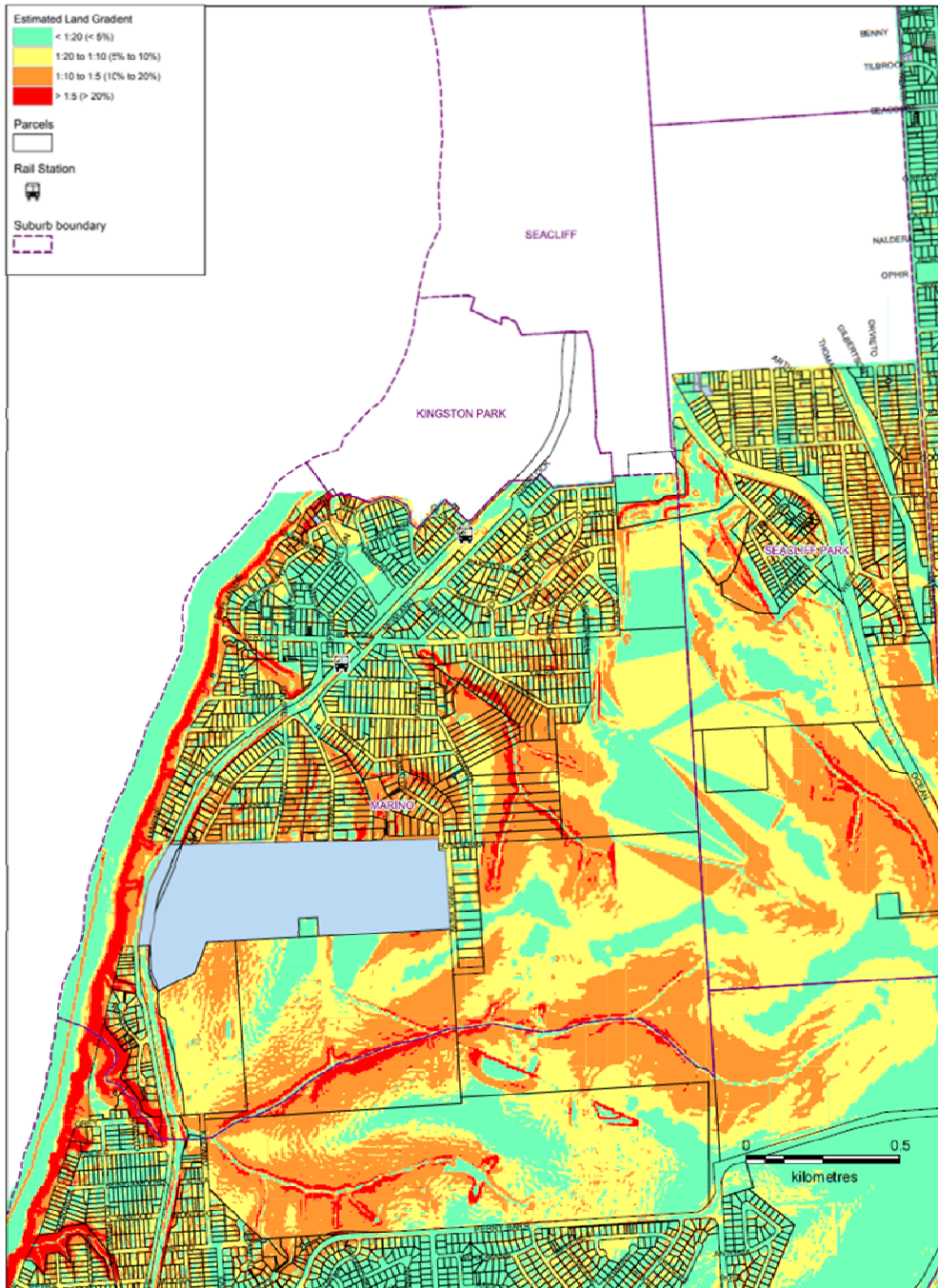
*The zones depicted here are approximate only.
For more accurate information see the relevant
zone maps in the Marion Development Plan.*



