

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 6 June 2017

Commencing at 6.30pm

In Committee Room 1

Council Administration Centre

245 Sturt Road, Sturt

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

Meetings of the Council are open to the public and interested members of this community are welcome to attend. Access to Committee Room 1 is via the main entrance to the Administration building on Sturt Road, Sturt.

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

Adrian Skull
CHIEF EXECUTIVE OFFICER

1 June 2017

**CITY OF MARION
URBAN PLANNING COMMITTEE AGENDA
FOR THE MEETING TO BE HELD ON
TUESDAY 6 JUNE 2017
COMMENCING AT 6.30 PM
COMMITTEE ROOMS 1 & 2
245 STURT ROAD, STURT**



1. OPEN MEETING

2. KAURNA ACKNOWLEDGEMENT

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

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

4. CONFIRMATION OF MINUTES

- 4.1 Confirmation of the Minutes for the Special Urban Planning Committee held on
1 May 20174

5. BUSINESS ARISING

Nil

6. PRESENTATION

Nil

7. REPORTS

- 7.1 Work Plan 2017
UPC040417R7.1 8
- 7.2 Development Plan Amendment Status Update
UPC040417R7.2 12
- 7.3 Community/Recreation Development Plan Amendment (DPA)
UPC040417R7.3 16
- 7.4 Housing Diversity Development Plan Amendment (DPA) – Mixed use
development along Marion Road
UPC040417R7.4 33
- 7.5 Housing Diversity Development Plan Amendment (DPA) – Mixed use
development in Local and Neighbourhood Centres
UPC040417R7.5 58

7.6	Housing Diversity Development Plan Amendment (DPA) – “Oaklands Estate” UPC040417R7.6.....	74
7.7	Housing Diversity Development Plan Amendment (DPA) – Marion Historic Village and surrounds UPC040417R7.7	87
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7.9	Housing Diversity Development Plan Amendment (DPA) – Character Area in South Plympton UPC040417R7.9.....	117

8. CONFIDENTIAL ITEMS

Nil

9. ANY OTHER BUSINESS

Nil

10. MEETING CLOSURE

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

11. NEXT MEETING

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

Time: 6:30 pm

Date: 1 August 2017

Venue: Committee Room 1 & 2

**MINUTES OF THE SPECIAL URBAN PLANNING COMMITTEE
HELD AT ADMINISTRATION CENTRE
245 STURT ROAD, STURT
ON MONDAY 1 MAY 2017**



PRESENT

Elected Members

Mayor Kris Hanna (Chair)
Councillor Tim Gard
Councillor Raelene Telfer

In Attendance

Mr Steve Hooper	Manager Development & Regulatory Services
Ms Rhiannon Hardy	Policy Planner (minute taker)
Mr David Melhuish	Senior Policy Planner

1. OPEN MEETING

The meeting commenced at 6:32 pm.

2. KAURNA ACKNOWLEDGEMENT

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

3. MEMBERS DECLARATION OF INTEREST

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

- Cr Gard declared that he has an interest in a property in Glengowrie.
- Cr Telfer declared that she lives in a property in the Northern Policy Area 13.
- Mayor Hanna declared that he lives in a property in "Oaklands Estate".

4. CONFIRMATION OF MINUTES

Moved Councillor Telfer, Seconded Councillor Gard that the minutes of the Urban Planning Committee meeting held on 4 April 2017 be confirmed as a true and correct record of proceedings.

Carried

5. BUSINESS ARISING

Nil

6. PUBLIC HEARING

Community/Recreation Development Plan Amendment (DPA) - Public Hearing Report Reference: SUPC010517R6.1

The Chair provided background information regarding the Community/Recreation DPA.

The Chair invited Mr Melhuish to provide a summary of the DPA content. Mr Melhuish provided a summary of the DPA and listed the 12 reserves subject to the DPA.

Joanne Bell and Mike King presented to the Committee regarding the DPA as it relates to Glade Crescent Reserve, raising concern regarding:

- The potential for the reserve to be developed for a sporting hub;
- The potential for decline in property values;
- The potential for new clubrooms;
- The potential for licensed events to be held;
- Increased traffic and noise impacts from sporting events;
- Decreased notification requirements for lighting towers in the new Community/Recreation Zone;
- The limited scope of consultation/notification undertaken by Council;
- Difficulty in finding the online poll during the consultation period.

The Committee and staff clarified the following matters:

- Council cannot have regard to the potential for property values to change (increase or decrease) in its decisions;
- The intention behind the DPA was to implement more appropriate zoning in our recreation areas, as the current residential zoning does not reflect their current use.
- Staff advised that the scope of Category 2 notification is fixed by legislation; in respect of Category 3 (public) notification, the Committee encouraged staff to consider wider notification by letterboxing around specific affected sites - and also to advise representors of the outcome of DPA decisions, depending on the numbers involved.

Action: Staff to advise representors of the outcome of the Community/Recreation DPA.

7. REPORTS

Housing Diversity Development Plan Amendment – Marion Plains Policy Area Report Reference: SUPC010517R7.1

The Chair invited staff to provide a background summary of Agenda Item 7.1.

Ms Hardy and Mr Hooper provided a summary of the Urban Planning Committee's discussions to date regarding the proposed Marion Plains Policy Area (Option 1). They explained that Option 2 represents a broader approach with amended policy in the entire Northern Policy Area 13 instead of specific localities within the Northern Policy Area 13.

The Chair invited discussion and the following matters were considered:

- A Yield Analysis is needed to provide context to the potential policy changes.
- The Council's historical dwelling growth of approximately 1% may satisfy the State's strategic objectives in conjunction with major developments at Morphetville Racecourse, Tonsley, etc.
- Option 2, regarding the whole of the Northern Policy Area 13, is preferred because it will provide an overall benefit to the northern part of the Council.
- The "pocket" localities previously considered for the Marion Plains Policy Area are too small – Option 2 would still provide benefit to these localities, but would also create positive policy changes in other areas.
- Northern Policy Area 13 could be renamed "Marion Plains Policy Area 13" to reflect the changes made to the Policy Area provisions.

The Committee Members viewed Maps 2 and 3 (as referenced in report 7.1) to consider the outcome of amended site area and frontage provisions.

The Committee agreed that the site dimensions of Map 3 were preferred to encourage housing growth in transit corridors and higher density policy areas.

Staff clarified that the proposed Suburban Activity Node Zone contains principles to ensure that new development transitions down toward adjoining residential areas.

Action: The outcome of the Housing Diversity DPA investigations should be discussed at the Elected Members Forum on 20 June 2017.

Action: Prior to the Elected Member's Forum on 20 June 2017, staff should arrange a meeting with staff from the Department of Planning, Transport and Infrastructure (DPTI) to discuss the outcome of Council's investigations for the Housing Diversity DPA as they relate to the Statement of Intent (SOI).

Action: Those parts of the Medium Density Policy Area 12 identified for lower density in the SOI are to be included in the amended Northern Policy Area 13 (to be renamed the Marion Plains Policy Area 13).

Moved Councillor Telfer, Seconded Councillor Gard that the Urban Planning Committee:

1. Having considered the draft policy and mapping in Appendices 9 and 10, support the proposed changes to Northern Policy Area 13 as referenced in the Agenda as "Option 2: Retain and amend the existing Northern Policy Area 13".
2. Support the site dimensions illustrated in Appendix 10 "Site Dimension Analysis of Potential Amended Northern Policy Area 13 – Option 2", as detailed on Page 14 of the Agenda and titled "Map 3. Alternative amended minimum site dimensions".
3. Recommend that those parts of the Medium Density Policy Area 12 identified for lower density in the Statement of Intent be included in the amended Northern Policy Area 13.
4. Recommends that Northern Policy Area 13 be renamed "Marion Plains Policy Area".

Carried unanimously

8. CONFIDENTIAL ITEMS

Nil

9. ANY OTHER BUSINESS

Nil

10. MEETING CLOSURE

The meeting was declared closed at 7:57 pm

11. NEXT MEETING

The next meeting of the Urban Planning Committee is to be held on Tuesday, 6 June 2017 at 6.30 pm in Committee Rooms 1 & 2.

CONFIRMED

.....
CHAIRPERSON

/ /

**CITY OF MARION
URBAN PLANNING COMMITTEE MEETING
6 JUNE 2017**

Originating Officer: Rhiannon Hardy, Policy Planner
General Manager: Abby Dickson, General Manager City Development
Subject: Work Plan 2017
Reference No: UPC060617R7.1

REPORT OBJECTIVE

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

EXECUTIVE SUMMARY

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

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

RECOMMENDATION

DUE DATE

That the Urban Planning Committee:

- | | |
|--|--------------------|
| 1. Notes the proposed work program for 2017 identified at Appendix 1 to the report. | 6 June 2017 |
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Appendix 1

INDICATIVE URBAN PLANNING WORK PROGRAM - 2017

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

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

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

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

1 AUGUST 2017	
Topic	Action
Work Plan 2017	Note
Development Plan Amendment (DPA) Status Update	Note
Housing Diversity DPA	Finalise DPA content for consideration by Council
Urban Renewal and Heat Island Effect	Development Assessment Panel (DAP) Policy Observation from 15 February 2017 - discussion
Recreation / Community DPA	Status update if required
Morphettville Racecourse DPA (Ministerial)	Status update if required
Main South Road/Darlington Upgrade DPA (Ministerial)	Status update if required
Seacliff Park Residential & Activity Centre DPA (Cities of Marion & Holdfast Bay)	Status update if required
Castle Plaza Activity Centre DPA	Status update if required

3 OCTOBER 2017	
Topic	Action
Work Plan 2017	Note
Development Plan Amendment (DPA) Status Update	Note
Housing Diversity DPA	Status update if required

Recreation / Community DPA	Status update if required
Morphettville Racecourse DPA (Ministerial)	Status update if required
Main South Road/Darlington Upgrade DPA (Ministerial)	Status update if required
Seacliff Park Residential & Activity Centre DPA (Cities of Marion & Holdfast Bay)	Status update if required
Castle Plaza Activity Centre DPA	Status update if required

**CITY OF MARION
URBAN PLANNING COMMITTEE MEETING
6 JUNE 2017**

Originating Officer: Rhiannon Hardy, 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: UPC060617R7.2

REPORT OBJECTIVES/SUMMARY

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

RECOMMENDATION

DUE DATE

That the Urban Planning Committee:

- | | |
|--|--------------------|
| 1. Notes the status of Ministerial and Council Development Plan Amendments. | 6 June 2017 |
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DISCUSSION

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

Ministerial-Initiated Development Plan Amendments:

Development Plan Amendment (DPA)	Purpose	Status
Southern Innovation Area Ministerial DPA (formerly known as the Main South Road/Darlington DPA)	<p>DPA affects Cities of Marion, Mitcham & Onkaparinga.</p> <p>DPA proposes to support delivery of zoning improvements to enable integrated land use and transport outcomes from the \$620 million government investment in the Darlington Upgrade Project, including:</p>	<p>Staff met with DPTI staff in February to discuss the draft policy.</p> <p>DPTI staff attended the Elected Member Forum on 18 April 2017 to provide an update on the DPA.</p> <p>The DPA is anticipated to be released for public consultation in late May 2017.</p>

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

Council-Initiated Development Plan Amendments:

Development Plan Amendment (DPA)	Purpose	Status
Castle Plaza Activity Centre DPA	<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>3 Audit reports relating to Audit Areas 1, 2 & 3 have been provided to Council and the Minister, stating that these areas are suitable for a restricted range of uses – subject to restrictions, conditions and recommendations.</p> <p>Reported to Council on 12 April 2016 and 24 May 2016.</p> <p>The DPA is with DPTI, who in collaboration with Council staff, will revise the DPA so as to be</p>

