

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 5 April 2016**

**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 2 is via the main entrance to the Administration building on Sturt Road, Sturt.

A handwritten signature in dark ink, appearing to read "Adrian", with a stylized flourish at the end.

Adrian Skull  
**CHIEF EXECUTIVE OFFICER**

31 March 2016

**CITY OF MARION  
URBAN PLANNING COMMITTEE AGENDA  
FOR THE MEETING TO BE HELD ON  
TUESDAY 5 APRIL 2016  
COMMENCING AT 6.30 PM  
COMMITTEE ROOM 1 & 2  
245 STURT ROAD, STURT**



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**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**

Confirmation of the Minutes for the Urban Planning Committee held on  
2 February 2016.....4

**5. BUSINESS ARISING**

Nil

**6. PRESENTATION**

Nil

**7. REPORTS**

7.1	Development Plan Amendment Status Update UPC050416R7.1.....	9
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**8. CONFIDENTIAL ITEMS**

Nil

**9. ANY OTHER BUSINESS**

**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: 6:30pm**

**Date: 7 June 2016**

**Venue: Committee Room 1**

**MINUTES OF THE URBAN PLANNING COMMITTEE  
HELD AT ADMINISTRATION CENTRE  
245 STURT ROAD, STURT  
ON TUESDAY 2 FEBRUARY 2016**



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**PRESENT**

**Elected Members**

Councillor Nathan Prior (Chair)  
Councillor Ian Crossland  
Councillor Jerome Appleby

His Worship the Mayor Kris Hanna (from 8:20 pm)

**Independent Member**

Mr Bryan Moulds

**In Attendance**

Ms Abby Dickson	General Manager City Development
Mr Steve Hooper	Manager Development & Regulatory Services
Ms Rhiannon Hardy	Policy Planner
Mr David Melhuish	Senior Policy Planner

**1. OPEN MEETING**

The meeting commenced at 6:32pm.

**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.

No interests were disclosed.

**4. CONFIRMATION OF MINUTES**

Nil



## **5. BUSINESS ARISING**

Nil

## **6. PRESENTATION**

6.1 Overview of the City of Marion

Presentation on the overview of the City of Marion was provided by Ms Dickson.

## **7. REPORTS**

### **7.1 Terms of Reference and Overview of Skills Reference No: UPC020216R7.1**

Each of the Committee members provided an overview of their skills and experience.

**Moved Councillor Crossland, Seconded Councillor Appleby** that the Urban Planning Committee:

1. Note the Terms of Reference identified at Appendix 1 to the report.
2. Note the overview of skills provided by each of the Committee Members.

**Carried Unanimously**

### **7.2 Work Plan 2016 Reference No: UPC020216R7.2**

The Committee discussed the option of holding the next Urban Planning Committee meeting at Tonsley.

**Action: The Committee requested that Administration check whether a venue is available at Tonsley to hold the next meetings of the Urban Planning Committee and Strategy Committee.**

**Moved Councillor Appleby, Seconded Mr Moulds** that the Urban Planning Committee:

1. Notes the proposed work program for 2016 identified at Appendix 1 to the report.

**Carried Unanimously**

### **7.3 Development Plan Amendment Status Update** **Report Reference: UPC020216R7.3**

Mr Hooper addressed the Committee to provide an update of Development Plan Amendments.

**Action: The Committee requested that Administration seek clarification from the Department of Planning, Transport and Infrastructure (DPTI) whether Mr Bryan Moulds may attend the upcoming briefing at the Elected Member Forum.**

**Moved Councillor Crossland, Seconded Councillor Appleby that:**

1. The Urban Planning Committee notes the status of Ministerial and Council Development Plan Amendments.
2. Administration seek clarification from the Department of Planning, Transport and Infrastructure (DPTI) whether Mr Bryan Moulds may attend the upcoming briefing at the Elected Member Forum.

**Carried Unanimously**

### **7.4 Housing Diversity Development Plan Amendment (DPA) Update** **Report Reference: UPC020216R7.4**

Ms Hardy, Mr Hooper and Mr Melhuish addressed the Committee in relation to the status of the Housing Diversity DPA.

The Chair invited questions and comments and the following matters were raised:

- The following areas should be included on the checklist for density assessment:
  - Demographic diversity
  - Modelling future demographics
  - Include neighbouring suburbs
- The Committee discussed whether older dwelling stock adjacent the tram line should be up-zoned.
- Concern was raised regarding density of 60 dwellings per hectare within 800 metres of Regional/District Centres adjacent trainlines. Desire to protect inner suburbs from infill development.
- Table should highlight key parameters for limitations (character of housing) and opportunities (proximity to transport).
- The checklist could include the following criteria to capture suitability for preservation:
  - Streetscaping
  - Street trees
  - Setbacks
  - Pre 1940s housing
- Want to avoid missing opportunities for high density development immediately adjacent public transport/arterial roads.

- Map of Council area was provided to Committee members illustrating areas targeted for increased/decreased densities.
- Concern regarding capacity of roads to cater for medium/high density development. Future investigations should include capacity of roads and traffic engineering advice for areas targeted for medium/high density.

**Action: Administration staff to amend checklists as per the discussions of the Committee. Checklists/information to be emailed to Committee members prior to the next Committee meeting**

**Moved Councillor Crossland, Seconded Mr Moulds** that the Urban Planning Committee:

1. Reviewed the draft checklist template and methodology prepared by Administration staff and advised of amendments as identified in the discussion above.
2. Provided input on the future direction and investigations to be undertaken as part of the Housing Diversity DPA.
3. Note the concerns/issues raised during the debate, and that this information shall be forwarded via email correspondence to Committee members. The information shall be provided at the next Urban Planning Committee to be held on 5 April 2016 for consideration by the Committee.

*8:20 pm Mayor Kris Hanna entered the meeting*

**Carried Unanimously**

#### **7.5 Community/Recreation Development Plan Amendment - Statement of Intent Report Reference: UPC020216R7.5**

The Committee discussed this item and concern was raised regarding the inclusion of areas that have not ordinarily been used for organised recreational activities, namely:

- Cove Sports and Community Club – areas at fringe of precinct (barren land)
- Northern end of Marion Leisure and Fitness Centre

**Action: The boundaries surrounding the Cove Sports and Community Club and Marion Leisure and Fitness Centre shall be refined to exclude areas that have not ordinarily been used for organised recreational activities.**

**Action: Administration to consult with the relevant Ward Councillors regarding the Community/Recreation DPA Statement of Intent (SOI).**

**Action: Subject to the above 2 actions, prepare report to Council seeking endorsement of the Community/Recreation DPA Statement of Intent (SOI).**

**Moved Councillor Crossland, Seconded Councillor Appleby** that:

1. The Urban Planning Committee recommends that Council endorses the Community/Recreation DPA Statement of Intent (SOI) and seeks that the SOI be

forwarded to the Minister for consideration, subject to consultation with the relevant Ward Councillors.

2. The boundaries surrounding Cove Sports and Community Club and Marion Leisure and Fitness Centre be refined in accordance with the concerns raised.

**Carried Unanimously**

**8. CONFIDENTIAL ITEMS**

Nil

**9. ANY OTHER BUSINESS**

Nil

**10. MEETING CLOSURE**

The meeting was declared closed at 8:40 pm.

**11. NEXT MEETING**

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

**Time: 6:30 pm**

**Date: 5 April 2016**

**Venue: To be advised**

**CONFIRMED**

.....

**CHAIRPERSON**

/ /

**CITY OF MARION  
URBAN PLANNING COMMITTEE MEETING  
5 APRIL 2016**

**Originating Officer:** David Melhuish, Senior Policy Planner

**Manager:** Steve Hooper, Manager Development & Regulatory Services

**General Manager:** Abby Dickson, General Manager City Development

**Subject:** Development Plan Amendment Status Update

**Report Reference:** UPC050416R1

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**REPORT OBJECTIVES/SUMMARY**

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

**RECOMMENDATIONS (1)**

**DUE DATES**

**That the Urban Planning Committee:**

- |   |              |
|---|--------------|
| 1. Notes the status of Ministerial and Council Development Plan Amendments. | 5 April 2016 |
|---|--------------|

**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 2016.

**Ministerial Initiated Development Plan Amendments:**

Development Plan Amendment	Purpose	Status
Existing Activity Centres Policy Review	Amend all Development Plans in Greater Adelaide Region (except City of Adelaide) with the aim of ensuring more consistent assessment processes, procedures and requirements are in place, particularly for shops, offices	Council submission on DPA endorsed at 13 October 2015 General Council Meeting.  Public Hearing held 4 November 2015  Awaiting Minister's decision

	and consulting rooms in areas intended to be a focus for those activities.	
Main South Road/Darlington Area Ministerial Development Plan Amendment	<p>DPA affects Cities of Marion, Mitcham &amp; 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> <ul style="list-style-type: none"> <li>• Reviewing policy applying to Sturt Triangle;</li> <li>• Providing for increased density around Tonsley and Clovelly Park Stations</li> <li>• Amend existing policy for residential areas at Tonsley.</li> </ul>	<p>Department provided a briefing to Council on proposed policy framework at Elected Members Forum on 16 February 2016.</p> <p>The DPA is currently being compiled by DPTI</p> <p>No further input/feedback has been requested of Council at the time of writing</p>

#### Council-Initiated Development Plan Amendments:

Development Plan Amendment	Purpose	Status
Castle Plaza Activity Centre Development Plan Amendment	<p>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>	<p>Endorsed by Council at its meeting on 19 January 2016 as being suitable for Ministerial Authorisation subject to the endorsement of a report written by an accredited site contamination auditor, which confirms the suitability of the subject site for the intended uses outlined in the DPA.</p> <p>Three (3) separate ‘site contamination audit reports’ relating to Audit Areas 1, 2 &amp; 3 have been provided to Council and the Minister, stating that these areas are suitable for a restricted range of uses – including medium to high density residential, with minimal access to the soil, subject to restrictions, conditions and recommendations.</p>

		A report on the contamination audit will be considered at Council on 12 April 2016
Seacliff Park Residential & Activity Centre Development Plan Amendment  (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.	Approved by Minister for public consultation August 2015.  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.
Recreation/Community Use Development Plan Amendment	<p>The proposed DPA involves rezoning a number of the larger 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>A Statement of Intent (SOI) for the DPA was considered by the Committee at the 2 February meeting.</p> <p>The Committee sought the following Actions:</p> <ul style="list-style-type: none"> <li>• The boundaries surrounding the Cove Sports and Community Club and Marion Leisure and Fitness Centre shall be refined to exclude areas that have not ordinarily been used for organised recreational activities.</li> <li>• Administration to consult with the relevant Ward Councillors regarding the DPA SOI.</li> <li>• Subject to the above 2 actions, prepare report to Council seeking endorsement of the DPA SOI.</li> </ul> <p>Amendments were undertaken to the DPA.</p> <p>Council on 22 March 2016 endorsed that Council:</p> <ol style="list-style-type: none"> <li>1. Endorses the Community / Recreation DPA Statement of Intent (SOI).</li> <li>2. Includes Glade Crescent Reserve in the Statement of Intent.</li> <li>3. Forwards the SOI to the Minister for consideration.</li> </ol> <p>The DPA SOI has been forwarded to the Minister for consideration.</p>

<p>Housing Diversity DPA</p>	<p>DPA which reviews the residential densities permitted in the existing Policy Areas of the Residential Zone. It is intended that the review will identify residential areas falling into the following two categories:</p> <ul style="list-style-type: none"> <li>• Areas where the original pattern of housing is still intact, and which are not located in proximity to public transport or activity centres, where further infill development can be curtailed.</li> <li>• Areas which are in proximity to public transport and activity centres, where density guidelines can be amended to facilitate increased housing density.</li> </ul> <p>Administration prepared a draft checklist template for the suburb of South Plympton, for information purposes only. This checklist template would be applied to each suburb to assess the suitability of the identified areas for either increased or decreased densities.</p> <p>Administration sought guidance from the Committee Members as to whether the methodology employed in the checklist template was considered appropriate.</p>	<p>Checklists were considered by the Committee at the 2 February meeting. The Committee sought the following Actions:</p> <ul style="list-style-type: none"> <li>• Administration staff to amend checklists as per the discussions of the Committee.</li> <li>• Checklists/information to be emailed to Committee members prior to the next Committee meeting.</li> </ul> <p>Refer to Agenda Item R7.4</p>
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**CITY OF MARION  
URBAN PLANNING COMMITTEE MEETING  
5 APRIL 2016**

**Originating Officer:** David Melhuish, Senior Policy Planner

**Manager:** Steve Hooper, Manager Development & Regulatory Services

**General Manager:** Abby Dickson, General Manager City Development

**Subject:** Morphettsville Racecourse

**Report Reference:** UPC050416R2

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**INTRODUCTION**

Geoff Bone on behalf of the South Australian Jockey Association (SAJC) is to make a presentation at the Elected Members' Forum held on 5 April 2016 on the potential future development of the northern section of the Morphettsville Racecourse.

**RECOMMENDATIONS (2)**

**DUE DATES**

**That the Urban Planning Committee:**

- |  |                       |
|--|-----------------------|
| <b>1. Notes the presentation by Geoff Bone on behalf of the SAJC at the Elected Members' Forum held on 5 April 2016.</b>                               | <b>April 2016</b>     |
| <b>2. Seeks that Administration prepare a report to Council advising of the presentation and possible amendments required to the Development Plan.</b> | <b>April/May 2016</b> |

**DISCUSSION**

Geoff Bone on behalf of the South Australian Jockey Association (SAJC) is to make a presentation at the Elected Members' Forum held on 5 April 2016 on the potential future development of the northern section of the Morphettsville Racecourse. The development will involve land located in both the City of Marion and the City of West Torrens, which would require amendments to the Development Plans of both Councils.

Further input is sought from the Urban Planning Committee to inform the development of a report for Council's consideration.

**CITY OF MARION  
URBAN PLANNING COMMITTEE MEETING  
5 APRIL 2016**

**Originating Officer:** David Melhuish, Senior Policy Planner

**Manager:** Steve Hooper, Manager Development & Regulatory Services

**General Manager:** Abby Dickson, General Manager City Development

**Subject:** Hammerhead Development

**Report Reference:** UPC050416R3

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## **INTRODUCTION**

Council's Development Assessment Panel has requested that Council introduce a new policy that prevents or restricts hammerhead development within the Council area.

## **RECOMMENDATIONS (1)**

## **DUE DATES**

**That the Urban Planning Committee:**

- |   |                   |
|---|-------------------|
| <b>1. Recommends that following Ministerial support for the Housing Diversity DPA, Council administration undertake detailed consideration of hammerhead development as part of the investigation process for that DPA.</b> | <b>April 2016</b> |
|---|-------------------|

## **BACKGROUND**

At the 3 February 2016 meeting, Council's Development Assessment Panel suggested that Council consider introducing a new Development Plan policy that:

- prevents or restricts hammerhead development on existing residential allotments, to maintain the attractiveness of the streetscape and minimise driveways onto public roads
- supports amalgamation of existing allotments to enable more comprehensive and orderly development.

## **DISCUSSION**

Hammerhead development is a legitimate form of dwelling layout within most residential policy areas in Council's Development Plan. It is a form of development that is often sought if the applicant wishes to retain an existing dwelling and proposes a second dwelling to the rear, or proposes two dwellings on an allotment that is not wide enough for two dwellings alongside each other.

By the very nature/design of hammerhead development, even though the relevant policy criteria are being met, there can be an impact beyond the site, particularly regarding streetscapes, driveway location and rear yard character. This is a situation that has been recognised for some time by both Marion and a number of other Councils. It is noted that

West Torrens Council, as part of a recent 'Housing Diversity DPA', has put restrictions on hammerhead development in a few of its residential policy areas, particularly low density and character areas.

Marion's 'Housing Diversity DPA' provides a good opportunity to review the policy relating to hammerhead development. Following Ministerial support for the 'Statement of Intent' Council administration can undertake more detailed consideration of the issue.

**Appendices:**

Appendix 1: Extract from DAP Minutes - 3 February 2016

DAP030216

**OTHER BUSINESS**

3.1 Appeals update

3.2 Policy Observations

The Panel suggest that Council consider Development Plan policy that prevents or restricts hammerhead development on existing residential allotments, to maintain the attractiveness of the streetscape and minimise driveways onto public roads, and instead introduces policy that supports amalgamation of existing allotments for more comprehensive, orderly development.

**4. CONFIRMATION OF MINUTES**

The minutes of this meeting held Wednesday 3 February 2016 taken as read and confirmed this third day of February 2016.

**5. CLOSURE****MEETING DECLARED CLOSED AT 7.37PM**  
**Gavin Lloyd-Jones**  
**Presiding Member**

**CITY OF MARION  
URBAN PLANNING COMMITTEE MEETING  
5 APRIL 2016**

**Originating Officer:** Rhiannon Hardy, Policy Planner

**Manager:** Steve Hooper, Manager Development & Regulatory Services

**General Manager:** Abby Dickson, General Manager City Development

**Subject:** Housing Diversity Development Plan Amendment (DPA)

**Report Reference:** UPC050416R4

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**REPORT OBJECTIVES/SUMMARY**

This report presents Committee Members with Administration staff's investigations of each suburb in the City of Marion in relation to whether identified areas satisfy the criteria for:

- a) Potential reduced housing density
- b) Potential increased housing diversity.

Committee Members should review the suburb analyses and advise whether the areas recommended by Administration staff are appropriate to proceed with as a basis for the forthcoming Statement of Intent (SOI).

**RECOMMENDATIONS (2)**

**DUE DATES**

**That the Urban Planning Committee:**

- |  |                   |
|--|-------------------|
| <b>1. Review the 20 suburb checklists (Appendices 3-22) prepared by Administration staff and confirm whether the areas identified on the map labelled "Staff's Recommendation" (summarised in Appendix 1 and illustrated in Appendix 2) are appropriate to inform the forthcoming Statement of Intent (SOI).</b>                 | <b>April 2016</b> |
| <b>2. Recommends that Council resolve to write to the Minister for Planning to seek clarification on whether the proposed Housing Diversity DPA is consistent with the proposed directions of the revised <i>30 Year Plan for Greater Adelaide</i> and the forthcoming <i>Planning, Development and Infrastructure Bill</i>.</b> | <b>April 2016</b> |

**BACKGROUND**

At various forums throughout 2015, Council Members have discussed the development of a DPA which reviews the residential densities permitted in the existing Policy Areas of the Residential Zone. It is intended that the review will identify residential areas falling into the following two categories:

1. Areas where the original pattern of housing is still intact, and which are not located in proximity to public transport or activity centres, where further infill development can be curtailed.
2. Areas which are in proximity to public transport and activity centres, where density guidelines can be amended to facilitate increased housing diversity.

In November 2015, Elected Members participated in a preliminary workshop to identify areas suitable for a change in density in each suburb in the City of Marion. These areas have been plotted on mapping software by Administration staff, and will be available for viewing at this meeting of the Urban Planning Committee.

## DISCUSSION

### Suburb Analyses

Based on feedback from the Urban Planning Committee Members at the last meeting on 2 February 2016, Administration staff has prepared a suburb analysis for all suburbs within the City of Marion (excluding Mitchell Park, Bedford Park and Clovelly Park, which will be the subject of a future Ministerial DPA for the Main South Road/Darlington Upgrade).

Each suburb analysis details the areas identified for potential increased housing diversity, reduced housing density or no policy change by Elected Members in the Elected Members Forum held in November 2015. The analysis subsequently considers a number of relevant factors, including:

- Dwelling age
- Capital to site value ratio
- Proximity to activity centres and public transport
- Proximity to public open space
- Current dwelling and population density
- Key demographic information
- Heritage items
- Topography
- Recent development activity
- Relevant policies of adjoining council areas
- Streetscape characteristics.

The checklists incorporate a map titled "*Proximity to public transport stations and activity centres*". In response to the feedback received at the previous meeting of the Urban Planning Committee, and further email correspondence from Committee Members, the catchment areas surrounding activity centres and public transport stations has been halved from that recommended by the *30 Year Plan for Greater Adelaide*. Accordingly, the maps illustrate the following halved catchment areas:

- 400 metres from District, Regional and Neighbourhood Centre Zones
- 400 metres from train and train stations
- 200 metres from high frequency bus routes stops (i.e. bus stops on arterial roads)
- 200 metres from Local Centre Zones.

Based on all information in the suburb analysis, a recommendation is offered as to whether the identified increased housing diversity or reduced housing density is feasible. A map is provided at the end of each analysis which illustrates staff's recommendation of the potential areas for increased housing diversity, reduced housing density, or no policy change.

It is requested that the Urban Planning Committee review each suburb analysis and advise whether the areas identified on the map labelled "Staff's Recommendation" (contained in

Appendix 2, and summarised in Appendix 1) are appropriate to inform the forthcoming Statement of Intent (SOI).

### **Letter to Minister**

The State Government is currently reviewing *The 30-Year Plan for Greater Adelaide*, which is part of the South Australian Planning Strategy. The update will focus on infill and renewal and jobs growth, distribute revised population and dwelling targets, update land and housing supply assumptions, and set locations and directions for "next generation" of infill and medium density housing.

The State Government has also prepared a Planning, Development and Infrastructure Bill, which will become the Planning, Development and Infrastructure Act 2015, will replace the Development Act 1993. Significant changes are proposed to be made to the planning system as a consequence of the Bill.

Given the relevance of these upcoming legislative changes, it is staff's view that Council should write to the Minister for Planning to seek advice whether Council's proposed Housing Diversity DPA is consistent with the State Government's future directions. It is considered appropriate to request such information at this stage of the DPA (prior to preparing and submitting a Statement of Intent (SOI)) in order to ensure that the information and directions within the SOI are relevant to and consistent with future State legislation.

A draft letter to the Minister for Planning is contained in Appendix 23.

### **APPENDICES**

Appendix 1:	Summary of suburb recommendations
Appendix 2:	Maps of areas identified/recommended for increased housing diversity and reduced housing density: a) Elected Members Forum November 2015 b) Administration staff March 2016
Appendix 3:	Suburb Analysis for Ascot Park
Appendix 4:	Suburb Analysis for Darlington/Seacombe Heights
Appendix 5:	Suburb Analysis for Dover Gardens
Appendix 6:	Suburb Analysis for Edwardstown
Appendix 7:	Suburb Analysis for Glandore
Appendix 8:	Suburb Analysis for Glengowrie
Appendix 9:	Suburb Analysis for Hallett Cove
Appendix 10:	Suburb Analysis for Marino
Appendix 11:	Suburb Analysis for Marion
Appendix 12:	Suburb Analysis for Morphettville
Appendix 13:	Suburb Analysis for Oaklands Park
Appendix 14:	Suburb Analysis for Park Holme
Appendix 15:	Suburb Analysis for Plympton Park
Appendix 16:	Suburb Analysis for Seacombe Gardens
Appendix 17:	Suburb Analysis for Seaview Downs/Seacliff Park
Appendix 18:	Suburb Analysis for Sheidow Park
Appendix 19:	Suburb Analysis for South Plympton
Appendix 20:	Suburb Analysis for Sturt
Appendix 21:	Suburb Analysis for Trott Park/O'Halloran Hill
Appendix 22:	Suburb Analysis for Warradale
Appendix 23:	Letter to the Minister for Planning

## Appendix 1: Summary of Suburb Recommendations (Appendices 3-22)

Suburb	Recommendation	
	<i>In relation to the reduced housing density area, that:</i>	<i>In relation to the increased housing diversity area, that:</i>
Ascot Park	<ul style="list-style-type: none"> <li>a) The locality is reduced on the eastern and western sides to allow for higher density housing adjacent transit corridors;</li> <li>b) The locality is increased to the north to encompass certain properties on Wolseley Terrace (that are outside of the train station catchment area); and</li> <li>c) Further investigations are undertaken of the remaining central area to determine whether it displays sufficient characteristics to warrant character preservation and/or different density criteria.</li> </ul>	<p>The locality is decreased to exclude:</p> <ul style="list-style-type: none"> <li>a) central areas which are not in proximity to public transport/centres</li> <li>b) commercial areas fronting Marion and Daws Road.</li> </ul> <p>It is recommended that the locality is increased to include the triangular portion of land in the south-western corner of the suburb, immediately adjacent to the Neighbourhood Centre Zone.</p>
Darlington/Seacombe Heights	Locality 1 is excluded from consideration and density controls remain as per the current Hills Policy Area 11. Locality 2 is reduced in size to exclude areas south of Truscott Avenue.	Locality 3 is reduced in size to exclude areas south of James Street.
Dover Gardens	N/A	<p>The locality is increased in size to include:</p> <ul style="list-style-type: none"> <li>a) A catchment area of approximately 200 metres from bus stops along the arterial roads.</li> <li>b) A catchment area of approximately 400 metres from the Regional Centre Zone.</li> </ul> <p>It is recommended that the site of the former Dover Gardens Primary School is excluded from the locality.</p>
Edwardstown	Locality 1 is reduced to exclude the existing Residential Character Policy Area 17, as this area is to remain as Residential Character Policy Area 17. Locality 2 is suitable to proceed as proposed for Residential Character zoning, as identified in the Draft Residential Character DPA from 2013.	<p>Locality 3 is suitable for increased densities, and is maintained as proposed.</p> <p>Locality 4 is reduced in size to remove the southern portion of the locality.</p>
Glandore	<ul style="list-style-type: none"> <li>a) The existing Residential Character Policy Area 17 is excluded from the locality (to remain as Residential Character Policy Area 17); and</li> <li>b) The remaining locality is rezoned to be included within the Residential Character Policy Area 17.</li> </ul>	The locality is modified to exclude those properties fronting South Road that are located in the Commercial Zone.



<b>Glengowrie</b>	It is recommended that further investigations be undertaken to determine appropriate forms of housing and minimum allotment sizes for the remainder of the suburb.	It is recommended that a strip 200 metres wide on the western side of Morphett Road and on the eastern side of Diagonal Road be considered for densities of 35 dwellings per hectare (with due consideration of the need for a transition adjacent to properties within Holdfast Bay Council).
<b>Hallett Cove</b>	N/A	Locality 1 (Hallett Cove East) is reduced in size to include only areas surrounding Hallett Cove Railway Station and District Centre. Locality 2 (Hallett Cove Coastal) is reduced in size to include only areas within 400 metres of the Hallett Cove Railway Station and Hallett Cove Beach Railway Station. Frontage widths in the Southern Policy Area 18 are subject to review.
<b>Marino</b>	N/A	The locality is reduced in size to include only areas within 400 metres of the Marino and Marino Rocks Railway Stations (excluding areas south-east of Ravine Street and Barula Road due to severe land gradient).
<b>Marion</b>	<ul style="list-style-type: none"> <li>A new policy area is introduced in the “Marion Historic Village” area which recognises the historic past of the area and promotes a high street/village character along the northern end of Finniss Street.</li> <li>Areas from the proposed southern boundary down to Norfolk Road be included in within the locality.</li> <li>Further investigations be undertaken to determine appropriate forms of development/housing for the locality at lower densities than currently allowed by the Development Plan.</li> </ul>	<ul style="list-style-type: none"> <li>Council undertake further investigations into the future directions of the area north of the rail corridor, comprising existing Residential Character Area 17 (Oaklands Estate), to ensure the most appropriate form of development for the area, whilst maintaining elements of the garden/landscape character.</li> <li>That part of the locality south of the rail corridor is extended southward to Orkney Road to allow higher density development to occur at approx. 35 dwellings/hectare.</li> <li>Council consider rezoning localities 3 and 4 to allow higher density development to occur at approx. 35 dwellings/hectare.</li> </ul>
<b>Morphettville</b>	<p>Locality 1:</p> <ul style="list-style-type: none"> <li>The western section of the locality within 200m of Morphett Road be rezoned for densities of 35 dwellings/hectare</li> <li>Properties within 200m of Morphett Road north of Locality 1, up to Bray Street, be considered for densities of 35 dwellings/hectare</li> <li>The remainder of the properties within Locality 1 retain existing zoning and densities</li> </ul> <p>Locality 2 retain existing zoning and densities.</p>	Locality 2 retain existing zoning and densities.

Oaklands Park	<p>Locality 1 is excluded from consideration for decreased densities and be considered for potential increased housing diversity.</p> <p>Locality 2:</p> <ul style="list-style-type: none"> <li>• The locality be reduced in size to include only the northern eastern portion south of the rail corridor.</li> <li>• The centrally-located eastern portion remains in the current Northern Policy Area 13</li> <li>• The south-western portion is included in the increased housing diversity area.</li> </ul>	<p>Locality 3 is increased in size in order to:</p> <ol style="list-style-type: none"> <li>a) Include areas located within 400 metres (5 minutes walking distance) of the Regional Centre Zone (to achieve 60 du/ha, therefore a new infill precinct would be appropriate such as the Urban Corridor Zone);</li> <li>b) Include areas located within 400 metres (5 minutes walking distance) of Oaklands Railway Station (to achieve 35 du/ha, therefore potential zoning as Regeneration Policy Area 16);</li> <li>c) Exclude the area north of Shearing Street, as this area is not within 400 metres of the railway station or Regional Centre, and is already zoned Medium Density Policy Area 12 (approx. 26 du/ha);</li> <li>d) Exclude the area east of Carlton Street, as it is not located in proximity to activity centres or public transport stations.</li> <li>e) Exclude the area comprising Selway and Kearnes roads as this area is in proximity to the railway station warranting 35 du/ha, but is already zoned Regeneration Policy Area 16 (approx. 32 du/ha).</li> </ol>
Park Holme	<p>The locality is maintained for a reduction in density policies. The density guidelines of the Northern Policy Area 13 (approx. 22 dwellings/hectare) are considered appropriate for this area.</p>	<p>The eastern and southern portions of the suburb that are generally located within 200 metres of Marion Road and Oaklands Road are appropriate for increased housing diversity.</p>
Plympton Park	<p>Locality 1 is excluded from consideration for reduced housing density, and is instead considered for increased housing diversity policies.</p> <p>Locality 2 is maintained for reduced housing density as a Residential Character Policy Area.</p> <p>Locality 3 is modified to exclude:</p> <ul style="list-style-type: none"> <li>• 3 row dwellings on the southern extremity of the locality</li> <li>• 2 semi-detached dwellings on Tennyson Avenue</li> <li>• The eastern portion of the locality located in close proximity to Marion Road</li> <li>• The north-western portion of the locality which is located within 400 metres of the tram station, and which has recently been granted approval for redevelopment of 1-3 Browning Avenue.</li> </ul> <p>It is recommended that further investigations are undertaken of the remaining area to determine whether the locality maintains sufficient character value to warrant preservation and/or different density criteria.</p>	<p>The northern and eastern portions of the suburb are identified for increased housing diversity policies.</p>

<b>Seacombe Gardens</b>	<b>N/A</b>	<p>Locality 1 is increased in size to the south to capture areas located within 400 metres of the Regional Centre Zone.</p> <p>Locality 2 is increased in size, in order to:</p> <ul style="list-style-type: none"> <li>a) Provide a 200 metre catchment (2-3 minutes walking distance) from Seacombe Road; and</li> <li>b) Incorporate properties adjacent Morphett Road.</li> </ul>
<b>Seaview Downs/Seacliff Park</b>	<b>N/A</b>	<p>Locality 1 (Seaview Downs) is reduced in size to exclude areas south of Gawler Street, on the eastern side of the locality.</p> <p>Locality 2 (Seacliff Park) not be considered for increased housing diversity and dwelling densities remain as per the current Hills Policy Area 11.</p>
<b>Sheidow Park</b>	Locality 1 is excluded from consideration and maintained as Worthing Mine Policy Area 20.	The locality is excluded from the increased housing diversity area, but that frontage widths in the Southern Policy Area 18 are subject to review.
<b>South Plympton</b>	<p>Further investigations are undertaken to determine whether Locality 1 maintains sufficient character value to warrant preservation and/or different density criteria.</p> <p>Locality 2 is modified to exclude the portion closest to Marion Road, and that further investigations are undertaken of the remaining area to determine whether it displays sufficient characteristics to warrant character preservation and/or different density criteria.</p> <p>Locality 3 is excluded from consideration.</p>	Locality 4 is reduced in size to include only the northern and western portions of the suburb.
<b>Sturt</b>	The locality is excluded from consideration for decreased density, and instead is identified for increased housing diversity.	<p>The locality is increased in size to include:</p> <ul style="list-style-type: none"> <li>a) Areas within 400 metres of the Regional Centre Zone</li> <li>b) Areas within 100-200 metres of high frequency bus routes along Diagonal, Sturt, Marion and Seacombe Roads.</li> </ul>
<b>Trott Park/O'Halloran Hill</b>	<b>N/A</b>	The locality is excluded from increased housing diversity and remains within the current Southern Policy Area 18.

Warradale	<p><b>Locality 1:</b></p> <ul style="list-style-type: none"> <li>• Further investigations be undertaken to determine whether land within 200 metres of Morphet Road and Diagonal Road are suitable for increased densities of up to 35 dwellings/hectare.</li> <li>• The remainder of the locality is retained for potential reduced housing density, and that further investigations are undertaken to determine whether dwellings/streetscapes maintain sufficient value/amenity to warrant preservation and/or different density criteria.</li> </ul> <p><b>Locality 2:</b></p> <ul style="list-style-type: none"> <li>• Land within 200 metres of Diagonal Road and 400 metres of the rail station be considered for rezoning to allow for increased housing diversity, with density up to 35 du/ha.</li> <li>• The remainder of the locality is retained for potential reduced housing density, and that further investigations are undertaken to determine whether dwellings/streetscapes maintain sufficient value/amenity to warrant preservation and/or different density criteria.</li> </ul>	<p><b>Locality 3:</b></p> <ul style="list-style-type: none"> <li>• The southern section of the locality be extended to include an area bounded by Egmont in the north, the rail line in the south and the Council boundary to the west.</li> <li>• This extended area allow for increased densities of up to 35 du/ha.</li> <li>• The northern section fronting Morphet Road be rezoned to allow for increased densities of up to 35 du/ha.</li> <li>• Further investigations be undertaken to ascertain the appropriate allotment depth (may be dependent on whether area is to be rezoned 'Urban Corridor' – seeking taller/higher densities, or up-zoned to a medium density form of development).</li> </ul> <p><b>Locality 4:</b></p> <ul style="list-style-type: none"> <li>• The locality is extended to include the entire area between the rail line, Sturt Road, Morphet Road and the Council boundary to the east.</li> <li>• That part of the locality within 400 metres of Morphet Road allow for increased densities up to 60 du/ha.</li> <li>• The remainder of the locality allow for increased densities up to 35 du/ha.</li> </ul>
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# Areas Identified by Elected Members

Areas identified for change of density in Elected Members' Forum November 2015

Potenital reduced housing density

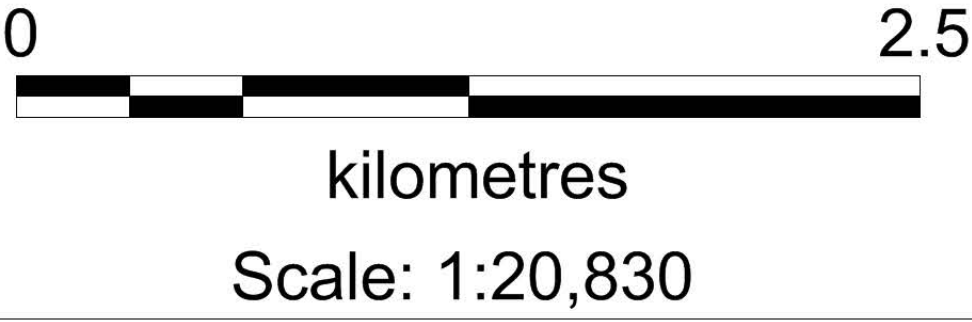
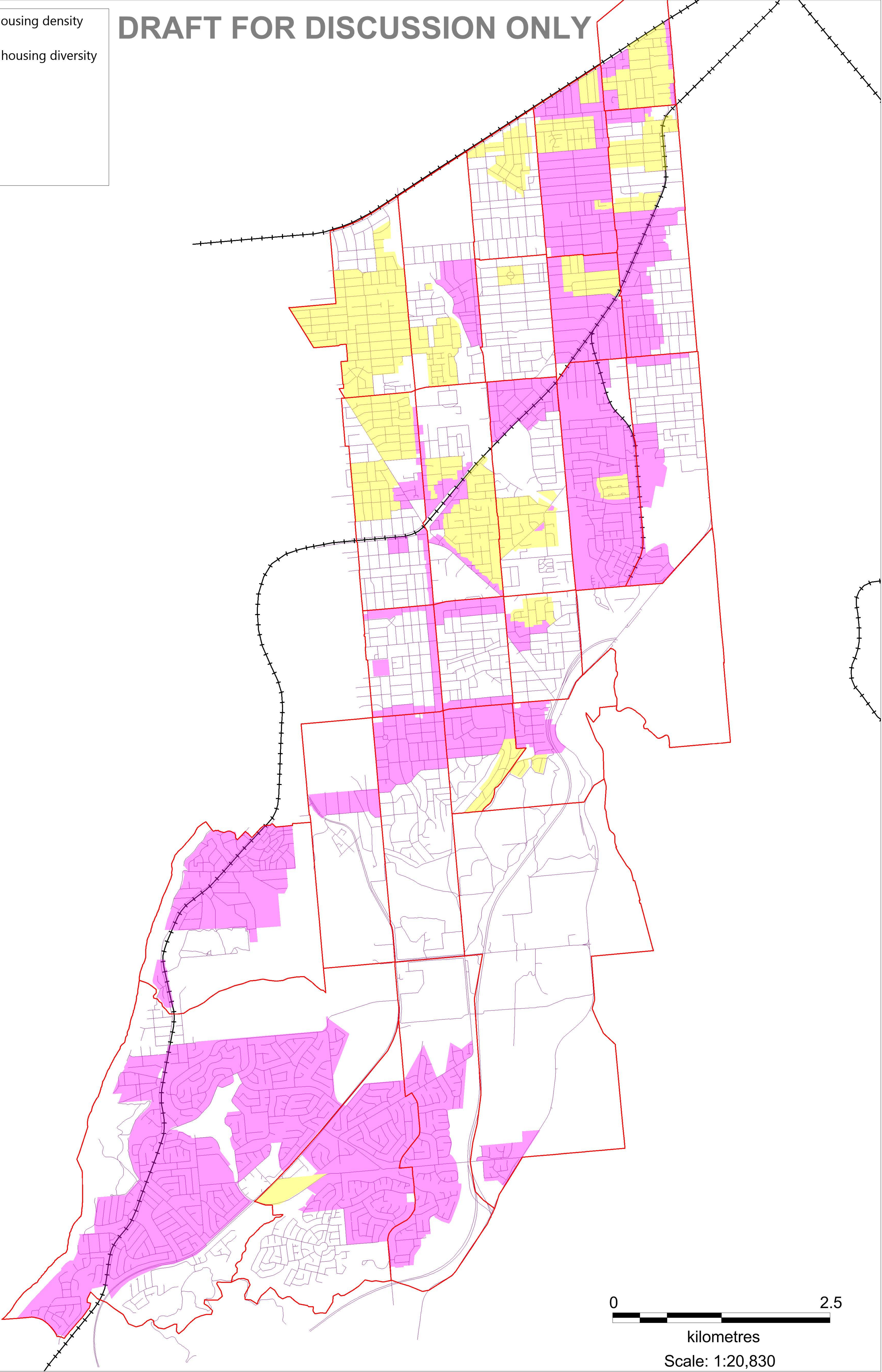
Potential increased housing diversity

Roads

Rail route

Suburb boundaries

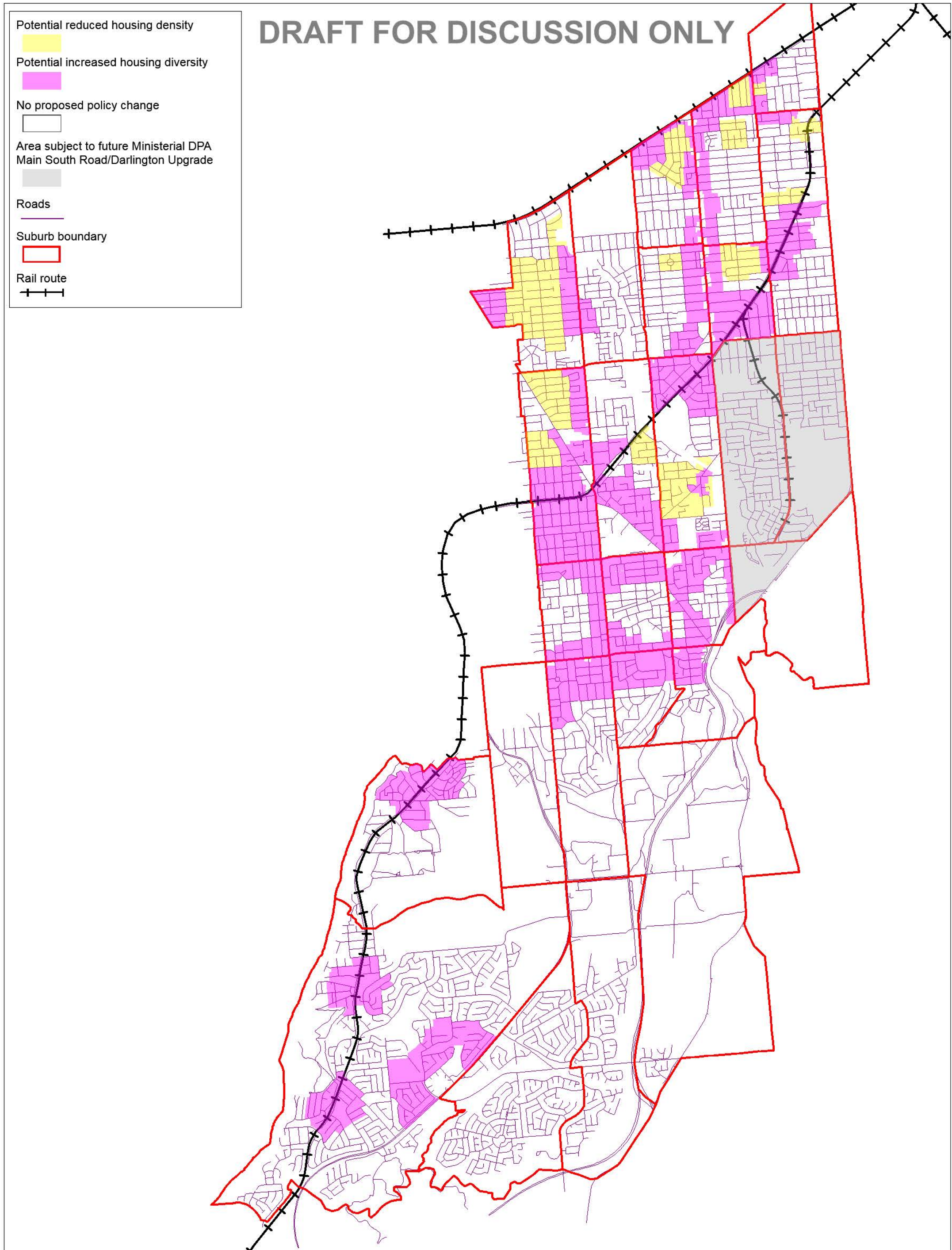
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# Areas recommended by Administration staff

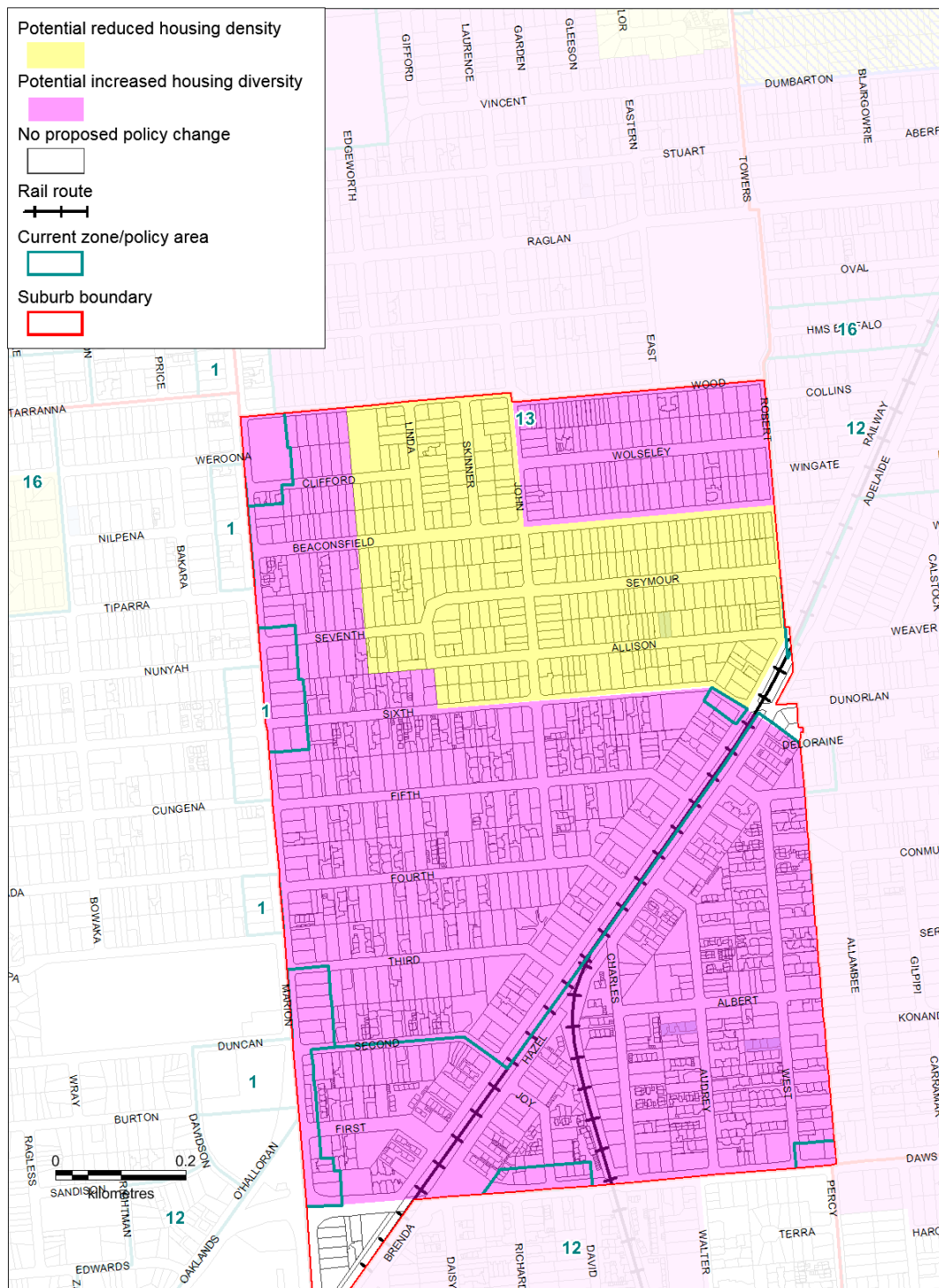
Areas recommended for change of density by Administration staff - March 2016



307 properties identified for potential reduced housing density  
1854 properties identified for potential increased housing diversity

## Areas identified for change of density

by Elected Members in November 2015



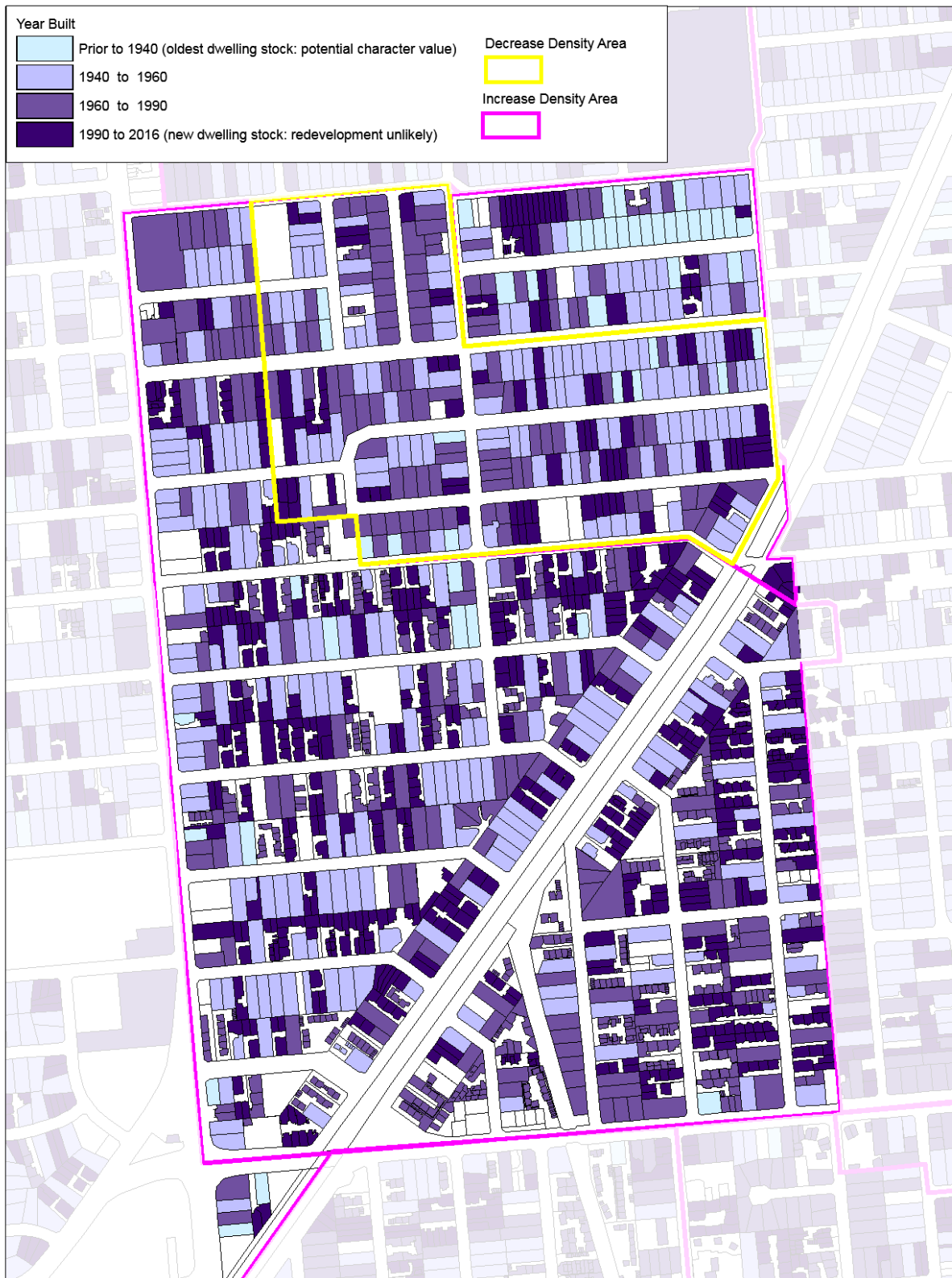


# Ascot Park



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## Dwelling Age



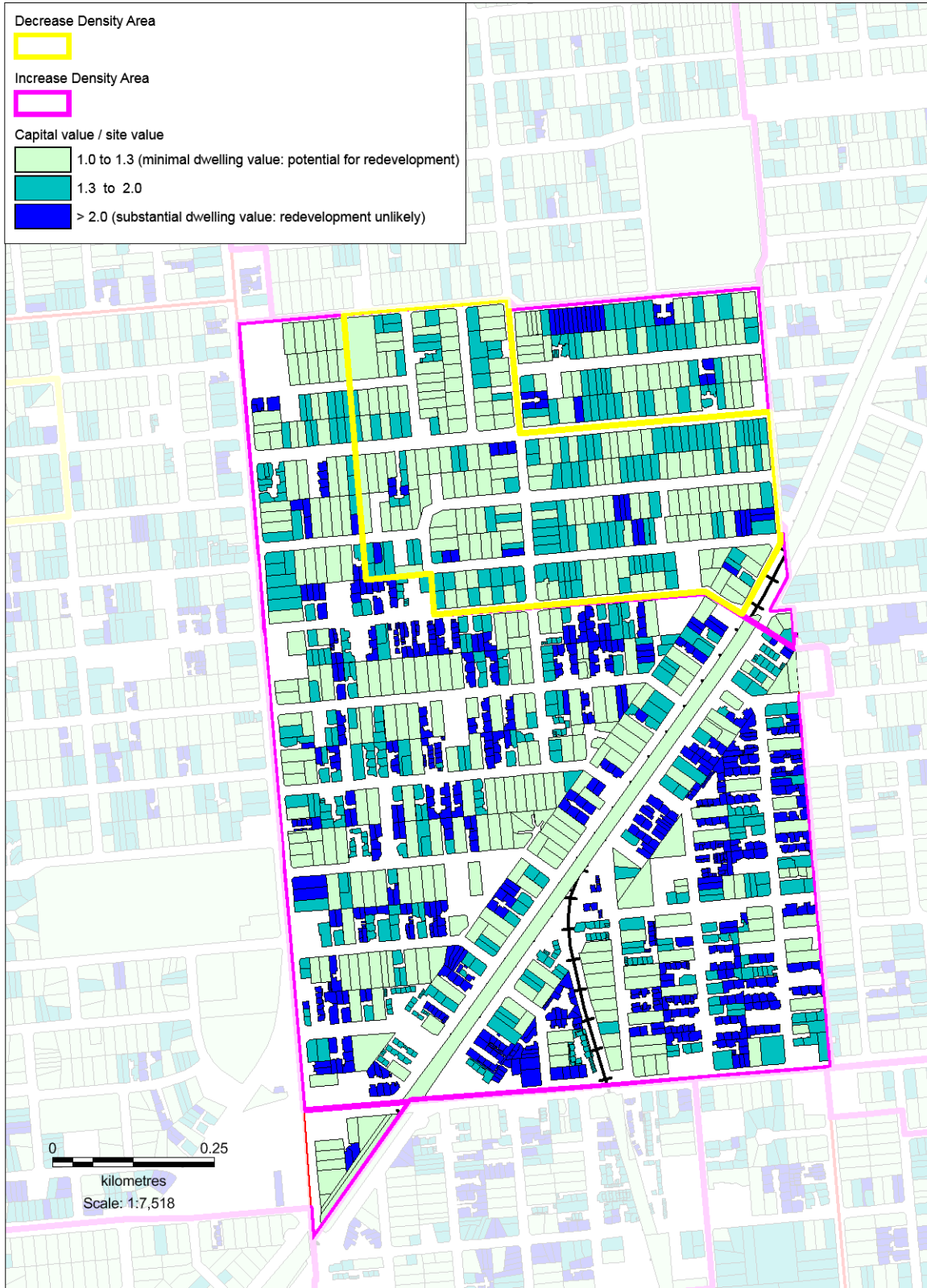


# Ascot Park

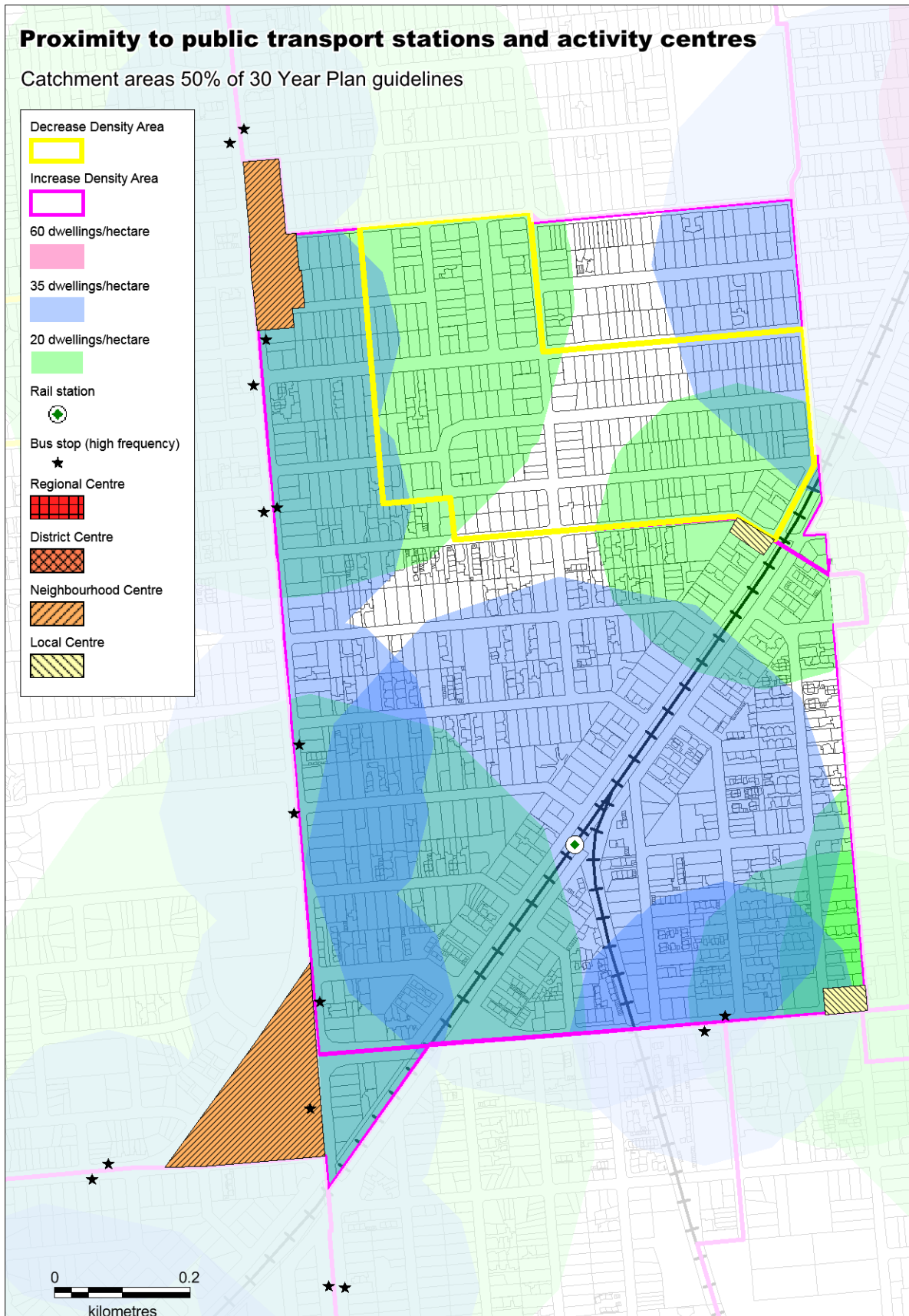


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## Capital value / site value ratio



# Ascot Park

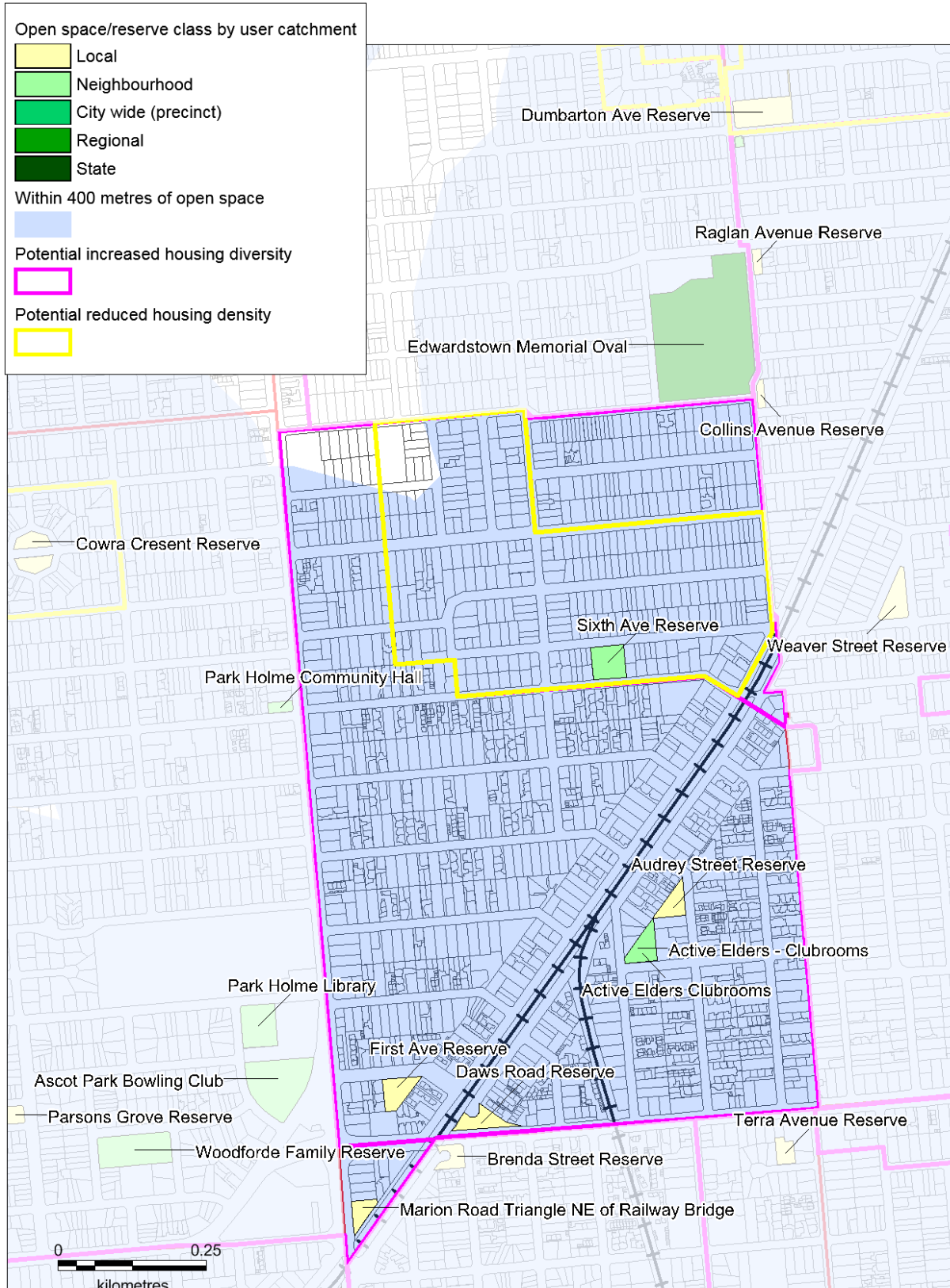


# Ascot Park



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## Proximity to public open space



# Ascot Park

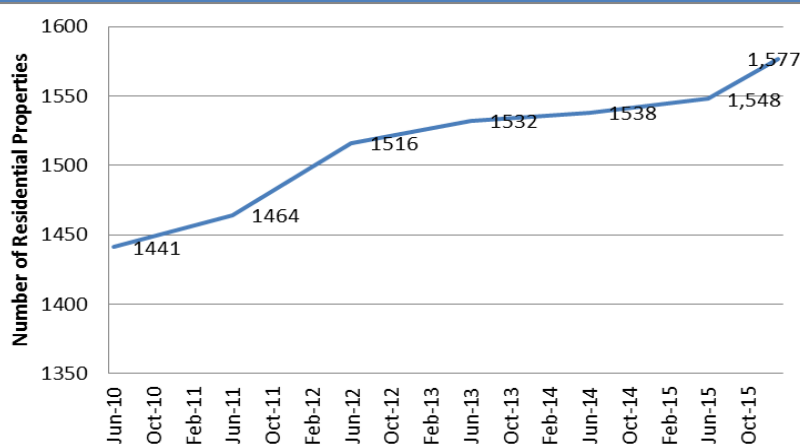


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## Suburb

<b>Suburb size</b>	100.6 hectares 1577 dwellings (in 2016) 2996 residents (in 2011)
<b>Current density</b>	15.7 dwellings per hectare 29.8 persons per hectare
<b>Current Policy Areas</b>	Northern Policy Area 13 (north-west of trainline) Medium Density Policy Area 12 (south of trainline)
<b>Demographic trends (2011)</b>	<b>Age</b> Higher proportion of "young workforce", lower proportion of people in the younger age groups (0 to 17 years) as well as a lower proportion of people in the older age groups (60+ years).
	<b>Households</b> Higher proportion of dwellings with 2 bedrooms or less, and a lower proportion of dwellings with 4 or more bedrooms.
<b>Topography</b>	< 1:10, negligible gradient

### Recent development activity (residential)



## Potential reduced housing density (yellow)

<b>Locality commentary</b>	The locality is located in the northern part of the suburb, including Linda, Skinner, Beaconsfield, Seymour, Alison and Sixth streets.	
<b>Current Policy Area</b>	Northern Policy Area 13 (approx. 21 dwellings/hectare)	
<b>Locality size</b>	21.9 hectares, containing 307 properties	
<b>Current density</b>	14.0 dwellings per hectare	
<b>Proximity to public transport and activity centres</b>	Eastern and western edges of locality (approx. 10%) suitable for 35 dwellings/hectare due to proximity to bus/train stops. Central 60% of locality (approx.) suitable for 20 dwellings/hectare due to proximity to local and neighbourhood centres.	
<b>Approximate age of dwelling stock</b>	< 1940	4% (11 properties)
	1940-1960	34% (105 properties)
	1960 – 1990	32% (98 properties)
	> 1990	25% (79 properties)
	Other	5% (data not available)
	Summary	2/3 of properties constructed between 1940 and 1990 1/4 of properties constructed after 1990
<b>Capital to site value ratio</b>	1.0 – 1.3	51% (158 properties)
	1.3 – 2.0	39% (120 properties)
	> 2.0	7% (21 properties)
	Other	3% (data not available)
	Summary	Majority of locality maintains ratio below 1.3, indicating that dwelling stock is of relatively poor value compared to land value.
<b>Streetscape characteristics</b>	Street trees are common in the locality, but have varied maturity and sporadic locations. Streetscape character varies due to examples of infill development (1/4 of	

dwellings constructed after 1990).

## Recommendation

Only 4% of dwellings in the locality were constructed prior to 1940, and therefore the built form does not maintain “character” housing qualities. This being said, the original pattern of development is preserved in certain areas. The central area of the locality is not in close proximity to transport/centres and therefore could be considered for further restriction in density controls. The eastern and western edges of the locality are in proximity to bus/train stops, and therefore warrant densities up to 35 dwellings/hectare.

It is considered appropriate to increase the locality to encompass properties on Wolseley Terrace, as a number of these properties represent original dwelling stock constructed prior to 1940.

### It is recommended that:

- the locality is reduced on the eastern and western sides to allow for higher density housing adjacent transit corridors;
- the locality is increased to the north to encompass certain properties on Wolseley Terrace (that are outside of the train station catchment area); and
- further investigations are undertaken of the remaining central area to determine whether it displays sufficient characteristics to warrant character preservation and/or different density criteria.

## Potential increased housing diversity (pink)

<b>Locality commentary</b>		The locality comprises the remainder of the suburb.
<b>Current Policy Areas</b>		Medium Density Policy Area 12 (south of train line: 26 du/ha) Northern Policy Area 13 (north of train line: 21 du/ha)
<b>Locality size</b>		76.7 hectares, containing 1854 properties
<b>Current density</b>		24.2 dwellings per hectare
<b>Proximity to public transport and activity centres</b>		Approximately 70% of the locality is suitable for 35 dwellings/hectare due to proximity to bus stops (200 metres) and train stations (400 metres). Central areas are suitable for 20 du/ha due to proximity to centres, however this density already reflects the current zoning as Policy Areas 12/13.
<b>Approximate age of dwelling stock</b>	< 1940	2% (35 properties)
	1940 – 1960	12% (216 properties)
	1960 – 1990	31% (575 properties)
	> 1990	32% (602 properties)
	Other	23% (data not available)
	Summary	Approximately 1/3 of properties constructed between 1960-90, and another 1/3 constructed after 1990.
<b>Capital to site value ratio</b>	1.0 – 1.3	16% (295 properties)
	1.3 – 2.0	26% (486 properties)
	> 2.0	44% (810 properties)
	Other	14% (data not available)
	Summary	Relatively high capital value indicates that there has already been a significant extent of redevelopment in the locality.
<b>Recommendation</b>		A majority of the locality is suitable for dwelling densities of 35 dwellings per hectare due to proximity to train stations (within 400 metres) and bus stops (200 metres). Parts of the central area of the locality are suitable for 20 dwellings/hectare, but this density reflects the current zoning, so no further up-zoning is required.  <b>It is recommended that the locality is decreased to exclude:</b>



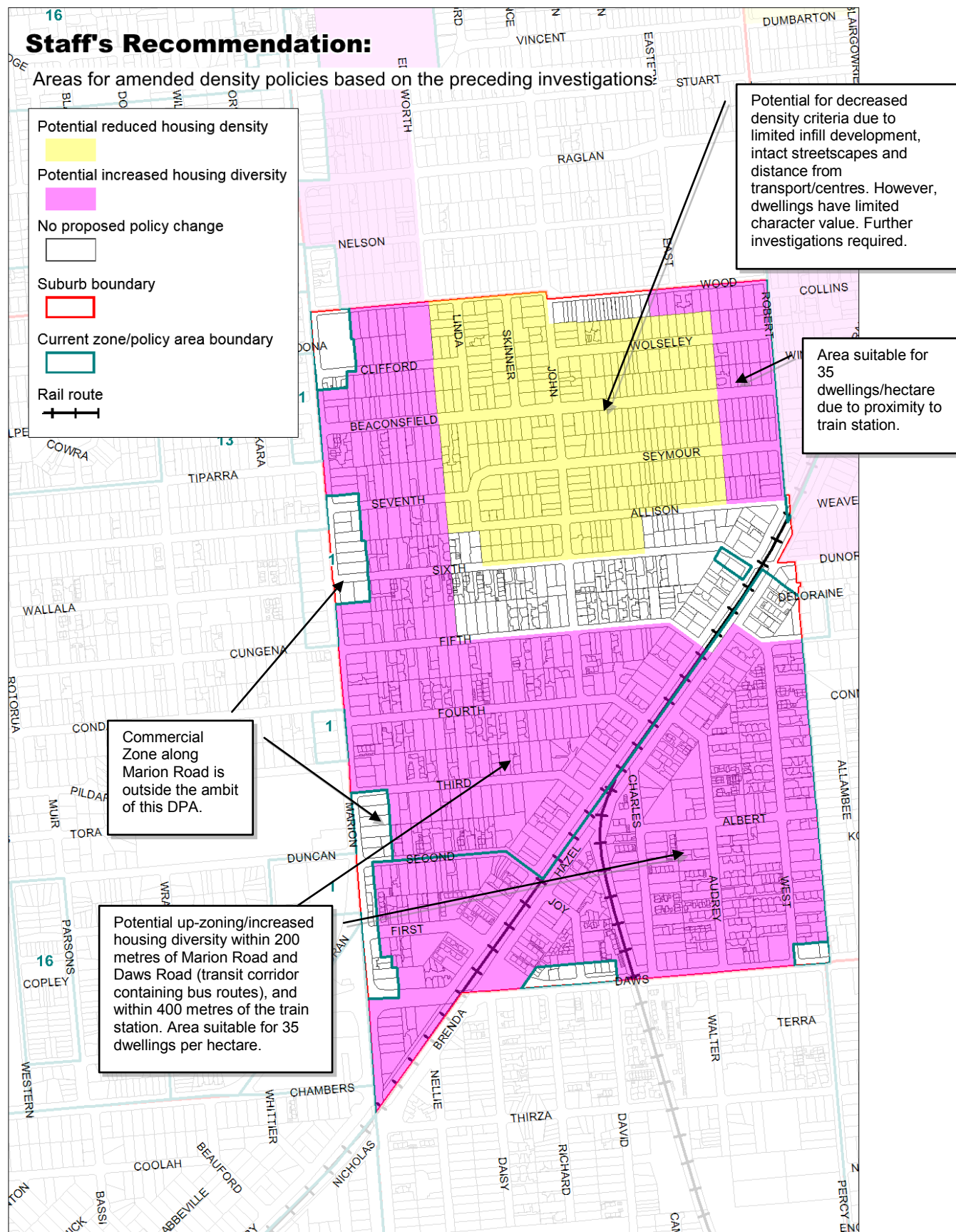
# Ascot Park



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- a) central areas which are not in proximity to public transport/centres
- b) commercial areas fronting Marion and Daws Road.

It is recommended that the locality is increased to include the triangular portion of land in the south-western corner of the suburb, immediately adjacent to the Neighbourhood Centre Zone.



# Darlington & Seacombe Heights

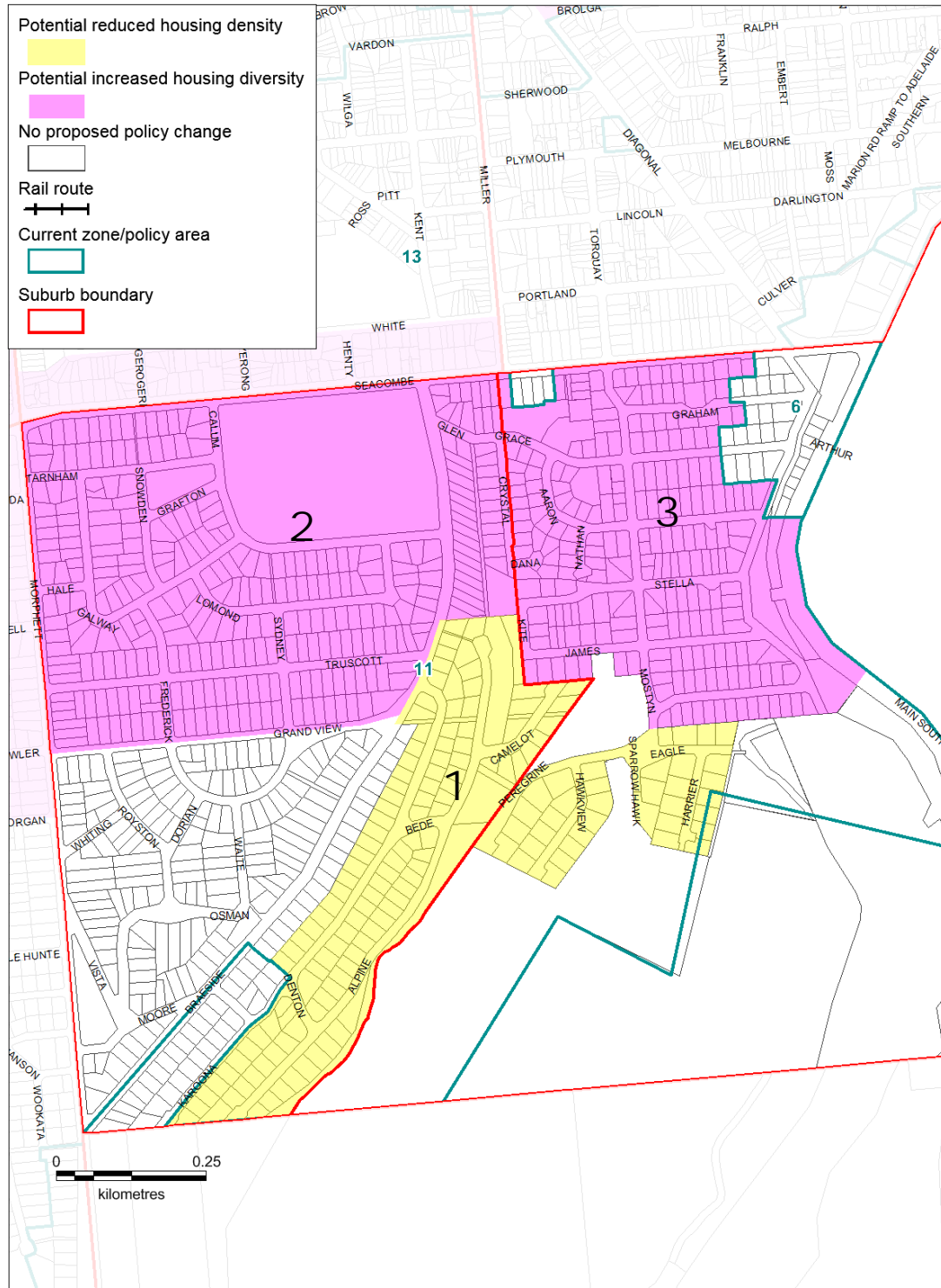


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163 properties identified for potential reduced housing density  
541 properties identified for potential increased housing diversity

## Areas identified for change of density

by Elected Members in November 2015



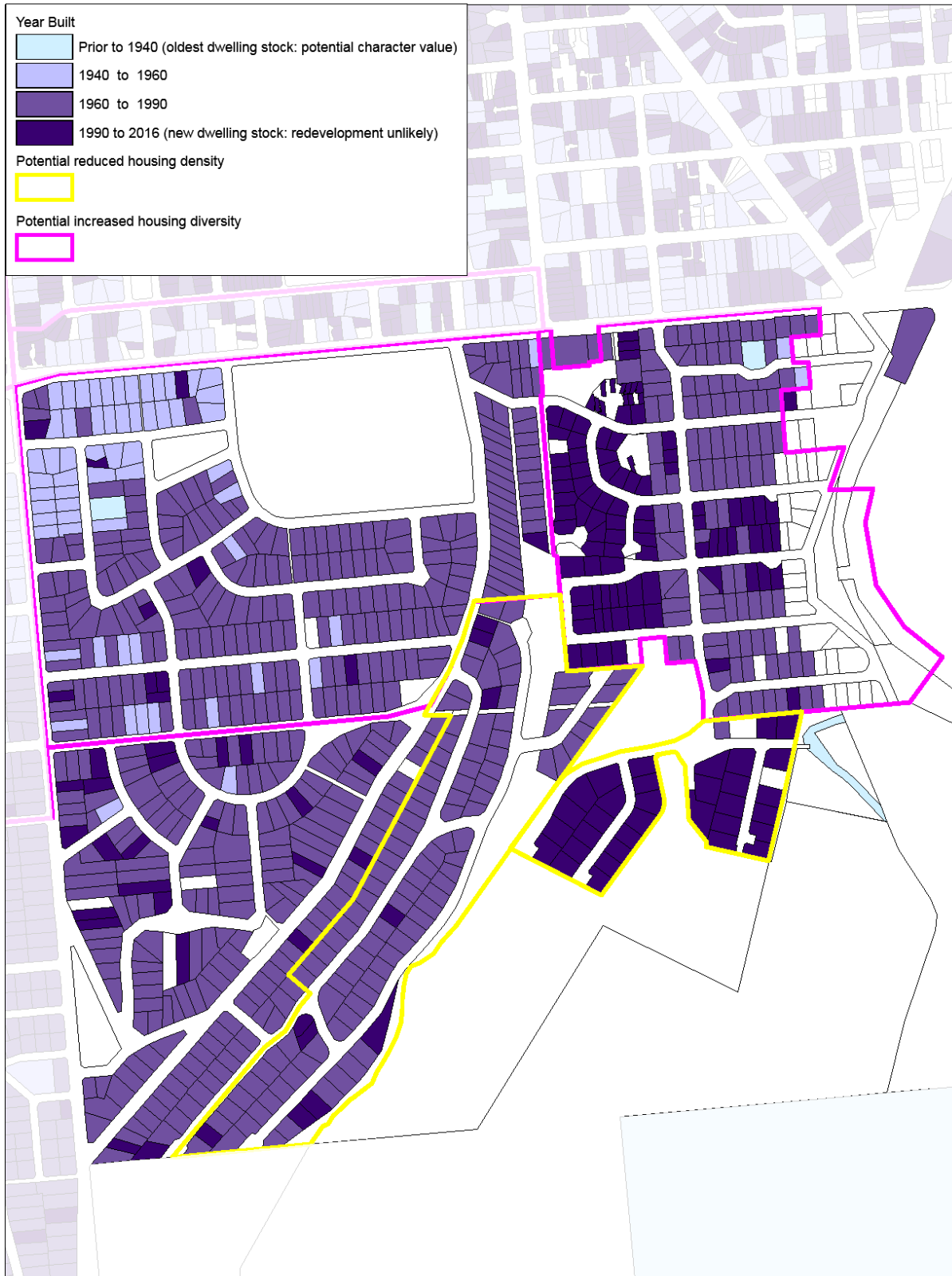


# Darlington & Seacombe Heights

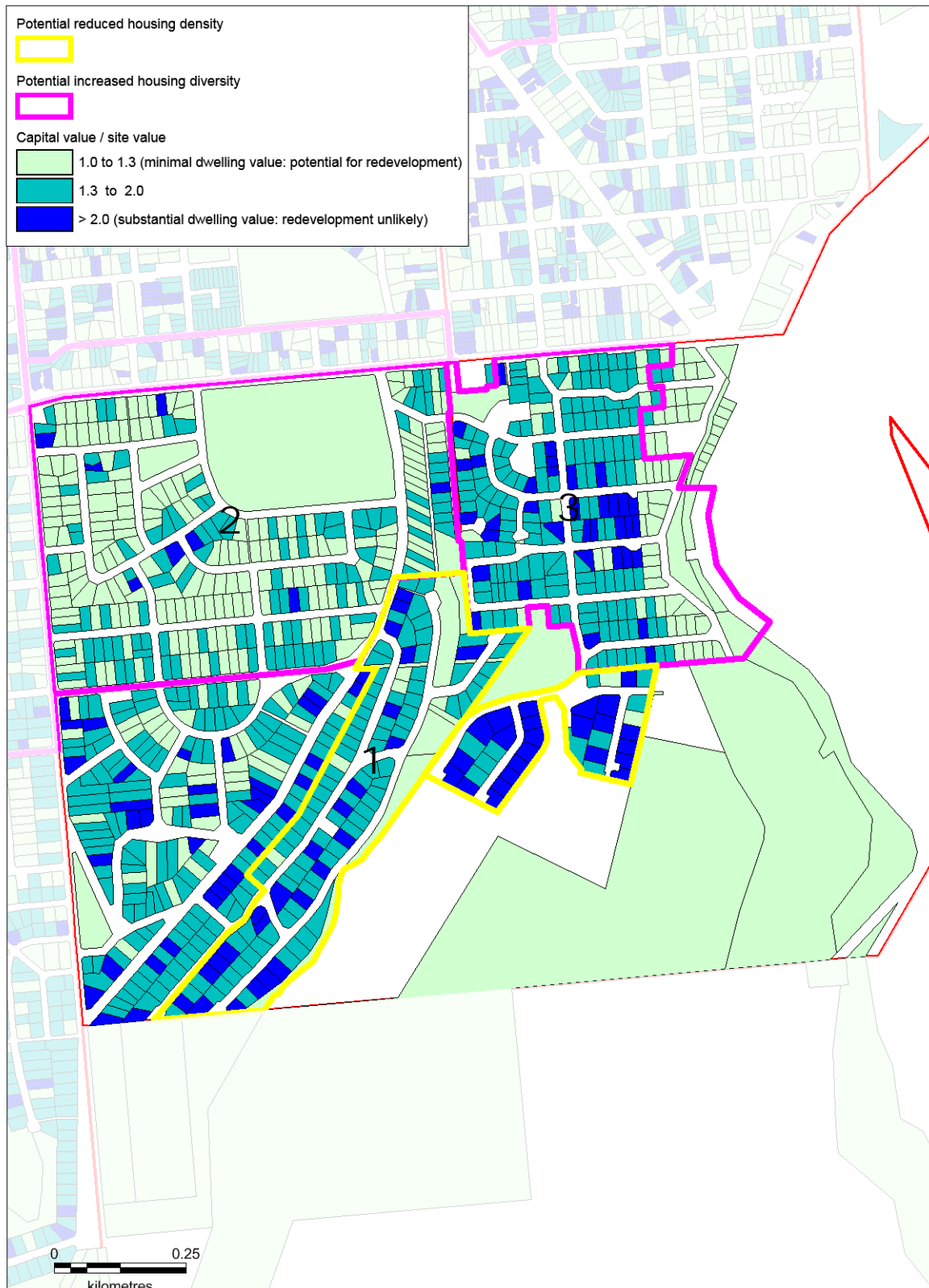


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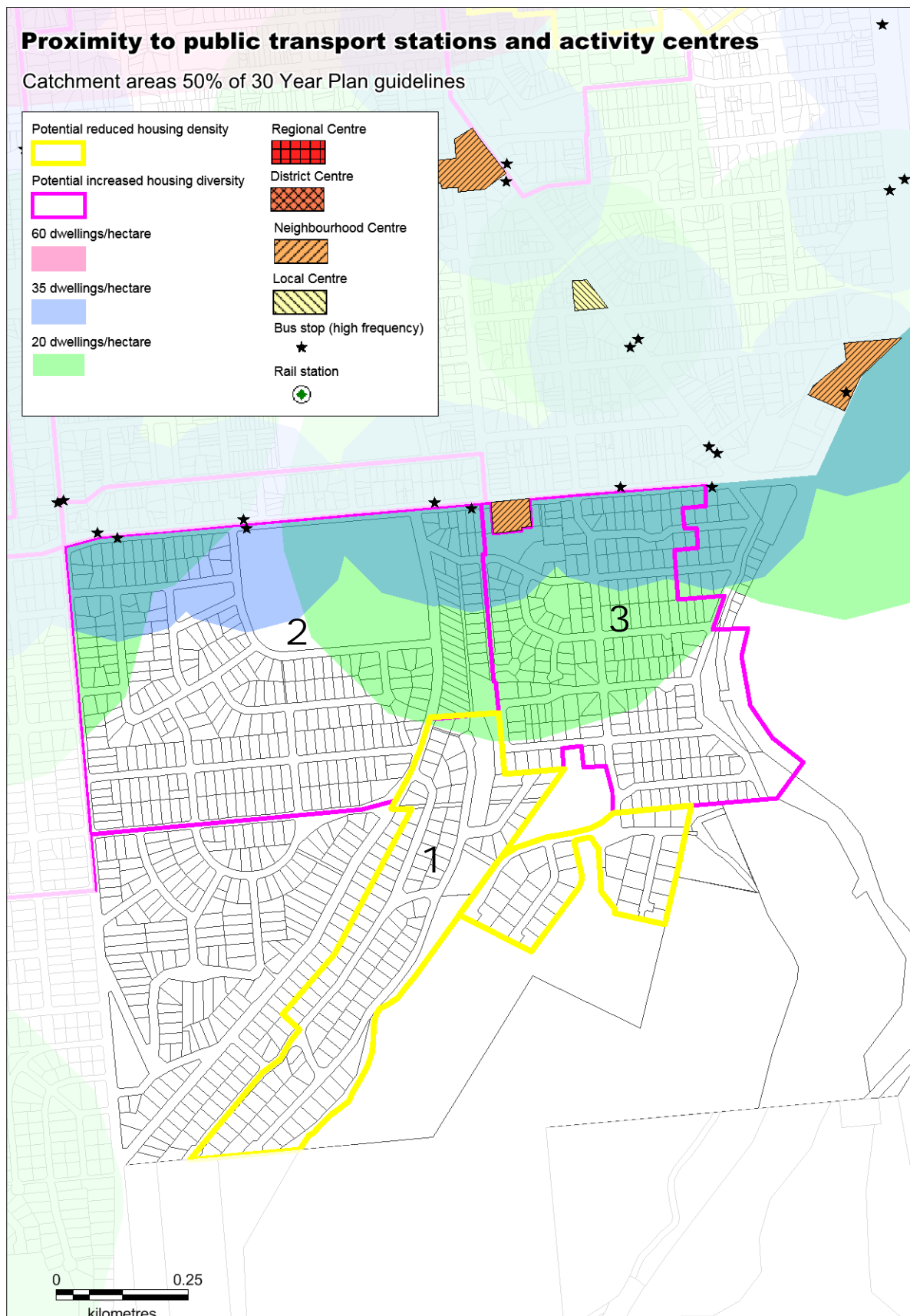
## Dwelling Age