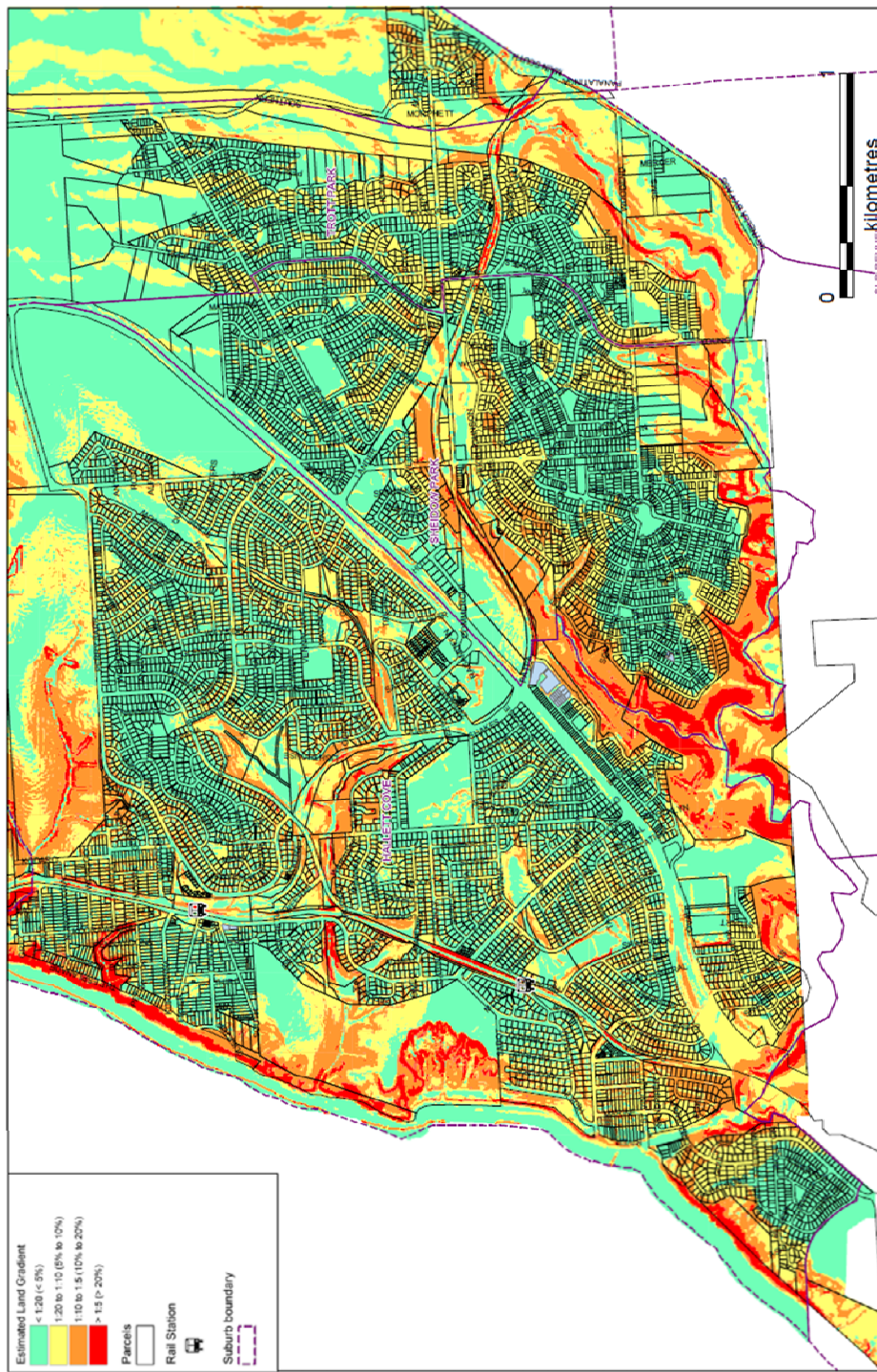
ATTACHMENT G



Land Gradient