		<p>consistent with the audit recommendations.</p> <p>Novion (the developer/owner of the site) has put forward an amended- smaller scale - proposal for the site. This potentially involves changes to the proposed road system. Council is awaiting additional details, including an amended traffic report, prior to considering any required changes to the DPA.</p>
<p>Seacliff Park Residential & Activity Centre DPA</p> <p>(Cities of Marion & Holdfast Bay)</p>	<p>The DPA proposes to create a Suburban Neighbourhood zone to facilitate the appropriate development of an approximately 8.34 hectare site informally referred to as "Cement Hill" including a neighbourhood activity centre and medium density residential development.</p>	<p>Approved by Minister for public consultation August 2015.</p> <p>There are ongoing negotiations regarding the Cement Hill development and some of the details are still being finalised. Public Consultation will commence once these negotiations are finalised.</p>
New DPAs (2016)		
<p>Recreation/Community Use DPA</p>	<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>The DPA was placed on public consultation on 22 February 2017 and concluded on 20 April 2017.</p> <p>A public hearing was held on Monday 1 May 2017 at the Special Meeting of the Urban Planning Committee.</p> <p>Report 7.3 of this agenda presents a summary of the public consultation.</p>
<p>Housing Diversity DPA</p>	<p>The proposed DPA reviews the residential densities envisaged in the existing Policy Areas of the Residential Zone to assess opportunities for increased housing diversity/density, and to identify areas that warrant preservation, including Character areas.</p>	<p>The DPA SOI has been forwarded to the Minister for consideration.</p> <p>The SOI has not yet received agreement from the Minister at the time of writing.</p>

New DPAs (2017)		
Industrial Land Study	Current Industry related policies are outdated and in need of review to better facilitate the changing nature of business in the Council area.	Letter sent to DPTI 9 February 2017 seeking advice on whether a DPA is likely to be supported considering that employment/industry related uses are likely to be reviewed by DPTI as part of the new State Planning reforms. Awaiting a reply.

**CITY OF MARION
URBAN PLANNING COMMITTEE MEETING
6 JUNE 2017**

Originating Officers: David Melhuish, Senior Policy Planner

Manager: Steve Hooper, Manager Development & Regulatory Services

General Manager: Abby Dickson, General Manager City Development

Subject: Recreation/Community DPA – Consultation - Summary and Response to Submissions

Report Reference: UPC060617R7.3

REPORT OBJECTIVES/SUMMARY

This report provides Members with a summary of the submissions received during the public and agency consultation stage of the DPA process, and staff's comment and response to those submissions.

RECOMMENDATIONS

DUE DATES

- | | |
|--|---------------------|
| 1. That the Urban Planning Committee considers the submissions received during the public and agency consultation stage of the DPA process and concurs with the proposed responses made by staff, as contained in Appendix 1. | 6 June 2017 |
| 2. A final draft of the DPA is created and presented to full Council for consideration. | 25 July 2017 |

BACKGROUND

Council has been undertaking a Development Plan Amendment (DPA) that proposes to rezone 12 recreation/community facilities from Residential Zone and/or Open Space Zone to a “Community Zone” and the recreation facilities are to be covered by a “Recreation Policy Area”.

The reason for a change to “Community Zone/Recreation Policy Area” is to provide a zone and associated policy that better reflects and facilitates the types of uses currently on the properties and/or those envisaged in the future.

The DPA does not include all community and recreation facilities in the Council area, as the existing “Residential Zone” appropriately supports smaller scale facilities/uses that serve the local community.

The DPA was placed on public and government agency consultation between 22 February to 19 April 2017.

As a result of the consultation, Council received a total of 17 submissions (14 from the public, 1 from an adjoining council and 3 from government agencies).

The public submissions were received via email (6), ‘Making Marion Website/Facebook (5), the phone (3). Most submissions raised questions and were replied to via the same medium. Three were submissions to an online survey and labelled as ‘Anonymous Users’. Face to face conversations were also held at the Council office.

Of these submissions one (1) person requested, and was provided the opportunity to be heard at the public hearing held on 1 May 2017.

DISCUSSION

Council staff has now considered the submissions (both written and verbal) received during the consultation period, and provided comment and responses regarding each submission.

The Urban Planning Committee is now being asked to consider the submissions and the associated staff comments and proposed responses prior to staff making any necessary amendments to the DPA.

Once amended, a final draft will be presented to Council for consideration, and approval to forward the DPA to the Minister for Planning, for his consideration/authorisation.

A table providing a Summary and Response to Public and Agency Submissions is attached as Appendices 1 and 2.

CONCLUSION

The Urban Planning Committee is being asked to consider the submissions received during the consultation period, and the associated staff comments and proposed responses, prior to staff making any necessary amendments to the DPA.

APPENDICES

Appendix 1: Summary and Response to Public Submissions / Summary and Response to Public Meeting Submissions

Appendix 2: Summary and Response to Agency Submissions

Attachment A – Summary and Response to Public Submissions

Report on each public submission received (including summary, comments and action taken in response)

Sub No.	Name and Address	Submission Summary	Comment	Council Response
	Capella Reserve			
1.	Di Fury 22 Coorabie Crescent Hallett Cove	<ul style="list-style-type: none"> • Please inform me of the proposed development plans for the Capella Reverse and Glade Crescent Reserve? <ul style="list-style-type: none"> – redevelopment of the current club rooms and/or additional proposed buildings) – expansion or additional carparking 	<ul style="list-style-type: none"> • Proposed amendment relates to the rezoning of the subject sites and the types of uses appropriate within the proposed zone. • What will or may be developed on a particular site would be considered under the development assessment process • Flood lights on Capella Reserve have been approved (publicly notified) and are under construction • Development of a precinct plan for Capella Reserve was endorsed by Council 28 Feb 2017 	<ul style="list-style-type: none"> • No change required • Respondent made aware of the situation (as per dot points under 'Comment')
2.	Joanne Bell / Mike King 16 Lighthouse Drive Hallett Cove	<ul style="list-style-type: none"> • The new rezoning plan appears to be in conflict with the Council's commitment to a soccer club, as the rezoning appears to be directed at a community and recreational atmosphere. • We would like to know what the future plans are for Capella Drive Reserve. 	<ul style="list-style-type: none"> • Rezoning to Community/Recreation Policy Area will provide further support for the use of the land by the soccer club. The list of envisaged uses and policy associated with the zone/policy area reflects the types of uses that could go in that zone. Not all sites are appropriate or intended for such uses. There are 12 sites being considered; some may be appropriate for certain uses and other not so. • Other than the uses currently undertaken at Capella Drive the only other use currently being considered is the development of a precinct plan for Capella Reserve which will 	<ul style="list-style-type: none"> • No change required

		<ul style="list-style-type: none"> • What exactly does the rezoning entail (in regards to buildings, fences, whether any of the land around the reserve will be sold off for residential housing or businesses?) • What your intention will be for the noise, increased traffic and parking if Capella Drive Reserve becomes a community zone? • As the Capella Reserve does not appear to be in breach of any current zoning laws why do you propose to change it? In our opinion it is totally unnecessary to change the zoning for this area, as it is not a dedicated sports area with facilities like the Cove Sports Hub! • We would like council to leave the Capella Drive Reserve off the DPA 	<p>incorporate further consideration to the future directions for the tennis courts, play space and toilet block at Nannigai Reserve. (endorsed by Council at 28 February 2017 General Council Meeting)</p> <ul style="list-style-type: none"> • Please refer to dot point above. There are no intentions to sell off the reserve land for residential or commercial uses. It should be noted however that the current residential zoning provides greater support for residential uses to occur. • Rezoning the land to Community Zone will not in itself create any of the issues mentioned. However, any future changes to the use of the reserve – if any (refer to second dot point) would require consideration of the three issues raised. • It is understood that the reserve and uses of that reserve already exists. However, current planning policy recognises that there is a more appropriate zone and associated policy for such facilities to be located. A number of other Councils have undertaken a similar rezoning process and included the Community Zone within their respective Development Plans. 	
3.	T & A Williams 15 Lighthouse Drive Hallett Cove	<ul style="list-style-type: none"> • object to rezoning of this land for following reasons: • Increased noise • Carte blanche for council to expand (tennis courts/clubrooms/carparks etc) • Further reduction of open space for wildlife - flora and fauna 	<ul style="list-style-type: none"> • Rezoning the land to Community Zone will not in itself create any of the issues mentioned. • Other than the uses currently undertaken at Capella Drive the only other use currently being considered is the development of a precinct plan for Capella Reserve which will incorporate further consideration to the future directions for the tennis courts, play space and toilet 	<ul style="list-style-type: none"> • No change required

		<ul style="list-style-type: none"> Also, there seems to be a lack of consideration by the council for the residents close to the reserve.... e.g. removal of olive trees but dead trees not removed (fire hazard) and no substitutes replanted. 	<p>block at Nannigai Reserve. (endorsed by Council at 28 February 2017 General Council Meeting)</p> <ul style="list-style-type: none"> Removal and replacement of trees is not an issue covered by this DPA. Council's Open Space Services will be advised of the matter. 	<ul style="list-style-type: none"> No change required
4.	Iris Hobart 1 Rogana Crescent Hallett Cove	<ul style="list-style-type: none"> Could you please let me know in layman's terms what the differences are in the old zoning and the proposed new zoning. I am keen to know what will now be allowed on the Reserve once new plan comes into effect. I am also keen to find out what future plans are for the Reserve 	<ul style="list-style-type: none"> Capella Reserve and most of Councils other large reserves/recreation facilities are covered under the Residential Zone. Whilst this zone allows for small scale local recreational uses it does not provide appropriate support for some of the activities currently being undertaken at Council's larger existing facilities or improvements to those facilities. The larger reserves/recreation facilities generally involve formalised team sports. A soccer training facility is located in Capella Reserve. The proposed Community Zone better reflects the activities taking place at the various facilities covered by the amendment. The only approved works for Capella Reserve is the soccer training flood lighting, which is currently being installed. Other than the uses currently undertaken at Capella Drive the only other use currently being considered is the development of a precinct plan for Capella Reserve which seeks further consideration to the future directions for the tennis courts, play space and toilet block at Nannigai 	<ul style="list-style-type: none"> No change required