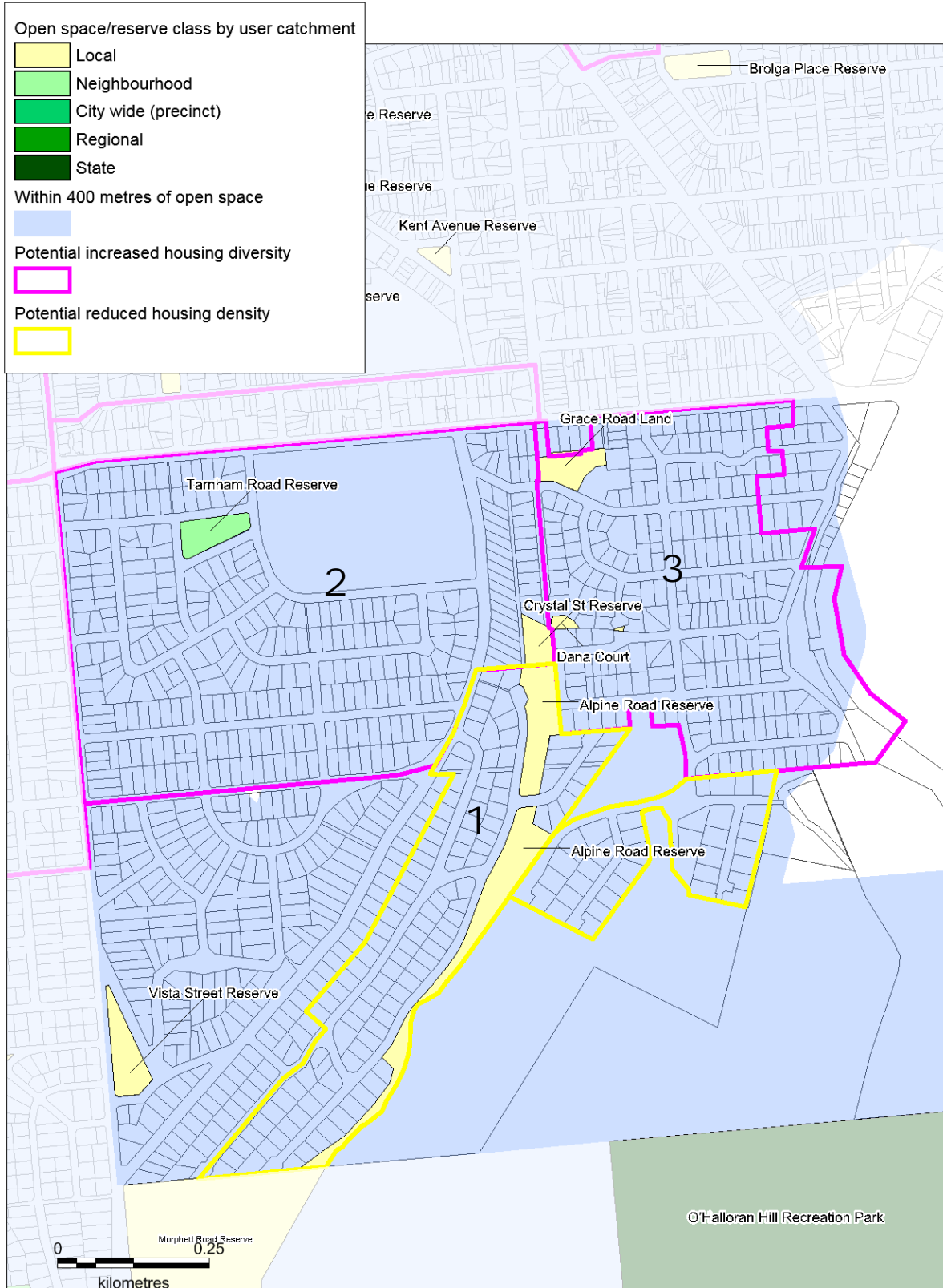
## Capital value / site value ratio



# Darlington & Seacombe Heights



## Proximity to public open space



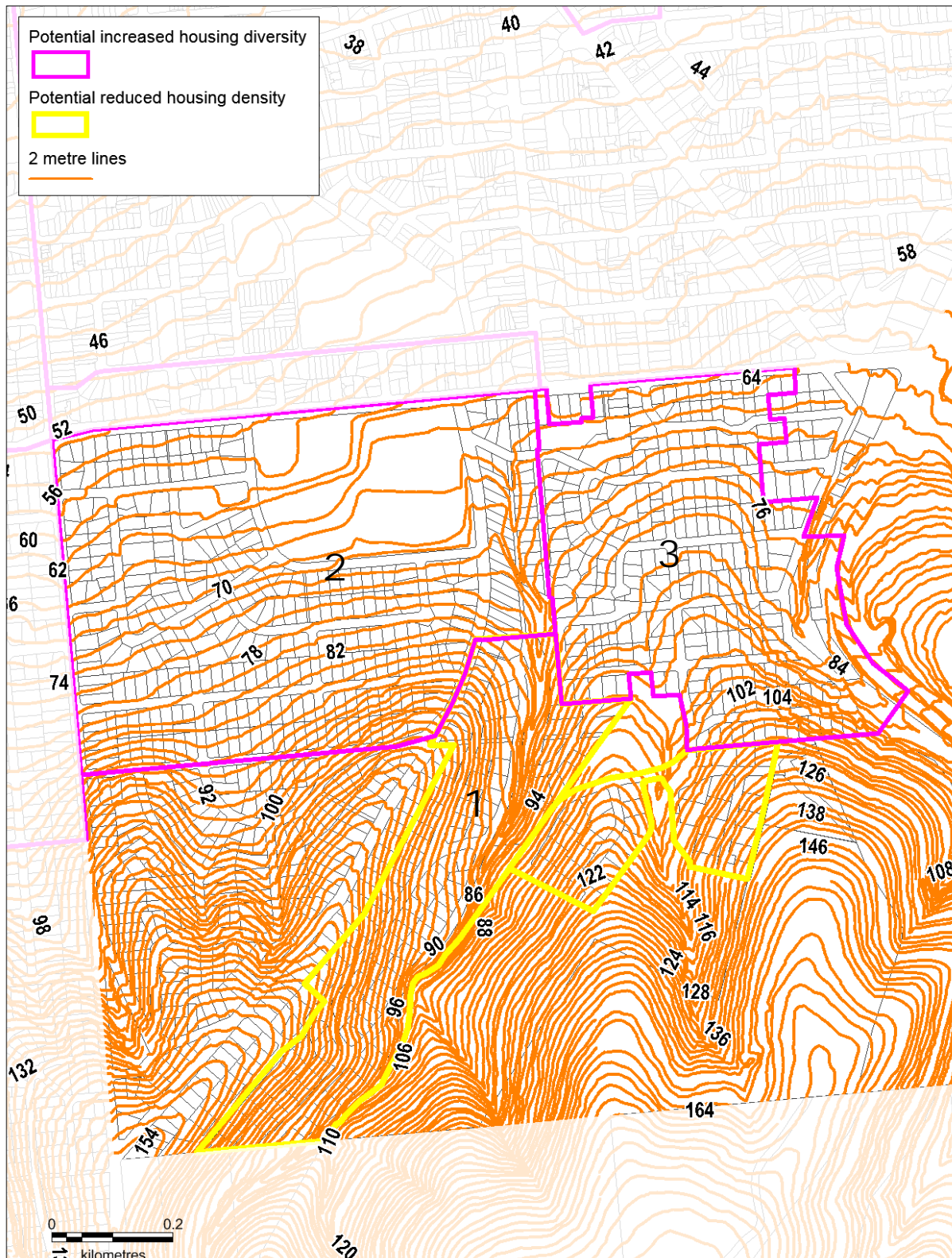


# Darlington & Seacombe Heights



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## Land Gradient



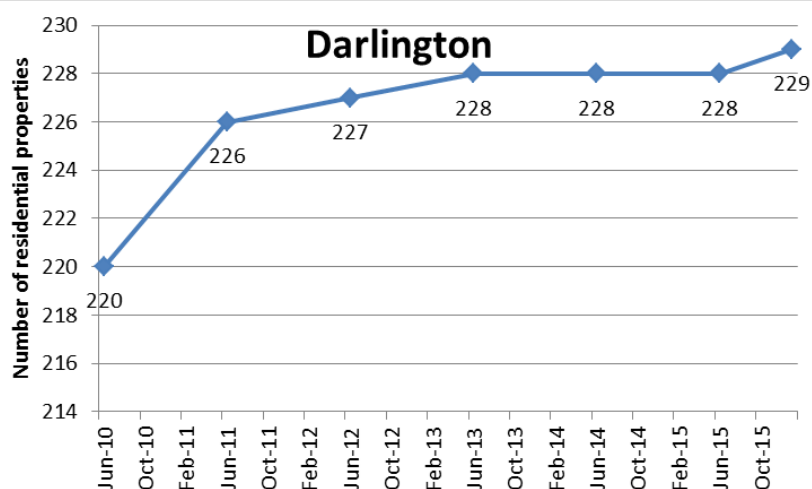
# Darlington & Seacombe Heights



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## Suburb

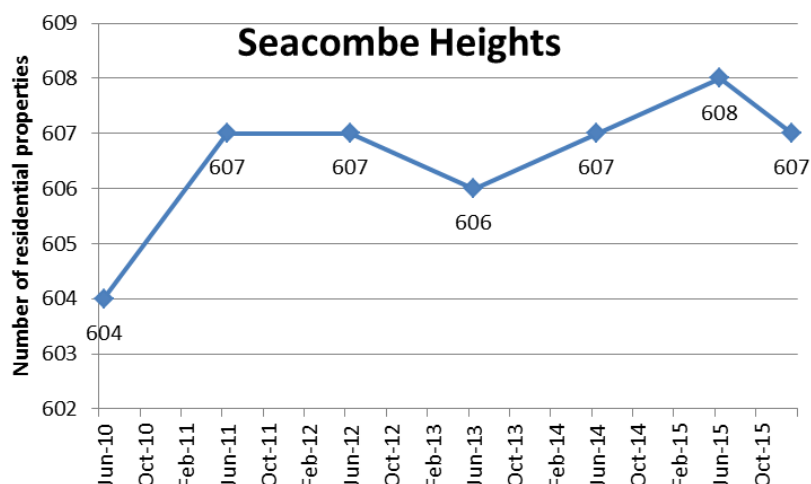
<b>Suburb size</b>		Darlington: 143.1 hectares, containing 229 dwellings Seacombe Heights: 84.1 hectares, containing 607 dwellings 2084 residents in 2011 (combined total)
<b>Current density</b>	<b>Gross residential density</b>	Darlington: 1.6 dwellings/hectare (due to large amount of open space and area in City of Onkaparinga) Seacombe Heights: 7.2 dwellings/hectare
	<b>Population density</b>	11.9 persons/hectare (in 2011)
<b>Demographic trends (2011)</b>	<b>Age</b>	Darlington - Seacombe Heights had a higher proportion of pre-schoolers and a higher proportion of persons at post retirement age than City of Marion in 2011.
	<b>Households</b>	The major differences between the number of bedrooms per dwelling of Darlington - Seacombe Heights and City of Marion were: <ul style="list-style-type: none"> <li>• A larger percentage of 4 bedroom dwellings (24.9% compared to 15.9%)</li> <li>• A larger percentage of 3 bedroom dwellings (60.1% compared to 53.7%)</li> <li>• A smaller percentage of 2 bedroom dwellings (5.0% compared to 20.8%)</li> </ul>
<b>Heritage Items</b>	<b>Local</b>	-
	<b>State</b>	-
<b>Topography</b>		The suburbs have a steep gradient in the southern areas.
<b>Movement barriers/constraints</b>		Steep land gradient in southern areas.
<b>Recent development activity</b>		



# Darlington & Seacombe Heights



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**Adjoining council areas** City of Onkaparinga: Residential Zone comprises the eastern portion of Darlington

## Comparison of Minimum Site Dimensions

City of Marion: Hills Policy Area 11  
City of Onkaparinga: Residential Zone

Dwelling Type	Site Area Marion	Site Area Onkas	Frontage Marion	Frontage Onkas
Detached	700-1100	300	18-20	9
Semi-detached	Not permitted	300	Not permitted	8
Group dwelling	700-1100	250	24-26	18
Residential flat building	Not permitted	250	Not permitted	18
Row dwelling	Not permitted	210	Not permitted	7

## Locality 1: Potential reduced housing density area (yellow)

<b>Locality commentary</b>	The locality comprises the southern portions of both suburbs, including Alpine and Karoona streets in Seacombe Heights and Eagle Rise and Peregrine Court in Darlington.	
<b>Current Policy Areas</b>	Hills Policy Area 11	
<b>Locality size</b>	22.8 hectares, containing 163 properties	
<b>Current density</b>	7.1 dwellings/hectare	
<b>Topography</b>	< 1:10	
	1:10 – 1:5	
	> 1:5	The east-to-west gradient across Alpine/Karoona roads is approximately 20% or 1:5.
<b>Proximity to public transport and activity centres</b>	The locality is not located in proximity of activity centres or public transport.	
<b>Age of dwelling stock</b>	< 1940	0%
	1940-1960	0%
	1960 – 1990	64% (105 properties)
	> 1990	26% (43 properties)
	Other	10% (data not available)
	Summary	Approximately 2/3 of locality was constructed between 1960-1990, and a further 1/4 constructed post-1990.
<b>Capital to site value ratio</b>	1.0 – 1.3	11% (18 properties)
	1.3 - 2.0	58% (95 properties)
	> 2.0	30% (49 properties)

# Darlington & Seacombe Heights



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	Other	1% (data not available)
	Summary	Minor potential for redevelopment, as only 11% of properties have a low capital to site value ratio.
Streetscape characteristics	Low density streetscape character with consistent setbacks.	
Discussion / Recommendation	<p>The locality is not located in proximity to activity centres or public transport. The dwelling stock is relatively new and maintains minimal potential for further redevelopment.</p> <p>The severe gradient of the locality, combined with separation from activity centres and transit routes, precludes development at higher densities.</p> <p>However, it is not considered necessary to further decrease density controls in this area given that it is presently zoned Hills Policy Area 11, which envisages overall gross density of approximately 7 dwellings/hectare.</p> <p>This current level of density is considered appropriate for the characteristics of the locality.</p> <p><b>It is recommended that the locality is excluded from consideration and density controls remain as per the current Hills Policy Area 11.</b></p>	
Locality 2: Potential increased housing diversity area (pink)		
Locality commentary	The locality is located south of Seacombe Road, and encompasses properties from Seacombe Road to Grandview Drive.	
Current Policy Areas	Hills Policy Area 11	
Locality size	42 hectares, containing 308 properties	
Current density	7.3 dwellings/hectare (du/ha)	
Topography	The locality rises by approximately 34 metres north-south over a distance of 570 metres, resulting in an average gradient of 6% or 1:16. However, the southern areas of the locality are steeper than the northern areas.	
Proximity to public transport and activity centres	The northern 100-200 metres of the locality is located in proximity of bus routes along Seacombe Road, warranting 35 du/ha. The eastern portion of the locality is located within 400 metres of a Neighbourhood Centre Zone, warranting density of 20 du/ha.	
Age of dwelling stock	< 1940	0% (1 property)
	1940-1960	19% (58 properties)
	1960 – 1990	74% (228 properties)
	> 1990	4% (11 properties)
	Other	3% (data not available)
	Summary	¾ of dwellings constructed between 1960-1990
Capital to site value ratio	1.0 – 1.3	61% (189 properties)
	1.3 - 2.0	35% (109 properties)
	> 2.0	3% (8 properties)
	Other	1% (data not available)
	Summary	Significant potential for redevelopment, as 62% of properties have a ratio under 1.3, indicating minimal dwelling value and high site value.
Discussion / Recommendation	<p>Dwellings in the subject locality were predominantly constructed between 1960 and 1990, with limited examples of recent development. Due to the considerable age of dwelling stock, there is a high proportion of dwellings with low capital to site value ratios, which indicates that this area is prime for redevelopment.</p>	



# Darlington & Seacombe Heights



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The northern portion of the locality is located within walking distance of bus routes along Seacombe Road, and therefore is recommended for densities of 35 du/ha by the *30 Year Plan*. The eastern and western portions of the locality are located within walking distance of Neighbourhood Centre Zones, and therefore are recommended for densities of 20 du/ha.

The locality maintains an overall moderate gradient of approximately 6% (1:16). This gradient would still allow for redevelopment, but perhaps at a slightly reduced density than recommended by the *30 Year Plan* in order to account for appropriate site/dwelling designs to minimise amenity impacts on adjacent land (i.e. privacy, overshadowing, earthworks).

The area south of Truscott Avenue maintains a steeper gradient which may make redevelopment at higher densities problematic. Given that the southern portion of the locality is not located within convenient walking distance of centres and public transport, it is not considered appropriate for inclusion within the increased housing diversity area.

**It is recommended that the locality is reduced in size to exclude areas south of Truscott Avenue.**

## Locality 3: Potential increased housing diversity area (pink)

<b>Locality commentary</b>	The locality includes the majority of Darlington between Seacombe Road and Ridgecrest Avenue.	
<b>Current Policy Areas</b>	Hills Policy Area 11	
<b>Locality size</b>	25.5 hectares, containing 233 properties	
<b>Current density</b>	9.1 dwellings/hectare	
<b>Proximity to public transport and activity centres</b>	The northern part of the locality is located within walking distance of bus routes along Seacombe Road. Approximately 60% of the locality is located within 400 metres of the Neighbourhood Centre Zone	
<b>Topography</b>	The locality rises by approximately 46 metres north-south over a distance of 610 metres, resulting in an average gradient of 7.5% or 1:13. However, the southern areas of the locality are steeper than the northern areas.	
<b>Age of dwelling stock</b>	<b>&lt; 1940</b>	0% (1 property)
	<b>1940-1960</b>	1% (2 properties)
	<b>1960 – 1990</b>	45% (105 properties)
	<b>&gt; 1990</b>	47% (110 properties)
	<b>Other</b>	7% (data not available)
	<b>Summary</b>	Approximately ½ of dwellings were constructed between 1960-90, and a further ½ constructed after 1990.
<b>Capital to site value ratio</b>	<b>1.0 – 1.3</b>	22% (51 properties)
	<b>1.3 - 2.0</b>	62% (144 properties)
	<b>&gt; 2.0</b>	15% (36 properties)
	<b>Other</b>	1% (data not available)
	<b>Summary</b>	22% of dwellings maintain a ratio less than 1.3, indicating low capital to site value and potential for redevelopment. Most dwellings (62%) fall within a median range of 1.3-2.0.
<b>Discussion / Recommendation</b>	Approximately half of the dwellings in the subject locality were constructed between 1960 and 1990, and the remaining half were constructed after 1990. Due to this substantial extent of recent development, capital to site value ratios are relatively high, with only 22% of the locality maintaining a ratio less than 1.3 (indicating propensity for redevelopment in the near future).	

# Darlington & Seacombe Heights



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The northern portion of the locality is located within walking distance (200 metres) of bus routes along Seacombe Road, and therefore is recommended for densities of 35 du/ha by the *30 Year Plan*. Further, over half of the locality is located within 400 metres of the Neighbourhood Centre Zone, and is therefore recommended for densities of 20 du/ha.

The locality maintains an overall moderate gradient of approximately 7.5% (1:13). This gradient would still allow for redevelopment, but perhaps at a slightly reduced density than recommended by the *30 Year Plan* in order to account for appropriate site/dwelling designs to minimise amenity impacts on adjacent land (i.e. privacy, overshadowing, earthworks).

The area south of James Street maintains a steeper gradient which may make redevelopment at higher densities problematic. Given that the southern portion of the locality is not located within convenient walking distance of centres and public transport, it is not considered appropriate for inclusion within the increased housing diversity area.

**It is recommended that the locality is reduced in size to exclude areas south of James Street.**

# Darlington & Seacombe Heights



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## Staff's Recommendation:

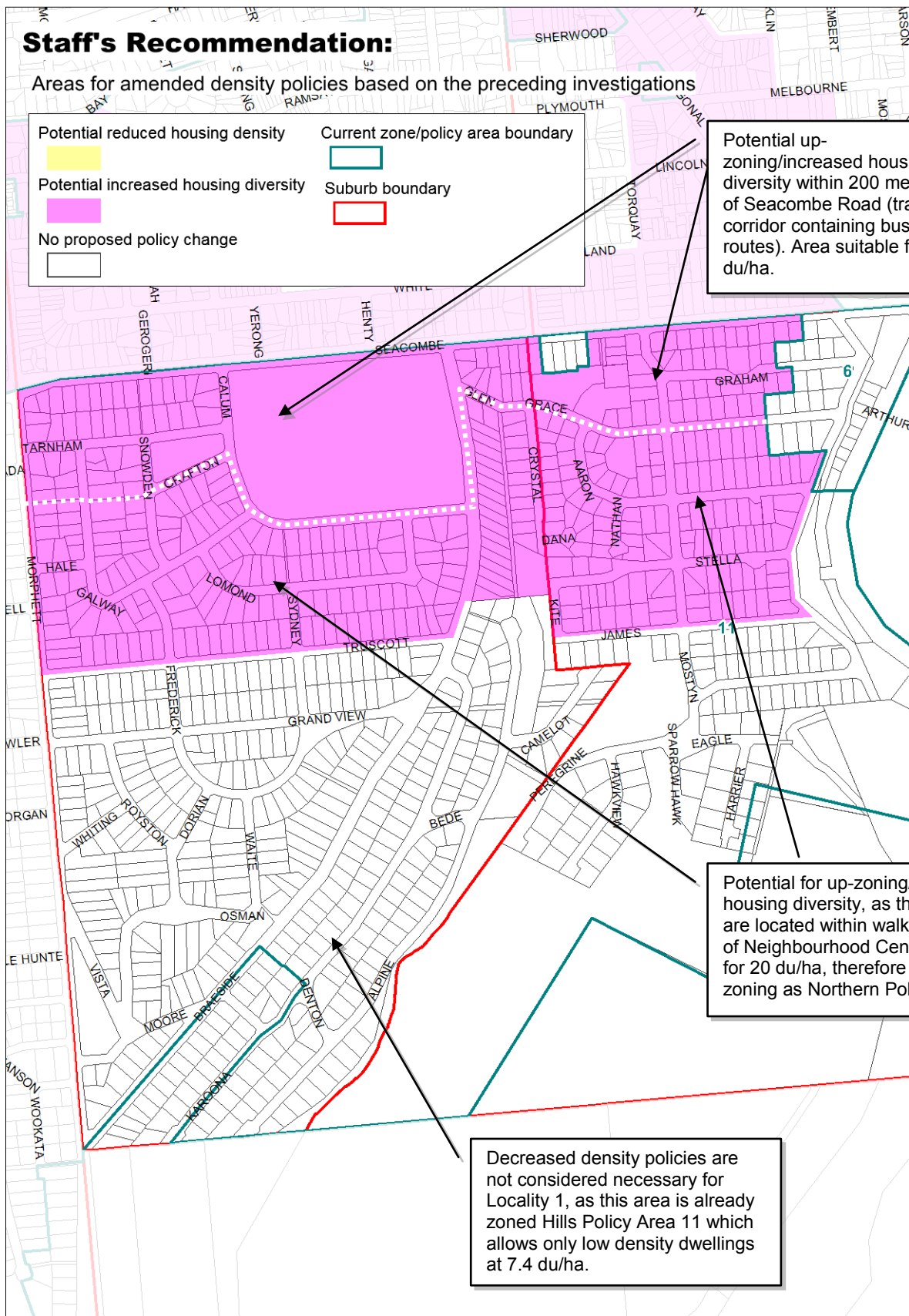
Areas for amended density policies based on the preceding investigations

Potential reduced housing density	Current zone/policy area boundary
Potential increased housing diversity	Suburb boundary
No proposed policy change	

Potential up-zoning/increased housing diversity within 200 metres of Seacombe Road (transit corridor containing bus routes). Area suitable for 35 du/ha.

Potential for up-zoning/increased housing diversity, as these areas are located within walking distance of Neighbourhood Centres. Suitable for 20 du/ha, therefore potential for zoning as Northern Policy Area 13.

Decreased density policies are not considered necessary for Locality 1, as this area is already zoned Hills Policy Area 11 which allows only low density dwellings at 7.4 du/ha.



# Dover Gardens

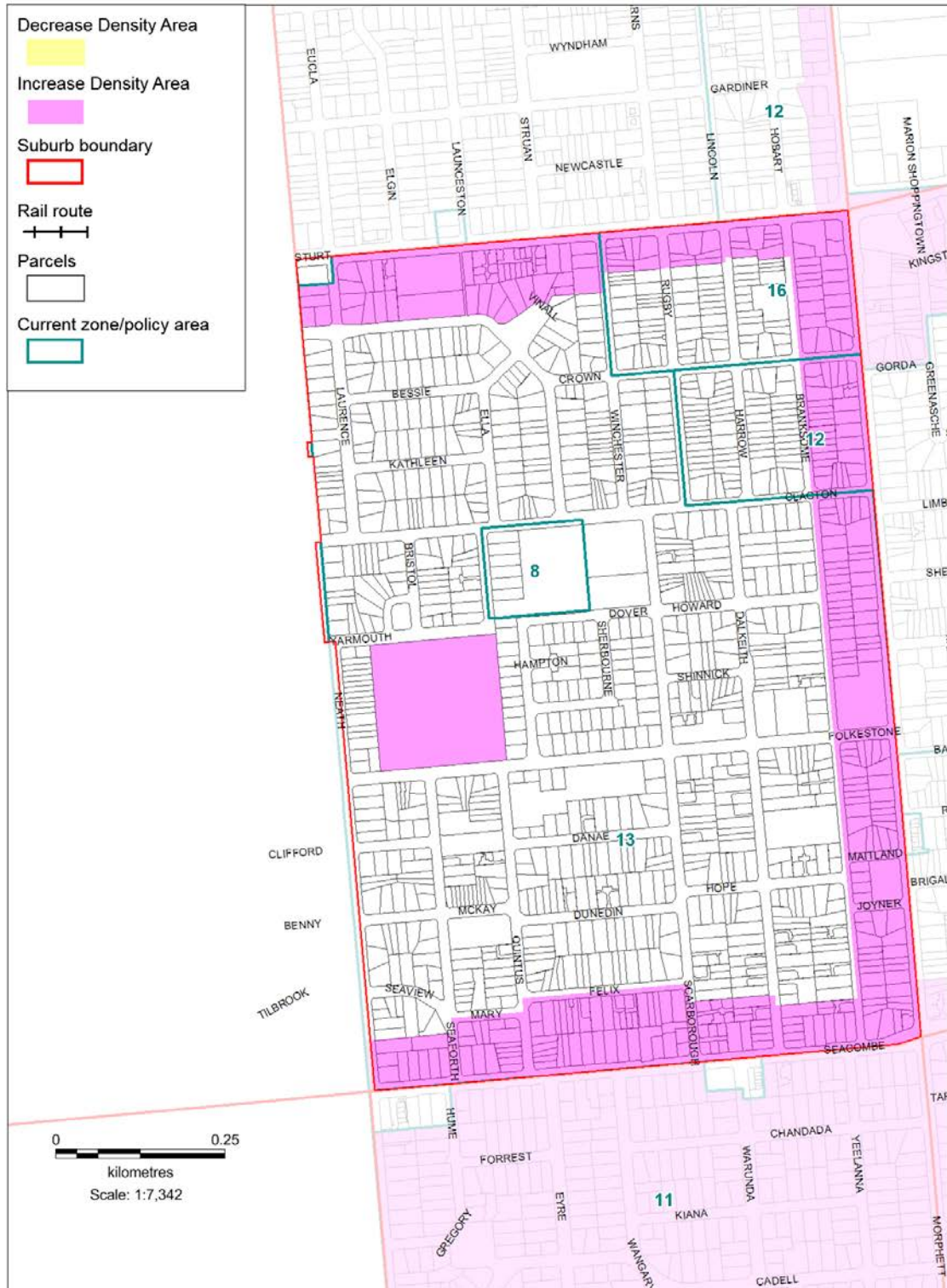


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344 properties identified for potential increased housing diversity

## Areas identified for change of density

by Elected Members in November 2015

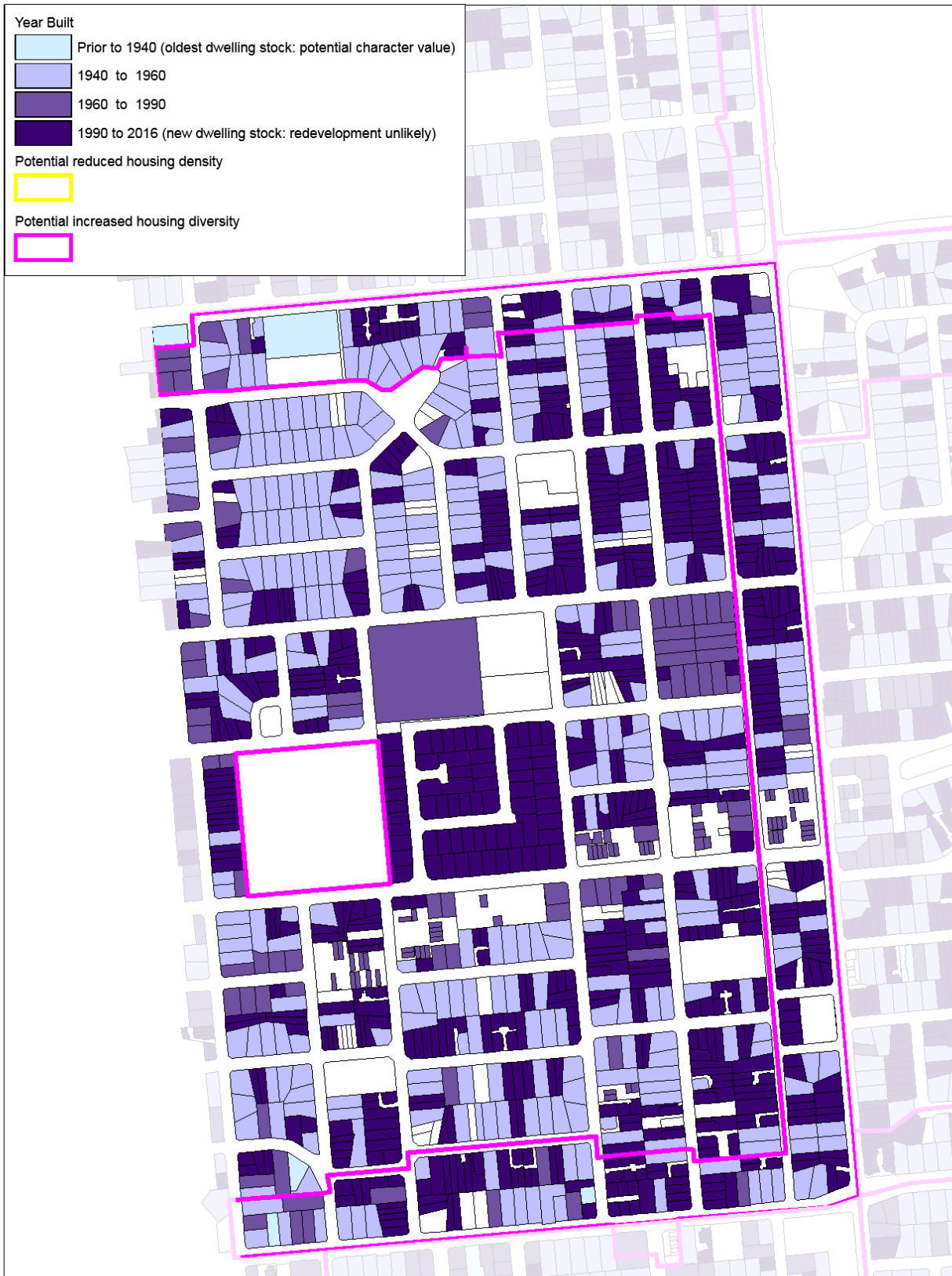


# Dover Gardens



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## Dwelling Age



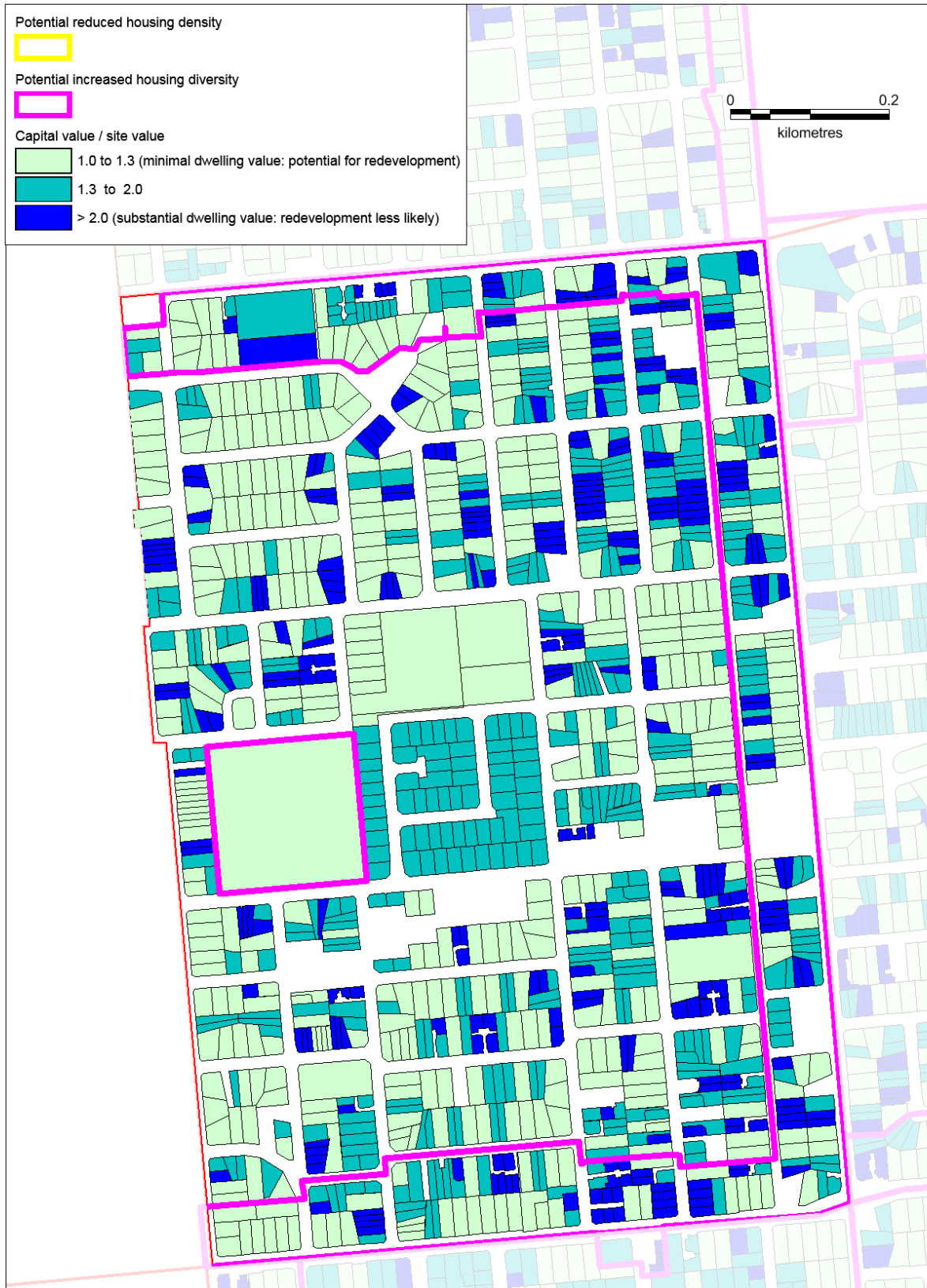


# Dover Gardens



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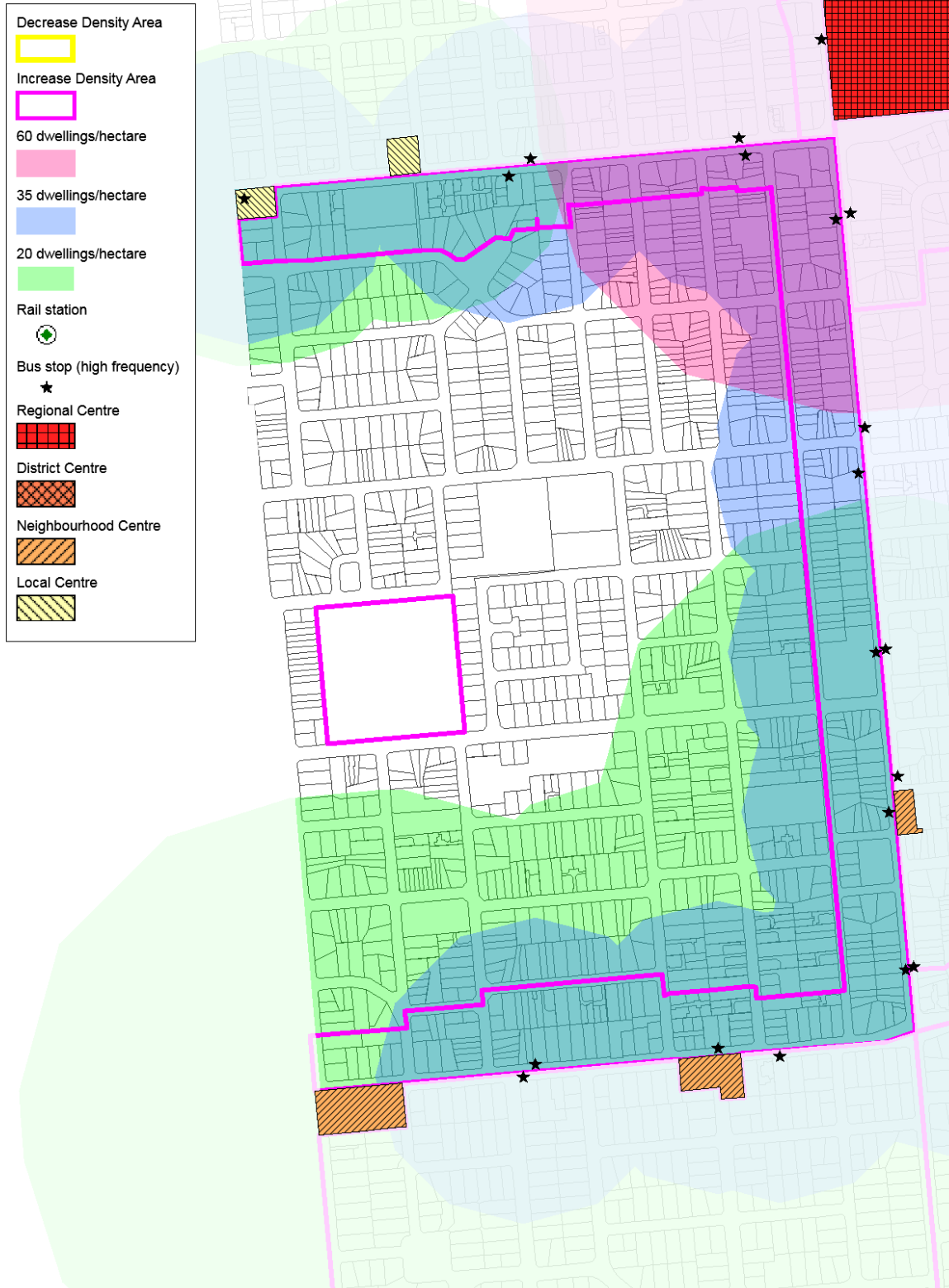
## Capital value / site value ratio



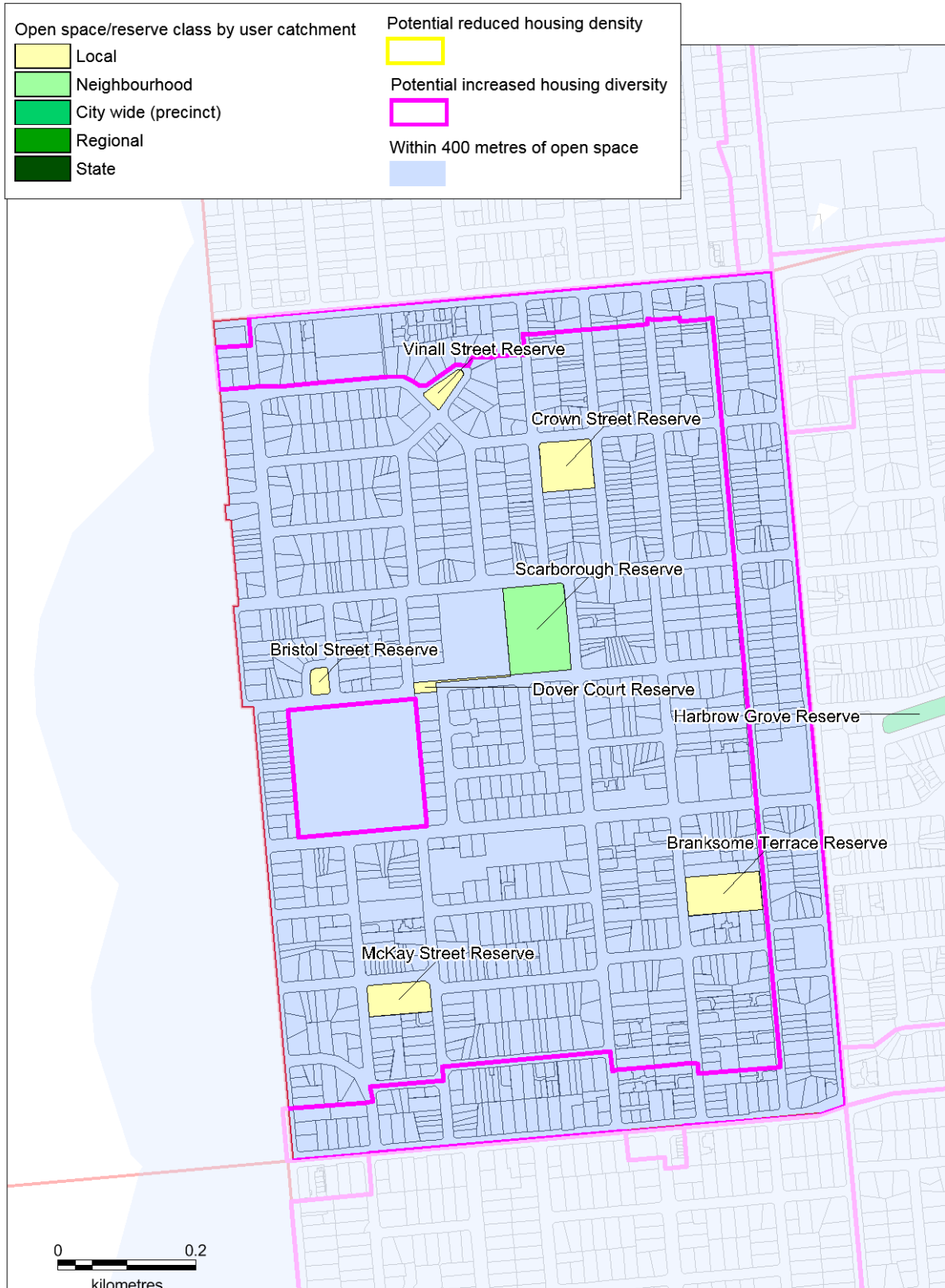
# Dover Gardens

## Proximity to public transport stations and activity centres

Catchment areas 50% of 30 Year Plan guidelines



## Proximity to public open space





# Dover Gardens



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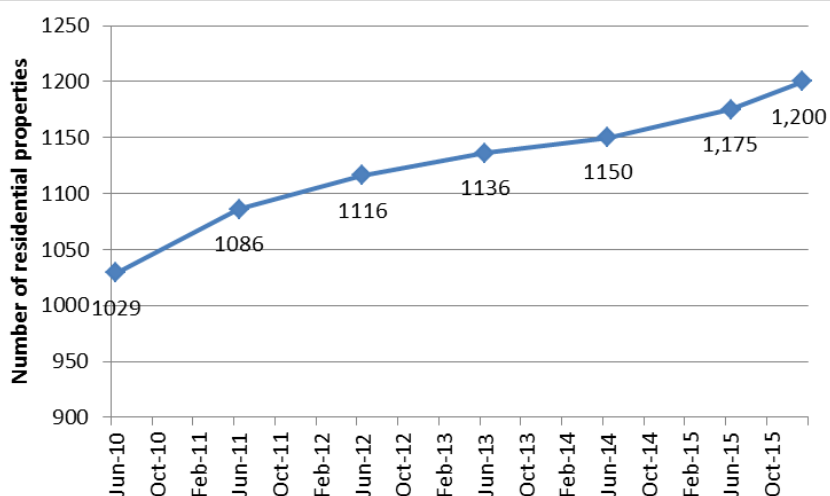
Suburb		
<b>Suburb size</b>		100 hectares 1200 dwellings (in 2016) (1291 properties) 2579 residents (in 2011)
<b>Current density</b>	<b>Gross residential density</b>	12.0 dwellings/hectare
	<b>Population density</b>	25.8 persons/hectare
<b>Demographic trends (2011)</b>	<b>Age</b>	Similar proportion of pre-schoolers and a lower proportion of persons at post retirement age.
	<b>Households</b>	Predominant dwelling type 3 bedrooms (64.3%)
<b>Heritage Items</b>	<b>Local</b>	-
	<b>State</b>	95-107 Sturt Road
<b>Current Policy Areas</b>		Predominantly Northern Policy Area 13, but includes Regeneration Policy Area 16 and Medium Density Policy Area 12 in the north-eastern corner of the suburb, and the Industry Zone: Winery Policy Area 8 on the Patritti Winery site.
<b>Topography</b>	< 1:10	Minor gradient throughout suburb
<b>Movement barriers/constraints</b>		None identified
<b>Proximity to public transport and activity centres</b>		<p>The north-eastern corner of the suburb is located in proximity to the Regional Centre Zone, warranting densities of 35-60 dwellings/hectare (du/ha).</p> <p>The northern, eastern and southern portions of the locality, where located within 200 metres of Sturt, Morphett and Seacombe Road, warrant densities of 35 du/ha due to proximity to high frequency bus routes.</p> <p>The southern portion of the suburb is located within 400 metres of Neighbourhood Centre zones, warranting density of 20 du/ha, which is similar to the density envisaged by its current zoning as Northern Policy Area 13.</p>
<b>Age of dwelling stock</b>	<b>&lt; 1940</b>	0% (5 properties)
	<b>1940-1960</b>	28% (357 properties)
	<b>1960 – 1990</b>	14% (187 properties)
	<b>&gt; 1990</b>	55% (710 properties)
	<b>Other</b>	3% (data not available)
	<b>Summary</b>	Majority of dwellings (55%) were constructed within the past 25 years.
<b>Capital to site value ratio</b>	<b>1.0 – 1.3</b>	37% (483 properties)
	<b>1.3 - 2.0</b>	35% (448 properties)
	<b>&gt; 2.0</b>	23% (293 properties)
	<b>Other</b>	5% (data not available)
	<b>Summary</b>	Over 1/3 of properties in the suburb maintain high site value and low dwelling value, and are therefore prime for redevelopment.

# Dover Gardens



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## Recent development activity



**Adjoining council areas** West: Holdfast Bay Council: Residential Zone (no policy area).

### Comparison of Minimum Site Dimensions

City of Marion: Northern Policy Area 13

City of Holdfast Bay: Residential Zone

Dwelling Type	Site Area Marion	Site Area Holdfast	Frontage Marion	Frontage Holdfast
Detached	375	400	12	12
Semi-detached	320	350	9	12
Group dwelling	300	350	20	12
Residential flat building	300	350	20	12
Row dwelling	250	350	7	10

## Potential increased housing diversity area (pink)

### Locality commentary

The locality comprises:

- strips of land, generally 100 metres wide, adjacent to Sturt Road (north), Morphett Road (east) and Seacombe Road (south).
- The site of the former Dover Gardens Primary School.

### Current Policy Areas

Predominantly Northern Policy Area 13, but includes Regeneration Policy Area 16 and Medium Density Policy Area 12 in the north-eastern corner of the suburb.

### Locality size

27.6 hectares, containing 344 properties

### Current density

12.5 dwellings/hectare

### Proximity to public transport and activity centres

The north-eastern corner of the locality is suitable for 60 du/ha due to proximity to the Regional Centre, while the remainder of the locality is suitable for 35 du/ha due to proximity to high frequency bus route stops along arterial roads.

### Age of dwelling stock

< 1940	1% (3 properties)
1940-1960	25% (87 properties)
1960 – 1990	13% (45 properties)
> 1990	57% (195 properties)
Other	4% (data not available)
Summary	A majority of dwellings (57%) were constructed within the past 25 years.

### Capital to site value ratio

1.0 – 1.3	35% (119 properties)
1.3 - 2.0	31% (106 properties)
> 2.0	29% (100 properties)
Other	5% (data not available)

# Dover Gardens



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	<p><b>Summary</b></p> <p>Over 1/3 of properties in the suburb maintain high site value and low dwelling value, and are therefore prime for redevelopment.</p>
<p><b>Streetscape characteristics</b></p>	<p>The streets included in the locality do not maintain consistent characteristics, as they are dominated by the arterial road character.</p>
<p><b>Recommendation</b></p>	<p>The locality does not maintain distinct character or established streetscape value, as 57% of dwellings were constructed post-1990. Despite this high level of recent development, 35% of properties maintain a low capital to site value ratio, indicating that there is potential for further redevelopment.</p> <p>The north-eastern corner of the suburb is recommended for a gross density of 35-60 du/ha under the 30 Year Plan due to proximity to the Regional Centre Zone. This area is currently zoned Regeneration Policy Area 16 and Medium Density Policy Area 12, which envisages gross densities of approximately 33.5 and 26 du/ha, respectively. As such, there is scope to further increase density policies in this area.</p> <p>The remainder of the area is located in proximity to high frequency bus routes along Sturt Road, Morphett Road and Seacombe Road. The 30 Year Plan therefore recommends these areas for density of 35 du/ha, where they are currently zoned at approximately 22 du/ha under the Northern Policy Area 13. As such, there is scope to increase density policies in these areas adjacent to the arterial roads. A catchment area of 200 metres from the arterial road is recommended, as this reflects half of the catchment area recommended by the 30 Year Plan, and is generally a 2-3 minute walk.</p> <p>It is noted that Sturt Road is a higher order road than Morphett or Seacombe Road, and therefore lesser densities are recommended for those properties along the eastern and southern edges of the suburb.</p> <p>The site of the former Dover Gardens Primary School on Folkestone Road is not located within convenient walking distance of activity centres or public transport. However, it is acknowledged that the site may be suitable for densities exceeding 22 du/ha of the current Northern Policy Area 13 if the site is developed in a manner that achieves appropriate transition to adjoining areas and achieves good design outcomes. These matters would be assessed on merit at the time when a development application is lodged, and therefore re-zoning of the land would not be mandatory for facilitation of higher density. For these reasons, it is considered that the potential for increased density on this site would be best dealt with as a merit assessment at the stage when a future development application is lodged; not as a policy change.</p> <p><b>It is recommended that the locality is increased in size to include:</b></p> <ul style="list-style-type: none"> <li>a) <b>A catchment area of approximately 200 metres from bus stops along the arterial roads.</b></li> <li>b) <b>A catchment area of approximately 400 metres from the Regional Centre Zone.</b></li> </ul> <p><b>It is recommended that the site of the former Dover Gardens Primary School is excluded from the locality.</b></p>

# Dover Gardens



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## Staff's Recommendation:

Areas for amended density policies based on the preceding investigations

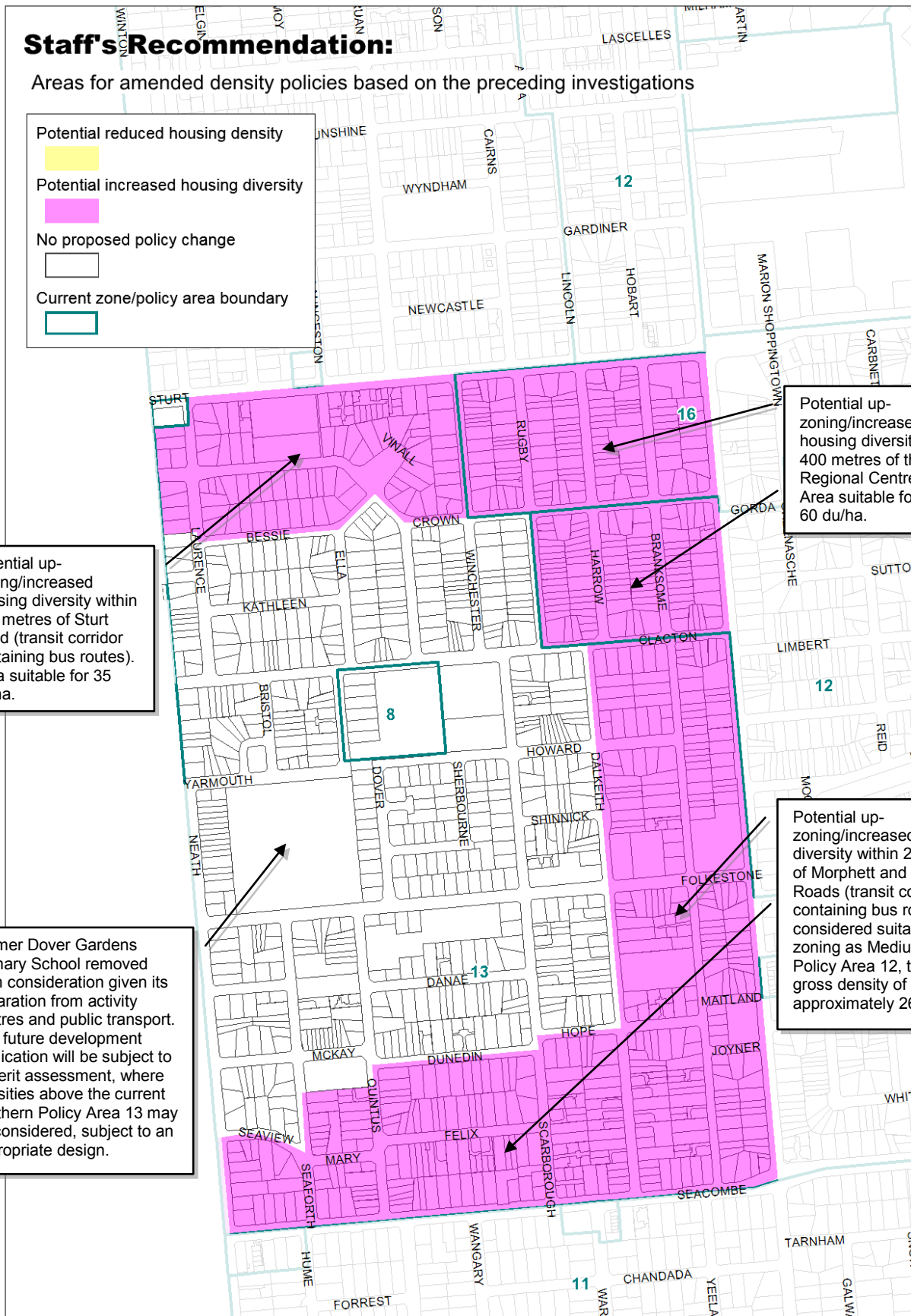
- Potential reduced housing density
- Potential increased housing diversity
- No proposed policy change
- Current zone/policy area boundary

Potential up-zoning/increased housing diversity within 200 metres of Sturt Road (transit corridor containing bus routes). Area suitable for 35 du/ha.

Potential up-zoning/increased housing diversity within 400 metres of the Regional Centre Zone. Area suitable for 35 - 60 du/ha.

Potential up-zoning/increased housing diversity within 200 metres of Morphett and Seacombe Roads (transit corridor containing bus routes). Area considered suitable for zoning as Medium Density Policy Area 12, to achieve gross density of approximately 26 du/ha.

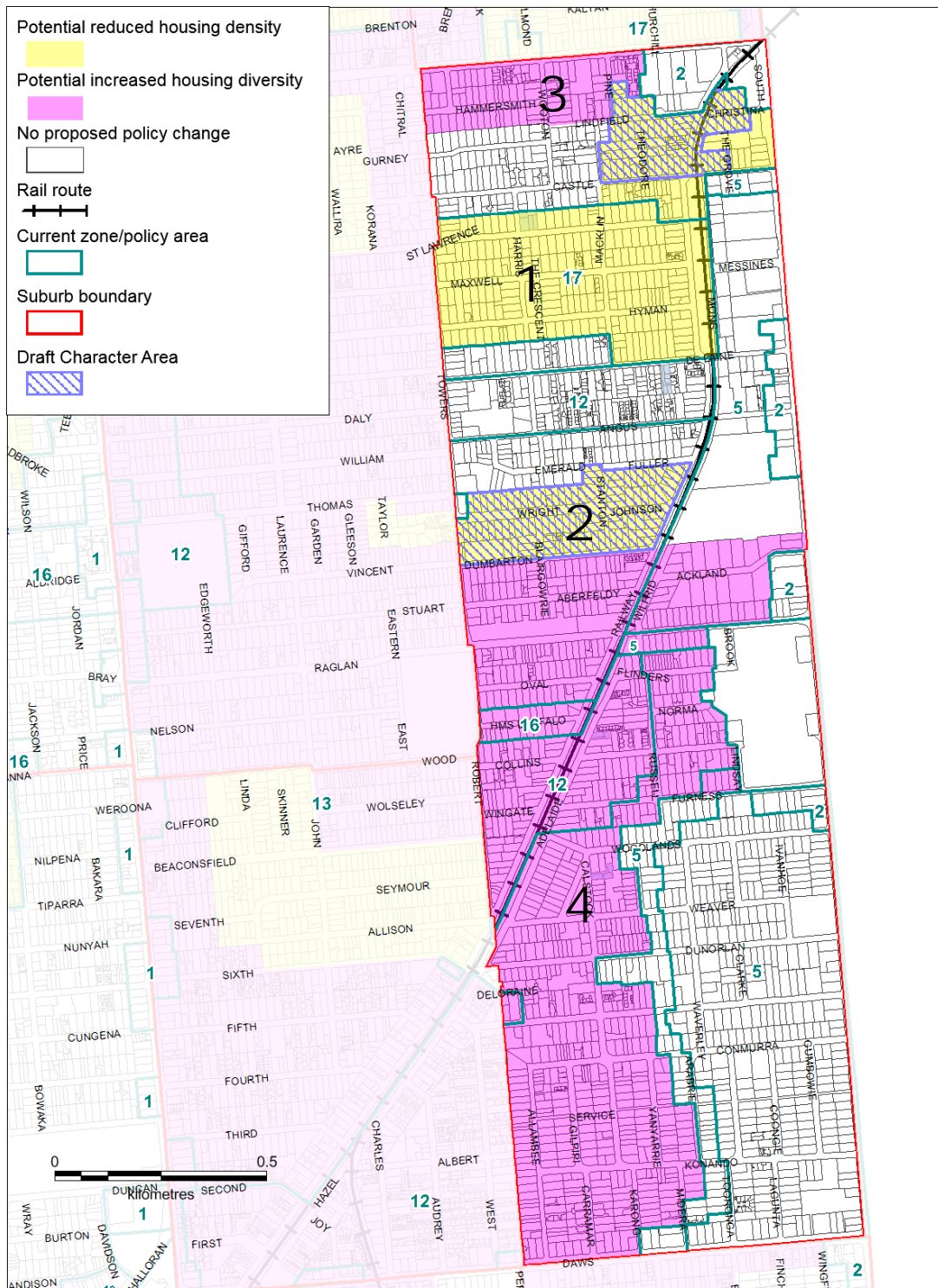
Former Dover Gardens Primary School removed from consideration given its separation from activity centres and public transport. Any future development application will be subject to a merit assessment, where densities above the current Northern Policy Area 13 may be considered, subject to an appropriate design.



462 properties identified for potential reduced housing density  
1147 properties identified for potential increased housing diversity

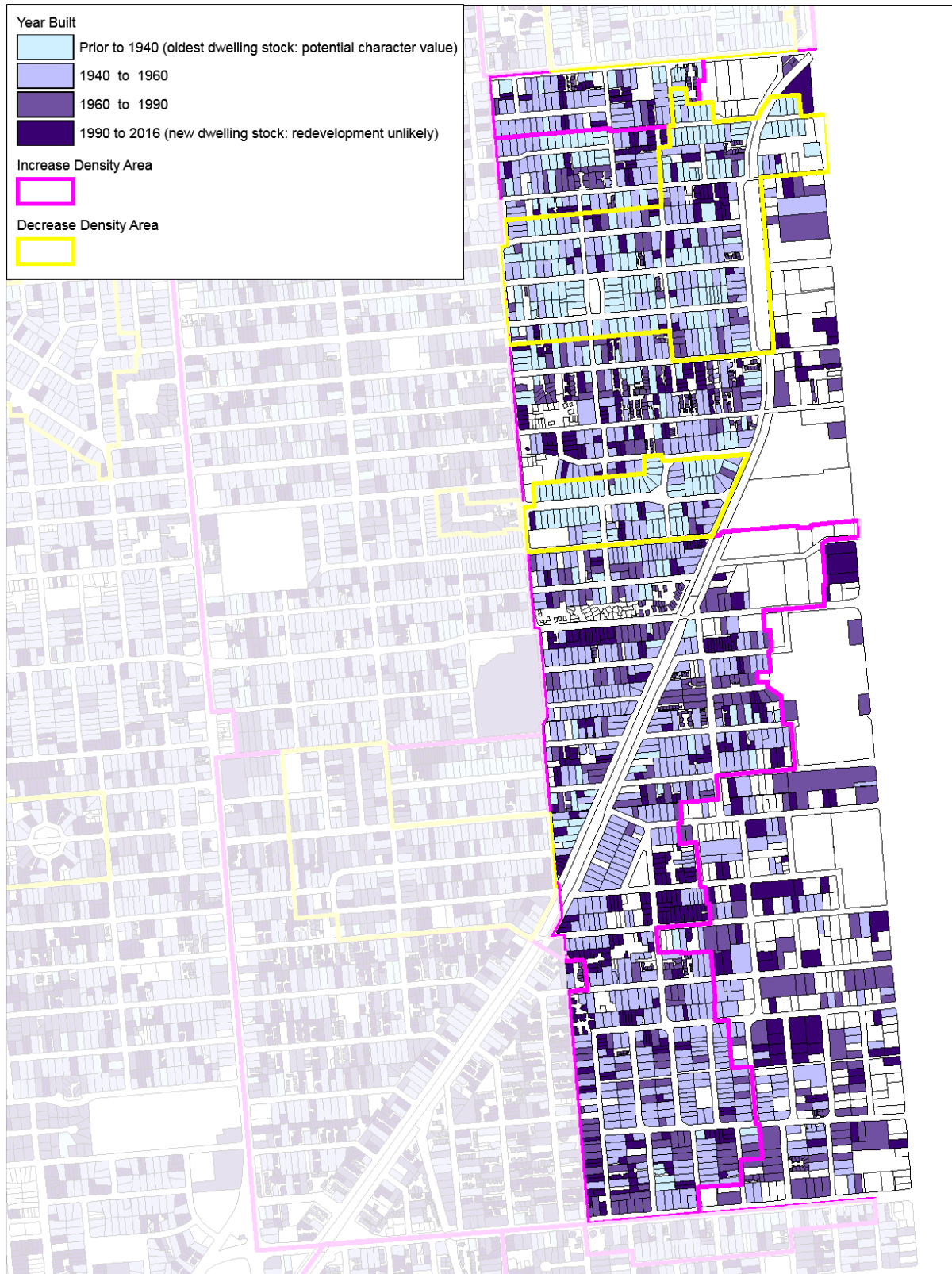
## Areas identified for change of density

by Elected Members in November 2015

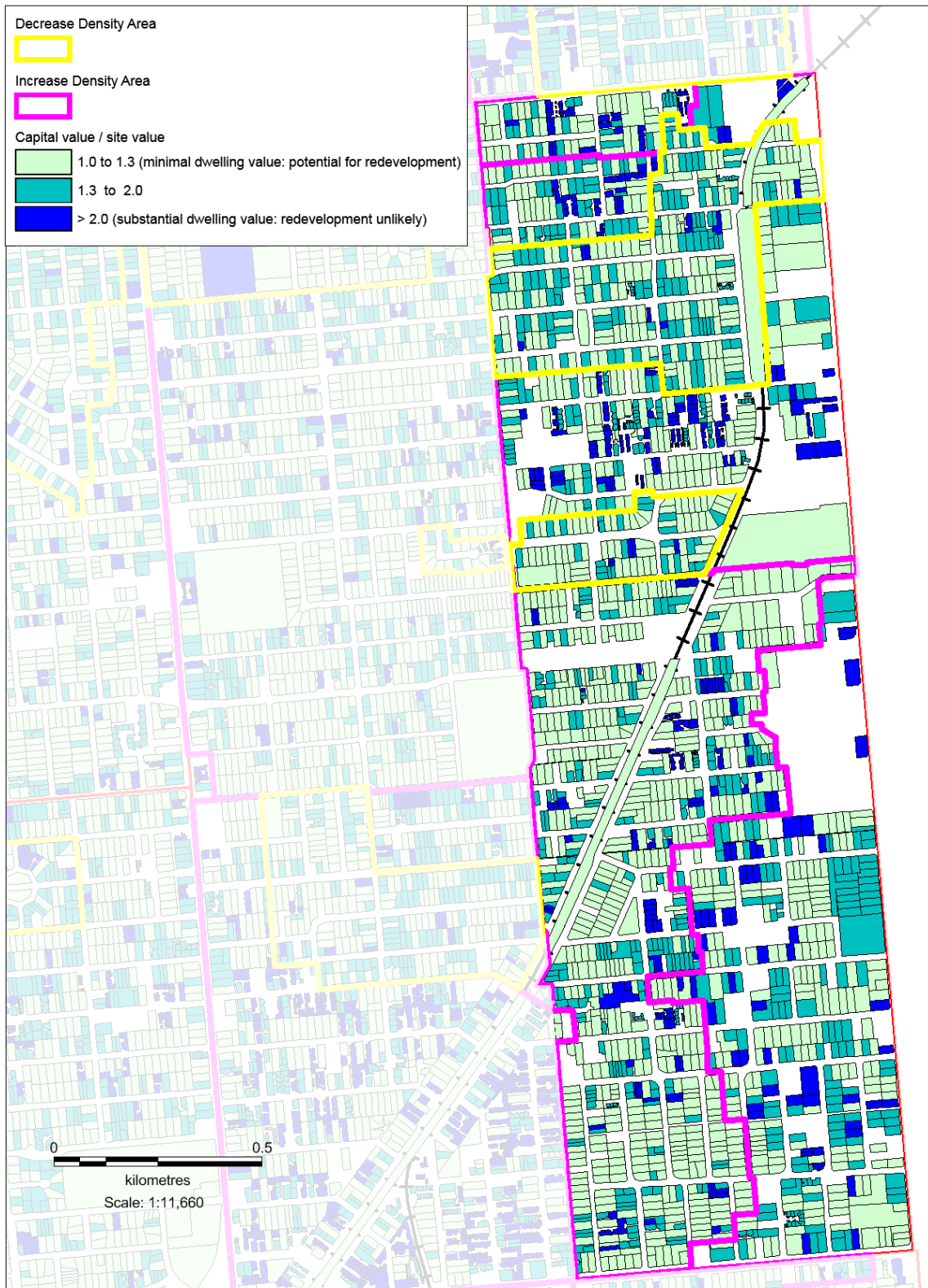




## Dwelling Age



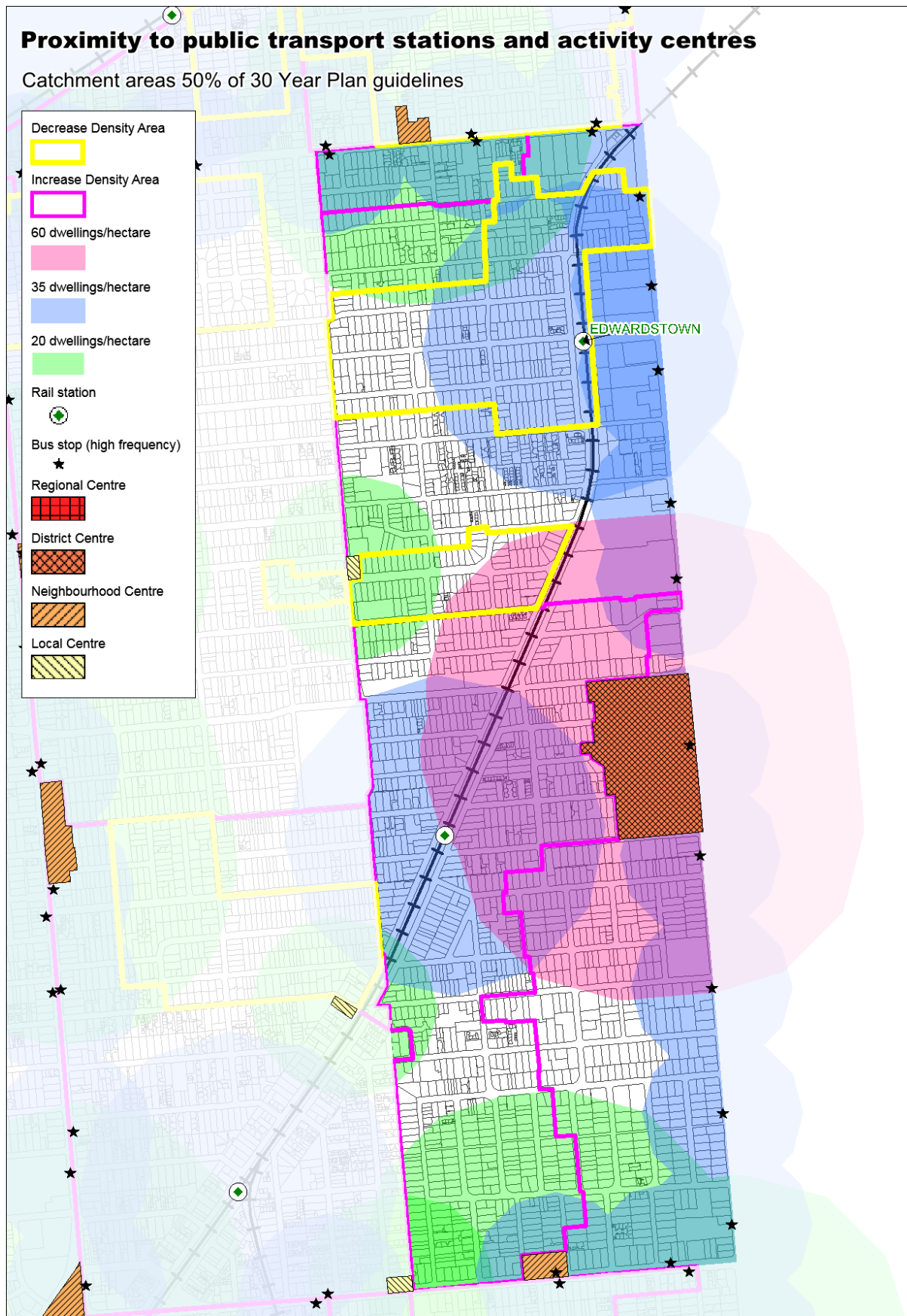
## Capital value / site value ratio



# Edwardstown

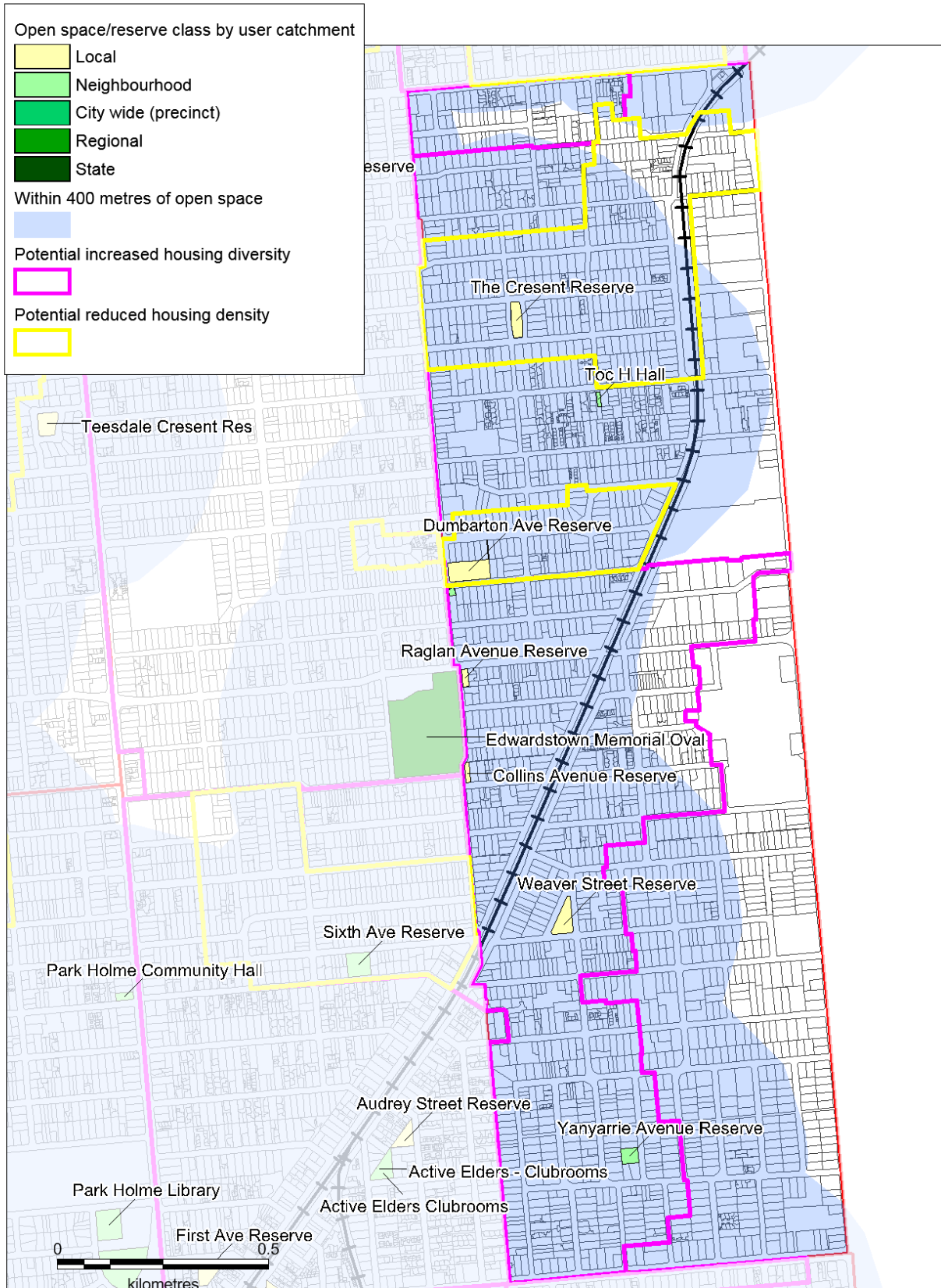


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## Proximity to public open space



# Edwardstown

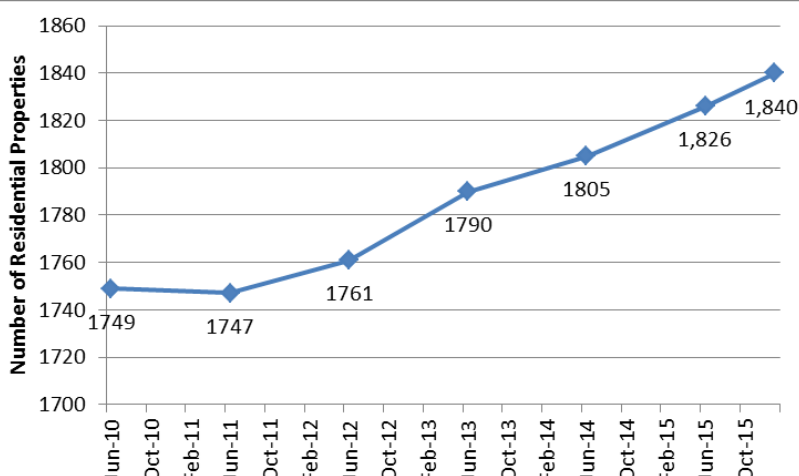


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## Suburb

<b>Suburb size</b>		232 hectares, containing 1840 residential properties
<b>Current density</b>		7.9 dwellings per hectare Note: high proportion of industrial properties reduces residential density
<b>Demographic profile (2011)</b>	<b>Age</b>	Lower proportion of people in the younger age groups (0 to 17 years) as well as a lower proportion of people in the older age groups (60+ years).
	<b>Household</b>	Higher proportion of dwellings with 2 bedrooms or less, and a lower proportion of dwellings with 4 or more bedrooms.
<b>Topography</b>	<b>&lt; 1:10</b>	Negligible gradient
<b>Other movement barriers/constraints</b>		Train line intercepts suburb
<b>Heritage Places</b>	<b>Local</b>	1 Castle Street Messines Avenue 1/ 57 Raglan Avenue 926-928 South Road 3 Wright Street

## Recent development activity



## Adjoining Council Areas

East

Mitcham Council: Industry/Commerce Zone fronts the eastern side of South Road, with the Residential (Central Plains) Zone beyond. Majority is Residential (Central Plains) Policy Area 8, but includes pockets of Policy Area 12, 13 and 14.