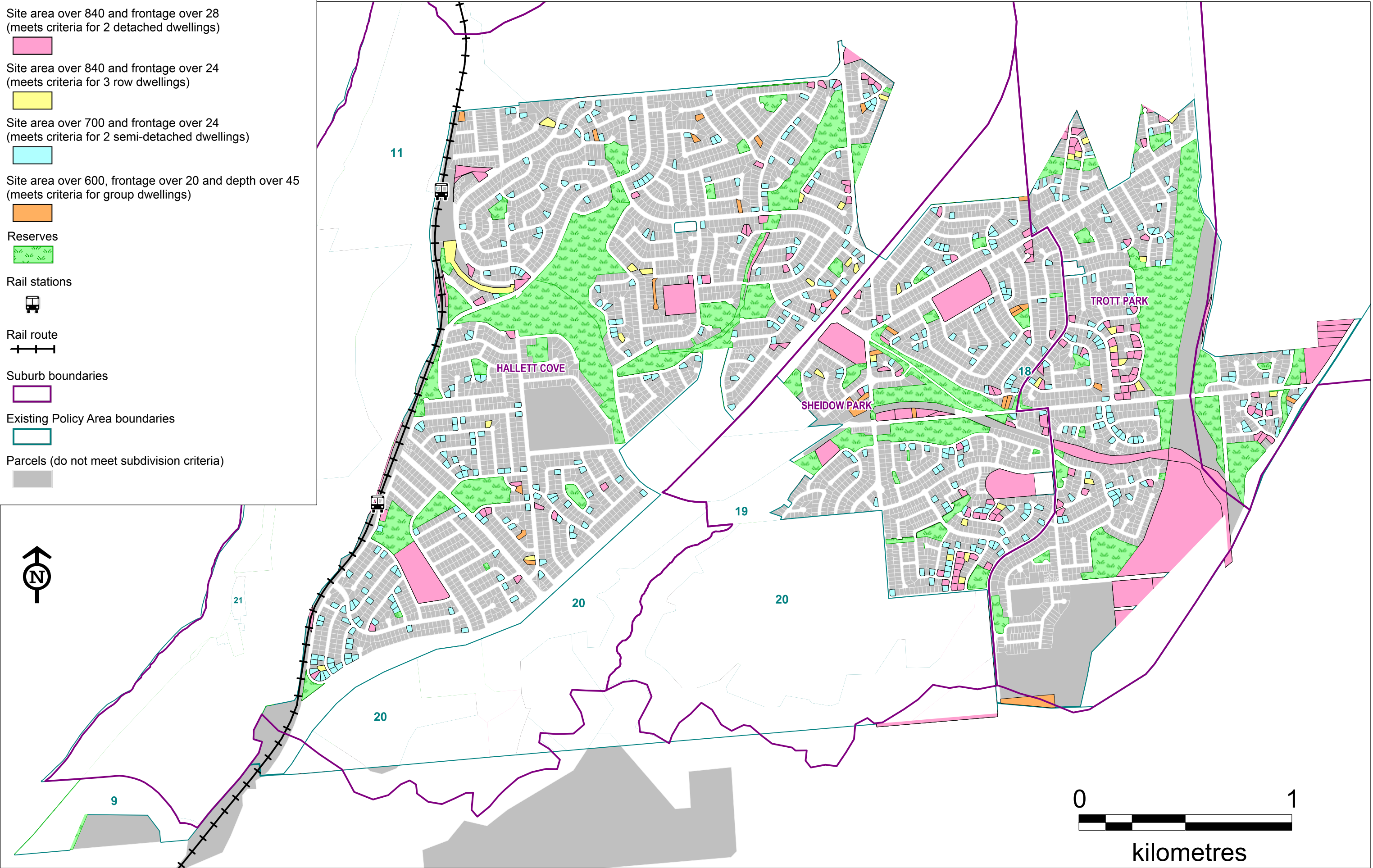


Land Gradient



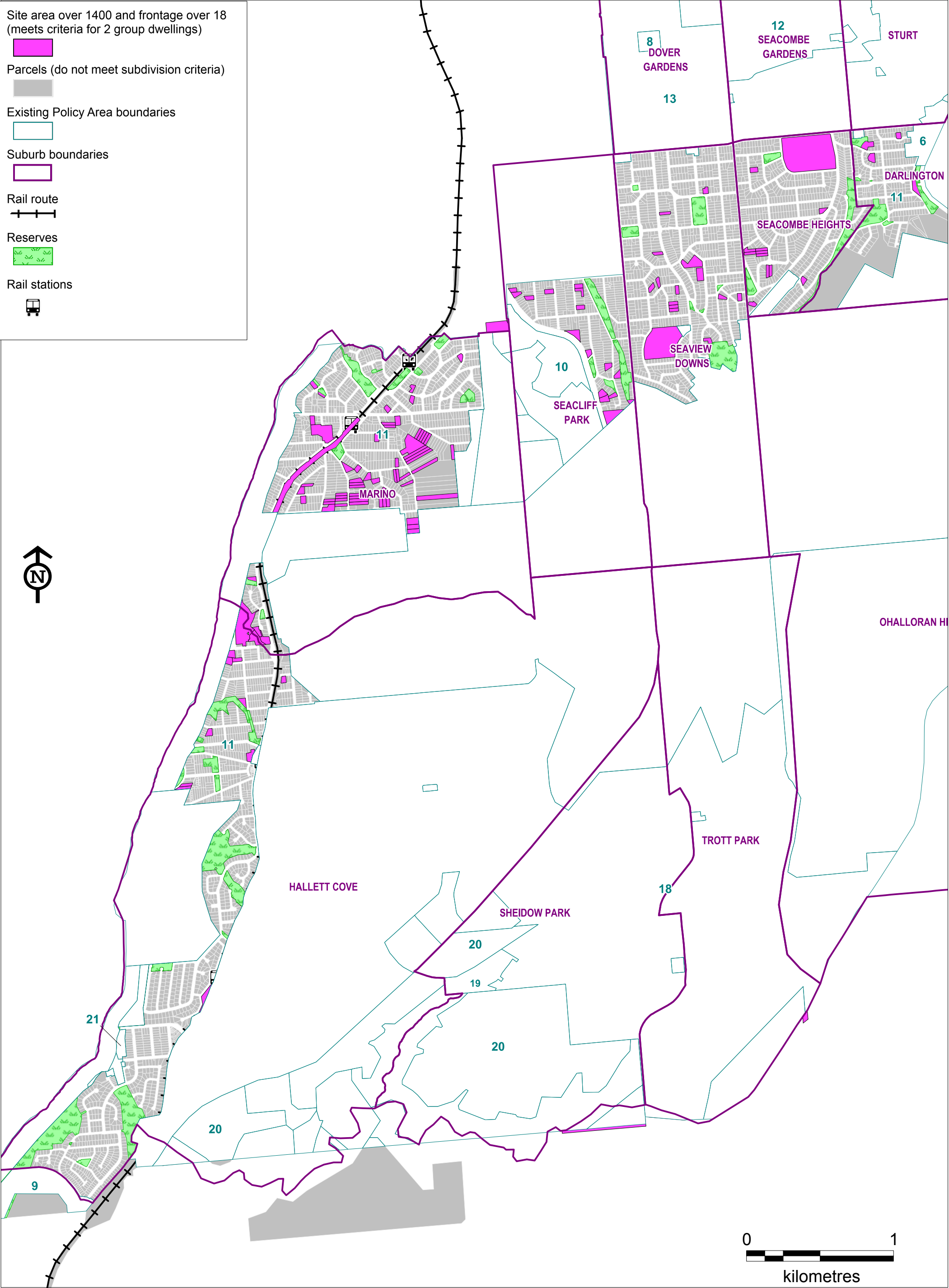
Site Dimension Analysis of Existing Southern Policy Area 18