		<ul style="list-style-type: none"> • Council's reply has covered my concerns for Capella Reserve. • Seen many improvements to the reserve, however, some of the trees now obstruct my view. 	<p>Reserve. (endorsed by Council at 28 February 2017 General Council Meeting)</p> <ul style="list-style-type: none"> • Noted • Noted 	
	Glade Crescent Reserve			
5.	Brett Mitchell 32 Caswell Drive Hallett Cove	<ul style="list-style-type: none"> • Concerned about the potential rezoning of the Glade Crescent Reserve. • The playground recently constructed there includes a Flying Fox which, while attracting people of all ages, correlates to greater noise by users of this device and therefore interfering with the quiet amenity of those in nearby houses in Caswell Drive. • Rezoning to 'Community' will likely lead to more infrastructure in the reserve, increasing traffic in Caswell Drive and again, impacting on the peaceful amenity of residents living very close to this Reserve. • I ask that the Council remove Glade Crescent Reserve from this DPA. 	<ul style="list-style-type: none"> • Glade Crescent Reserve and most of Councils other large reserves / recreation facilities are currently covered under the Residential Zone. Whilst the Residential Zone allows for small scale local recreational uses it does not provide appropriate support for some of the activities currently being undertaken at Council's larger existing facilities or improvements to those facilities. The proposed Community Zone better reflects the activities taking place at the various facilities covered by the proposed zoning amendment. • Rezoning the land to Community Zone will not in itself create any of the issues mentioned. • A masterplan for Glade Crescent underwent public consultation and then Council approval several years ago where issues such as parking and noise would have been taken into consideration as part of this process. • A number of stages, including the playground and at least one of the wetlands are complete. Revegetation, tree planting, a number of the trails and the 	<ul style="list-style-type: none"> • No change required

			remaining wetland/s are to be constructed over time.	
6.	David Perry 46 Caswell Drive, Hallett Cove	<ul style="list-style-type: none"> Concerned that a sporting facility would/could be built next to his property 	<ul style="list-style-type: none"> As 5. above Due to the dimensions of that part of the reserve adjacent his property it is unlikely that there would be sufficient space for any type of formalised sporting facility. 	<ul style="list-style-type: none"> No change required
7.	Bang The Table Team Address unknown	<ul style="list-style-type: none"> What exactly, will be the likely impact to Glade Crescent Reserve? i.e. new buildings, new infrastructure? What guarantees does the Council provide to residents living close by, that there will be no increase to traffic and noise coming from the Reserve area? 	As 5. above	<ul style="list-style-type: none"> No change required
	Glandore Oval/Community Centre			
8.	Stephen Smith 35 Churchill Avenue Glandore	<ul style="list-style-type: none"> What is the effect of the rezoning on us. Confused about the reasons for the amendment What do the 4 terms (zones) really mean. What future recreational/community type facilities are there. (e.g. can a hockey club put in an artificial pitch with more lights) Will this mean the council can redevelop the site by adding more buildings or demolishing buildings. Does this mean the council can change the use of the site. If so, what types of changes can council do to the sites. Does it make it easier for South Road to be widened to take some of the Glandore oval site. 	<ul style="list-style-type: none"> Most of Councils large reserves / recreation facilities are currently covered under the Residential Zone. Whilst the Residential Zone allows for small scale local recreational uses it does not provide appropriate support for some of the activities currently being undertaken at Council's larger existing facilities or improvements to those facilities. The proposed Community Zone better reflects the activities taking place at the various facilities covered by the proposed zoning amendment. There are no current plans for Glandore Oval. Council's intention is for it to remain for recreational uses (football/cricket/netball/tennis) There is little room available for any other large scale sporting facilities to occur 	<ul style="list-style-type: none"> No change required

		<ul style="list-style-type: none"> • Does it mean councils will encourage other groups to use the sites when they have no connection with this suburb or community. • So far everything is in "council speak" and not in plain English. • Questioned the need for rezoning – better for applications for new uses to follow current more difficult assessment path (Residential Zone) • Concerned that rezoning would enable inappropriate uses to be located at Glandore Oval/Community Centre • Concerned about rose garden • Questioned the inclusion of a number of non-complying uses within new zone (i.e. cemetery) • Council has an appalling record in maintaining this suburb. Trees have not been replaced when they die, car parking at restricted times at ovals is not monitored, weeds are not removed from council property etc. You will understand our deep suspicion of the planned changes. 	<p>on the site. That being said, minor changes to existing facilities may be possible if required (e.g. cricket nets etc.)</p> <ul style="list-style-type: none"> • Rezoning will have no effect on the rose garden • A cemetery is an envisaged form of development within the SA Planning Policy Library's version of the Community Zone. This is not considered appropriate within Council's community/recreation facilities. The list of non-complying uses will be given further consideration. • Noted 	<ul style="list-style-type: none"> • The list of non-complying uses will be given further consideration. • Comments to be forwarded to appropriate departments of Council
	Marion Sports & Community Club			
9.	Anne Hughes (<i>on behalf of mother</i>) 4 Christina Street ? Marion	<ul style="list-style-type: none"> • Can you clarify exactly what the changes are, and the differences between the zones 	<ul style="list-style-type: none"> • A reply was sent with a link to the DPA document and a brochure that summarised the proposal and the consultation process. 	<ul style="list-style-type: none"> • No change required

	Morphettville Park			
10.	Jose Power 3 Dennis Street Morphettville	<ul style="list-style-type: none"> • What types of extra uses could these changes facilitate? • This is a totally residential area with houses facing the reserves, with no buffer zones at all • There is no room for screening trees or bushes as the boundary of the oval comes right to the edge of the reserve • Opposed to the proposed change of zoning for Morphettville Park 	<ul style="list-style-type: none"> • A reply was sent with a brochure that summarised the proposal and the consultation process and a link to the DPA document. • Most of Council's large reserves / recreation facilities are currently covered under the Residential Zone. Whilst the Residential Zone allows for small scale local recreational uses it does not provide appropriate support for some of the activities currently being undertaken at Council's larger existing facilities or improvements to those facilities. The proposed Community Zone better reflects the activities taking place at the various facilities covered by the proposed zoning amendment. • Rezoning the land to Community Zone will not in itself result in any land use changes • Upgraded flood lighting is proposed at the Morphettville Park Oval. • Future improvements to existing club room facilities at the Morphettville Park Oval are under consideration 	<ul style="list-style-type: none"> • No change required
	General Comments			
11.	Anna Petts 34 Pine Avenue Warradale	<ul style="list-style-type: none"> • I'd like significant trees to be protected, and adequate green corridors for wildlife and general well-being! 	<ul style="list-style-type: none"> • Noted • Beyond the scope of the DPA 	<ul style="list-style-type: none"> • No change required
12.	Nadja Osterstock 45 Addison Road Warradale	<ul style="list-style-type: none"> • I would like Council to ensure that any rezoning is not for the purpose of, or likely to result in, the removal of 	<ul style="list-style-type: none"> • Noted • Not the intention of the DPA 	<ul style="list-style-type: none"> • No change required

		significant trees or the loss of green space to more built development.		
13.	SC Address unknown	<ul style="list-style-type: none"> • Council needs to apply the following to any site under consideration. • We need to retain open spaces, increase vegetation and encourage all in the community to take care of significant trees for the good of all, not carelessly remove them. • Children need space to be active and to enjoy nature around them and have the opportunity to experience this close to home. • All in the community benefit for being able to see trees through their windows and hear birds nesting at dusk. 	<ul style="list-style-type: none"> • Noted • Beyond the scope of the DPA 	<ul style="list-style-type: none"> • No change required

Attachment B – Summary and Response to Public Meeting Submissions

Two (2) submitters requested to be heard, and therefore a public meeting was held on 1 May 2017.

Sub No.	Name of Respondent	Summary of Verbal Submission/Issues Raised	Council Response
1.	Joanne Bell / Mike King 16 Lighthouse Drive Hallett Cove	<p>We have some concerns about the rezoning of Capella Drive Reserve as it appears to make it a lot easier for council to develop the reserve into a sporting hub. We do not wish the rezoning to go ahead, due to fears that the following may occur.</p> <ul style="list-style-type: none"> Existing court order for Capella Reserve may be able to be overridden without any public consultation The surrounding properties will be devalued as they are next to a sporting complex Club rooms will be built and the alcohol ban will be lifted, as club rooms and sporting venues are often rented out for private and club functions Carnivals and major sporting events will be played General public will no longer be able to use the area for recreational activities If there is any development, there will be further increase of traffic and noise Any future development will lead to further vandalism and drug use in the area, which has already increased since the lights were installed 	<ul style="list-style-type: none"> The list of envisaged uses and policy associated with the Community Zone/Recreation Policy Area reflects the types of uses that could go in such a zone. Not all sites are appropriate or intended for such uses. There are 12 sites being considered; some may be appropriate for certain uses and others not so. Other than the uses currently undertaken at Capella Drive the only other use currently being considered is the development of a precinct plan for Capella Reserve which will incorporate further consideration to the future directions for the tennis courts, playground and toilet block at Nannigai Reserve. (endorsed by Council at 28 February 2017 General Council Meeting) Rezoning the land to Community Zone will not in itself create or alter any of the issues/matters mentioned. However, any future changes to the use of the reserve – if any, would require consideration of the issues raised. The reserve and a number of associated uses/facilities at the reserve already exists. However, current planning policy recognises that there is a more appropriate zone and associated policy for such facilities to be located. A number of other Councils have undertaken a similar rezoning process and included the Community Zone within their respective Development Plans.

		<p>We did not build or buy our homes to be next door to a sporting complex as we were told by Council it was only ever going to be a recreational reserve.</p> <p>If any development went ahead leading to a property devaluation would the council be prepared to pay compensation to the owners of those homes?</p> <p>We do not live in other council areas therefore the council needs to be transparent in informing us exactly their intentions for the rezoning, if you are not able to do this then the current zoning needs to stay in place</p>	<p>Beyond the scope of the DPA</p> <p>Beyond the scope of the DPA</p> <p>Noted – explained above</p> <p>• No changes required</p>
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Summary and Response to Agency Submissions

Sub No.	Agency name/Address/Contact Person	Submission Summary	Comment	Council Response
1.	Environment Protection Authority (EPA)	<ul style="list-style-type: none"> The EPA was not invited to comment on the Statement of Intent for this DPA, and therefore had no prior opportunity to suggest investigations to support the rezoning. The EPA recommends that further investigations occur in relation to: Interface issues between the <u>Cove Sports and Community Club</u> and the nearby Reynella quarry; <ul style="list-style-type: none"> The EPA recommends the DPA not proceed until council has a greater understanding of the potential air and noise impacts from the nearby quarry (and other industrial activities located to the south). In particular, council should: examine the potential interface issues with the Reynella quarry (and other industrial uses in the vicinity), and consult with Boral on their intentions in relation to PM 222 and the possibility that existing operations could, in the future, be relocated closer to the affected area. 	<p>Existing residential areas in the suburbs of Hallett Cove (south and east of Lonsdale Road) and Sheidow Park are located approximately 400 metres from the boundary of the Mineral Extraction Zone (MEZ) at their nearest points. <i>(refer to attached aerial photograph)</i></p> <p>The Cove Sports and Community Centre (the subject land) is currently zoned Open Space and partly residential. Recreational uses (BMX, soccer, football and netball) have been undertaken at the site for many years.</p> <p>The boundary of the site will not change from that currently covered by the Open Space Zone and part Residential Zone. The current/proposed zone boundary is/would be located approximately 400 metres from the MEZ at its closest point.</p> <p>Therefore, the buffer distance between the subject site and the MEZ is consistent with that currently maintained between the nearby residential areas and the MEZ.</p> <p>It is anticipated that if the 400 metre</p>	<ul style="list-style-type: none"> No changes required to DPA

Sub No.	Agency name/Address/Contact Person	Submission Summary	Comment	Council Response
		<ul style="list-style-type: none"> Potential landfill gas risks arising from the former council refuse facility identified on land occupied by the <u>Marion Sports and Community Club</u>. <ul style="list-style-type: none"> The EPA is unaware if potential landfill gas risks were assessed as part of the development of this site as a community hub. If council has a good understanding of the potential risks associated with the former use of this site, a summary should be included with this work referenced in the 'Investigations' section of the DPA. If no investigations have occurred, the EPA's position statement on <i>Landfill gas and development near landfills-advice for planning authorities and developers</i>², provides detail on EPA expectations. <p>Council may also wish to undertake further investigations outside of the DPA process to satisfy itself with regards to this issue.</p>	<p>distance is an appropriate buffer for residential uses it should also be appropriate for recreational type uses.</p> <p>Other industrial type uses to the south on Liston Road, Lonsdale are located much closer to the residential area than they are to the Open Space/Community Zone boundary (600m vs 900m).</p> <p>As part of a "Marion Sports Club Master Plan: Background Report" undertaken in January 2013, Tonkin Consulting were commissioned to prepare an "Environmental Site History" (ESH) prior to a proposed stormwater system upgrade of the site.</p> <p>A standard ESH investigation was undertaken in accordance with the NEPM and SA EPA requirements to gain an understanding of:</p> <ul style="list-style-type: none"> Current (<i>at the time</i>) and historic contaminating activities conducted on the site and adjacent off-site lands Current and potential future receptors on and adjacent to the site; and Potential exposure pathways <p>The ESH states that there is anecdotal information from Marion Council staff regarding possible dumping of waste material at the northern end of the football oval within a significant excavation (pug hole?) identified in a 1945 aerial photograph. There is also potential</p>	<ul style="list-style-type: none"> No action required as part of the DPA process Council will undertake further investigations regarding contamination, and in particular, landfill gas, when and if required.