### City of Mitcham: Residential (Central Plains) Policy Area 8 & Marion Council: Northern Policy Area 13

Dwelling	Site Area: Mitcham	Site Area: Marion
Detached	500*	375
Semi-detached	425*	320
Other	400*	250-300

\*where a total development site is greater than 2250 square metres and each boundary of the site is not less than 35 metres long, the land may be developed to a comprehensive scheme with site areas of not less than **325 square metres per dwelling**, following a unified design including such elements as building bulk, roof-form, external materials and colours

**Locality 1: Potential reduced housing density (yellow)**

<b>Locality commentary</b>	Locality includes the existing Residential Character Policy Area 17, the properties identified in the Draft Residential Character DPA conducted in 2013, and additional properties linking these two areas.	
<b>Current Policy Areas</b>	Northern Policy Area 13 Residential Character Policy Area 17	
<b>Locality size</b>	30.1 hectares (containing 361 properties)	
<b>Current density</b>	12.0 dwellings/hectare	
<b>Proximity to public transport stations and activity centres</b>	Approximately 60% of the locality is located within 400 metres of Edwardstown railway station, warranting densities of 35 du/ha.	
<b>Approximate age of dwelling stock</b>	< 1940	39% (142 properties)
	1940-1960	23% (84 properties)
	1960 - 90	16% (56 properties)
	> 1990	12% (45 properties)
	Other	10% (data not available)
	<b>Summary</b>	Majority of properties (39%) constructed prior to 1940, therefore the area maintains potential character value (reflected in existing and proposed Residential Character zoning).
<b>Capital to site value ratio</b>	1.0 – 1.3	47% (168 properties)
	1.3 – 2.0	44% (158 properties)
	> 2.0	4% (13 properties)
	Other	5% (data not available)
	<b>Summary</b>	Significant land value and minimal dwelling value, as only 4% of properties have a ratio exceeding 2.0
<b>Recommendation</b>	<p>Locality 1 features the existing Residential Character Policy Area 17, and also includes the proposed Character area. It is not considered necessary to lower the density of the current Residential Character Policy Area 17, as infill development is already restricted. The proposed Character area warrants densities of 35 dwellings per hectare due to proximity to bus/train services, but the Character status has already been investigated as part of the Residential (Character Policy Area 17) DPA. The inclusion of additional areas linking the existing and proposed Residential Character areas is considered acceptable as it will achieve consistency.</p> <p><b>It is recommended that the locality is reduced to exclude the existing Residential Character Policy Area 17, as this area is to remain as Residential Character Policy Area 17.</b></p>	

**Locality 2: Potential reduced housing density (yellow)**

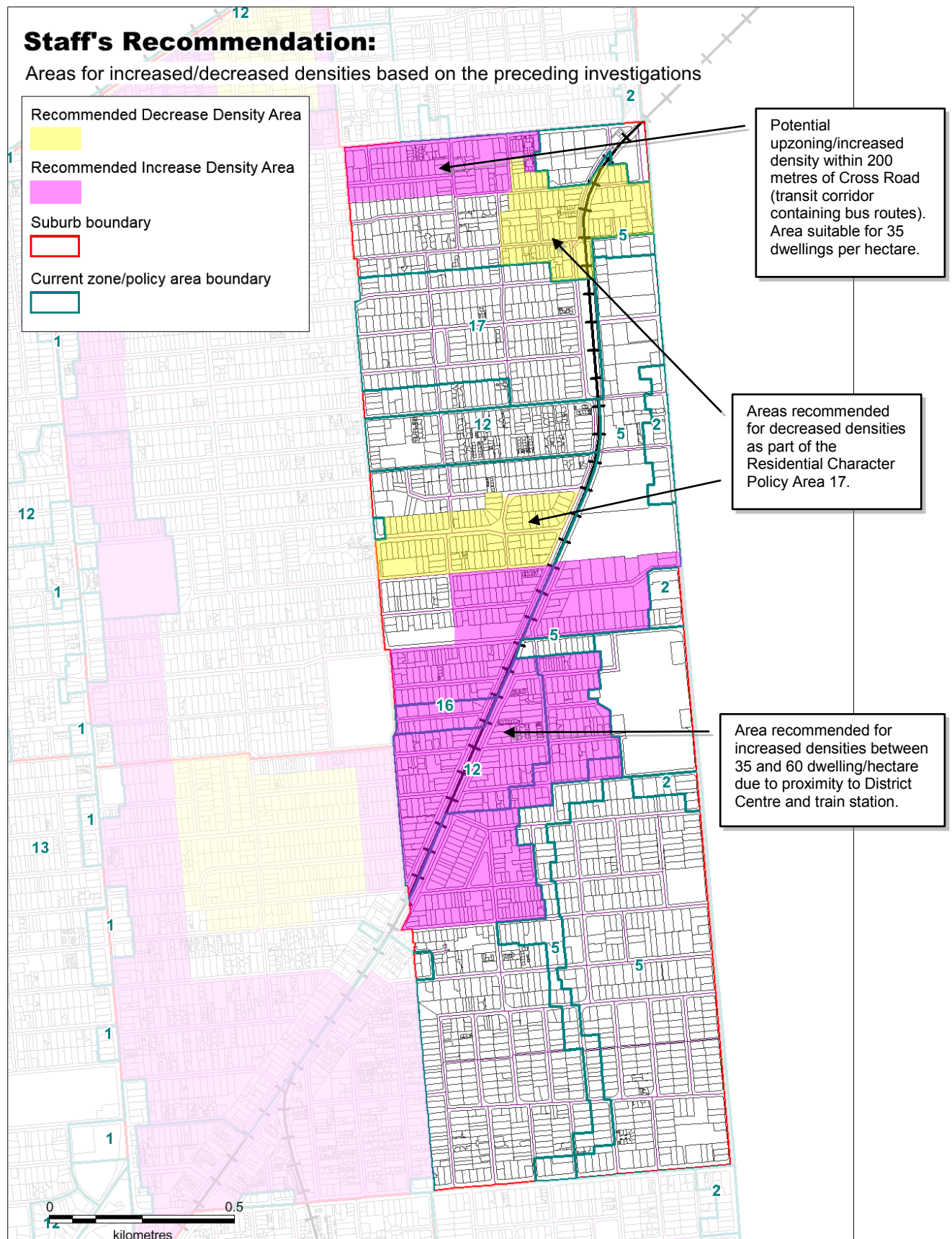
<b>Locality commentary</b>	The locality comprises properties identified in the Draft Residential Character DPA conducted in 2013, including Wright, Fuller and Johnson streets.	
<b>Current Policy Areas</b>	Northern Policy Area 13	
<b>Locality size</b>	9.0 hectares (containing 101 properties)	
<b>Current density</b>	11.2 dwellings/hectare	
<b>Proximity to public transport stations and activity centres</b>	The south-eastern third of the locality is located within 400 metres of the Castle Plaza District Centre, warranting densities at 60 dwellings/hectare.	
<b>Approximate age of</b>	< 1940	59% (60 properties)

<b>dwelling stock</b>	<b>1940-1960</b>	25% (25 properties)
	<b>1960 - 90</b>	3% (3 properties)
	<b>&gt; 1990</b>	12% (12 properties)
	<b>Other</b>	1% (data not available)
	<b>Summary</b>	59% of properties constructed prior to 1940, with a further ¼ of properties constructed between 1940-960, and therefore potential character value exists.
<b>Capital to site value ratio</b>	<b>1.0 – 1.3</b>	65% (66 properties)
	<b>1.3 – 2.0</b>	26% (26 properties)
	<b>&gt; 2.0</b>	7% (7 properties)
	<b>Other</b>	2% (data not available)
	<b>Summary</b>	Significant land value and minimal dwelling value, as only 7% of properties have a ratio exceeding 2.0
<b>Recommendation</b> <p>Approximately 1/3 of Locality 2 warrants densities of 60 dwellings per hectare. However, the locality has been identified as a potential Residential Character area. The suitability of this area for Character status has already been investigated as part of the Residential Character DPA from 2013.</p> <p><b>It is recommended that this locality is suitable to proceed as proposed for Residential Character zoning, as identified in the Draft Residential Character DPA from 2013.</b></p>		
<b>Locality 3: Potential increased housing diversity (pink)</b>		
<b>Locality commentary</b>		The locality comprises residential areas south of Cross Road
<b>Current Policy Areas</b>		Predominantly Northern Policy Area 13
<b>Locality size</b>		7.7 hectares, containing 159 properties
<b>Current density</b>		20.6 dwellings/hectare
<b>Proximity to public transport stations and activity centres</b>		Approximately 90% of the locality is located within 400 metres of bus stops on Cross Road, and is therefore suitable for densities of 35 dwellings/hectare.
<b>Approximate age of dwelling stock</b>	<b>&lt; 1940</b>	8% (12 properties)
	<b>1940-1960</b>	27% (43 properties)
	<b>1960 - 90</b>	30% (48 properties)
	<b>&gt; 1990</b>	17% (27 properties)
	<b>Other</b>	18% (data not available)
	<b>Summary</b>	Minor proportion of dwellings constructed prior to 1940, 57% of dwellings constructed between 1940 and 1990.
<b>Capital to site value ratio</b>	<b>1.0 – 1.3</b>	28% (44 properties)
	<b>1.3 – 2.0</b>	12% (19 properties)
	<b>&gt; 2.0</b>	51% (81 properties)
	<b>Other</b>	9% (data not available)
	<b>Summary</b>	Moderate suitability for redevelopment, as 28% of properties have minimal dwelling value at a ratio below 1.3
<b>Recommendation</b> <p>Locality 3 is considered appropriate for increased densities to 35 dwellings per hectare due to proximity to high frequency bus routes. The locality is currently zoned Northern Policy Area 13 which permits gross densities of 21.4 du/ha, and therefore there is scope for increased density criteria.</p> <p><b>It is recommended that this locality is suitable for increased densities, and is maintained as proposed.</b></p>		

**Locality 4: Potential increased housing diversity (pink)**

<b>Locality commentary</b>	The locality comprises residential areas west of the Industry Zone.	
<b>Current Policy Areas</b>	Predominantly Northern Policy Area 13 Medium Density Policy Area 12 and Regeneration Policy Area 16 adjacent Woodlands Railway Station	
<b>Locality size</b>	76.6 hectares, containing 988 properties	
<b>Current density</b>	12.9 dwellings/hectare	
<b>Proximity to public transport stations and activity centres</b>	The central portion of the locality is suitable for 60 dwellings/hectare, as it is located within 400 metres of Castle Plaza District Centre. The central-western portion of the area may be suitable for 35 dwellings/hectare as it is located near the train station. The southern portion of the locality is located within 200 metres of local centres, and is therefore suitable for 20 dwellings/hectare. This area is presently zoned Northern Policy Area 13, and therefore the recommended density already is similar to the present guidelines.	
<b>Approximate age of dwelling stock</b>	< 1940	4% (39 properties)
	1940-1960	40% (395 properties)
	1960 - 90	23% (232 properties)
	> 1990	27% (266 properties)
	Other	6% (data not available)
	Summary	Majority of dwellings (40%) constructed between 1940-60.
<b>Capital to site value ratio</b>	1.0 – 1.3	53% (525 properties)
	1.3 – 2.0	28% (272 properties)
	> 2.0	15% (146 properties)
	Other	4% (data not available)
	Summary	Majority of dwellings (53%) are suitable for redevelopment
<b>Recommendation</b>	<p>75% of Locality 4 is suitable for increased densities to 60 dwellings per hectare due to proximity to Castle Plaza Regional Centre, while the remaining 25% (southern portion) is suitable for 35 dwellings per hectare. The southern portion of the locality is not considered suitable for increased density because its current zoning as Northern Policy Area 13 already achieves the recommended 20 dwellings/hectare.</p> <p><b>It is recommended that Locality 4 is reduced in size to remove the southern portion of the locality.</b></p>	





# Glandore

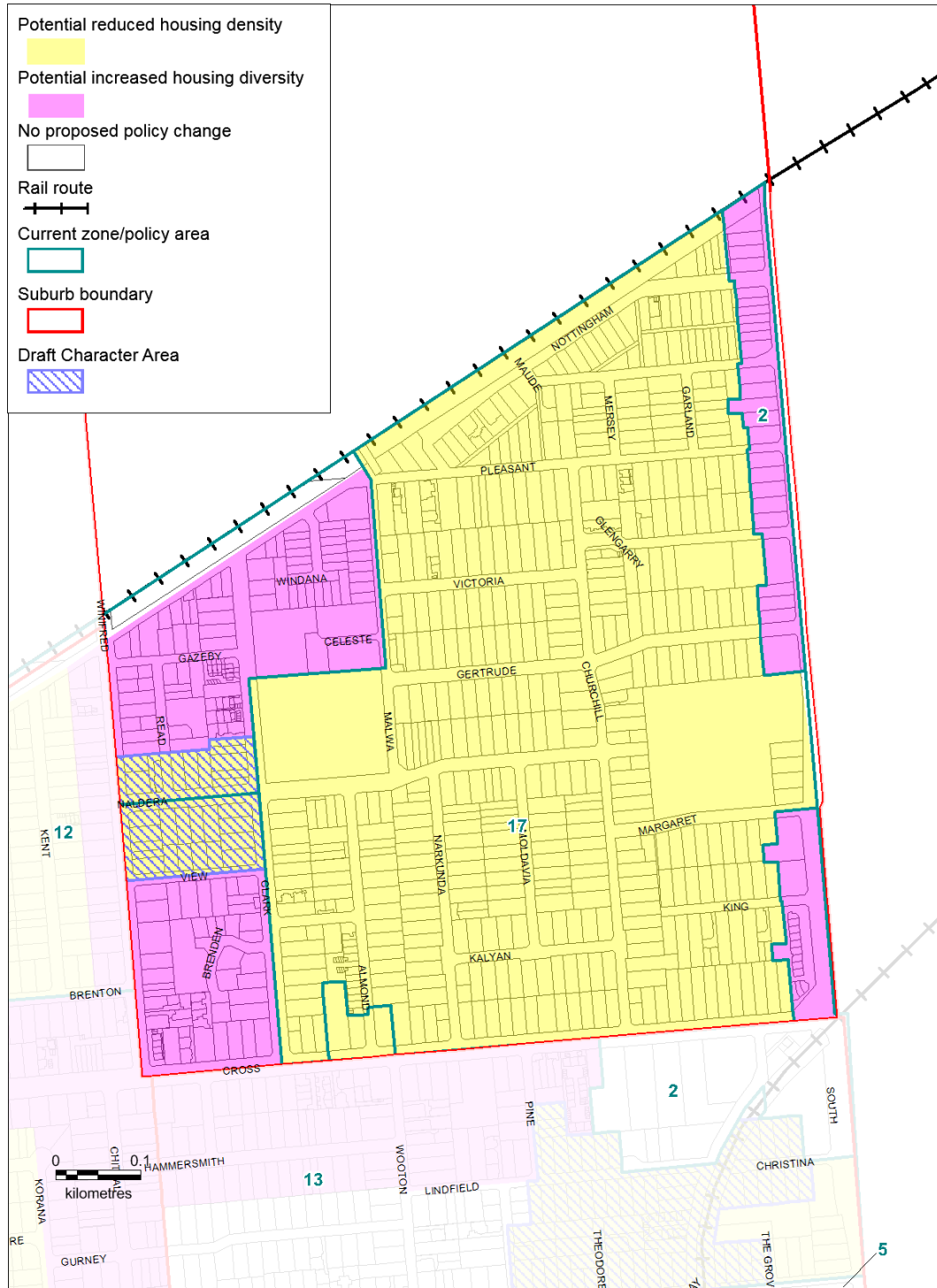


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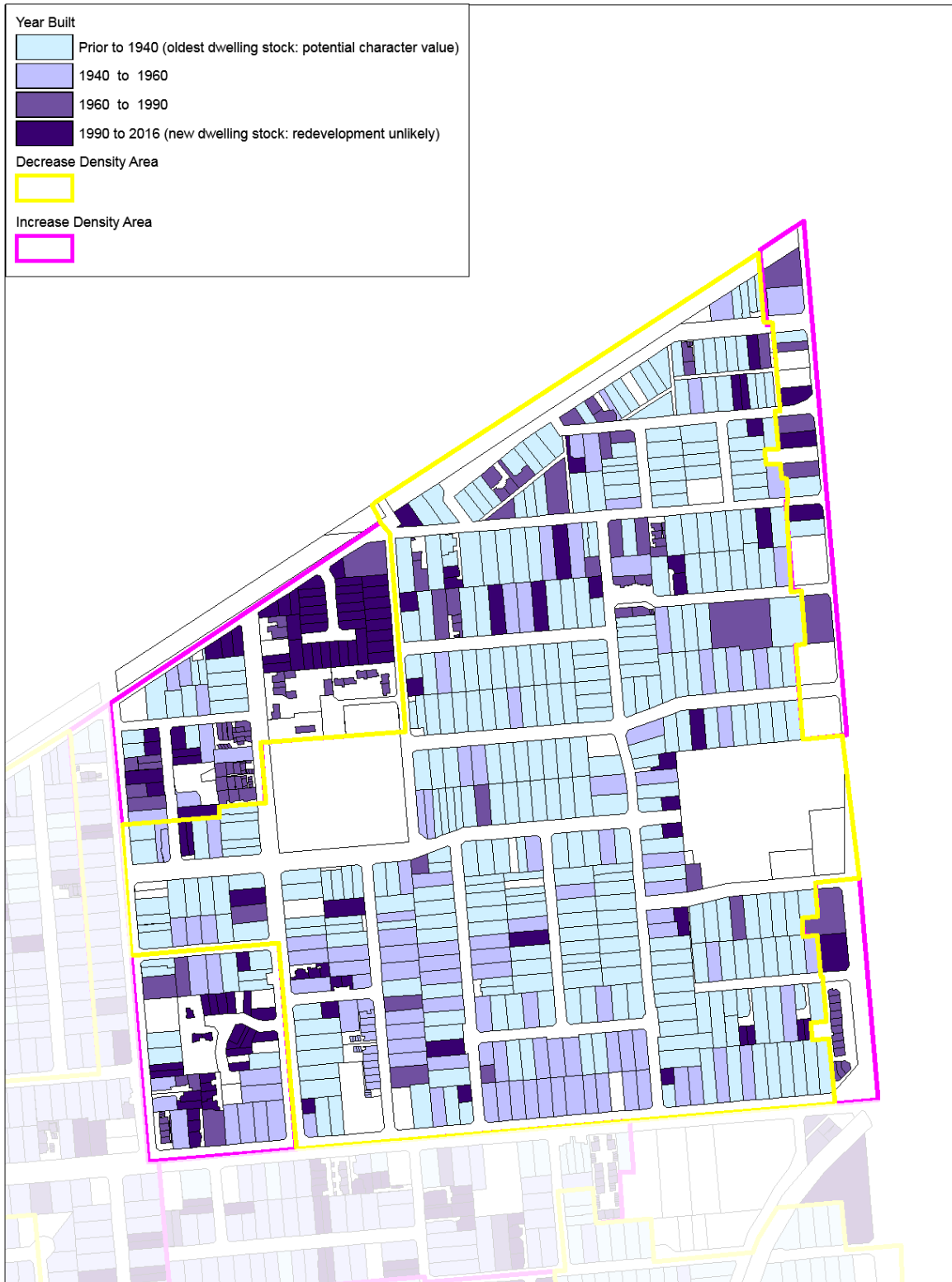
575 properties identified for potential reduced housing density  
288 properties identified for potential increased housing diversity

## Areas identified for change of density

by Elected Members in November 2015

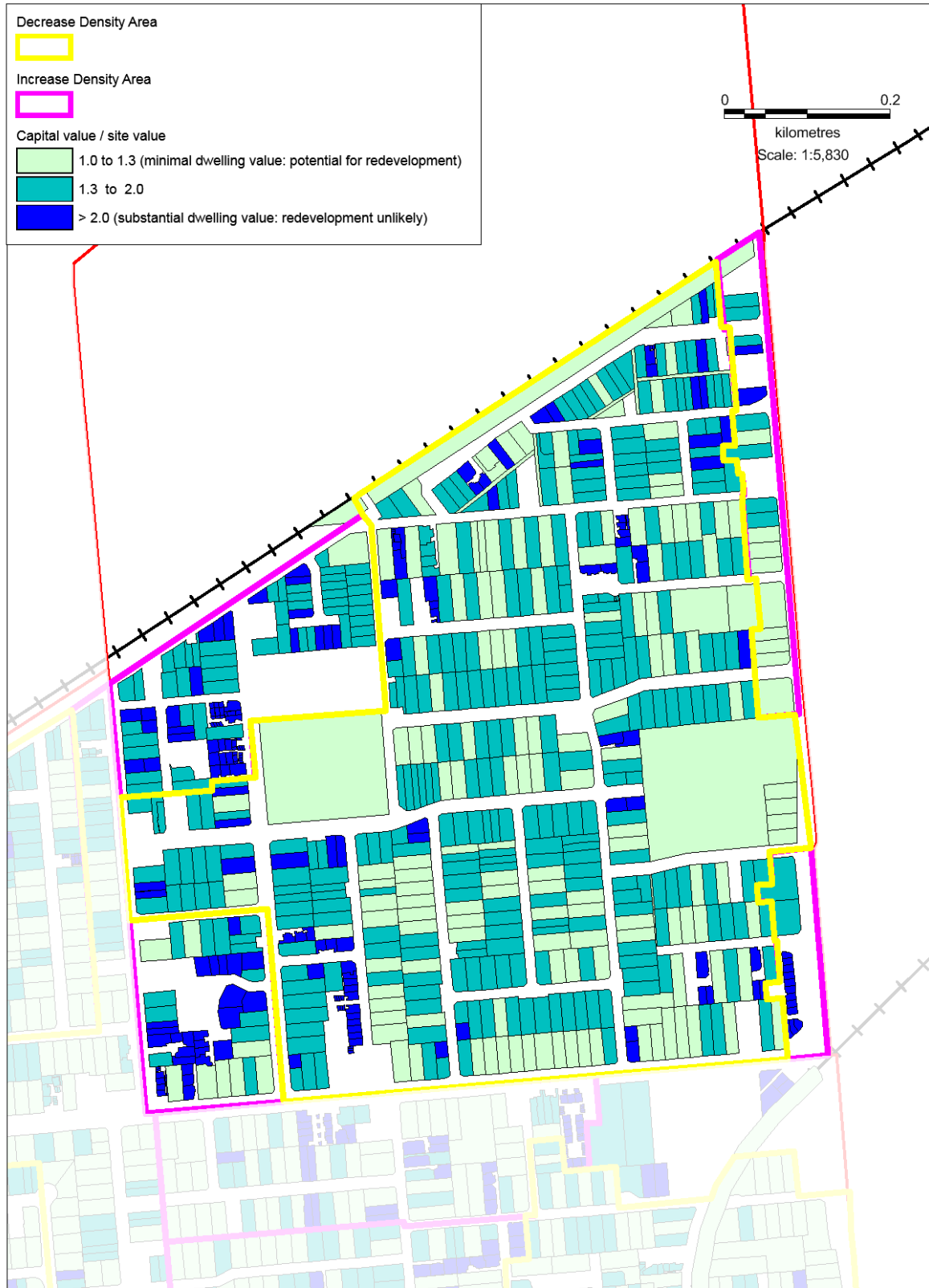


## Dwelling Age



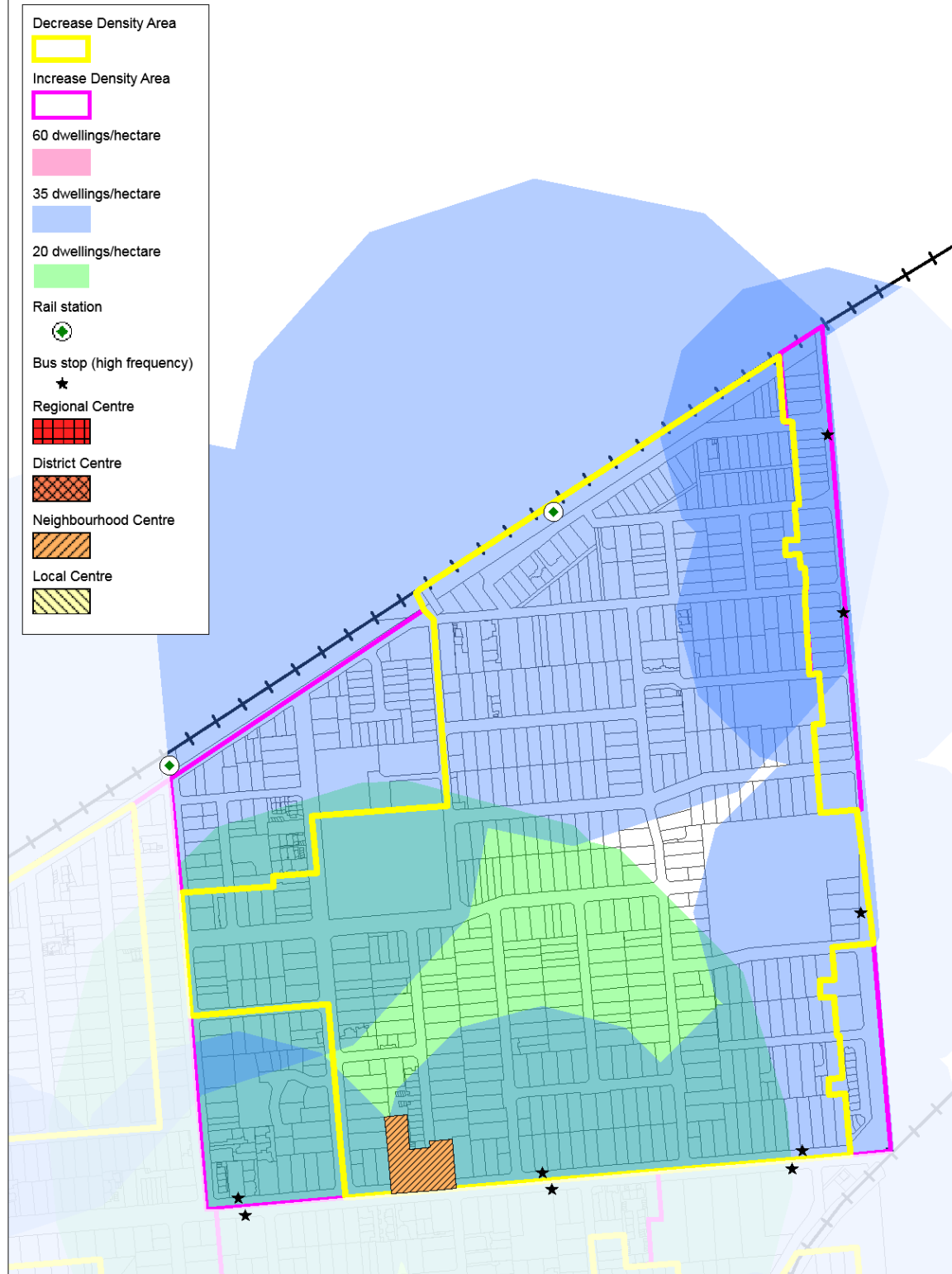


## Capital value / site value ratio

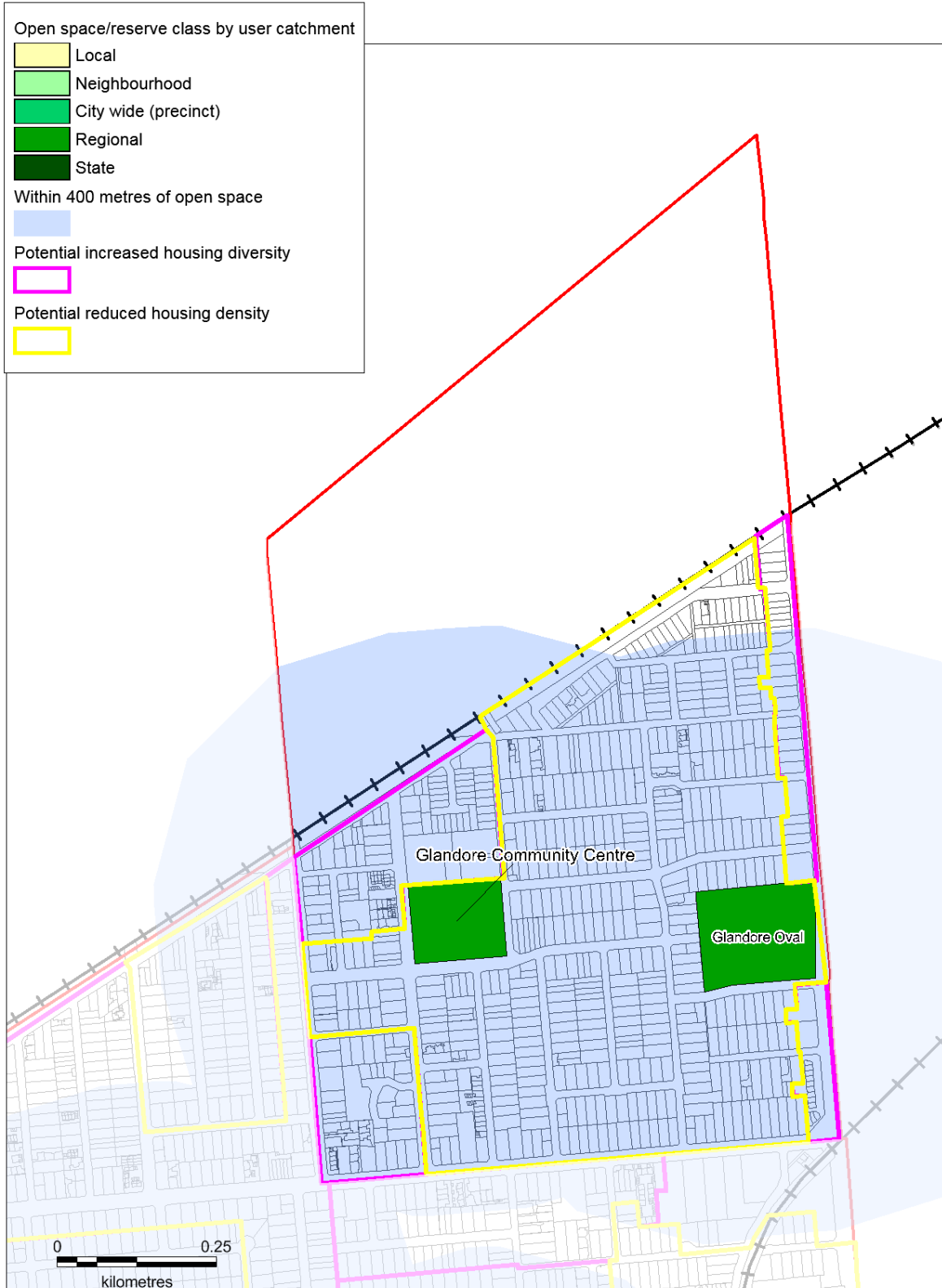


## Proximity to public transport stations and activity centres

Catchment areas 50% of 30 Year Plan guidelines



## Proximity to public open space



# Glandore



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Suburb																		
Suburb size		62.5 hectares, containing 679 dwellings (the portion of Glandore suburb in Marion Council) 1646 residents in 2011																
Current density	Gross residential density	10.9 dwellings per hectare																
	Population density	26.3 persons/hectare																
Demographic trends (2011)	Age	Glandore had a lower proportion of pre-schoolers and a lower proportion of persons at post retirement age than City of Marion.																
	Households	33% of households in Glandore contained only one person, compared with 30% in City of Marion, with the most dominant household size being 1 person per household.																
Heritage Items	Local	3 Maud Street 5 Maud Street 5 Mersey Street 7 Mersey Street 50 Pleasant Avenue																
	State	25A Naldera Street																
Topography	< 1:10	Minor gradient throughout suburb																
Movement barriers/constraints		None identified																
Recent development activity	<div></div> <table><thead><tr><th>Date</th><th>Number of residential properties</th></tr></thead><tbody><tr><td>Jun-10</td><td>671</td></tr><tr><td>Jun-11</td><td>675</td></tr><tr><td>Jun-12</td><td>674</td></tr><tr><td>Jun-13</td><td>676</td></tr><tr><td>Jun-14</td><td>674</td></tr><tr><td>Jun-15</td><td>678</td></tr><tr><td>Oct-15</td><td>679</td></tr></tbody></table>		Date	Number of residential properties	Jun-10	671	Jun-11	675	Jun-12	674	Jun-13	676	Jun-14	674	Jun-15	678	Oct-15	679
Date	Number of residential properties																	
Jun-10	671																	
Jun-11	675																	
Jun-12	674																	
Jun-13	676																	
Jun-14	674																	
Jun-15	678																	
Oct-15	679																	
Adjoining council areas	North: City of West Torrens: Residential Zone: Glandore Character Policy Area 24. No minimum site dimensions are prescribed, only that “The division of land should occur only where it will be consistent with the existing pattern and scale of allotments.”																	

### Potential reduced housing density area (yellow)

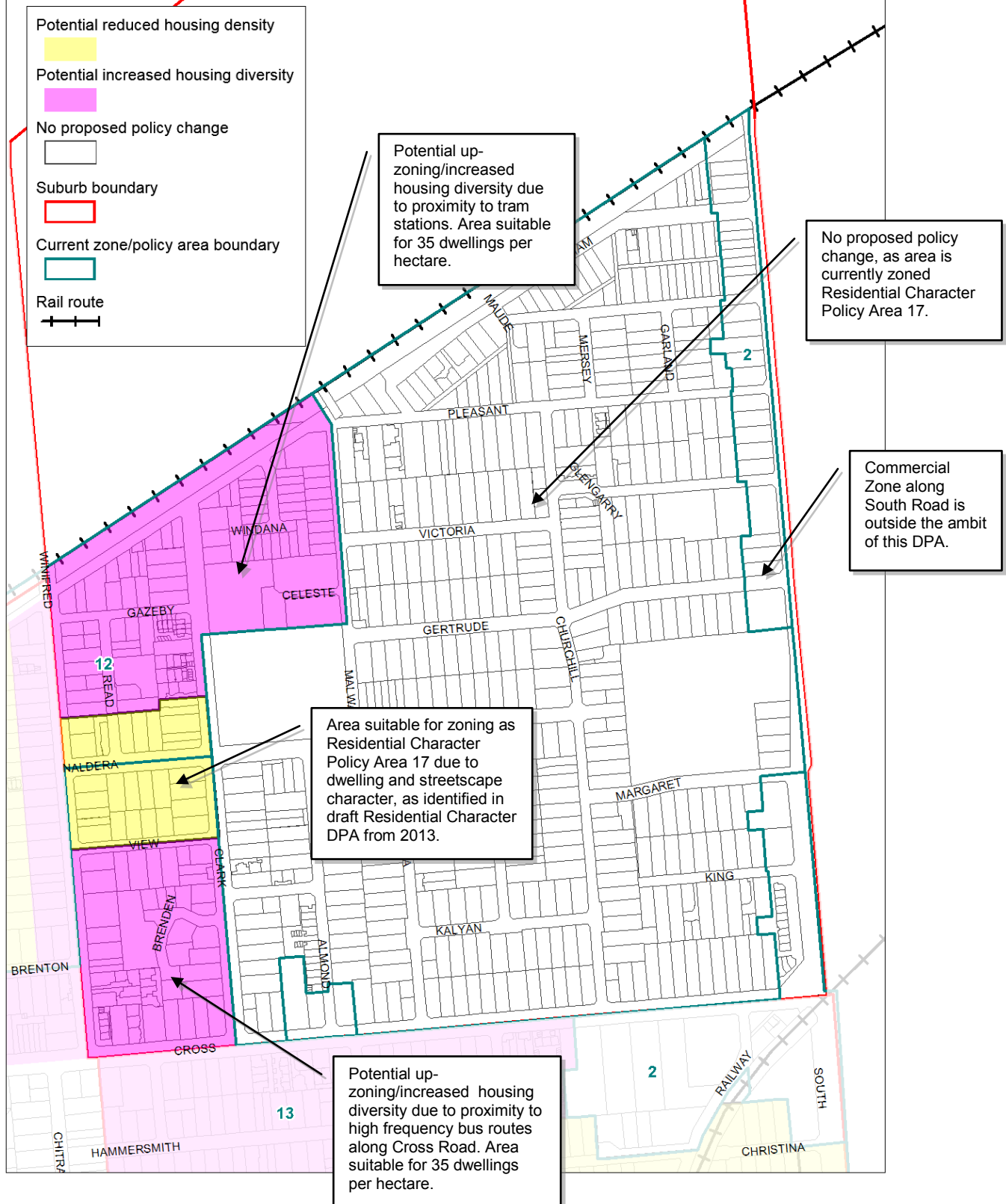
<b>Locality commentary</b>	The locality includes the remaining areas of the suburb, and primarily comprises the Residential Character Policy Area 17. It also includes portions of the Medium Density Policy Area 12 and Northern Policy Area 13 that are located on the western edge of the suburb (comprising Naldera Avenue and the northern side of View Street), which were identified in the Draft Residential Character DPA from 2013.	
<b>Current Policy Areas</b>	Residential Character Policy Area 17 Northern Policy Area 13 Medium Density Policy Area 12	
<b>Locality size</b>	47.9 hectares, containing 575 properties	
<b>Current density</b>	12.0 dwellings per hectare	
<b>Proximity to public transport and activity centres</b>	Approximately 70% of the locality is located within 400 metres of the tram station or 200 metres of high frequency bus route stops, and therefore would be suitable for 35 dwellings/hectare.	
<b>Age of dwelling stock</b>	<b>&lt; 1940</b>	58% (331 properties)
	<b>1940-1960</b>	19% (112 properties)
	<b>1960 – 1990</b>	8% (44 properties)
	<b>&gt; 1990</b>	7% (41 properties)
	<b>Other</b>	8% (data not available)
	<b>Summary</b>	58% of dwellings were constructed prior to 1940, which suggest that the locality maintains character value
<b>Capital to site value ratio</b>	<b>1.0 – 1.3</b>	28% (159 properties)
	<b>1.3 - 2.0</b>	53% (302 properties)
	<b>&gt; 2.0</b>	16% (94 properties)
	<b>Other</b>	3% (data not available)
	<b>Summary</b>	Majority of dwellings (53%) have a median ratio between 1.3 and 2.0.
<b>Streetscape characteristics</b>	Consistent street tree plantings along Naldera Avenue. Setbacks are largely intact, with limited examples of infill development.	
<b>Discussion / Recommendation</b>	<p>The locality primarily comprises the Residential Character Policy Area 17. This policy area currently restricts infill development and seeks to preserve the pre-1950s dwelling character. As such, it is not considered necessary to further restrict redevelopment in Policy Area 17.</p> <p>The remainder of the locality comprises a small portion of land encompassing the Policy Areas 12 and 13, including Naldera Avenue and the northern side of View Street. This locality is located in proximity to bus, train and tram stations, and therefore the 30 Year Plan would suggest that densities up to 35 du/ha are appropriate in this locality. However, the locality maintains predominantly original dwelling stock (constructed prior to 1950), with limited examples of redevelopment. As such, the character of this area warrants preservation, as demonstrated by its identification in the Draft Residential Character DPA in 2013.</p> <p><b>It is recommended that:</b></p> <ol style="list-style-type: none"> <li><b>The existing Residential Character Policy Area 17 is excluded from the locality (to remain as Residential Character Policy Area 17); and</b></li> <li><b>The remaining locality is rezoned to be included within the Residential Character Policy Area 17.</b></li> </ol>	

**Potential increased housing diversity area (pink)**

<b>Locality commentary</b>	The locality comprises land in the north-western and south-western corners of the suburb, and a strip of properties (predominantly commercial) fronting South Road.	
<b>Current Policy Areas</b>	Medium Density Policy Area 12 Northern Policy Area 13	
<b>Locality size</b>	13.6 hectares, containing 288 properties	
<b>Current density</b>	21.2 dwellings per hectare	
<b>Proximity to public transport and activity centres</b>	100% of the locality warrants densities of 35 dwellings/hectare due to proximity to public transport stations.	
<b>Age of dwelling stock</b>	<b>&lt; 1940</b>	9% (26 properties)
	<b>1940-1960</b>	7% (19 properties)
	<b>1960 – 1990</b>	35% (101 properties)
	<b>&gt; 1990</b>	32% (93 properties)
	<b>Other</b>	17% (data not available)
	<b>Summary</b>	Majority of dwellings constructed between 1960-present, and therefore character value is limited.
<b>Capital to site value ratio</b>	<b>1.0 – 1.3</b>	6% (18 properties)
	<b>1.3 - 2.0</b>	25% (73 properties)
	<b>&gt; 2.0</b>	41% (117 properties)
	<b>Other</b>	28% (data not available)
	<b>Summary</b>	Minor proportion (6%) of properties have a ratio less than 1.3, therefore potential for redevelopment is limited.
<b>Discussion / Recommendation</b>	<p>The locality is located in convenient proximity to public transport, and therefore warrants densities of 35 dwellings per hectare. The locality is currently zoned Northern Policy Area 13 and Medium Density Policy Area 12, which prescribe net densities of approximately 26 and 22 dwellings per hectare, respectively. As such, there is scope to increase density policies in the subject locality.</p> <p>It is acknowledged that 1/3 of dwellings in the locality were constructed in the past 25 years, which is reflected in relatively high capital to site value ratios. As such, the potential for further redevelopment may be curtailed by current dwelling values.</p> <p>The properties facing South Road that are currently located in the Commercial Zone should be excluded from the locality, as this DPA relates only to residential land (and mixed use development in activity centres).</p> <p><b>It is recommended that the locality is modified to exclude those properties fronting South Road that are located in the Commercial Zone.</b></p>	

## Staff's Recommendation:

Areas for amended density policies based on the preceding investigations





# Glengowrie

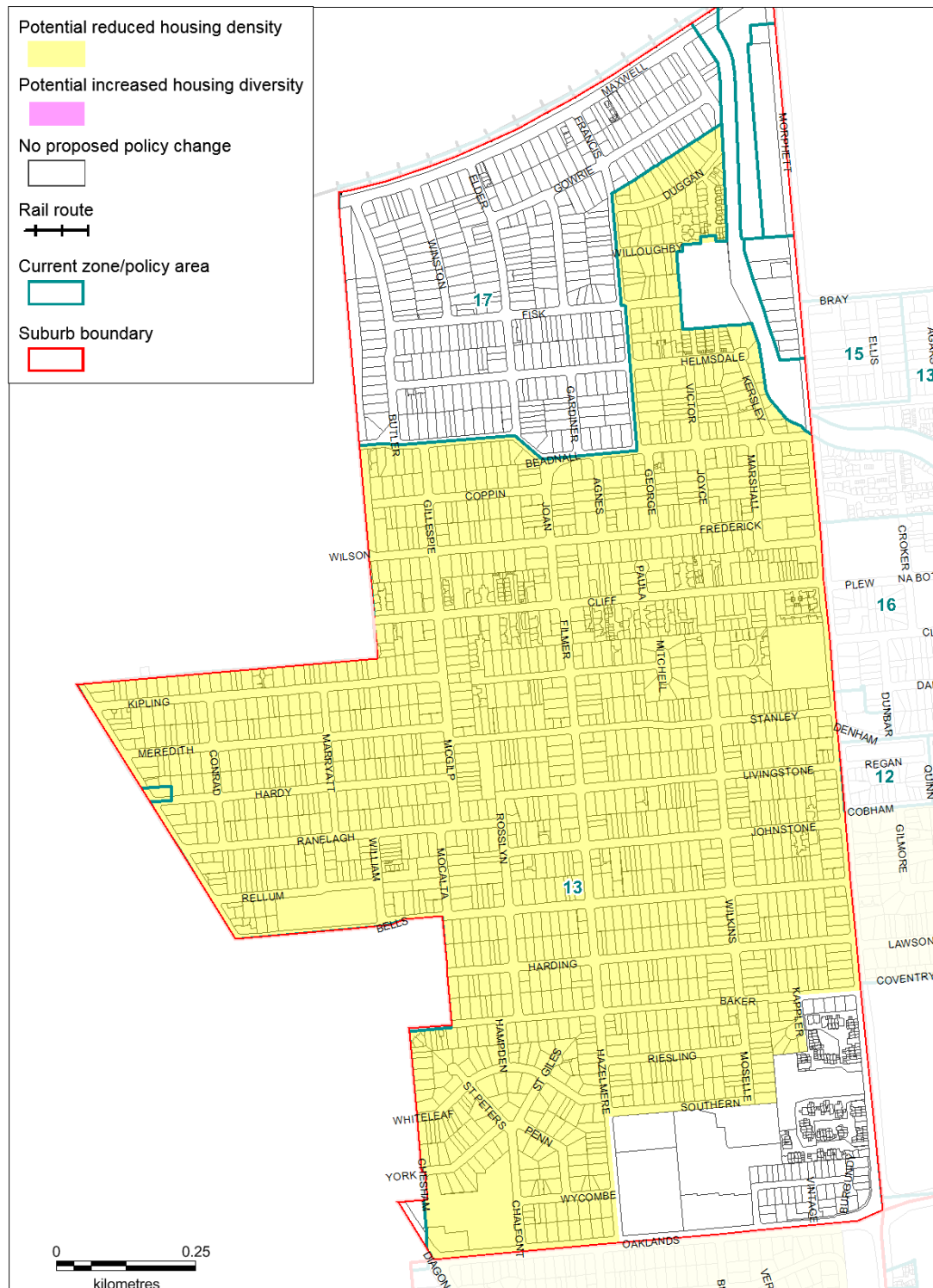


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1924 properties identified for potential reduced housing density

## Areas identified for change of density

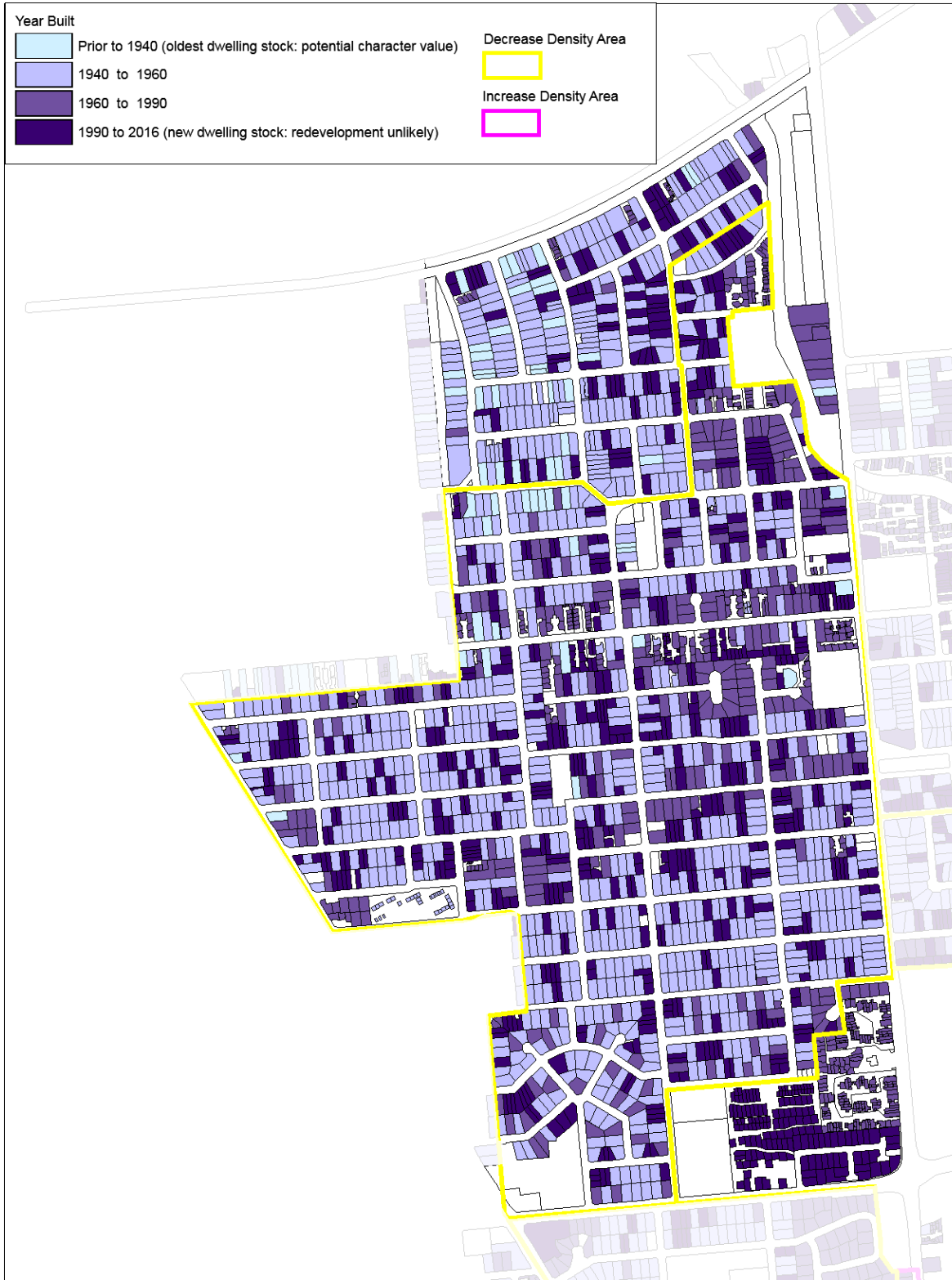
by Elected Members in November 2015



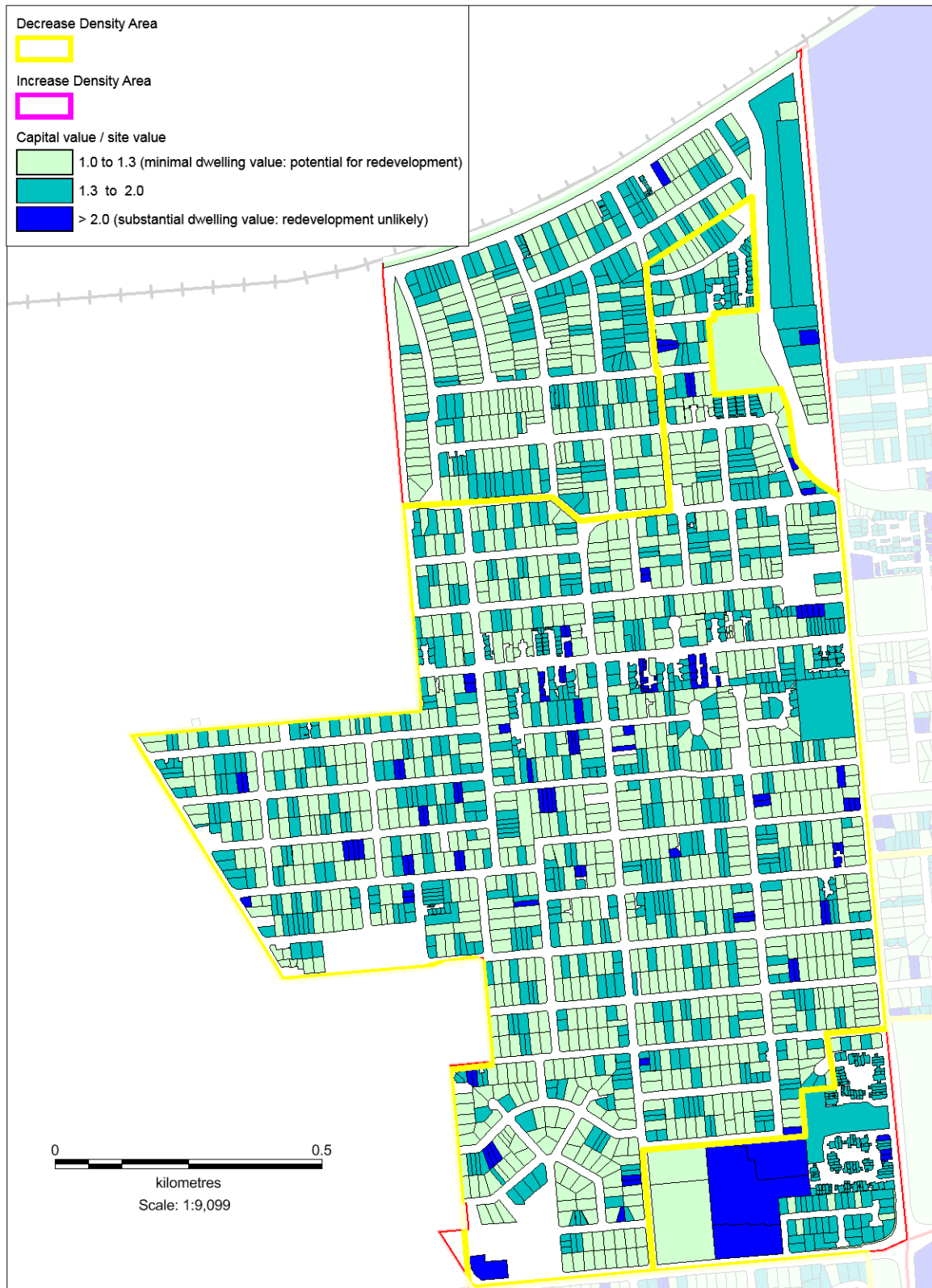


# Glengowrie

## Dwelling Age

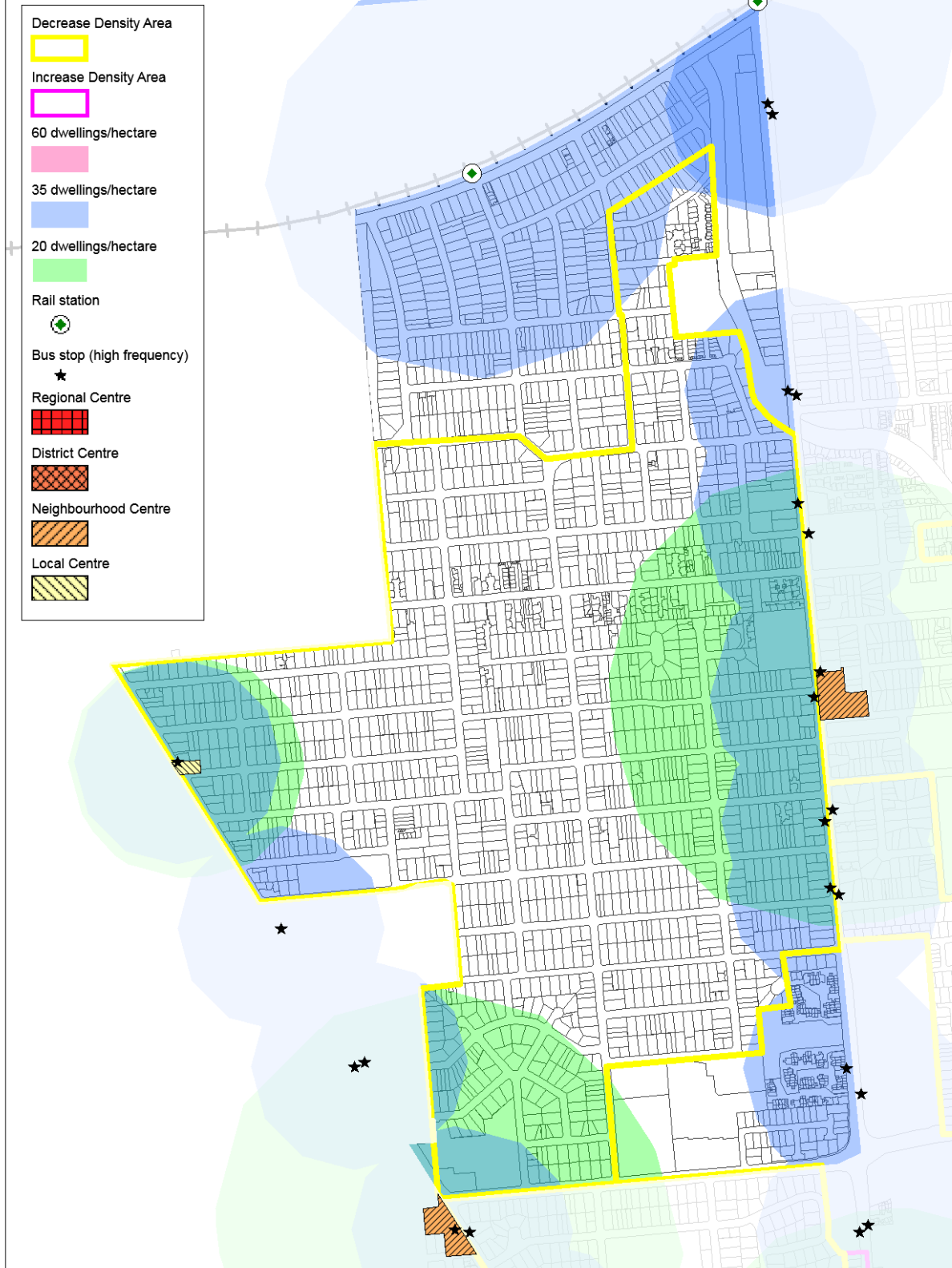


## Capital value / site value ratio

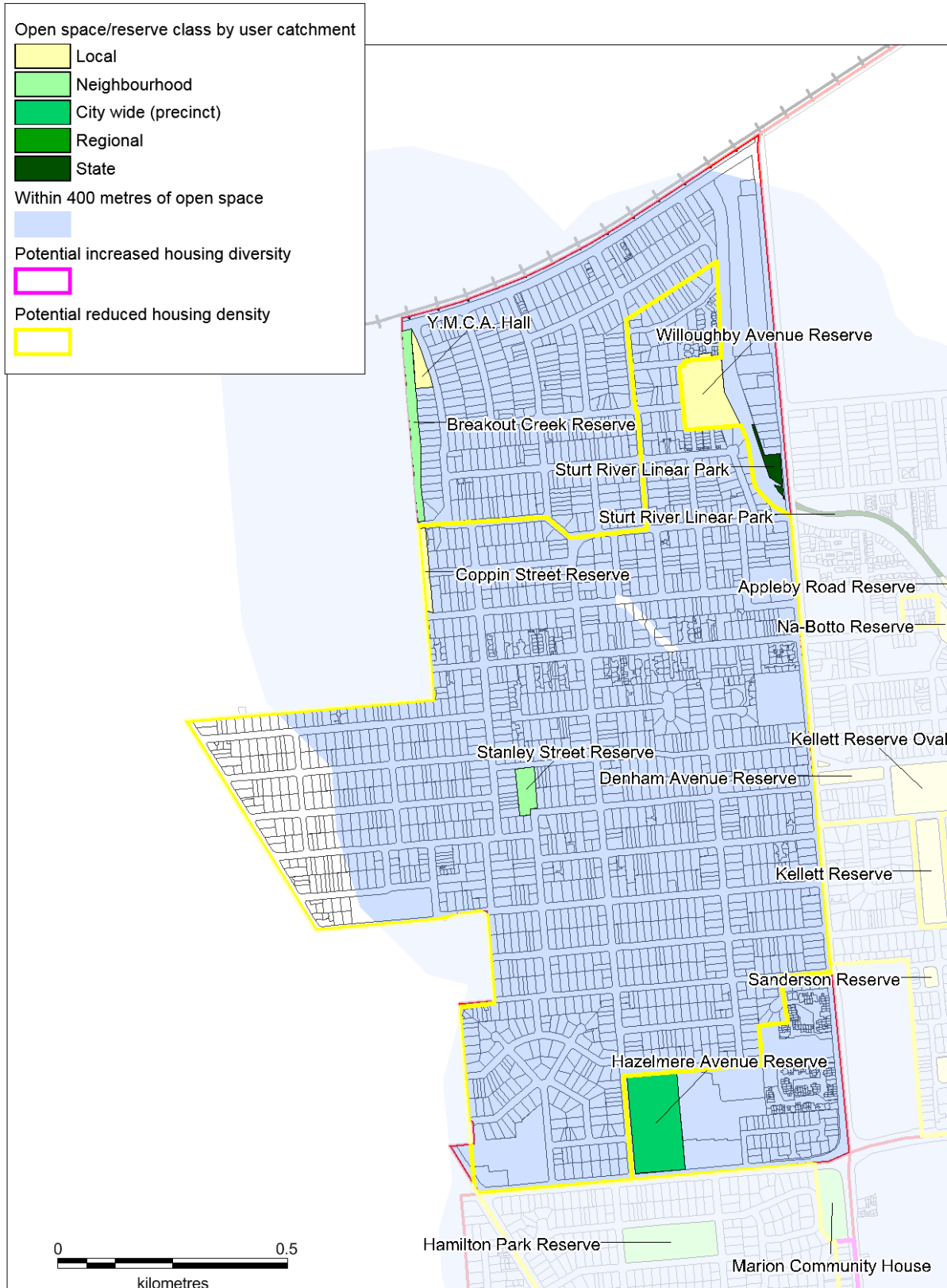


## Proximity to public transport stations and activity centres

Catchment areas 50% of 30 Year Plan guidelines



## Proximity to public open space



# Glengowrie

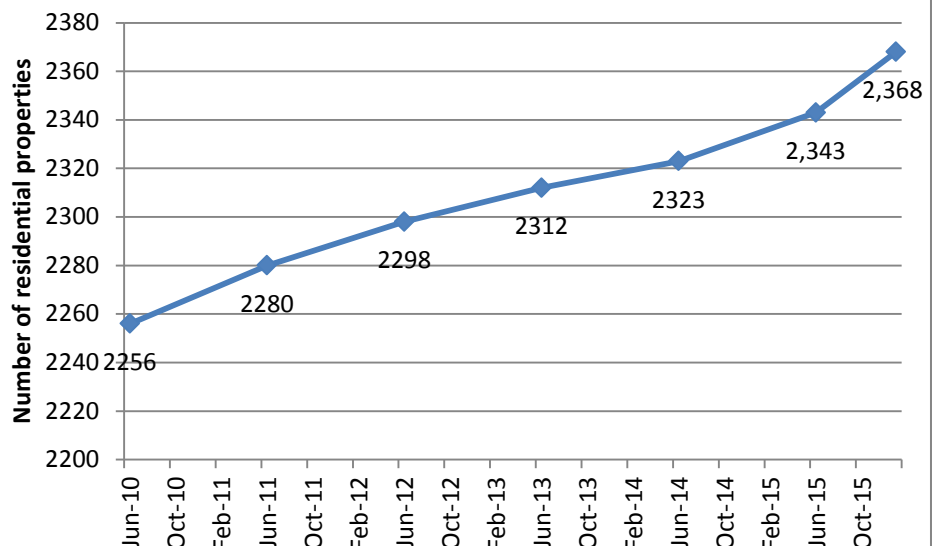


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## Suburb

<b>Suburb size</b>		186.4 hectares, containing 2368 properties
<b>Current density</b>	<b>Gross residential density</b>	12.7 dwellings per hectare
	<b>Population density</b>	5026 persons @ 26.9persons/ha
<b>Demographic trends (2011)</b> (with comparison to City of Marion)	<b>Age</b>	Similar proportion of pre-schoolers and a higher proportion of persons at post retirement age.
	<b>Households</b>	Higher proportion of dwellings with 2 bedrooms or less, and a lower proportion of dwellings with 4 or more bedrooms. Largest growth in 3 bedroom dwellings 2006-2011.
<b>Heritage Items</b>	<b>Local</b>	-
	<b>State</b>	7/194 Morphet Road
<b>Topography</b>	< 1:10	Negligible gradient
<b>Movement barriers/constraints</b>		None identified

## Recent development activity



**Adjoining council areas** North: Holdfast Bay Council: Residential Character Zone (from Frederick Street to the tram line). This zone abuts Marion's Residential Character Policy Area 17, but also the Northern Policy Area 13.  
West: Holdfast Bay Council: Residential Zone, which is adjacent Marion's Northern Policy Area 13.

## Comparison of Minimum Site Dimensions

City of Marion: Residential Zone: Northern Policy Area 13  
City of Holdfast Bay: Residential Zone

Dwelling Type	Site Area	Site Area Holdfast	Frontage	Frontage Holdfast
Detached	375	400	12	12
Semi-detached	320	350	9	12
Group dwelling	300	350	20	12
Residential flat building	300	350	20	12
Row dwelling	250	350	7	10



# Glengowrie



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## Comparison of Minimum Site Dimensions

City of Marion: Residential Zone: Residential Character Policy Area 17

City of Holdfast Bay: Residential Character Zone: Policy Area 13

Streetscape Character (Brighton and Glenelg East)

Dwelling Type	Site Area	Site Area Holdfast	Frontage	Frontage Holdfast
Detached	420	600	15	14
Semi-detached	420	600	15	14

## Potential reduced housing density area (yellow)

<b>Locality commentary</b>	Predominantly covers entire suburb of Glengowrie apart from the north western sector which is currently zoned Residential Character Policy Area 17 (low density) and the south eastern sector comprising relatively recent residential redevelopment of a medium density.	
<b>Current Policy Areas</b>	Northern Policy Area 13 (allowing approx. 21 dwellings/hectare)	
<b>Locality size</b>	132 hectares, containing 1924 properties	
<b>Current density</b>	14.6 dwellings/hectare	
<b>Proximity to public transport and activity centres</b>	Only a very small percentage of the locality is within 400m of the tramline (Much of Policy Area 17 is within close proximity). The eastern side of the suburb, within 200 metres of Morphett Road is well serviced by bus services. Neighbourhood Centres are located within 400m of a small proportion of the suburb on the eastern and south western boundaries. Approx. 50% of the central part of the suburb is not well serviced by transport or activity centres. (using 50% x 30 Year Plan guidelines)	
<b>Age of dwelling stock</b>	< 1940	1% (23 properties)
	1940-1960	38% (737 properties)
	1960 – 1990	25% (482 properties)
	> 1990	30% (578 properties)
	<b>Summary</b>	There appears to be a relatively even proportion of dwelling ages from 1940 to the present with over 60% being more than 25 years old
<b>Capital to site value ratio</b>	1.0 – 1.3	49% (895 properties)
	1.3 - 2.0	44% (796 properties)
	> 2.0	6% (114 properties)
	<b>Summary</b>	Almost half of the properties in the locality have a ratio less than 1:1.3 which suggests a high potential for future re-development
<b>Streetscape characteristics</b>	The number and maturity of street trees within each street varies quite considerably throughout the suburb. Streetscape character varies due to examples of more recent infill development and varied front setbacks.	
<b>Discussion/Recommendation</b>	<p>A large proportion of the housing stock in the suburb is between 50 and 75 years old with a low capital to site value (minimal dwelling value in comparison to the land) suggesting that it is primed for future redevelopment.</p> <p>This area is currently zoned Northern Policy Area 13 which anticipates site areas of between 250m<sup>2</sup> and 375m<sup>2</sup>. Assuming an average site area of 312m<sup>2</sup> this equates to a net density of 32 or a gross density of 21.4 dwellings per hectare.</p> <p>Approximately 20% of the locality falls within 200 metres of high frequency bus routes along Morphett Road in the east and Diagonal road in the west. These areas are recommended for density of 35 dwellings per hectare under the 30</p>	

*Year Plan.*

A smaller area warranting 20 dwellings per hectare is in proximity to the Neighbourhood Centres. This level of density is similar to the densities envisaged by the Northern Policy Area 13 under the current Development Plan.

Approximately half of the suburb falls outside of the catchment areas (using 50% of 30 Year Plan guidelines), so current policy relating to housing densities could be retained or amended to increase minimum site areas and restrict the form of dwellings considered appropriate; ie: detached and semi-detached dwellings.







Much of the existing Character Policy Area 17 falls within the 30 Year Plan catchment area which seeks densities of 35 dwellings per hectare. This area forms part of Council's small stock of intact pre 1950's development so warrants protection from future infill.

**It is recommended that a strip 200 metres wide on the western side of Morphet Road and on the eastern side of Diagonal Road be considered for densities of 35 dwellings per hectare (with due consideration of the need for a transition adjacent to properties within Holdfast Bay Council).**

**It is recommended that further investigations be undertaken to determine appropriate forms of housing and minimum allotment sizes for the remainder of the suburb.**

## Staff's Recommendation:

Areas for amended density policies based on the preceding investigations

- Potential reduced housing density  

- Potential increased housing diversity  

- No proposed policy change  

- Suburb boundary  

- Current zone/policy area boundary  

- Rail route  


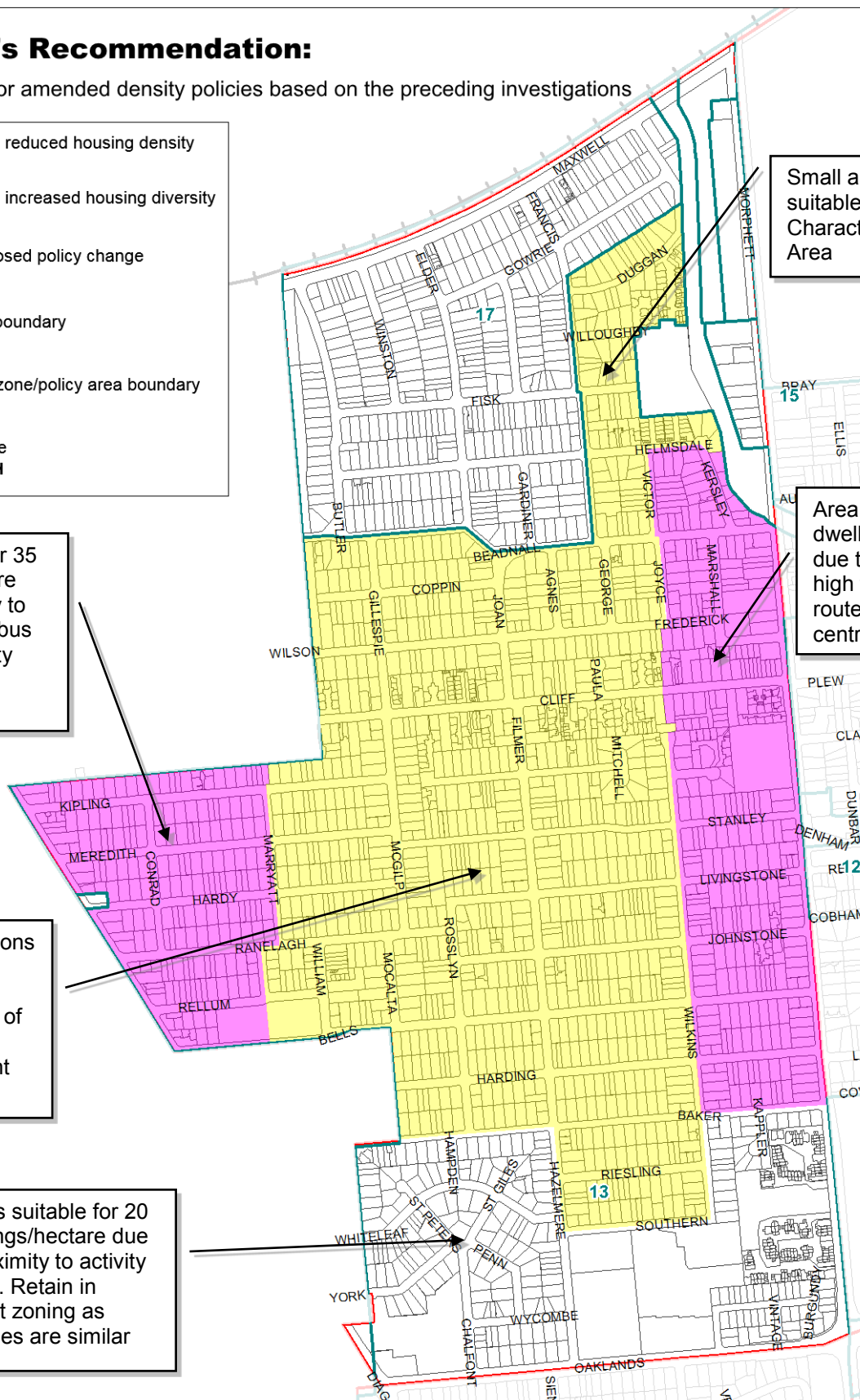
Small area providing suitable transition to Character Policy Area

Area suitable for 35 dwellings/hectare due to proximity to high frequency bus route and activity centre

Area suitable for 30 dwellings/hectare due to proximity to high frequency bus route and activity centre

Further investigations be undertaken to determine appropriate forms of housing and minimum allotment sizes

Area is suitable for 20 dwellings/hectare due to proximity to activity centre. Retain in current zoning as densities are similar



# Hallett Cove

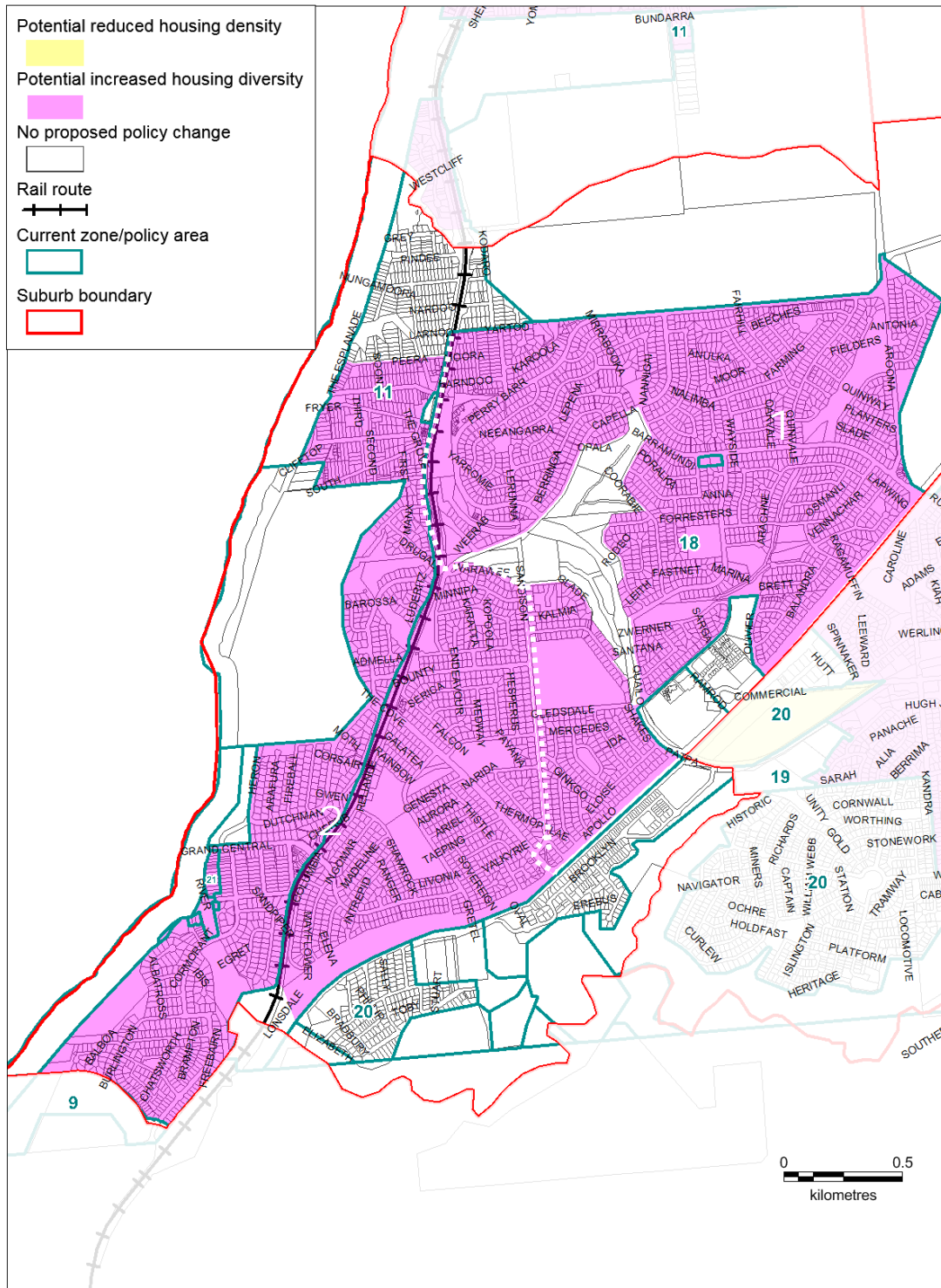


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2553 properties identified for potential increased housing diversity

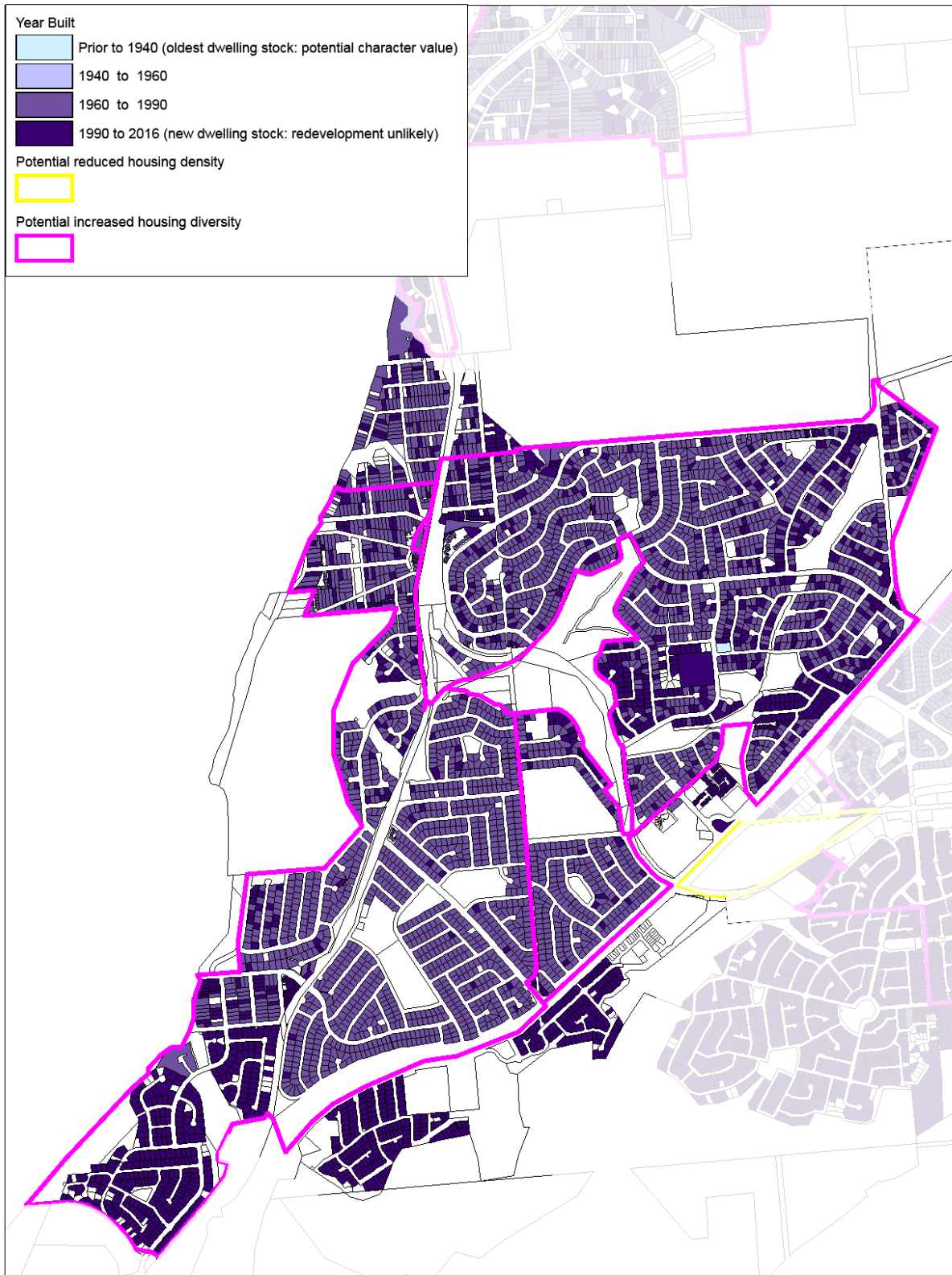
## Areas identified for change of density

by Elected Members in November 2015



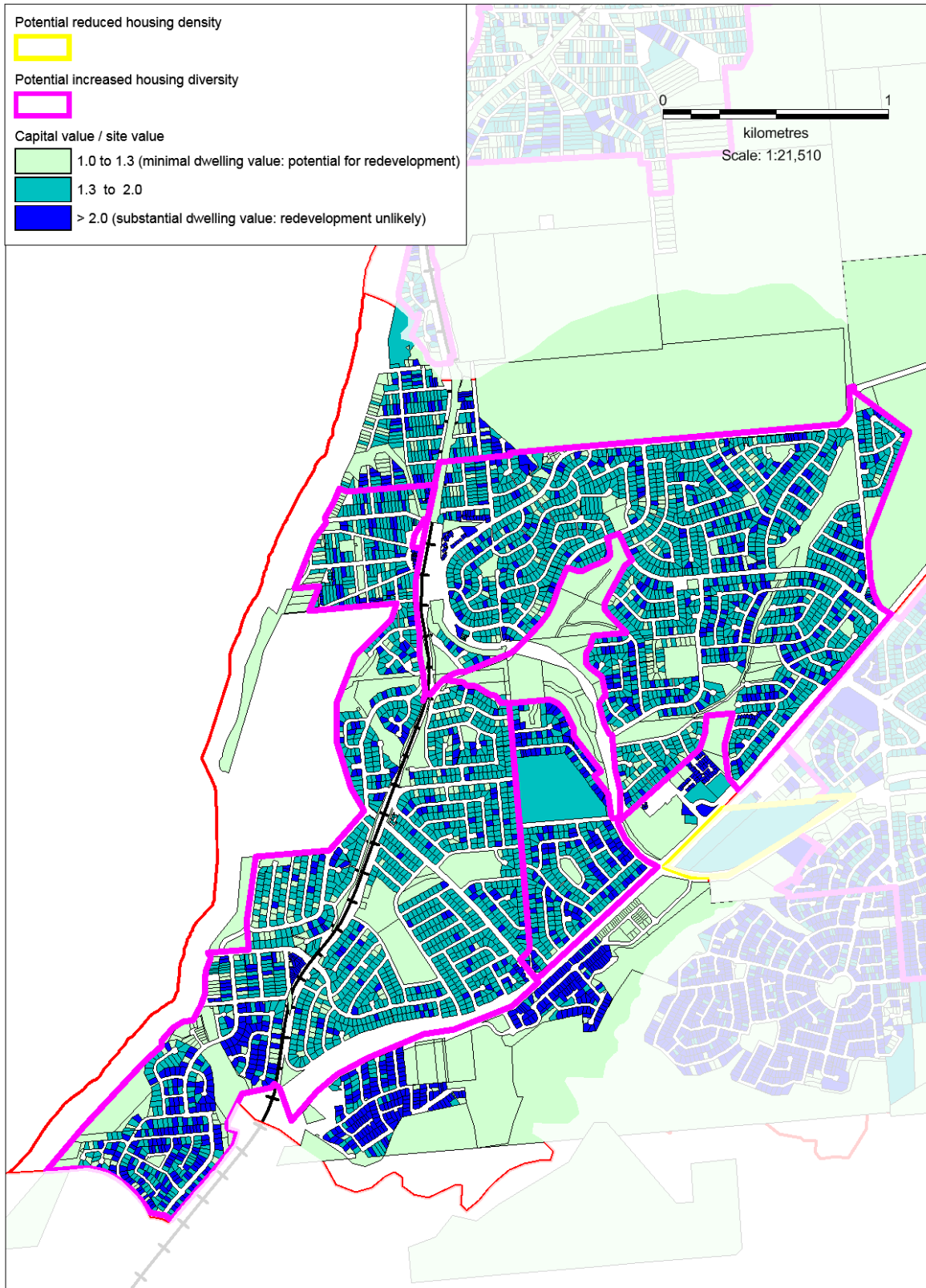


## Dwelling Age



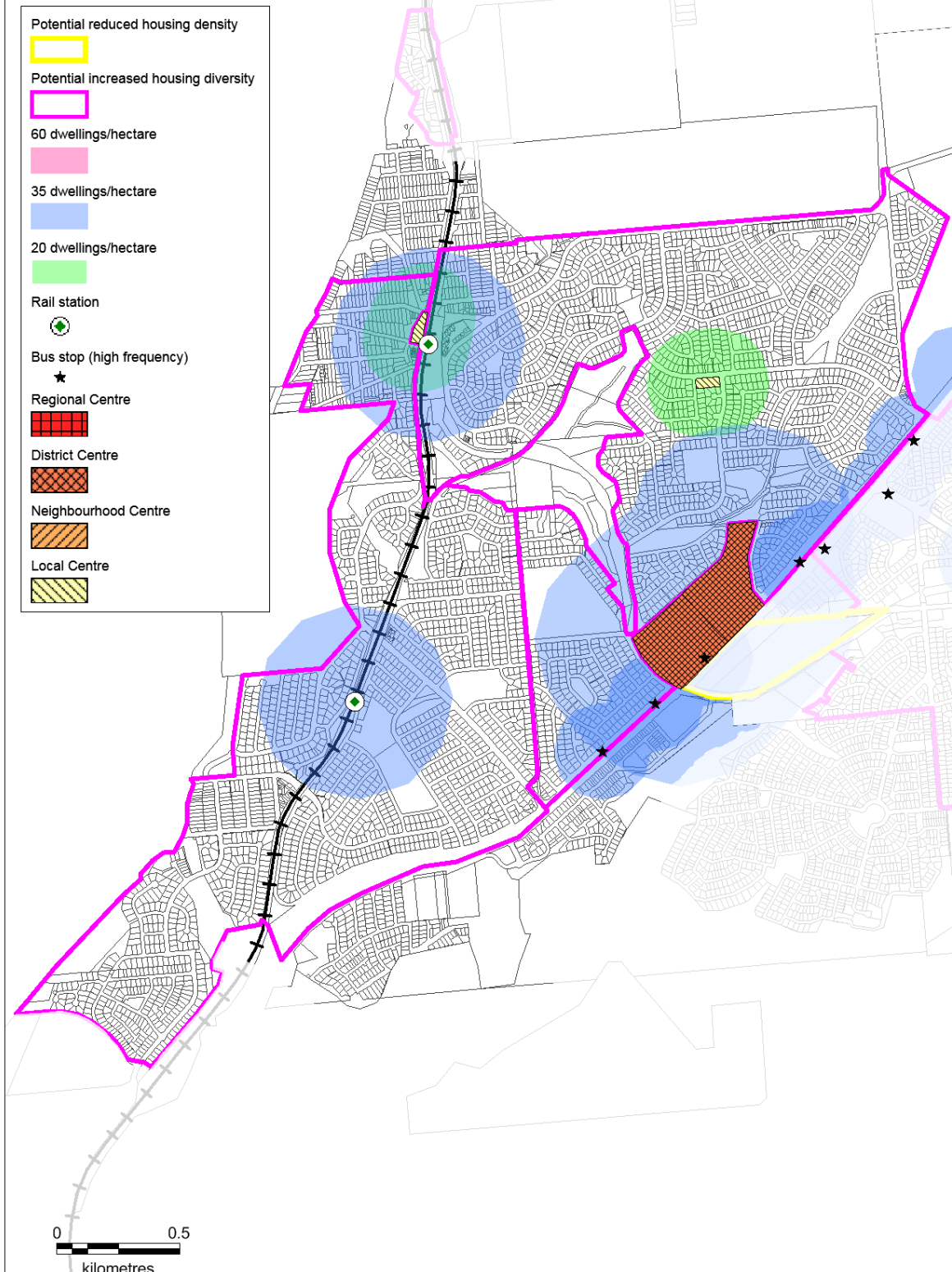


## Capital value / site value ratio

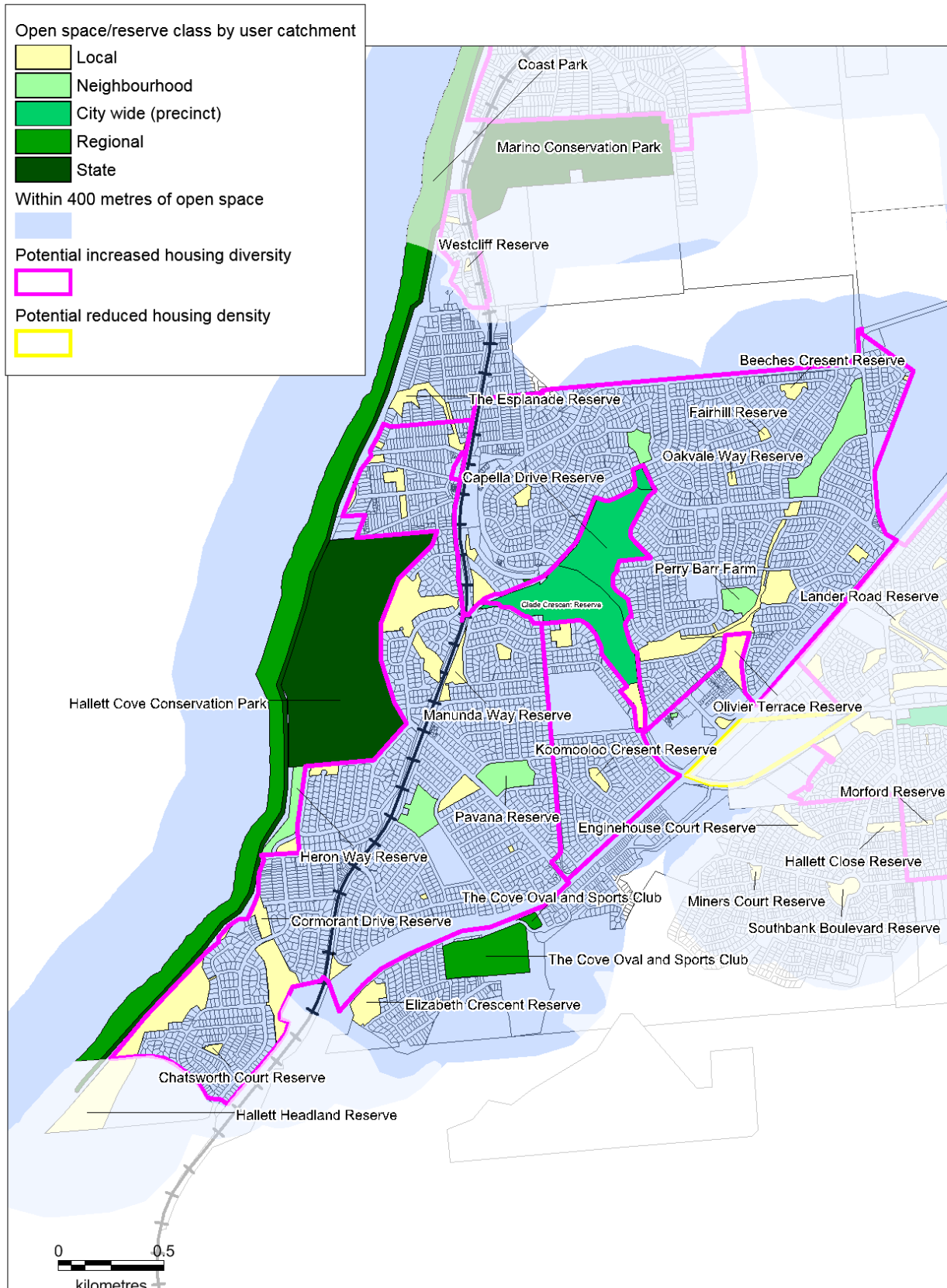


### Proximity to public transport stations and activity centres

Catchment areas 50% of 30 Year Plan guidelines

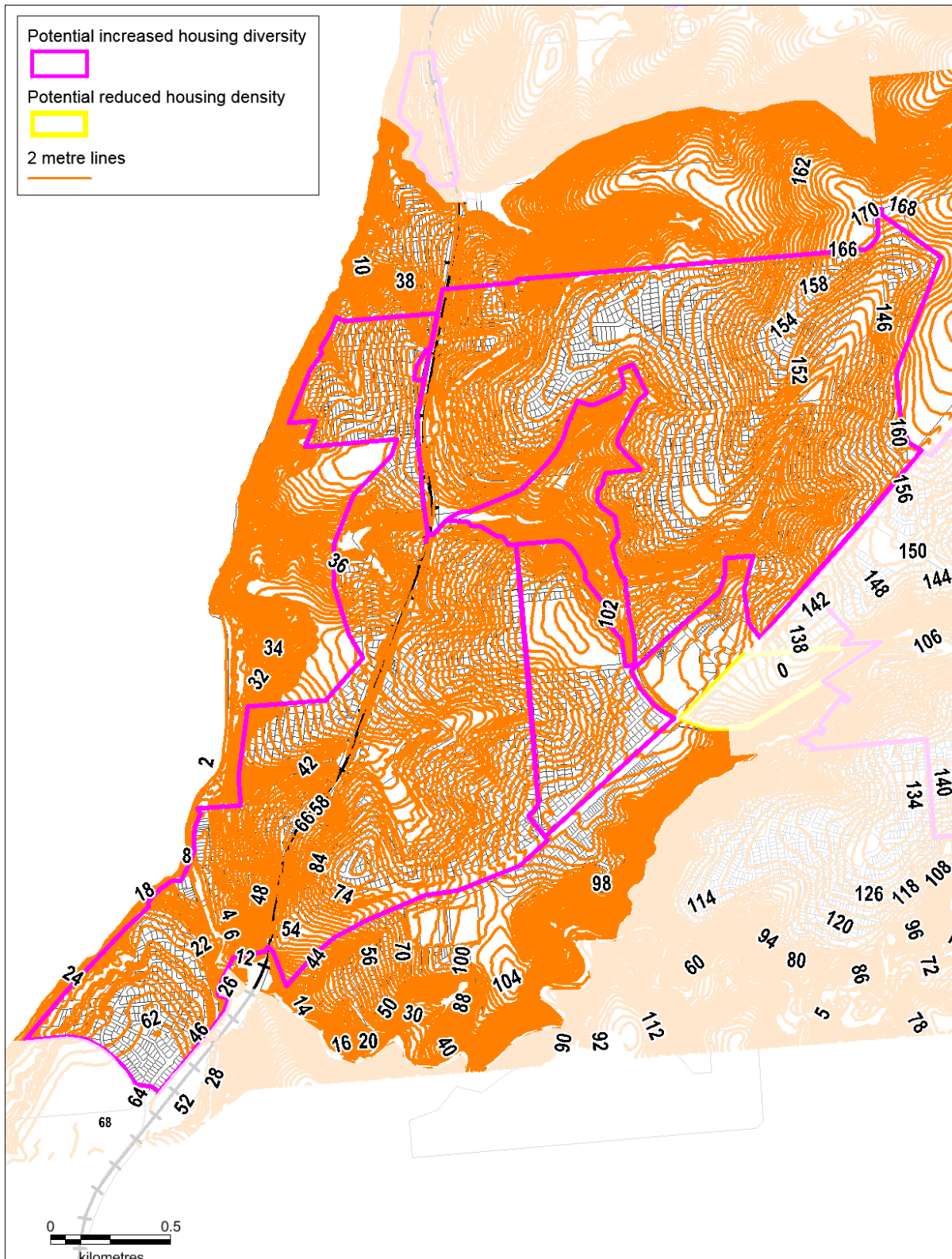


## Proximity to public open space





## Land Gradient



# Hallett Cove



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Suburb																		
Suburb size		949 hectares, containing 4813 dwellings																
Current density	Gross residential density	5.1 dwellings/hectare																
	Population density	12.8 persons/hectare																
Demographic trends (2011)	Age	Hallett Cove had a higher proportion of persons aged 35 to 69 than City of Marion, but a lower proportion of young workforce (ages 25 to 34) and lower proportion of seniors (aged 70 and over).																
	Households	Average household size of 2.67 persons. 16% of households in Hallett Cove contained only one person, compared with 30% in City of Marion, with the most dominant household size being 2 persons per household.																
	Dwellings	Lower proportion of dwellings with 2 bedrooms or less (5.5% compared to 20.8% in CoM) and a higher proportion of dwellings with 4 or more bedrooms (32.3% compared to 15.9% in CoM).																
Heritage Items	Local	49 - 51 Vennachar Drive																
	State	Clifftop Crescent (Hallett Cove Conservation Park) Lonsdale Highway (Worthing (Hallett) Mine Site)																
Topography		Steep gradient throughout suburb, rising from the coast and a steep gully runs through the suburb.																
Movement barriers/constraints		Train line intercepts suburb.																
Recent development activity		<div><div><div>Number of residential properties</div><table><thead><tr><th>Date</th><th>Number of residential properties</th></tr></thead><tbody><tr><td>Jun-10</td><td>4618</td></tr><tr><td>Jun-11</td><td>4675</td></tr><tr><td>Jun-12</td><td>4697</td></tr><tr><td>Jun-13</td><td>4712</td></tr><tr><td>Jun-14</td><td>4751</td></tr><tr><td>Jun-15</td><td>4784</td></tr><tr><td>Oct-15</td><td>4813</td></tr></tbody></table></div></div>	Date	Number of residential properties	Jun-10	4618	Jun-11	4675	Jun-12	4697	Jun-13	4712	Jun-14	4751	Jun-15	4784	Oct-15	4813
Date	Number of residential properties																	
Jun-10	4618																	
Jun-11	4675																	
Jun-12	4697																	
Jun-13	4712																	
Jun-14	4751																	
Jun-15	4784																	
Oct-15	4813																	
Adjoining council areas		South: Onkaparinga Council: Industry Zone, Open Space Zone																
Locality 1: Potential increased housing diversity area (east)																		
Locality commentary		The locality encompasses the eastern part of Hallett Cove (located east of the train line and Sandison Road). The locality includes the Hallett Cove Shopping Centre (District Centre) and Glade Crescent/Capella Drive Reserves.																
Current Policy Areas		Southern Policy Area 18																
Locality size		272 hectares, containing 2553 properties																
Current density		9.4 dwellings/hectare (du/ha)																
Proximity to public transport and activity centres		The south-eastern part of the locality is located in proximity to the Hallett Cove District Centre and bus routes along Lonsdale Road, which is recommended for density of 35 du/ha under the 30 Year Plan. The western portion of the locality is																

# Hallett Cove



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	located near the Hallett Cove Railway Station, also warranting density of 35 du/ha. The centre of the locality features a local centre, warranting 20 du/ha.	
<b>Topography</b>	Areas located within 400 metres of the railway station and District Centre have a considerable gradient of approximately 10% or 1:10.	
<b>Age of dwelling stock</b>	<b>&lt; 1940</b>	0%
	<b>1940-1960</b>	0%
	<b>1960 – 1990</b>	70% (1738 properties)
	<b>&gt; 1990</b>	26% (643 properties)
	<b>Summary</b>	¾ of dwellings were constructed between 1960 and 1990, and remaining ¼ of dwellings were constructed after 1990.
<b>Capital to site value ratio</b>	<b>1.0 – 1.3</b>	7% (172 properties)
	<b>1.3 - 2.0</b>	73% (1806 properties)
	<b>&gt; 2.0</b>	20% (507 properties)
	<b>Summary</b>	Only 7% of Hallett Cove (East) is prime for redevelopment with low dwelling to site value ratios.
<b>Discussion / Recommendation</b>	<p>Dwellings in the subject locality are of a relatively young age, as ¼ of properties were constructed within the past 25 years, and the remainder were constructed between 1960 and 1990. The dwelling stock is still in reasonably good condition, which is demonstrated by moderate capital to site value ratios. Only 7% of properties in the locality have low ratios (less than 1.3), which indicates that further redevelopment is currently unlikely.</p> <p>The locality is currently zoned Southern Policy Area 18, which envisages an average gross density of 21 du/ha. This is important to note given that the current density of the locality is only 9.4 du/ha. This discrepancy is likely due to the following two factors:</p> <ol style="list-style-type: none"> <li>There is a high proportion of open space in the locality; and</li> <li>The relatively high capital to site value ratios naturally deter further development throughout the locality at the present stage.</li> </ol> <p>It is important to acknowledge that, when dwelling values fall in the future, redevelopment at appropriate densities should be allowed to occur under the current zoning. However, it is noted that the prescribed frontage widths in Policy Area 18 are quite generous compared to the adjacent Residential Zone of Onkaparinga Council, and with other Policy Areas of the Marion Council. As such, whilst no increase in density is considered appropriate, frontage widths in the Southern Policy Area 18 should be reviewed as part of the proposed Housing Diversity DPA.</p> <p>Approximately 1/3 of the locality is located within 400 metres of the District Centre and Hallett Cove Railway Station. The <i>30 Year Plan</i> would suggest that these areas are suitable for gross densities of 35 du/ha. However, the steep land gradient surrounding these areas suggests that slightly lesser densities would be appropriate in order to ensure that new development on sloping land is appropriately designed to minimise amenity impacts on adjacent land (for example, to avoid unreasonable overshadowing, overshadowing, earthworks, etc).</p> <p>It is not considered appropriate to include all properties located within 200 metres of Lonsdale Road considering that:</p> <ol style="list-style-type: none"> <li>Access to bus stops on the northern portion of Lonsdale Road is restricted by an embankment, with pedestrian access only provided adjacent the bend of Ragamuffin Drive</li> <li>Lonsdale Roads provides only infrequent bus stops, and operates as a high speed motorway rather than a main road with associated facilities/amenities.</li> </ol>	



The central area of the locality is located within 200 metres of a local centre, warranting 20 du/ha. Given that this is similar to the current provisions of the Southern Policy Area 18, no further amendment to density policies is required for this area.