APPENDIX 2A

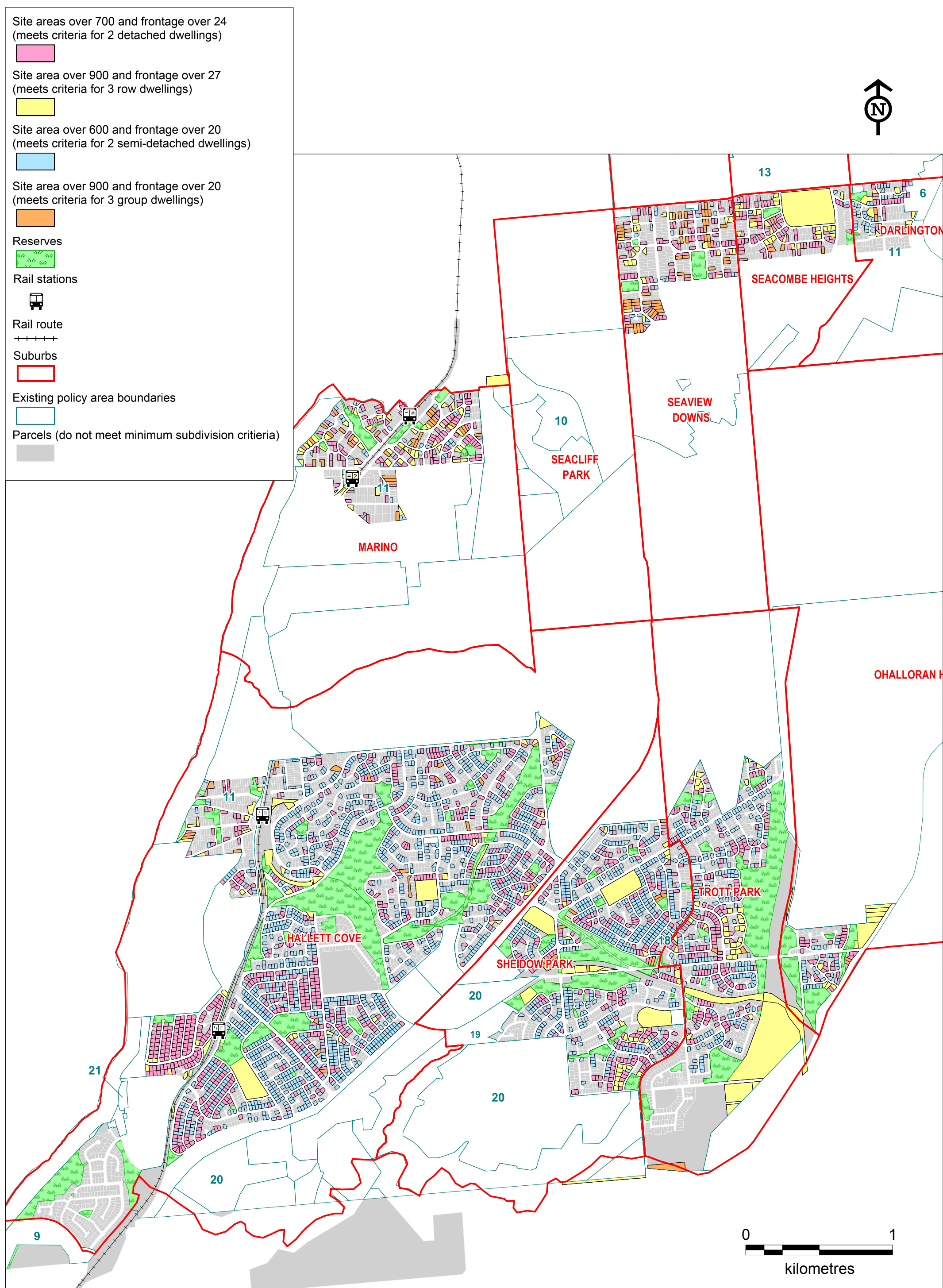


Site Dimension Analysis of Existing Hills Policy Area 11

APPENDIX 2B



Site dimension analysis of previously proposed Southern Policy Area 18



Site Dimension Analysis of Proposed Southern Hills Policy Area

Site area over 700 and frontage over 20
(meets criteria for 2 detached/semi-detached dwellings)

Site area over 900 and frontage over 20
(meets criteria for 3 group/RFB dwellings)

Site area over 900 and frontage over 27
(meets criteria for 3 row dwellings)

Reserves

Existing policy area boundaries

Rail stations

Rail route

Suburbs