Marion Council
Recreation/Community Development Plan Amendment
Summary and Response to Agency Submissions

Sub No.	Agency name/Address/Contact Person	Submission Summary	Comment	Council Response
			<p>contamination from the storage and use of miscellaneous chemicals and raw materials associated with former greenhouses and agricultural uses.</p> <p>The ESH concludes that several potentially compete source, pathway and receptor scenarios exist. It was recommended that:</p> <ul style="list-style-type: none"> – if any material is proposed to be excavated for relocation, intrusive soil investigation and chemical laboratory analysis be undertaken. – an Environmental Management Plan be developed (if required) <p>Much of the subject site has been covered by one means or another (turfed sports fields, buildings/structures and bitumized car parking areas) The northern area of the site, where it is believed the filling of waste material occurred, is currently used as a gravelled car parking area.</p> <p>The current land uses of the site are not changing as a result of the rezoning. Any future development and/or changes to land use (particularly if excavation is required) will have regard to the potential risk of contamination as part of the development assessment process.</p>	
2.	Department of Planning,	<u>Policy Issues</u>		

Marion Council
Recreation/Community Development Plan Amendment
Summary and Response to Agency Submissions

Sub No.	Agency name/Address/Contact Person	Submission Summary	Comment	Council Response
	Transport and Infrastructure (DPTI)	<p>Agency Specific Issues</p> <ul style="list-style-type: none"> Many of the investigations in the DPA are agency specific so DPTI will be guided on these issues by the agencies. The DPA should establish clear and logical links between the investigations and proposed policy changes. <p>Community Zone</p> <ul style="list-style-type: none"> Advice provided to improve the wording of the Desired Character Statement of the zone and associated policy area Additional track changes comments to the proposed Community Zone and recreation Policy area 22 have been provided for review <p><u>Technical Issues</u> A number of mapping edits and/or updates will be required prior to lodging of final document</p>	<ul style="list-style-type: none"> Noted Advice and comments have been considered and amendments made where required Agree – changes to be made to the mapping 	<ul style="list-style-type: none"> No changes required to DPA Amendments made where required Amendments made where required
3.	Office for Recreation and Sport (ORS)	<ul style="list-style-type: none"> The ORS are supportive of Council's proposal to rezone a number of recreation grounds and community centres to more appropriately support future developments envisaged at the sites. <p>The ORS see Council's approach as best practice by using the State Planning Library to better align recreation and community facilities with planning policy. This will enable Council to have a more consistent approach to planning for sport and recreation developments into the future and reduce the restrictiveness of the current zoning of these facilities.</p>	<ul style="list-style-type: none"> Noted 	<ul style="list-style-type: none"> No changes required to DPA

**CITY OF MARION
URBAN PLANNING COMMITTEE MEETING
6 JUNE 2017**

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 – Mixed use development along Marion Road

Report Reference: UPC060617R7.4

REPORT OBJECTIVES/SUMMARY

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

RECOMMENDATIONS

DUE DATES

That the Urban Planning Committee:

- | | |
|--|--------------------|
| 1. Reviews and endorses the proposed “Urban Corridor Zone” draft policy in Appendix 1. | 6 June 2017 |
| 2. Reviews and confirms that the areas delineated as “Urban Corridor Zone” in Appendix 2 are to be included in the Urban Corridor Zone. | 6 June 2017 |

BACKGROUND

Housing Diversity DPA

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. Areas along Marion Road were generally identified as being suitable for increased housing diversity.

In June 2016, Council endorsed a Statement of Intent (SOI) for the Housing Diversity DPA, which declared the following intentions with regard to the subject locality:

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

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

Marion Road Urban Design Study

Oxigen and Connor Holmes produced an Urban Design Study for Marion Road in February 2009. The study recommended that Council initiate a 'Marion Road Corridor' DPA with the intent of rezoning the corridor and introducing appropriate land use and urban design outcomes, however this DPA was not progressed. It is also noted that the Urban Design Study was not presented to Council at that time.

Nonetheless, the Urban Design Study recommended some policy changes that may be relevant to the proposed Housing Diversity DPA. The key policy recommendations are detailed below:

- *The poor urban design outcomes resulting from the location of parking between the building and the road frontages, with policies required to ensure that parking is located to the rear of buildings.*
- *... planning policy should be made as flexible as possible to encourage redevelopment. In particular, policy should encourage a mix of uses along the whole corridor. The existing approach of pocket zones does not achieve the necessary flexibility and therefore a new approach is necessary.*
- *Opportunity exists for the majority of the corridor to be rezoned to Mixed Use and incorporate the range of uses contemplated in the Better Development Plan Zone Module. These include commercial, office, consulting room and residential use.*
- *In effect, the existing Commercial (Marion Road) Zone would be encapsulated within the new Mixed Use Zone. The key policy outcome is to allow the mixing of residential uses with retail and commercial uses.*
- *In relation to residential uses, ideally they would be established above ground level, with ground floor spaces retained for more active uses. It is envisaged that buildings of 3 to 5 storeys are at a desirable scale for this zone. Mixed use developments should be built to the front boundary to encourage an active street life. Where outdoor dining is desired, a small front setback to the ground floor may be acceptable.*
- *In terms of the depth of the Mixed Use Zone from Marion Road, from an interface perspective it is desirable for a road to form the zone boundary. As the existing Commercial (Marion Road) Zone essentially represents a land use overlay, there is*

scope to increase the boundary of the zone (particularly where a road is nearby) to further encourage redevelopment and potentially enhance interface issues.

- *The Industry/Commerce Zone has the potential for comprehensive redevelopment and intensification of use. This is particularly the case on the eastern side of Marion Road where allotments are less fragmented.”*

The Marion Road Urban Design Study will be available at the Urban Planning Committee meeting for viewing by Committee Members.

DISCUSSION

Current situation

The Marion Road corridor currently features a mixture of zones – the Residential Zone predominates, the Industry Zone is located between Sturt Road and the Sturt River Channel, and the Commercial Zone (Marion Road Policy Area 1) is interspersed with the Residential Zone north of Oaklands Road. This results in fragmented and conflicting development rules, and limits opportunities for integrated development outcomes.

The SOI identified that the existing pockets of Commercial and Residential Zones along Marion Road (north of Oaklands Road) should be removed and replaced with a single zone which allows a mixture of both residential and commercial development. The introduction of a single integrated zone should facilitate a higher level of allotment amalgamation, which enables larger development sites that can deliver the desired development outcomes.

Urban Corridor Zone

In order to facilitate the desired development outcomes, it is recommended that Urban Corridor Zone is introduced along Marion Road; replacing the existing Commercial and Residential Zones. This zone envisages mixed use development with appropriately designed residential development above non-residential uses at ground level. A draft Urban Corridor Zone is contained in Appendix 1, with tracked changes illustrating amendments from the South Australian Planning Policy Library (SAPPL) template.

Policy Areas

The zone template includes Policy Areas to focus development within appropriate locations along the corridor. It is proposed that the northern part of Marion Road (north of Oaklands Road) is zoned Boulevard Policy Area, which anticipates medium and high rise development framing the street, including mixed use buildings that contain shops, offices and commercial development at lower floors with residential land uses above.

It is recommended that buildings up to 5 storeys (20.5 metres) in height are appropriate in the Boulevard Policy Area. A minimum building height of 2 storeys will also apply to ensure that sites are developed in a manner which creates an appropriate intensity of use that activates the Marion Road corridor.

It is also recommended that the southern part of Marion Road be rezoned from the current Industry Zone (Industry/Commerce Policy Area 4) to the Business Policy Area. The locality currently contains a number of retail showrooms, service trade premises, the Council depot (City Services) and a range of industries and motor repair stations to the North side of Norfolk Road.

The new Business Policy Area envisages a range of commercial and light industrial land uses together with compatible medium and high density residential development. The current Industry/Commerce Policy Area envisages light and service industry, depots and commercial activities. It is noted that rezoning of the subject Industry/Commerce Policy Area 4 was not identified in the SOI, however the Business Policy Area of the Urban Corridor Zone appears to be an appropriate fit to promote future development within the subject locality.

It is recommended that buildings up to 4 storeys (16.5 metres) in height are appropriate in the Business Policy Area.

Interface with the Residential Zone

It is acknowledged that the recommended new Urban Corridor Zone is relatively narrow in depth, as it encompasses only allotments fronting Marion Road (or where there is a local road running parallel to Marion Road, to that road). This depth is consistent with the methodology discussed in the SOI and the Marion Road Urban Design Study. It is acknowledged that the majority of the zone will be adjacent to the Residential Zone which anticipates development of a lower scale.

In order to protect the amenity of adjacent properties in the Residential Zone, the Urban Corridor Zone features Interface Height Provisions (which will prevail over the maximum storeys prescribed). The interface provisions prescribe a building envelope based on a 45-degree plane from the adjoining residential zone allotment boundary (except where that boundary is Marion Road, or a southern boundary in which case 30 degrees applies). An example of building envelope is illustrated in Figure 1 below, which demonstrates that an allotment with a depth of approximately 20 metres would be able to accommodate a building with a maximum height of approximately 17 metres (4 storeys), but if built closer to the rear boundary, it would need to be reduced in height/storeys.

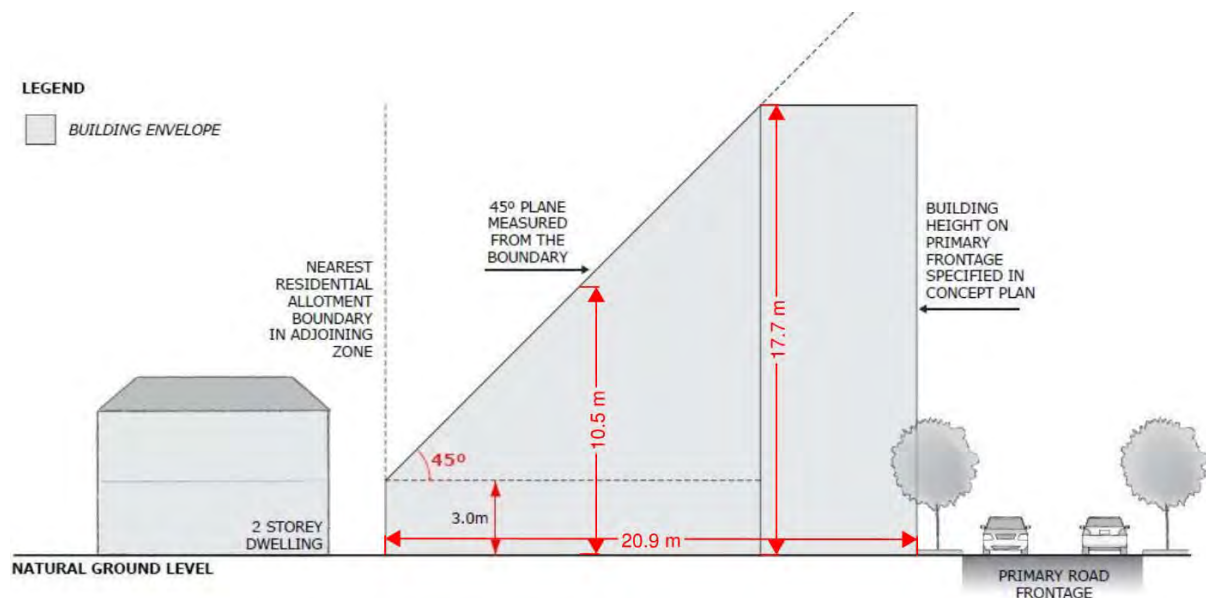


Figure 1. Building Envelope Example

Appendix 2 contains maps which illustrate the areas recommended for inclusion in the new Urban Corridor Zone and its respective policy areas.