The remaining areas of the locality are not located in convenient proximity to public transport or activity centres, and therefore are not considered suitable for amended policies encouraging increased housing diversity.

**It is recommended that:**

- a) **The locality is reduced in size to include only areas surrounding Hallett Cove Railway Station and District Centre.**
- b) **Frontage widths in the Southern Policy Area 18 are subject to review.**

### Locality 2: Potential increased housing diversity area (coastal)

<b>Locality commentary</b>	The locality comprises the western half of Hallett Cove suburb, including areas between the coast and west of the railway line/Sandison Road.	
<b>Current Policy Areas</b>	Hill Policy Area 11 and Southern Policy Area 18 (east of the railway line)	
<b>Locality size</b>	243.8 hectares, containing 2082 properties	
<b>Current density</b>	8.5 dwellings/hectare (du/ha)	
<b>Proximity to public transport and activity centres</b>	The Hallett Cove Railway Station is located in the northern part of the locality, and also features a local centre near the railway station. Areas within 400 metres of the station are recommended for density of 35 du/ha under the <i>30 Year Plan</i> . The Hallett Cove Beach Railway Station is located in the southern part of the locality, and surrounding properties are also recommended for 35 du/ha.	
<b>Topography</b>	The average maximum gradient within 400 metres of the Railway Stations is approximately 7% (1:14).	
<b>Age of dwelling stock</b>	< 1940	0%
	1940-1960	0%
	1960 – 1990	68% (1394 properties)
	> 1990	26% (524 properties)
	<b>Summary</b>	¼ of dwellings constructed after 1990, remaining ¾ constructed between 1960 and 1990.
<b>Capital to site value ratio</b>	1.0 – 1.3	12% (239 properties)
	1.3 - 2.0	66% (1358 properties)
	> 2.0	22% (447 properties)
	<b>Summary</b>	Only 12% the locality is prime for redevelopment with low dwelling to site value ratios.
<b>Discussion / Recommendation</b>	<p>Dwellings in the subject locality are of a relatively young age, as ¼ of properties were constructed within the past 25 years, and the remainder were constructed between 1960 and 1990. The dwelling stock is still in reasonably good condition, which is demonstrated by moderate capital to site value ratios. Only 12% of properties in the locality have low ratios (less than 1.3), which indicates that further redevelopment is currently unlikely.</p> <p>The locality is currently zoned Southern Policy Area 18 and Hills Policy Area 11, which envisage average gross densities of 21 du/ha and 7 du/ha, respectively. The current density of the locality is 8.5 du/ha, which slightly exceeds that anticipated in the Hills Policy Area 11.</p> <p>Approximately 1/4 of the locality is located within 400 metres of railway stations. The <i>30 Year Plan</i> would suggest that these areas are suitable for gross densities</p>	

# Hallett Cove



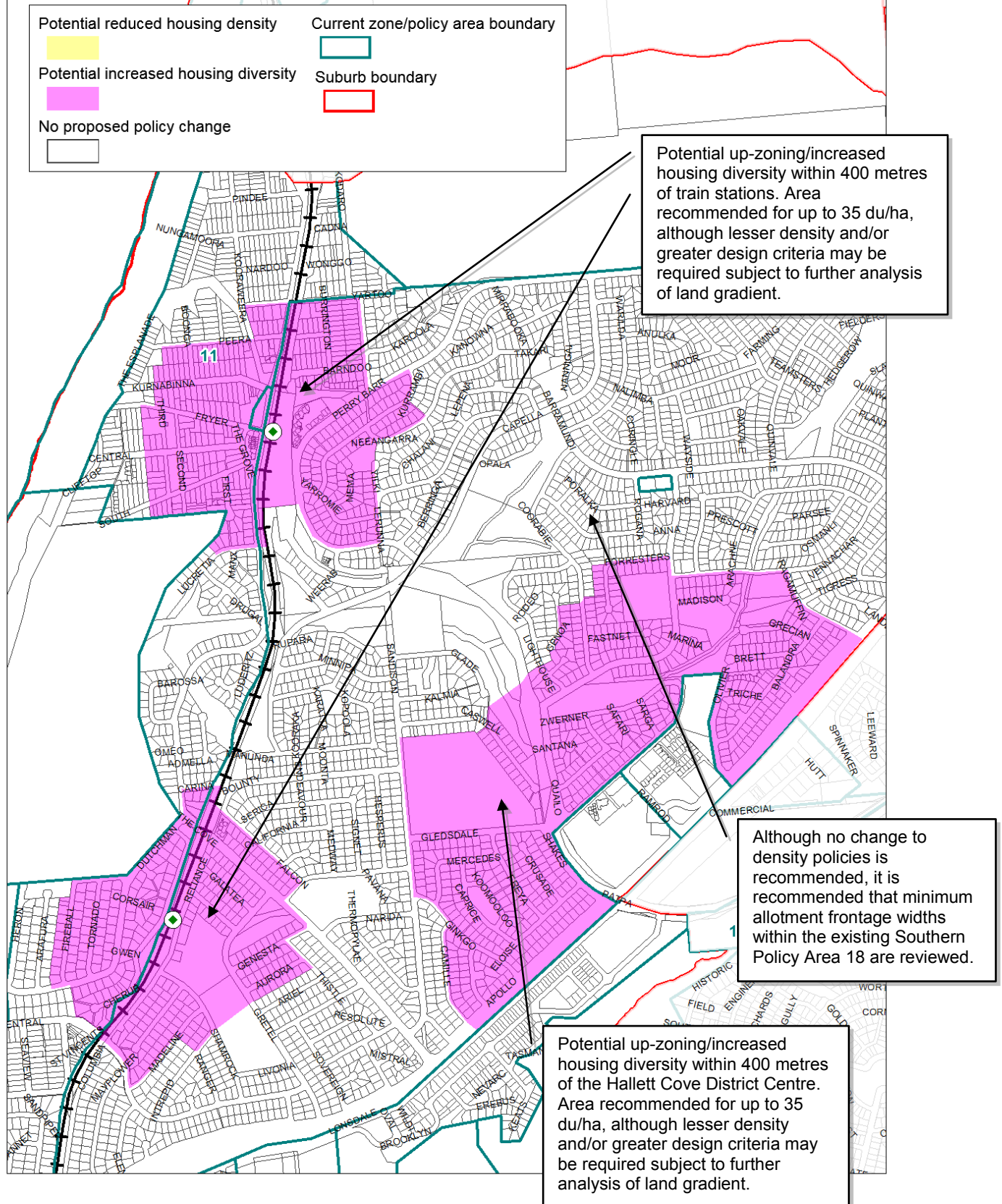
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of 35 du/ha. However, the steep land gradient surrounding these areas suggests that slightly lesser densities would be appropriate in order to ensure that new development on sloping land is appropriately designed to minimise amenity impacts on adjacent land (for example, to avoid unreasonable overshadowing, overshadowing, earthworks, etc).

The remaining areas of the locality are not located in convenient proximity to public transport or activity centres, and therefore are not considered suitable for amended policies encouraging increased housing diversity.

**It is recommended that the locality is reduced in size to include only areas within 400 metres of the Hallett Cove Railway Station and Hallett Cove Beach Railway Station.**

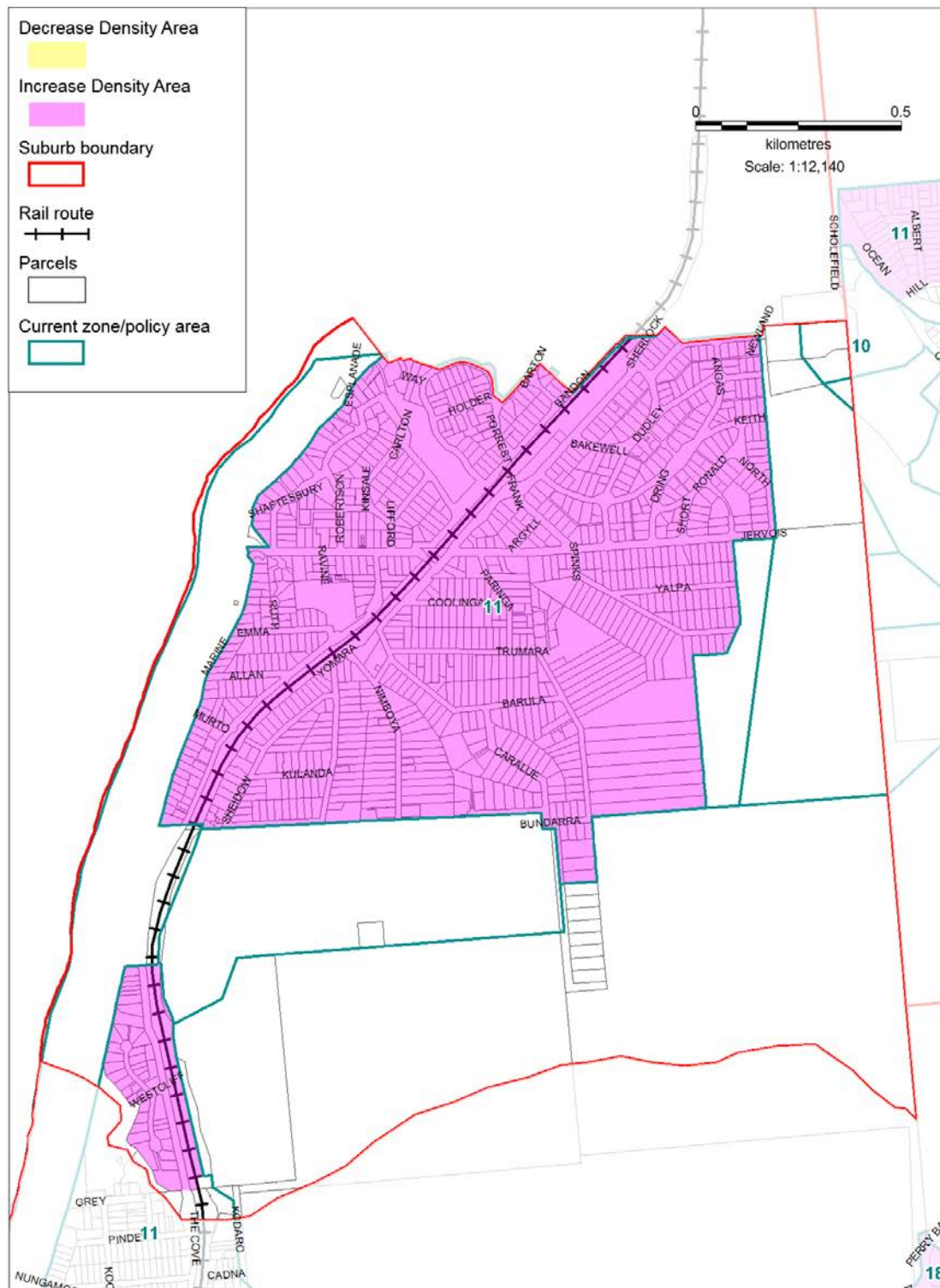
### Areas for amended density policies based on the preceding investigations



1046 properties identified for potential increased housing diversity

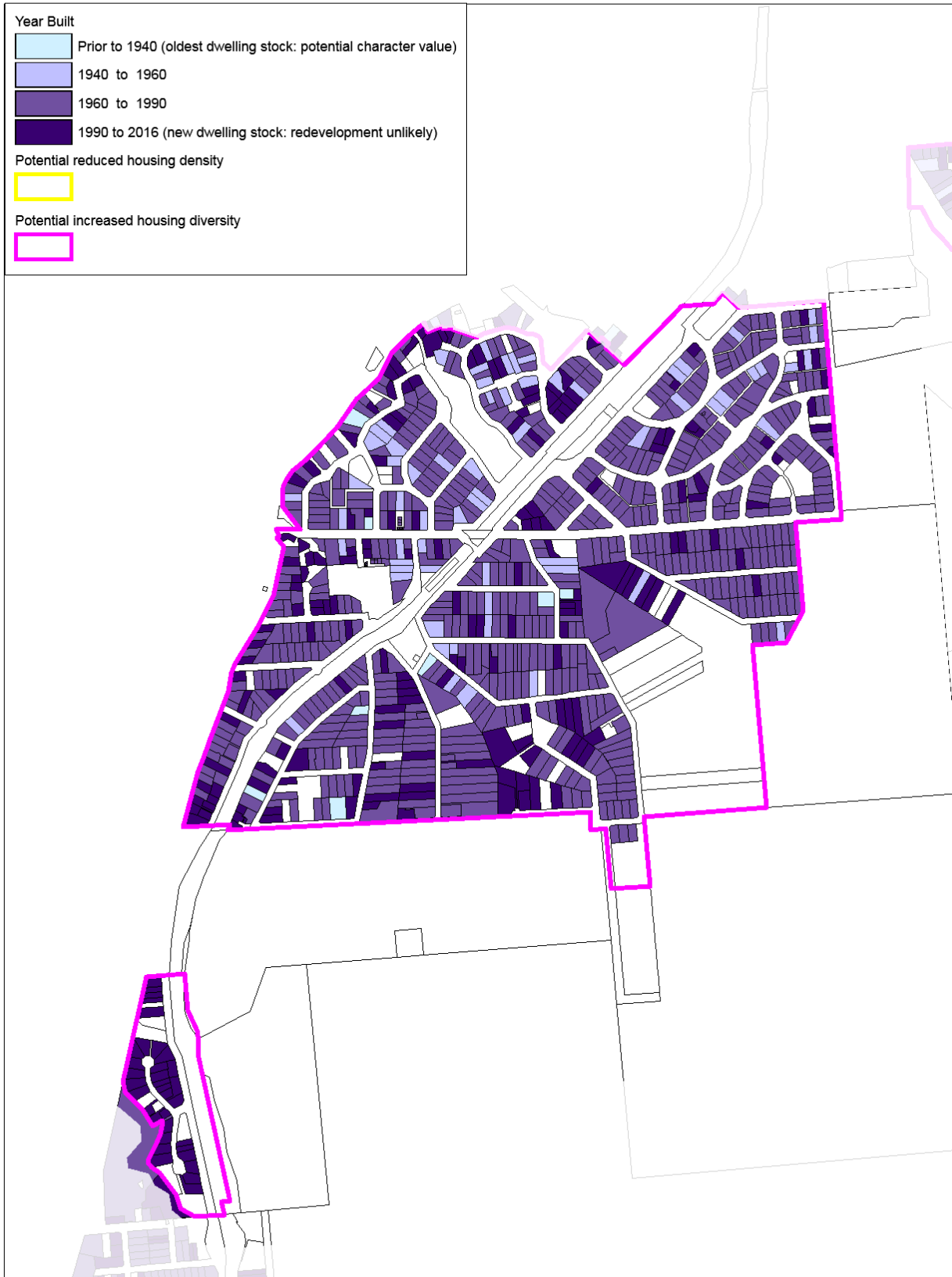
### Areas identified for change of density

by Elected Members in November 2015

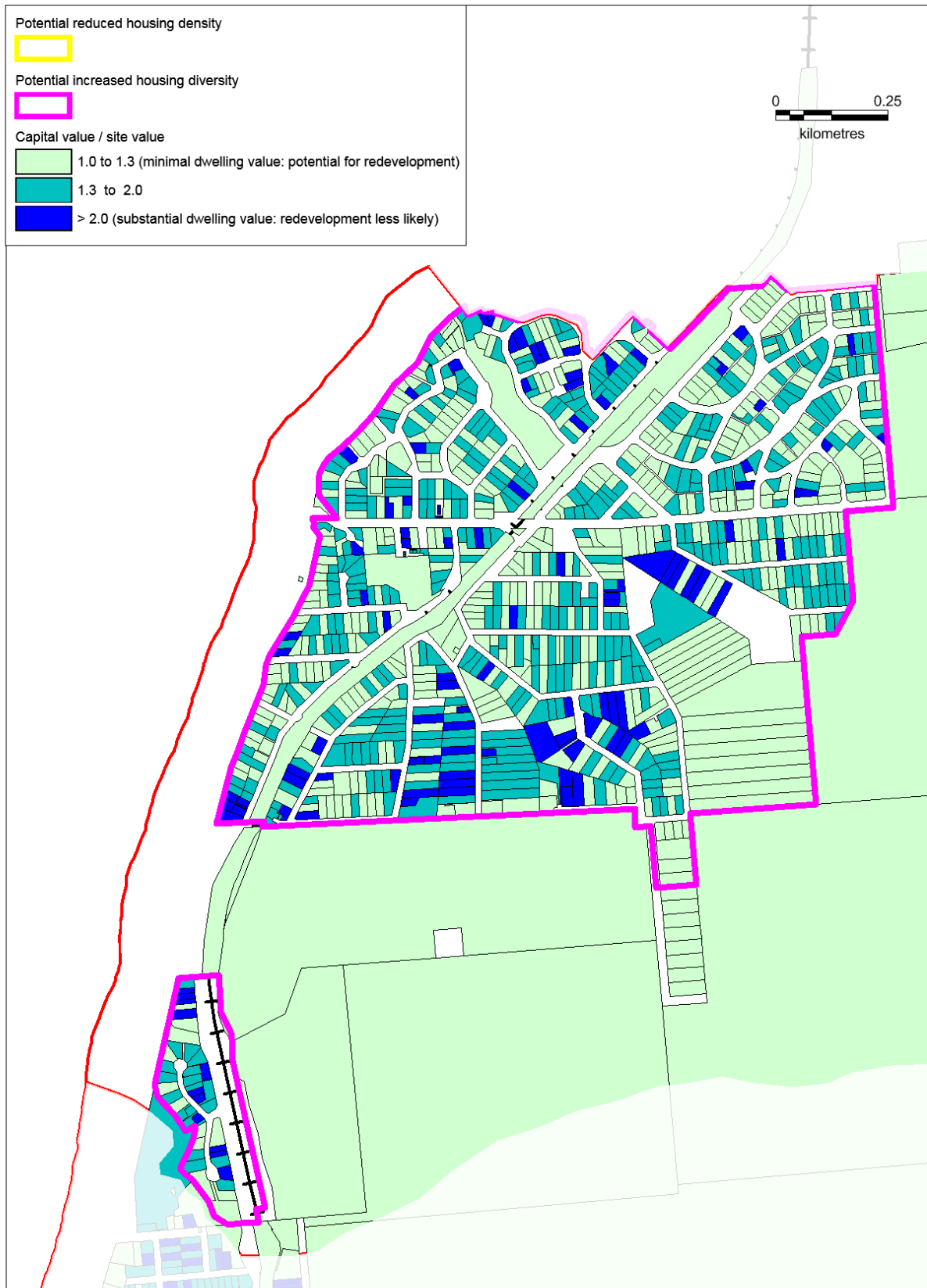




## Dwelling Age



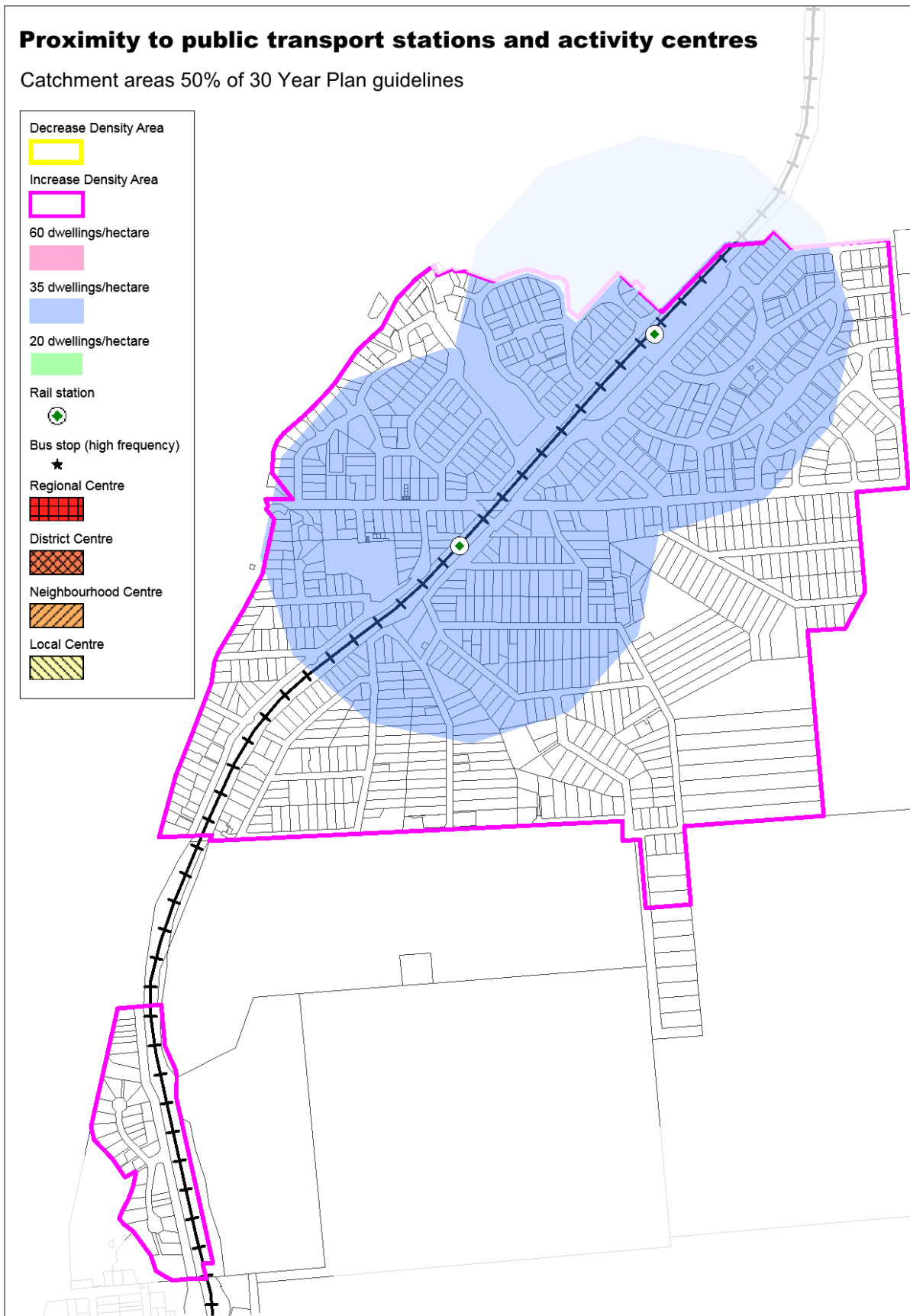
## Capital value / site value ratio



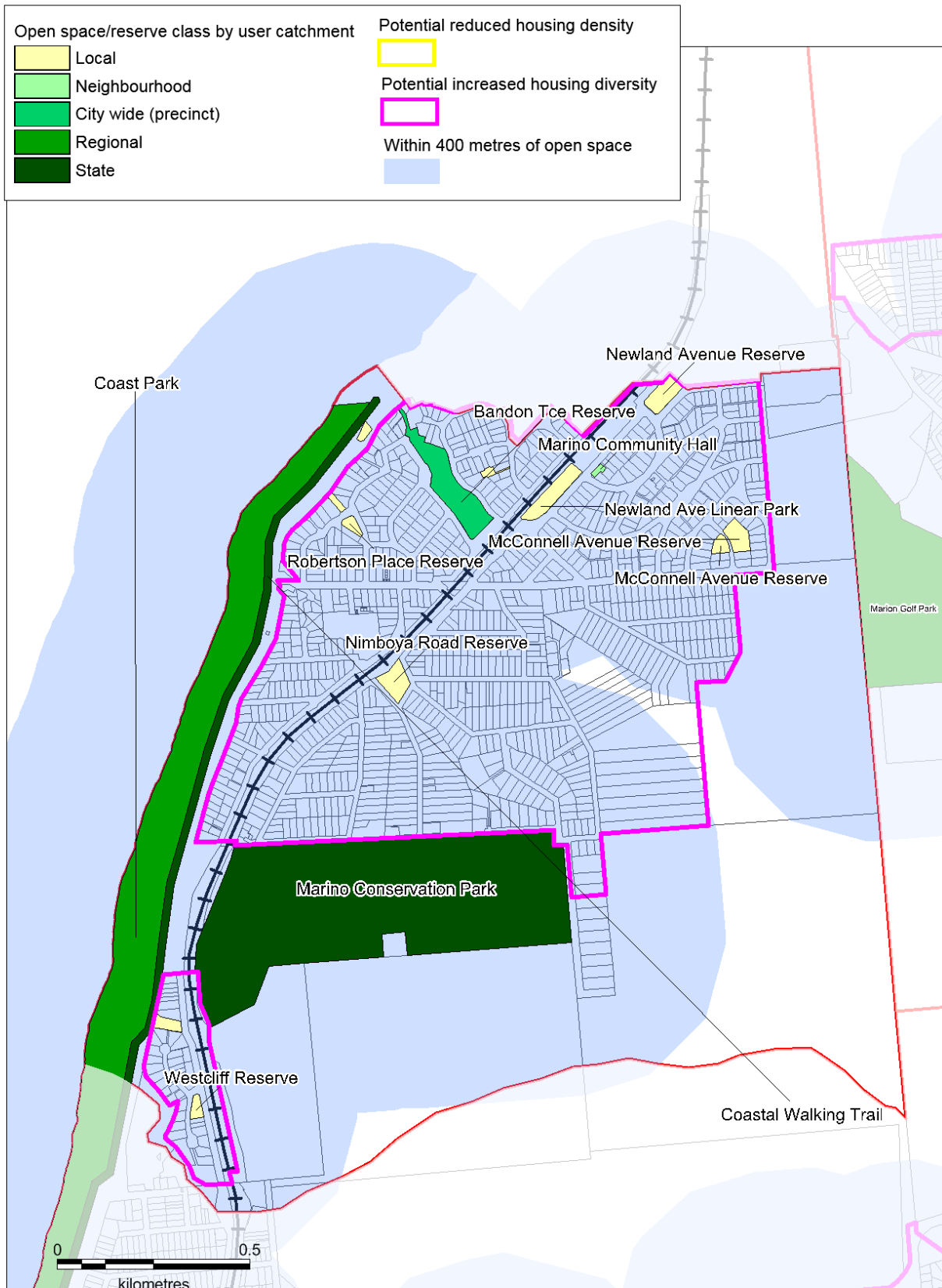


## Proximity to public transport stations and activity centres

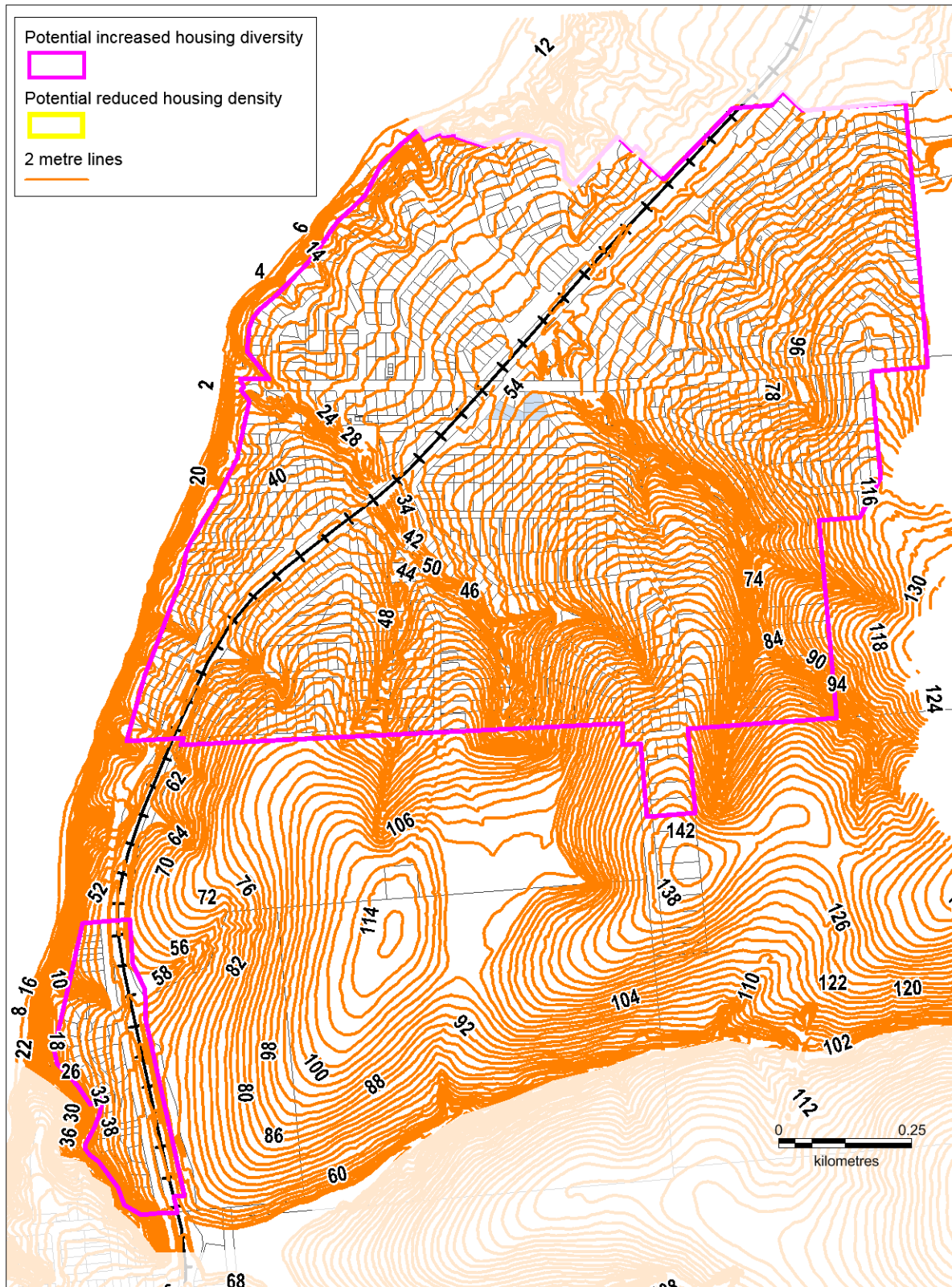
Catchment areas 50% of 30 Year Plan guidelines



## Proximity to public open space



## Land Gradient



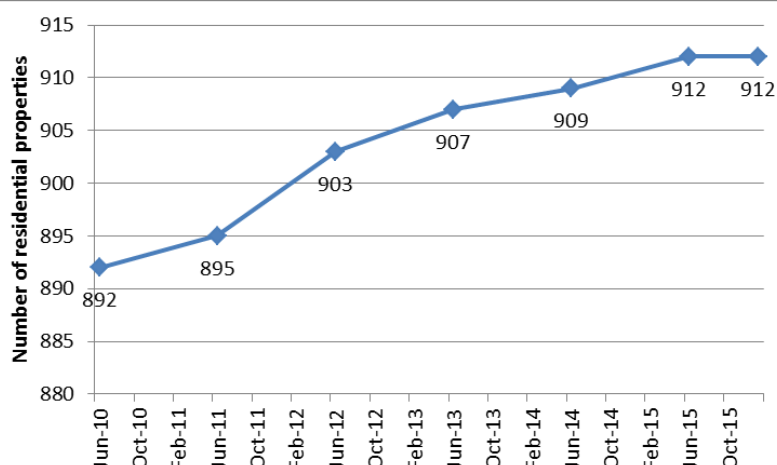
## Suburb

<b>Suburb size</b>		319 hectares, containing 912 dwellings
<b>Current density</b>	<b>Gross residential density</b>	2.9 dwellings/hectare (due to high proportion of open space)
	<b>Population density</b>	6.5 persons/hectare
<b>Demographic trends (2011)</b>	<b>Age</b>	Marino had a lower proportion of people in the younger age groups (0 to 17 years) and a higher proportion of people in the older age groups (60+ years).
	<b>Households</b>	Average household size: 2.45
<b>Heritage Items</b>	<b>Local</b>	17 - 19 Bundarra Drive 25 Coolinga Road Marino Conservation Park (Tower of Lighthouse)
	<b>State</b>	-

**Topography** Many parts of the suburb maintain a severe gradient, including adjacent the coast and ravines which run through the suburb.

**Movement barriers/constraints** Steep gradients and railway line intercepts suburb.

### Recent development activity



**Adjoining council areas** North: Holdfast Bay Council:  
Residential Zone

### Comparison of Minimum Site Dimensions

City of Marion: Hills Policy Area 11  
 City of Holdfast Bay: Residential Zone

Dwelling Type	Site Area Marion	Site Area Holdfast	Frontage Marion	Frontage Holdfast
Detached	700-1100	400	18-20	12
Semi-detached	not permitted	350	not permitted	12
Group dwelling	700-1100	350	24-26	12
Residential flat building	not permitted	350	not permitted	12
Row dwelling	not permitted	350	not permitted	10

### Potential increased housing diversity area (pink)

**Locality commentary** The locality comprises all residential properties in Marino, except those on the southern end of Bundarra Road.

**Current Policy Areas** Hills Policy Area 11

<b>Locality size</b>	143 hectares, containing 1046 properties	
<b>Current density</b>	7.3 dwellings/hectare	
<b>Proximity to public transport and activity centres</b>	The northern and central portions of the locality are located within 400 metres of the Marion and Marino Rocks Railway Stations. The <i>30 Year Plan</i> suggests that these areas are suitable for gross density of 35 du/ha.	
<b>Topography</b>	The overall land gradient within 400 metres of the train station equals approximately 10%, however the land undulates over this distance (due to ravines through the suburb) and therefore gradients vary depending on the walking path taken.	
<b>Age of dwelling stock</b>	<b>&lt; 1940</b>	1% (10 properties)
	<b>1940-1960</b>	6% (64 properties)
	<b>1960 – 1990</b>	60% (631 properties)
	<b>&gt; 1990</b>	20% (208 properties)
	<b>Other</b>	13% (data not available)
	<b>Summary</b>	Most dwellings were constructed between 1960-1990, with 1.5 of the locality constructed within the past 25 years.
<b>Capital to site value ratio</b>	<b>1.0 – 1.3</b>	47% (487 properties)
	<b>1.3 - 2.0</b>	40% (423 properties)
	<b>&gt; 2.0</b>	11% (116 properties)
	<b>Other</b>	2% (data not available)
	<b>Summary</b>	Almost half of the locality maintains low capital to site value ratios, which means that a large proportion of properties are prime for redevelopment.
<b>Discussion / Recommendation</b>	<p>The locality features a mixture of dwellings, but older dwellings are generally located in the northern part of the suburb. This northern area also maintains low capital to site value ratios, indicating that the dwelling stock is ready to be redevelopment.</p> <p>This northern area of the suburb is located in proximity to the Marino Rocks and Marino Railway Stations. The <i>30 Year Plan</i> would suggest that these areas are suitable for gross densities of 35 du/ha. However, the steep land gradient surrounding these areas suggests that slightly lesser densities would be appropriate in order to ensure that new development on sloping land is appropriately designed to minimise amenity impacts on adjacent land (for example, to avoid unreasonable overshadowing, overshadowing, earthworks, etc).</p> <p>It may be appropriate to amend density policies to align with that of the adjacent Residential Zone of Holdfast Bay to the north, which envisages average gross densities of approximately 18.6 du/ha.</p> <p>Furthermore, is noted that land located south-west of Ravine Street and Barula Road maintains a significant gradient, as a ravine runs west to south-east through the locality. Given that the ravine would form an impediment to walking routes to the train station, is it recommended that areas south-west of Ravine Street and Barula Road are not targeted for increased housing diversity/density.</p> <p>The remaining areas of the locality are not located in convenient proximity to public transport or activity centres, and therefore are not considered suitable for amended policies encouraging increased housing diversity.</p> <p><b>It is recommended that the locality is reduced in size to include only areas within 400 metres of the Marino and Marino Rocks Railway Stations (excluding areas south-east of Ravine Street and Barula Road due to severe land gradient).</b></p>	



### Staff's Recommendation:

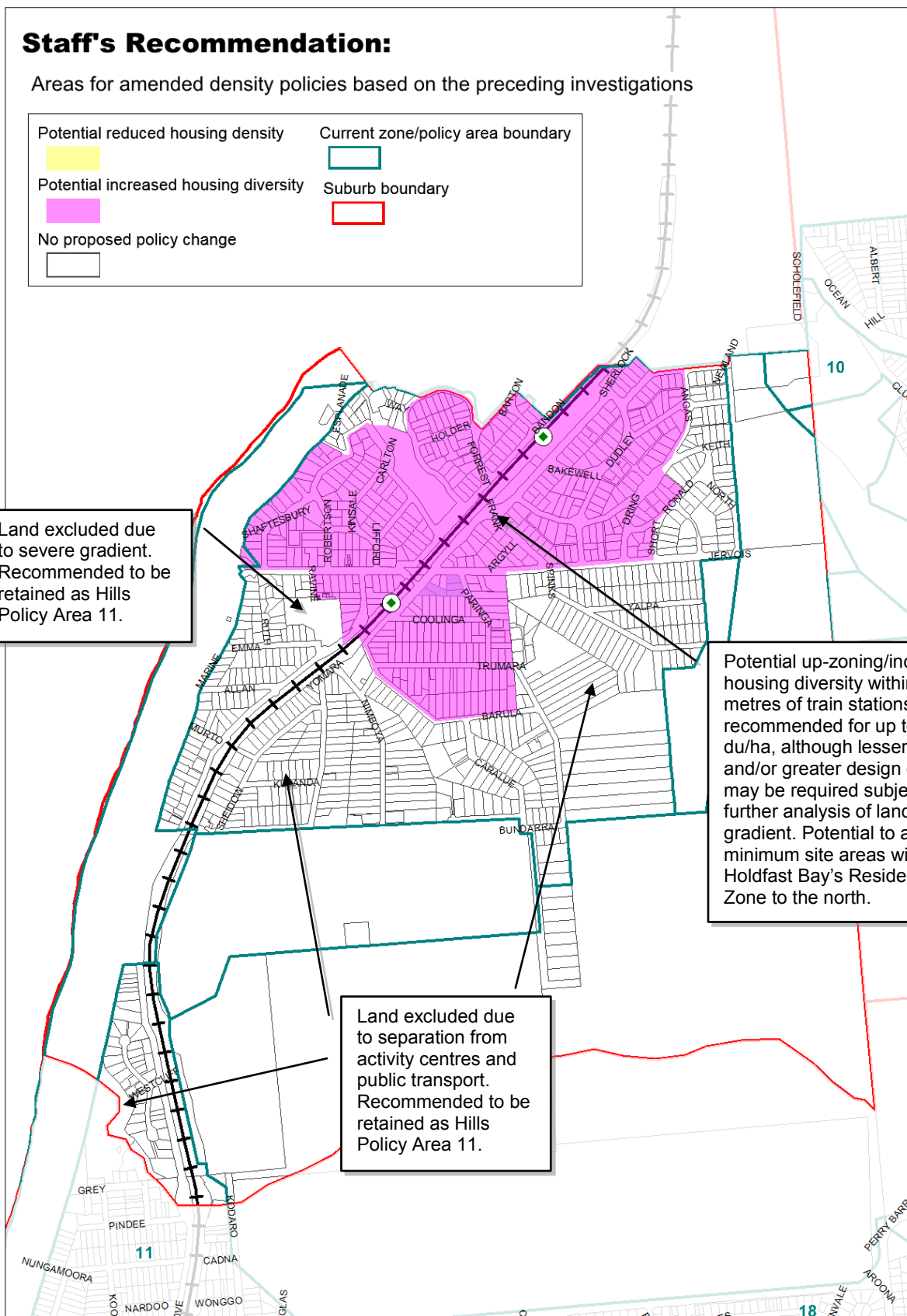
Areas for amended density policies based on the preceding investigations

Potential reduced housing density	Current zone/policy area boundary
Potential increased housing diversity	Suburb boundary
No proposed policy change	

Land excluded due to severe gradient. Recommended to be retained as Hills Policy Area 11.

Potential up-zoning/increased housing diversity within 400 metres of train stations. Area recommended for up to 35 du/ha, although lesser density and/or greater design criteria may be required subject to further analysis of land gradient. Potential to align minimum site areas with Holdfast Bay's Residential Zone to the north.

Land excluded due to separation from activity centres and public transport. Recommended to be retained as Hills Policy Area 11.

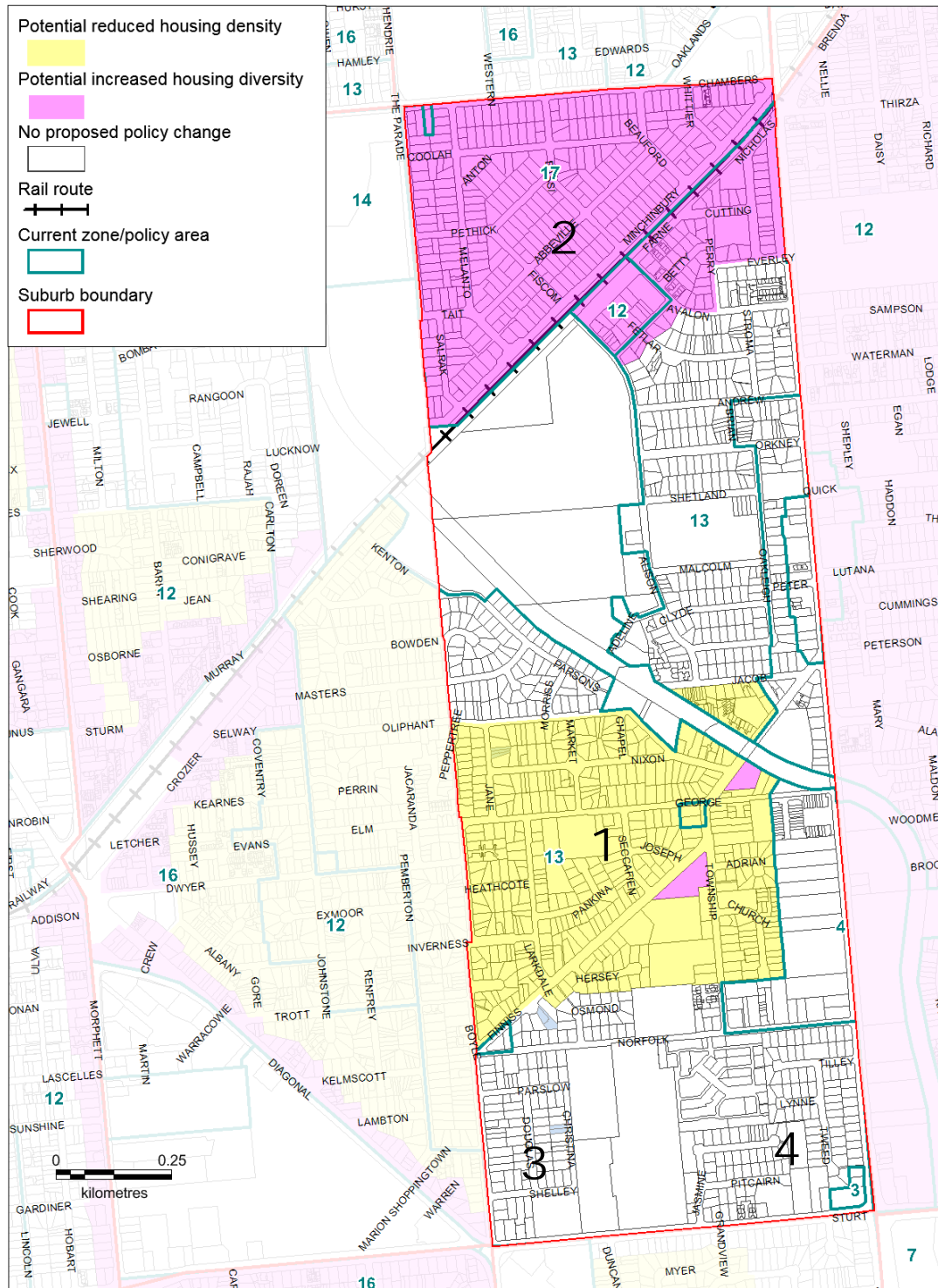




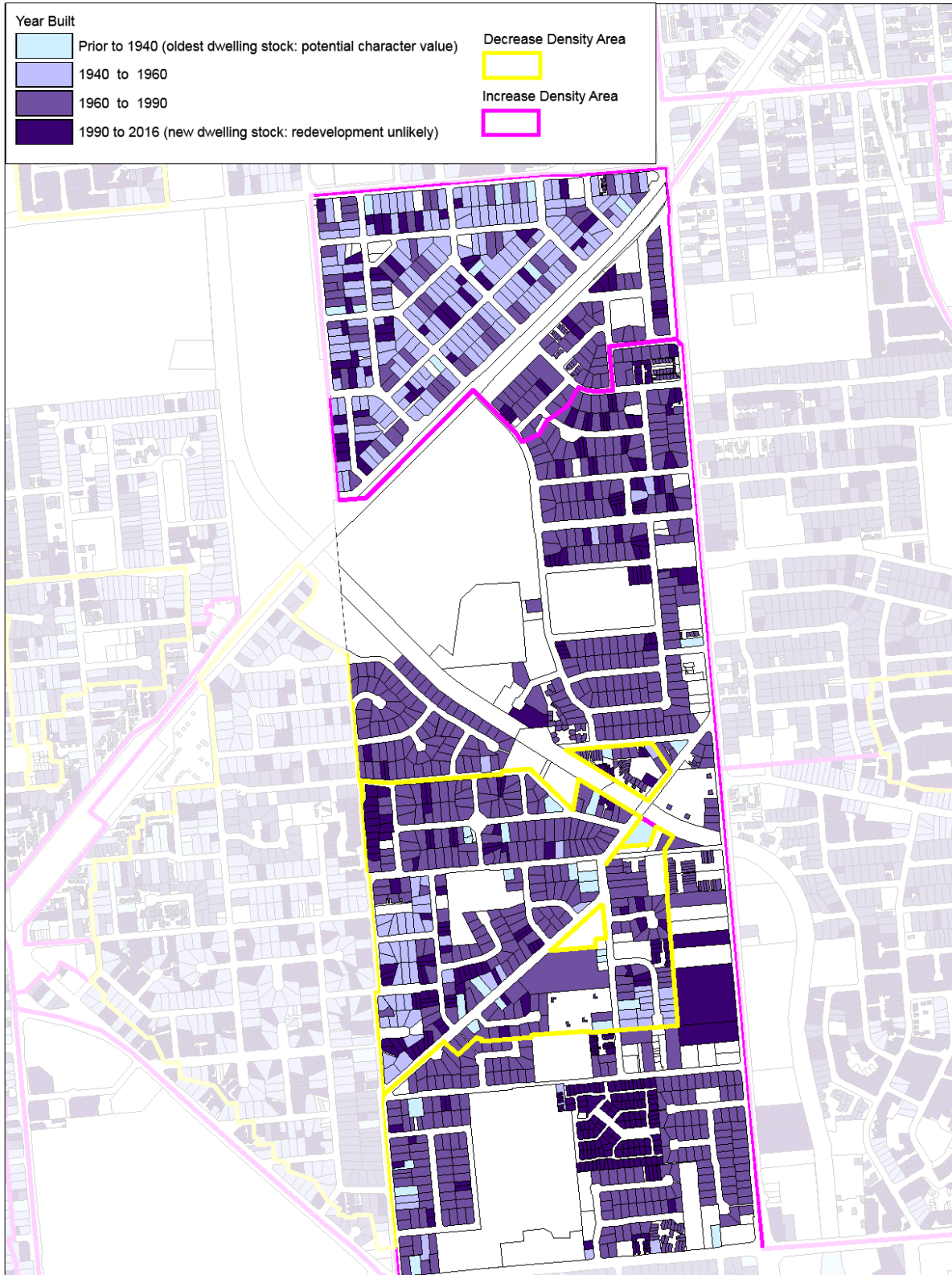
453 properties identified for potential reduced housing density area (yellow)  
416 properties identified for potential increased housing diversity area (pink)

### Areas identified for change of density

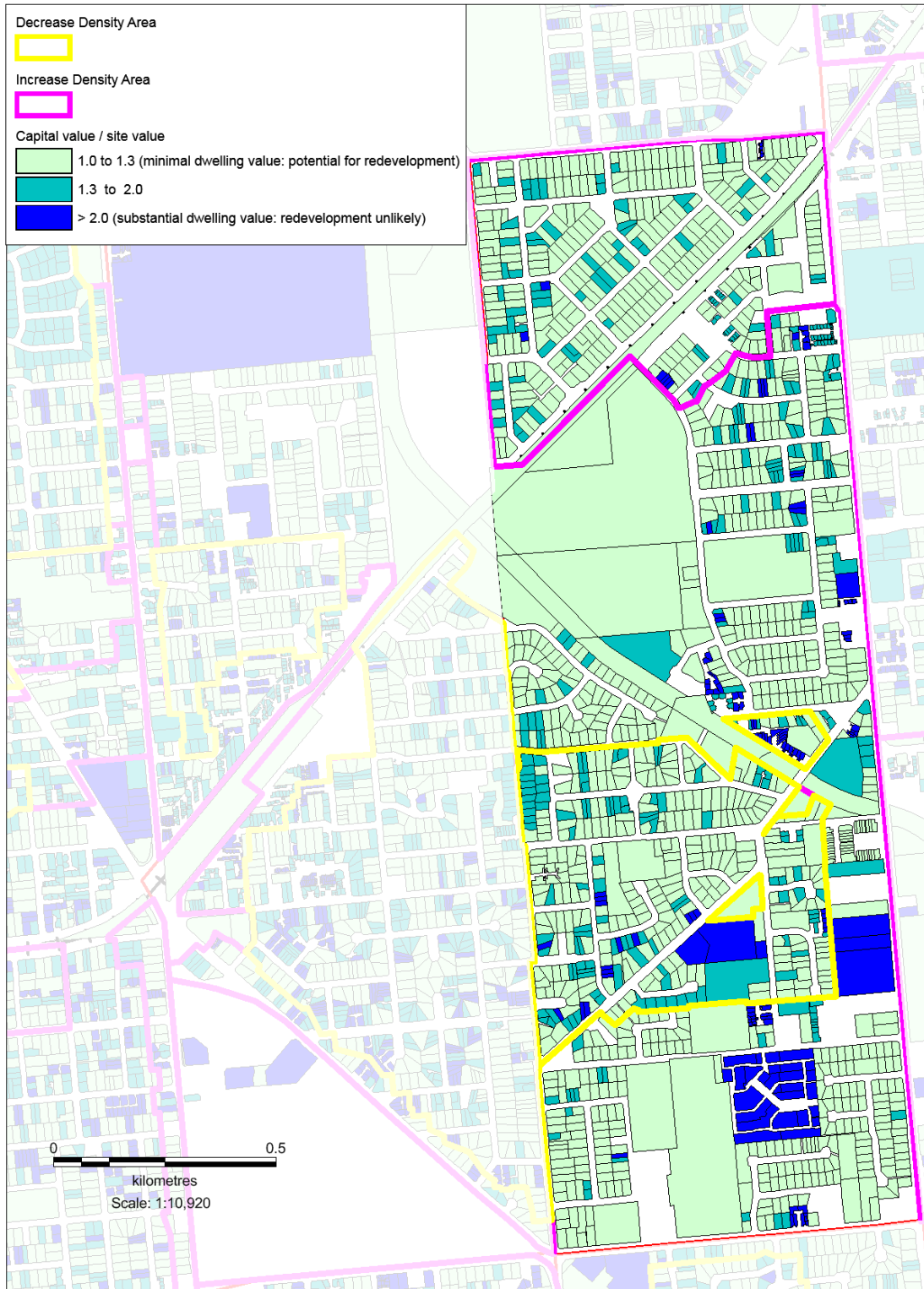
by Elected Members in November 2015

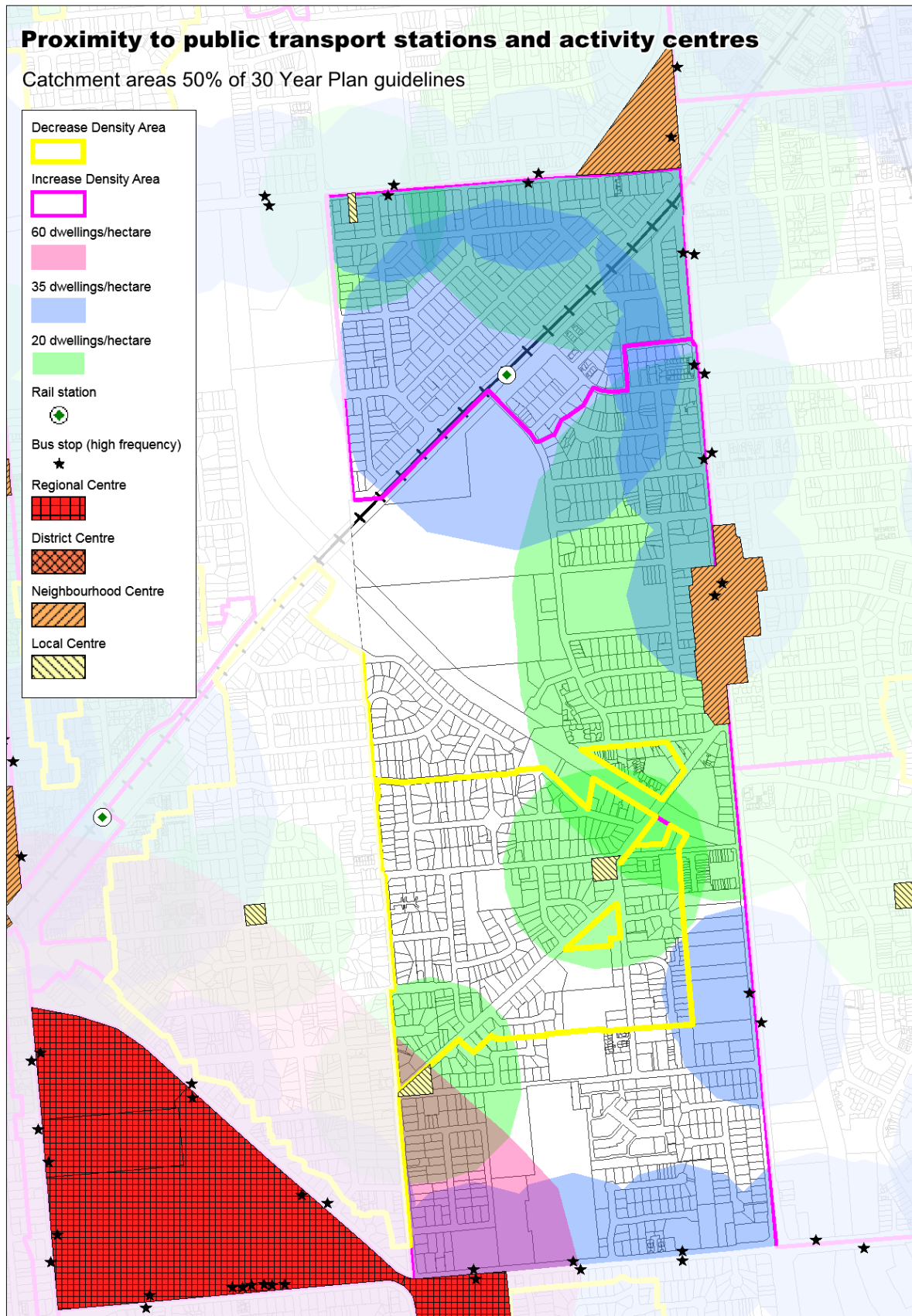


## Dwelling Age



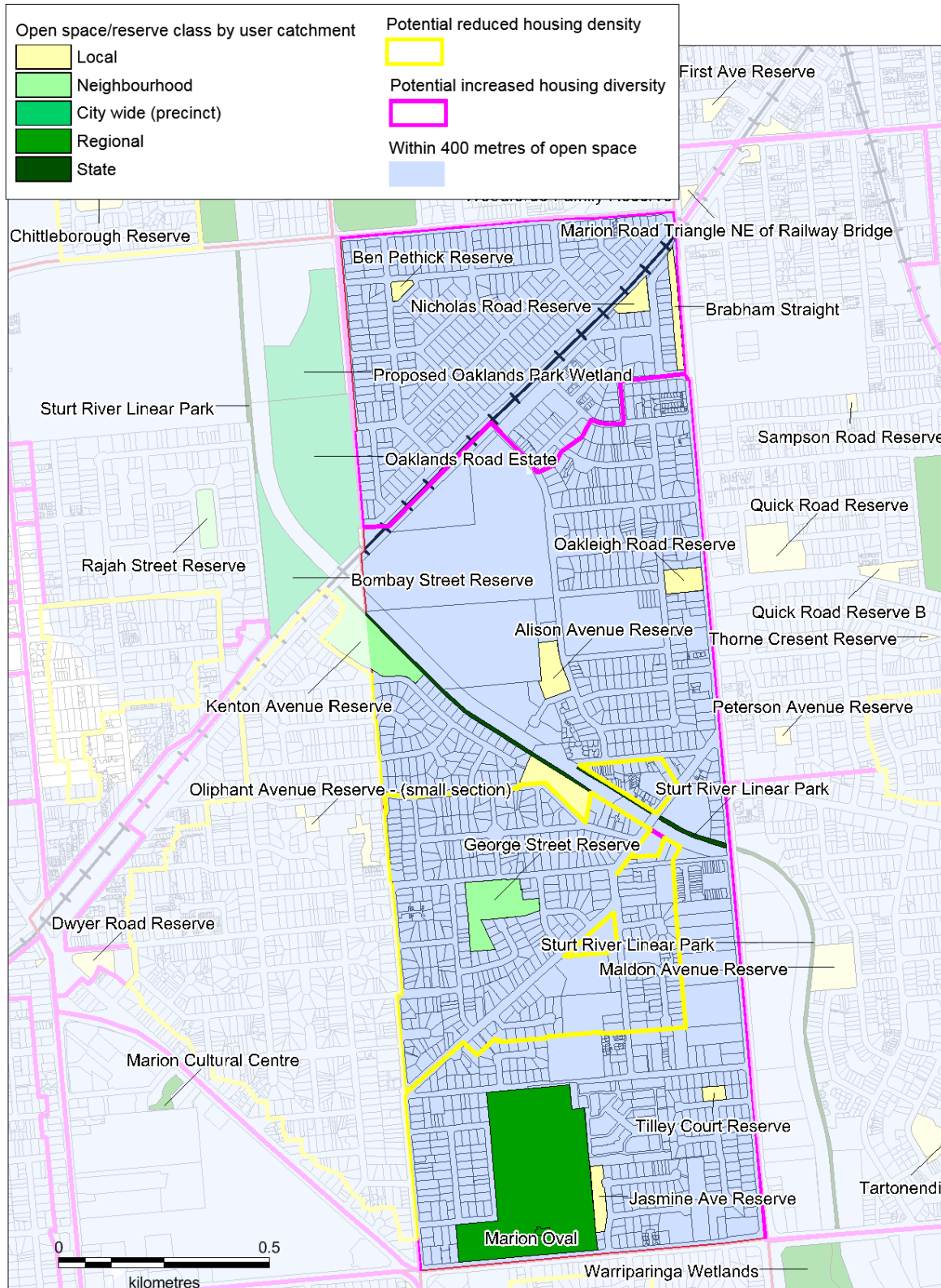
## Capital value / site value ratio







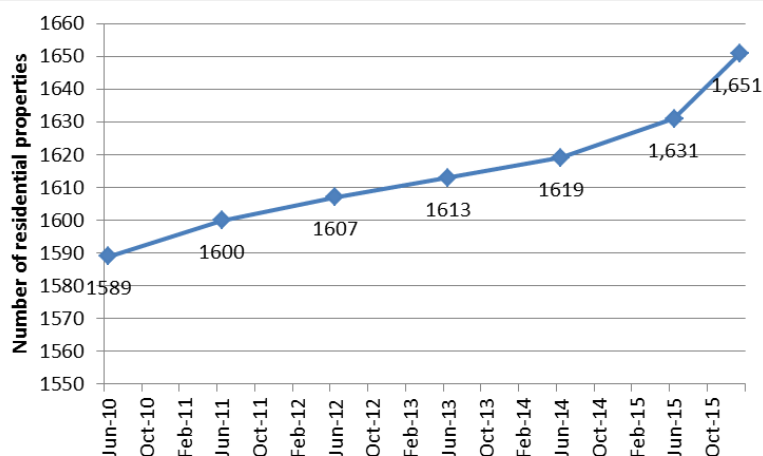
## Proximity to public open space



## Suburb

<b>Suburb size</b>		200.3 hectares, containing 1651 properties 3753 residents (in 2011)
<b>Current density</b>	<b>Gross residential density</b>	8.24 dwellings/hectare
	<b>Population density</b>	18.7 persons/hectare
<b>Demographic trends (2011)</b> (with comparison to City of Marion)	<b>Age</b>	Lower proportion of pre-schoolers and a higher proportion of persons at post retirement age.
	<b>Households</b>	2 bedroom dwellings (18.3%), 3 bedroom dwellings (58.4%), 4 bedroom dwellings (13.8%) – similar percentages to City of Marion
<b>Heritage Items</b>	<b>Local</b>	6 Finnis Street (Former Marion Inn) 17 Finnis Street (St Ann's Catholic Church) 34 Finnis Street (Dwelling (former Police Station)) 38 Finnis Street (Dwelling) 51 Finnis Street (Dwelling) 28 George Street (Dwelling) 45 George Street (Dwelling (Annie Doolan's Cottage)) Market Street Intersection of Market and Nixon Street (Light Square; Location of the Square as the original centre of the village of Marion) 5 Market Street (Dwelling (Rose Cottage)) 38 Nixon Street (Dwelling (Laurel Cottage and City of Marion's first Post Office)) 6 Norfolk Road (Dwelling (former farmhouse)) 31 - 39 Norfolk Road (War memorial) 55 Oliphant Avenue (Remnant Almond Grove; Remaining almond trees generally at the south western and south eastern end of the reserve) 240 Sturt Road (Dwelling) 284-286 Sturt Road (School building (former Sturt School)) 288 Sturt Road (School (former District Hall)) 290 Sturt Road (Dwelling (former Marion Council Chambers)) 8 - 10 Township Road (Dwellings (former Workmen's Cottages)) 16 Township Road (Dwelling) 23 Township Road (Dwelling)
	<b>State</b>	9 Township Road (Marion Uniting (former Wesleyan Methodist) Church)
<b>Topography</b>		All of locality < 1:10; minor gradient
<b>Movement barriers/constraints</b>		Rail corridor and Sturt River channel form substantial barriers for movement north-south

## Recent development activity





**Locality 1: Potential reduced housing density area (yellow)**

<b>Locality commentary</b>	Locality comprises the area known as the 'Marion Historic Village' and is generally bounded by Oliphant to the north, Hersey/Finniss to the south, commercial properties to the east and Boyle to the west.	
<b>Current Policy Areas</b>	Northern Policy area 13	
<b>Locality size</b>	39.6 hectares, containing 453 properties	
<b>Current density</b>	11.4 dwellings/hectare	
<b>Proximity to public transport and activity centres</b>	Approximately 50% of the locality is suitable for 20 dwellings/hectare due to proximity to neighbourhood centres	
<b>Age of dwelling stock</b>	< 1940	4% (18 properties)
	1940-1960	11% (53 properties)
	1960 – 1990	60% (272 properties)
	> 1990	24% (108 properties)
		1% (data not available)
	<b>Summary</b>	60% of the properties are between 25 and 55 years old with 24% being constructed more recently
<b>Capital to site value ratio</b>	1.0 – 1.3	62% (279 properties)
	1.3 - 2.0	33% (149 properties)
	> 2.0	10% (47 properties)
	<b>Summary</b>	The majority of the properties have a low capital to site value suggesting a high potential for future redevelopment
<b>Streetscape characteristics</b>	Streetscape/setbacks tend to vary considerably due to 1960's land division patterns and road alignments and example of recent higher density redevelopment including aged care facilities. Maturity and number of street trees varies throughout.	
<b>Discussion/Recommendation</b>	<p>Although the number/percentage of heritage properties is very small, there is a unique historic character and meaning to certain parts of this locality which has been recognised through naming the area 'Marion Historic Village'.</p> <p>Although the age and capital to site values of much of the property in the area suggests that it has high potential for future redevelopment, it is not in reasonable proximity to public transport and its proximity to neighbourhood centres seeks densities of 20 dwellings/hectare, which is similar to that envisaged by Northern Policy Area 13.</p> <p>A new policy area may be suitable this locality which recognises the historic past of the area (without seeking mock heritage designs) and promotes a high street/village character along the northern end of Finniss Street, with policy that restricts the type of dwellings and minimum allotment sizes.</p> <p>As the age and capital to site values of the housing stock from the proposed southern boundary down to Norfolk Road is similar, it is suggested that this area be included within locality 1.</p> <p>Despite this recommendation, it is important to note that the Draft Strategic Structure Plans prepared by the Department of Planning, Transport and Infrastructure (DPTI) illustrate that all residential areas north of Finniss Street and south of Oaklands Road are included in a "residential infill" area. This area is targeted for low rise residential infill, which will "enhance key local streets and improve open space network to support active travel and amenity for diverse housing close to train and the regional centre". Consequently, if this locality is proposed for a decrease in housing density, it would be contradictory to the State Government's Structure Plans for the Marion Primary Renewal Area.</p>	

The Draft Structure Plan also identifies “Marion Historical Village” as “*Finniss St Local High Street*”, which is to include “*sensitive low rise missed use to strengthen this local community hub*”.

The Draft Structure Plans prepared by DPTI will be available for viewing by Committee Members at the meeting of the Urban Planning Committee held on 5 April 2016.

**It is recommended that:**

- A new policy area is introduced in the “Marion Historic Village” area which recognises the historic past of the area and promotes a high street/village character along the northern end of Finniss Street.
- Areas from the proposed southern boundary down to Norfolk Road be included in within the locality.
- Further investigations be undertaken to determine appropriate forms of development/housing for the locality at lower densities than currently allowed by the Development Plan.

## Locality 2: Potential increased housing diversity area (pink)

<b>Locality commentary</b>	The northern part of the locality comprises a triangular area bounded by Oaklands Road, The Parade and the rail corridor. The southern portion roughly follows within 200m of the rail corridor between Westminster School and Marion Road	
<b>Current Policy Areas</b>	Residential Character Policy Area 17 Northern Policy Area 13 Medium Density Policy Area 12	
<b>Locality size</b>	43.6 hectares, containing 416 properties	
<b>Current density</b>	9.5 dwellings/hectare	
<b>Proximity to public transport and activity centres</b>	Much of the locality is within 400m of Marion rail station and/or is within 200m of a high frequency bus route. Approx. half of the locality is within 400m of a Neighbourhood Centre	
<b>Age of dwelling stock</b>	< 1940	3% (10 properties)
	1940-1960	40% (165 properties)
	1960 – 1990	33% (136 properties)
	> 1990	15% (62 properties)
	Other	9% (data not available)
	Summary	Approximately ¾ of the dwelling stock is between 25 and 55 years old
<b>Capital to site value ratio</b>	1.0 – 1.3	69% (289 properties)
	1.3 - 2.0	21% (87 properties)
	> 2.0	5% (22 properties)
	Other	5% (data not available)
	Summary	Approx. ¾ of the properties have a low capital to site value and are therefore prime for future redevelopment
<b>Discussion/Recommendation</b>	<p>The section of the locality north of the rail corridor is currently located in Residential Character Policy Area 17 and is commonly known as ‘Oaklands Estate’, where the established/desired character is primarily low density detached dwellings on large allotments (min. 420 m<sup>2</sup> site area/15 m frontage) where a garden suburb character is to be maintained/enhanced.</p> <p>However, taking 50% of the 30 Year Plan catchment areas into account, the locality is covered almost entirely by catchment areas for either rail stations, high frequency bus stops and activity centres. This area therefore warrants densities of between 20 and predominantly 35 dwellings/hectare.</p>	

This mismatch in future directions will require further and careful consideration by Council to ensure the most appropriate form of development for the area.

The small area on the southern side of the rail corridor is either Medium Density Policy Area 12 or Northern Policy Area 13 that currently envisages allotments with averages site areas of approximately 256m<sup>2</sup> / 309m<sup>2</sup> and gross densities of approximately 26 du/ha / 22 du/ha.

As the transport and centre catchment areas area south of the rail corridor extend as far south as Orkney Road and contain housing stock of similar age and capital to site value as the designated area, it is suggested that the locality be extended to include this area.

As the housing stock is predominantly between 25 to 55 years old and has a low capital to site value, the locality is primed for future redevelopment. This area therefore warrants densities of between 20 and predominantly 35 dwellings/hectare.

**It is recommended that:**

- **Council undertake further investigations into the future directions of the area north of the rail corridor, comprising existing Residential Character Area 17 (Oaklands Estate), to ensure the most appropriate form of development for the area, whilst maintaining elements of the garden/landscape character.**
- **That part of the locality south of the rail corridor is extended southward to Orkney Road to allow higher density development to occur at approx. 35 dwellings/hectare.**

### Locality 3: Potential increased housing diversity area *(Administration suggestion)*

<b>Locality commentary</b>	This additional locality is bounded by Finniss, Norfolk, Sturt and Marion Sports and Community Club.
<b>Current Policy Areas</b>	Northern Policy area 13
<b>Discussion/Recommendation</b>	<p>As the housing stock is predominantly between 25 to 55 years old and has a low capital to site value, the locality is primed for future redevelopment.</p> <p>This locality is covered by the catchments of a Regional Centre, Local Centre and high frequency bus route. Taking 50% of the 30 Year Plan guidelines into account, densities of between 35 and 60 dwellings/hectare are anticipated. As the locality is beyond the catchment of the rail station, 35 dwellings/hectare is probably more appropriate.</p> <p><b>It is recommended that Council consider rezoning the locality to allow higher density development to occur at approx. 35 dwellings/hectare.</b></p>

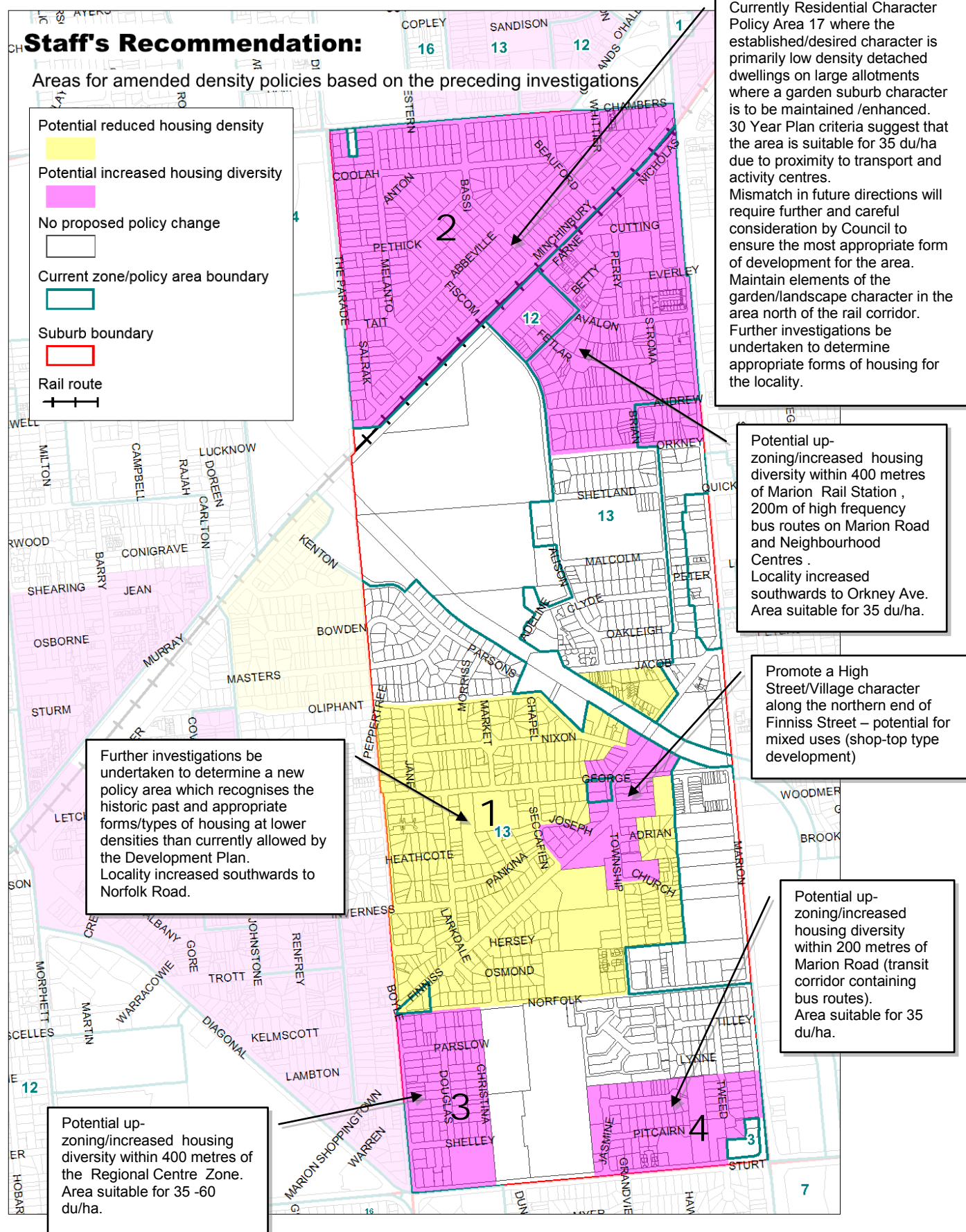
### Locality 4: Potential increased housing diversity area *(Administration suggestion)*

<b>Locality commentary</b>	This additional locality is bounded by Sturt, Marion, a line parallel to the southern boundary of Norfolk Retirement Village and Marion Sports and Community Club.
<b>Current Policy Areas</b>	Northern Policy area 13
<b>Discussion/Recommendation</b>	<p>As the housing stock is predominantly between 25 to 55 years old and has a low capital to site value, the locality is primed for future redevelopment.</p> <p>This locality is within 200m of a high frequency bus route. Taking 50% of the 30</p>

Year Plan guidelines into account, densities of 35 dwellings/hectare are anticipated.

Sturt Road has been recognised as a potential corridor connection between the Tonsley precinct and the Regional Centre.

**It is recommended that Council consider rezoning the locality to allow higher density development to occur at approx. 35 dwellings/hectare.**

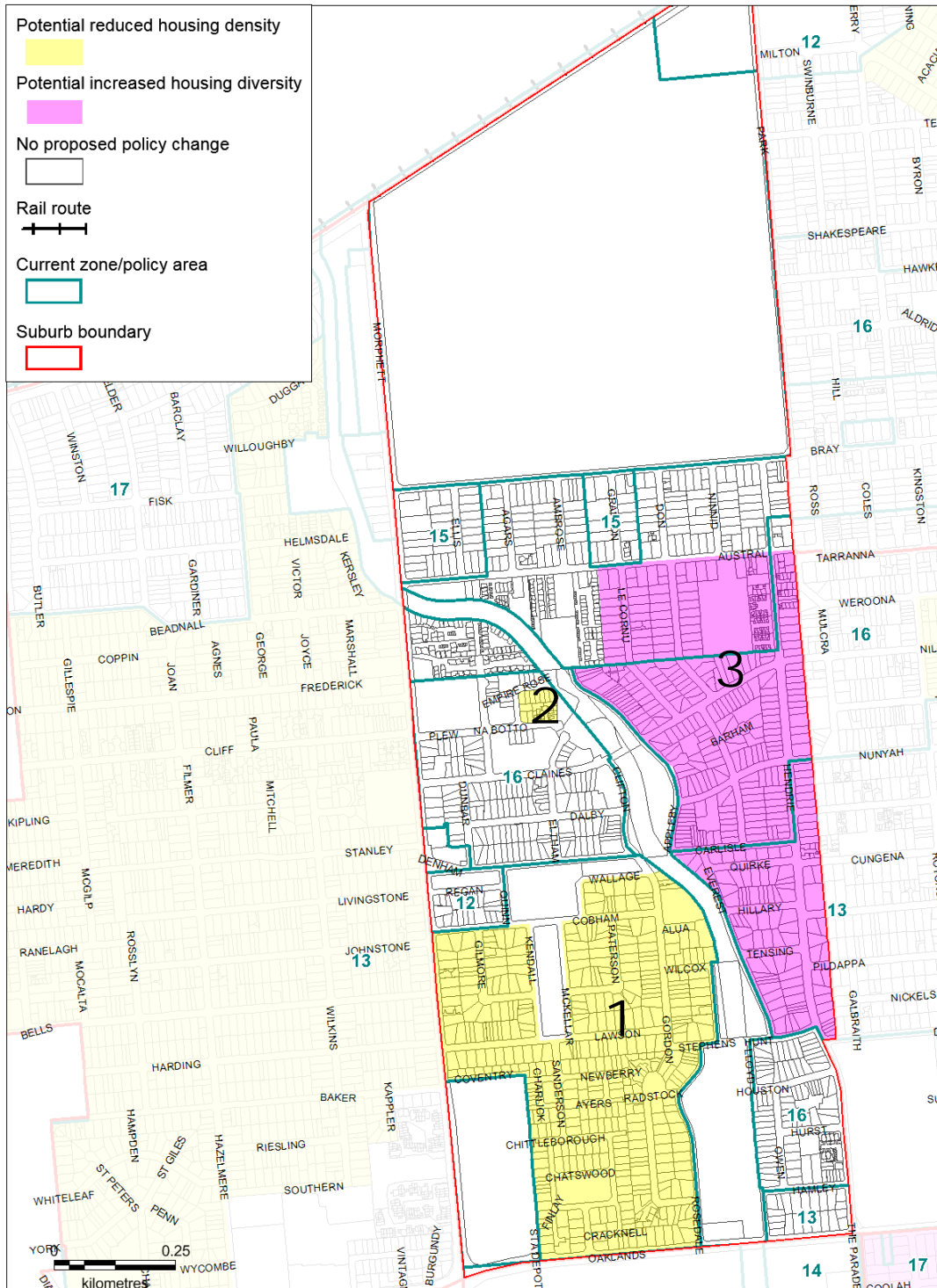




445 properties identified for potential reduced housing density  
462 properties identified for potential increased housing diversity

## Areas identified for change of density

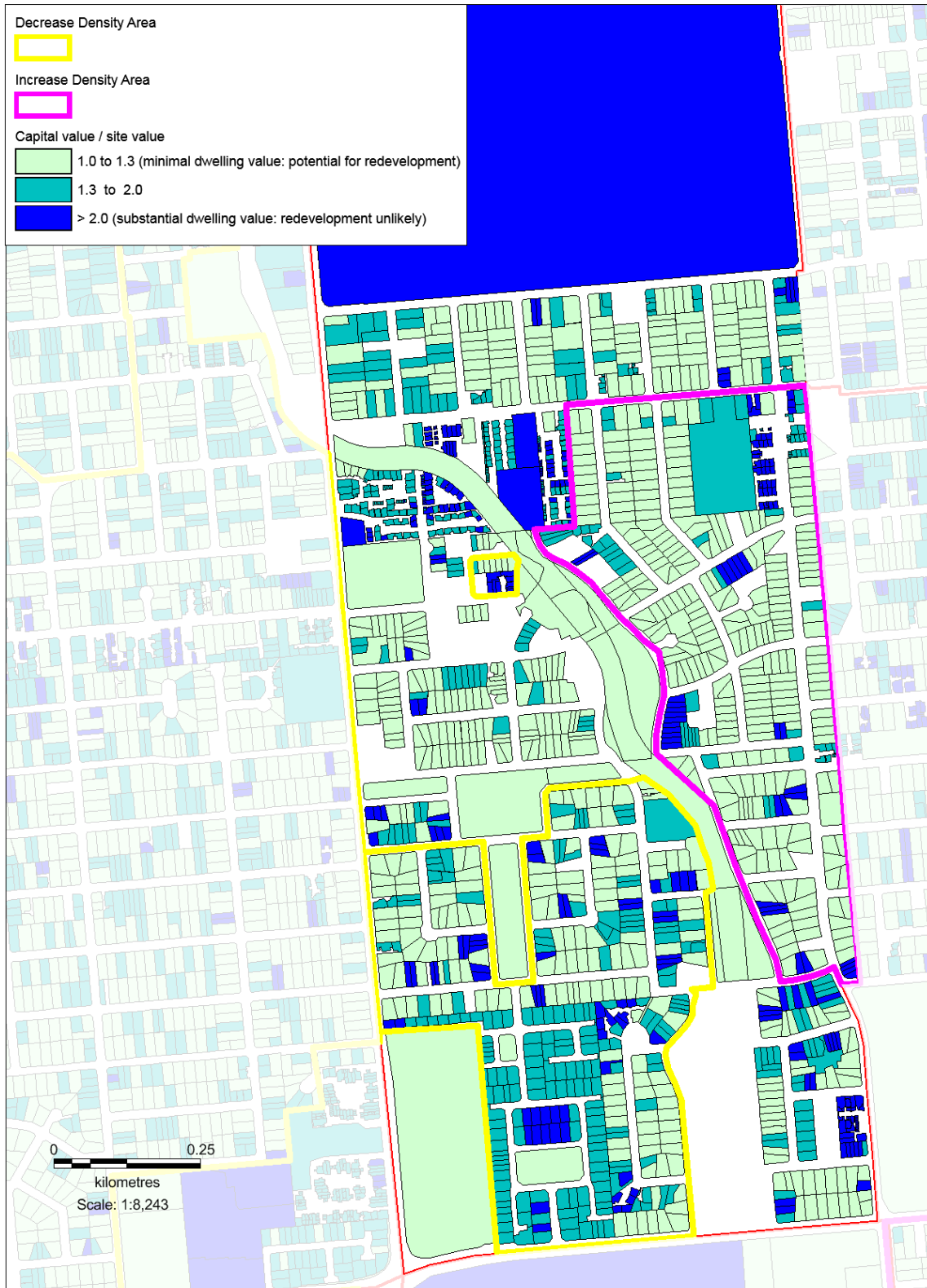
by Elected Members in November 2015



## Dwelling Age

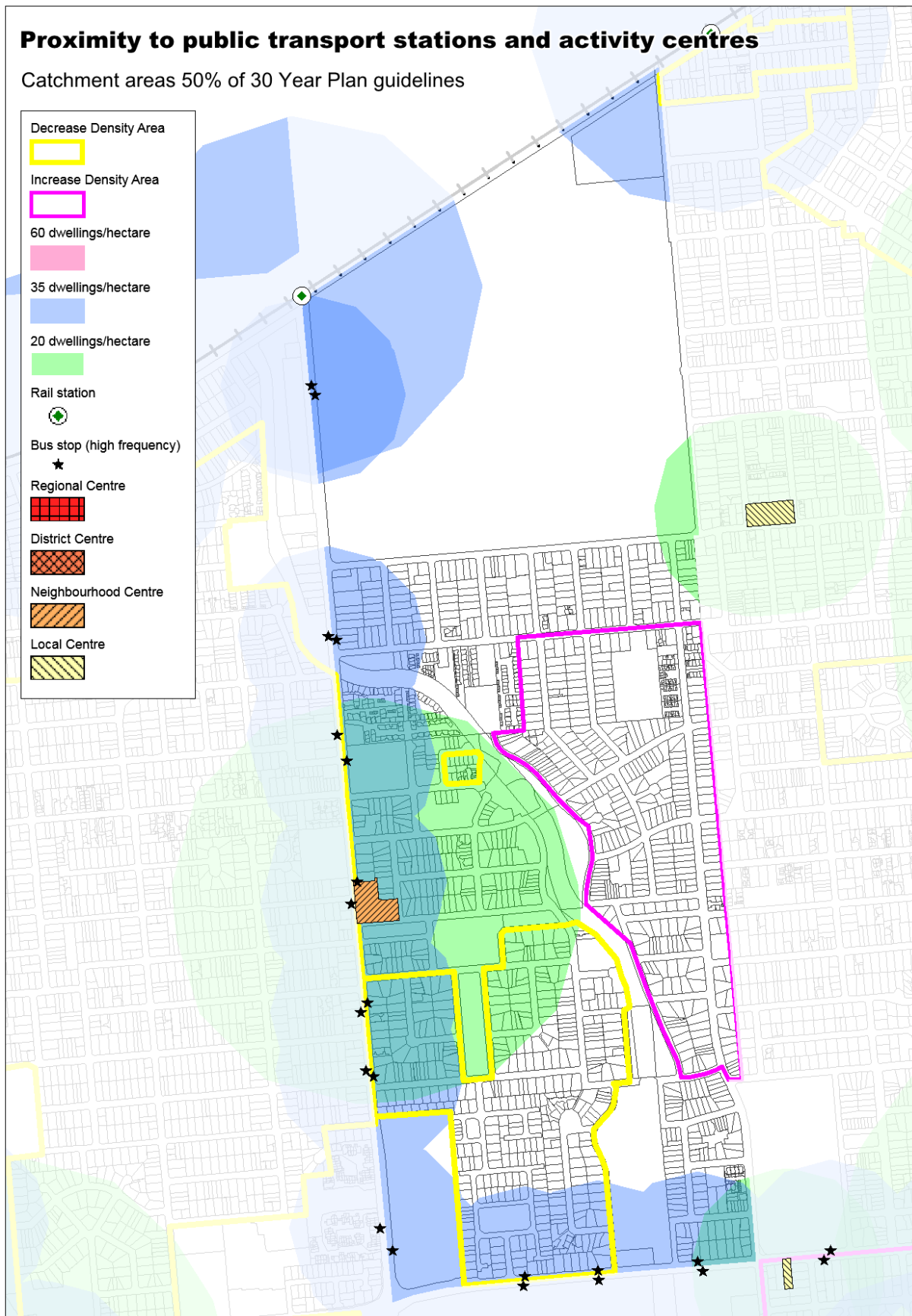


## Capital value / site value ratio

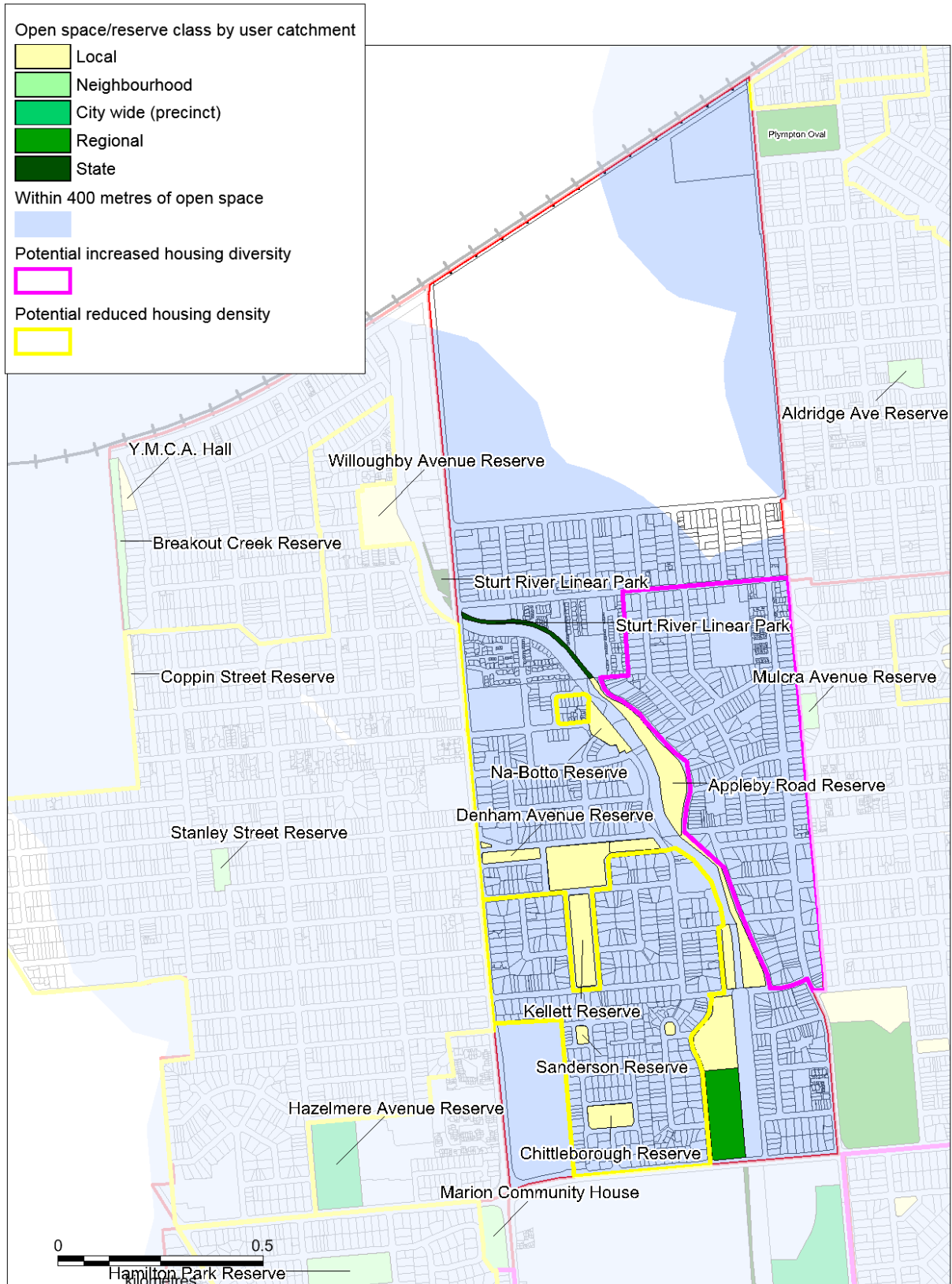


### Proximity to public transport stations and activity centres

Catchment areas 50% of 30 Year Plan guidelines



## Proximity to public open space





# Morphettville

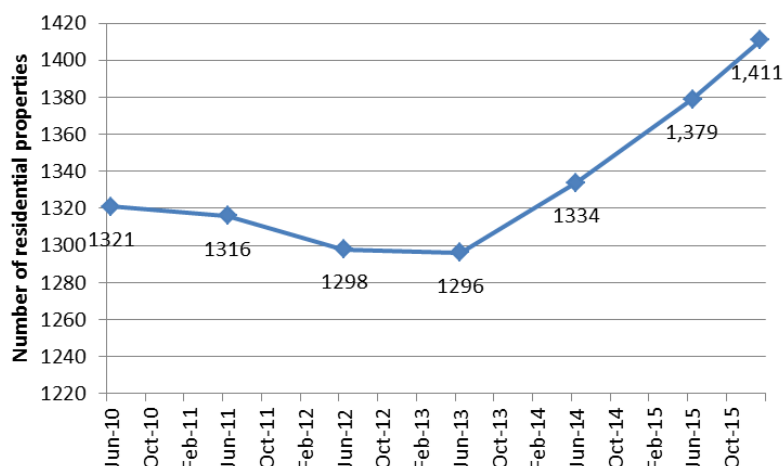


**DRAFT**  
FOR DISCUSSION ONLY  
March 2016

## Suburb

<b>Suburb size</b>		194 hectares 1411 dwellings (in 2016) 3057 residents (in 2011)
<b>Current density</b>	<b>Gross residential density</b>	7.3 dwellings/hectare Note: substantial areas of open space and racecourse reduce residential density
	<b>Population density</b>	15.32 persons/hectare
<b>Demographic trends (2011)</b> (with comparison to City of Marion)	<b>Age</b>	Considerably higher proportion of persons over 70 years of age than City of Marion
	<b>Households</b>	Lower proportion of couples with children but a higher proportion lone person
	<b>Dwelling Size</b>	Considerable higher proportion of 2 bedroom (30%vs 21%), Slightly less proportion of 3 bedroom (51% vs 54%)
<b>Heritage Items</b>	<b>Local</b>	4 Gordon Terrace
	<b>State</b>	79 Morphett Road
<b>Topography</b>	< 1:10	Minor gradient
<b>Movement barriers/constraints</b>		Sturt River intercepts suburb, creating a barrier east-west

## Recent development activity



**Adjoining council areas** North: City of West Torrens:  
Residential Zone: Medium Density Policy Area 18

## Comparison of Minimum Site Dimensions

City of Marion: Northern Policy Area 13

City of West Torrens: Medium Density Policy Area 18

Dwelling Type	Site Area Marion	Site Area West Torrens	Frontage Marion	Frontage West Torrens
Detached	375	250*	12	9
Semi-detached	320	200*	9	9
Group dwelling	300	150^	20	7
Residential flat building	300	150^	20	15
Row dwelling	250	150^	7	5

\*150 m<sup>2</sup> for affordable housing

^100 m<sup>2</sup> for affordable housing

**Locality 1 & 2: Potential reduced housing density area (yellow)**

<b>Locality commentary</b>	<ol style="list-style-type: none"> <li>1. The locality encompasses the south-western portion of the suburb, bounded by Oaklands Road (south), Morphett Road (west), Cobham/Wallace streets (north) and the Sturt River (east). The southern section of this locality comprises a redeveloped former drive-in site (Coventry Gardens).</li> <li>2. The locality comprises 8 townhouses/units located at 12 NaBotto Crescent</li> </ol>
<b>Current Policy Areas</b>	<ol style="list-style-type: none"> <li>1. Northern Policy Area 13</li> <li>2. Regeneration Policy Area 16</li> </ol>
<b>Locality size</b>	31.1 hectares, containing 445 properties
<b>Current density</b>	14.3 dwellings/hectare
<b>Proximity to public transport and activity centres</b>	The western and southern portions of Locality 1 are located within 200 metres of bus stops on Morphett Road and Oaklands Road, warranting densities up to 35 dwellings/hectare. The northern portion of Locality 1 and the whole of Locality 2 are located within 400 metres of the Neighbourhood Centre zone, warranting 20 dwellings/hectare.
<b>Age of dwelling stock</b>	<b>&lt; 1940</b> 0%
	<b>1940-1960</b> 26% (114 properties)
	<b>1960 – 1990</b> 9% (39 properties)
	<b>&gt; 1990</b> 60% (265 properties)
	<b>Other</b> 5% (data not available)
	<b>Summary</b> High proportion of new (post-1990) dwellings, with ¼ of dwellings constructed between 1940-60.
<b>Capital to site value ratio</b>	<b>1.0 – 1.3</b> 36% (159 properties)
	<b>1.3 - 2.0</b> 42% (188 properties)
	<b>&gt; 2.0</b> 17% (77 properties)
	<b>Other</b> 5% (data not available)
	<b>Summary</b> 36% of properties have minimal dwelling value compared to site value, and are therefore prime for redevelopment
<b>Streetscape characteristics</b>	Streetscape varies throughout the localities. Setbacks in 'Coventry Gardens' are relatively similar whereas there is greater variety in setbacks elsewhere due to original land division layout and the incursion of more recent redevelopment. Maturity and number of street trees varies throughout the locality.
<b>Discussion/Recommendation</b>	<p><b>Locality 1:</b> Approximately 40% of locality 1 would be suitable for dwelling densities of 35 dwellings per hectare due to proximity to bus routes along Morphett Road. The north western section of the locality is suitable for densities of 20 du/ha due to proximity to a Neighbourhood Centre Zone. The current zoning as Northern Policy Area 13 allows for an average gross density of approximately 21.7 du/ha. As such, there is scope to increase density in those areas of the locality located within 200 metres of Morphett Road.</p> <p>The southern portion of the locality comprising the Coventry Gardens development is relatively recent dwelling stock (less than 25 years old) and comprises allotments/development of a higher density than much of the remainder of the locality and has a higher capital to site value, so is unlikely to be redeveloped at higher densities in the future.</p> <p>The north/north-eastern section of the locality, although generally outside of the catchment area of public transport and activity centres, has already been substantially impacted by higher density infill development, so has no distinct 'in-tact' character. The remaining original properties are at least 55 years old and have low capital to site value so are primed for redevelopment.</p> <p><b>It is recommended that:</b></p> <ul style="list-style-type: none"> <li>• The western section of the locality within 200m of Morphett Road be</li> </ul>

**rezoned for densities of 35 dwellings/hectare**

- **Properties within 200m of Morphett Road north of Locality 1, up to Bray Street, be considered for densities of 35 dwellings/hectare**
- **The remainder of the properties within Locality 1 retain existing zoning and densities**

**Locality 2:** The area comprises allotments developed at a relatively high density which were constructed in the last 25 years and have a high capital to site value ratio. The locality is located within 400 metres of a Neighbourhood Centre, and therefore would be suitable for densities of 20 dwellings per hectare. The current zoning as Regeneration Policy Area 16 allows for an average net density of 33.4 du/ha.