Car parking

The car parking rates for mixed use and corridor zones are prescribed in the SAPPL, and they match the current Table Mar/2A in the Marion Council Development Plan for Designated Areas. Table Mar/2A has been included in the policy in Appendix 1, with the Urban Corridor Zone inserted into the designated areas. It is noted that these car parking rates already apply to the Suburban Activity Node Zone and certain areas in Centre Zones in the current Development Plan.

The car parking rates for residential development are as follows:

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

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

TABLE 4: Row, semi-detached and detached dwellings

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

Retail development

It is acknowledged that the introduction of the Urban Corridor Zone, in conjunction with the Suburban Activity Node Zone (as discussed at the UPC meeting held on 4 April 2017), will increase opportunities for retail/commercial development in areas previously zoned only for residential purposes.

If the Housing Diversity DPA progresses, a strategic retail analysis should be undertaken to determine appropriate limits to retail floor area in these new zones, to ensure that non-residential activity does not detract from the future viability of Centre Zones.

CONCLUSION

In order to facilitate appropriately designed mixed-use development along the Marion Road corridor, it is recommended that the Urban Corridor Zone (as detailed in Appendix 1) be introduced to the areas illustrated in Appendix 2. A Boulevard Policy Area is recommended along the northern part of the Marion Road (north of the train line), while a Business Policy Area is considered appropriate in the area currently zoned Industry/Commerce Policy Area 4.

APPENDICES

Appendix 1: Draft Policy - Urban Corridor Zone

Appendix 2: Maps - Marion Road Corridor Draft Zoning

Urban Corridor Zone

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

OBJECTIVES

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

DESIRED CHARACTER

This zone supports an innovative mix of medium ~~(from around 45 dwellings per hectare net residential site density)~~ and high density (70 dwellings per hectare net residential site density) residential and mixed use development along the Marion Road Primary Road Corridor.

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

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

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

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

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

**Marion Council
Zone Section
Urban Corridor Zone**

Development will be undertaken within defined building envelopes. The location and scale of buildings will achieve high quality urban design outcomes. A coherent public realm that shapes the street space and, in particular, the physical and functional character of the main road, will be established. Buildings at the periphery of the zone will have an appropriate transition that relates to development in adjacent zones of a lower scale and intensity.

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

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

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

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

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

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

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

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

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

2 Development listed as non-complying is generally inappropriate.

Form and Character

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

4 Development should be in accordance with Concept Plan Map(s) XX/XX.

Commented [RH1]:

Appendix 1

Marion Council
Zone Section
Urban Corridor Zone

- 4 Residential development (other than residential development in mixed use buildings on sites less than 5000 square metres), should achieve a minimum net residential site density in accordance with the following, ~~except where shown on Concept Plan Map(s) XX/XX (insert references):~~

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

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

Design and Appearance

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

Building Envelope

Building Height

- 12 Except where airport building height restrictions prevail, ~~or the interface height provisions require a lesser height, or an alternative maximum building height is shown on Concept Plan Map(s) XX/XX~~, building heights (excluding any rooftop mechanical plant or equipment) should be consistent with the following parameters:

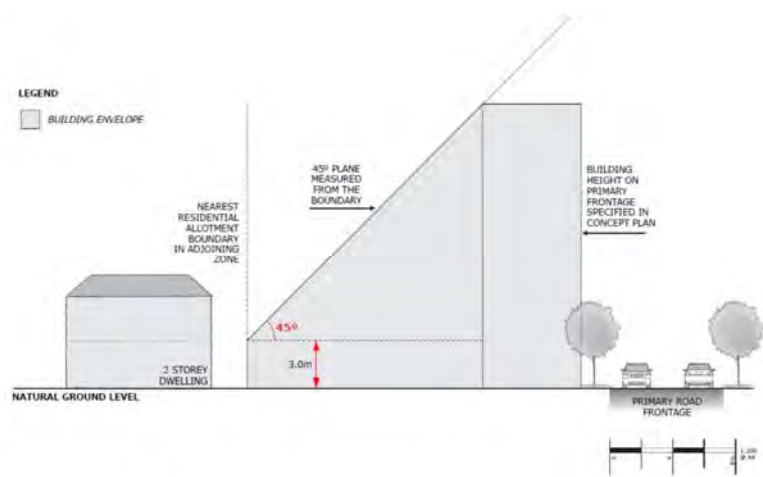
Marion Council
Zone Section
Urban Corridor Zone

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

Interface Height Provisions

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

Figure 1

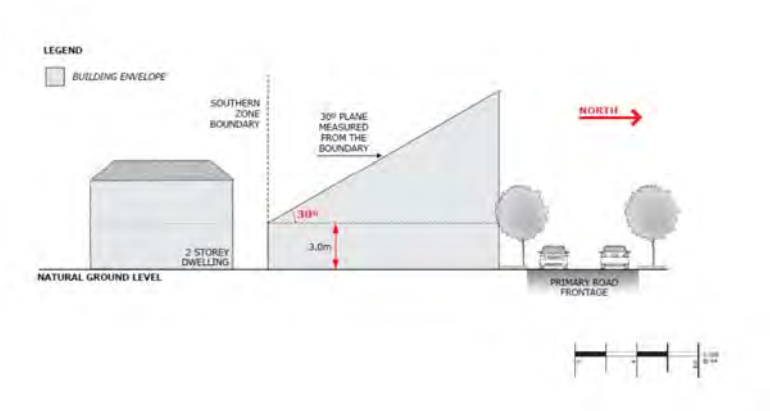


- 14 To minimise overshadowing of sensitive development outside of the zone, buildings should be constructed within a building envelope provided by a 30 degree plane grading north, measured from a height of 3 metres above natural ground level at the southern zone boundary (**Figure 2**).

Figure 2

Appendix 1

Marion Council
Zone Section
Urban Corridor Zone



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

Setbacks from Road Frontages

- 15 Buildings (excluding verandas, porticos and the like) should be set back from the primary road frontage in accordance with the following parameters: ~~except where varied by the relevant Concept Plan Map(s) XXXX:~~

Policy area	Minimum setback from the primary road frontage where it is Marion Road the Primary Road Corridor as shown on the relevant Concept Plan Map(s) XXXXX	Minimum setback from the primary road frontage in all other cases
Boulevard Policy Area X	No minimum	3 metres
Business Policy Area X	50 per cent of the ground floor of the building should be set back 2 metres from the Marion Primary Road Corridor	3 metres

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

Marion Council
Zone Section
Urban Corridor Zone

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

Other Setbacks

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

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

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Vehicle Parking

Commented [RH2]: Adapted from West Torrens' UCZ

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

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

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

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

- (a) enhance active street frontages by providing land uses such as commercial, retail or other non-car park uses along ground floor street frontages
- (b) complement the surrounding built form in terms of height, massing and scale

Appendix 1

Marion Council
Zone Section
Urban Corridor Zone

- (c) incorporate facade treatments along major street frontages that are sufficiently enclosed and detailed to complement neighbouring buildings consistent with the desired character of the locality.
- 21 In mixed use buildings, the provision of vehicle parking may be reduced in number and shared where the operating hours of commercial activities complement the residential use of the allotment.

Land Division

- 22 Land division in the zone is appropriate provided new allotments are of a size and configuration to ensure the objectives of the zone can be achieved.
- 24 ~~Streets that provide rear access for vehicles should be created in accordance with Concept Plan Map(s) XXXX.~~

Marion Council
Zone Section
Urban Corridor Zone
Boulevard Policy Area X

Boulevard Policy Area X

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

OBJECTIVES

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

DESIRED CHARACTER

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

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

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

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

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

PRINCIPLES OF DEVELOPMENT CONTROL

Land use

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

Form and Character

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

**Marion Council
Zone Section
Urban Corridor Zone
*Boulevard Policy Area X***

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

Marion Council
 Zone Section
 Urban Corridor Zone
 Business Policy Area X

Business Policy Area X

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

OBJECTIVES

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

DESIRED CHARACTER

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

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

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

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

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

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

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

Commented [RH3]: Inserted from DC of Industry/Commerce PA 4

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

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

Marion Council
Zone Section
Urban Corridor Zone
Business Policy Area X

- service trade premises
- store
- warehouse.

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

~~4 Light industry should comprise high technology and/or research and development related uses.~~

Form and Character

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

Commented [RH4]: (Conversion note: local scale retail activity is anticipated in this policy area. This floor area can be varied based on strategic retail analysis that demonstrates a different figure is appropriate.)

Commented [RH5]: There are already a range of other light industries in the Industry/Commerce Policy Area 4

PROCEDURAL MATTERS

Complying Development

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

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

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

Non-complying Development

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

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

Public Notification

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

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

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

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

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

Interpretation

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

Designated Areas

- 2 The following are Designated Areas:

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

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

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

Applicable off-street vehicular parking requirements

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

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

TABLES: VEHICLE PARKING RATES

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

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

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TABLE 2: Tourist accommodation

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

TABLE 23: Residential development, in the form of residential flat buildings and residential development in multi-storey buildings

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

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TABLE 34: Row, semi-detached and detached dwellings

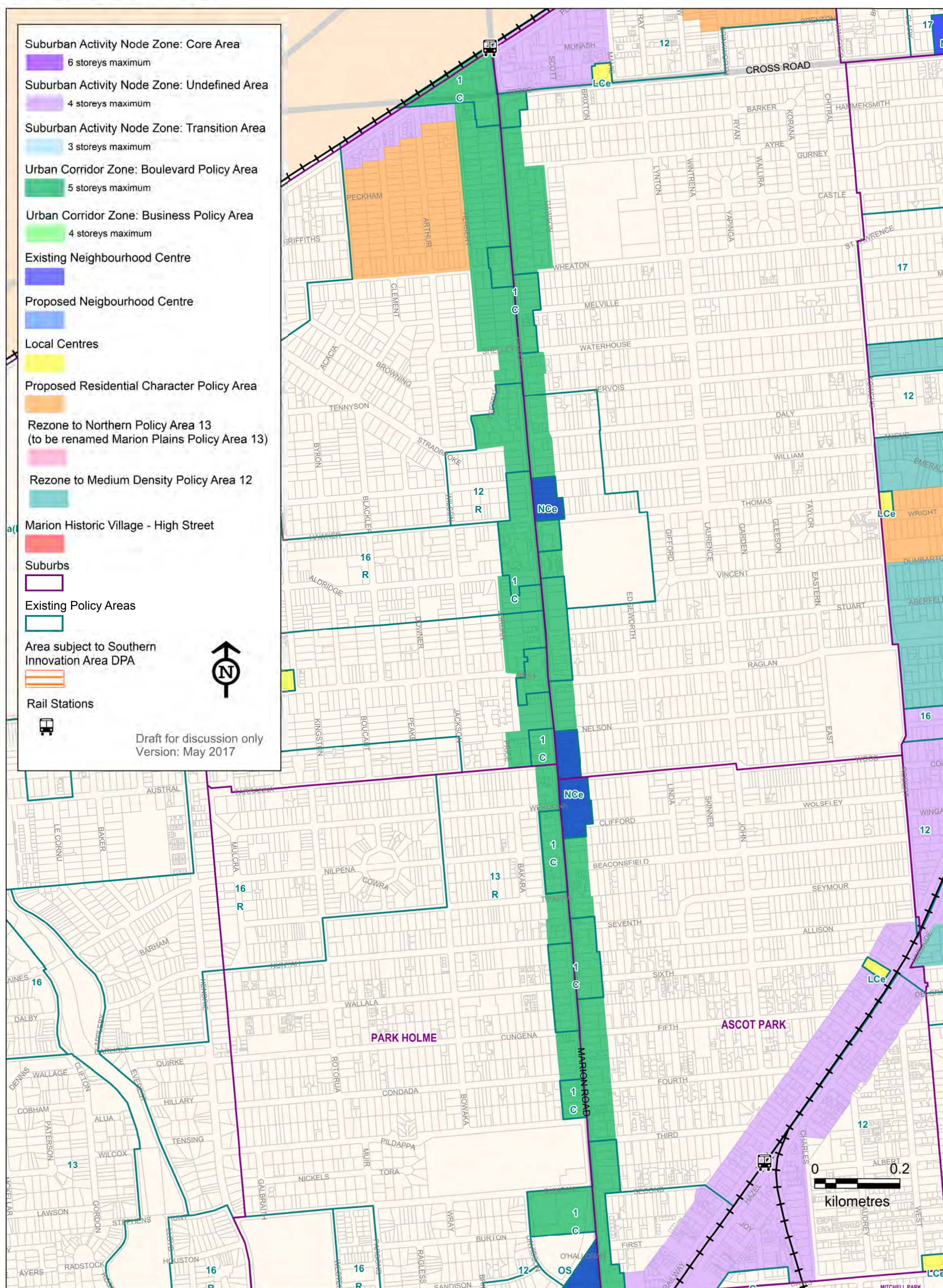
Location of development	Number of bedrooms, or rooms capable of being used as a bedroom	Number of required vehicle parking spaces
Suburban Activity Node Zone and Urban Corridor Zone	1 or 2 bedrooms	1
	3 + bedrooms	2