It is unlikely that this small area will be redeveloped further due to the above.

**It is recommended that this locality retain existing zoning and densities**

### Locality 3: Potential increased housing diversity area (pink)

<b>Locality commentary</b>	The locality is bounded by Austral Terrace (north), Hendrie Street (east), Hunt Street (south) and the Sturt River (west).	
<b>Current Policy Areas</b>	Regeneration Policy Area 16 Northern Policy Area 13	
<b>Locality size</b>	30 hectares, containing 462 properties	
<b>Current density</b>	15.4 dwellings/hectare	
<b>Proximity to public transport and activity centres</b>	The locality is outside of the 200m catchment of Neighbourhood Centres. A low frequency bus route runs along Hendrie Street at the eastern side of the locality.	
<b>Age of dwelling stock</b>	<b>&lt; 1940</b>	0%
	<b>1940-1960</b>	43% (198 properties)
	<b>1960 – 1990</b>	28% (129 properties)
	<b>&gt; 1990</b>	16% (76 properties)
	<b>Other</b>	13% (data not available)
	<b>Summary</b>	High proportion of stock between 25 and 75 years old 16% of redeveloped properties
<b>Capital to site value ratio</b>	<b>1.0 – 1.3</b>	56% (260 properties)
	<b>1.3 - 2.0</b>	14% (65 properties)
	<b>&gt; 2.0</b>	21% (97 properties)
	<b>Other</b>	9% (data not available)
	<b>Summary</b>	High percentage of properties have minimal dwelling value compared to site value, and are therefore prime for redevelopment

**Discussion/Recommendation** The locality is not conveniently located within proximity to high frequency public transport or activity centres so does not meet the Council suggested 50% of the 30 Year Plan guidelines density criteria.

Approximately half of the locality is currently zoned Regeneration Policy Area 16, while the remainder is zoned Northern Policy Area 13, which prescribe average gross densities of 33.5 and 21.7 dwellings/hectare respectively. Therefore the current zoning criteria envisage densities greater than that recommended by the 30 Year Plan.

**It is recommended that the locality retain existing zoning and densities.**

## Staff's Recommendation:

Areas for amended density policies based on the preceding investigations

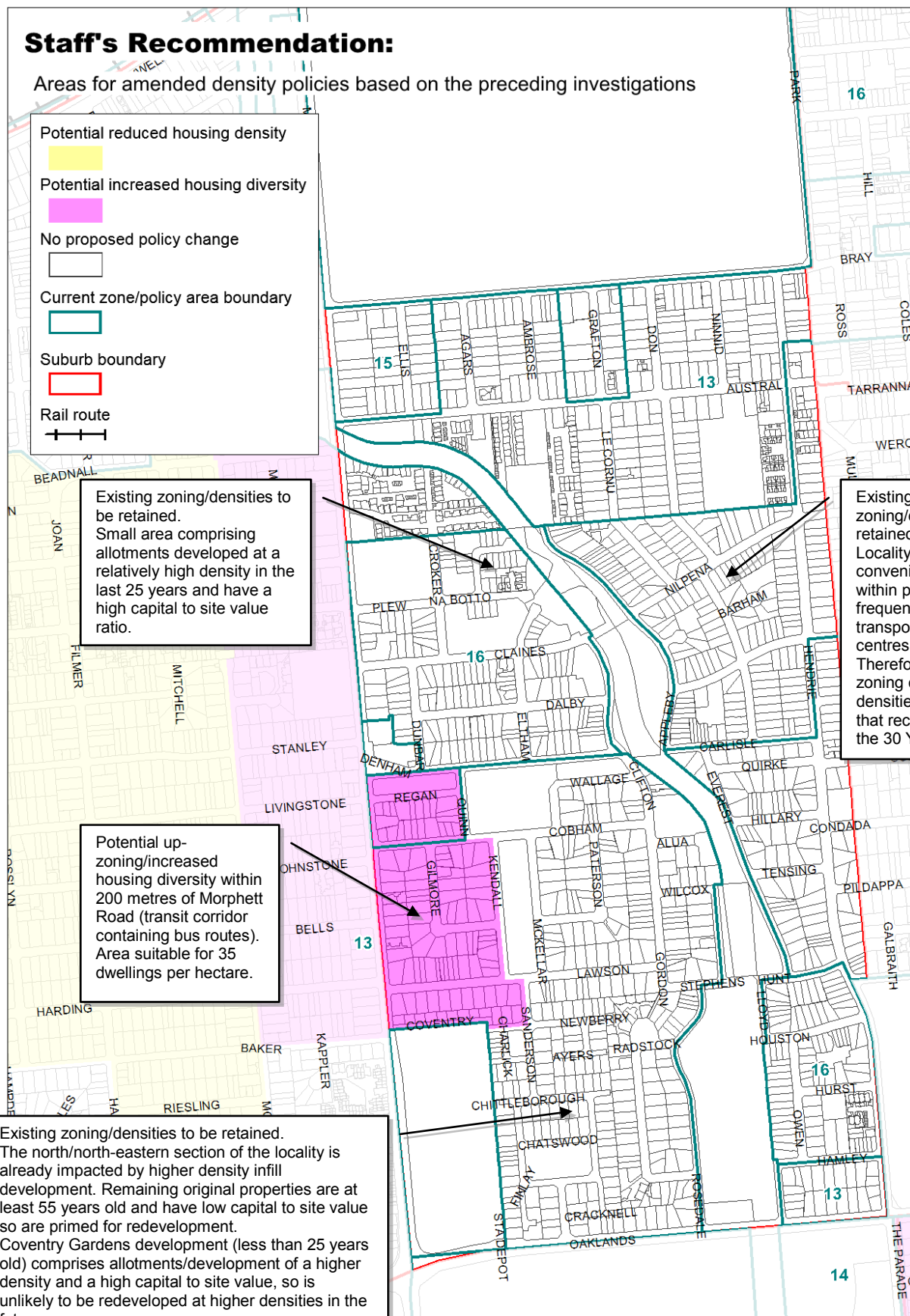
- Potential reduced housing density
- Potential increased housing diversity
- No proposed policy change
- Current zone/policy area boundary
- Suburb boundary
- Rail route

Existing zoning/densities to be retained. Small area comprising allotments developed at a relatively high density in the last 25 years and have a high capital to site value ratio.

Potential up-zoning/increased housing diversity within 200 metres of Morphett Road (transit corridor containing bus routes). Area suitable for 35 dwellings per hectare.

Existing zoning/densities to be retained. Locality is not conveniently located within proximity to high frequency public transport or activity centres. Therefore the current zoning criteria envisage densities greater than that recommended by the 30 Year Plan.

Existing zoning/densities to be retained. The north/north-eastern section of the locality is already impacted by higher density infill development. Remaining original properties are at least 55 years old and have low capital to site value so are primed for redevelopment. Coventry Gardens development (less than 25 years old) comprises allotments/development of a higher density and a high capital to site value, so is unlikely to be redeveloped at higher densities in the future.



# Oaklands Park

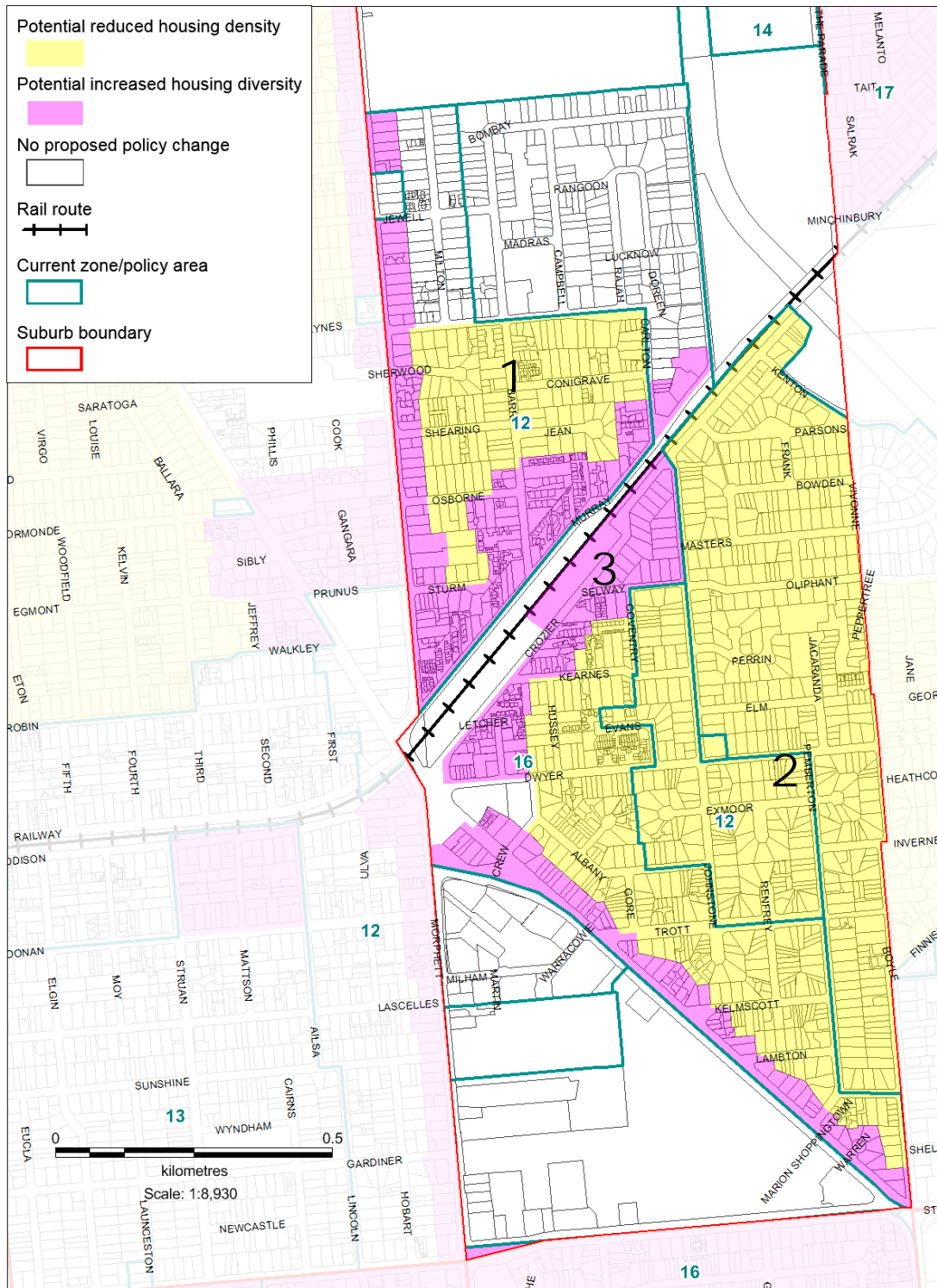


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1204 properties identified for potential reduced housing density  
675 properties identified for potential increased housing diversity

## Areas identified for change of density

by Elected Members in November 2015



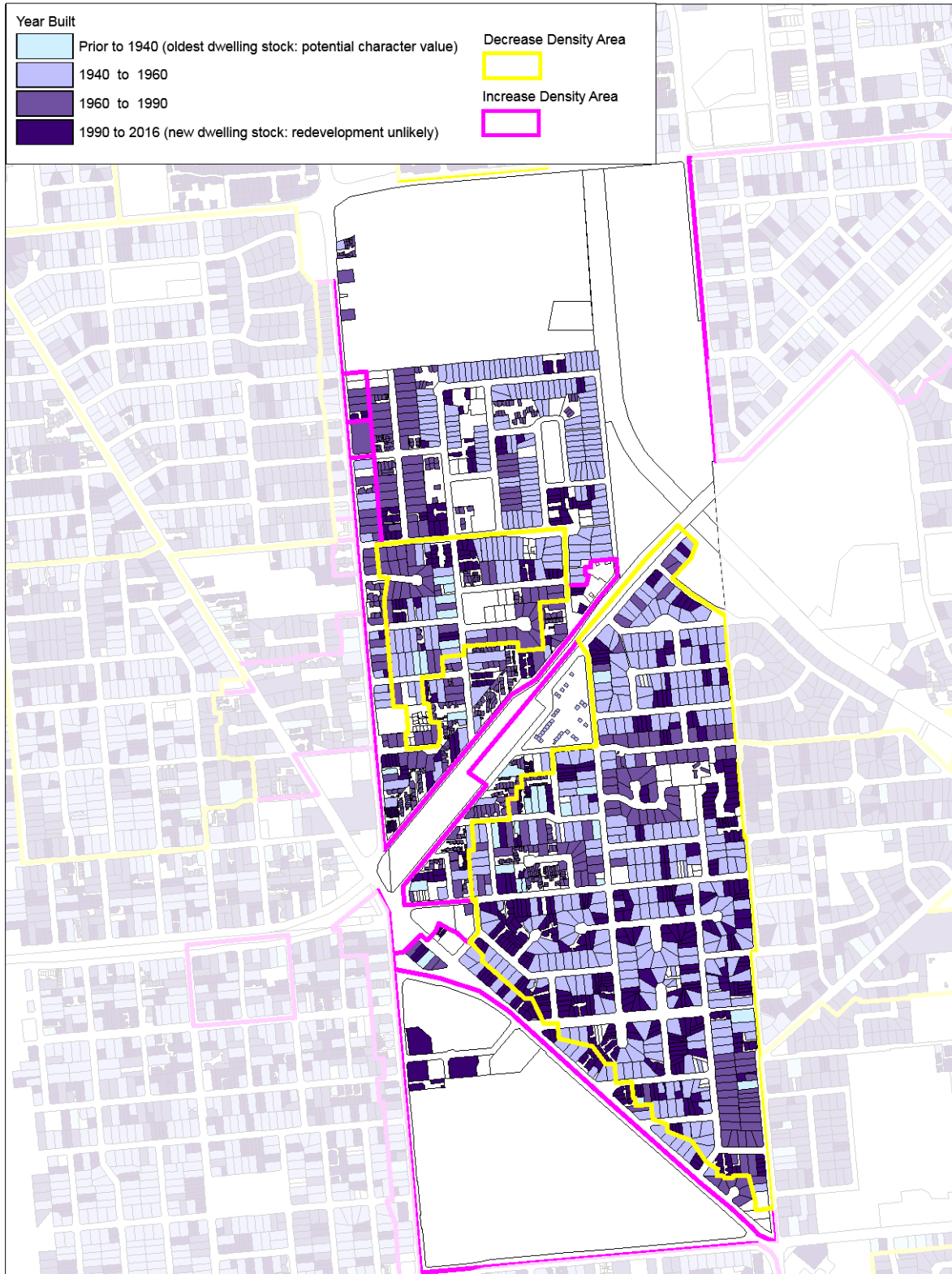


# Oaklands Park



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## Dwelling Age

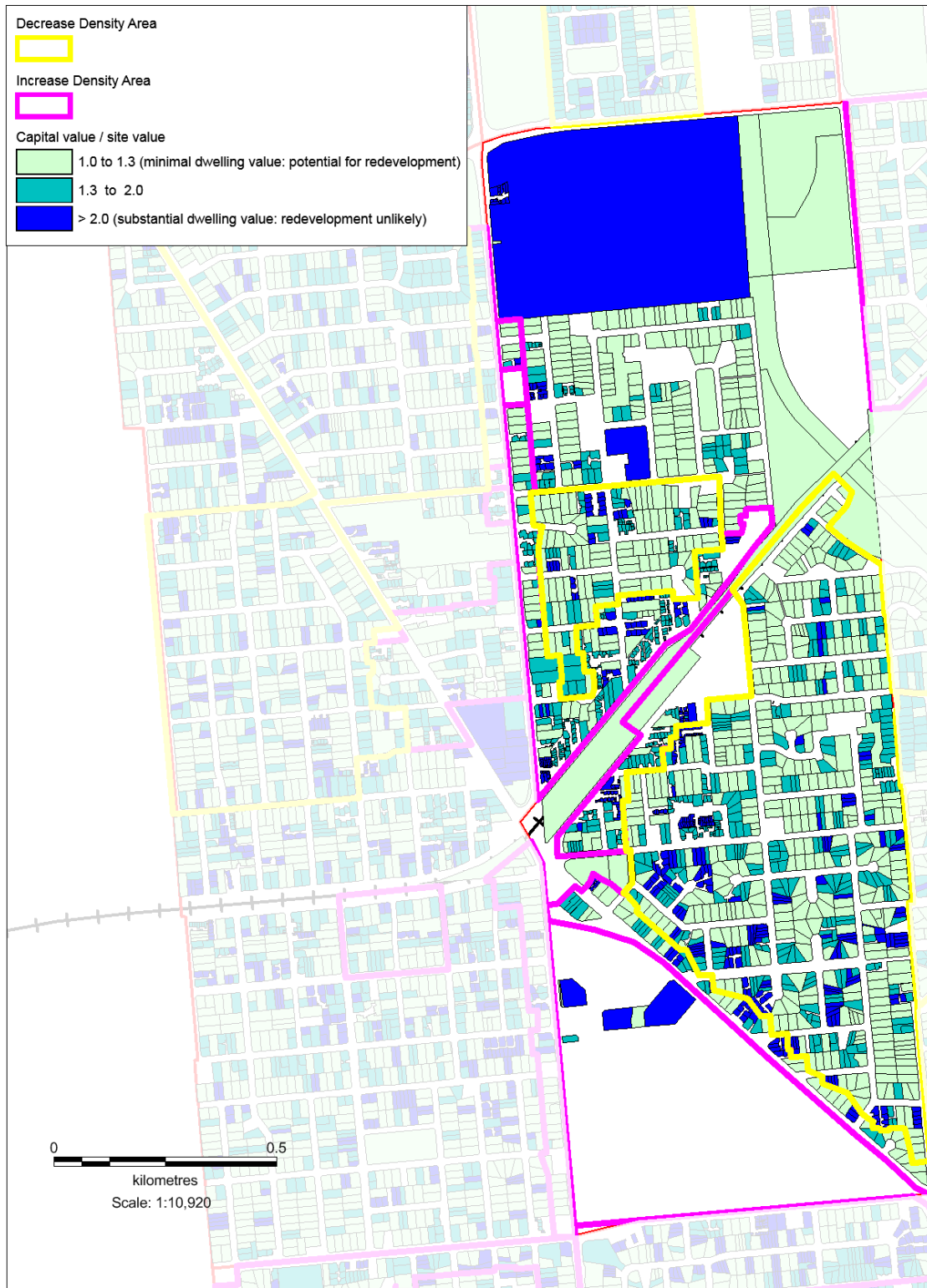


# Oaklands Park

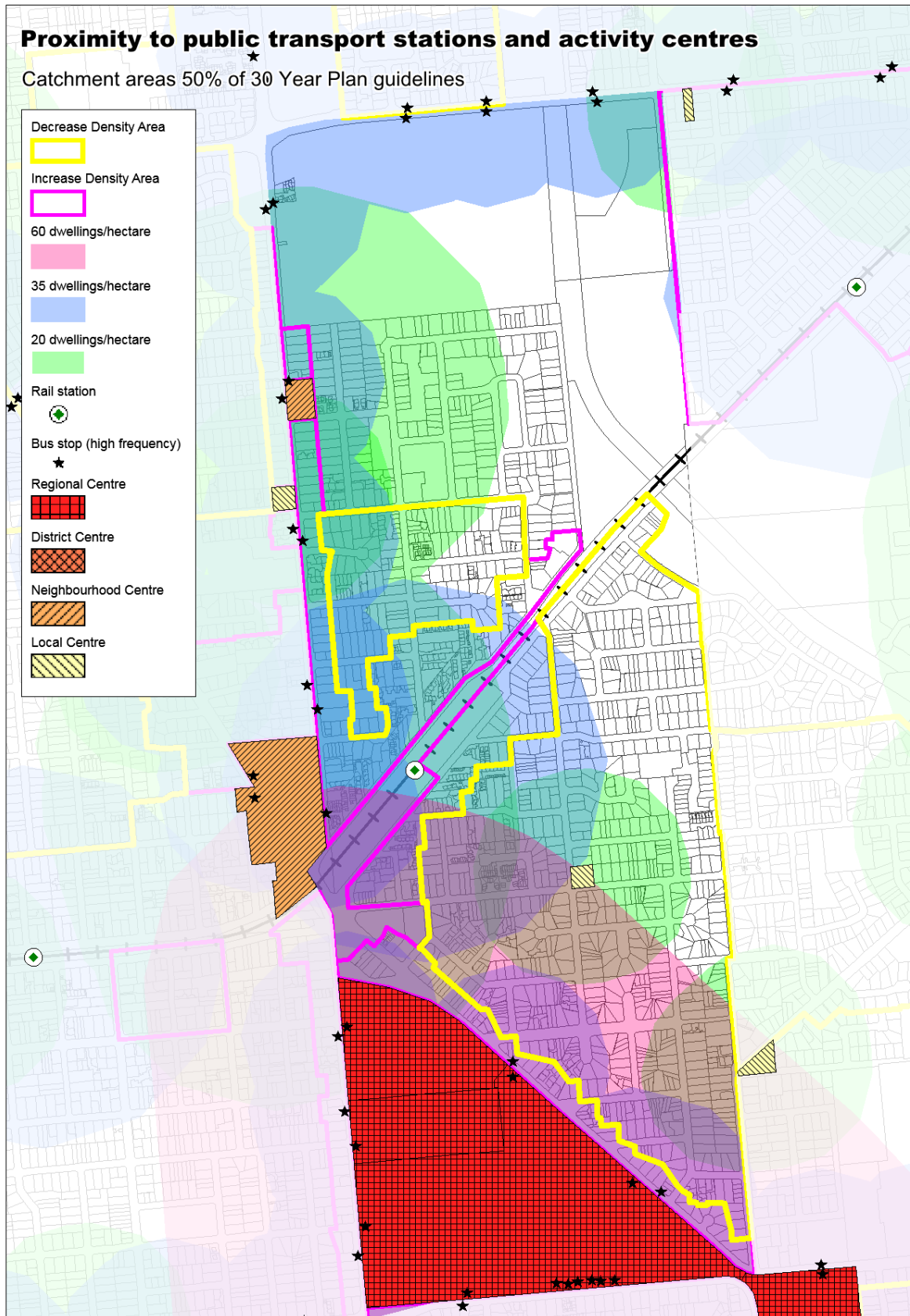


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## Capital value / site value ratio

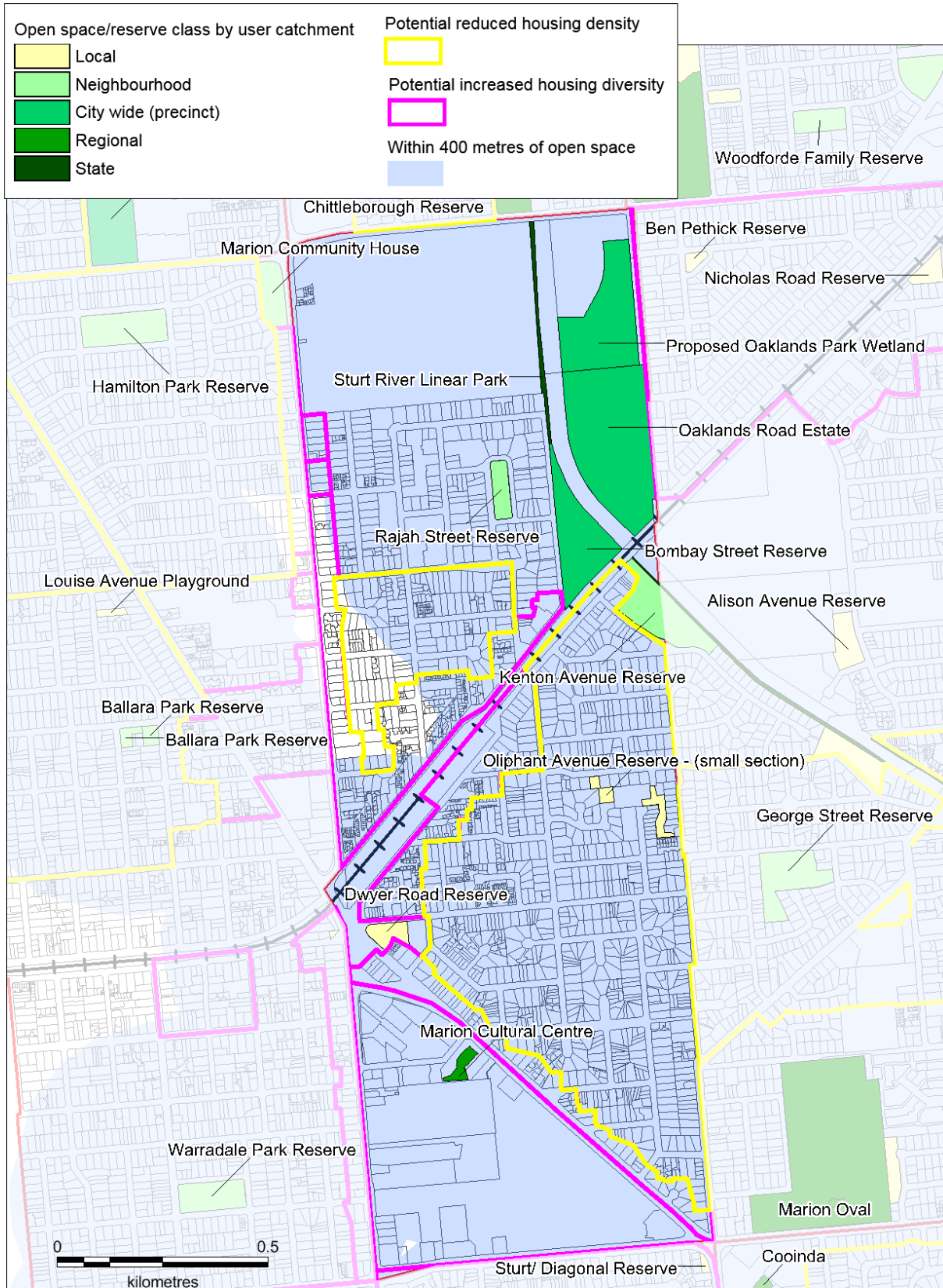


# Oaklands Park



# Oaklands Park

## Proximity to public open space





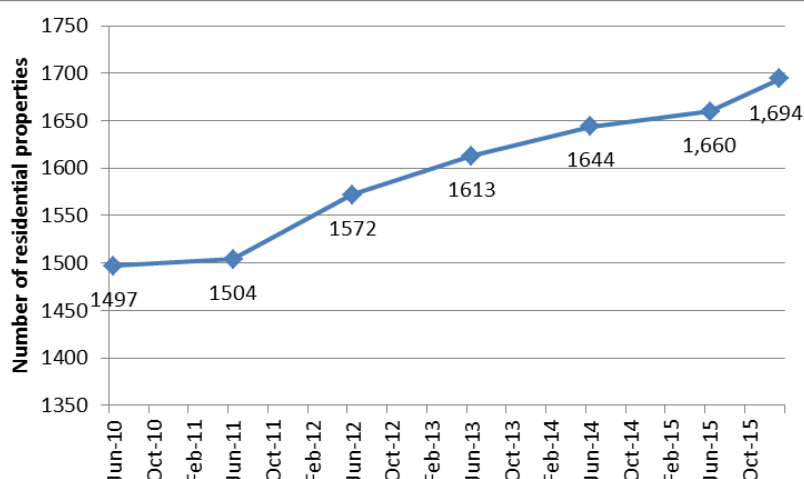
# Oaklands Park



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## Suburb

<b>Suburb size</b>		202 hectares 3305 residents (in 2011) 1694 dwellings (in 2016)
<b>Current density</b>	<b>Gross residential density</b>	8.4 dwellings/hectare (reduced by the inclusion of Westfield Marion, Oaklands Wetlands and Army Barracks)
	<b>Population density</b>	16.4 persons/hectare
<b>Demographic trends (2011)</b>  (with comparison to City of Marion)	<b>Age</b>	Lower proportion of people in the younger age groups (0 to 17 years) and a higher proportion of people in the older age groups (60+ years).
	<b>Households</b>	A larger percentage of 2 bedroom dwellings (36.3% compared to 20.8%) and a smaller percentage of 3 bedroom dwellings (45.5% compared to 53.7%)
<b>Topography</b>		All of locality < 1:10; minor gradient
<b>Movement barriers/constraints</b>		Train line intercepts suburb; potential north-south movement restriction
<b>Recent development activity</b>		



## Locality 1: potential reduced housing density (yellow)

Locality commentary	Locality is located north of the train line, including Conigrave, Sherwood, Shearing, Barry, Jean, Osborne and Sturm streets	
Current Policy Areas	Medium Density Policy Area 12	
Locality size	11.7 hectares 196 properties	
Current density	16.8 dwellings/hectare	
Proximity to public transport and activity centres	Approximately 60% of locality is suitable for 35 dwellings/hectare due to proximity to bus stop, train station and activity centres.	
Age of dwelling stock	< 1940	4% (7 properties)
	1940-1960	19% (37 properties)
	1960 – 1990	33% (64 properties)
	> 1990	22% (43 properties)
	Other	23% (data not available)
	Summary	Most dwellings constructed post-1960, therefore there is limited character value in the dwelling stock.
Streetscape characteristics	Setbacks vary due to frequent examples of recent redevelopment and variety of dwelling types (i.e. aged care facilities, unit development). No uniform established street tree plantings.	



# Oaklands Park



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<b>Capital to site value ratio</b>	1.0 – 1.3	38% (74 properties)
	1.3 - 2.0	31% (60 properties)
	> 2.0	14% (27 properties)
	Other	17% (data not available)
	<b>Summary</b>	38% of properties in the locality are suitable for redevelopment due to minimal dwelling value compared to land value.
<p><b>Discussion / Recommendation</b></p> <p>The age of the housing stock varies with approximately 50% constructed before 1990 with relatively low capital to site value (minimal dwelling value in comparison to the land), suggesting it is primed for future redevelopment.</p> <p>The area is currently zoned Medium Density Policy Area 12 which anticipates site areas of between 210m<sup>2</sup> and 300m<sup>2</sup>. Assuming an average site area of 256m<sup>2</sup>, this equates to a net density of 39 du/ha, or a gross density of 26 du/ha. The area directly to the north and east of the locality is currently zoned Regeneration Policy Area 16 (average site area of 212 m<sup>2</sup>, equalling approximate gross density of 32 du/ha).</p> <p>The southern and western portions (approx. 2/3) of the locality are located within 400 metres of high frequency bus routes, the Oaklands Railway Station and several activity centres. Using 50% of 30 Year Plan guidelines, most of this area warrants densities of up to 35 du/ha.</p> <p>As this particular locality already envisages densities greater than the current 17 du/ha (approx.), contains a large aged care complex, is adjacent an area comprising relatively dense infill, and most importantly, is well located in proximity to public transport and larger scale activity centres, it is a prime location for infill development.</p> <p>This is reinforced by the Draft Strategic Structure Plans prepared by the Department of Planning, Transport and Infrastructure (DPTI), which illustrate that this locality is included in a “residential infill” area. This area is targeted for low rise residential infill, which will <i>“enhance key local streets and improve open space network to support active travel and amenity for diverse housing close to train and the regional centre”</i>. Consequently, if this locality were identified for a decrease in housing density, it would be contradictory to the State Government’s Structure Plans for the Oaklands Primary Renewal Area.</p> <p>The Draft Structure Plans prepared by DPTI will be available for viewing by Committee Members at the meeting of the Urban Planning Committee held on 5 April 2016.</p> <p><b>It is recommended that this locality is excluded from consideration for decreased densities and be considered for potential increased housing diversity.</b></p>		
<b>Locality 2: potential reduced housing density (yellow)</b>		
<b>Locality commentary</b>	Locality comprises a majority of land south of the train line, and comprises 28% of the suburb area.	
<b>Current Policy Areas</b>	Medium Density Policy Area 12 Northern Policy Area 13 Regeneration Policy Area 16	
<b>Locality size</b>	57.4 hectares, containing 1008 properties	
<b>Current density</b>	17.6 dwellings/hectare	

# Oaklands Park



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<b>Proximity to public transport and activity centres</b>	Approximately half of the locality is located within 400 metres of the Marion Regional Centre, and is therefore suitable for 60 dwellings/hectare. In addition approximately 15% is located within 400 metres of the train station, and is suitable for 35 dwellings/hectare.	
<b>Age of dwelling stock</b>	<b>&lt; 1940</b>	2% (16 properties)
	<b>1940-1960</b>	27% (273 properties)
	<b>1960 – 1990</b>	22% (225 properties)
	<b>&gt; 1990</b>	37% (371 properties)
	<b>Other</b>	17% (data not available)
	<b>Summary</b>	A substantial proportion of dwellings (37%) were constructed post-1990, and therefore new medium density development forms a significant component of the character of the locality.
<b>Streetscape characteristics</b>	Setbacks vary due to frequent examples of recent redevelopment and variety of dwelling types. However, northern part of the locality is more intact (less examples of redevelopment) than the southern portion. Relatively uniform mature street tree plantings are evident along Johnstone Street. Sporadic mature plantings elsewhere in locality.	
<b>Capital to site value ratio</b>	<b>1.0 - 1.3</b>	35% (349 properties)
	<b>1.3 – 2.0</b>	32% (325 properties)
	<b>&gt; 2.0</b>	24% (238 properties)
	<b>Other</b>	9% (data not available)
	<b>Summary</b>	35% of properties have a ratio below 1.3, and are therefore suitable for redevelopment due to minimal dwelling value compared to land value. This figure is significant given that 37% of dwellings in the locality were constructed in the past 25 years (post-1990). As such, of the remaining 63% of dwellings in the locality constructed prior to 1990, almost 2/3 have minimal dwelling value compared to land value and are prime for redevelopment.
<b>Discussion / Recommendation</b>	<p>The southern and western portions of the locality vary in dwelling age, contain a large percentage of properties with low capital to site value and are located within 400 metres (5 minute walking distance) of the Regional Centre Zone. The 30 Year Plan recommends densities up to 60 dwellings/hectare (du/ha), and therefore up-zoning from the current Regeneration Policy Area 16 and Medium Density Policy Area 12 appears appropriate.</p> <p>The north-eastern portion of the locality, including Oliphant, Masters, Bowden and Parsons Grove, is not in close proximity to public transport or activity centres, and maintains relatively intact streetscapes with established street tree plantings. A majority of these dwellings were constructed between 1940 and 1960, so there is unlikely to be character value in the built form. The properties generally have a low capital to site value. However, the area may be suitable for reduced density controls.</p> <p>The eastern portion of the locality from Oliphant down to Inverness is within the catchment of a Local Centre zone where densities of 20 du/ha are recommended. As this density is similar to that sought by the current Northern Policy Area 13, it is considered appropriate for that zoning to remain.</p> <p>Despite these observations, it is pertinent to note that all residential areas in Oaklands Park are identified for “residential infill” in the Draft Strategic Structure Plans prepared by the Department of Planning, Transport and Infrastructure (DPTI). Consequently, if this locality were identified for a decrease in housing density, it would be contradictory to the State Government’s Structure Plans for the Oaklands Primary Renewal Area.</p>	

# Oaklands Park



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The Draft Structure Plans prepared by DPTI will be available for viewing by Committee Members at the meeting of the Urban Planning Committee held on 5 April 2016.

It is recommended that:

- The locality be reduced in size to include only the northern eastern portion south of the rail corridor.
- The centrally-located eastern portion remains in the current Northern Policy Area 13
- The south-western portion is included in the increased housing diversity area.

## Locality 3: Potential increased housing diversity (pink)

<b>Locality commentary</b>	Locality comprises land fronting Diagonal Road, Morphett Road and the train line.	
<b>Current Policy Areas</b>	Medium Density Policy Area 12 & Regeneration Policy Area 16	
<b>Locality size</b>	25.7 hectares, containing 675 properties	
<b>Current density</b>	26.3 dwellings/hectare (du/ha)	
<b>Proximity to public transport and activity centres</b>	Southern portion of locality is suitable for 60 du/ha due to proximity to Regional Centre. Northern portion is generally suitable for 35 du/ha due to proximity to train/bus stops (excluding eastern edge of locality).	
<b>Approximate age of dwelling stock</b>	<b>&lt; 1940</b>	1% (5 properties)
	<b>1940-1960</b>	21% (140 properties)
	<b>1960 – 1990</b>	44% (295 properties)
	<b>&gt; 1990</b>	21% (138 properties)
	<b>Other</b>	14% (data not available)
<b>Capital to site value ratio</b>	<b>1.0 – 1.3</b>	12% (84 properties)
	<b>1.3 - 2.0</b>	49% (330 properties)
	<b>&gt; 2.0</b>	27% (182 properties)
	<b>Other</b>	12% (data not available)
	<b>Summary</b>	Only 12% of properties have a ratio below 1.3, which means that a majority of dwellings have a significant capital value and further redevelopment is unlikely.

## Discussion / Recommendation

The identified locality does not maintain meaningful potential for redevelopment given that only 14% of dwellings have significant site value compared to capital value. Further, the area identified is significantly less than the halved catchment areas recommended by the 30 Year Plan.

It is recommended that the locality is increased in size in order to:

- a) Include areas located within 400 metres (5 minutes walking distance) of the Regional Centre Zone (to achieve 60 du/ha, therefore a new infill precinct would be appropriate such as the Urban Corridor Zone);
- b) Include areas located within 400 metres (5 minutes walking distance) of Oaklands Railway Station (to achieve 35 du/ha, therefore potential zoning as Regeneration Policy Area 16);
- c) Exclude the area north of Shearing Street, as this area is not within 400 metres of the railway station or Regional Centre, and is already zoned Medium Density Policy Area 12 (approx. 26 du/ha);
- d) Exclude the area east of Carlton Street, as it is not located in proximity to activity centres or public transport stations.
- e) Exclude the area comprising Selway and Kearnes roads as this area is in proximity to the railway station warranting 35 du/ha, but is already zoned Regeneration Policy Area 16 (approx. 32 du/ha).

# Oaklands Park



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## Staff's Recommendation:

Areas for amended density policies based on the preceding investigations

- Potential reduced housing density
- Potential increased housing diversity
- No proposed policy change
- Suburb boundary
- Current zone/policy area boundary
- Rail route

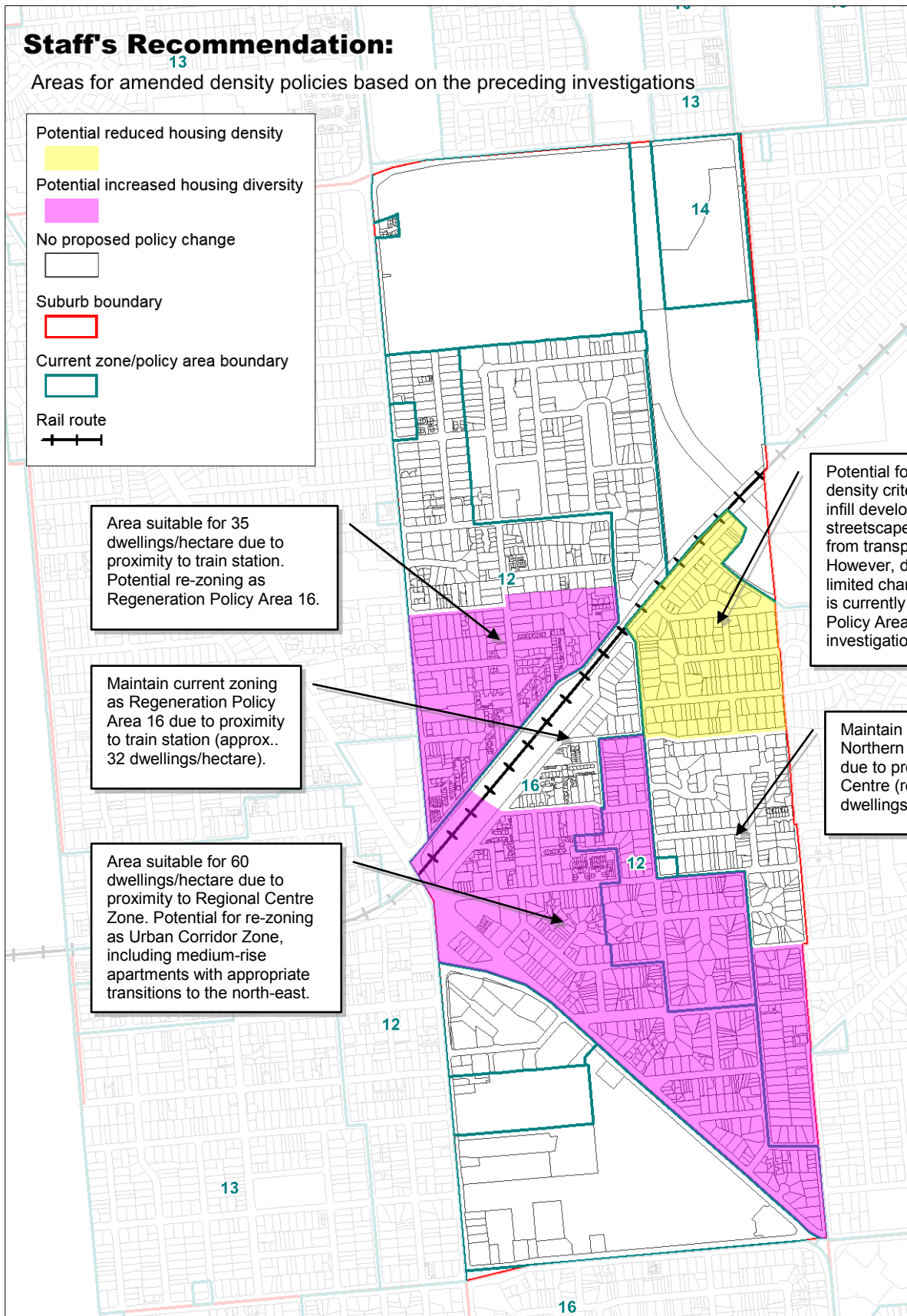
Area suitable for 35 dwellings/hectare due to proximity to train station. Potential re-zoning as Regeneration Policy Area 16.

Maintain current zoning as Regeneration Policy Area 16 due to proximity to train station (approx. 32 dwellings/hectare).

Area suitable for 60 dwellings/hectare due to proximity to Regional Centre Zone. Potential for re-zoning as Urban Corridor Zone, including medium-rise apartments with appropriate transitions to the north-east.

Potential for decreased density criteria due to limited infill development, intact streetscapes and distance from transport/centres. However, dwellings have limited character value. Area is currently zoned Northern Policy Area 13. Further investigations required.

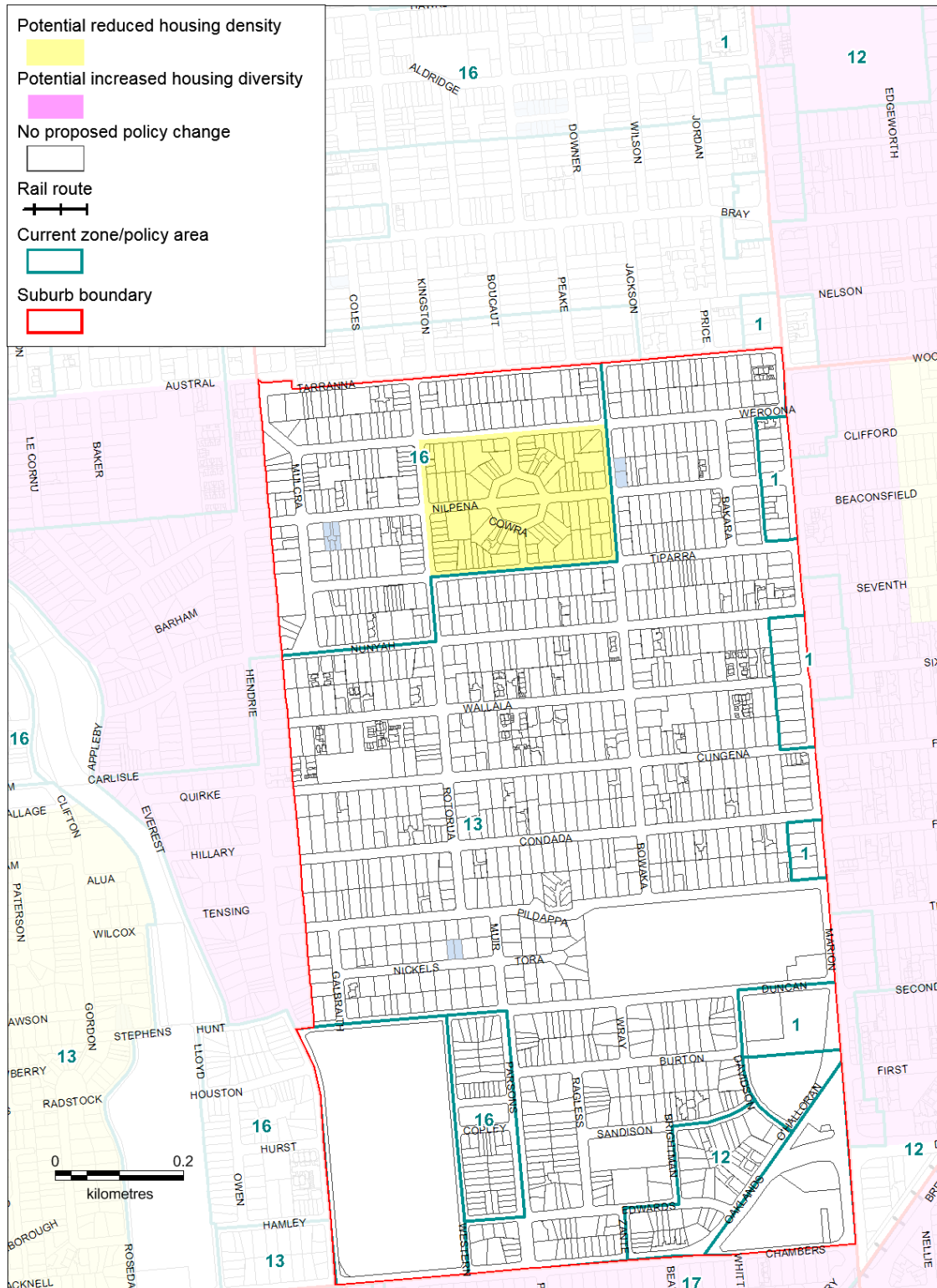
Maintain current zoning as Northern Policy Area 13 due to proximity to Local Centre (recommended 20 dwellings/hectare).



96 properties identified for potential reduced housing density

## Areas identified for change of density

by Elected Members in November 2015



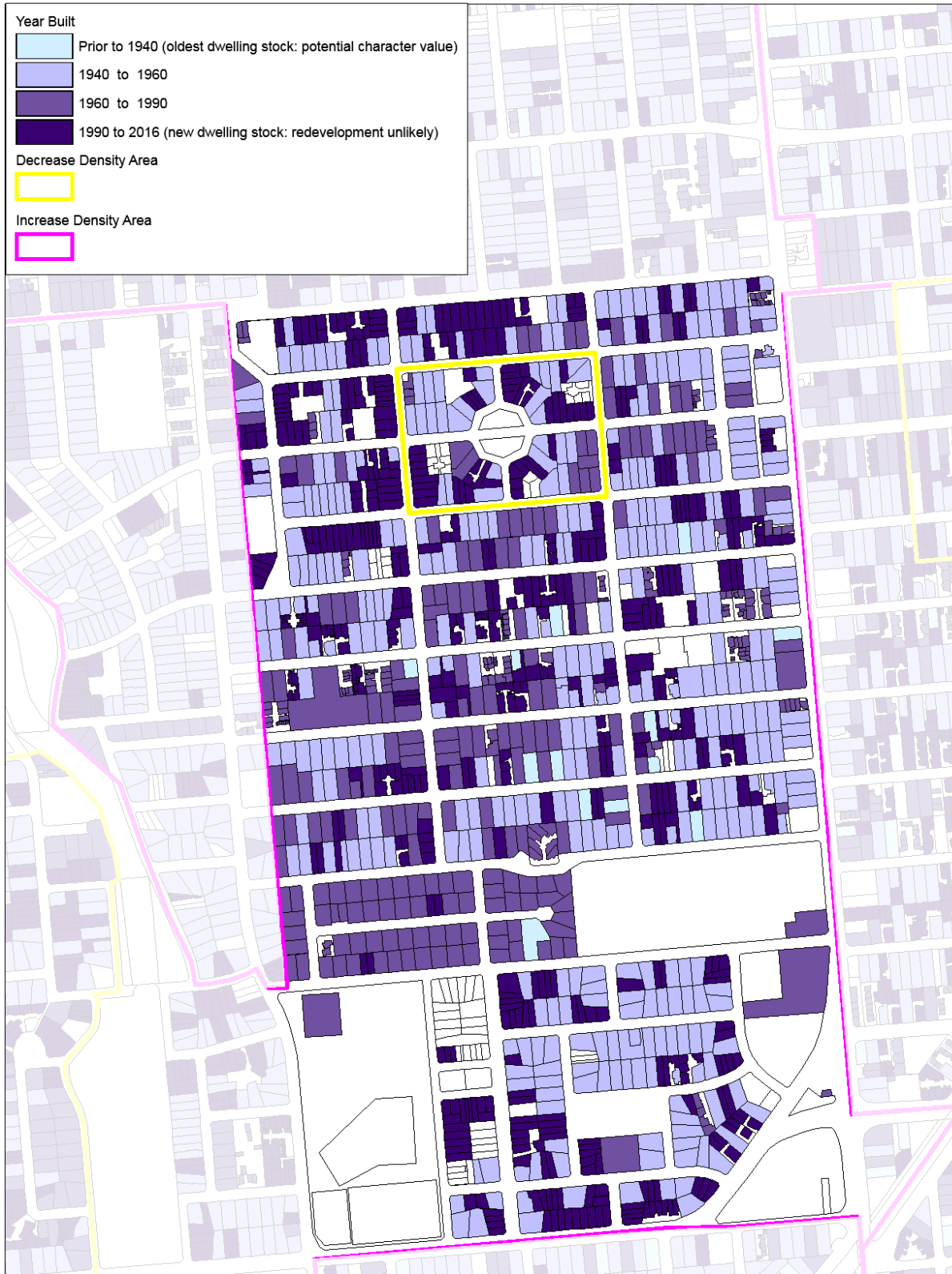


# Park Holme

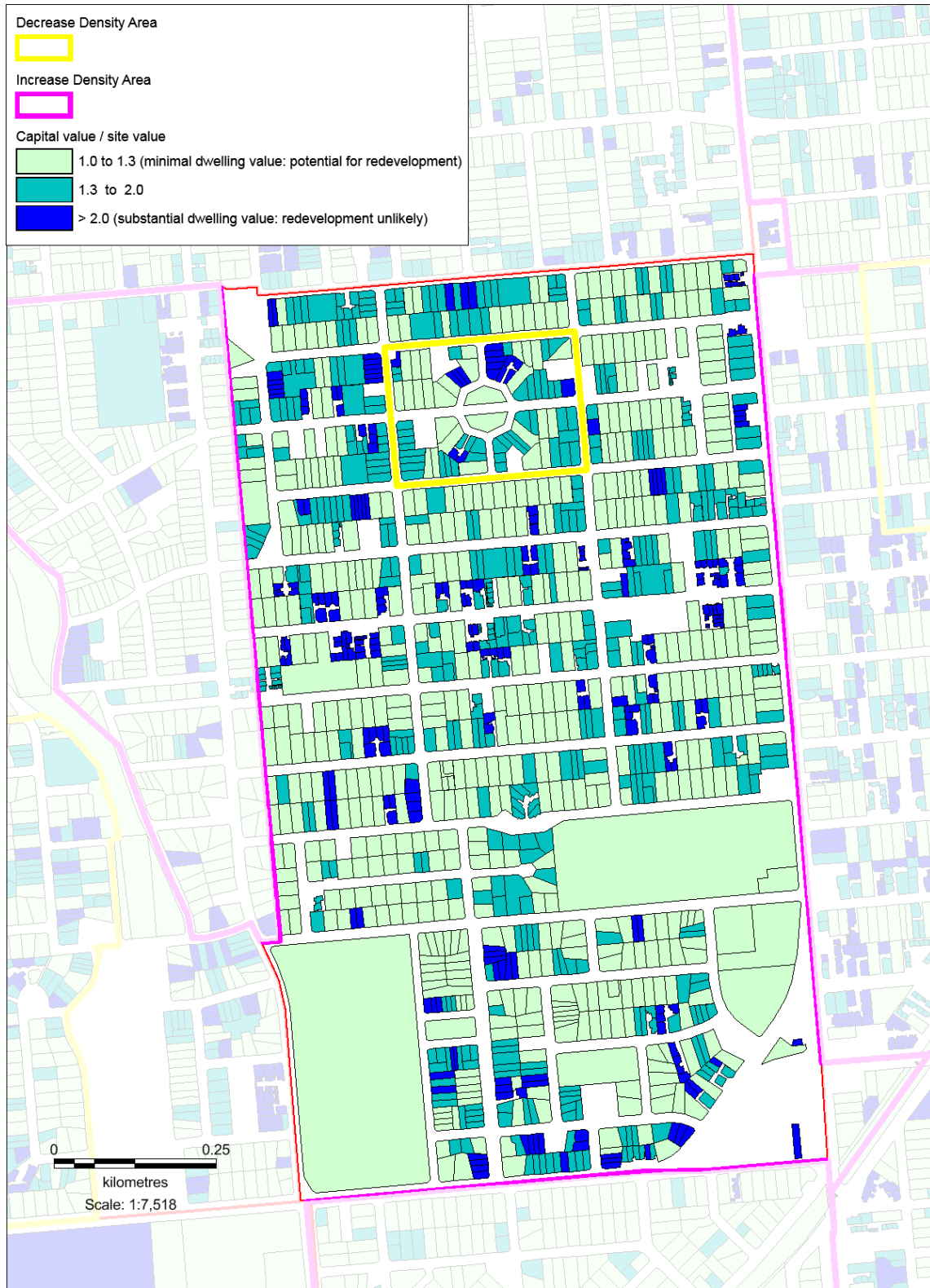


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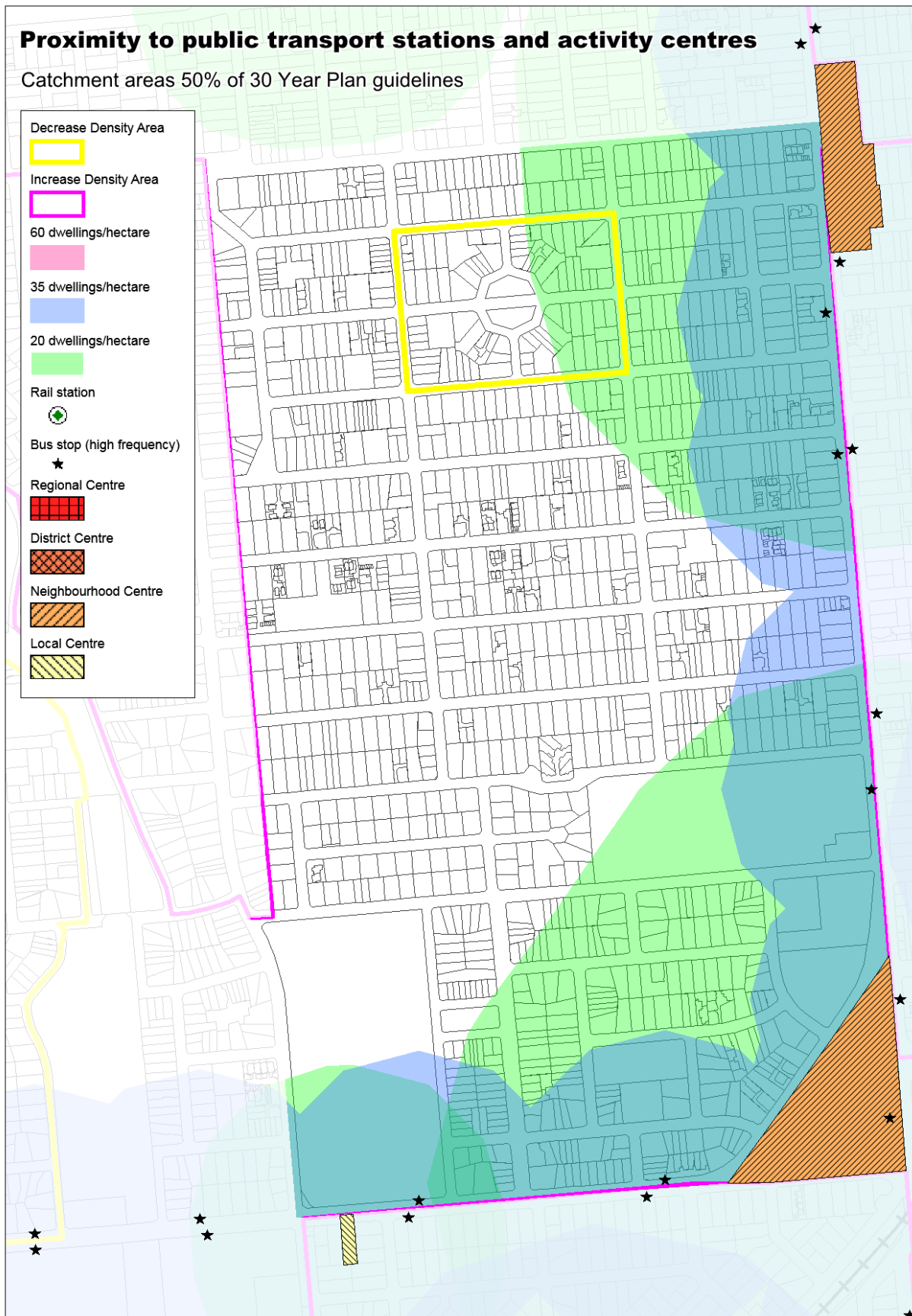
## Dwelling Age



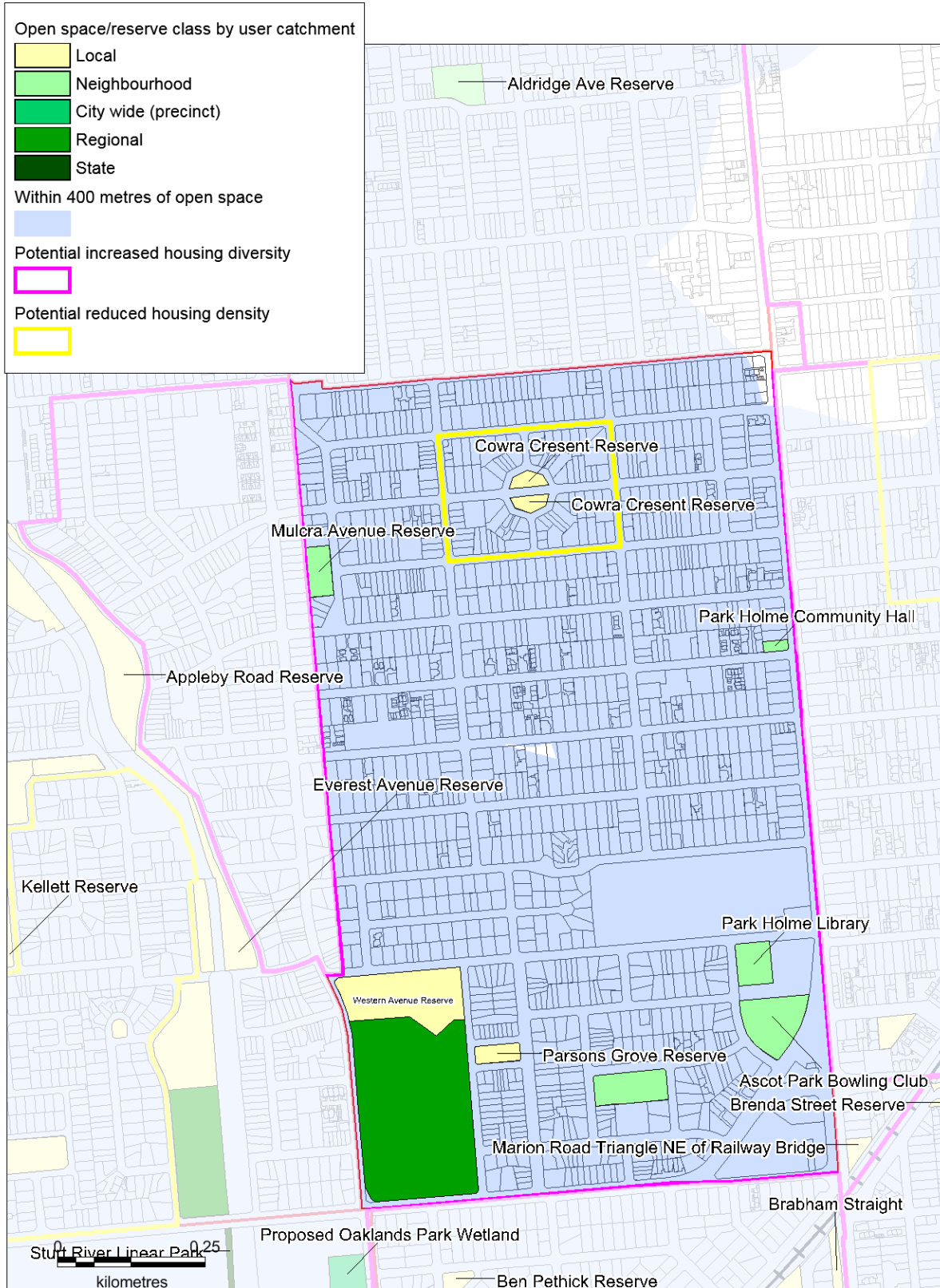
## Capital value / site value ratio



# Park Holme



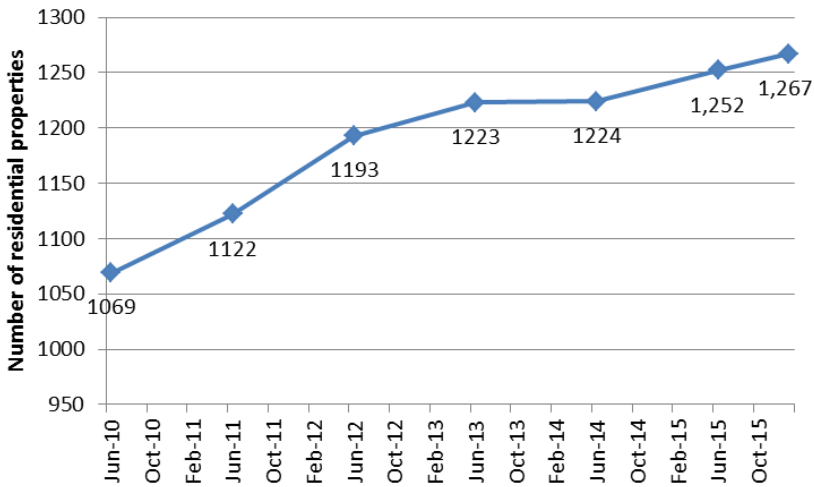
## Proximity to public open space



# Park Holme



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Suburb																		
Suburb size		114.9 hectares 1267 dwellings (in 2016) 2599 residents (in 2011)																
Current density	Gross residential density	11.0 dwellings per hectare																
	Population density	22.6 persons per hectare																
Demographic trends (2011)	Age	Park Holme had a lower proportion of pre-schoolers and a higher proportion of persons at post retirement age than City of Marion in 2011.																
	Households	In 2011, 38% of households in Park Holme contained only one person, compared with 30% in City of Marion, with the most dominant household size being 1 person per household.																
Heritage Items	Local	222R Hendrie Street Adjacent Oaklands Road 16 Tora Court																
	State	-																
Topography	< 1:10	Minor gradient throughout suburb																
Movement barriers/constraints		None identified																
Recent development activity		 <table><caption>Number of residential properties in Park Holme</caption><thead><tr><th>Date</th><th>Number of residential properties</th></tr></thead><tbody><tr><td>Jun-10</td><td>1069</td></tr><tr><td>Jun-11</td><td>1122</td></tr><tr><td>Jun-12</td><td>1193</td></tr><tr><td>Jun-13</td><td>1223</td></tr><tr><td>Jun-14</td><td>1224</td></tr><tr><td>Jun-15</td><td>1,252</td></tr><tr><td>Oct-15</td><td>1,267</td></tr></tbody></table>	Date	Number of residential properties	Jun-10	1069	Jun-11	1122	Jun-12	1193	Jun-13	1223	Jun-14	1224	Jun-15	1,252	Oct-15	1,267
Date	Number of residential properties																	
Jun-10	1069																	
Jun-11	1122																	
Jun-12	1193																	
Jun-13	1223																	
Jun-14	1224																	
Jun-15	1,252																	
Oct-15	1,267																	
Potential reduced housing density area (yellow)																		
Locality commentary		The locality surrounds the Cowra Crescent street reserve, including properties on Weroona, Nilpena and Tiparra streets.																
Current Policy Areas		Regeneration Policy Area 16																
Locality size		6.3 hectares, containing 96 properties																
Current density		15.2 du/ha																
Proximity to public transport and activity centres		Approximately 40% of the locality (eastern portion) is located within 400 metres of the Neighbourhood Centre Zone, warranting densities of 20 dwellings/hectare.																
Age of dwelling stock	< 1940	0%																
	1940-1960	29% (34 properties)																
	1960 – 1990	9% (11 properties)																
	> 1990	39% (45 properties)																
	Other	23% (data not available)																
	Summary	Majority of dwellings constructed post-1990																
Capital to site value ratio	1.0 – 1.3	29% (28 properties)																
	1.3 - 2.0	43% (41 properties)																



# Park Holme



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	> 2.0	18% (17 properties)
	Other	10% (data not available)
	Summary	Approximately 1/3 of the locality is suitable for redevelopment due to high land value compared to dwelling value
Streetscape characteristics	Setbacks are varied due to high level of recent infill development in the locality. Mature street trees located in Cowra Crescent Reserve contribute positively to the streetscape character of the locality.	
Discussion / Recommendation	<p>The locality features a mixture of dwelling types, as approximately 1/3 of dwellings were constructed between 1940-60, and another 1/3 constructed after 1990. The newest dwellings take the form of detached, semi-detached, row and group dwellings. Corresponding to the older dwelling stock, approximately 1/3 of the locality maintains minimal dwelling value compared to land value, and therefore is primed for redevelopment.</p> <p>The locality is currently zoned Regeneration Policy Area 16, which envisages average gross densities of approximately 33.5 dwellings/hectare. The locality is not located in convenient proximity to public transport stops, but a portion of the locality is located within 400 metres of a Neighbourhood Centre Zone, which is recommended for density of 20 dwellings/hectare by the 30 Year Plan.</p> <p>While the density guidelines could be amended to better reflect the proximity to public transport and centres, it is noted that the locality does not demonstrate character value in the built form.</p> <p><b>It is recommended that this locality is maintained for a reduction in density policies. The density guidelines of the Northern Policy Area 13 (approx. 21 dwellings/hectare) are considered appropriate for this area.</b></p>	
Remainder of suburb: Potential increased housing diversity area		
Locality commentary	Although not identified by Elected Members in the EM Forum in November 2015, the remainder of the suburb has been assessed for potential change in density.	
Current Policy Areas	Northern Policy Area 13 Medium Density Policy Area 12 Regeneration Policy Area 16	
Locality size	115 hectares, containing 1513 properties	
Current density	13.2 dwellings/hectare	
Proximity to public transport and activity centres	The southern and eastern portions of the suburb are located in proximity to high frequency bus routes along Oaklands Road and Marion Road, warranting densities of 35 dwellings/hectare.	
Age of dwelling stock	< 1940	1% (14 properties)
	1940-1960	26% (409 properties)
	1960 – 1990	24% (366 properties)
	> 1990	36% (560 properties)
	Other	13% (data not available)
	Summary	Majority of dwellings (36%) constructed after 1990. ¼ constructed between 1940-60, and another ¼ between 1960-90.
Capital to site value ratio	1.0 – 1.3	38% (570 properties)
	1.3 - 2.0	35% (536 properties)
	> 2.0	21% (317 properties)
	Other	6% (data not available)
	Summary	Majority of dwellings (36%) maintain minimal dwelling value compared to land value, and therefore are primed for redevelopment.

# Park Holme



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## Streetscape characteristics

Setbacks are varied due to high level of recent infill development in the locality. No evidence of consistent avenues of mature street trees.

## Discussion / Recommendation

The suburb maintains a mixture of dwellings types and styles, with a relatively high proportion of redevelopment (36% of properties constructed after 1990). However, 38% of properties are still suitable for redevelopment as demonstrated by a capital to site value ratio of less than 1.3.

The southern and eastern parts of the suburb are in proximity to train and bus services, and therefore are recommended for gross densities of 35 dwellings per hectare (du/ha). The majority of this area is located in the Northern Policy Area 13, which envisages an average gross density of 22 du/ha. As such, there is scope to increase densities in these areas.

The Medium Density Policy Area 12 is located near the Park Holme Shopping Centre, which prescribes average gross density of 26 du/ha. As such, there is also scope to increase density criteria in this area.

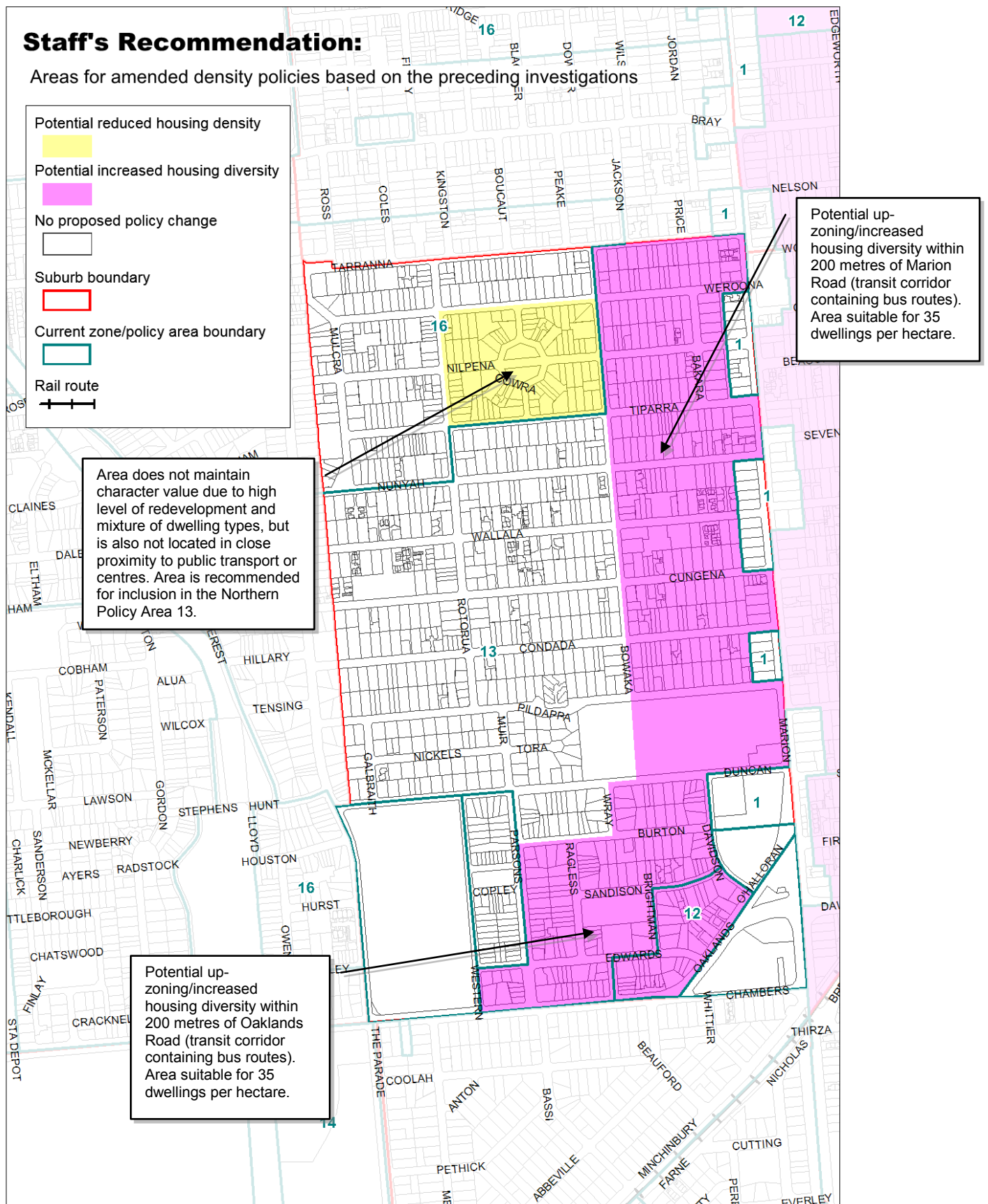
The Regeneration Policy Area 16 is located on the eastern side of Western Avenue Reserve, which prescribes average gross density of 33.5 du/ha. As such, this area does not require increased density policies.

The remainder of the suburb maintains certain areas that are in proximity to Local and Neighbourhood Centres, which warrants densities of 20 du/ha. The current densities envisaged in the Northern Policy Area 13 (22 du/ha) are considered appropriate for this area.

The remainder of the suburb may be suitable for amended density policies given its separation from activity centres and public transport. However, none of the locality is considered appropriate for character zoning given the varied streetscape characteristics and negligible presence of dwellings constructed prior to 1940.

**It is recommended that the eastern and southern portions of the suburb that are generally located within 200 metres of Marion Road and Oaklands Road are appropriate for increased housing diversity.**

### Areas for amended density policies based on the preceding investigations



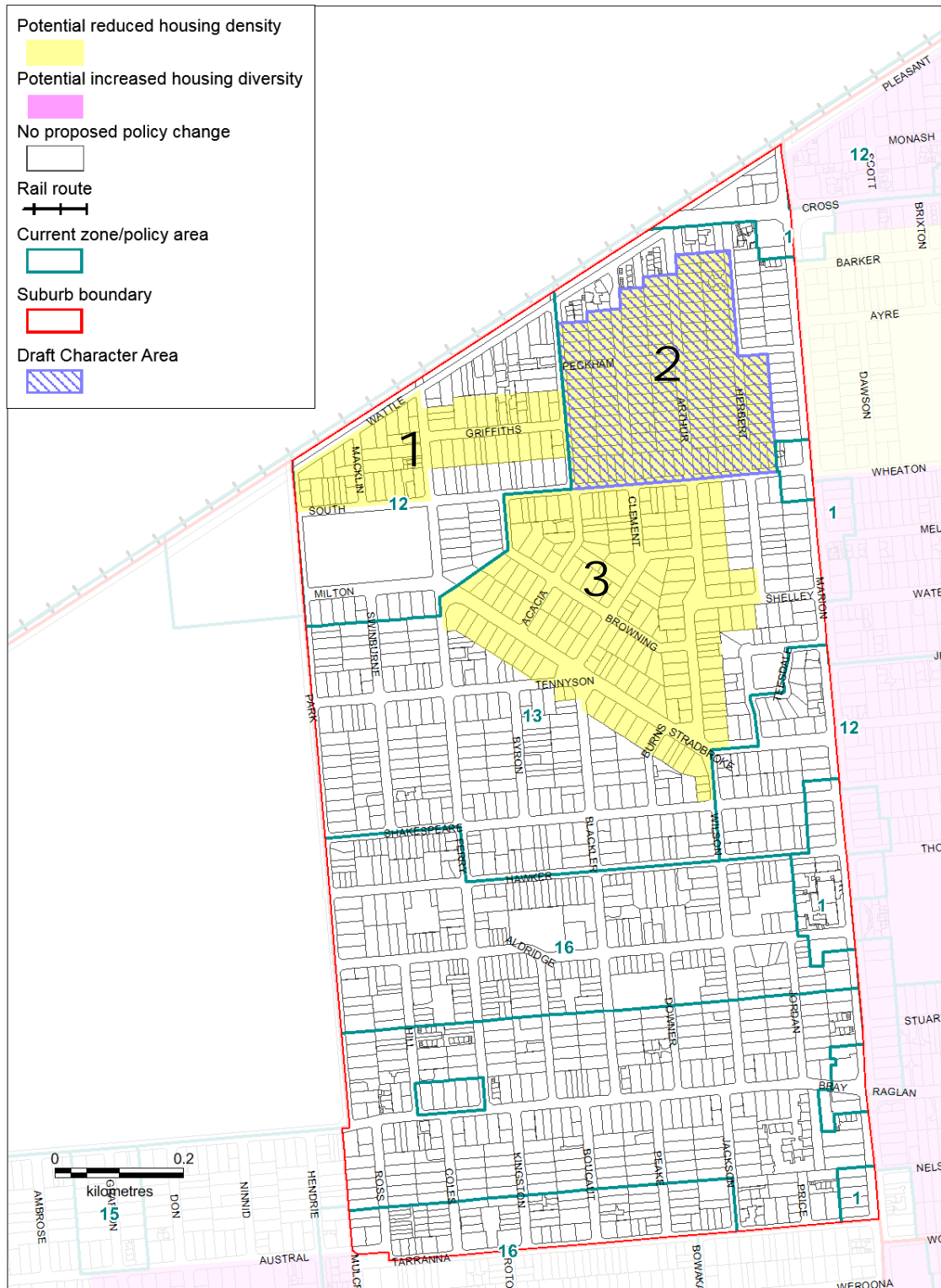
# Plympton Park



371 properties identified for potential reduced housing density

## Areas identified for change of density

by Elected Members in November 2015

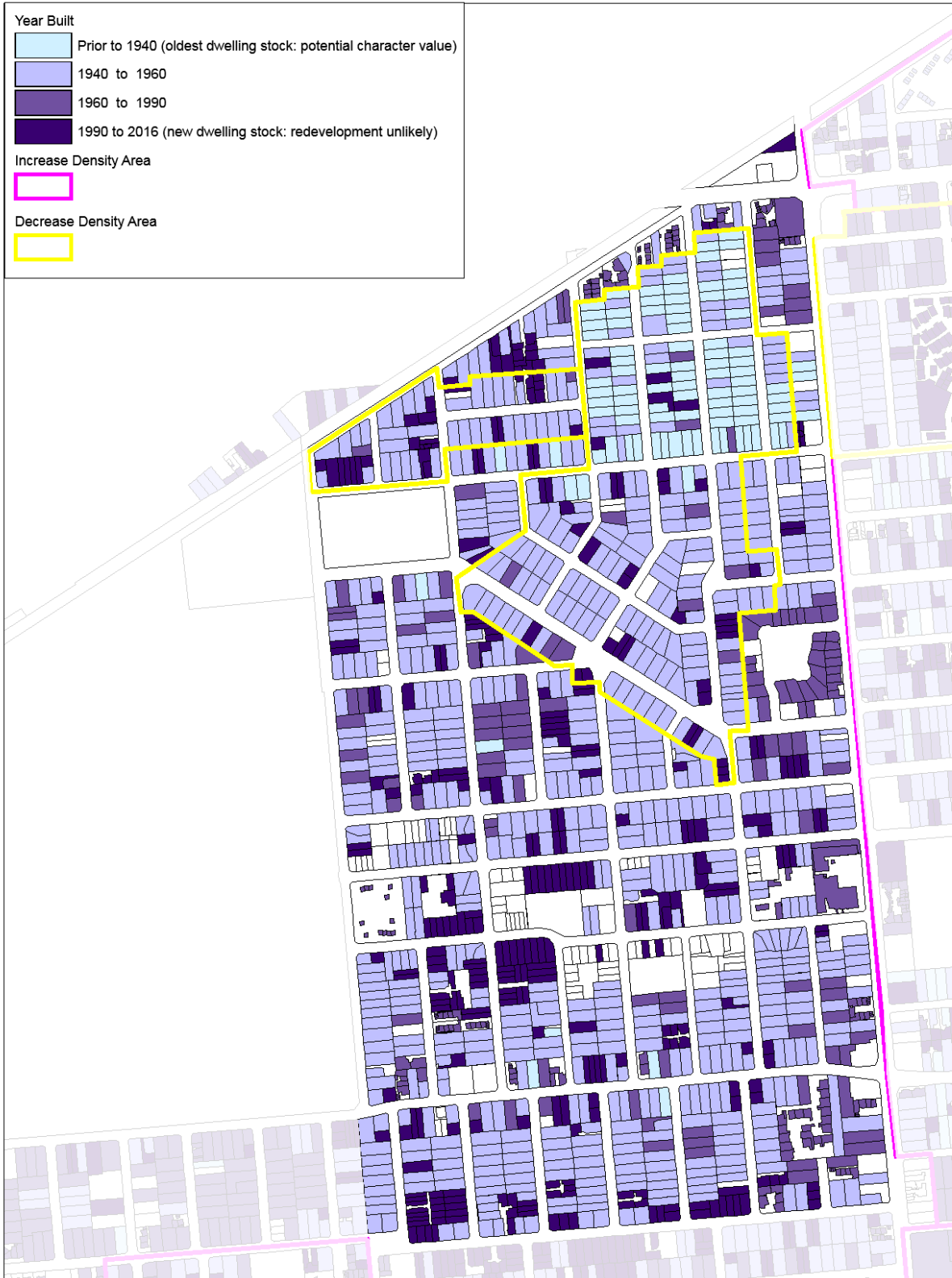


# Plympton Park



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## Dwelling Age



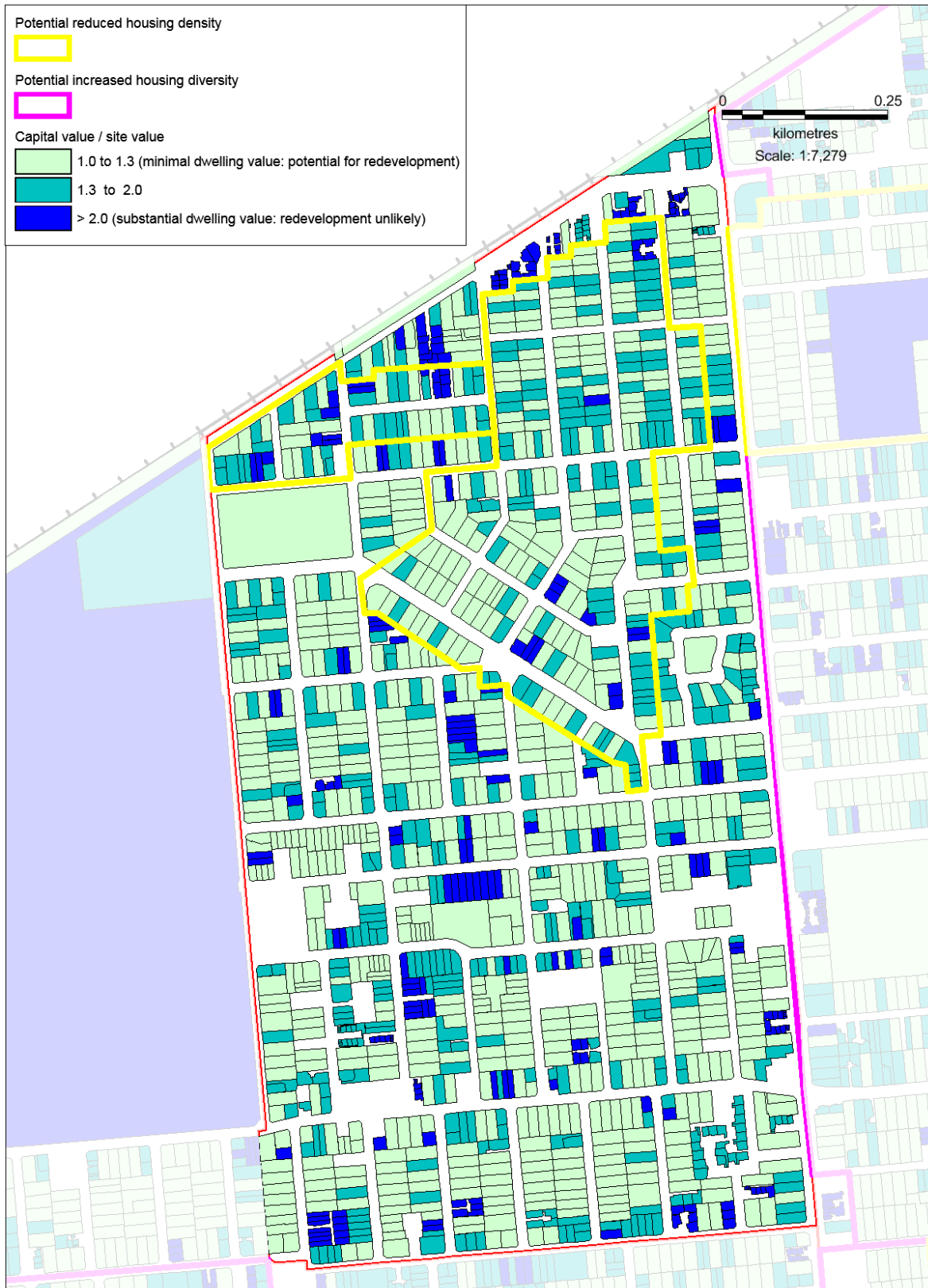


# Plympton Park



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## Capital value / site value ratio



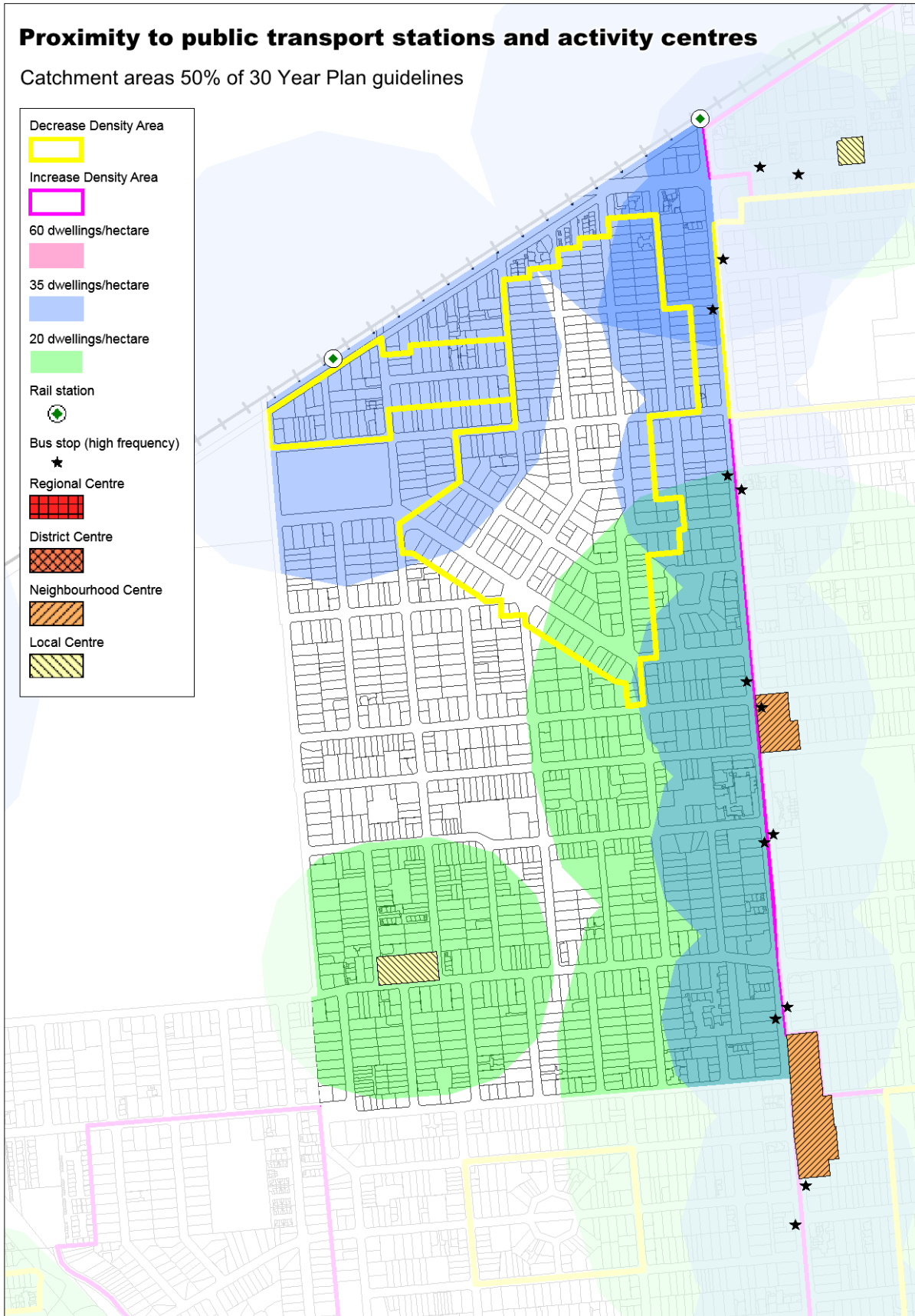
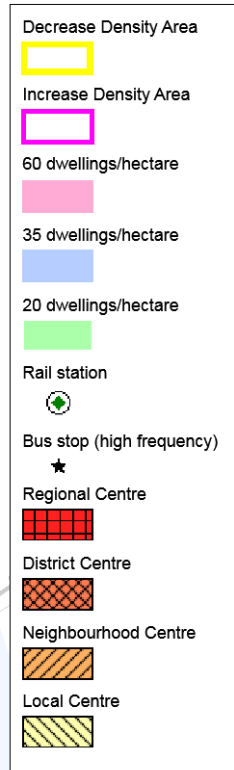
# Plympton Park



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## Proximity to public transport stations and activity centres

Catchment areas 50% of 30 Year Plan guidelines

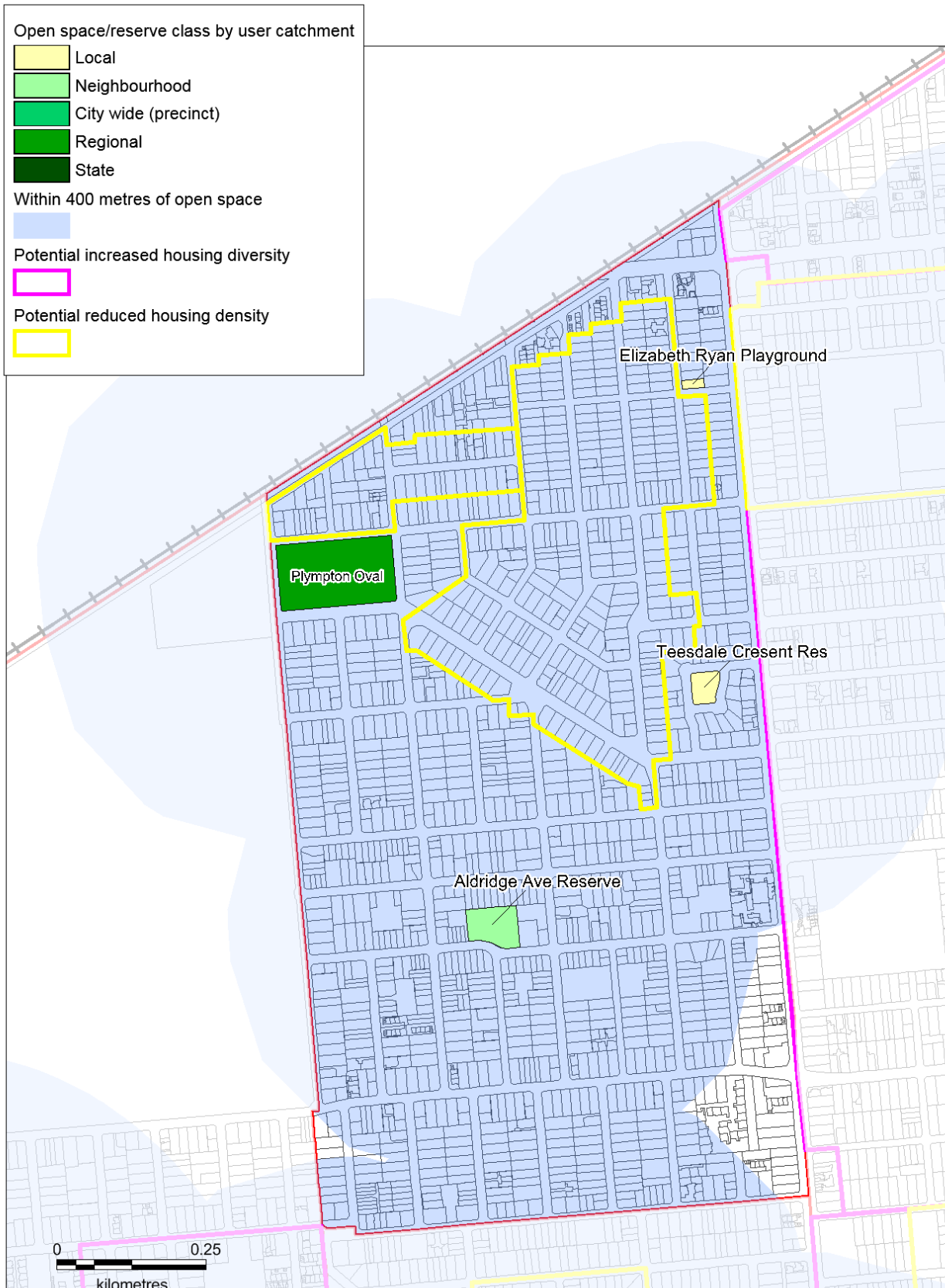


# Plympton Park



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## Proximity to public open space



# Plympton Park

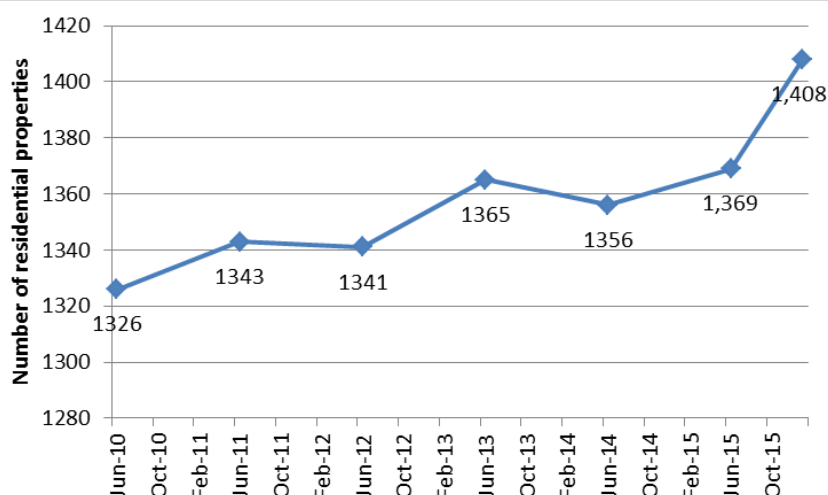


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## Suburb

<b>Suburb size</b>		118.7 hectares 1408 dwellings (in 2016) 2846 residents (in 2011)
<b>Current density</b>	<b>Gross residential density</b>	11.9 dwellings per hectare
	<b>Population density</b>	23.94 persons per hectare
<b>Demographic trends (2011)</b>	<b>Age</b>	Larger percentage of parents/homebuilders/ young workforce (ages 25 to 49), but smaller percentage of older workers/retirees (ages 50-69) than City of Marion.
	<b>Households</b>	2.17 average household size. A larger percentage of 2 bedroom dwellings (31.3% compared to 20.8% in CoM) and a smaller percentage of 3 bedroom dwellings (48.0% compared to 53.7% in CoM).
<b>Heritage Items</b>	<b>Local</b>	5 - 6 Wattle Street
	<b>State</b>	-
<b>Topography</b>	<b>&lt; 1:10</b>	Minor gradient throughout suburb
<b>Movement barriers/constraints</b>		None identified

## Recent development activity



**Adjoining council areas** City of West Torrens:  
Residential Zone Medium Density Policy Area 18

## Comparison of Minimum Site Dimensions

City of Marion: Northern Policy Area 13 & Medium Density Policy Area 12  
City of West Torrens: Medium Density Policy Area 18

Dwelling Type	Site Area N13	Site Area MD12	Site Area West Torrens	Frontage N13	Frontage MD 12	Frontage West Torrens
Detached	375	300	250*	12	10	9
Semi-detached	320	270	200*	9	9	9
Group dwelling	300	250	150^	20	18	7
Residential flat building	300	250	150^	20	18	15
Row dwelling	250	210	150^	7	7	5

\*150 m<sup>2</sup> for affordable housing

^100 m<sup>2</sup> for affordable housing

# Plympton Park



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## Locality 1: Potential reduced housing density area (yellow)

<b>Locality commentary</b>	The locality is located in the north-western part of the suburb, adjacent the tram line, including Wattle, Griffiths, South and Macklin streets.	
<b>Current Policy Areas</b>	Medium Density Policy Area 12	
<b>Locality size</b>	4.8 hectares, containing 73 properties	
<b>Current density</b>	15.2 dwellings per hectare	
<b>Proximity to public transport and activity centres</b>	Located wholly within 400 metres of the tram station, warranting 35 dwellings/hectare (du/ha) pursuant to the 30 Year Plan.	
<b>Age of dwelling stock</b>	< 1940	0%
	1940-1960	55% (40 properties)
	1960 – 1990	3% (2 properties)
	> 1990	38% (28 properties)
	Other	4% (data not available)
	Summary	Over half of dwellings in the locality were constructed between 1940-60, and over 1/3 constructed after 1990.
<b>Capital to site value ratio</b>	1.0 – 1.3	27% (20 properties)
	1.3 - 2.0	41% (30 properties)
	> 2.0	25% (18 properties)
	Other	7% (data not available)
	Summary	Approximately ¼ of dwellings maintain a high site value compared to land value. Most (41%) maintain an average ratio between 1.3 and 2.0.
<b>Streetscape characteristics</b>	Consistent street tree planting along Griffiths Road, of medium size (predominantly Callistemon Harkness species). Setbacks vary due to lesser setbacks in newer dwellings and angular nature of street layout. A cohesive and attractive streetscape pattern is not apparent.	
<b>Recommendation</b>	<p>There are no dwellings in the subject locality that were constructed prior to 1940. While approximately half of the dwelling stock was constructed between 1940-60, 38% of the dwelling stock was constructed within the past 25 years. As such, the locality does not demonstrate “character” value in the dwelling stock which would warrant zoning as a Residential Character policy area.</p> <p>The locality is situated immediately adjacent the tram station, and therefore its location is ideal for increased densities pursuant to the <i>30 Year Plan</i>. The locality is not considered to demonstrate sufficient character qualities or cohesive streetscape characteristics that would warrant a decrease in density in this ideal location for higher density.</p> <p><b>It is recommended that the locality is excluded from consideration for reduced housing density, and is instead considered for increased housing diversity policies.</b></p>	

## Locality 2: Potential reduced housing density area (yellow)

<b>Locality commentary</b>	Locality #2 comprises the Draft Residential Character Policy Area identified in 2015, which contains Peckham, Clement, Arthur and Herbert streets.	
<b>Current Policy Areas</b>	Northern Policy Area 13	
<b>Locality size</b>	9.3 hectares, containing 130 properties	
<b>Current density</b>	14.0 dwellings per hectare	
<b>Proximity to public transport and activity centres</b>	Approximately 60% of the locality is located within 400 metres of tram stations or within 200 metres of bus stops on Marion Road, warranting density of 35 du/ha under the 30 Year Plan guidelines.	
<b>Age of dwelling stock</b>	< 1940	64% (83 properties)
	1940-1960	25% (33 properties)



# Plympton Park



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	1960 – 1990	5% (7 properties)
	> 1990	4% (5 properties)
	Other	2% (data not available)
	Summary	A majority of dwellings in the locality (64%) were constructed prior to 1940, indicating that there is character value in the dwelling stock. There is a small proportion of new development, as only 4% of the dwelling stock was constructed within the past 25 years.
Capital to site value ratio	1.0 – 1.3	51% (66 properties)
	1.3 - 2.0	45% (58 properties)
	> 2.0	4% (5 properties)
	Summary	Majority of dwellings (51%) maintain a ratio less than 1.3, indicating low dwelling value and high site value
Streetscape characteristics	Minor examples of redeveloped properties, therefore pattern of setbacks is largely intact and a cohesive streetscape character exists. Street trees are common, but not consistent.	
Recommendation	<p>Although the locality is located in close proximity to the tramline and Marion Road, a majority of the dwellings in the subject locality were constructed prior to 1940, and there is relatively little incursion of new development. These qualities demonstrate that the area is appropriate for zoning as a Residential Character policy area, as recommended in Council's Draft Residential Character DPA from 2013.</p> <p><b>It is recommended that this area is maintained for reduced housing density as a Residential Character Policy Area.</b></p>	
Locality 3: Potential reduced housing density area (yellow)		
Locality commentary	The locality is located toward the centre of the suburb, including Clement, Browning and Stradbroke streets.	
Current Policy Areas	Northern Policy Area 13	
Locality size	14.5 hectares, containing 168 properties	
Current density	11.6 dwellings per hectare	
Proximity to public transport and activity centres	Approximately 25% of the locality is located within 400 metres of the tram station or 200 metres of bus stops on Marion Road, warranting 35 du/ha. However, the central portion of the locality is not located within convenient proximity to public transport or activity centres.	
Age of dwelling stock	< 1940	2% (3 properties)
	1940-1960	68% (114 properties)
	1960 – 1990	5% (8 properties)
	> 1990	18% (31 properties)
	Other	7% (data not available)
	Summary	Majority of dwellings (68%) constructed between 1940-60. 18% constructed within the past 25 years.
Capital to site value ratio	1.0 – 1.3	55% (93 properties)
	1.3 - 2.0	32% (54 properties)
	> 2.0	7% (12 properties)
	Other	6% (data not available)
	Summary	Majority of dwellings maintain a ratio less than 1.3, indicating low dwelling value and high site value.
Streetscape characteristics	Pattern of setbacks vary due to frequent examples of redevelopment in the locality. Street trees are common but not consistent.	
Recommendation	<p>A majority of dwellings in the locality (68%) were constructed between 1940 and 1960, and therefore there is potential for limited character value in the dwelling</p>	

# Plympton Park



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stock. There has been a considerable amount of redevelopment in the locality, as 18% of the dwelling stock was constructed in the past 25 years. There is potential for further redevelopment given that 55% of dwellings in the locality maintain a capital to site value ratio less than 1.3, indicating high land value and low dwelling value.

This being said, the locality is not located within particularly convenient proximity to public transport or centres, and therefore does not warrant increased housing diversity.

**It is recommended that the locality is modified to exclude:**

- **3 row dwellings on the southern extremity of the locality**
- **2 semi-detached dwellings on Tennyson Avenue**
- **The eastern portion of the locality located in close proximity to Marion Road**
- **The north-western portion of the locality which is located within 400 metres of the tram station, and which has recently been granted approval for redevelopment of 1-3 Browning Avenue.**

**It is recommended that further investigations are undertaken of the remaining area to determine whether the locality maintains sufficient character value to warrant preservation and/or different density criteria.**

## Remainder of suburb: Potential increased housing diversity area (pink)

### Recommendation

The northern portion of the suburb is located within 400 metres of the tramline, warranting a gross density of 35 dwellings per hectare. This area is currently zoned Medium Density Policy Area 12 which envisages an average gross density of 26 du/ha. As such, there is scope to increase density provisions in this area. It is noted that the City of West Torrens' Medium Density Policy Area to the north envisages an average gross density of 37 du/ha. As such, there is scope to amend the density policies in this area to achieve consistency with West Torrens.

The eastern portion of the suburb, where located within 200 metres of high frequency bus routes along Marion Road, may be appropriate for gross density of 35 du/ha. This portion of the locality is predominantly zoned Northern Policy Area 13, which prescribes gross densities of 22 du/ha. As such, there is scope to increase density provisions in those areas zoned Northern Policy Area 13 to achieve up-zoning along the transit corridor.

The remainder of the suburb is generally appropriate for dwellings densities of 20 dwellings per hectare as it is located in proximity to both Neighbourhood and Local Centres. This area is predominantly zoned Northern Policy Area 13 (22 du/ha), although the central portion of the suburb is zoned Regeneration Policy Area 16 (33.5 du/ha) as it comprises predominantly land owned by the SA Housing Trust. Amendment to density policies is considered unnecessary for this area.

**It is recommended that the northern and eastern portions of the locality are identified for increased housing diversity policies.**

# Plympton Park

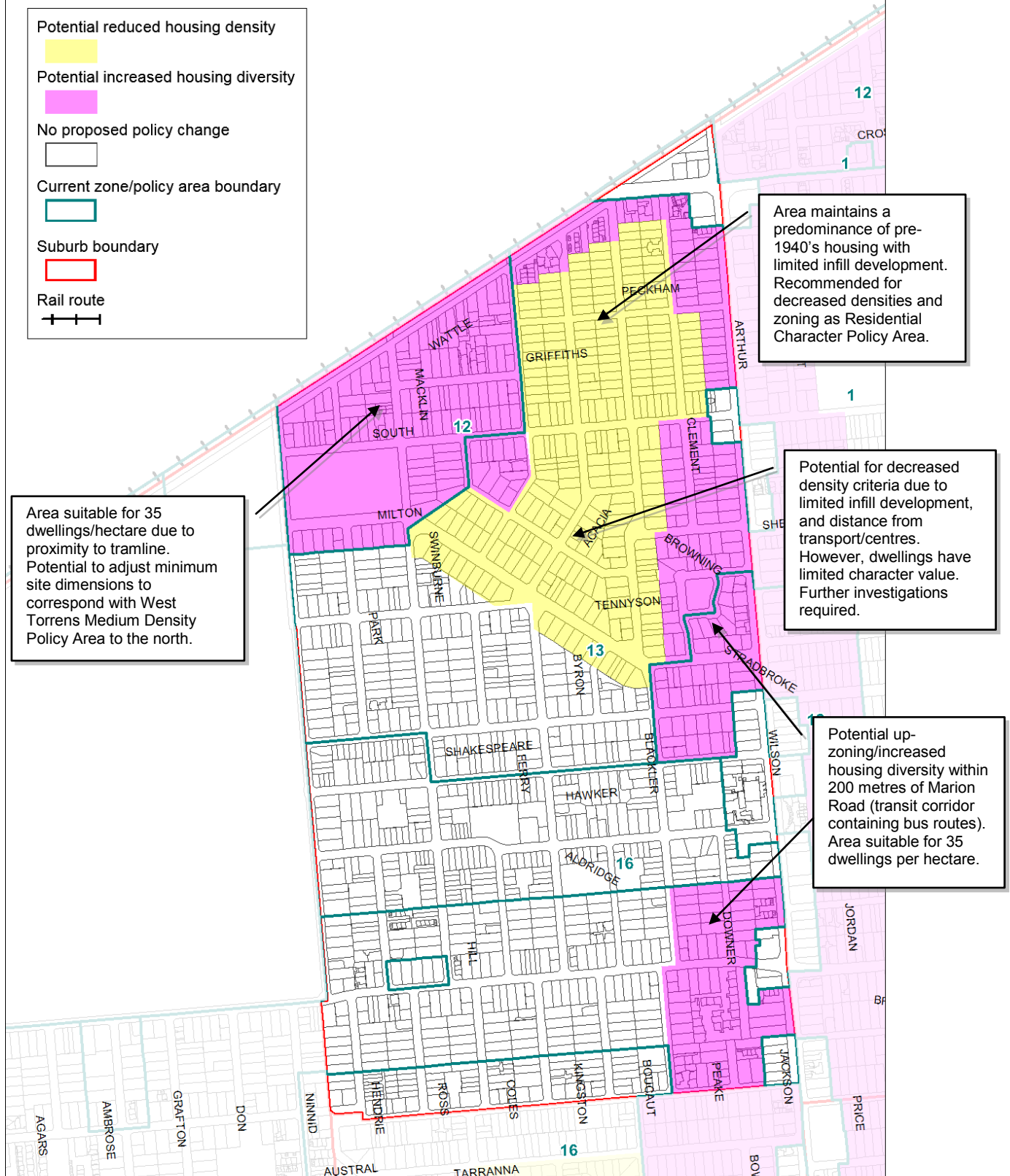


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## Staff's Recommendation:

Areas for amended density policies based on the preceding investigations

- Potential reduced housing density
- Potential increased housing diversity
- No proposed policy change
- Current zone/policy area boundary
- Suburb boundary
- Rail route



# Seacombe Gardens

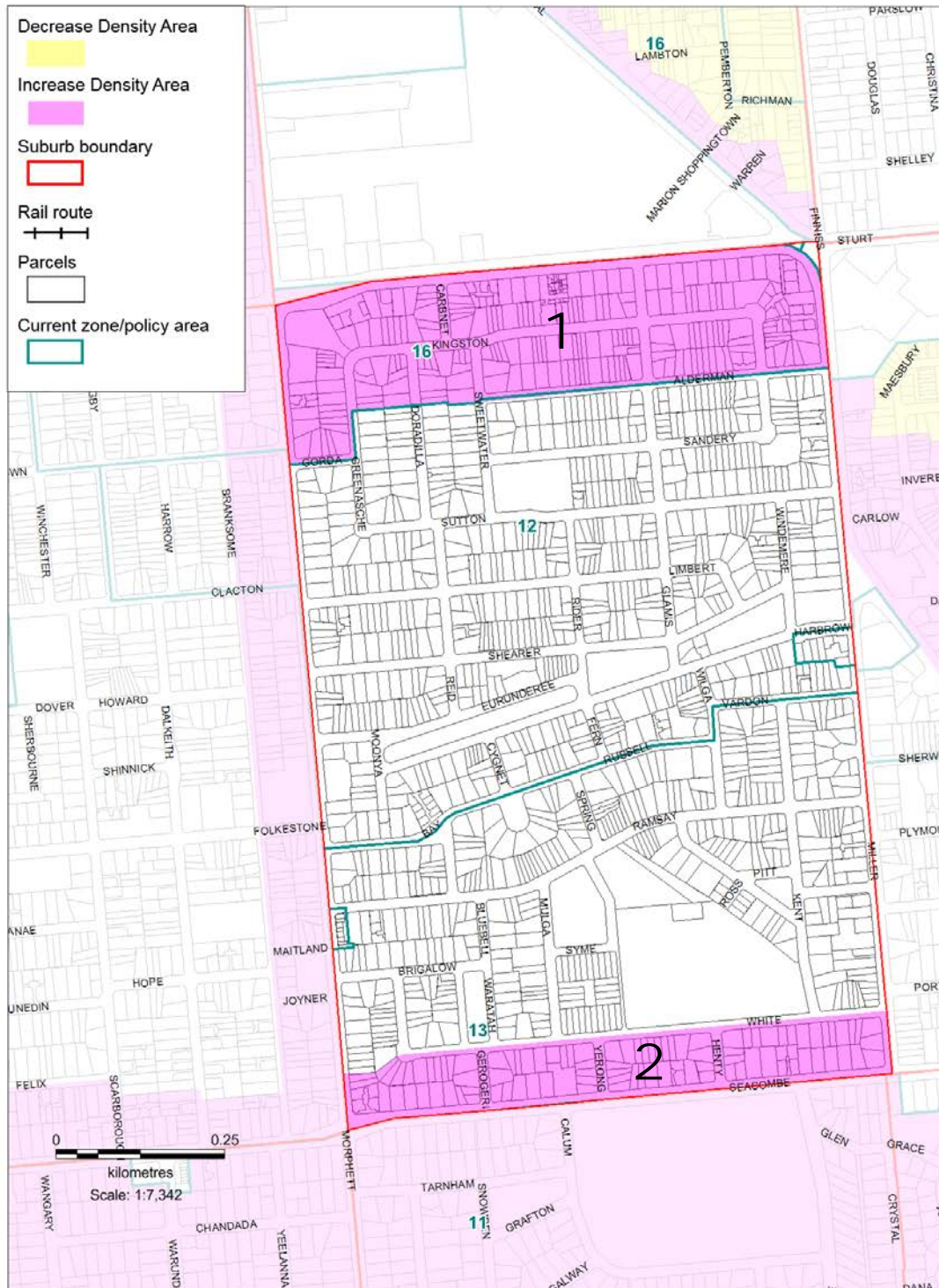


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273 properties identified for potential increased housing diversity

## Areas identified for change of density

by Elected Members in November 2015



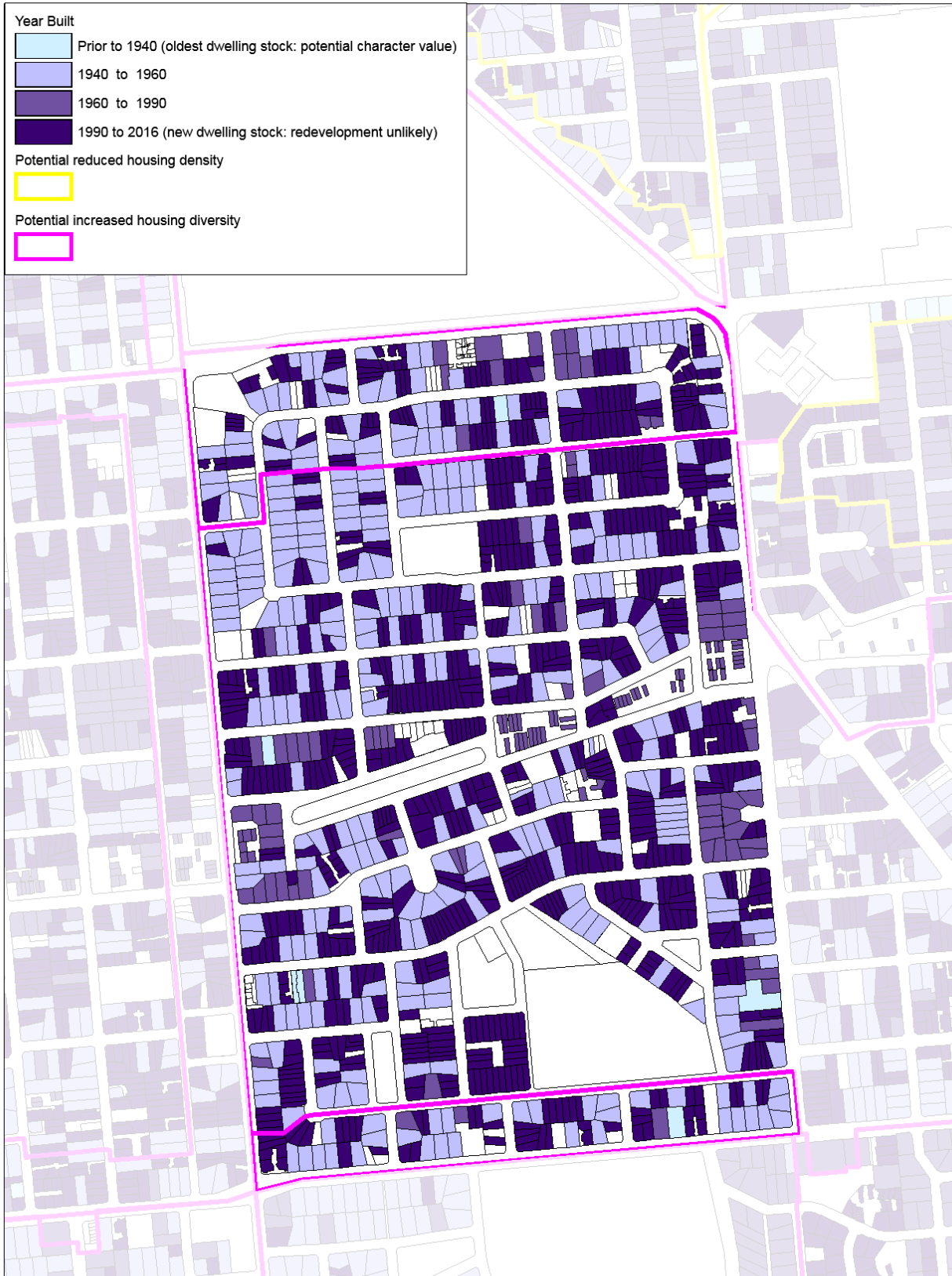


# Seacombe Gardens



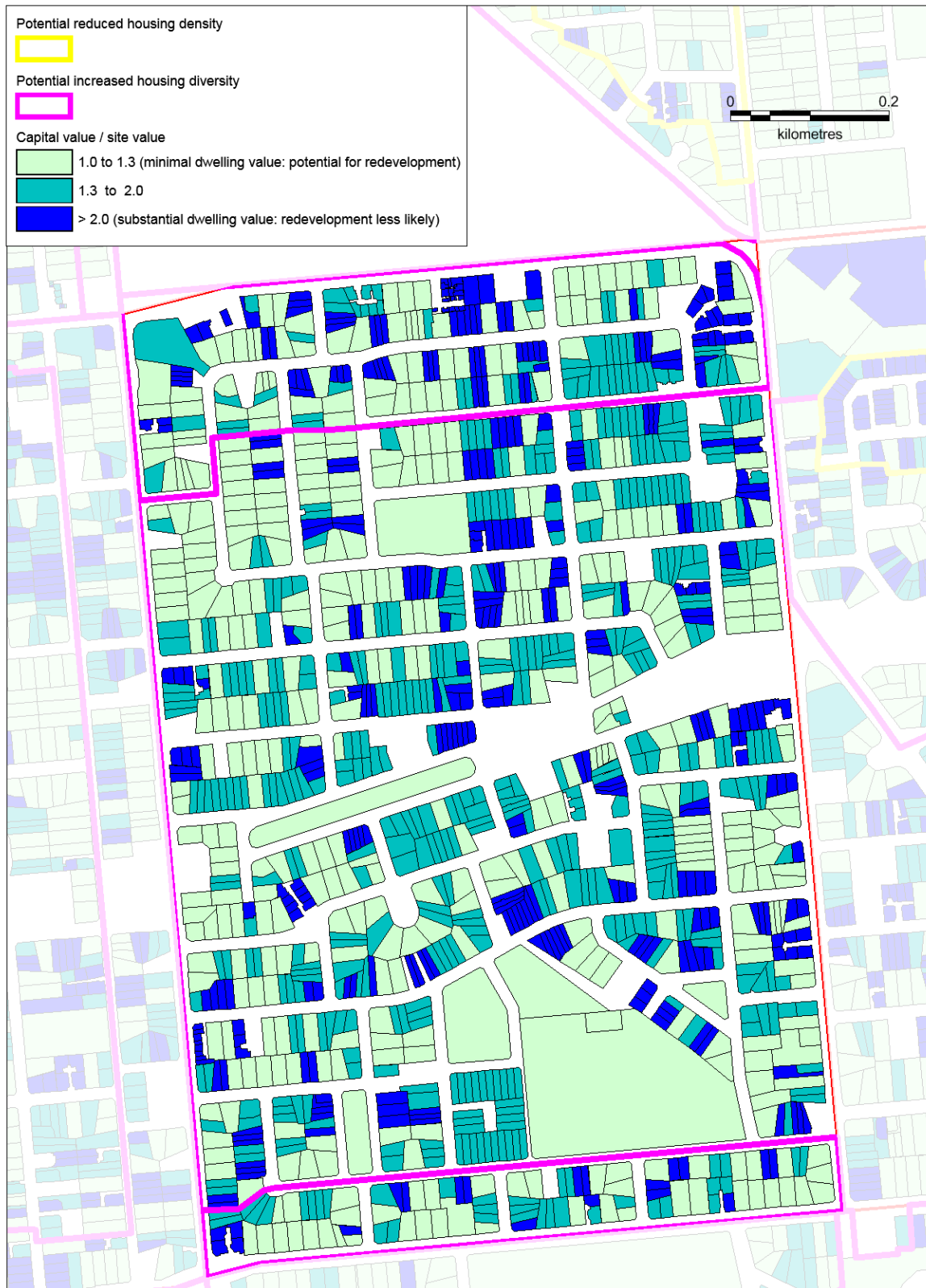
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## Dwelling Age





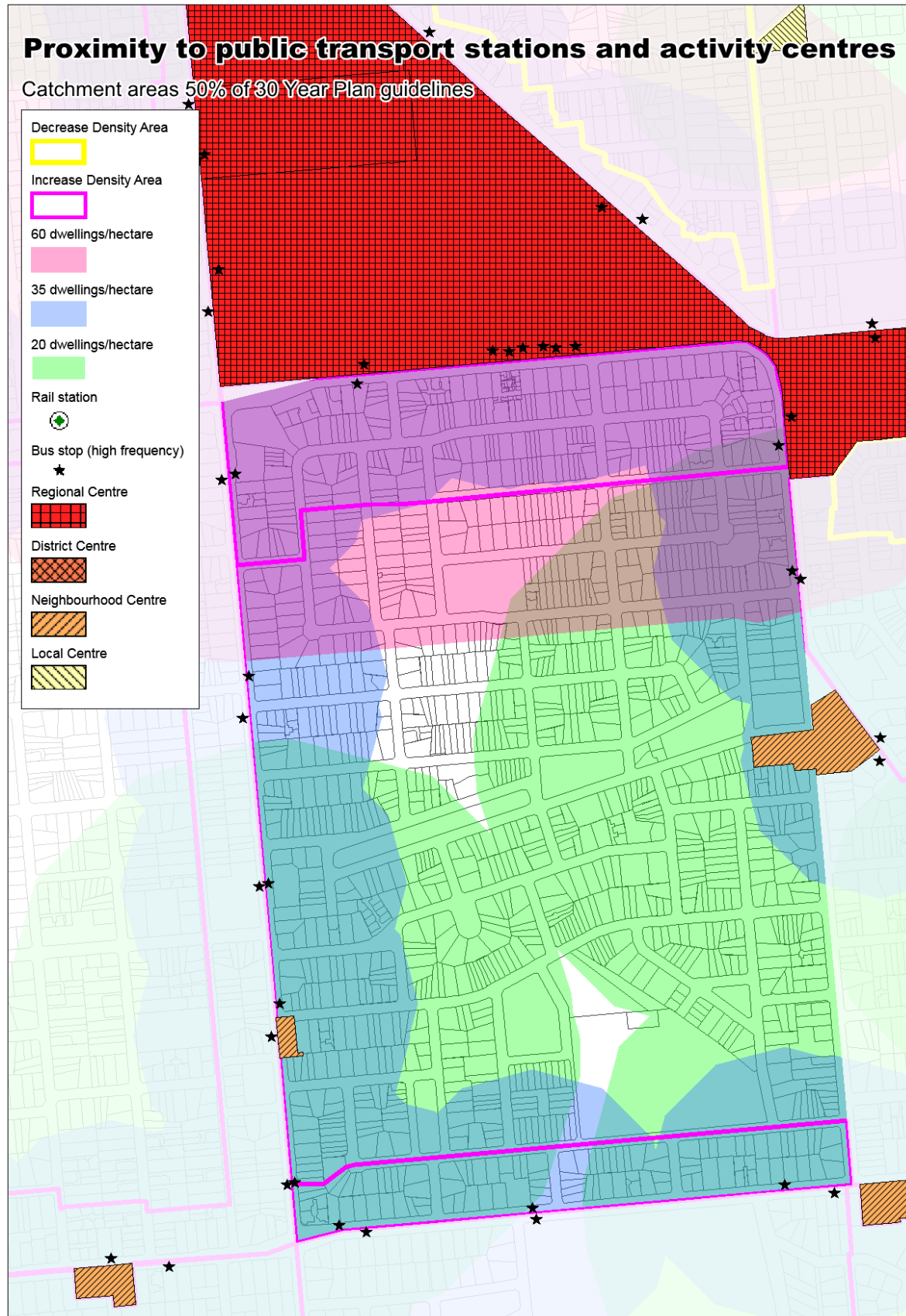
## Capital value / site value ratio



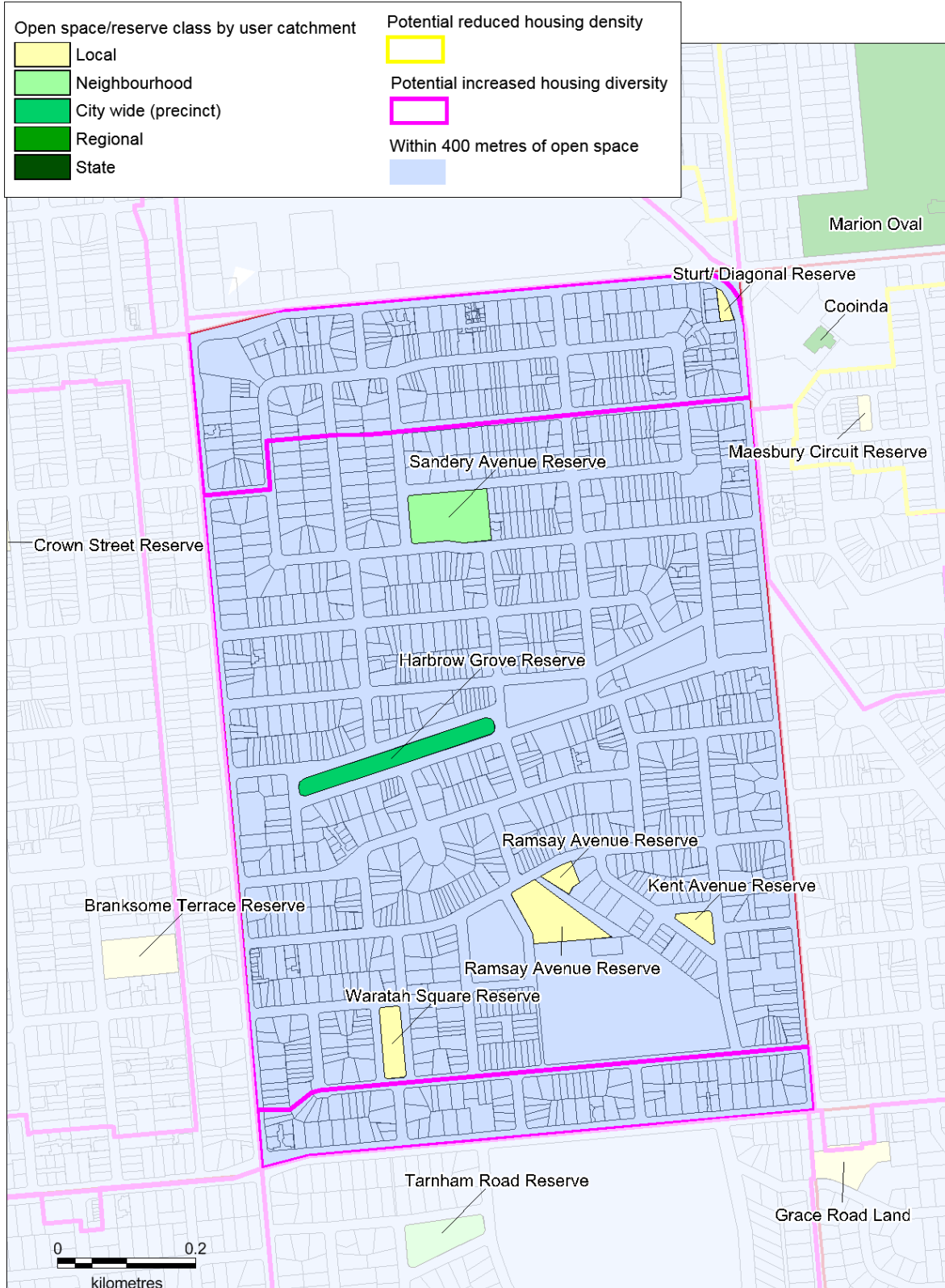
# Seacombe Gardens



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## Proximity to public open space



# Seacombe Gardens

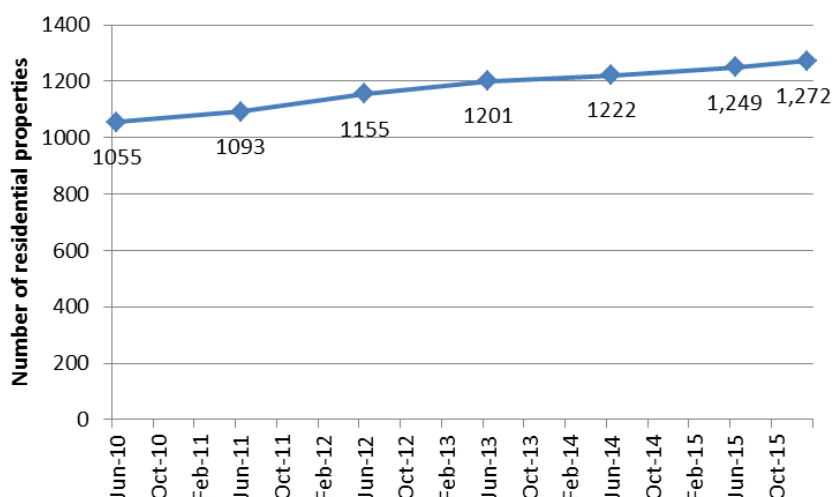


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## Suburb

<b>Suburb size</b>		99.0 hectares 1272 dwellings (in 2016) 2555 residents (in 2011)
<b>Current density</b>	<b>Gross residential density</b>	12.8 dwellings/hectare (du/ha)
	<b>Population density</b>	25.8 persons/hectare
<b>Demographic trends (2011)</b>	<b>Age</b>	Higher proportion of pre-schoolers (0 to 4) and a higher proportion of persons at post retirement age (60+) than City of Marion in 2011.
	<b>Households</b>	18% of households were made up of couples with children in 2011, compared with 27% in City of Marion.
	<b>Dwellings</b>	68% of dwellings in Seacombe Gardens had 3 bedrooms, compared with 54% in City of Marion.
<b>Heritage Items</b>	<b>Local</b>	44a & 44b Ramsay Avenue (Dwelling (former farmhouse))
	<b>State</b>	-
<b>Topography</b>	< 1:10	Moderate gradient throughout suburb, approximately 2.6% rise from north-west to south-east.
<b>Movement barriers/constraints</b>		Access over Sturt to Westfield Marion (Regional Centre Zone) is available through pedestrian crossing at the centre of Sturt Road, Morphett Road and Diagonal Road.

## Recent development activity



## Locality 1: Potential increased housing diversity area (pink)

<b>Locality commentary</b>	The locality comprises a strip of land approximately 200 metres in width on the southern side of Sturt Road.	
<b>Current Policy Areas</b>	Regeneration Policy Area16	
<b>Locality size</b>	15.9 hectares, containing 273 properties	
<b>Current density</b>	17.2 dwellings/hectare	
<b>Proximity to public transport and activity centres</b>	100% of the locality is located within 400 metres of the Regional Centre Zone (which contains a major bus interchange), warranting densities of 35-60 du/ha.	
<b>Age of dwelling stock</b>	< 1940	0% (1 properties)
	1940-1960	22% (59 properties)
	1960 – 1990	5% (14 properties)
	> 1990	49% (134 properties)
	Other	24% (data not available)
	<b>Summary</b>	Almost ½ of dwellings in the locality were constructed after 1990.

# Seacombe Gardens



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<b>Capital to site value ratio</b>	<b>1.0 – 1.3</b>	29% (79 properties)
	<b>1.3 - 2.0</b>	23% (64 properties)
	<b>&gt; 2.0</b>	38% (105 properties)
	<b>Other</b>	10% (data not available)
	<b>Summary</b>	Approximately 1/3 of dwellings in the locality maintain a ratio less than 1.3, indicating minimal dwelling value and a propensity for redevelopment.
<p><b>Discussion / Recommendation</b></p> <p>The locality is currently zoned Regeneration Policy Area 16, which envisages an average gross density of approximately 33.5 du/ha. Given that the locality is located immediately adjacent the Regional Centre, it warrants density of 35-60 du/ha.</p> <p>However, the 400 metre catchment area for the Regional Centre extends beyond the identified locality, and therefore the locality could be extended. It is recommended that the identified locality is maintained for Urban Corridor zoning or similar, with minimum net density provisions, and that the Regeneration Policy Area 16 is extended to the south to include areas located within 400 metres of the Regional Centre Zone.</p> <p><b>It is recommended that the locality is increased in size to the south to capture areas located within 400 metres of the Regional Centre Zone.</b></p>		
<b>Locality 2: Potential increased housing diversity area (pink)</b>		
<b>Locality commentary</b>	The locality comprises a strip of land approximately 100 metres wide on the northern side of Seacombe Road.	
<b>Current Policy Areas</b>	Northern Policy Area 13	
<b>Locality size</b>	7.5 hectares, containing 105 properties	
<b>Current density</b>	14.0 dwellings/hectare	
<b>Proximity to public transport and activity centres</b>	100% of the locality is located within 200 metres of bus stops along Seacombe Road, warranting density of 35 du/ha.	
<b>Age of dwelling stock</b>	<b>&lt; 1940</b>	1% (1 properties)
	<b>1940-1960</b>	31% (33 properties)
	<b>1960 – 1990</b>	3% (3 properties)
	<b>&gt; 1990</b>	52% (55 properties)
	<b>Other</b>	13% (data not available)
	<b>Summary</b>	Over ½ of properties in the locality constructed after 1990.
<b>Capital to site value ratio</b>	<b>1.0 – 1.3</b>	45% (47 properties)
	<b>1.3 - 2.0</b>	33% (35 properties)
	<b>&gt; 2.0</b>	19% (20 properties)
	<b>Other</b>	3% (data not available)
	<b>Summary</b>	45% of properties in the locality maintain a ratio less than 1.3, indicating minimal dwelling value and a propensity for redevelopment.
<p><b>Discussion / Recommendation</b></p> <p>The locality is currently zoned Northern Policy Area 13, which envisages gross density of approximately 22 du/ha. Although the locality is located adjacent to an arterial road containing bus stops, it is noted that only 1 bus route operates along this section of Seacombe Road. As such, a density similar to that of the current Medium Density Policy Area 12 (approx. 26 du/ha) is considered appropriate for this area, not 35 du/ha as ordinarily recommended for arterial roads.</p> <p><b>It is recommended that the locality is increased in size, in order to:</b></p>		



# Seacombe Gardens



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- a) Provide a 200 metre catchment (2-3 minutes walking distance) from Seacombe Road; and
- b) Incorporate properties adjacent Morphett Road.

# Seacombe Gardens

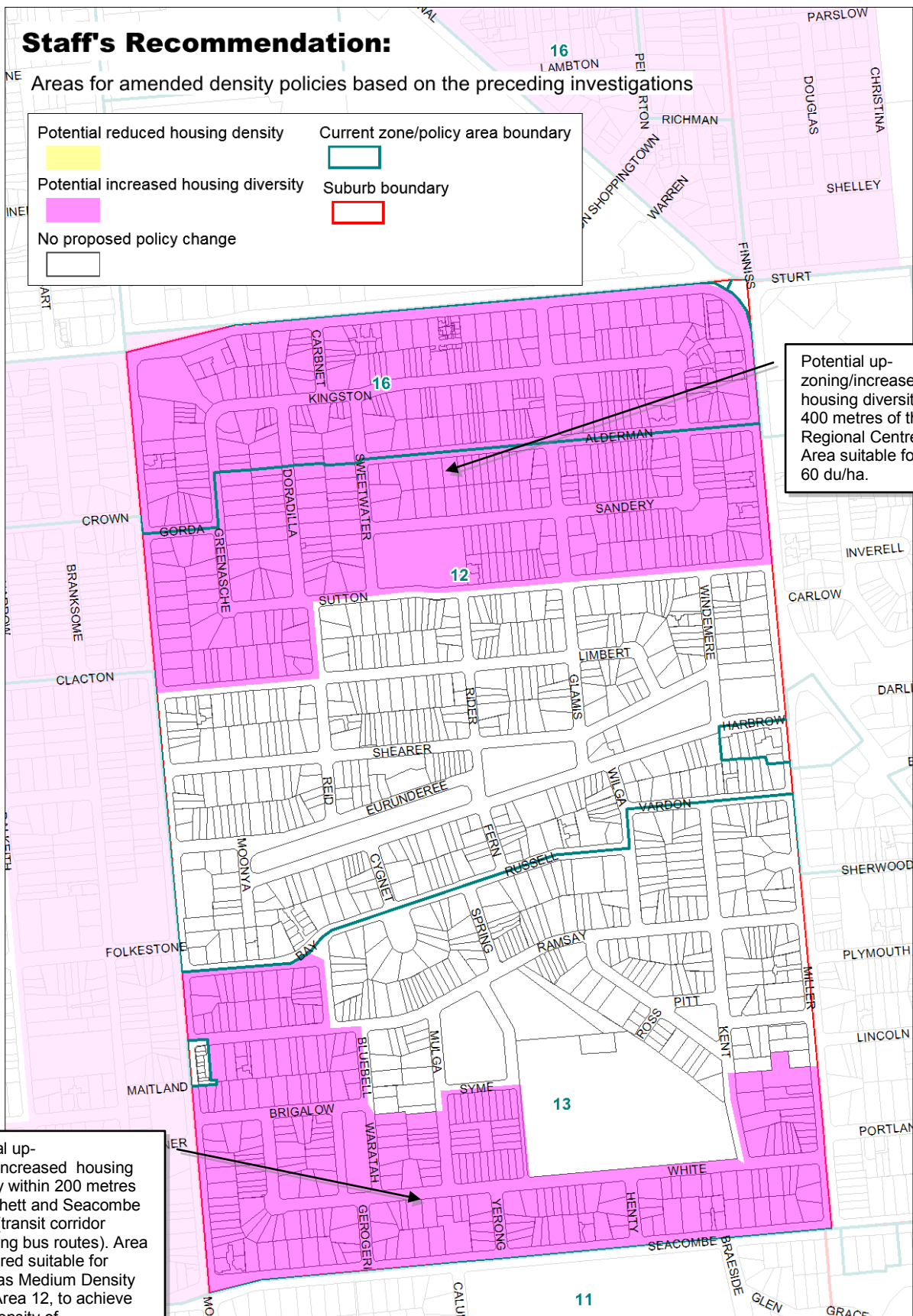


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## Staff's Recommendation:

Areas for amended density policies based on the preceding investigations

Potential reduced housing density	Current zone/policy area boundary
Potential increased housing diversity	Suburb boundary
No proposed policy change	



Potential up-zoning/increased housing diversity within 400 metres of the Regional Centre Zone. Area suitable for 35 - 60 du/ha.

Potential up-zoning/increased housing diversity within 200 metres of Morphet and Seacombe Roads (transit corridor containing bus routes). Area considered suitable for zoning as Medium Density Policy Area 12, to achieve gross density of approximately 26 du/ha.

# Seaview Downs & Seacliff Park

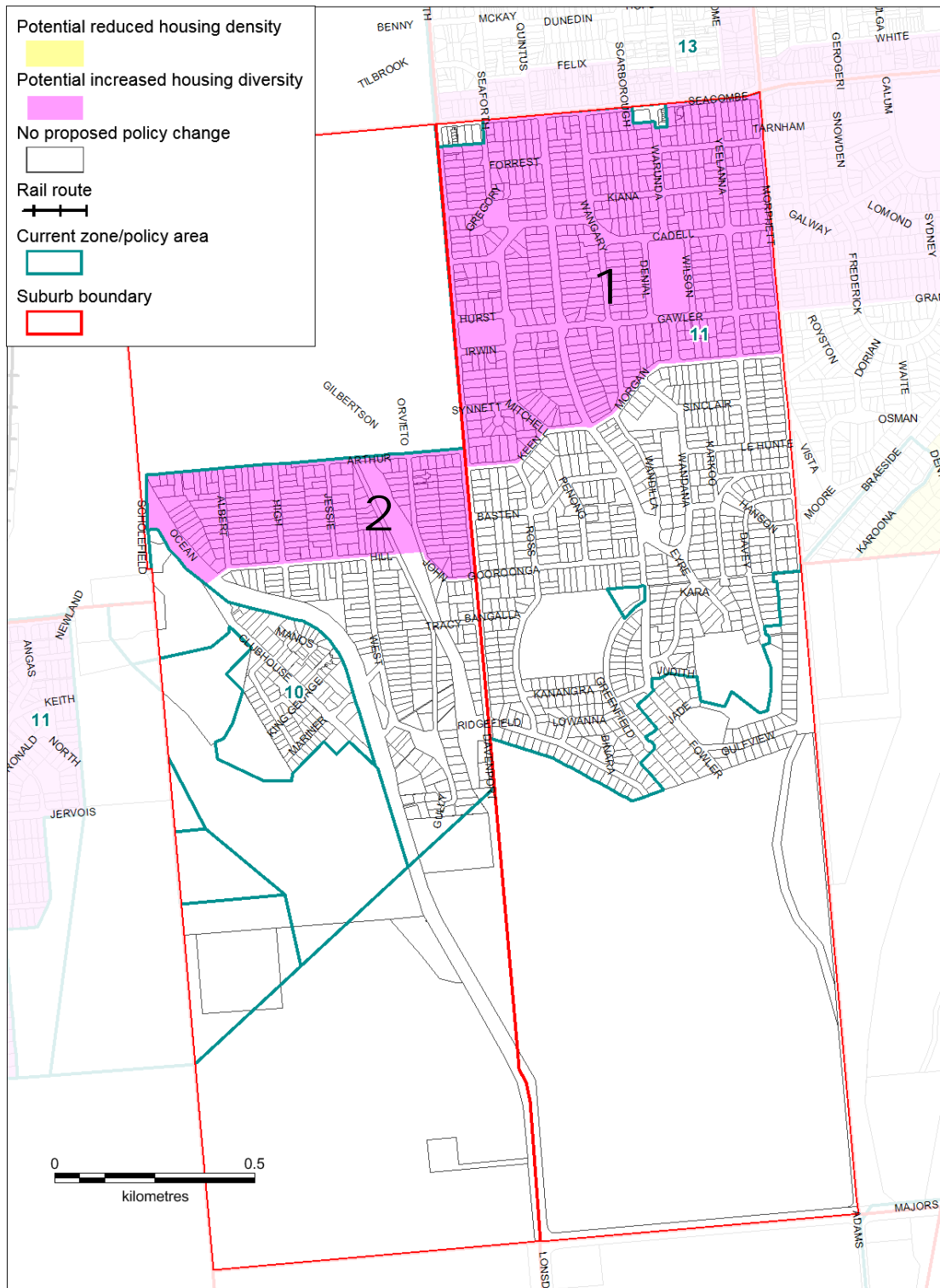


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Seaview Downs: 512 properties identified for potential increased housing diversity  
Seacliff Park: 173 properties identified for potential increased housing diversity

## Areas identified for change of density

by Elected Members in November 2015

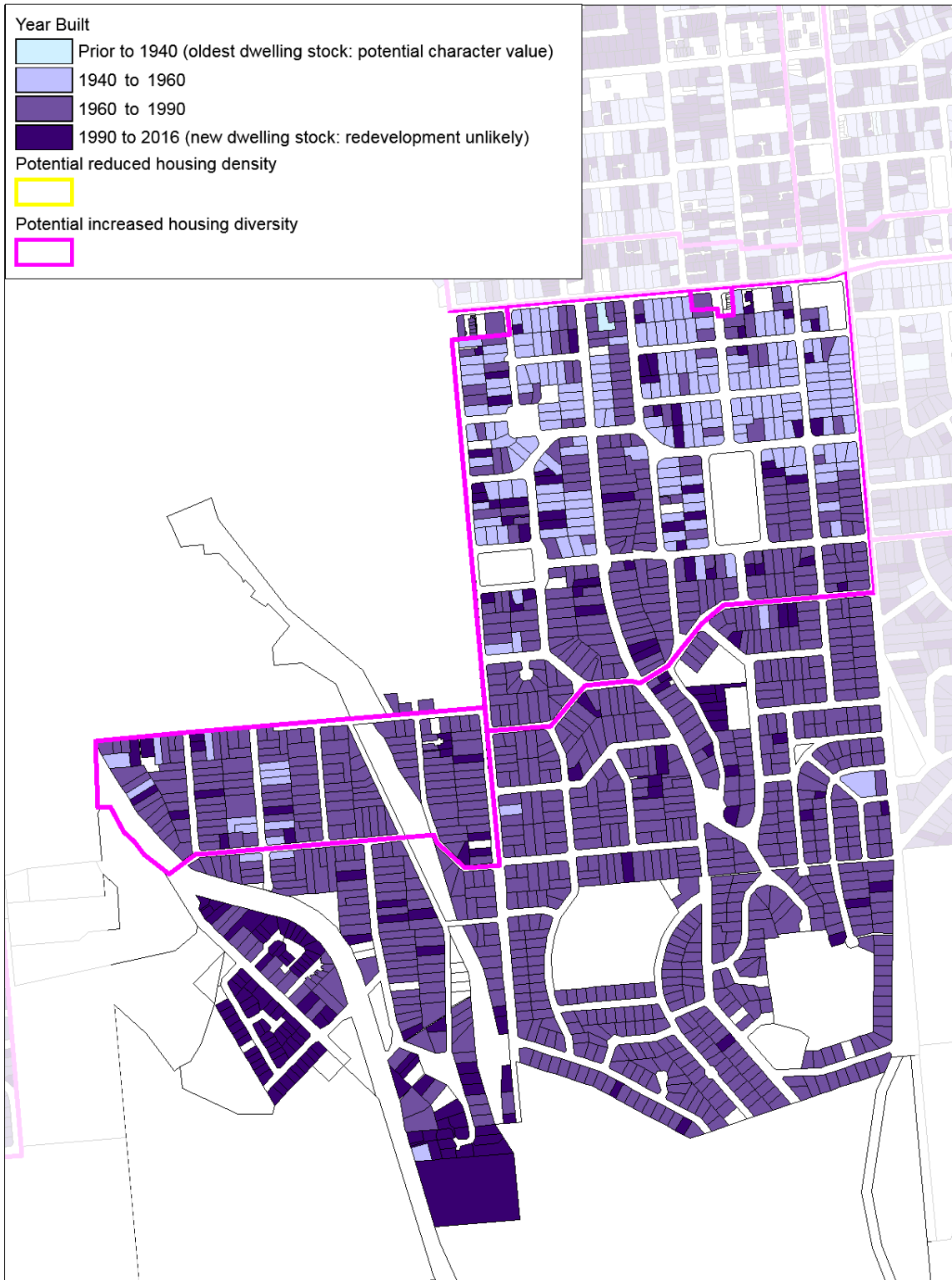


# Seaview Downs & Seacliff Park



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## Dwelling Age

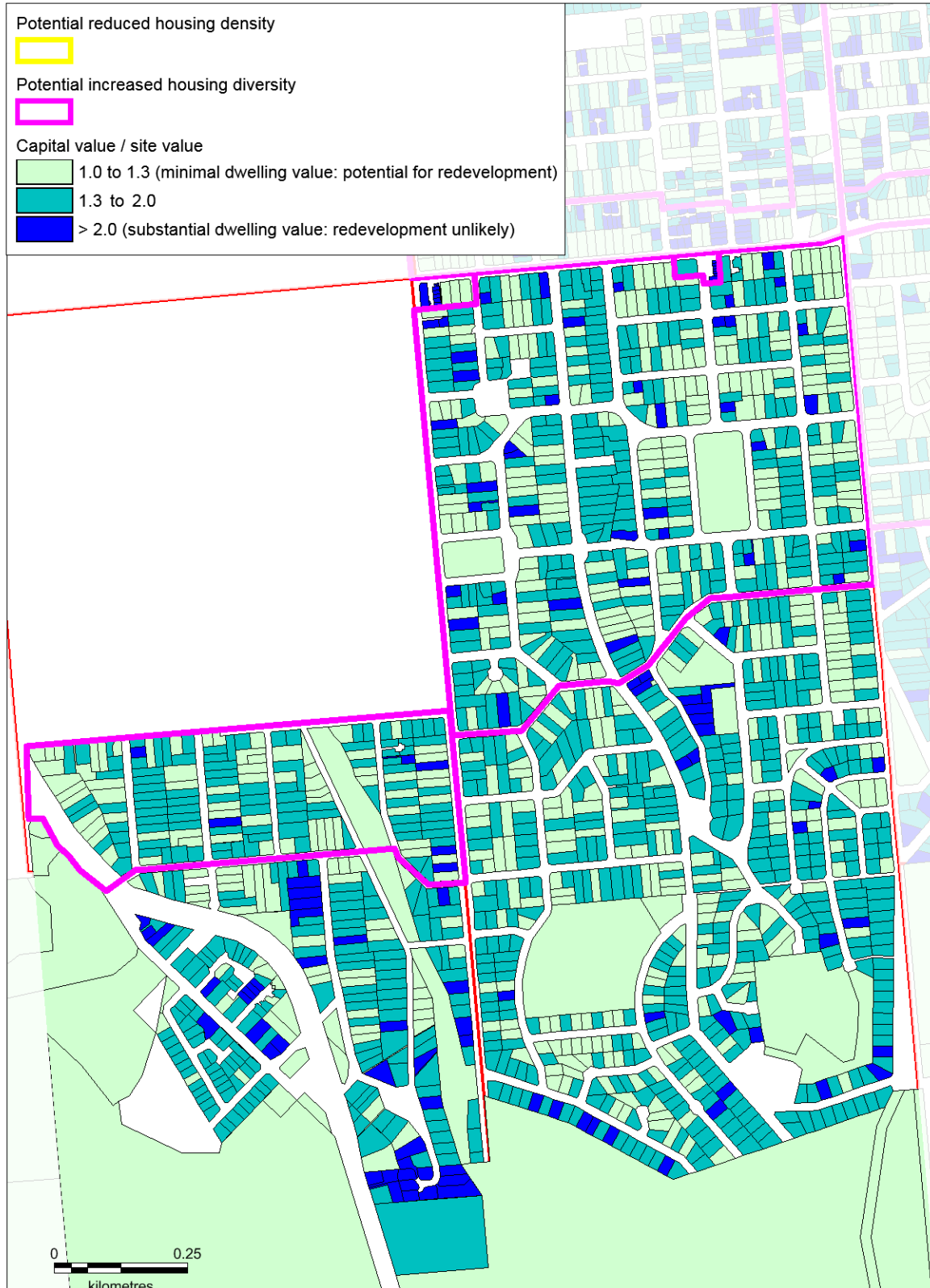


# Seaview Downs & Seacliff Park



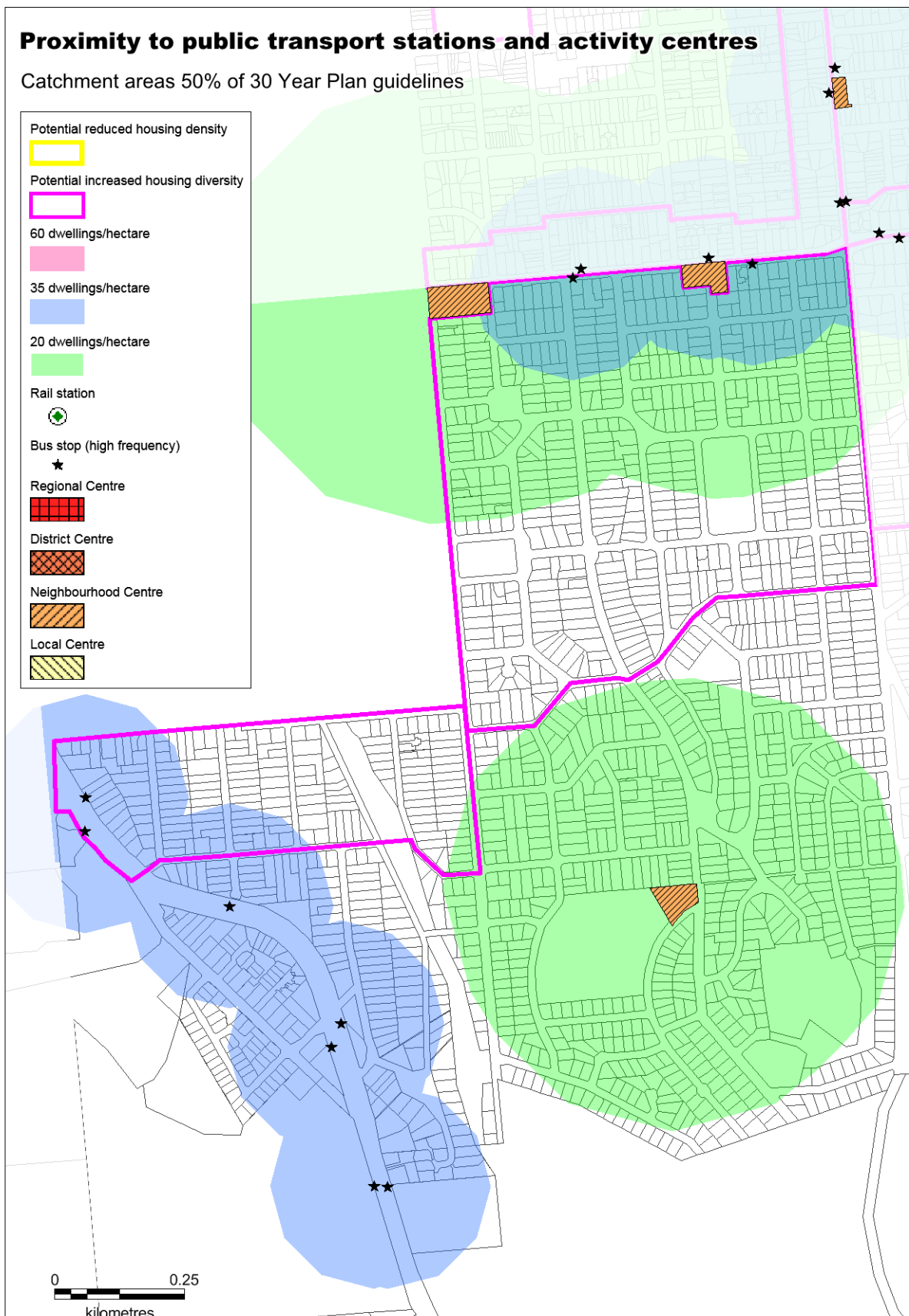
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## Capital value / site value ratio





# Seaview Downs & Seacliff Park

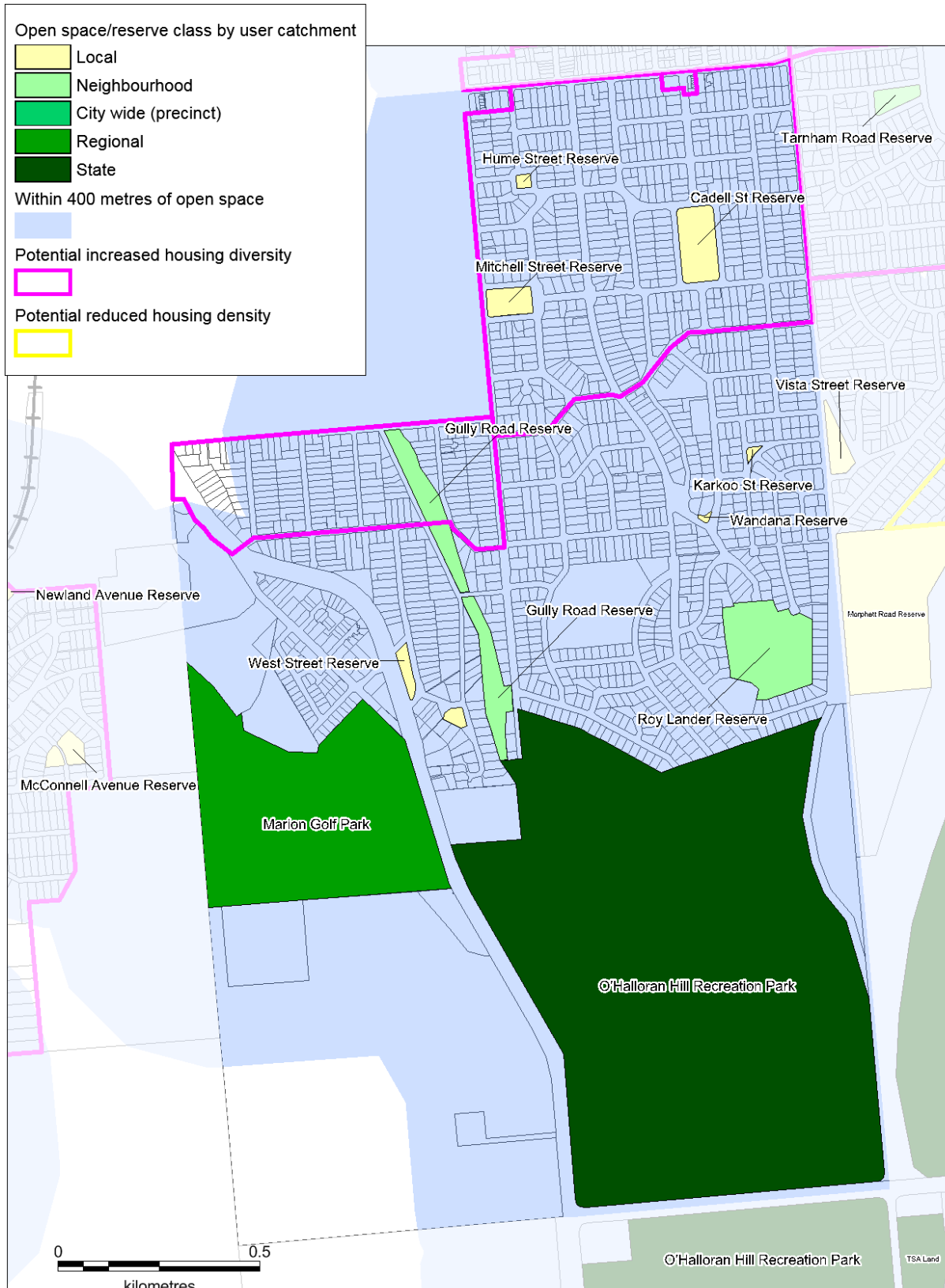


# Seaview Downs & Seacliff Park



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## Proximity to public open space

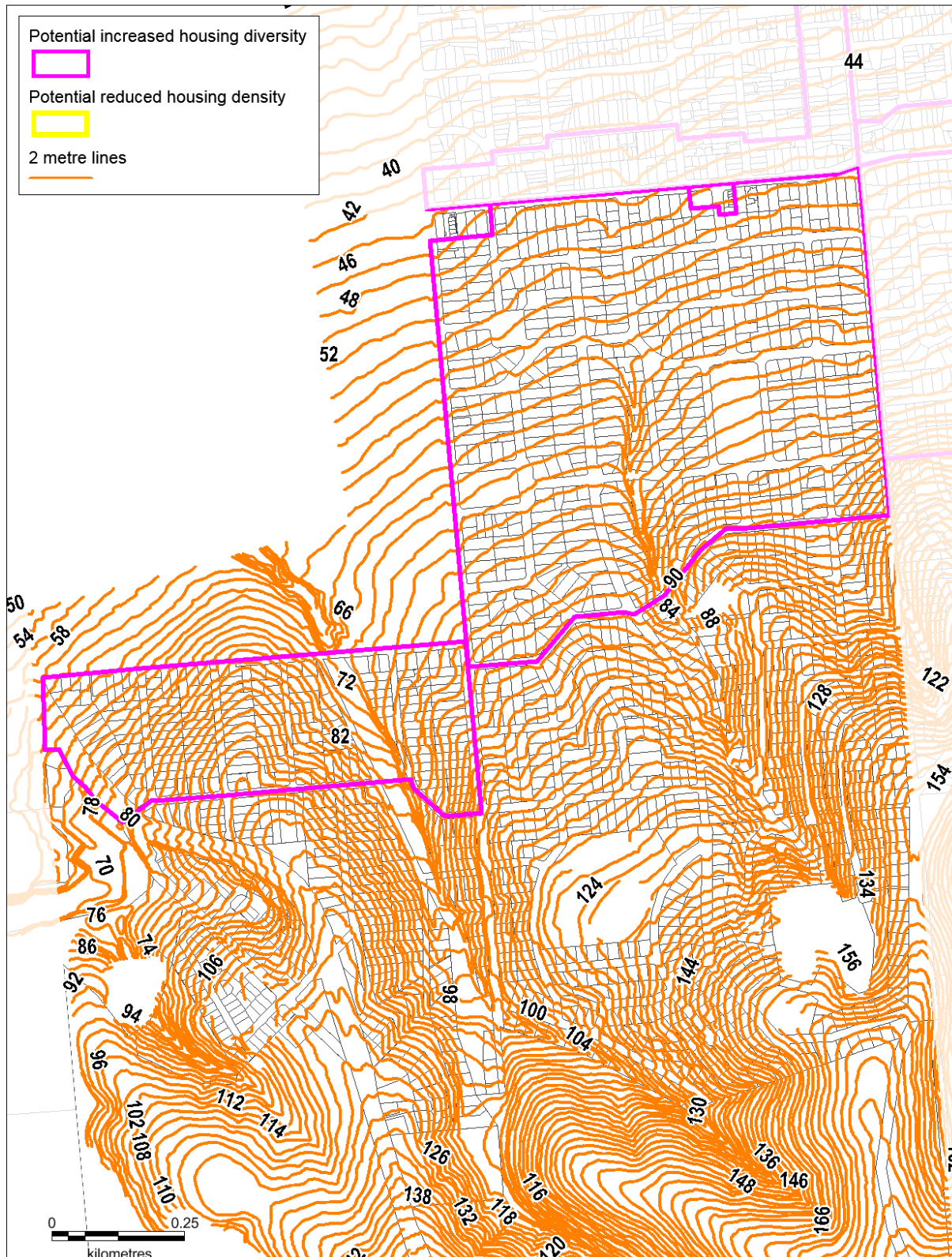


# Seaview Downs & Seacliff Park



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## Land Gradient



# Seaview Downs & Seacliff Park



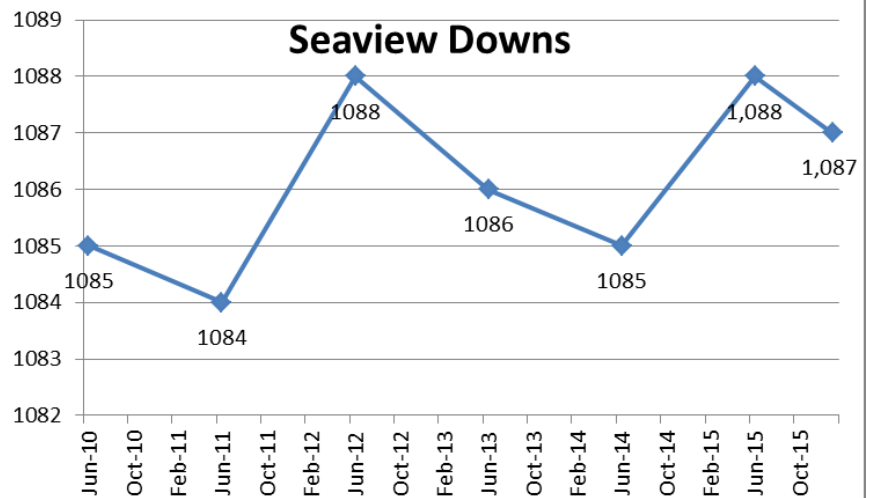
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Suburb																		
Suburb size		Seaview Downs: 228.5 hectares, containing 1087 dwellings Seacliff Park: 228.7 hectares, containing 389 dwellings																
Current density	Gross residential density	Seaview Downs: 4.8 dwellings/hectare (du/ha) (due to large amount of open space) Seacliff Park: 1.7 dwellings/hectare (due to large amount of open space)																
	Population density	9.33 persons/hectare (in 2011)																
Demographic trends (2011) (with comparison to City of Marion)	Age	Seaview Downs - Seacliff Park had a similar proportion of pre-schoolers and a higher proportion of persons at post retirement age than City of Marion in 2011.																
	Households	60% of dwellings have 3 bedrooms (54%-CoM) 27% of dwellings have 4 bedrooms (16%-CoM) 34% couple with children (27%-CoM) 34% couple without children (25%-CoM)																
Heritage Items	Local	Thisleton – 198 Seacombe Road, Seaview Downs																
	State	-																
Topography		The suburbs general have a steep gradient in the southern areas, particularly adjacent water courses																
Movement barriers/constraints		Steep land gradient in southern areas Ocean Boulevard Watercourse/drainage reserve																
Recent development activity		<div><div>Seacliff Park</div><table><thead><tr><th>Date</th><th>Number of residential properties</th></tr></thead><tbody><tr><td>Jun-10</td><td>373</td></tr><tr><td>Jun-11</td><td>378</td></tr><tr><td>Jun-12</td><td>382</td></tr><tr><td>Jun-13</td><td>386</td></tr><tr><td>Jun-14</td><td>388</td></tr><tr><td>Jun-15</td><td>389</td></tr><tr><td>Oct-15</td><td>389</td></tr></tbody></table></div>	Date	Number of residential properties	Jun-10	373	Jun-11	378	Jun-12	382	Jun-13	386	Jun-14	388	Jun-15	389	Oct-15	389
Date	Number of residential properties																	
Jun-10	373																	
Jun-11	378																	
Jun-12	382																	
Jun-13	386																	
Jun-14	388																	
Jun-15	389																	
Oct-15	389																	

# Seaview Downs & Seacliff Park



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## Adjoining council areas

### Comparison of Minimum Site Dimensions

#### Seaview Downs/Seacliff Park (East of Ocean Boulevard)

City of Marion; Hills Policy Area 11

City of Holdfast Bay: Residential Zone

Dwelling Type	Site Area Marion	Site Area Holdfast	Frontage Marion	Frontage Holdfast
Detached	700-1100	400	18-20	12
Semi-detached	Not permitted	350	Not permitted	12
Group dwelling	700-1100	350	24-26	12
Residential flat building	Not permitted	350	Not permitted	12
Row dwelling	Not permitted	350	Not permitted	10



# Seaview Downs & Seacliff Park



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## Locality 1: Seaview Downs: Potential increased housing diversity area

<b>Locality commentary</b>	Located south of Seacombe Road between Davenport Terrace and Morphett Road, down to Morgan Avenue	
<b>Current Policy Areas</b>	Hills Policy Area 11	
<b>Locality size</b>	59.1 hectares, containing 512 properties	
<b>Current density</b>	8.7 dwellings/hectare (du/ha)	
<b>Proximity to public transport and activity centres</b>	The northern 100-200 metres of the locality is within proximity of bus routes on Seacombe Road, suitable for 35 du/ha. The northern 400 metres of the locality is in good proximity to two Neighbourhood Centres, suitable for 20 du/ha.	
<b>Topography</b>	The locality rises by approximately 40 metres north-south over a distance of approximately 830 metres, resulting in an average gradient of 5% or 1:21. However the southern areas tend to be steeper than the northern areas.	
<b>Age of dwelling stock</b>	<b>&lt; 1940</b>	3% (13 properties)
	<b>1940-1960</b>	38% (194 properties)
	<b>1960 – 1990</b>	48% (245 properties)
	<b>&gt; 1990</b>	11% (55 properties)
	<b>Summary</b>	Dwellings are predominantly between 25 and 75 years old
<b>Capital to site value ratio</b>	<b>1.0 – 1.3</b>	41% (208 properties)
	<b>1.3 - 2.0</b>	54% (277 properties)
	<b>&gt; 2.0</b>	8% (40 properties)
	<b>Summary</b>	Approx. 40% of dwellings have a low capital to site value and are prime for redevelopment. Others in the mid-range may be suitable for redevelopment in the medium term future.

<b>Discussion/Recommendation</b>	<p>Dwellings in the locality are predominantly at least 25 years old with 38% greater than 55 years old. There are limited examples of recent development. Around 40% of these dwellings have low capital to site value, indicating that they are prime for redevelopment, particularly as the properties are relatively large in area.</p> <p>The northern section of the locality, within 200 metres of Seacombe Road is in good proximity to bus routes and suitable for densities of 35 du/ha by the 30 Year Plan. The northern section within 400 metres of Seacombe Road is in good proximity to two Neighbourhood Centres and suitable for densities of 20 du/ha.</p> <p>The locality maintains an overall moderate gradient of approximately 5% (1:21). This gradient would allow for redevelopment, but perhaps at a slightly reduced density than recommended by the <i>30 Year Plan</i> in order to account for appropriate site/dwelling designs to minimise amenity impacts on adjacent land (i.e. privacy, overshadowing, earthworks).</p> <p>The area south of Gawler Street, on the eastern side of the locality maintains a steeper gradient which may make redevelopment at higher densities problematic. Given that the southern portion of the locality is not located within convenient walking distance of centres and public transport, it is not considered appropriate for inclusion within the increased housing diversity area.</p> <p><b>It is recommended that the locality is reduced in size to exclude areas south of Gawler Street, on the eastern side of the locality.</b></p>
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# Seaview Downs & Seacliff Park



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## Locality 2: Seacliff Park: Potential increased housing diversity area

<b>Locality commentary</b>	Located south of Arthur Road between Davenport Terrace and Ocean Boulevard down to Hill Road	
<b>Current Policy Areas</b>	Hills Policy Area 11	
<b>Locality size</b>	20.5 hectares, containing 173 properties	
<b>Current density</b>	8.4 dwellings/hectare (du/ha)	
<b>Proximity to public transport and activity centres</b>	Approx. 30% of the locality adjacent Ocean Boulevard is within 200 metres of a bus route. The locality is not in good proximity to an activity centre.	
<b>Topography</b>	The locality rises by approximately 24 metres north-south over a distance of approximately 240 metres, resulting in an average gradient of 10% or 1:10.	
<b>Age of dwelling stock</b>	<b>&lt; 1940</b>	0% (0 properties)
	<b>1940-1960</b>	6% (11 properties)
	<b>1960 – 1990</b>	78% (135 properties)
	<b>&gt; 1990</b>	10% (17 properties)
	<b>Other</b>	6% (data not available)
	<b>Summary</b>	Dwellings are predominantly between 25 and 55 years old
<b>Capital to site value ratio</b>	<b>1.0 – 1.3</b>	41% (71 properties)
	<b>1.3 - 2.0</b>	57% (99 properties)
	<b>&gt; 2.0</b>	2% (6 properties)
	<b>Summary</b>	Approx. 40% of dwellings have a low capital to site value and are prime for redevelopment.
<b>Discussion/Recommendation</b>	<p>Only approximately 25% of the locality is within a 200 metre distance of a bus route, and the locality is not well serviced by an activity centre.</p> <p>The relatively steep gradient of the locality may make redevelopment at higher densities problematic.</p> <p>Given the above, the locality is not considered appropriate for development at higher densities.</p> <p><b>It is recommended that the locality not be considered for increased housing diversity and dwelling densities remain as per the current Hills Policy Area 11.</b></p>	

# Seaview Downs & Seacliff Park



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FOR DISCUSSION ONLY  
March 2016

## Staff's Recommendation:

Areas for amended density policies based on the preceding investigations

Potential reduced housing density	Current zone/policy area boundary
Potential increased housing diversity	Suburb boundary
No proposed policy change	

Potential up-zoning/increased housing diversity within 200 metres of Seacombe Road (transit corridor containing bus routes). Area suitable for 35 du/ha.