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

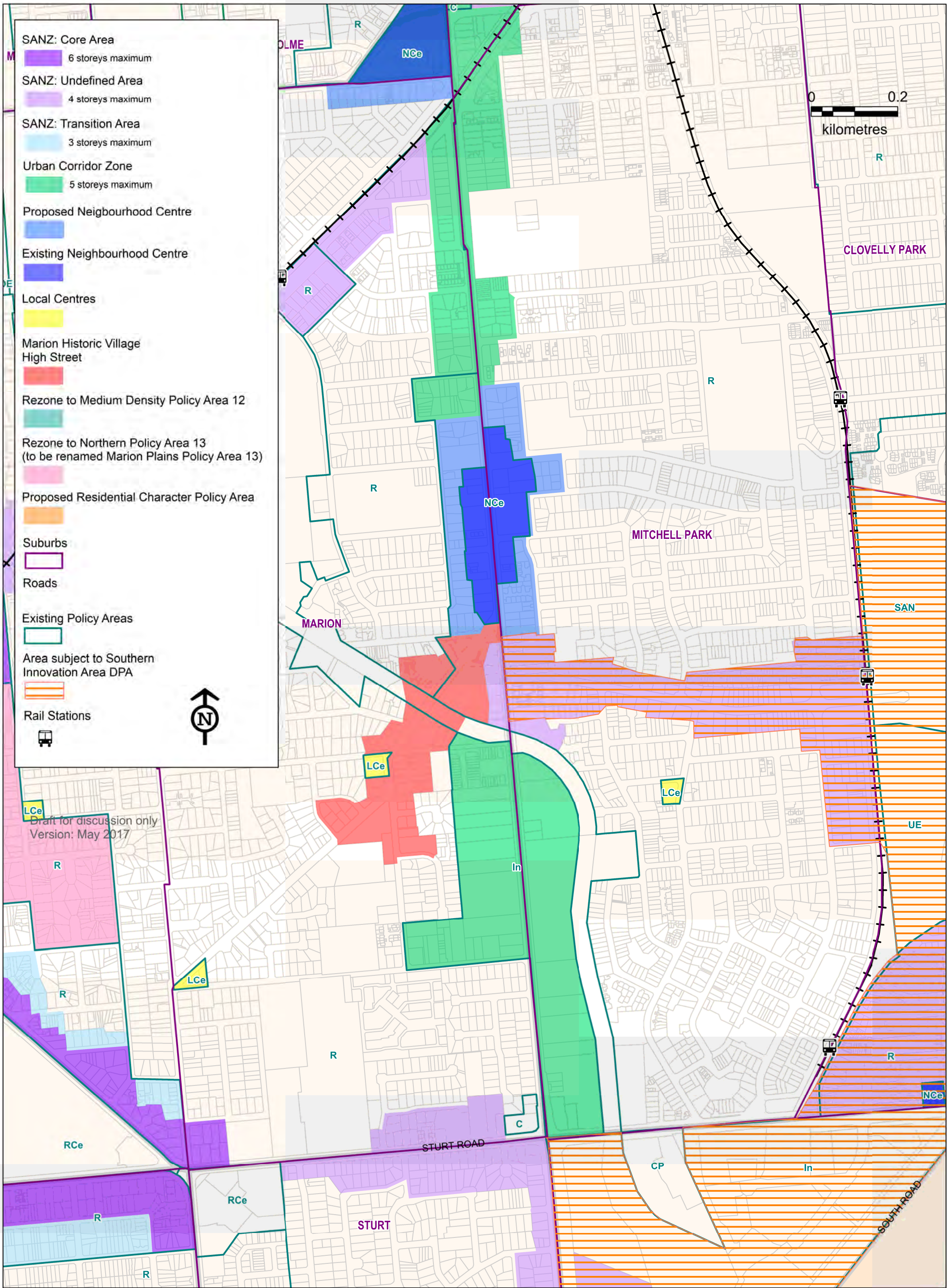
The following bicycle parking requirements apply to development specifically in the **Urban Corridor Zone** and **Suburban Activity Node Zone**.

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

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



Marion Road Corridor Draft Zoning



**CITY OF MARION
URBAN PLANNING COMMITTEE MEETING
6 JUNE 2017**

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 – Mixed use development in Local and Neighbourhood Centres

Report Reference: UPC060617R7.5

REPORT OBJECTIVES/SUMMARY

This report continues investigations for the proposed Housing Diversity Development Plan Amendment (DPA) in relation to existing Local and Neighbourhood Centres. The report presents policy investigations and recommendations to facilitate greater housing diversity in the subject areas, and considers potential expansion of the Neighbourhood Centre Zones in Park Holme and Marion/Mitchell Park.

RECOMMENDATIONS

DUE DATES

That the Urban Planning Committee:

- | | |
|--|--------------------|
| 1. Supports the proposed policy amendments to the existing Local and Neighbourhood Centre Zones, as outlined in Appendices 1 and 2. | 6 June 2017 |
| 2. Supports the proposed expansion to the Neighbourhood Centre Zones in Marion/Mitchell Park and Park Holme. | 6 June 2017 |

BACKGROUND

In June 2016, Council endorsed a Statement of Intent (SOI) for the Housing Diversity DPA, which declared the following intention with regard to Local and Neighbourhood Centres:

- *Explore opportunities for mixed use development in local and neighbourhood centres by expressly encouraging residential development in the form of apartments located above ground level retail/commercial uses.*

This report presents policy investigations for that aspect of the SOI.

It is noted that the Housing Diversity DPA SOI has not yet been agreed to by the Minister for Planning.

DISCUSSION

Policy Amendments

Staff have reviewed the Local and Neighbourhood Centre Zones in the Development Plans of other councils in metropolitan Adelaide to identify opportunities to encourage greater housing diversity.

The draft policy contained in Appendices 1 and 2 outlines proposed changes to the current Local and Neighbourhood Centre Zones. Some of the recommended changes include:

- Inserting a Desired Character statement in both zones to describe the types of development envisaged in the zone;
- Amend objectives, principles of development control (PDC) and non-complying list to specify that dwellings should be located above non-residential development, where it currently states “in conjunction with” or “behind” non-residential development.
- Insert a PDC which stipulates maximum building height in the Local Centre Zone, and both minimum and maximum height in the Neighbourhood Centre Zone.
- Include “dwelling sited above a non-residential land use” as an envisaged form of development in the Local Centre Zone.
- Insert a PDC which states that residential development should include a diversity of housing types and densities.

Expansion to Neighbourhood Centre Zones

In addition to the zone content changes, the Neighbourhood Centre Zones in Mitchell Park/Marion and Park Holme are recommended to be expanded.

The Neighbourhood Centre Zone in Mitchell Park/Marion is recommended to be expanded to create opportunities for integrated development sites and cater for the future expansion of this centre zone. This expansion was originally identified in the “Marion Road Urban Design Study” by Connor Holmes and Oxigen in 2009. This study observed that:

“The zone at Marion Road, Marion/Mitchell Park should be consolidated, upgraded and better coordinated as a small/medium size centre. The retail focus should be on the western side of Marion Road and retail floor area of up to 2500m² is appropriate.”

While the Neighbourhood Centre Zone already prescribes a maximum retail floor area of 2500 m², the Concept Plan has been updated to illustrate how the expansion may be planned (Appendix 3).

An aerial image in Figure 1 (below) illustrates the existing Neighbourhood Centre Zone in dark blue, and the proposed in extension in light blue.

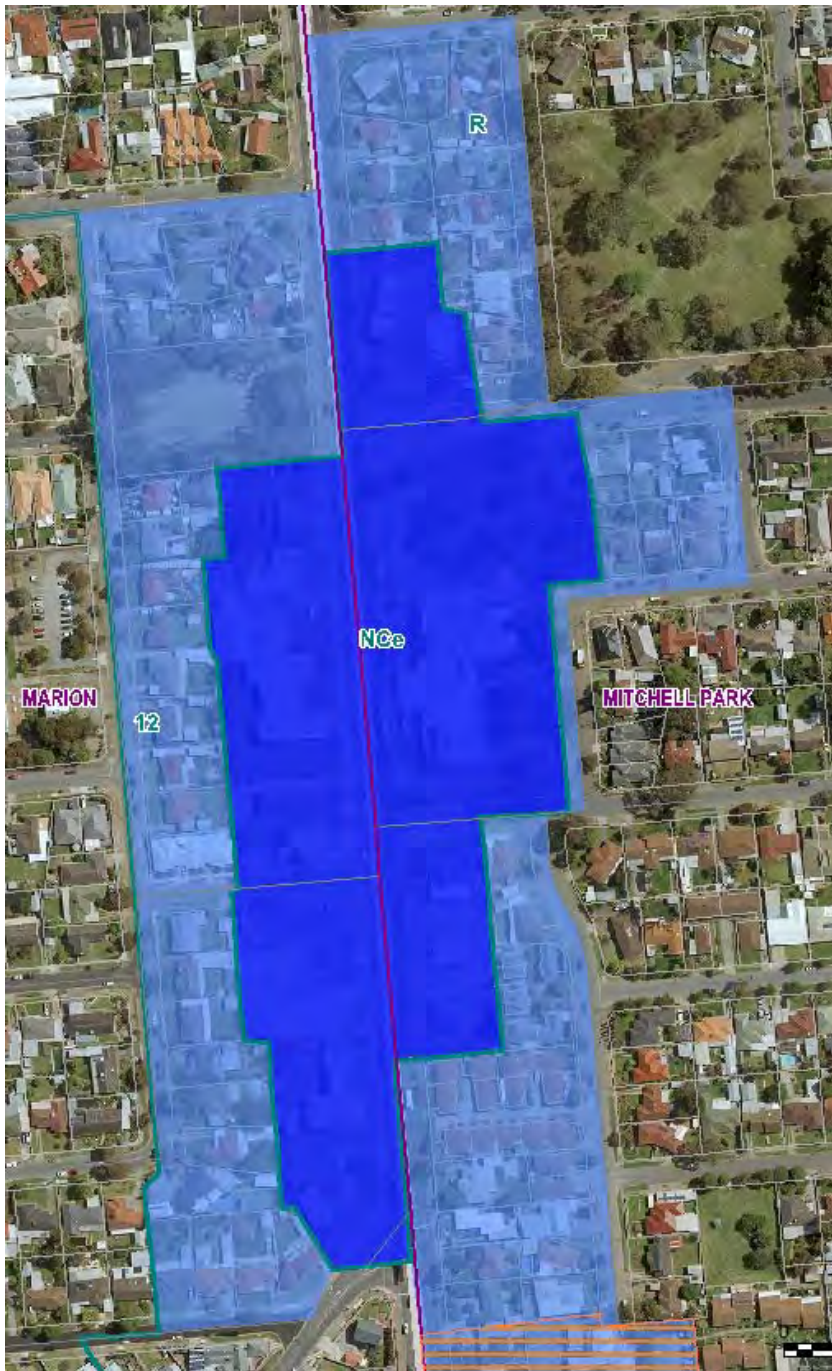


Figure 1. Proposed expansion of the Neighbourhood Centre Zone in Marion/Mitchell Park illustrated in light blue