Potential for up-zoning/increased housing diversity, as these areas are located within appropriate distance of Neighbourhood Centres.

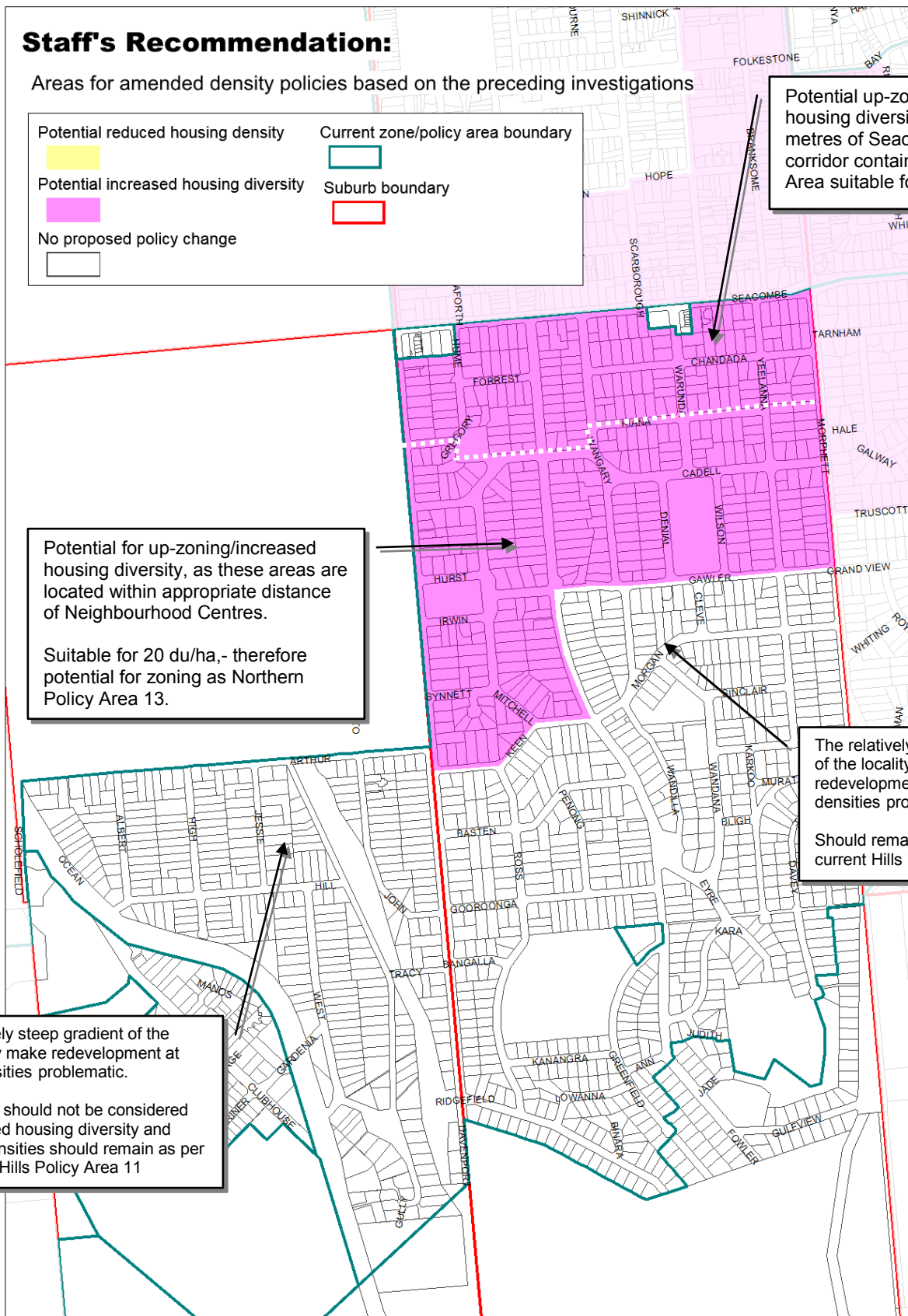
Suitable for 20 du/ha,- therefore potential for zoning as Northern Policy Area 13.

The relatively steep gradient of the locality may make redevelopment at higher densities problematic.

Should remain as per the current Hills Policy Area 11

The relatively steep gradient of the locality may make redevelopment at higher densities problematic.

The locality should not be considered for increased housing diversity and dwelling densities should remain as per the current Hills Policy Area 11



### Areas identified for change of density

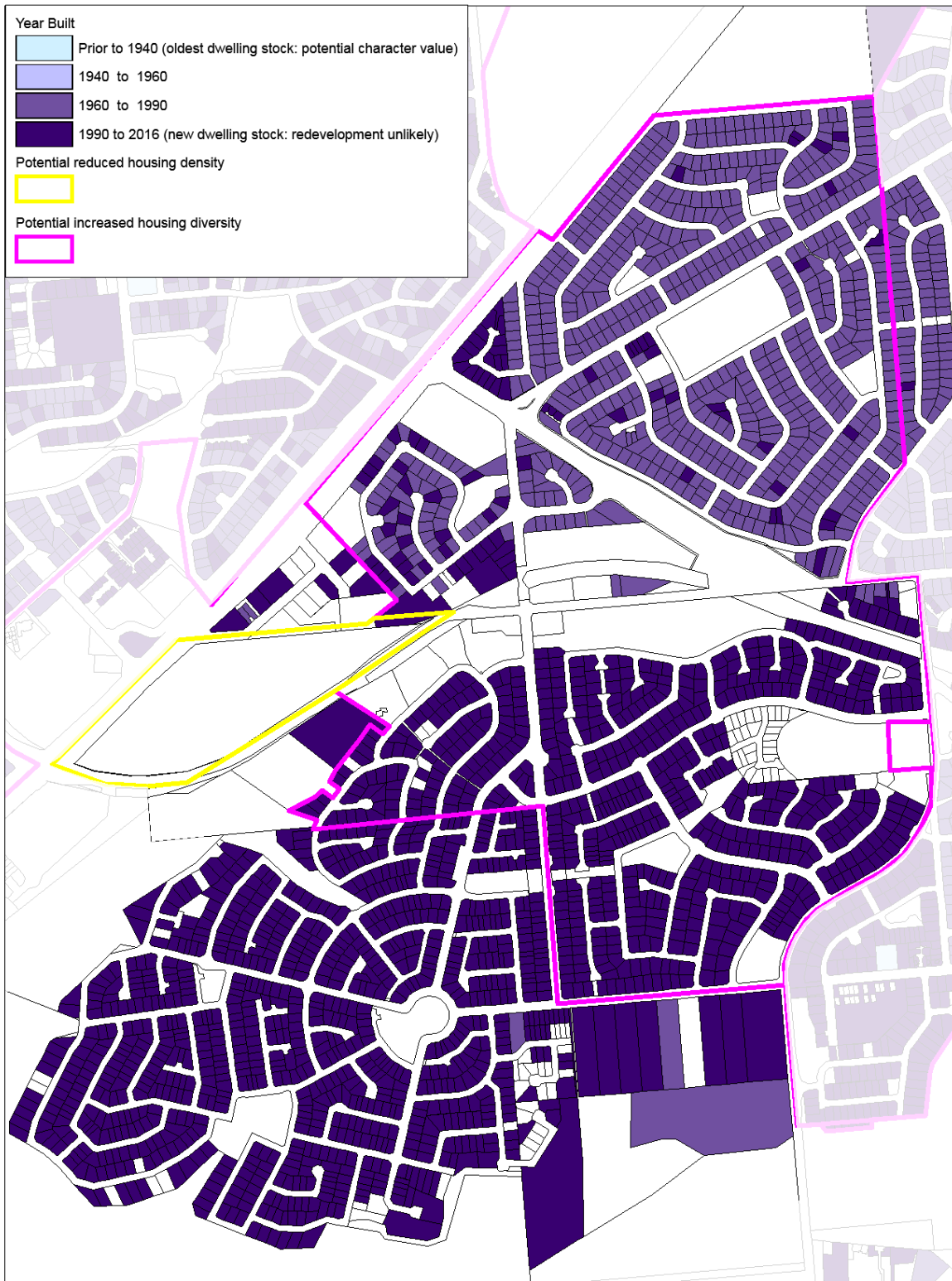


# Sheidow Park



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## Dwelling Age



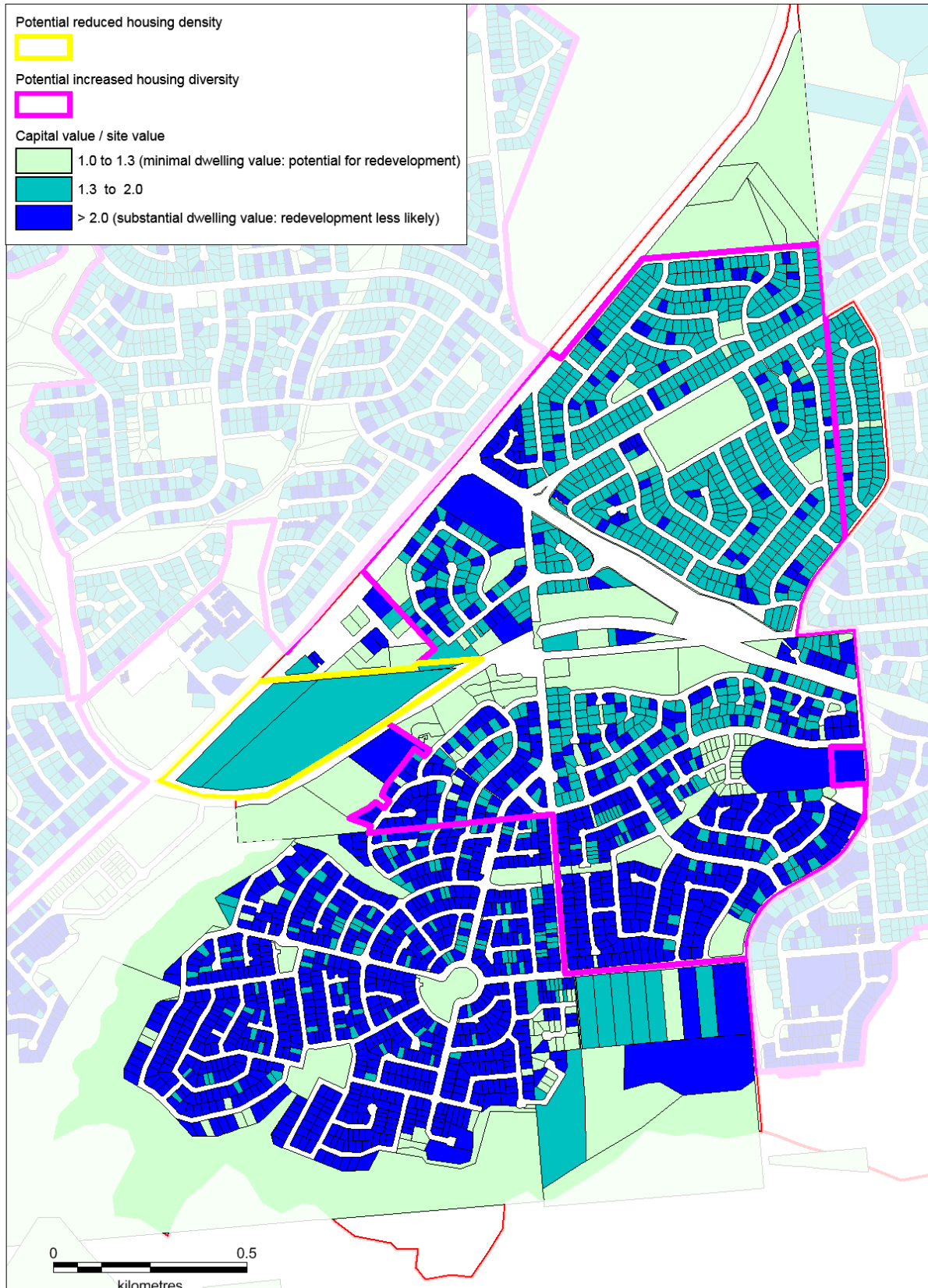


# Sheidow Park

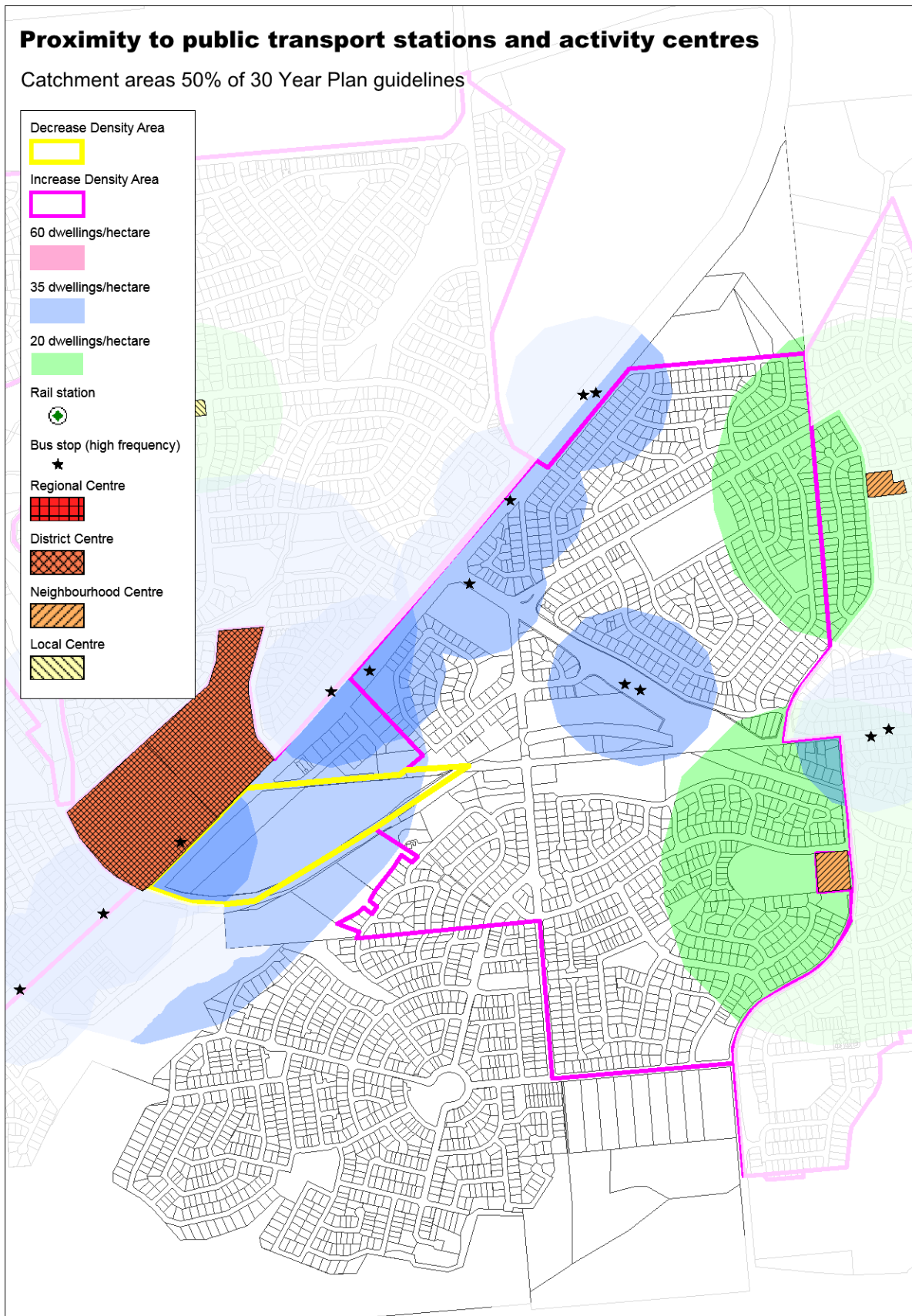


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## Capital value / site value ratio



# Sheidow Park

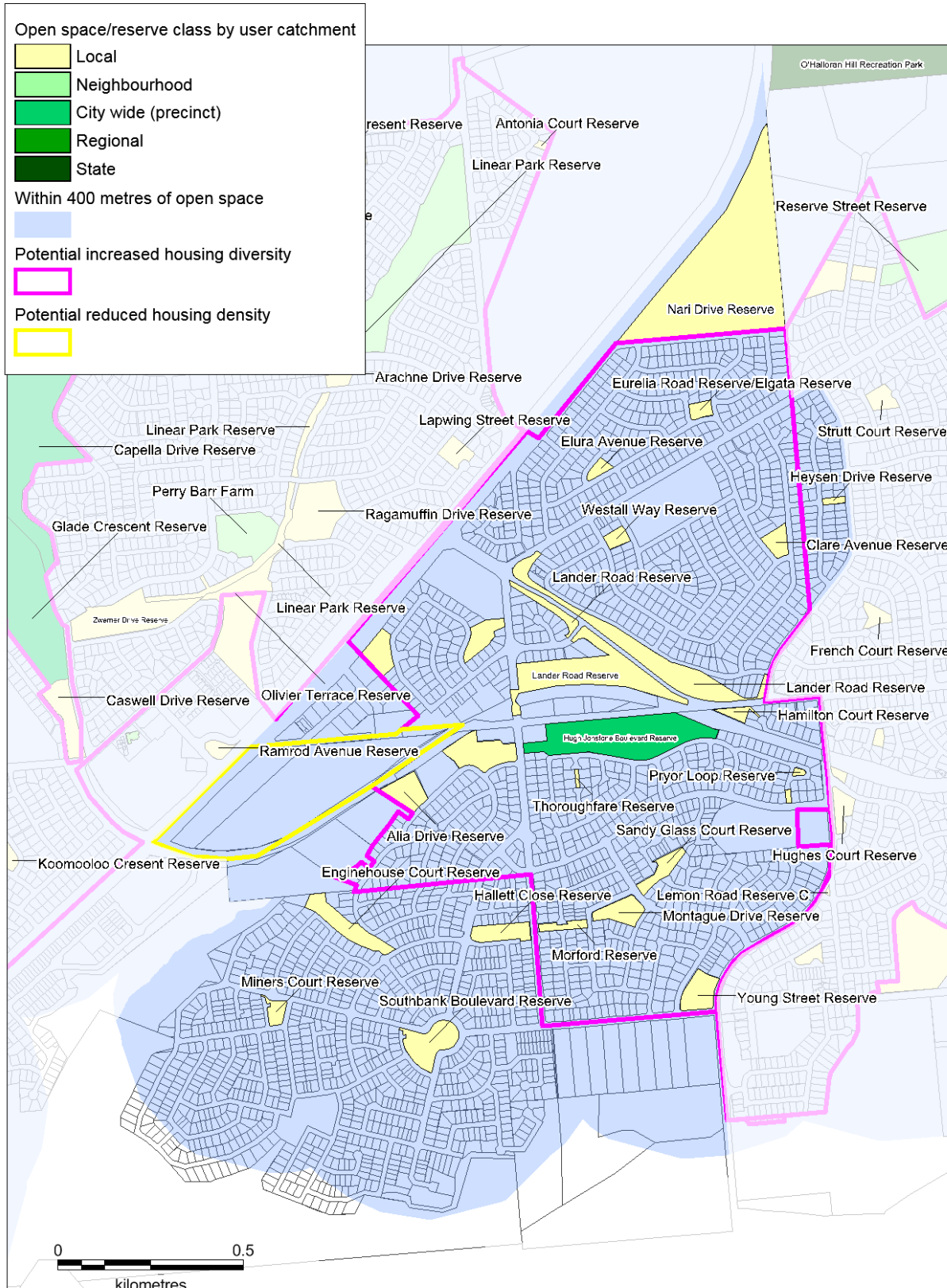


# Sheidow Park



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## Proximity to public open space



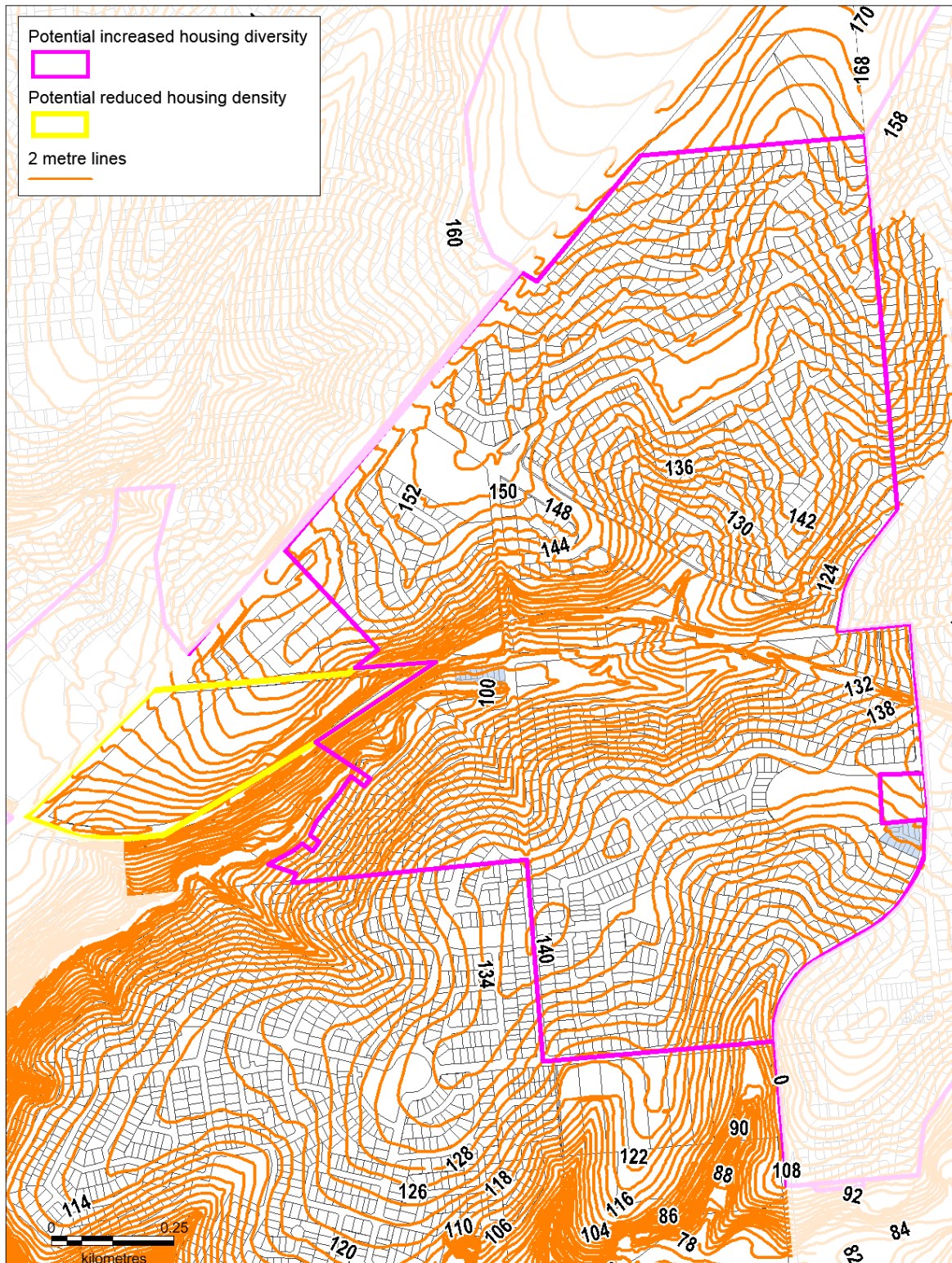


# Sheidow Park



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## Land Gradient



# Sheidow Park



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Suburb		
Suburb size		367 hectares, containing 2366 dwellings
Current density	Gross residential density	6.4 dwellings/hectare (du/ha)
	Population density	17.1 persons/hectare
Demographic trends (2011)	Age	There was a higher proportion of people aged 0 to 17 years (28.3% compared with 19.8% for City of Marion) and a lower proportion of people aged over 60 years (8.2% compared to 22.4% in CoM).
	Households	14% of households in Sheidow Park contained only one person, compared with 30% in City of Marion, with the most dominant household size being 2 persons per household.
	Dwellings	2.2% of households were in dwellings with 2 bedrooms or less (compared with 24.2% in CoM), and 41.7% were 4 or more bedroom dwellings (compared with 18.4% in CoM).
Heritage Items	Local	-
	State	-
Topography		Significant gradient throughout suburb
Movement barriers/constraints		Gradient of suburb. Cul-de-sac pattern of streets in newer parts of the suburb (southern areas) elongates walking distance to destinations.
Recent development activity		<div><div></div><div><div>Number of residential properties</div><div><div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><d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# Sheidow Park



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<b>Current Policy Areas</b>	Worthing Mine Policy Area 20 (allowing approximately 16.5 du/ha)
<b>Locality size</b>	13.2 hectares, containing 4 properties
<b>Current density</b>	0.3 dwellings/hectare (or 16.0 du/ha as proposed in the current land division application)
<b>Topography</b>	There is a fall of approximately 30 metres from north-to-south which equals a gradient of approximately 6%. However, the gradient steepens in the eastern corner of the locality where it exceeds 10%.
<b>Proximity to public transport and activity centres</b>	The locality is located within 400 metres of the District Centre Zone and high frequency bus routes along Lonsdale Road, warranting density of 35 dwellings/hectare.
<b>Age of dwelling stock</b>	No dwellings in the locality
<b>Capital to site value ratio</b>	No dwellings in the locality
<b>Streetscape characteristics</b>	No streets in the locality
<b>Recommendation</b>	<p>The locality is located immediately adjacent to the Hallett Cove District Centre and bus routes along Lonsdale Road, and therefore warrants densities of 35 du/ha under the <i>30 Year Plan</i>.</p> <p>However, it is noted that there may be adverse amenity impacts to this site given that Lonsdale Highway is a majority arterial road with 80 km/hour speed limit, and a Commercial Zone to the north incorporates activities which may cause adverse noise impacts.</p> <p>The locality is currently zoned Worthing Mine Policy Area 20, which envisages overall average gross density of 16.5 du/ha. However, the Desired Character Statement of this policy area specifies that <i>"The relatively flat land in close proximity to Hallett Cove District Centre is suited to medium-density accommodation for older persons. A more intense form of development than prevalent elsewhere in the policy area is appropriate in this location to take advantage of the better access to District Centre facilities."</i></p> <p>While the site may be suitable for increased density, this can be appropriately considered within assessment of the relevant development application, taking into consideration amenity impacts of the locality, and the land gradient. Given that a land division application is presently being assessed by Council's Planning Department, the density of the site is considered best dealt with through the merits of the planning application; not through a future Development Plan Amendment.</p> <p><b>It is recommended that this locality is excluded from consideration and maintained as Worthing Mine Policy Area 20.</b></p>
<b>Locality 2: Potential increased housing diversity area (pink)</b>	
<b>Locality commentary</b>	The locality comprises the established areas of Sheidow Park (excluding the southern portion of the suburb developed in the early 2000s).
<b>Current Policy Areas</b>	Southern Policy Area 18 (allowing approximately 21 du/ha)
<b>Locality size</b>	166.4 hectares, containing 1481 properties
<b>Current density</b>	8.9 dwellings/hectare
<b>Proximity to public transport and activity centres</b>	<p>The western portion of the locality is located in proximity to the Hallett Cove District Centre, warranting 35 du/ha pursuant to the <i>30 Year Plan</i>.</p> <p>The north-western strip of the locality is located in proximity to high frequency bus routes along Lonsdale Road, also recommended for 35 du/ha.</p> <p>Small portion of land at the centre of the locality is located within 200 metres of a bus stop on Lander Road.</p>

# Sheidow Park



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	Western portions of the locality are located in proximity of Neighbourhood Centre Zones, warranting density of 20 du/ha.	
<b>Topography</b>	Gradient is most severe at the centre of the locality, where the Field River runs through the suburb. The north-western and southern areas of the locality maintain the least gradient.	
<b>Age of dwelling stock</b>	<b>&lt; 1940</b>	0% (0 properties)
	<b>1940-1960</b>	0% (0 properties)
	<b>1960 – 1990</b>	44% (649 properties)
	<b>&gt; 1990</b>	48% (711 properties)
	<b>Other</b>	8% (data not available)
	<b>Summary</b>	Approximately ½ of properties constructed between 1960 and 1990, and the other ½ constructed after 1990
<b>Capital to site value ratio</b>	<b>1.0 – 1.3</b>	6% (95 properties)
	<b>1.3 - 2.0</b>	55% (817 properties)
	<b>&gt; 2.0</b>	37% (552 properties)
	<b>Other</b>	2% (data not available)
	<b>Summary</b>	Only 6% of the locality is prime for redevelopment with low dwelling to site value ratios.
<b>Discussion / Recommendation</b>	<p>Dwellings in the subject locality are of a relatively young age, as half of all properties were constructed within the past 25 years, and the remainder were constructed between 1960 and 1990. The dwelling stock is still in reasonably good condition, which is demonstrated by moderate capital to site value ratios. Only 6% of properties in the locality have low ratios (less than 1.3), which indicates that further redevelopment is currently unlikely.</p> <p>The locality is currently zoned Southern Policy Area 18, which envisages an average gross density of 21 du/ha. This is important to note given that the current density of the locality is only 8.9 du/ha. This discrepancy is likely due to the following two factors:</p> <ol style="list-style-type: none"> <li>There is a considerable proportion of open space in the locality; and</li> <li>The relatively high capital to site value ratios naturally deter further development throughout the locality at the present stage.</li> </ol> <p>It is important to acknowledge that, when dwelling values fall in the future, redevelopment at appropriate densities should be allowed to occur under the current zoning. However, it is noted that the prescribed frontage widths in Policy Area 18 are quite generous compared with similar Policy Areas of the Marion Council. As such, whilst no increase in density is considered appropriate, frontage widths in the Southern Policy Area 18 should be reviewed as part of the proposed Housing Diversity DPA.</p> <p>A small strip of land on the western periphery of the locality is located within 400 metres of the District Centre. The <i>30 Year Plan</i> would suggest that this area is suitable for gross densities of 35 du/ha, however rezoning of this land is considered inappropriate given that:</p> <ol style="list-style-type: none"> <li>Access to the District Centre is restricted by the intervening Lonsdale Road, and there is not a nearby pedestrian crossing.</li> <li>The land maintains a considerable land gradient.</li> <li>The dwelling stock was generally constructed between 1985-1995, and therefore is not suitable for redevelopment in the near future.</li> </ol> <p>It is not considered appropriate to include all properties located within 200 metres of Lonsdale Road considering that:</p> <ol style="list-style-type: none"> <li>Access to bus stops on Lonsdale Road is restricted by an embankment.</li> <li>Lonsdale Roads provides only infrequent bus stops, and operates as a high speed motorway rather than a main road with associated</li> </ol>	

# Sheidow Park



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facilities/amenities.

The eastern areas of the locality are located within 200 metres of neighbourhood centres, warranting 20 du/ha. Given that this is similar to the current provisions of the Southern Policy Area 18, further amendment to density policies is not appropriate for these areas.

The remaining areas of the locality are not located in convenient proximity to public transport or activity centres, and therefore are not considered suitable for amended policies encouraging increased housing diversity.

**It is recommended that the locality is excluded from the increased housing diversity area, but that frontage widths in the Southern Policy Area 18 are subject to review.**

# Sheidow Park



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## Staff's Recommendation:

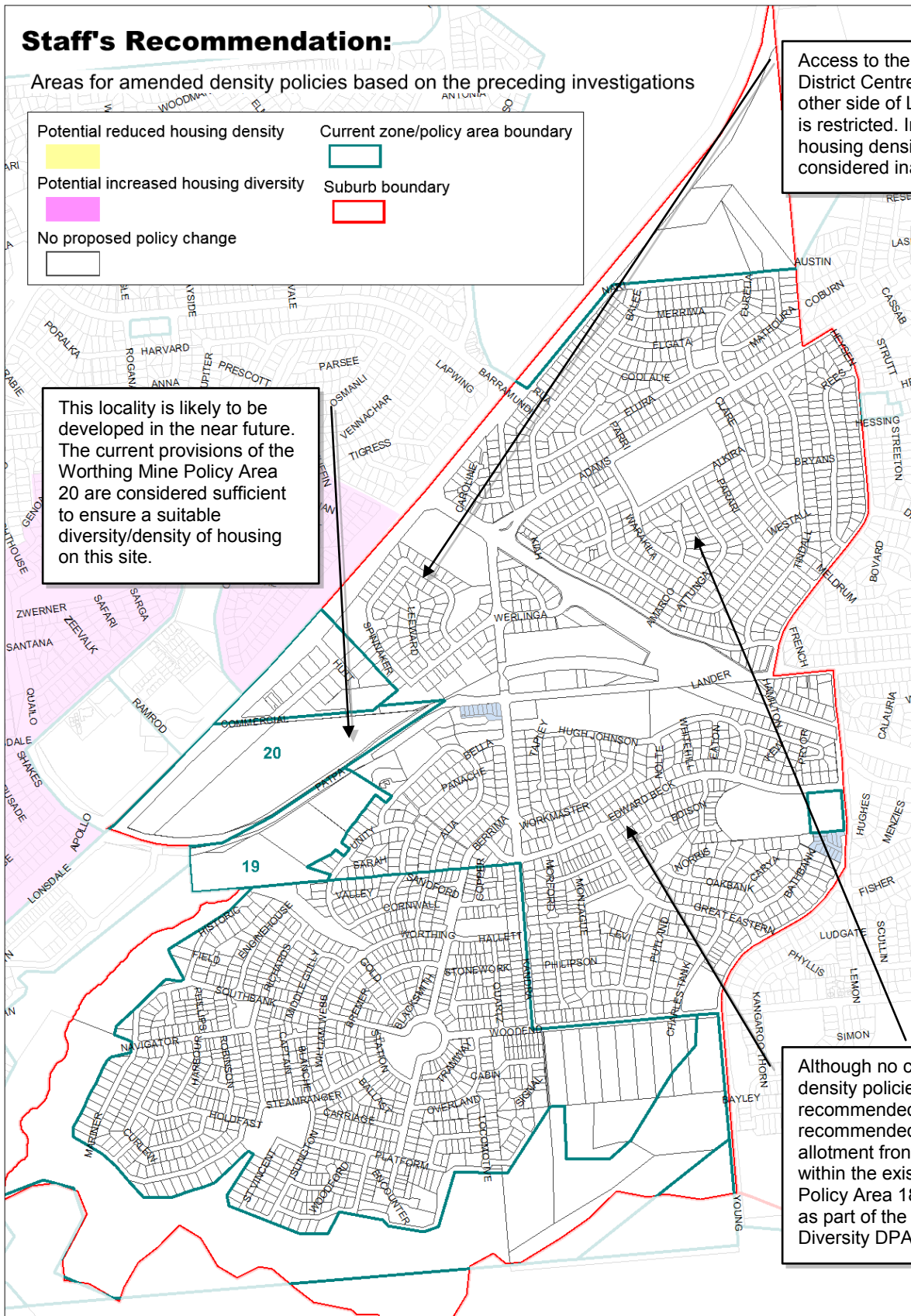
Areas for amended density policies based on the preceding investigations

Potential reduced housing density	Current zone/policy area boundary
Potential increased housing diversity	Suburb boundary
No proposed policy change	

This locality is likely to be developed in the near future. The current provisions of the Worthing Mine Policy Area 20 are considered sufficient to ensure a suitable diversity/density of housing on this site.

Access to the adjacent District Centre Zone on the other side of Lonsdale Road is restricted. Increased housing density/diversity is considered inappropriate.

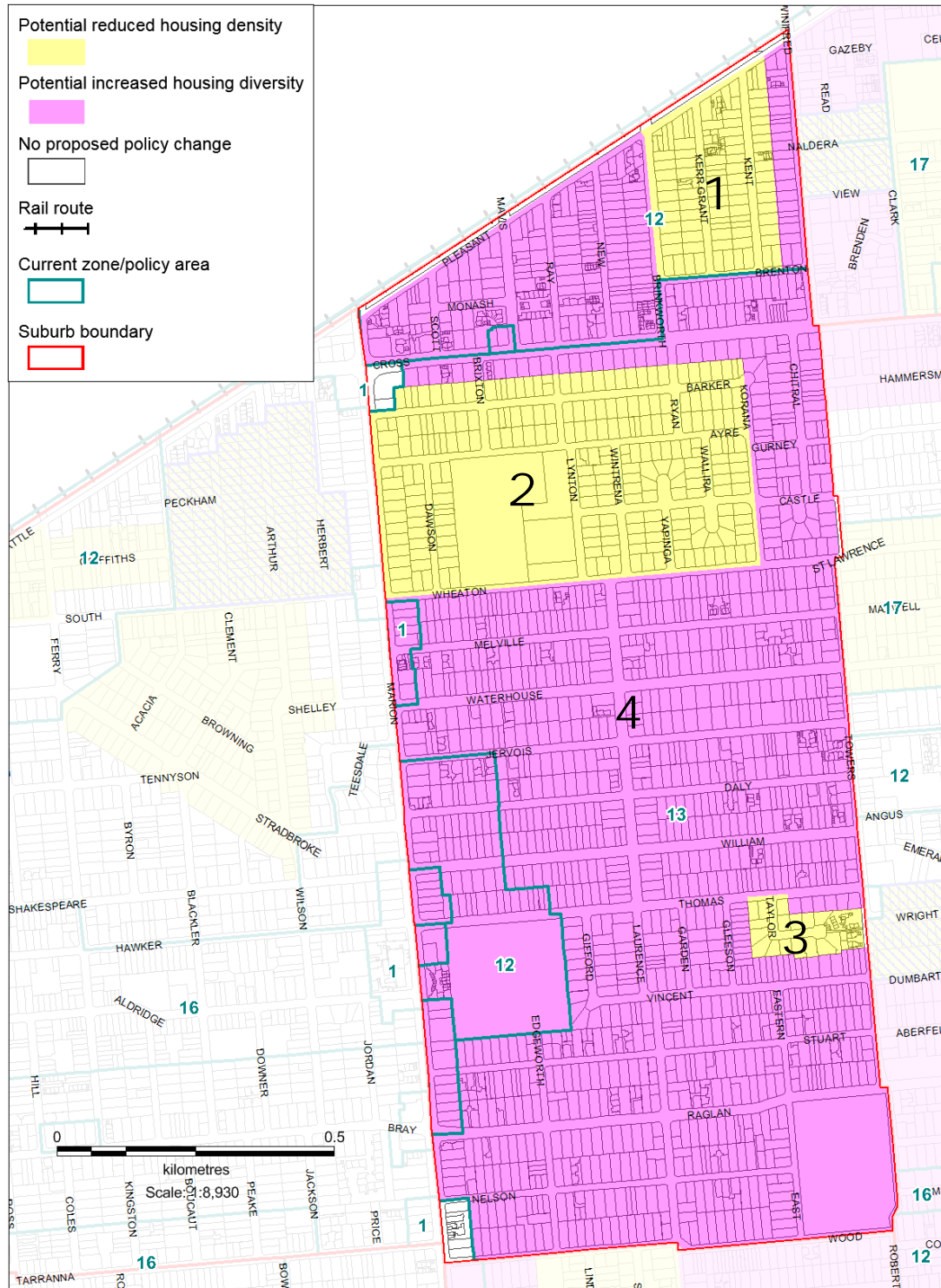
Although no change to density policies is recommended, it is recommended that minimum allotment frontage widths within the existing Southern Policy Area 18 are reviewed as part of the Housing Diversity DPA.



501 properties identified for potential reduced housing density  
1774 properties identified for potential increased housing diversity

## Areas identified for change of density

by Elected Members in November 2015



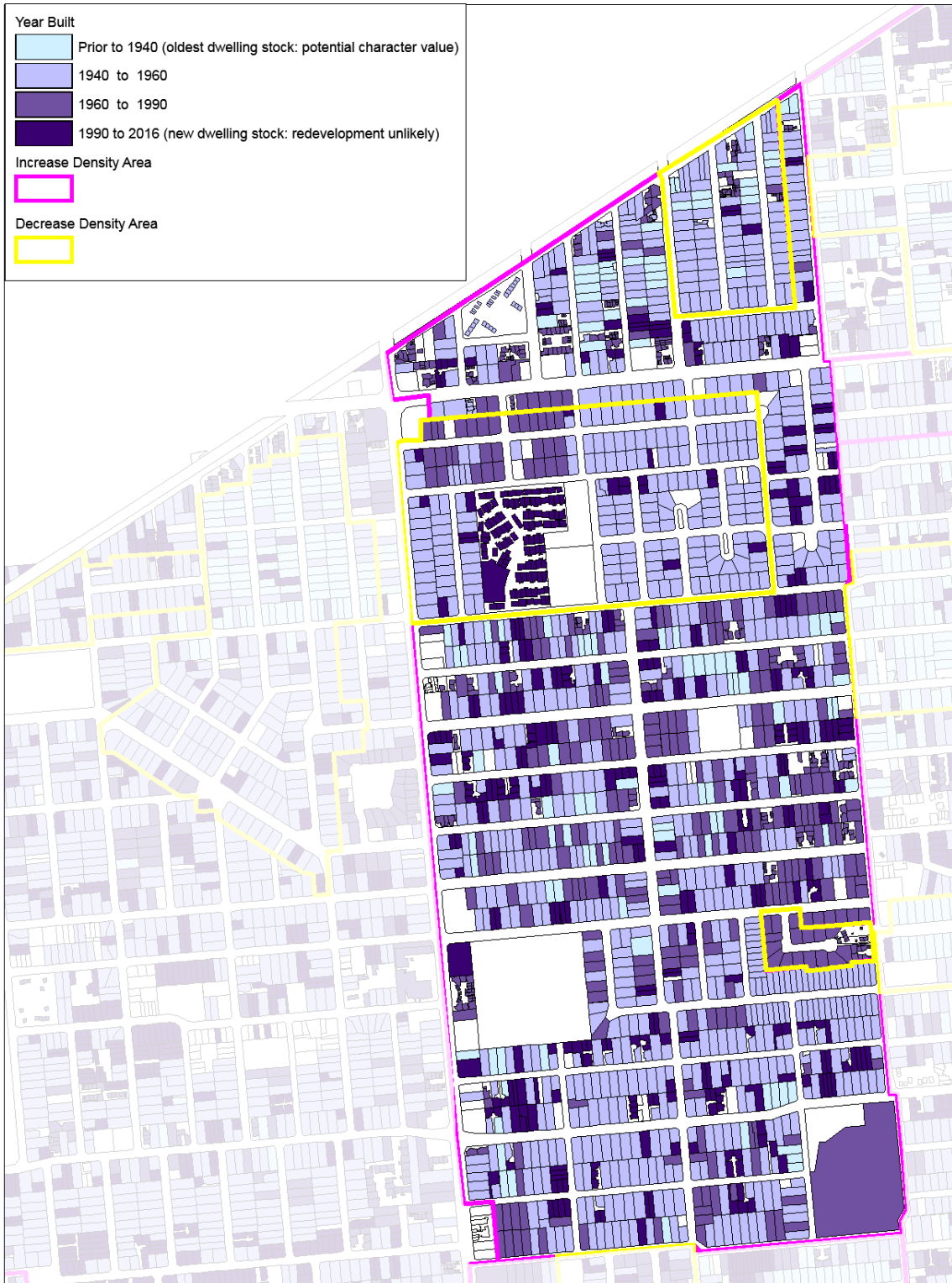


# South Plympton

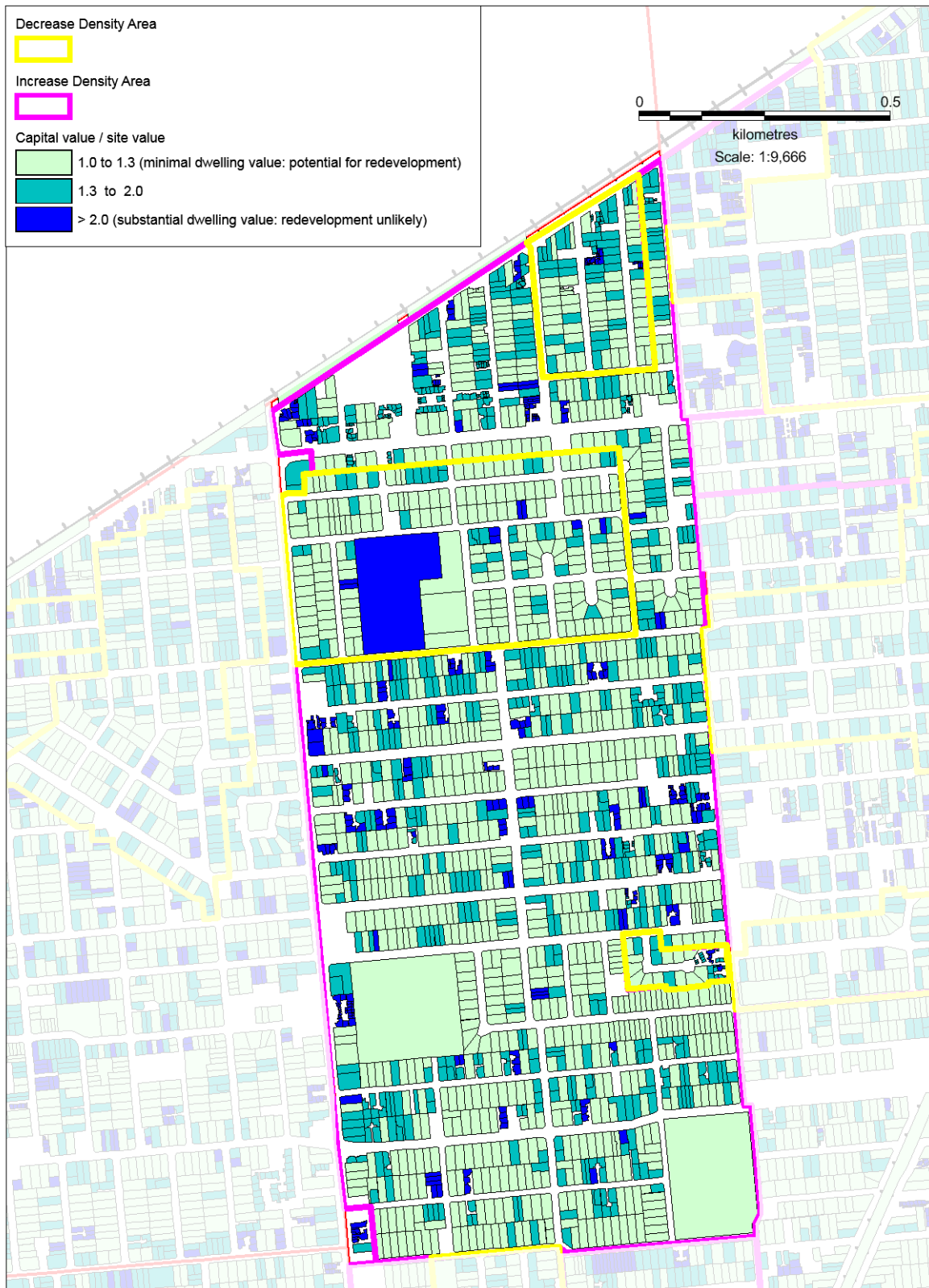


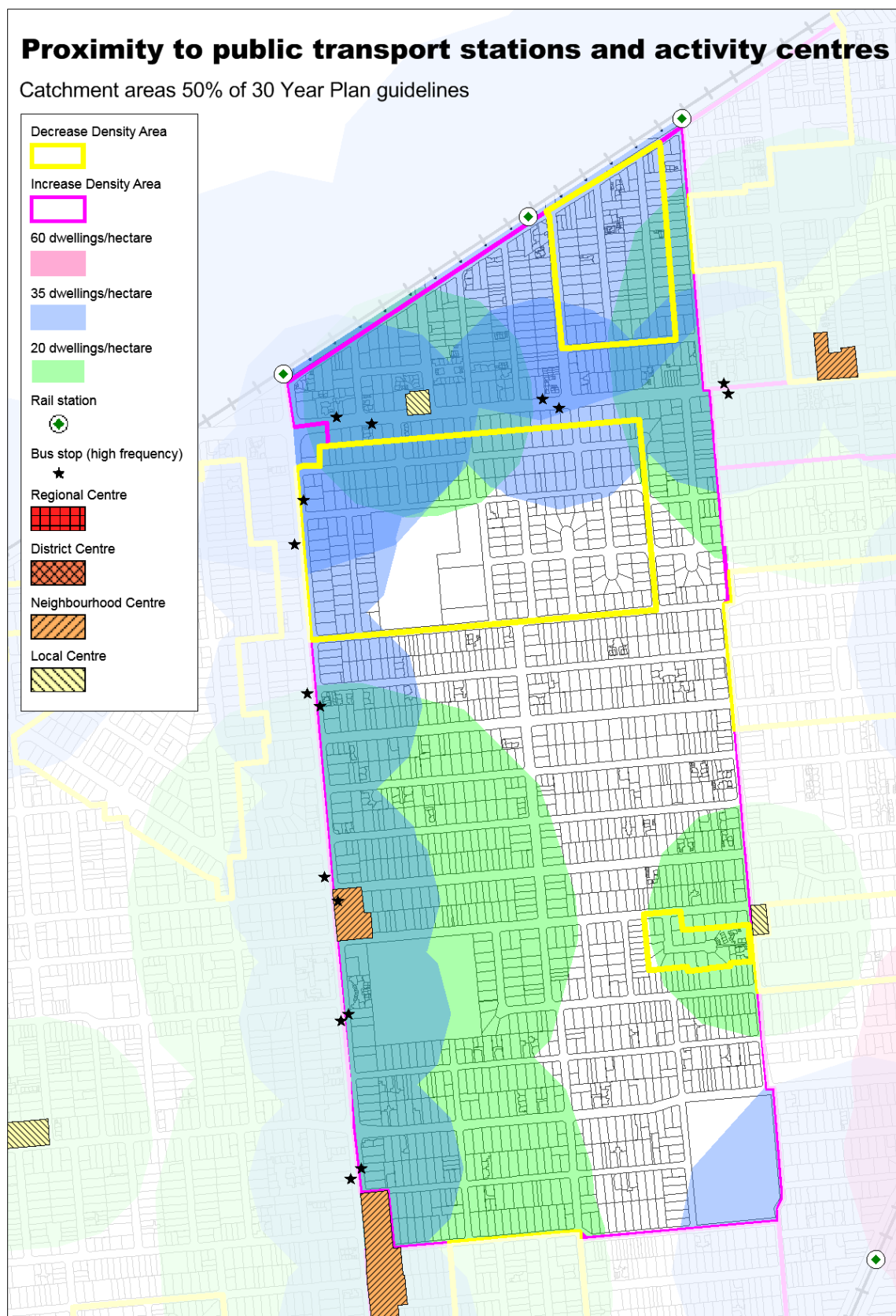
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## Dwelling Age

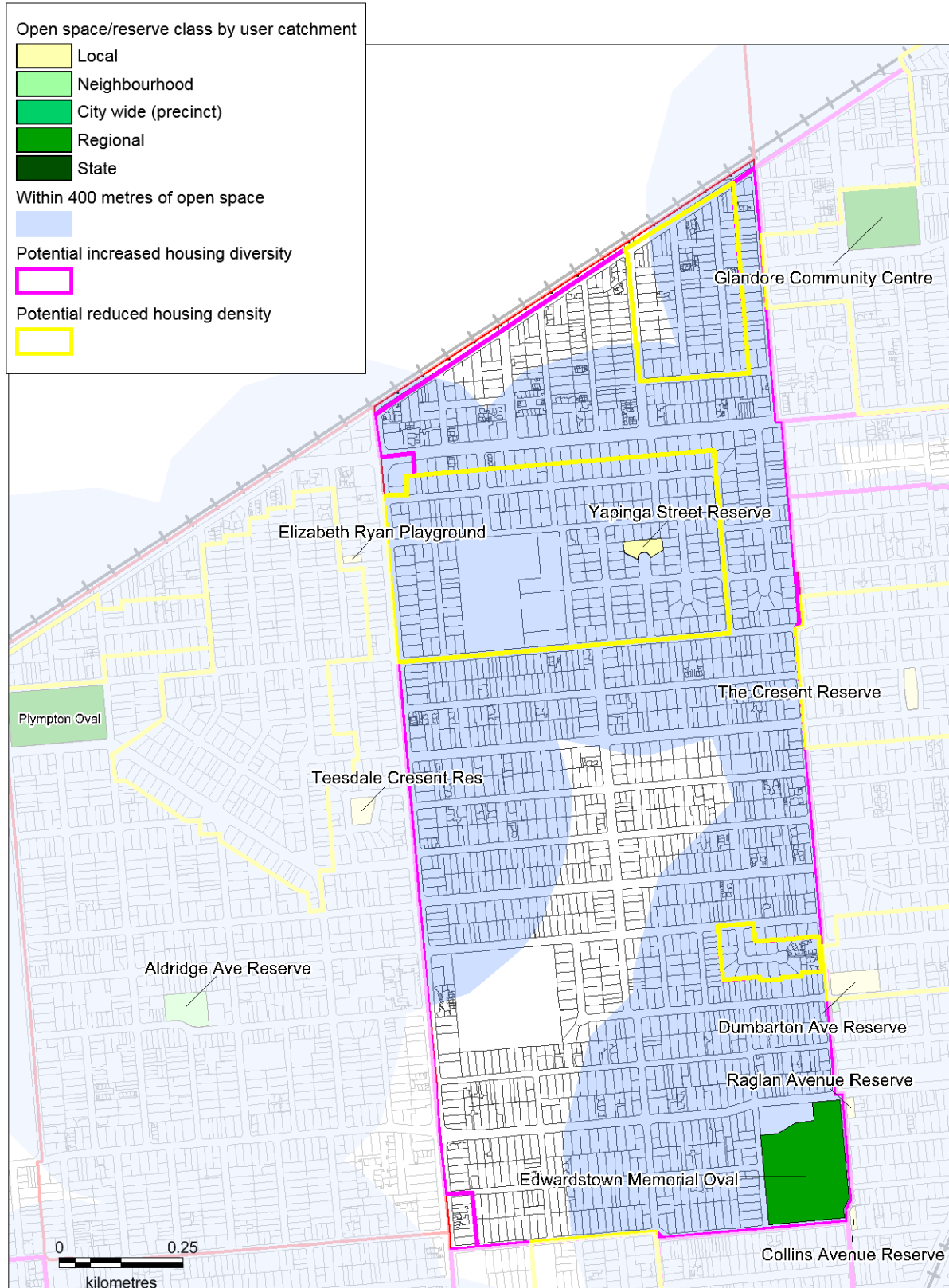


## Capital value / site value ratio





## Proximity to public open space



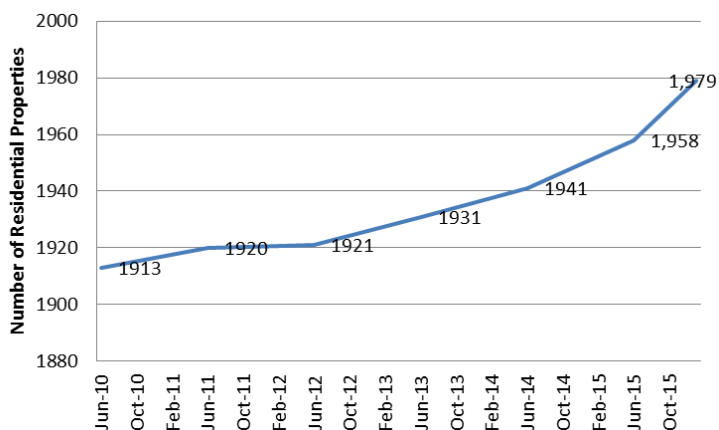
# South Plympton



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## Suburb

<b>Suburb size</b>		158 hectares 1979 dwellings (in 2016) 4019 residents (in 2011)
<b>Current density</b>	<b>Gross residential density</b>	12.5 dwellings per hectare
	<b>Population density</b>	25.4 persons per hectare
<b>Demographic trends (2011)</b>	<b>Age</b>	Higher proportions of pre-schoolers (0 to 4) and persons at post-retirement age (85 and over).
	<b>Households</b>	41% of households in dwellings with 2 bedrooms or less, compared to 24% for City of Marion.
<b>Topography</b>		< 1:10, negligible gradient
<b>Movement barriers/constraints</b>		None identified
<b>Recent development activity</b>		



## Adjoining council areas

North: West Torrens Council: Medium Density Policy Area 18

### Comparison of Minimum Site Dimensions

City of West Torrens: Medium Density Policy Area 18 and  
City of Marion: Medium Density Policy Area 12

Dwelling Type	Site Area West Torrens	Site Area Marion	Frontage West Torrens	Frontage Marion
Detached	250*	300	9	10
Semi-detached	200*	270	9	9
Group dwelling	150^	250	7	18
Residential flat building	150^	250	15	18
Row dwelling	150^	210	5	7

\*150 m<sup>2</sup> for affordable housing

^100 m<sup>2</sup> for affordable housing



## Locality 1: Potential reduced housing density area (yellow)

<b>Locality commentary</b>	Located adjacent the tramline, containing Brinkworth, Kerr Grant and Kent streets	
<b>Current Policy Areas</b>	Medium Density Policy Area 12 (allowing approx. 26 dwellings/hectare)	
<b>Locality size</b>	7.4 hectares, containing 137 properties	
<b>Current density</b>	18.5 dwellings per hectare	
<b>Proximity to public transport and activity centres</b>	Approximately 100% of locality located within 400 metres of tramline, warranting densities of 35 dwellings per hectare.	
<b>Age of dwelling stock</b>	< 1940	17%
	1940-1960	59%
	1960 – 1990	22%
	> 1990	2%
<b>Capital to site value ratio</b>	1.0 – 1.3	40%
	1.3 - 2.0	40%
	> 2.0	20%
	<b>Summary</b>	Moderate potential for redevelopment, with 40% of properties falling below a ratio of 1.3.
<b>Streetscape characteristics</b>	Mature street tree plantings along Brinkworth Street and Kerr Grant Terrace. Front setbacks are generally consistent.	
<b>Recommendation</b>	<p>The locality maintains characteristics that would warrant preservation, such as mature and consistent street tree plantings, consistent setbacks, 17% of properties constructed prior to 1940, and a total of 76% constructed prior to 1960.</p> <p>It is acknowledged that the area is ideally located near the tramline, satisfying DPTI's recommendation for dwellings at 35 dwellings per hectare (gross). The current density of the locality is 18.5 dwellings per hectare, and the area is zoned Medium Density Policy Area 12, which envisages appropriately 26.3 dwellings per hectare.</p> <p><b>It is recommended that further investigations are undertaken to determine whether the locality maintains sufficient character value to warrant preservation and/or different density criteria.</b></p>	

## Locality 2: Potential reduced housing density area (yellow)

<b>Locality commentary</b>	Located south of Cross Road and north of Wheaton Street, including Vermont Estate aged care units and Emmaus Christian College	
<b>Current Policy Areas</b>	Northern Policy Area 13 (allowing approx. 21 dwellings/hectare)	
<b>Locality size</b>	25.1 hectares, containing 237 properties	
<b>Current density</b>	9.4 dwellings/hectare	
<b>Proximity to public transport and activity centres</b>	Approximately 50% of locality (northern and western portion) located within 400 metres of tram station and/or 200 metres of bus stops, warranting densities of 35 dwellings/hectare.	
<b>Age of dwelling stock</b>	< 1940	5%
	1940-1960	51%
	1960 – 1990	9%
	> 1990	35%
<b>Capital to site value ratio</b>	1.0 - 1.3	55%

# South Plympton



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	1.3 – 2.0	13%
	> 2.0	32%
	Summary	Majority of properties (55%) maintain a ratio less than 1.3, therefore there is high potential for redevelopment.
Streetscape characteristics	Mature street trees are common in the locality, but sporadically located. Streetscape character varies due to examples of infill development and varied front setbacks	
Recommendation	<p>Half of the area south of Cross Road may warrant preservation, which is bounded by Barker, Korana, Wheaton and Lynton streets. This area predominantly comprises dwellings constructed prior to 1960, and maintains limited recent redevelopment.</p> <p>The remaining half of this area, closest to Marion Road, is not considered to warrant preservation given that:</p> <ul style="list-style-type: none"><li>a) Approximately 95% of dwellings were constructed post 1940, and therefore the majority of the locality does not maintain character value.</li><li>b) A large portion of the locality comprises aged care units (former school redevelopment) constructed approximately 20 years ago. As such, further redevelopment of this area is unlikely.</li><li>c) This area is within 400 metres of tram and bus stations, warranting densities at 35 dwellings per hectare.</li></ul> <p><b>It is recommended that the locality is modified to exclude the portion closest to Marion Road, and that further investigations are undertaken of the remaining area to determine whether it displays sufficient characteristics to warrant character preservation and/or different density criteria.</b></p>	
Locality 3: Potential reduced housing density area (yellow)		
Locality commentary	Locality comprises properties in Taylor Court	
Current Policy Areas	Northern Policy Area 13 (allowing approx. 21 dwellings/hectare)	
Locality size	1.8 hectares, containing 30 properties	
Current density	16.7 dwellings per hectare	
Proximity to public transport and activity centres	Approximately 90% of locality located within 200m of a Local Centre, warranting densities of 20 dwellings/hectare.	
Approximate age of dwelling stock	100% of properties constructed between 1960-1990.	
Capital to site value ratio	1.0 – 1.3	23%
	1.3 - 2.0	62%
	> 2.0	15%
	Summary	Minor portion (23%) of properties fall below a ratio of 1.3, therefore potential for redevelopment is relatively low.
Streetscape characteristics	No consistent street tree planting. Setbacks are similar, but pattern of dwellings is not consistent due to shape of cul de sac.	
Recommendation	<p>It is considered inappropriate to decrease housing density provisions in Taylor Court given that:</p> <ul style="list-style-type: none"><li>a) Properties in Taylor Court were predominantly constructed in the 1960's, and therefore the built form has limited character value.</li><li>b) It is poor practice to rezone such a small locality.</li></ul> <p><b>It is recommended that this locality is excluded from consideration.</b></p>	

## Locality 4: Potential increased housing diversity area (pink)

<b>Locality commentary</b>	This locality comprises the remainder of the suburb.	
<b>Current Policy Areas</b>	Medium Density Policy Area 12 (allowing approx. 26 dwellings/hectare) Northern Policy Area 13 (allowing approx. 21 dwellings/hectare)	
<b>Locality size</b>	121.3 hectares, containing 1774 properties	
<b>Current density</b>	14.6 dwellings per hectare (gross)	
<b>Proximity to public transport and activity centres</b>	<p>Northern and western portions of suburb are located within 400 metres of tram station and 200 metres of bus routes, warranting densities of 35 dwellings per hectare.</p> <p>Central areas of suburb are located in proximity to local and neighbourhood centres, warranting densities of 20 dwellings per hectare (similar to the densities permitted in the current zoning as Northern Policy Area 13).</p>	
<b>Age of dwelling stock</b>	<b>&lt; 1940</b>	14%
	<b>1940-1960</b>	40%
	<b>1960 – 1990</b>	28%
	<b>&gt; 1990</b>	18%
<b>Capital to site value ratio</b>	<b>1.0 – 1.3</b>	47%
	<b>1.3 - 2.0</b>	36%
	<b>&gt; 2.0</b>	17%
	<b>Summary</b>	Moderate potential for redevelopment, as almost half of the locality falls below a ratio of 1.3.

### Recommendation

The northern end of the suburb is located within 400 metres of the tramline, within 200 metres of bus stops on Marion Road and Cross Road, partly within 200 metres of a Local Centre, and partly within 400 metres of a Neighbourhood Centre. As such, this area is capable of providing gross density of 35 dwellings per hectare. This area is currently zoned Medium Density Policy Area 12, which anticipates site areas of 210-300 square metres. Assuming an average site area of 255 square metres, this equates to a net density of 39.2 dwellings per hectare, or a gross density of 26.2 dwellings per hectare. As such, there is scope to increase density in this area. Densities could be increased to achieve consistency with the Medium Density Area 18 of the City of West Torrens, to the north.

The centre of the suburb is not located in proximity to train/tram/bus stations or the District Centre, but is within proximity of a Neighbourhood Centre and Local Centre, which warrants densities of only 20 du/ha. This area is currently zoned Northern Policy Area 13, which anticipates site areas of 250-375 square metres. Assuming an average site area of 312.5 square metres, this equates to a net density of 32 dwellings per hectare, or a gross density of 21.4 dwellings per hectare. Given that the current density standards are similar to the 30 Year Plan guidelines, it is recommended that density guidelines are retained as per the current Development Plan.

The western side of the locality is located in proximity to bus routes along Marion Road, and therefore warrants increased densities to 35 du/ha. (Certain properties fronting Marion Road are currently zoned Commercial, and therefore are not within the ambit of this residential DPA.)

**It is recommended that this locality is reduced in size to include only the northern and western portions of the suburb.**







# South Plympton

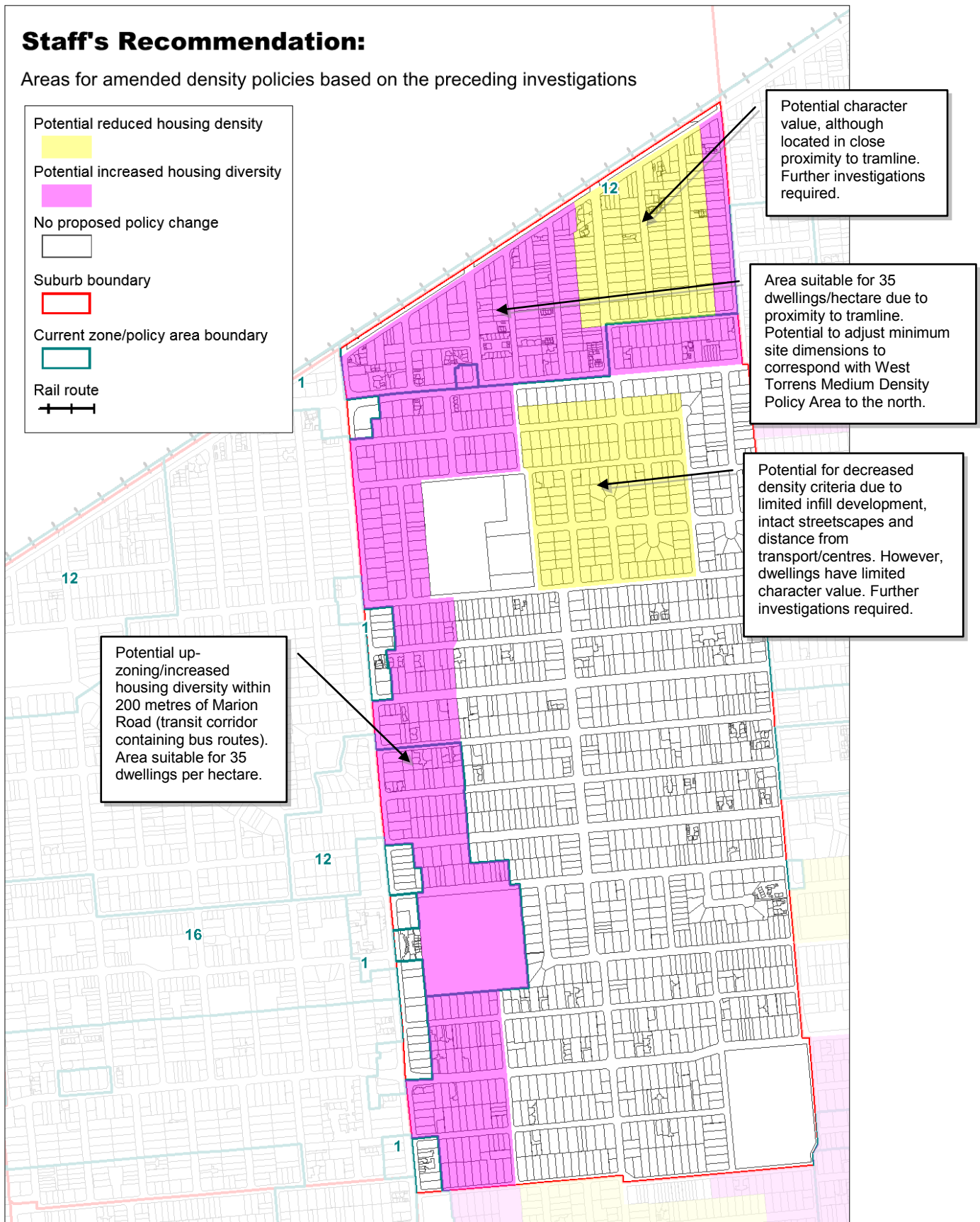


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## Staff's Recommendation:

Areas for amended density policies based on the preceding investigations

- Potential reduced housing density  

- Potential increased housing diversity  

- No proposed policy change  

- Suburb boundary  

- Current zone/policy area boundary  

- Rail route  


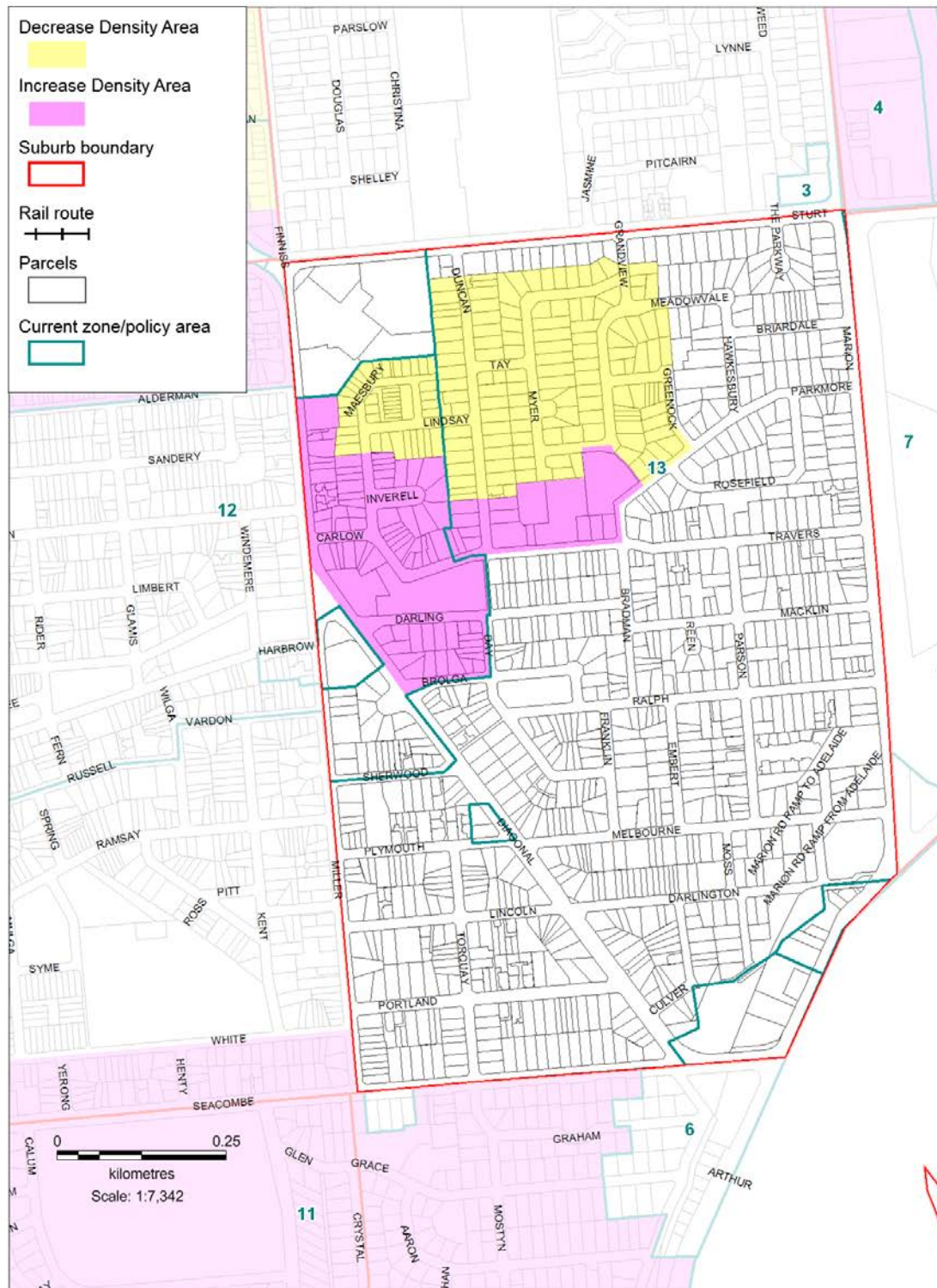




173 properties identified for potential reduced housing density  
103 properties identified for potential increased housing diversity

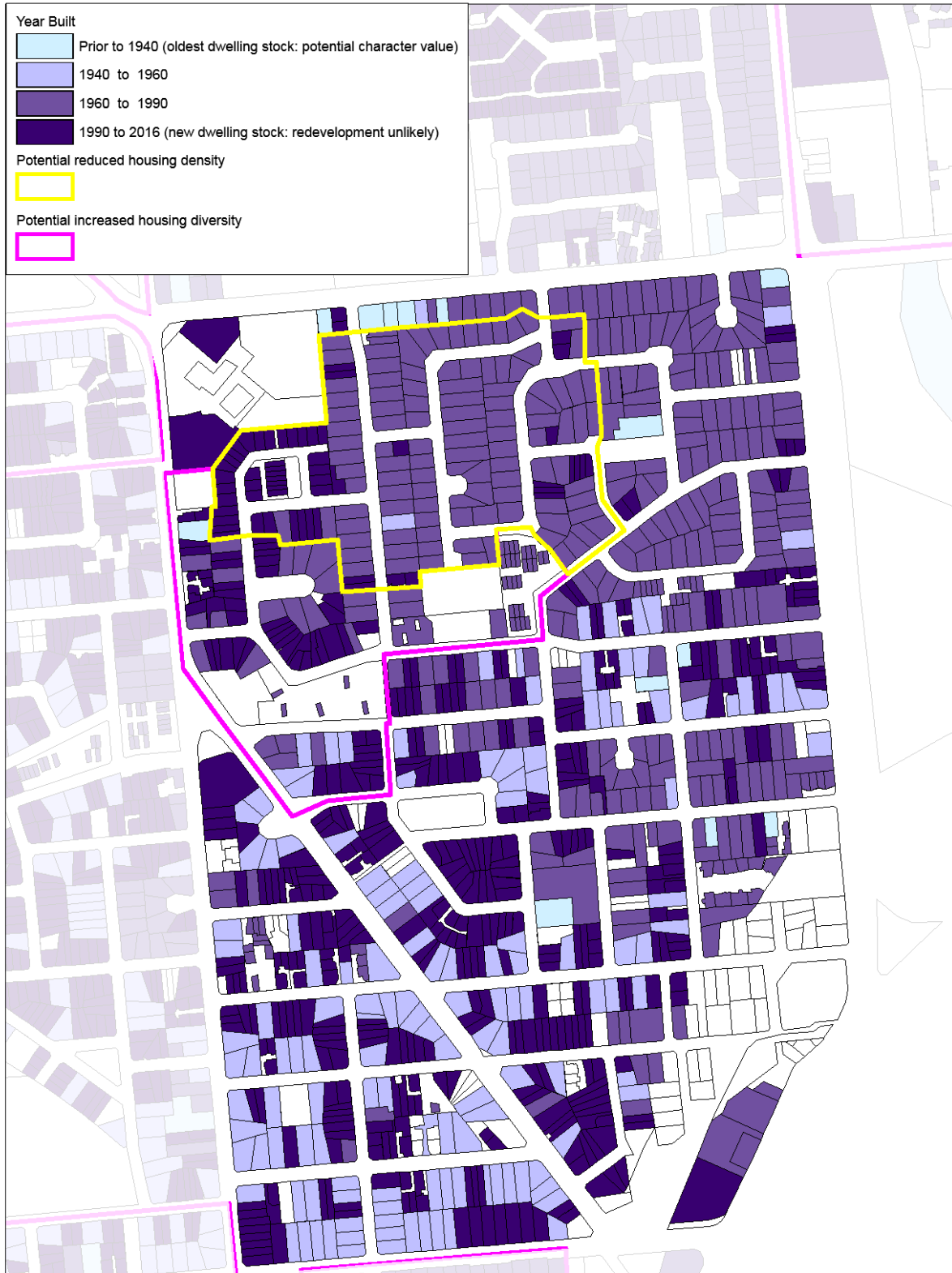
### Areas identified for change of density

by Elected Members in November 2015

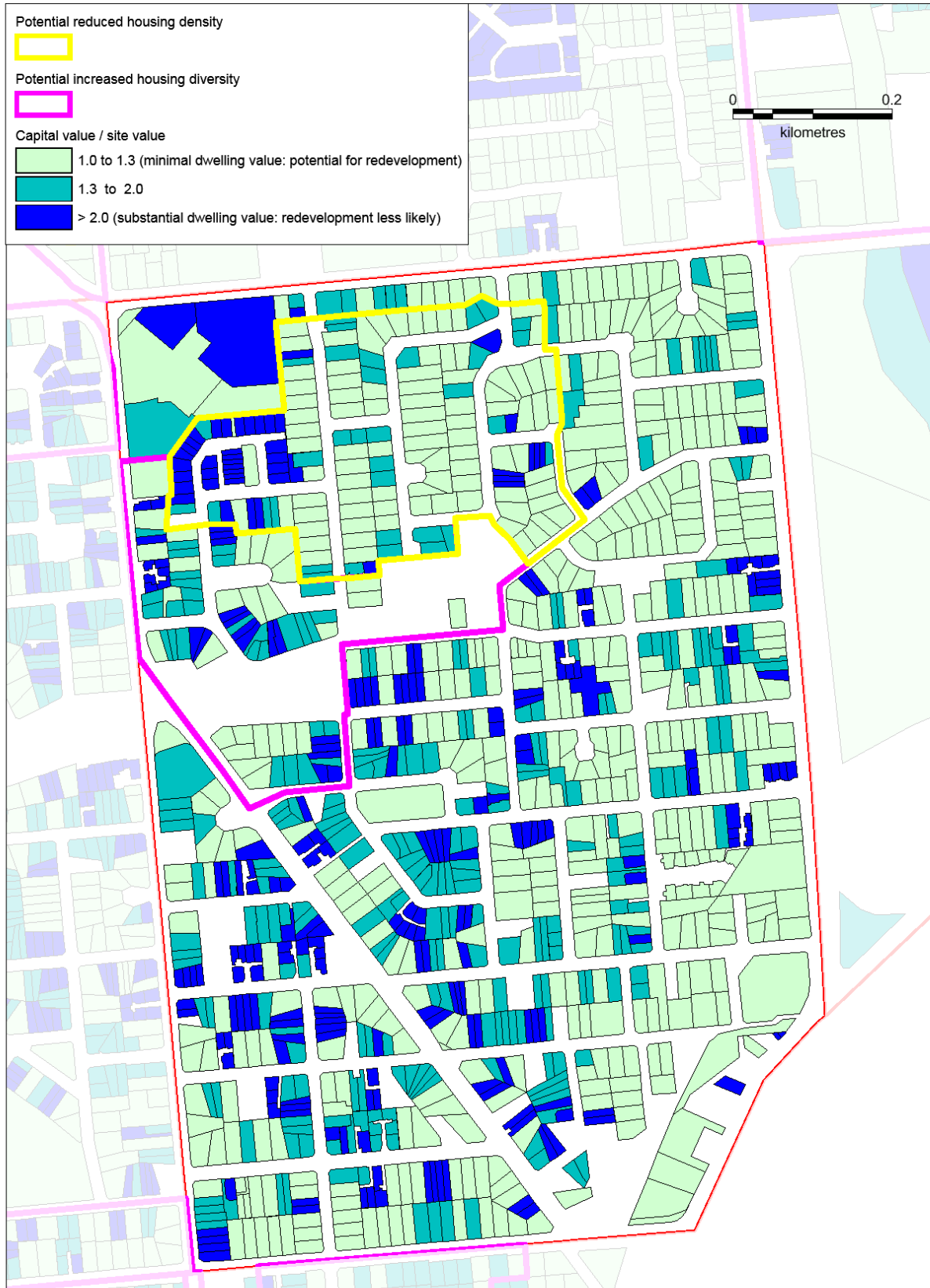


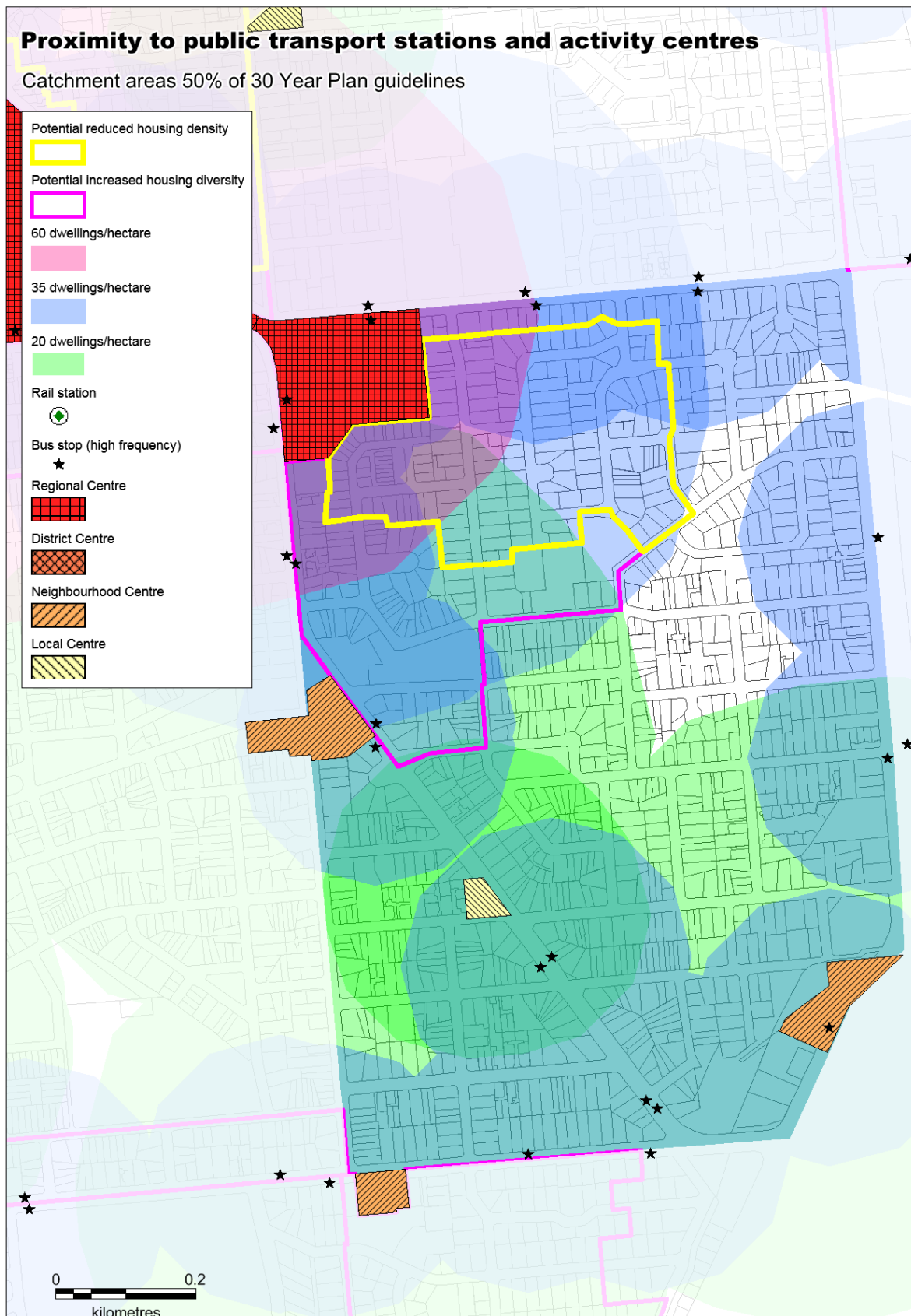


## Dwelling Age

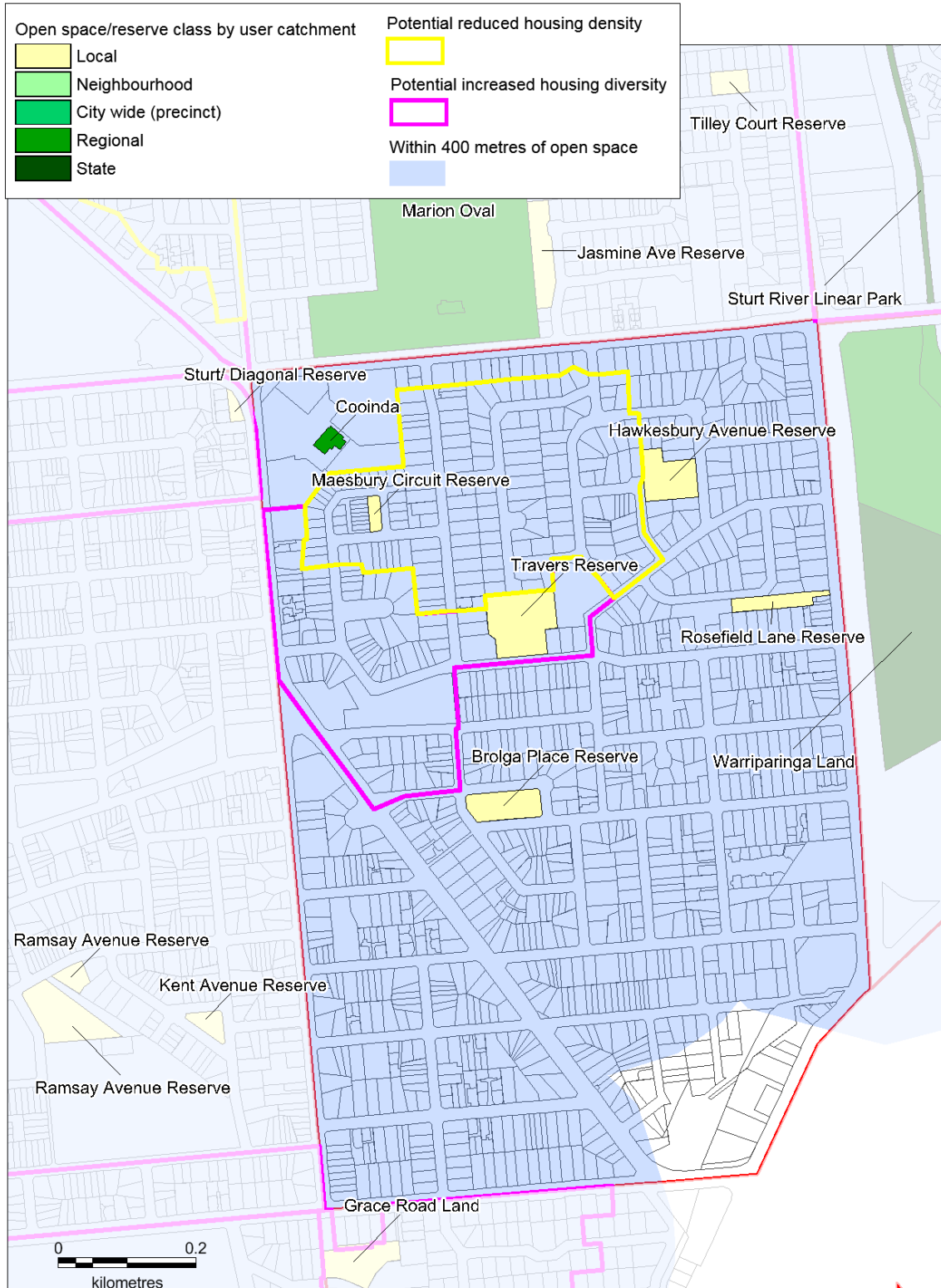


## Capital value / site value ratio





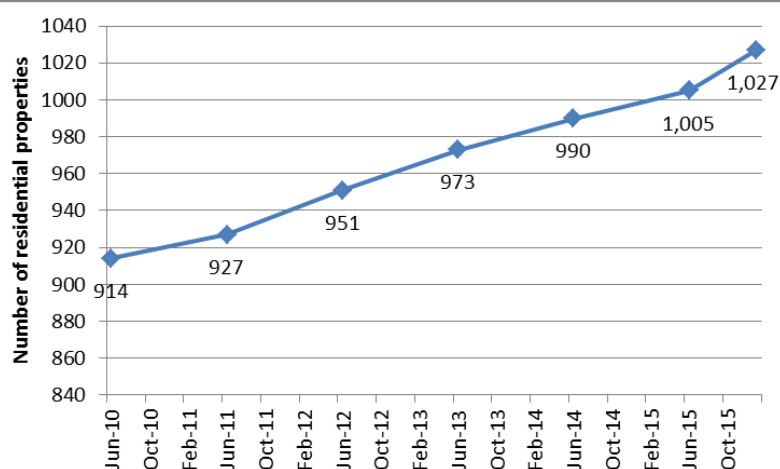
## Proximity to public open space



## Suburb

<b>Suburb size</b>		99 hectares 1027 dwellings (in 2016) 2295 residents (in 2011)
<b>Current density</b>	<b>Gross residential density</b>	10.4 dwellings/hectare
	<b>Population density</b>	23.1 persons/hectare
<b>Demographic trends (2011)</b>	<b>Age</b>	Lower proportion of children (0 to 11) and a higher proportion of persons at post retirement age (60 to 84) than City of Marion in 2011.
	<b>Households</b>	2.23 average household size Higher proportion of 3 bedrooms dwellings (64% compared to 54% in CoM) and lower proportion of 2 bedroom dwellings (13% compared to 21% in CoM).
<b>Heritage Items</b>	<b>Local</b>	5 Hawkesbury Avenue (Dwelling and Stable) 257 Sturt Road (Dwelling) 269 Sturt Road (Shop and Dwelling) 14 Travers Street (Dwelling)
	<b>State</b>	Sturt Triangle (Warriparinga, including Fairford House, Coach House and Grounds)
<b>Topography</b>	< 1:10	Minor gradient throughout suburb
<b>Movement barriers/constraints</b>		None identified

### Recent development activity



**Adjoining council areas** South-east:  
City of  
Onkaparinga:  
Residential  
Zone

### Comparison of Minimum Site Dimensions

City of Marion: Northern Policy Area 13  
 City of Onkaparinga: Residential Zone

Dwelling Type	Site Area Marion	Site Area Onkas	Frontage Marion	Frontage Onkas
Detached	375	300	12	9
Semi-detached	320	300	9	8
Group dwelling	300	250	20	18
Residential flat building	300	250	20	18
Row dwelling	250	210	7	7



### Potential reduced housing density area (yellow)

<b>Locality commentary</b>	The locality is situated in the north-western corner of the suburb, south of Sturt Road and south-east of the Marion Council Administration Centre grounds.	
<b>Current Policy Areas</b>	Medium Density Policy Area 12 Northern Policy Area 13	
<b>Locality size</b>	12.7 hectares, containing 173 properties	
<b>Current density</b>	13.6 dwellings/hectare (du/ha)	
<b>Proximity to public transport and activity centres</b>	The entire locality is located within 400 metres of the Regional Centre Zone (Westfield Marion) and therefore warrants densities of 35-60 du/ha.	
<b>Age of dwelling stock</b>	<b>&lt; 1940</b>	0% (0 properties)
	<b>1940-1960</b>	1% (1 properties)
	<b>1960 – 1990</b>	63% (109 properties)
	<b>&gt; 1990</b>	33% (57 properties)
	<b>Other</b>	3% (data not available)
	<b>Summary</b>	Majority of dwellings (63%) constructed between 1960 and 1990, and a further 33% constructed after 1990, therefore character value is limited.
<b>Capital to site value ratio</b>	<b>1.0 – 1.3</b>	53% (92 properties)
	<b>1.3 - 2.0</b>	20% (34 properties)
	<b>&gt; 2.0</b>	25% (43 properties)
	<b>Other</b>	2% (data not available)
	<b>Summary</b>	Majority of properties (53%) maintain minimal dwelling value compared to land value, and are therefore suitable for redevelopment
<b>Streetscape characteristics</b>	Setbacks along Duncan and Meyer roads are relatively consistent, with limited examples of recent development. Street trees are common, but a cohesive avenue of plantings does not exist.	
<b>Discussion / Recommendation</b>	<p>Dwellings in the subject locality were predominantly constructed between 1960 and 1990, while another 1/3 of dwellings were constructed within the past 25 years (post-1990). Given the lack of dwellings constructed prior to 1960, and the relatively high proportion of recent development, the locality does not demonstrate “character” value which would warrant preservation.</p> <p>While Duncan and Meyer roads demonstrate consistency in street setbacks and limited examples of recent development, these roads are located within 400 metres of the Regional Centre Zone. It is not considered appropriate to introduce reduced housing density in this key location for increased housing density/diversity.</p> <p>Over half of properties in the locality maintain a low capital to site value ratio (less than 1.3), which indicates that a majority of dwellings maintain minimal value compared to land value, and are therefore prime for redevelopment.</p> <p>The locality is located entirely within 400 metres of the Regional Centre Zone (although noting that the locality is located a minimum 1.5 kilometres walking distance from the Oaklands Railway Station). As such, the <i>30 Year Plan</i> would suggest that the locality is suitable for residential density of 35 dwellings/hectare (du/ha). The locality is currently zoned Medium Density Policy Area 12 and Northern Policy Area 13, which envisage average gross densities of 26 and 22 du/ha, respectively. As such, the locality warrants increased density policies, not reduced.</p> <p>It is also noted the Residential Zone of the City of Onkaparinga, located to the</p>	

south-east of Sturt, prescribes lesser minimum site dimensions than Marion Council's Northern Policy Area 13 (as detailed in the Comparison Table above). Therefore, to seek a further reduction in housing density would increase the inconsistency with the density policies of the adjoining council area. Increasing housing density would be more appropriate to achieve a transition in density away from the Marion Regional Centre.