The Neighbourhood Centre Zone in Park Holme is also recommended to be expanded to the south to create opportunities for higher density mixed use development (as discussed in Item 7.5 of this Agenda). The expansion would encompass properties on the southern side of Chambers Street, opposite the Park Holme Shopping Centre. An aerial image in Figure 2 (below) illustrates the existing Neighbourhood Centre Zone in dark blue, and the proposed in extension in light blue.



Figure 2. Proposed expansion of the Neighbourhood Centre Zone in Park Holme illustrated in light blue

Appendix 4 contains an amended Concept Plan which illustrates that residential development is anticipated in the area south of Chambers Street.

CONCLUSION

In order to facilitate appropriately designed mixed use development in Neighbourhood and Local Centre Zones, amendments to the existing policy are recommended, as detailed as tracked changes in Appendices 1 and 2. It is also recommended that the Neighbourhood Centre Zones in Marion/Mitchell Park and Park Holme are expanded to cater for and promote future growth.

APPENDICES

Appendix 1: Draft Policy – Local Centre Zone

Appendix 2: Draft Policy – Neighbourhood Centre Zone

Appendix 3: Amended Concept Plan – Mitchell Park/Marion Neighbourhood Centre

Appendix 4: Amended Concept Plan – Park Holme Neighbourhood Centre

Appendix 1

Local Centre Zone

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

OBJECTIVES

- 1 A centre accommodating small-scale convenience shopping, office, medical and community facilities to serve the day-to-day needs of the local community.
- 2 A centre characterised by traditional corner stores or small groups of shops located within easy walking distance of the population they serve.
- 3 A centre accommodating residential development ~~in conjunction with~~above non-residential development.
- 4 Development that contributes to the desired character of the zone.

DESIRED CHARACTER

The zone comprises a number of local centres that are generally surrounded by, or adjacent to, residential development and provide for the daily needs of the local community.

It is envisaged that local centres will provide a focus for the local community and will mature to offer retail opportunities at ground level and residential development positioned above. A high level of accessibility for non-vehicular traffic and facilities like bike storage and public seating encourage people in surrounding areas to walk and cycle to these local centres.

High street style shop frontages positioned close to roads are the desirable urban design for local centres. On-street parking will be available for the convenience of passing traffic, with the balance of any associated car parking spaces positioned behind or to the side of centre buildings to ensure such areas do not become the predominant character element of centre sites.

Local centres are intended to accommodate medium density residential development in the form of mixed use/shop top housing, where non-residential uses are established at ground floor level, so that not all land within the centre zone is taken for residential use. Residential development forms will be limited to dwellings that are located above non-residential development on the same allotment and where in conjunction with that non-residential development.

The built form character will be established through appropriate design, including interesting roof forms, varied building articulation and landscaping. Garaging should not dominate the streetscape.

Development in the zone will be compatible in height, scale and form to the immediate locality and create a high standard of presentation to main roads and contribute to a cohesive residential urban form.

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PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 The following forms of development are envisaged in the zone:

Appendix 1

- advertisement
- community facility
- consulting room
- dwelling sited above a non-residential land use
- office
- office and dwelling
- shop with a maximum gross leasable floor space in the order of 450 square metres
- shop and dwelling.

- 2 Development listed as non-complying is generally inappropriate.
- 3 Residential development and development comprising a variety of residential and non-residential uses may be undertaken provided such development does not prejudice the operation of existing or future ~~retail non-residential~~ activity within the zone.

Commented [RH4]: Onkaparinga and West Torrens

Form and Character

- 4 Development should not be undertaken unless it is consistent with the desired character for the zone.
- 5 Dwellings should be located ~~only behind or~~ above non-residential uses on the same allotment.
- 6 Residential development should include a diversity of housing types and densities while not detracting from the primary function of the centre.
- 7 Shop development should generally comprise a maximum gross leasable floor area in the order of 450 square metres.
- 87 Buildings should have a maximum height of no more than two storeys or 9 metres above natural ground level.

Commented [RH5]: Do we still want to encourage residential behind non-residential uses, or only above?

Commented [RH6]: Charles Sturt

Vehicle Parking

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

Land Division

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

PROCEDURAL MATTERS

Complying Development

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

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

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

- (a) the area to be occupied by the proposed development is located in an existing building and is currently used as a shop, office, consulting room or any combination of these uses
- (b) the building is not a State heritage place

Appendix 1

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

Non-complying Development

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

Appendix 1

Form of Development	Exceptions
Advertisement and/or advertising hoarding	Except where the advertisement and/or advertising hoarding achieves any one of the following: <ul style="list-style-type: none"> (a) it is attached to a building or structure where the height of the advertisement does not exceed the height of the roof of the walls or parapet of the building or structure by more than 2 metres (b) it is freestanding and has a height not exceeding 5 metres (c) it is located on a side or rear wall facing and not within 50 metres of an abutting residential zone.
Caravan park	
Cemetery	
Crematorium	
Dwelling	Except where <u>the dwelling is</u> in conjunction with a non-residential development <u>and is sited above or behind the non-residential development on the same allotment.</u>
Fuel depot	
Horticulture	
Industry	
Motor repair station	
Petrol filling station	
Public service depot	
<u>Residential flat building</u>	<u>Except where the residential flat building is in conjunction with a non-residential development and is sited above or behind the non-residential development on the same allotment.</u>
Road transport terminal	
Service trade premises	
Stadium	
Stock sales yard	
Stock slaughter works	
Store	
Telecommunication facility	
Warehouse	
Waste reception, storage, treatment or disposal	
Wrecking yard	

Commented [RH7]: PAE

Public Notification

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

Appendix 2

Neighbourhood Centre Zone

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

OBJECTIVES

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

DESIRED CHARACTER

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

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

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

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Commented [RH1]: DC from Playford NCZ

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

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

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

Commented [RH2]: Desired character from West Torrens NC policy areas

Commented [RH3]: DC from West Torrens NCZ

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 The following forms of development are envisaged in the zone:
 - bank
 - child care facility
 - consulting room
 - dwelling ~~in conjunction with~~ sited above a non-residential land uses

Appendix 2

- library
- health centre
- office
- petrol filling station
- place of worship
- playing field
- pre-school
- primary school
- recreation area
- restaurant
- shop
- supermarket.

- 2 Development listed as non-complying is generally inappropriate.
- 3 Residential development and development comprising a variety of residential and non-residential uses may be undertaken provided such development does not prejudice the operation of existing or future ~~retail non-residential~~ activity within the zone.

Form and Character

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

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

- 7 Development of the following respective centres should be carried out in accordance with the concepts shown on:
- (a) [Concept Plan Map Mar/1 - Clovelly Park Centre and Commercial](#)
- (b) [Concept Plan Map Mar/3 - Marion/Mitchell Park Neighbourhood Centre](#)
- (c) [Concept Plan Map Mar/4 - Park Holme Neighbourhood Centre](#)

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

Commented [RH4]: This will broaden the scope of this PDC to ensure that development will not prejudice the operation of other non-residential uses, such as offices and consulting rooms

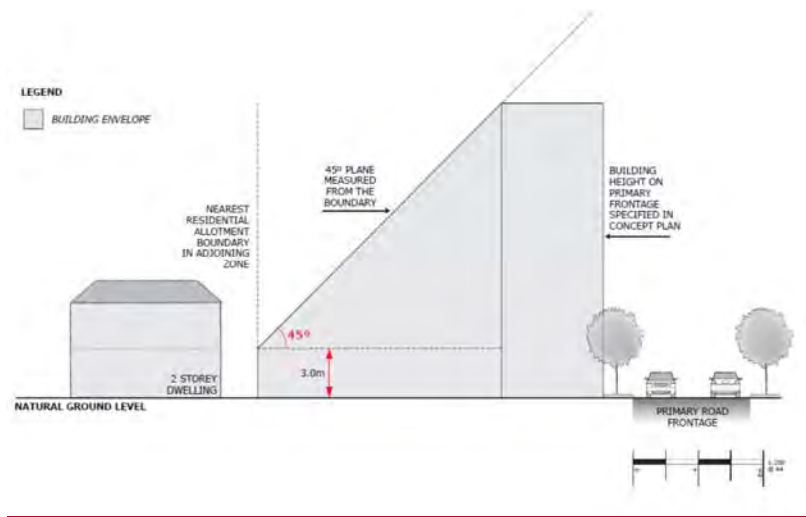
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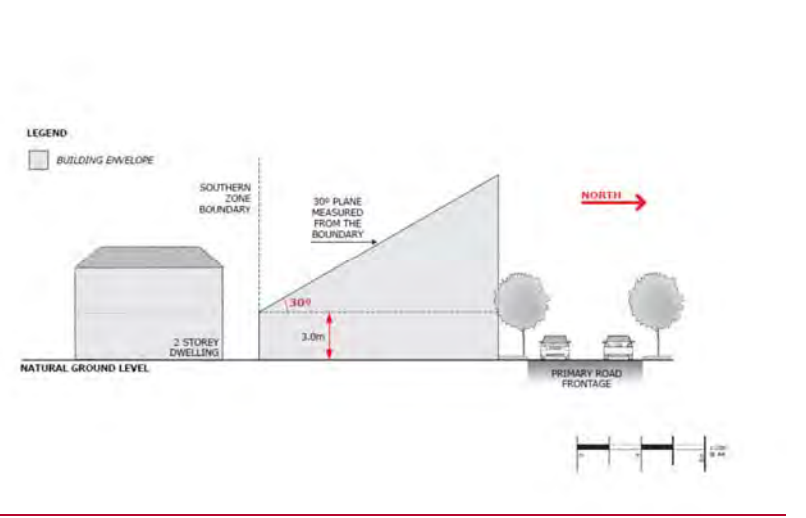
Appendix 2

Figure 1



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

Figure 2



Appendix 2

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

Commented [RH6]: Charles Sturt

Vehicle Parking

- 12 Vehicle parking should be provided in accordance with the rates set out in [Table Mar2 - Off Street Vehicle Parking Requirements](#) or [Table Mar/2A - Off Street Vehicle Parking Requirements for Designated Areas](#) (whichever applies).'