**It is recommended that the locality is excluded from consideration for decreased density, and instead is identified for increased housing diversity.**

### Potential increased housing diversity area (pink)

<b>Locality commentary</b>	The locality is situated south-east of the Marion Regional Centre, and includes properties on the eastern side of Diagonal Road.	
<b>Current Policy Areas</b>	Medium Density Policy Area 12 Northern Policy Area 13	
<b>Locality size</b>	10.1 hectares, containing 103 properties	
<b>Current density</b>	10.2 dwellings/hectare (du/ha)	
<b>Proximity to public transport and activity centres</b>	The north-western portion of the locality is located within 400 metres of the Regional Centre Zone (Westfield Marion) and therefore warrants densities of 35-60 du/ha. The remaining part of the locality is located adjacent bus routes along Diagonal Road, and therefore warrants densities of 35 du/ha.	
<b>Age of dwelling stock</b>	<b>&lt; 1940</b>	1% (1 properties)
	<b>1940-1960</b>	3% (5 properties)
	<b>1960 – 1990</b>	50% (91 properties)
	<b>&gt; 1990</b>	30% (54 properties)
	<b>Summary</b>	80% of dwellings were constructed after 1960
<b>Capital to site value ratio</b>	<b>1.0 – 1.3</b>	27% (28 properties)
	<b>1.3 - 2.0</b>	29% (30 properties)
	<b>&gt; 2.0</b>	27% (28 properties)
	<b>Other</b>	17% (data not available)
	<b>Summary</b>	27% of properties maintain a ratio less than 1.3, indicating relatively low dwelling value and suitability for redevelopment.

### Discussion / Recommendation

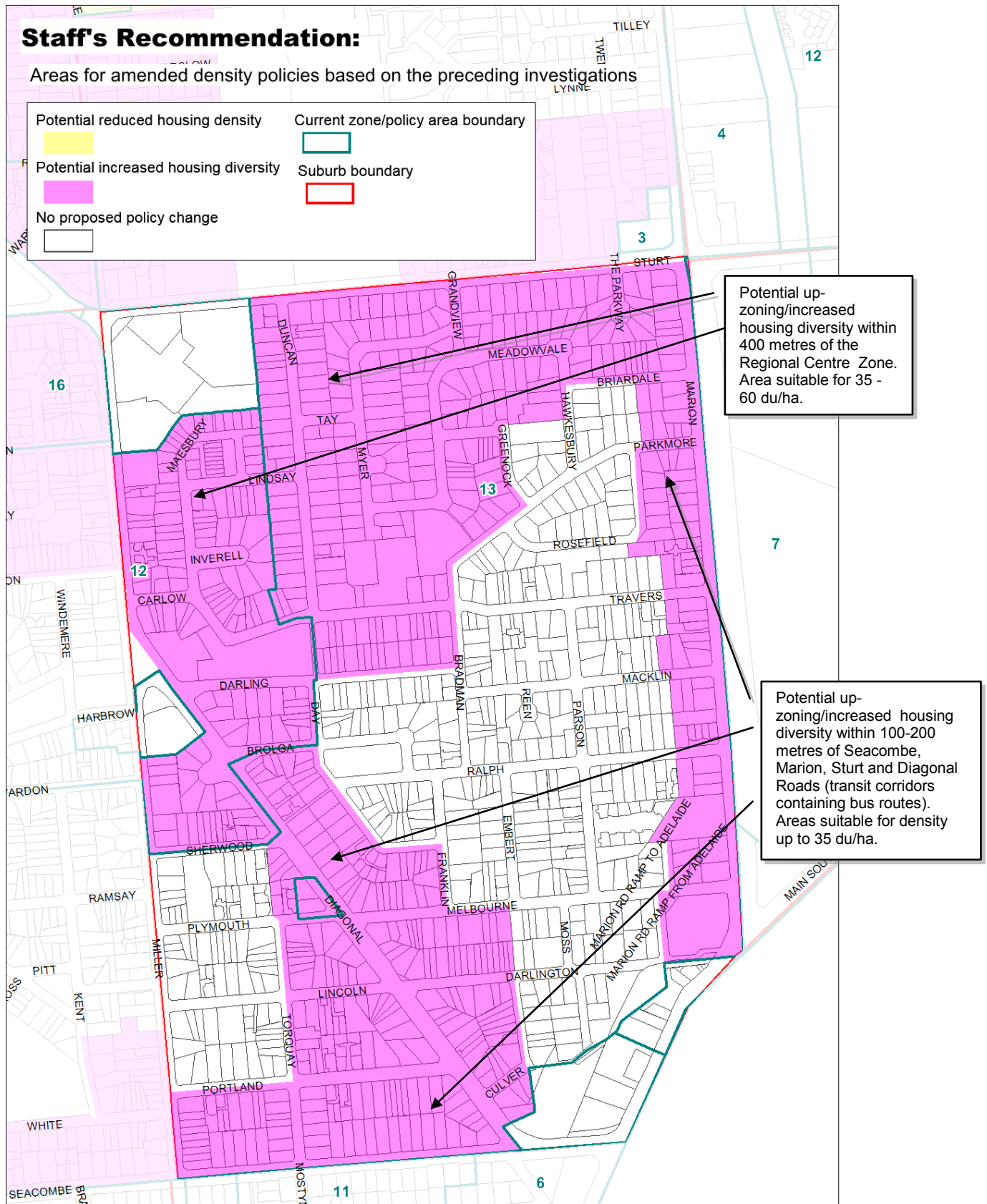
Most dwellings in the subject locality were constructed after 1960, as 50% were constructed between 1960 and 1990, while a further 30% were constructed after 1990. The relatively young age of the dwelling stock influences capital values, as only 27% of the dwelling stock is fit for redevelopment with a ratio less than 1.3.

In order for this area to provide a meaningful contribution to increased housing diversity, it is recommended that the area is increased to include areas located in proximity of high frequency bus routes along Marion Road, Sturt Road, Diagonal Road and Seacombe Roads. Additionally, areas located within 400 metres of the Regional Centre Zone are suitable for increased housing diversity.

The *30 Year Plan* recommends gross densities of 35 dwellings/hectare (du/ha) in the above-described areas. The subject locality is currently zoned Medium Density Policy Area 12 and Northern Policy Area 13, which envisage average gross densities of 26 and 22 du/ha, respectively. As such, there is scope to increase housing density/diversity policies in this area.

**It is recommended that the locality is increased in size to include:**

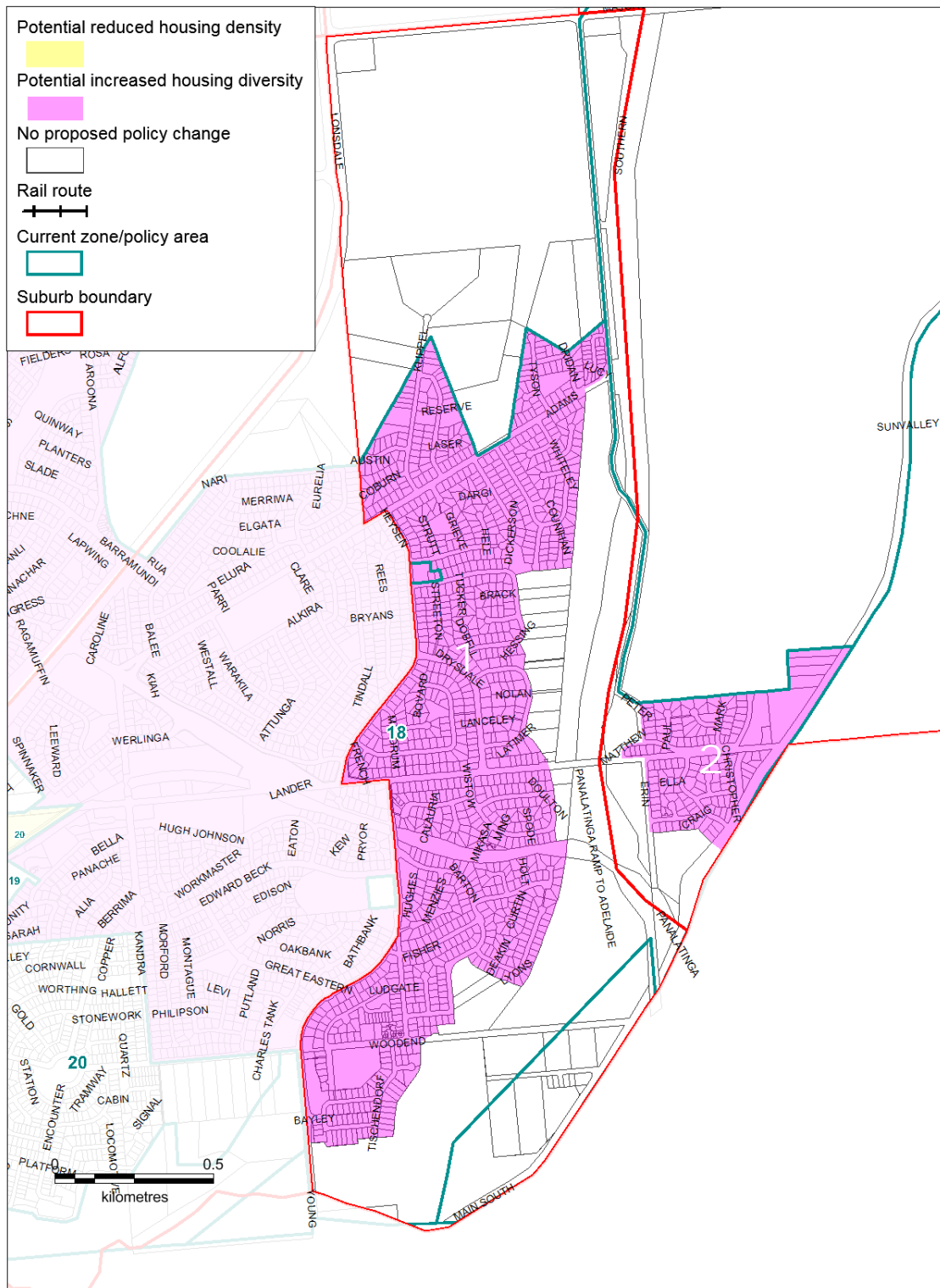
- a) **Areas within 400 metres of the Regional Centre Zone**
- b) **Areas within 100-200 metres of high frequency bus routes along Diagonal, Sturt, Marion and Seacombe Roads.**



Trott Park (1): 1277 properties identified for potential increased housing diversity  
O'Halloran Hill (2): 147 properties identified for potential increased housing diversity

### Areas identified for change of density

by Elected Members in November 2015

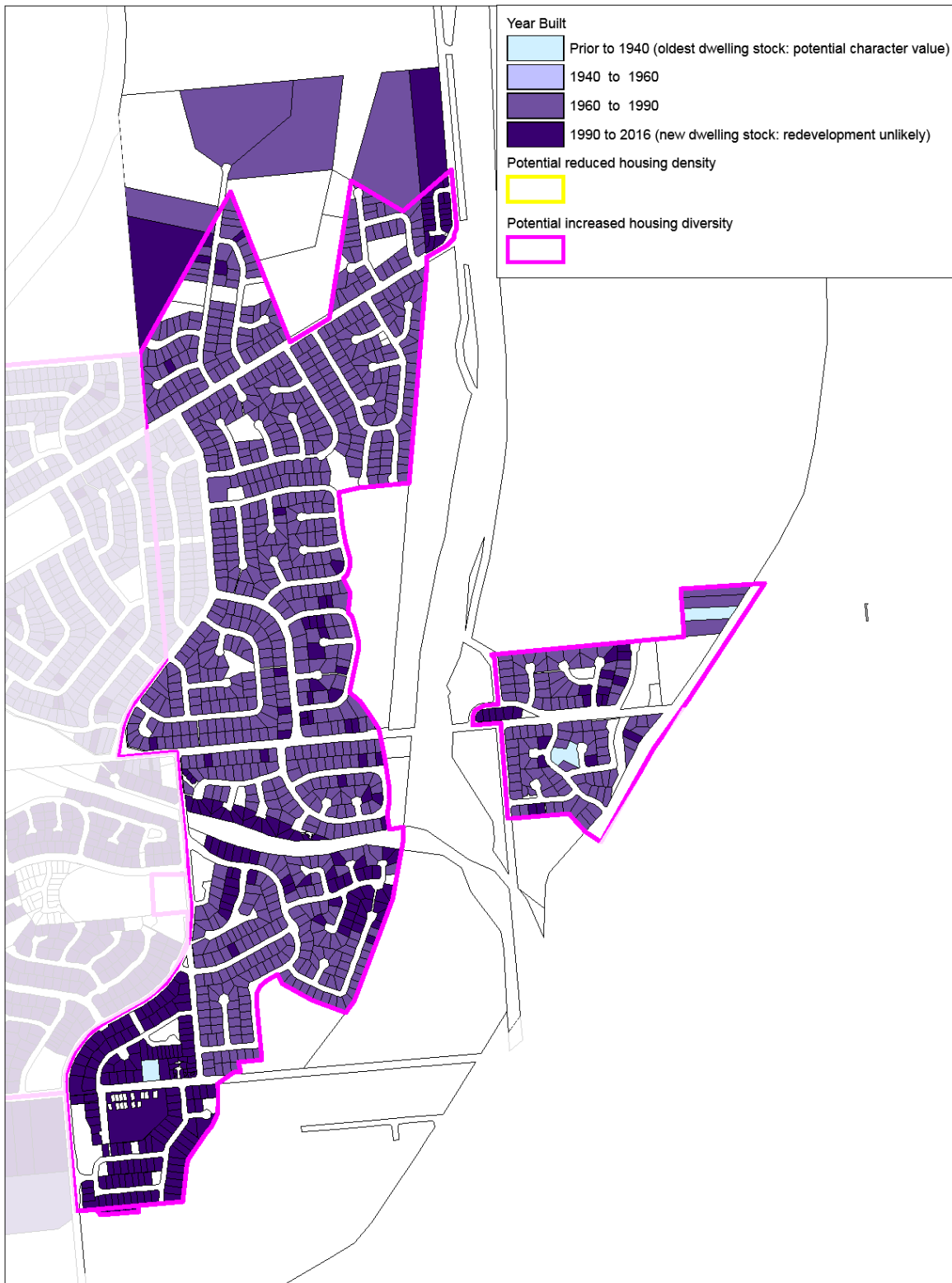


# Trott Park & O'Halloran Hill



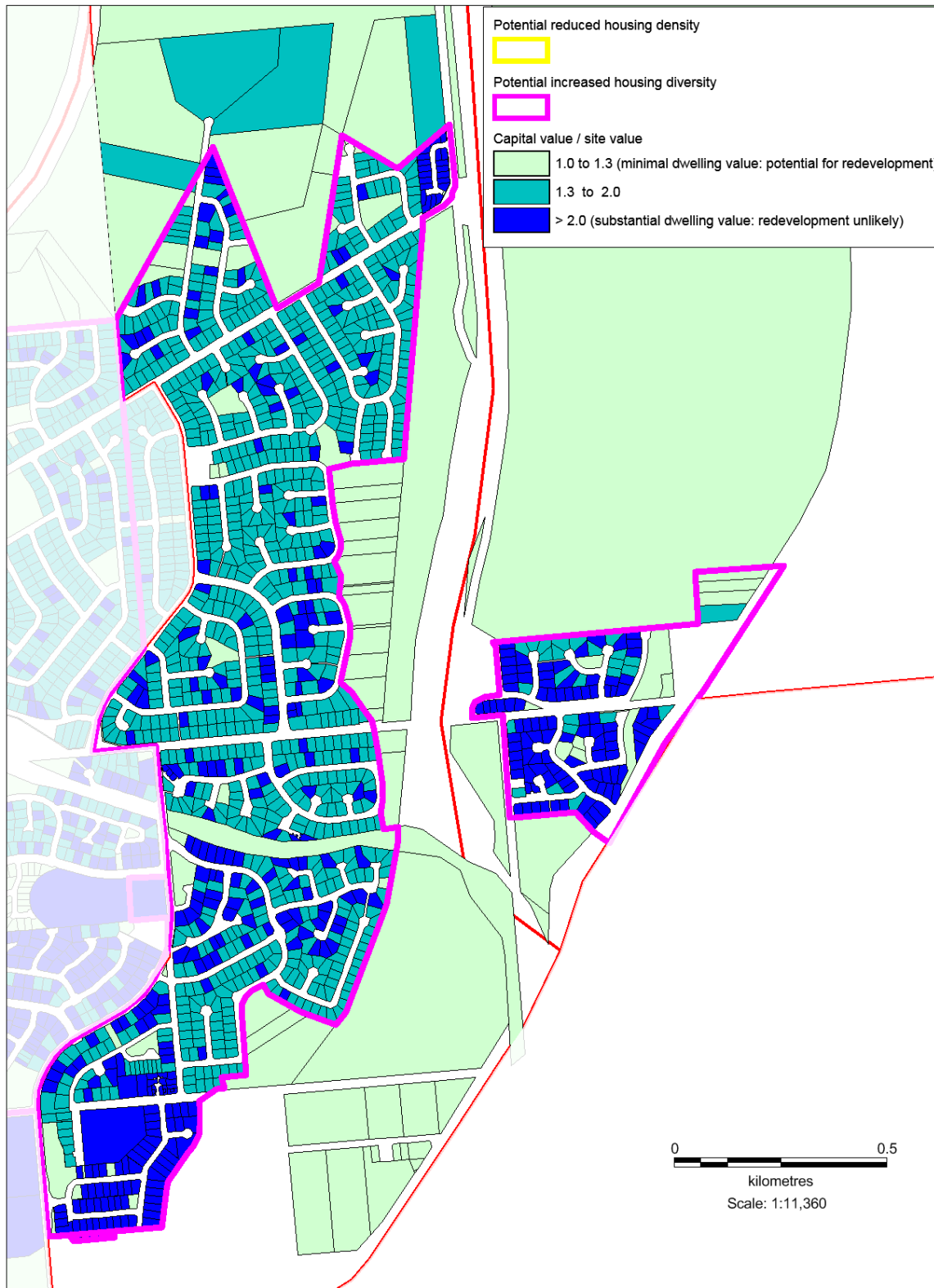
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## Dwelling Age

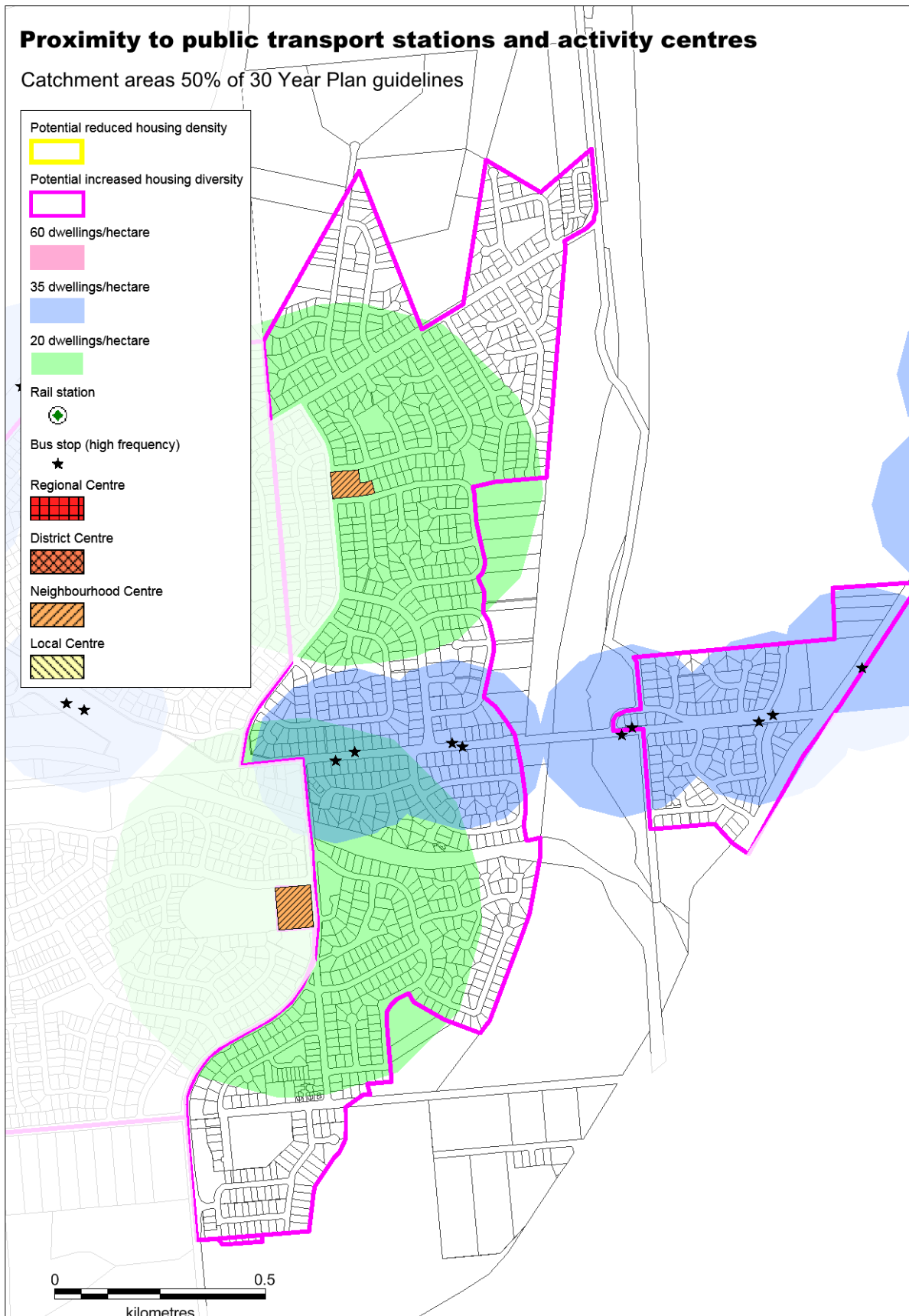




## Capital value / site value ratio



# Trott Park & O'Halloran Hill

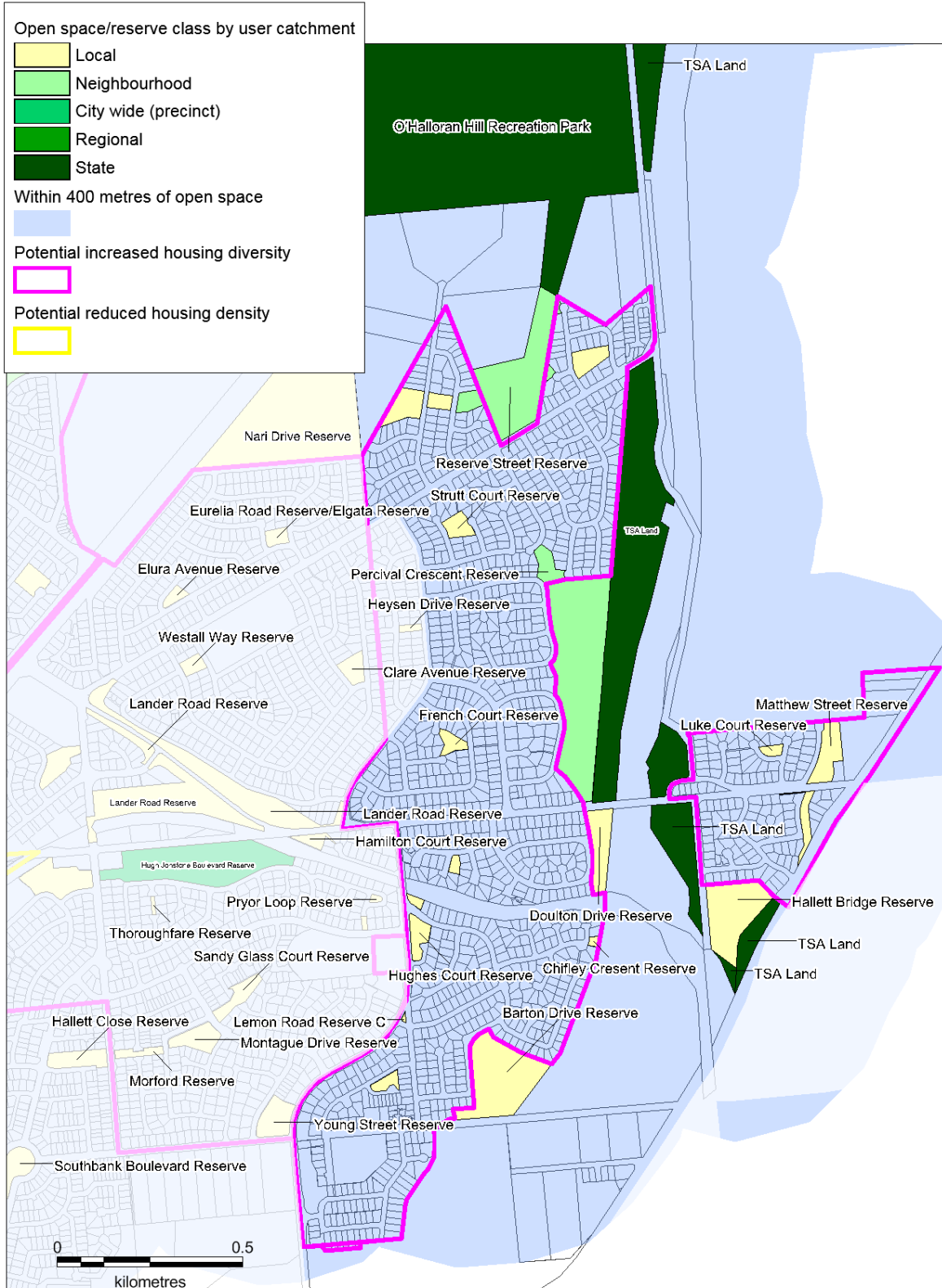


# Trott Park & O'Halloran Hill



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## Proximity to public open space

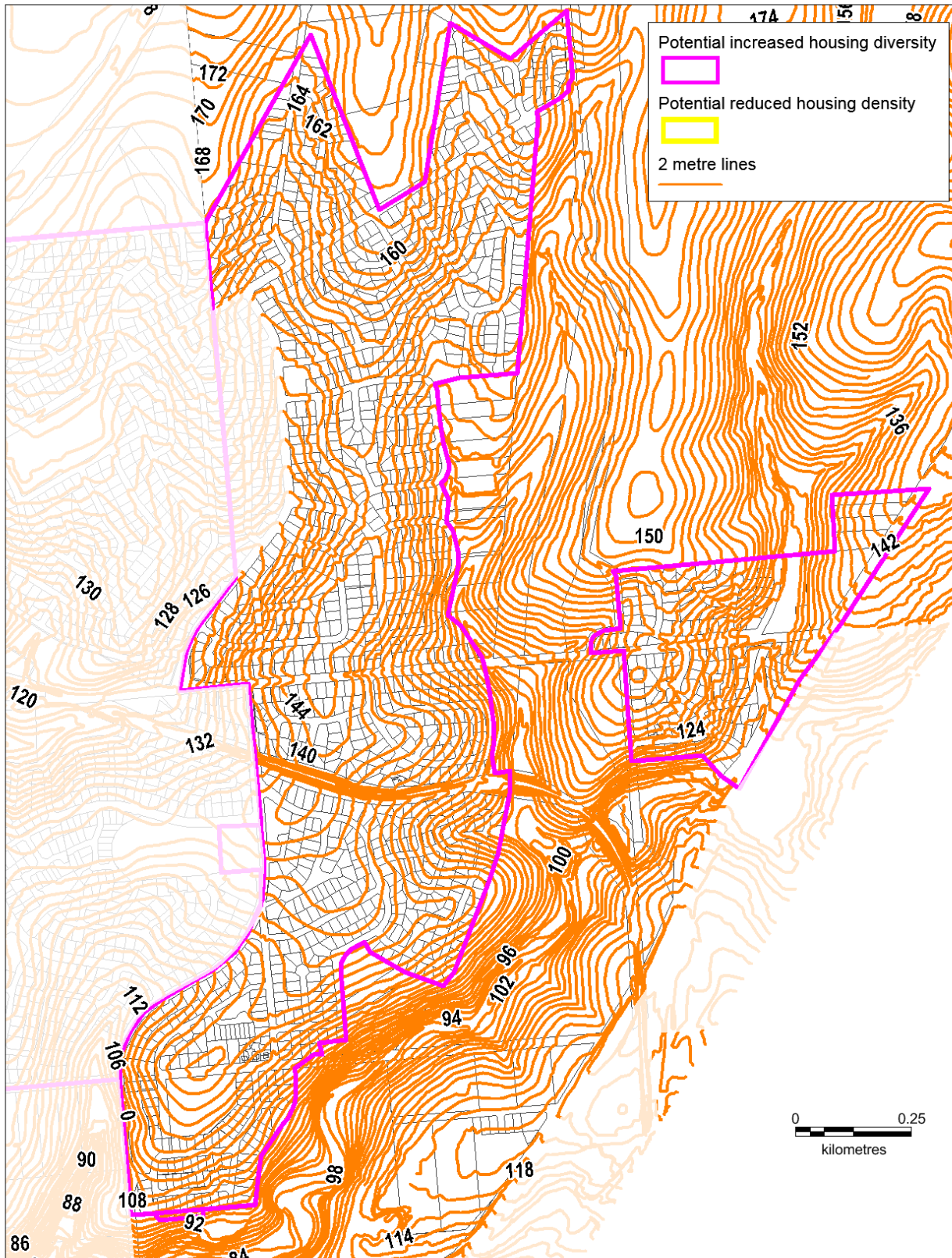


# Trott Park & O'Halloran Hill



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## Land Gradient





# Trott Park & O'Halloran Hill

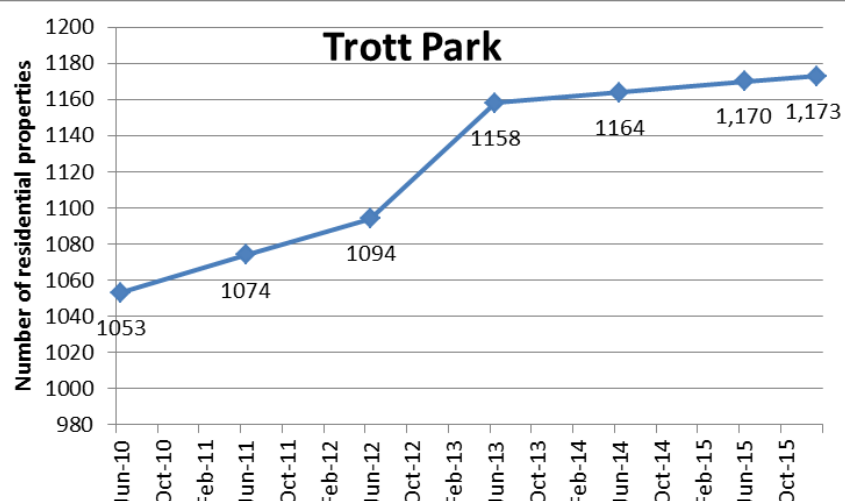


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## Suburb

<b>Suburb size</b>		Trott Park: 312 hectares, containing 1173 dwellings O'Halloran Hill: 704.5 hectares, containing 132 dwellings 3283 residents in 2011 (combined suburb count)
<b>Current density</b>	<b>Gross residential density</b>	Trott Park: 3.8 dwellings/hectare O'Halloran Hill: 0.2 dwellings/hectare (due to high proportion of open space)
	<b>Population density</b>	3.95 persons/hectare
<b>Demographic trends (2011)</b>	<b>Age</b>	Trott Park - O'Halloran Hill had a similar proportion of pre-schoolers and a lower proportion of persons at post retirement age than City of Marion in 2011.
	<b>Households</b>	Average household size of 2.67 persons.
	<b>Dwelling types</b>	The major differences between the number of bedrooms per dwelling of Trott Park - O'Halloran Hill and City of Marion were: •A larger percentage of 3 bedroom dwellings (68.2% compared to 53.7%) •A larger percentage of 4 bedroom dwellings (24.4% compared to 15.9%) •A smaller percentage of 2 bedroom dwellings (3.4% compared to 20.8%) •A smaller percentage of dwellings with 1 or no bedrooms (0.3% compared to 3.4%)
<b>Heritage Items</b>	<b>Local</b>	8 Ella Crescent (dwelling) Section 127 Main South Road (pea farm) 1708 - 1710 Main South Road (Christ Church and Cemetery) Majors Road (Dwelling (Weblyn))
	<b>State</b>	1708 Main South Road (Christ Church Anglican Church) Main South Road O'HALLORAN HILL (Hallett Bridge) 2 Majors Road (Former 'Lizard Lodge' Coachhouse)
<b>Topography</b>		The locality undulates considerably throughout
<b>Movement barriers/constraints</b>		Land gradients, and collector roads and old rail corridor split the suburbs

## Recent development activity

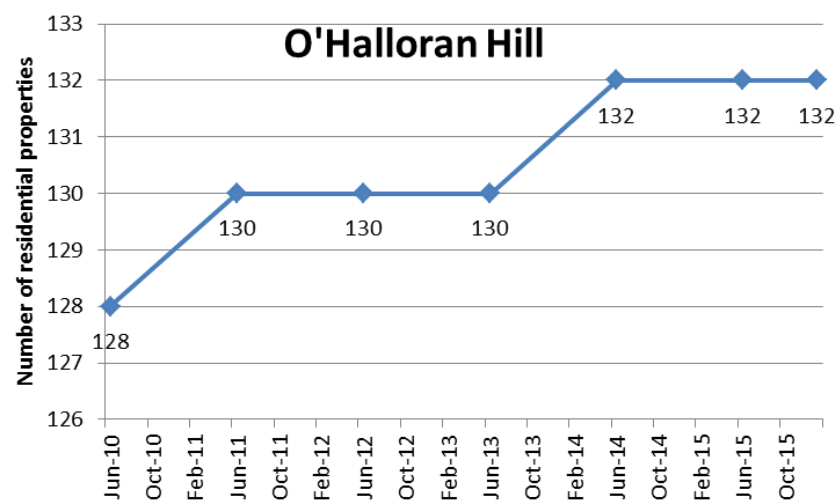




# Trott Park & O'Halloran Hill



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## Locality 1 (Trott Park): Potential increased housing diversity area (pink)

<b>Locality commentary</b>	Long linear locality including properties to the north of Adams Road down to just south of Woodend Road, Heysen Drive and Young Street to the west and Southern Expressway to the east	
<b>Current Policy Areas</b>	Southern Policy Area 18 (approx. 21 dwellings/hectare gross density)	
<b>Locality size</b>	123.8 hectares, containing 1173 dwellings	
<b>Current density</b>	9.5 dwellings/hectare	
<b>Topography</b>	The locality is quite steeply undulating with a ridge that traverses generally north-south. The gradient on either side of the ridge varies between approx. 1:10 and 1:14 and appears to result in slopes of around 2 metres across a considerable number of allotments.	
<b>Proximity to public transport and activity centres</b>	Bus route along Lander Road – central to the locality is only in close proximity to properties 200m north and south (suitable for 35 du/ha). Remainder is not well serviced by public transport. 2 Neighbourhood Centres located at western end of locality north and south of Lander Road are within 400 metres of approximately 60% of the locality suitable for densities of 20 du/ha.	
<b>Age of dwelling stock</b>	<b>&lt; 1940</b>	0% (1 property)
	<b>1940-1960</b>	0%
	<b>1960 – 1990</b>	74% (951 properties)
	<b>&gt; 1990</b>	21% (273 properties)
	<b>Other</b>	
	<b>Summary</b>	<p><i>There appear to be discrepancies in the numbers between the various data bases so deductions are to be taken as an indication of the trend only.</i></p> <p>Approximately <math>\frac{3}{4}</math> of dwellings were constructed between 1960-90, and the remaining <math>\frac{1}{4}</math> constructed post-1990.</p>
<b>Capital to site value ratio</b>	<b>1.0 – 1.3</b>	3% (37 properties)
	<b>1.3 - 2.0</b>	72% (928 properties)
	<b>&gt; 2.0</b>	25% (330 properties)
	<b>Summary</b>	Approximately $\frac{3}{4}$ of dwellings fall within median range of the capital/site value ratio, and the remaining $\frac{1}{4}$ exceed a ratio of 2.0, which indicates that redevelopment of the housing stock is not particularly viable due to relatively high dwelling values.
<b>Discussion / Recommendation</b>	The locality is not well serviced by public transport but is reasonably serviced by shopping centres. The gradient across the locality is relatively steep. The housing stock still holds relatively high dwelling values. These suggest that the locality	

# Trott Park & O'Halloran Hill



**DRAFT**  
**FOR DISCUSSION ONLY**  
March 2016

maintains minimal potential for further redevelopment so should not be considered for increased housing diversity. This being said, the current zoning (Southern Policy Area 18) currently allows a diversity of dwelling types and allotments sizes between 250m<sup>2</sup> and 420m<sup>2</sup>. If there is market demand and appropriate design merit, higher density housing development may be suitable under the current policies.

**It is recommended that the locality is excluded from increased housing diversity and remains within the current Southern Policy Area 18.**

## Locality 2 (O'Halloran Hill): Potential increased housing diversity area (pink)

<b>Locality commentary</b>	The locality straddles Lander Road and is bounded by the Southern Expressway and Main South Road.	
<b>Current Policy Areas</b>	Southern Policy Area 18 (approx. 21 dwellings/hectare gross density)	
<b>Locality size</b>	20.7 hectares, containing 147 properties	
<b>Current density</b>	7.1 dwellings/hectare	
<b>Topography</b>	The locality is quite steeply undulating. The gradient averages approx. 1:9 and appears to result in falls of between 2 metres and 6 metres across individual allotments.	
<b>Proximity to public transport and activity centres</b>	The locality is generally well covered by the 200 metre bus catchment. There are no activity centres within a reasonable distance of the locality.	
<b>Age of dwelling stock</b>	<b>&lt; 1940</b>	1% (2 properties)
	<b>1940-1960</b>	0%
	<b>1960 – 1990</b>	75% (108 properties)
	<b>&gt; 1990</b>	16% (23 properties)
	<b>Other</b>	8% (data not available)
	<b>Summary</b>	¾ of dwellings constructed between 1960-90
<b>Capital to site value ratio</b>	<b>1.0 – 1.3</b>	9% (19 properties)
	<b>1.3 - 2.0</b>	19% (26 properties)
	<b>&gt; 2.0</b>	72% (101 properties)
	<b>Summary</b>	¾ of properties have a capital/site value ratio exceeding 2.0, which means that dwelling values are substantial and redevelopment is unlikely.

### Discussion / Recommendation

The locality is well serviced by public transport but is not serviced by shopping centres. The gradient across the locality is relatively steep. The housing stock still holds very high dwelling values. These suggest that the locality maintains minimal potential for further redevelopment so should not be considered for increased housing diversity. This being said, the current zoning (Southern Policy Area 18) currently allows a diversity of dwelling types and allotments sizes between 250m<sup>2</sup> and 420m<sup>2</sup>. If there is market demand and appropriate design merit, higher density housing development may be suitable under the current policies.

**It is recommended that the locality is excluded from increased housing diversity and remains within the current Southern Policy Area 18.**

Areas for amended density policies based on the preceding investigations

100

11

11/11/2019

It is recommended that the locality is excluded from increased housing diversity and remains within the current Southern Policy Area 18.

It is recommended that the locality is excluded from increased housing diversity and remains within the current Southern Policy Area 18.

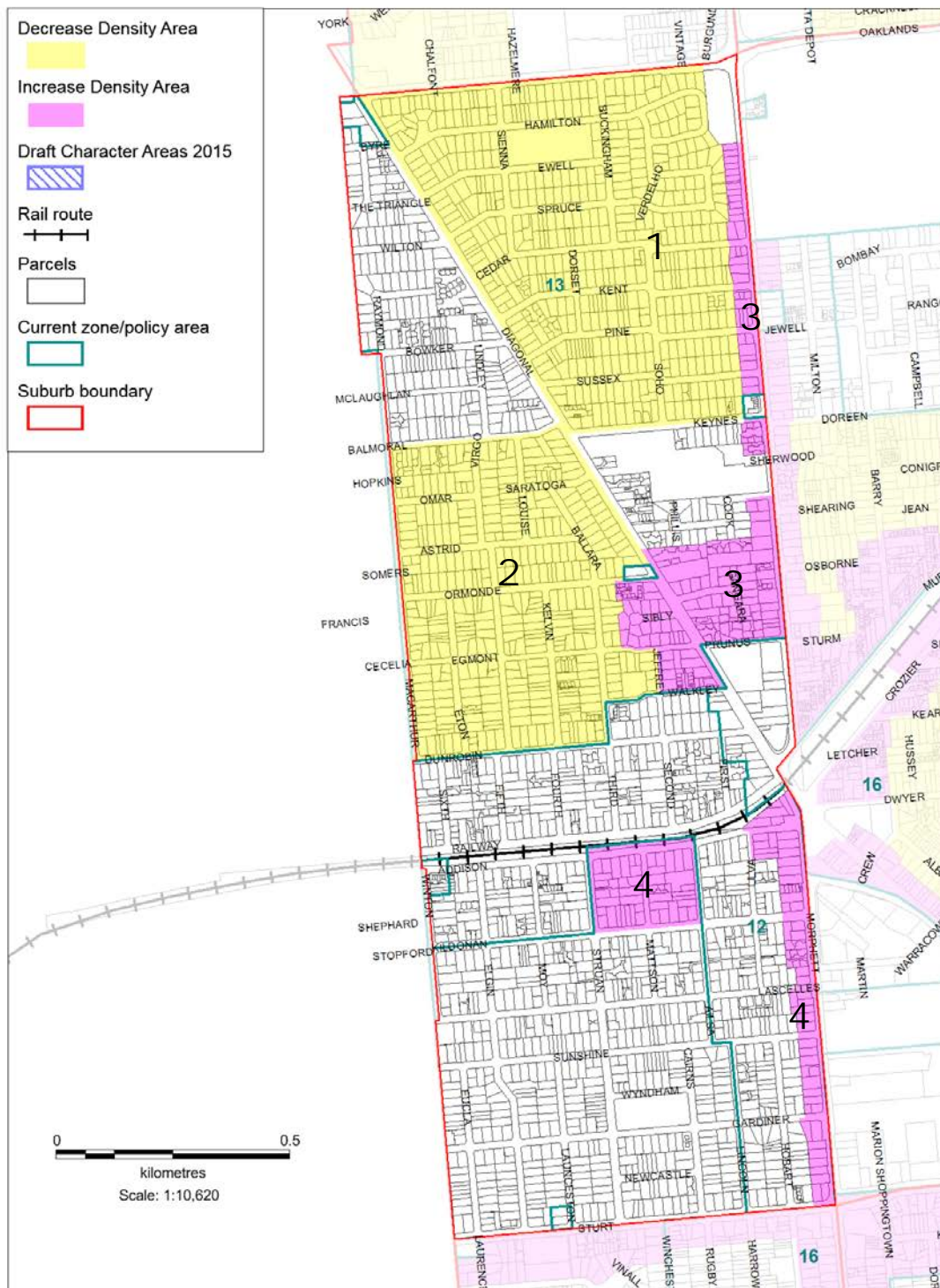
# Warradale



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FOR DISCUSSION ONLY  
March 2016

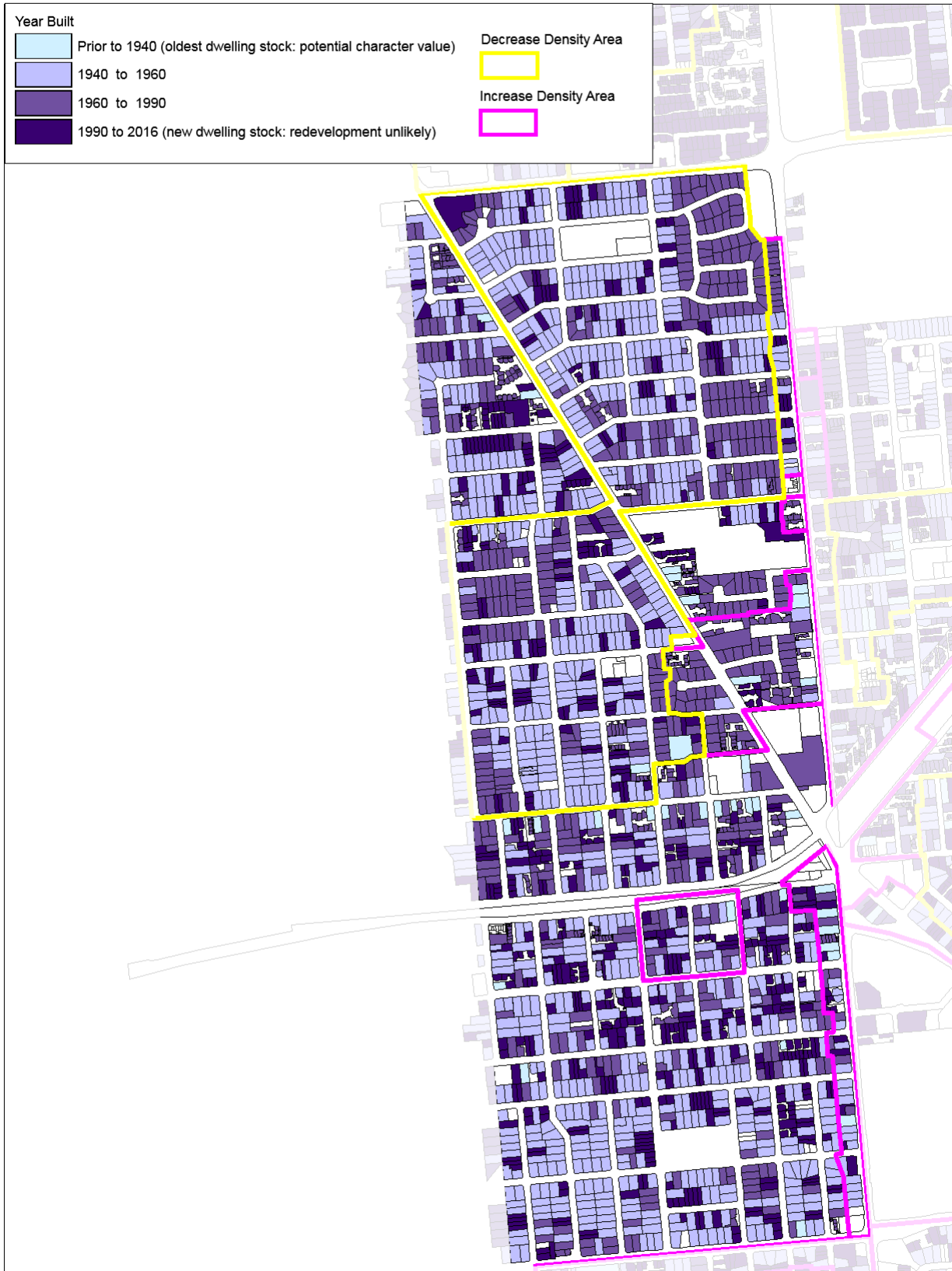
931 properties identified for potential reduced housing density  
300 properties identified for potential increased housing diversity

## Areas identified for change of density by Elected Members in November 2015



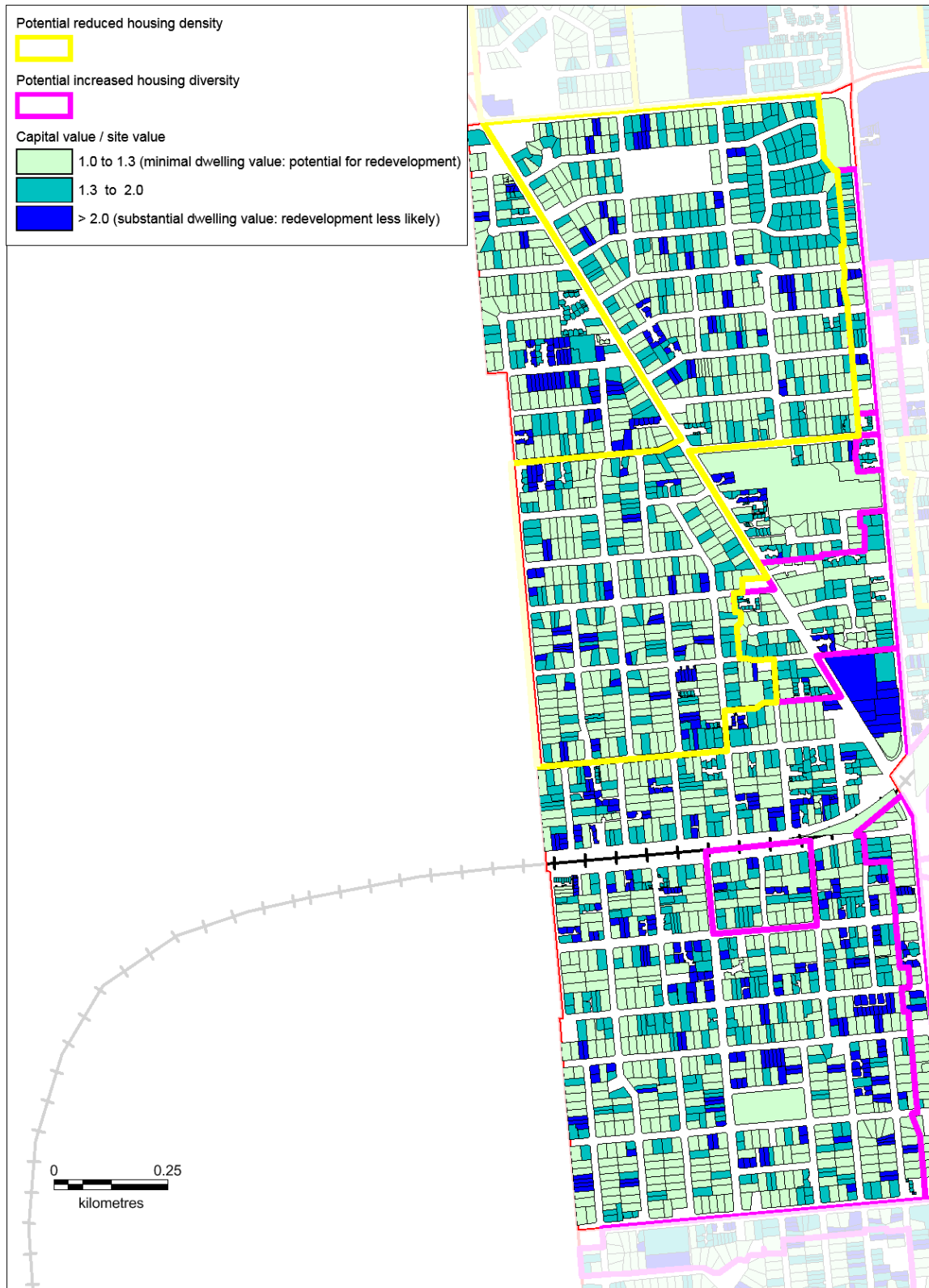


## Dwelling Age



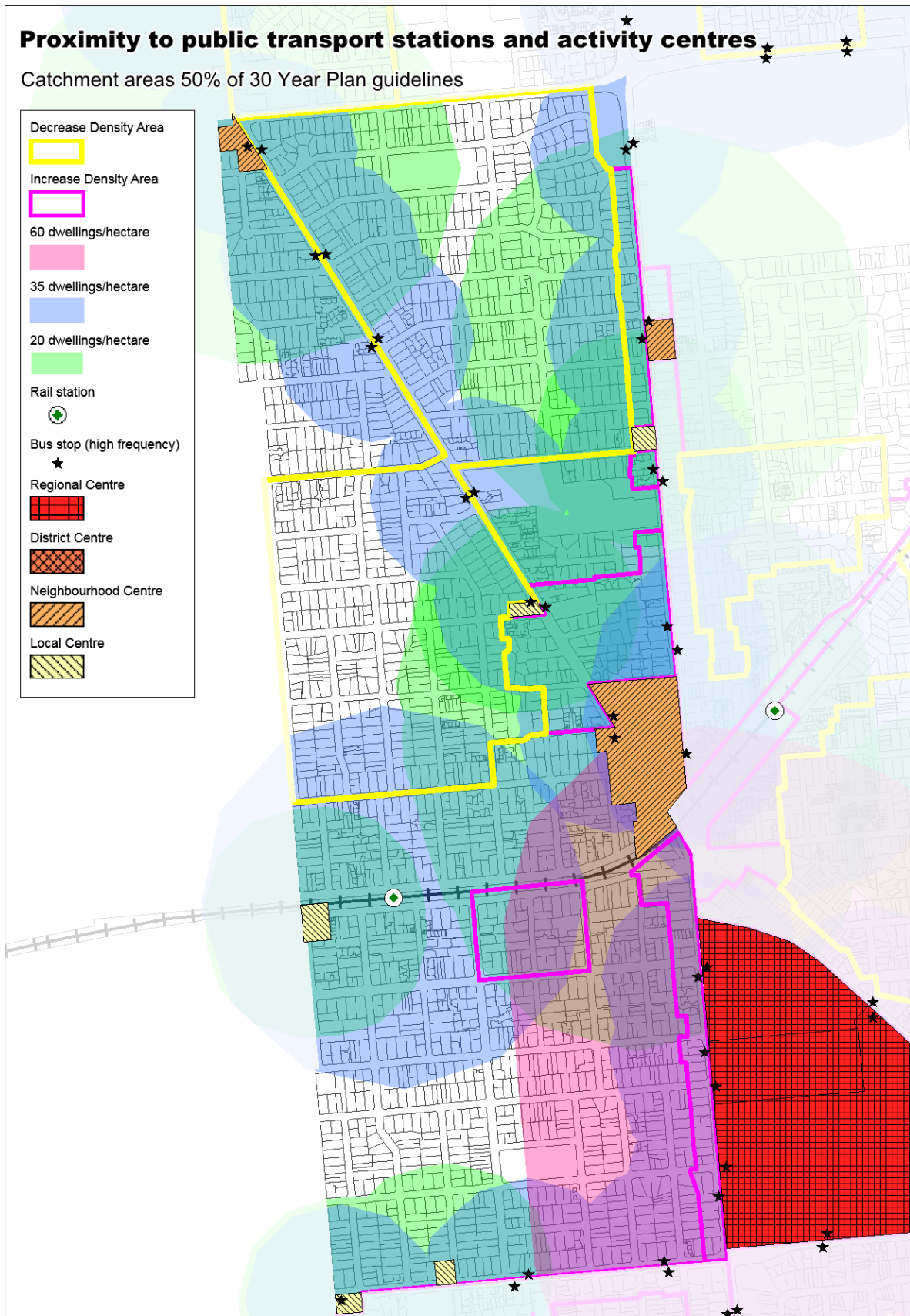


## Capital value / site value ratio

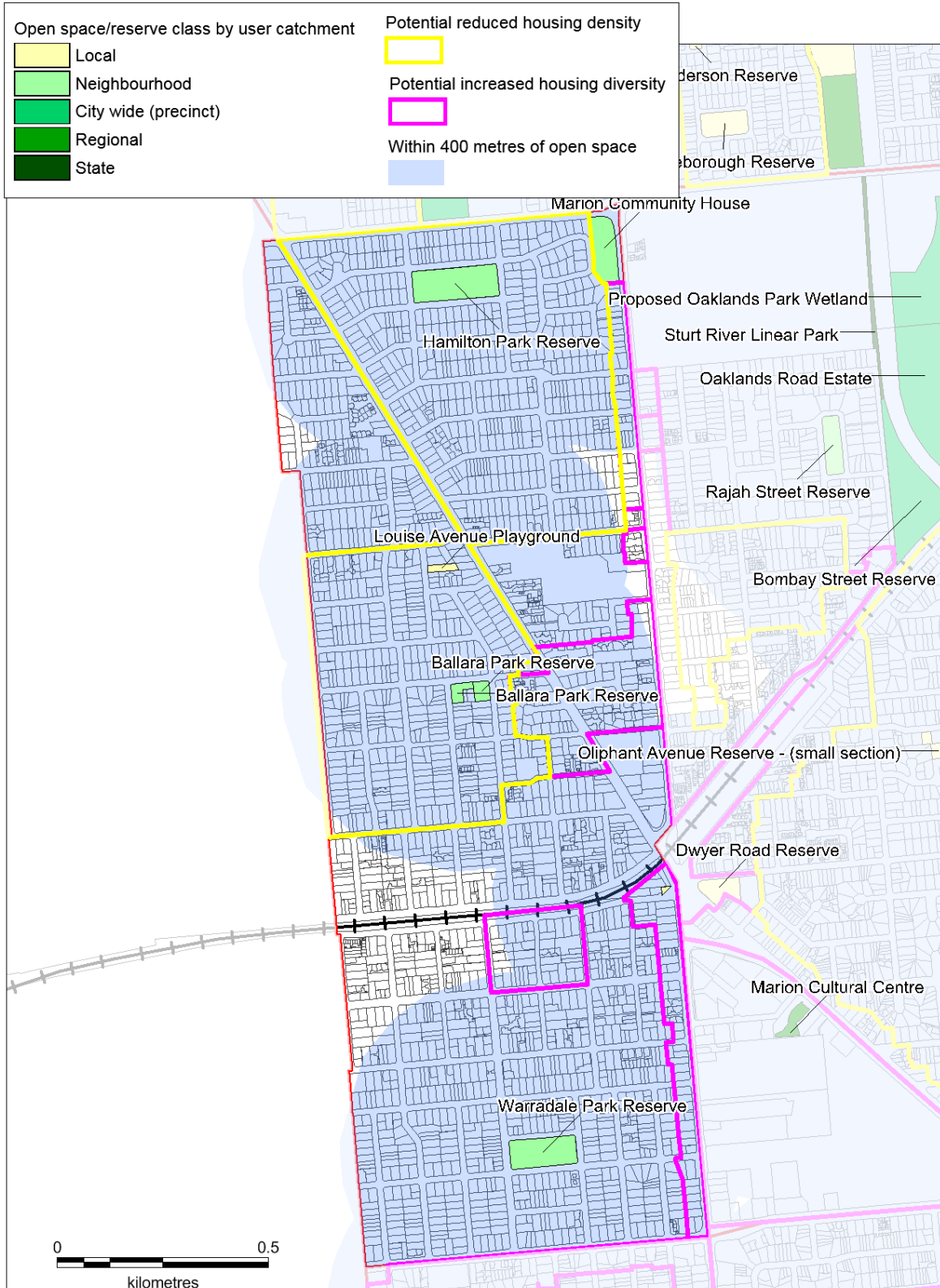


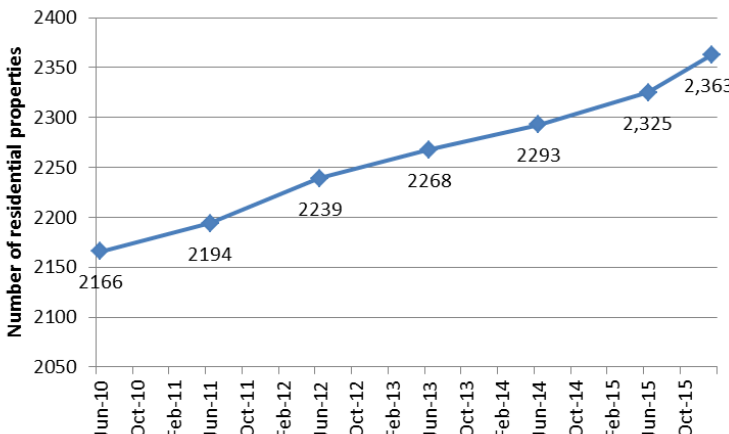
## Proximity to public transport stations and activity centres

Catchment areas 50% of 30 Year Plan guidelines



## Proximity to public open space



Suburb																																										
Suburb size		200.5 hectares 2363 dwellings (in 2016) 4695 residents (in 2011)																																								
Current density	Gross residential density	11.8 dwellings/hectare (du/ha)																																								
	Population density	23.4 persons/hectare																																								
Demographic trends (2011)	Age	Lower proportion of people in the younger age groups (0 to 17 years) and a higher proportion of people in the older age groups (60+ years) than City of Marion (CoM).																																								
	Households	2.24 average household size A larger percentage of households with 2 persons (37.0% compared to 34.7% in CoM) and larger percentage of households with 1 person (31.9% compared to 29.9% in CoM)																																								
	Dwellings	A larger percentage of 3 bedroom dwellings (57.6% compared to 53.7% in CoM)																																								
Heritage Items	Local	376 Morphett Road 175 Oaklands Road 11 to 13 Walkley Avenue																																								
	State	-																																								
Topography	< 1:10	Minor gradient throughout suburb																																								
Movement barriers/constraints		Diagonal Road and train line intercepts suburb																																								
Recent development activity		 <table><caption>Number of residential properties</caption><tr><th>Date</th><th>Number of residential properties</th></tr><tr><td>Jun-10</td><td>2166</td></tr><tr><td>Jun-11</td><td>2194</td></tr><tr><td>Jun-12</td><td>2239</td></tr><tr><td>Jun-13</td><td>2268</td></tr><tr><td>Jun-14</td><td>2293</td></tr><tr><td>Jun-15</td><td>2325</td></tr><tr><td>Oct-15</td><td>2363</td></tr></table>	Date	Number of residential properties	Jun-10	2166	Jun-11	2194	Jun-12	2239	Jun-13	2268	Jun-14	2293	Jun-15	2325	Oct-15	2363																								
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Adjoining council areas		City of Holdfast Bay: Residential Zone (no policy area) adjoins majority of boundary, with exception to properties facing the railway line which are located in the Medium Density Policy Area 5.																																								
<table><tr><th colspan="5">Comparison of Minimum Site Dimensions</th></tr><tr><td colspan="5">City of Marion: Medium Density Policy Area 12 City of Holdfast Bay: Medium Density Policy Area 5</td></tr><tr><th>Dwelling Type</th><th>Site Area Marion</th><th>Site Area Holdfast</th><th>Frontage Marion</th><th>Frontage Holdfast</th></tr><tr><td>Detached</td><td>300</td><td>250</td><td>10</td><td>9</td></tr><tr><td>Semi-detached</td><td>270</td><td>200</td><td>9</td><td>9</td></tr><tr><td>Group dwelling</td><td>250</td><td>200</td><td>18</td><td>7</td></tr><tr><td>Residential flat building</td><td>250</td><td>200</td><td>18</td><td>7</td></tr><tr><td>Row dwelling</td><td>210</td><td>200, or 150 if access from rear of allotment/common driveway/collector</td><td>7</td><td>7</td></tr></table>			Comparison of Minimum Site Dimensions					City of Marion: Medium Density Policy Area 12 City of Holdfast Bay: Medium Density Policy Area 5					Dwelling Type	Site Area Marion	Site Area Holdfast	Frontage Marion	Frontage Holdfast	Detached	300	250	10	9	Semi-detached	270	200	9	9	Group dwelling	250	200	18	7	Residential flat building	250	200	18	7	Row dwelling	210	200, or 150 if access from rear of allotment/common driveway/collector	7	7
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		road		
<b>City of Holdfast Bay: Residential Zone</b> City of Marion: Northern Policy Area 13				
Dwelling Type	Site Area Marion	Site Area Holdfast	Frontage Marion	Frontage Holdfast
Detached	375	400	12	12
Semi-detached	320	350	9	12
Group dwelling	300	350	20	12
Residential flat building	300	350	20	12
Row dwelling	250	350	7	10

### Locality 1: Potential reduced housing density area (yellow)

<b>Locality commentary</b>	The locality is located on the eastern side of Diagonal Road, extending from Keynes Avenue in the south to Oaklands Road to the north.	
<b>Current Policy Areas</b>	Northern Policy Area 13	
<b>Locality size</b>	43.0 hectares, containing 512 properties	
<b>Current density</b>	11.9 dwellings/hectare (du/ha)	
<b>Proximity to public transport and activity centres</b>	Approximately half of the locality is within 200 metres of high frequency bus routes on Morphett and Diagonal Roads, suitable for 35 du/ha. Approximately ¾ of the locality is within 400 metres of a Neighbourhood Centre suitable for 20 du/ha.	
<b>Age of dwelling stock</b>	< 1940	0% (0 properties)
	1940-1960	41% (209 properties)
	1960 – 1990	39% (200 properties)
	> 1990	14% (73 properties)
	Other	6% (data not available)
	Summary	Approximately 80% of the dwelling stock is between 25 and 75 years old
<b>Capital to site value ratio</b>	1.0 – 1.3	47% (242 properties)
	1.3 - 2.0	38% (197 properties)
	> 2.0	11% (56 properties)
	Other	4% (data not available)
	Summary	Almost half of the properties in the locality are suitable for redevelopment due to minimal dwelling value compared to land value
<b>Streetscape characteristics</b>	Maturity and location of street trees vary throughout the locality. Kent Avenue and Pine Avenue feature a reasonably consistent avenue of large mature street trees, which positively contribute to streetscape amenity. Setbacks are generally consistent, but sites subject to infill development typically incorporate lesser setbacks than the original dwelling stock. Examples of infill development are scattered infrequently throughout the locality.	
<b>Discussion / Recommendation</b>	<p>The age of the housing stock is predominantly between 25 and 75 years old (40% is greater than 55 years old). Approximately half of the properties have relatively low capital to site value (minimal dwelling value in comparison to the land) suggesting it is primed for redevelopment.</p> <p>The area is currently zoned Northern Policy Area 13 which anticipated site areas between 250m<sup>2</sup> and 375m<sup>2</sup>. Assuming an average site area 309m<sup>2</sup> this equates to a gross density of 21.7 du/ha, which is nearly twice the current density (11.9 du/ha).</p>	



Approximately 50% of the locality is within 200 metres of a high frequency bus route suitable for densities of up to 35 du/ha and approximately 75% is located within 400 metres of a Neighbourhood Centre suitable for 20 du/ha, which is similar to the density envisaged by the existing Northern Policy Area 13.

**It is recommended that:**

- Further investigations are undertaken to determine whether land within 200 metres of Morphett Road and Diagonal Road are suitable for increased densities of up to 35 dwellings/hectare, and
- The remainder of the locality is retained for potential reduced housing density, and that further investigations are undertaken to determine whether dwellings/streetscapes maintain sufficient value/amenity to warrant preservation and/or different density criteria.

### Locality 2: Potential reduced housing density area (yellow)

<b>Locality commentary</b>	Area is located on the western side of Diagonal Road, extending from Dunrobin Road in the south to Balmoral Avenue in the north.	
<b>Current Policy Areas</b>	Northern Policy Area 13	
<b>Locality size</b>	31.7 hectares, containing 419 properties	
<b>Current density</b>	13.2 du/ha	
<b>Proximity to public transport and activity centres</b>	Approx. 25% of properties are within 200 metres of a high frequency bus route on Diagonal Road, and 20% are within 400 metres of a rail station so are suitable for 35 du/ha. Approx. 1/3 of the locality is within 400m of a Neighbourhood Centre, suitable for 20 du/ha. Properties on the western side of the locality do not fall within these catchment areas.	
<b>Age of dwelling stock</b>	<b>&lt; 1940</b>	0% (2 properties)
	<b>1940-1960</b>	38% (160 properties)
	<b>1960 – 1990</b>	29% (121 properties)
	<b>&gt; 1990</b>	23% (96 properties)
	<b>Other</b>	10% (data not available)
	<b>Summary</b>	Approx. 2/3 of the housing stock is between 25 and 75 years old (38% greater than 55 years old)
<b>Capital to site value ratio</b>	<b>1.0 – 1.3</b>	49% (205 properties)
	<b>1.3 - 2.0</b>	32% (135 properties)
	<b>&gt; 2.0</b>	15% (62 properties)
	<b>Other</b>	4% (data not available)
	<b>Summary</b>	Half of the properties have minimal dwelling value compared to land value and are prime for redevelopment
<b>Streetscape characteristics</b>	Maturity and location of street trees vary throughout the locality. Mix of setbacks with some streets comprising common setbacks whilst others differ due to recent infill.	
<b>Discussion/Recommendation</b>	<p>Approx. 2/3 of the housing stock is between 25 and 75 years old (38% is greater than 55 years old). Approximately half of the properties have relatively low capital to site value (minimal dwelling value in comparison to the land) suggesting it is primed for redevelopment.</p> <p>Infill development is evident throughout the locality, as approximately 1/4 of dwellings were constructed within the past 25 years.</p> <p>Approximately 25% of the locality is within 200 metres of a high frequency bus route and 20% is within 400 metres of a rail station, suitable for densities of 35 dwellings/hectare.</p>	

The area is currently zoned Northern Policy Area 13 which anticipated site areas between 250m<sup>2</sup> and 375m<sup>2</sup>. Assuming an average site area 309m<sup>2</sup> this equates to a gross density of 21.7 dwellings/hectare.

The northern and western sides of the locality are not well serviced by public transport or activity centres.

**It is recommended that:**

- Land within 200 metres of Diagonal Road and 400 metres of the rail station be considered for rezoning to allow for increased housing diversity, with density up to 35 du/ha.
- The remainder of the locality is retained for potential reduced housing density, and that further investigations are undertaken to determine whether dwellings/streetscapes maintain sufficient value/amenity to warrant preservation and/or different density criteria.

### Locality 3: Potential increased housing diversity area (pink)

<b>Locality commentary</b>	Area is located on both sides of Diagonal Road, surrounding the Oaklands Park Neighbourhood Centre, north of the trainline, and along the western side of Morphett Road.	
<b>Current Policy Areas</b>	Northern Policy Area 13	
<b>Locality size</b>	11.7 hectares, containing 211 properties	
<b>Current density</b>	18 dwellings/hectare	
<b>Proximity to public transport and activity centres</b>	Entire locality is within 200 metres of high frequency bus routes along Morphett and Diagonal Roads and within 400 metres of activity centres so is suitable for 35 dwellings/hectare.	
<b>Age of dwelling stock</b>	<b>&lt; 1940</b>	2% (4 properties)
	<b>1940-1960</b>	7% (15 properties)
	<b>1960 – 1990</b>	61% (129 properties)
	<b>&gt; 1990</b>	8% (17 properties)
	<b>Other</b>	22% (data not available)
	<b>Summary</b>	Housing stock is predominantly 25 to 50 years old. Road layout suggests that much was undertaken around the late 1960's early 1970's?
<b>Capital to site value ratio</b>	<b>1.0 – 1.3</b>	30% (64 properties)
	<b>1.3 - 2.0</b>	52% (110 properties)
	<b>&gt; 2.0</b>	6% (12 properties)
	<b>Other</b>	12% (data not available)
	<b>Summary</b>	About 1/3 of the properties have relatively low capital to site value (minimal dwelling value in comparison to the land) suggesting those properties have prime redevelopment potential.

**Discussion / Recommendation**

The properties in the locality are between 25 and 75 years old. Of these, approximately 50% have a low capital to site value, suggesting they have prime redevelopment potential.

Due to the proximity of the rail line it is suggested that the southern section of the designated locality (3b) be extended to include an area bounded by Egmont in the north, the rail line in the south and the Council boundary to the west.

At 50% of the 30 Year Plan guidelines, all properties in the extended area are within 400 metres of the rail station and/or 200 metres of a high frequency bus route; being appropriate for densities of 35 dwellings/hectare.

It is noted that the eastern portion of the locality (bounded by Warradale Primary School, Morphett Road, Diagonal Road and Prunus Street) has been identified as a “high density mixed use node” on Draft Strategic Structure Plans prepared by the Department of Planning, Transport and Infrastructure (DPTI). The area is described as being targeted for “*high intensity mixed uses, including multi storey residential, contributing to a mid-south CBD and supported by improved public space and pedestrian connections.*”

The Draft Structure Plans prepared by DPTI will be available for viewing by Committee Members at the meeting of the Urban Planning Committee held on 5 April 2016.

The northern part of the locality fronting Morphett Road (3a) is in close proximity to a high frequency bus route therefore being suitable for densities of 35 duh/a. The 30 Year Plan guidelines (50% of) suggest that properties within 200 metres of the bus route should be developed at a density of 35 du/ha (as mentioned in Locality 1 above). The appropriate allotment depth for taller/higher density development will require further investigation.

**It is recommended that:**

- **The southern section of the locality be extended to include an area bounded by Egmont in the north, the rail line in the south and the Council boundary to the west.**
- **This extended area allow for increased densities of up to 35 du/ha.**
- **The northern section fronting Morphett Road be rezoned to allow for increased densities of up to 35 dwellings/hectare.**
- **Further investigations be undertaken to ascertain the appropriate allotment depth (may be dependent on whether area is to be rezoned ‘Urban Corridor’ – seeking taller/higher densities, or up-zoned to a medium density form of development).**

#### Locality 4: Potential increased housing diversity area (pink)

<b>Locality commentary</b>	Area is located on the southern side of the trainline, including Struan, Mattson and Alisa Streets, and properties facing Morphett Road	
<b>Current Policy Areas</b>	Northern Policy Area 13	
<b>Locality size</b>	9.5 hectares, containing 119 properties	
<b>Current density</b>	12.5 dwellings/hectare	
<b>Proximity to public transport and activity centres</b>	The defined locality, and in fact, the entire area between the rail line, Sturt Road, Morphett Road and the Council boundary to the east, is very well located in relation to both public transport (train station , high frequency bus routes), Marion Regional Centre and two smaller local centres. Densities of between 35 and 60 dwellings/hectare are suitable in a majority of this extended location.	
<b>Age of dwelling stock</b>	< 1940	6% (7 properties)
	1940-1960	27% (32 properties)
	1960 – 1990	23% (27 properties)
	> 1990	29% (35 properties)
	Other	15% (data not available)
	Summary	There is an even distribution of age throughout this small locality, with 50% of dwellings greater than 25 years old and nearly 30% built in the last 25 years.
<b>Capital to site value ratio</b>	1.0 – 1.3	46% (55 properties)
	1.3 - 2.0	25% (30 properties)
	> 2.0	20% (24 properties)

Other	9% (data not available)
Summary	Nearly half of the properties within this locality have relatively low capital to site value (minimal dwelling value in comparison to the land) suggesting those properties have prime redevelopment potential.

<b>Discussion/Recommendation</b>	<p>Due to the excellent proximity to public transport and the regional centre of the entire area between the rail line, Sturt Road, Morphett Road and the Council boundary to the east, it is suggested that the designated locality be extended to include this entire area.</p> <p>At 50% of the 30 Year Plan guidelines, almost half of the properties in the extended area are within 400 metres of the regional centre, being appropriate for densities of 60 dwellings/hectare. Over 60% of the extended locality is within 400 metres of the rail station or 200 metres of a high frequency bus route; being appropriate for densities of 35 dwellings/hectare. Only a small portion of this extended locality (centrally located on the western side) is outside any form of catchment (using the 50% of 30 Year Plan Guidelines)</p> <p>Apart from dwellings that have been constructed in the last 15 years, a majority of housing stock is at least 55 years old and has a low capital to site value; suggesting they have prime redevelopment potential.</p> <p>It is noted that the areas surrounding Oaklands Station have been identified as a “high density mixed use node” on Draft Strategic Structure Plans prepared by the Department of Planning, Transport and Infrastructure (DPTI). The area is described as being targeted for <i>“high intensity mixed uses, including multi storey residential, contributing to a mid-south CBD and supported by improved public space and pedestrian connections.”</i> Properties fronting Morphett Road have been identified as <i>“Corridor (Mixed Infill)”</i>.</p> <p>The Draft Structure Plans prepared by DPTI will be available for viewing by Committee Members at the meeting of the Urban Planning Committee held on 5 April 2016.</p> <p><b>It is recommended that:</b></p> <ul style="list-style-type: none"> <li>• <b>The locality is extended to include the entire area between the rail line, Sturt Road, Morphett Road and the Council boundary to the east.</b></li> <li>• <b>That part of the locality within 400 metres of Morphett Road allow for increased densities up to 60 dwellings/hectare.</b></li> <li>• <b>The remainder of the locality allow for increased densities up to 35 dwellings/hectare.</b></li> </ul>
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### Staff's Recommendation:

Areas for amended density policies based on the preceding investigations

- Potential reduced housing density
- Potential increased housing diversity
- No proposed policy change
- Rail route
- Current zone/policy area boundary
- Suburb boundary

Potential for decreased density criteria due to limited infill development, high amenity streetscapes and distance from transport/centres. However, dwellings have limited character value. Further investigations required.

Located within 200m proximity of a high frequency bus route, therefore suitable for densities of 35 du/ha. Investigate suitable depth of zone from Morphett Road.

Located within 200m of a high frequency bus route, therefore suitable for densities of 35 du/ha. **However**, Locality 4 is better suited for higher density dwellings, so either retain current densities of the Northern Policy Area 13, or investigate for potential decreased density criteria.

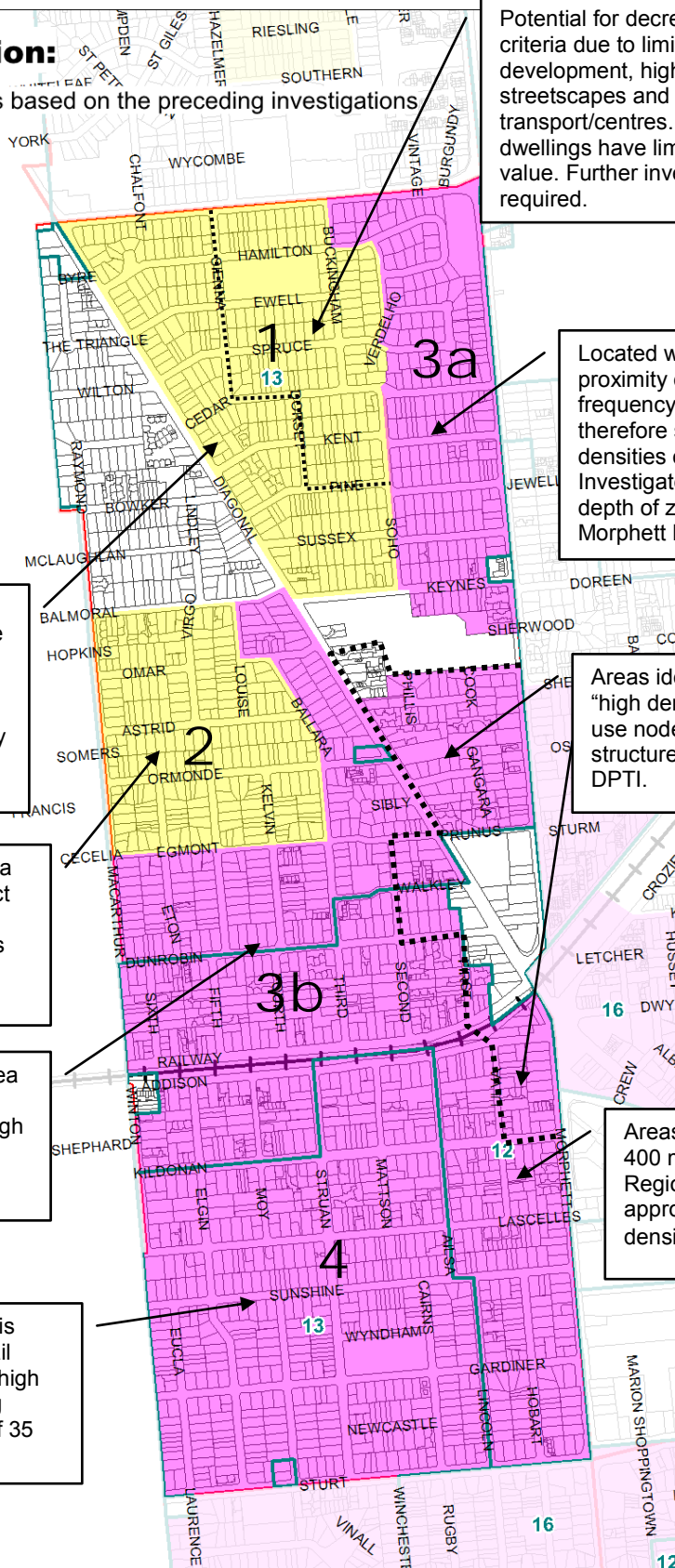
Areas identified as a "high density mixed use node" in draft structure plans by DPTI.

Potential for decreased density criteria due to limited infill development, intact streetscapes and distance from transport/centres. However, dwellings have limited character value. Further investigations required.

All properties in the extended area are within 400 metres of the rail station and/or 200 metres of a high frequency bus route; being appropriate for densities of 35 du/ha.

Areas located within 400 metres of the Regional Centre appropriate for densities of 60 du/ha.

Locality extended as area is within 400 metres of the rail station or 200 metres of a high frequency bus route; being appropriate for densities of 35 du/ha.





26 April 2016

Honourable John Rau MP  
Minister for Planning  
GPO Box 464  
ADELAIDE SA 5001

Dear Minister Rau

**Re: City of Marion Housing Diversity Development Plan Amendment (DPA)**

The City of Marion intends to undertake a "Housing Diversity" Development Plan Amendment (DPA).

Council was initially considering undertaking a number of residential DPAs (as outlined in Marion's Strategic Directions Report of 2013), including:

- Facilitating greater housing diversity and densities in appropriate locations along transit corridors and near activity centres (reflecting the directions of the *30 Year Plan for Greater Adelaide*);
- Increasing opportunities for greater housing diversity and medium-high densities in appropriate areas in the southern portion of the Council area;
- Incorporation of additional areas within the Residential Character Policy Area 17, as proposed in Council's Residential Character DPA of 2013 (which is still on hold before DPTI awaiting the results of the "Southern Transit Corridor" Structure Planning);
- Retaining areas which are not in proximity to activity centres or public transport, and which demonstrate an established streetscape character, by minimising potential for infill development; and
- Investigating areas for mixed use development along higher order roads.

More recently, Council and DPTI have been discussing the option of creating a single DPA that covers the various strategic aims in one document - providing opportunity for a better managed, coordinated and balanced approach for growth in the Council area (known as the "Housing Diversity DPA").

Council is currently undertaking investigations regarding the existing nature of suburbs within the City of Marion. The analyses consider the suburb's characteristics (including proximity to public transport stations, activity centres, public open space, age of dwelling stock, capital/site values, key demographics, current density, recent development activity, topography, streetscape characteristics, etc.) to assess suitability for increased housing diversity. Please find enclosed a copy of a draft suburb analysis for Plympton Park. Council's Administration staff has completed a similar analysis for each suburb within the City of Marion.

Once this information has been reviewed by Council's Urban Planning Committee, Council

intends to submit a Statement of Intent (SOI) to the Minister.

Council understands that the State Government is currently reviewing *The 30-Year Plan for Greater Adelaide*, and is preparing a *Planning, Development and Infrastructure Bill*, which will become the *Planning, Development and Infrastructure Act 2015*.

Given the relevance of these upcoming legislative changes, Council seeks advice whether Council's proposed Housing Diversity DPA is consistent with the State Government's future directions.

Council requests guidance from the Minister at this stage of the DPA (prior to preparing and submitting a SOI) in order to ensure that the investigations, information and directions within the SOI are relevant to and consistent with future State legislation.

It would be appreciated if you could advise of your position as soon as possible to enable Council to continue with preparation of the Statement of Intent (SOI).

Please do not hesitate to contact me on the details below if you have any questions in relation to this matter.

Yours sincerely

Adrian Skull  
**Chief Executive Officer – City of Marion**