Land Division

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

PROCEDURAL MATTERS

Complying Development

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

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

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

- (a) the area to be occupied by the proposed development is located in an existing building and is currently used as a shop, office, consulting room or any combination of these uses
- (b) the building is not a State heritage place
- (c) it will not involve any alterations or additions to the external appearance of a local heritage place as viewed from a public road or public space
- (d) if the proposed change of use is for a shop that primarily involves the handling and sale of foodstuffs, it achieves either (i) or (ii):
 - (i) all of the following:
 - (A) areas used for the storage and collection of refuse are sited at least 10 metres from any Residential Zone boundary or a dwelling (other than a dwelling directly associated with the proposed shop)
 - (B) if the shop involves the heating and cooking of foodstuffs in a commercial kitchen and is within 30 metres of any Residential Zone boundary or a dwelling (other than a dwelling directly associated with the proposed shop), an exhaust duct and stack (chimney) exists or is capable of being installed for discharging exhaust emissions
 - (ii) the development is the same or substantially the same as a development, which has previously been granted development approval under the *Development Act 1993* or any subsequent Act and Regulations, and the development is to be undertaken and operated in accordance with the conditions attached to the previously approved development
- (e) if the change in use is for a shop with a gross leasable floor area greater than 250 square metres and has direct frontage to an arterial road, it achieves either (i) or (ii):
 - (i) the primary vehicle access (being the access where the majority of vehicles access / egress the site of the proposed development) is from a road that is not an arterial road

Appendix 2

- (ii) the development is located on a site that operates as an integrated complex containing two or more tenancies (and which may comprise more than one building) where facilities for off-street vehicle parking, vehicle loading and unloading, and the storage and collection of refuse are shared
- (f) off-street vehicular parking is provided in accordance with the rate(s) specified in [Table Mar/2 - Off Street Vehicle Parking Requirements](#) or the desired minimum rate in [Table Mar/2A - Off Street Vehicle Parking Requirements for Designated Areas](#) (whichever table applies) to the nearest whole number, except in any one or more of the following circumstances:
 - (i) the building is a local heritage place
 - (ii) the development is the same or substantially the same as a development, which has previously been granted development approval under the *Development Act 1993* or any subsequent Act and Regulations, and the number and location of parking spaces is the same or substantially the same as that which was previously approved
 - (iii) the development is located on a site that operates as an integrated complex containing two or more tenancies (and which may comprise more than one building) where facilities for off-street vehicle parking, vehicle loading and unloading, and the storage and collection of refuse are shared.

Non-complying Development

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

Form of Development	Exceptions
Advertisement and/or advertising hoarding	Except where the advertisement and/or advertising hoarding achieves any one of the following: <ul style="list-style-type: none"> (a) it is attached to a building or structure where the height of the advertisement does not exceed the height of the roof of the walls or parapet of the building or structure by more than 2 metres (b) it is freestanding and has a height not exceeding 8 metres (c) it is located on a side or rear wall facing and not within 50 metres of an abutting residential zone.
Dwelling	<u>Except where one of the following apply:</u> <ul style="list-style-type: none"> a) <u>the dwelling is located on the southern side of Chambers Street in Park Holme Neighbourhood Centre Zone</u> b) <u>the dwelling is in conjunction with a non-residential development and is sited above or behind the a non-residential development on the same allotment.</u>
Fuel depot	
Horticulture	
Industry	
Major public service depot	
Motor repair station	
Prescribed mining operation	

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Appendix 2

Form of Development	Exceptions
Residential flat building	Except where one of the following apply: c) the residential flat building is located on the southern side of - Chambers Street in Park Holme Neighbourhood Centre Zone d) the residential flat building is in conjunction with a non- residential development and is sited above or behind the non- residential development on the same allotment.
Road transport terminal	
Special industry	
Stadium	
Store	
Transmitting station above 30 metres in heightTelecommunications facility	Except a telecommunications facility 30 metres or less in height from natural ground level.
Warehouse	
Waste reception, storage, treatment or disposal	
Wrecking yard	

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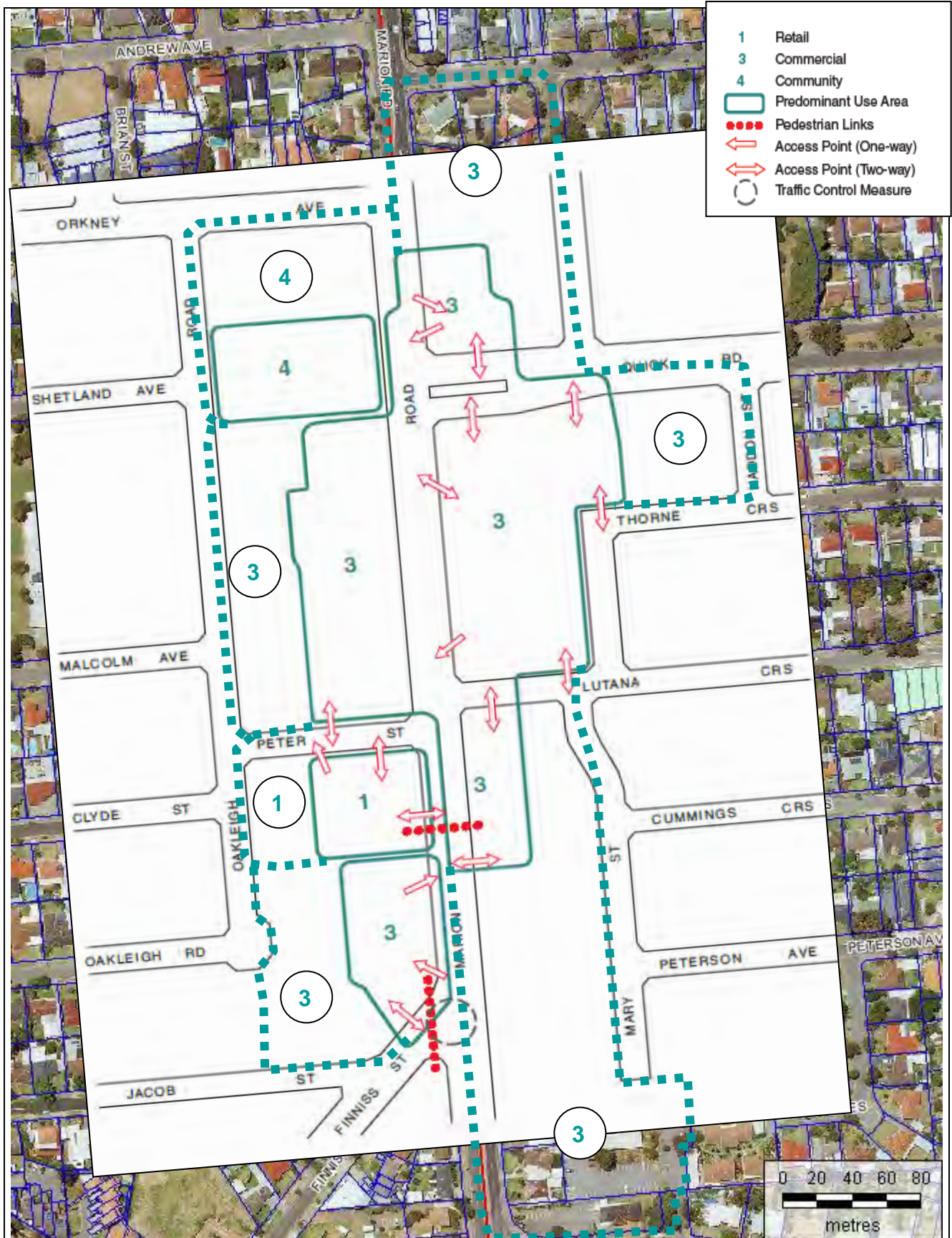
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Public Notification

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



Potential expansion to the Marion/Mitchell Park Neighbourhood Centre

 Map Width: 535.5 m
 Created 10 May 2017
**About this Document**

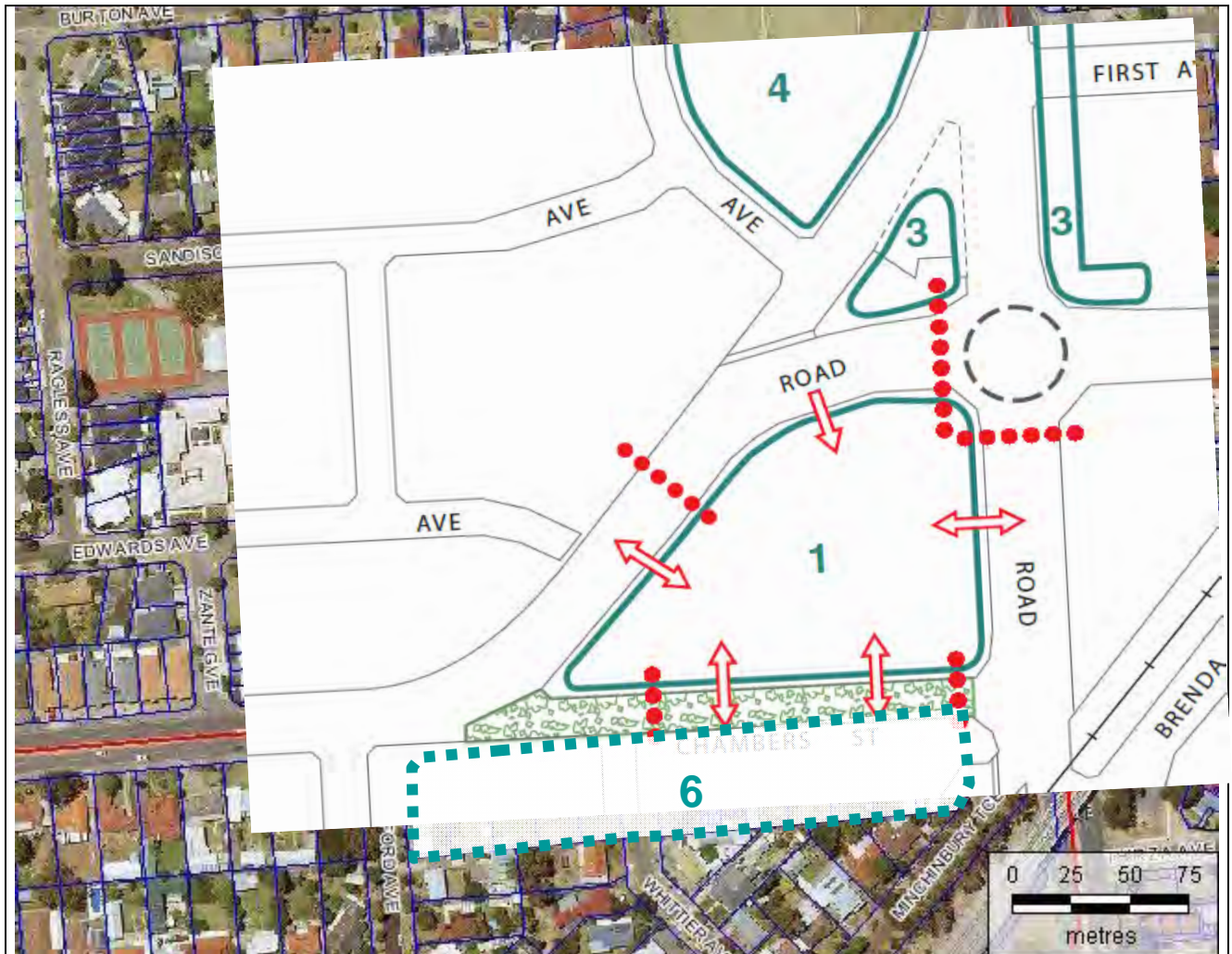
This map has been created for the purpose of showing basic locality information and is a representation of the data currently held by The City of Marion. This information is provided for private use only.

Disclaimer







While every effort has been made to ensure the accuracy of the product, Council accepts no responsibility for any errors or omissions. Property boundary line network data is supplied by State Government.



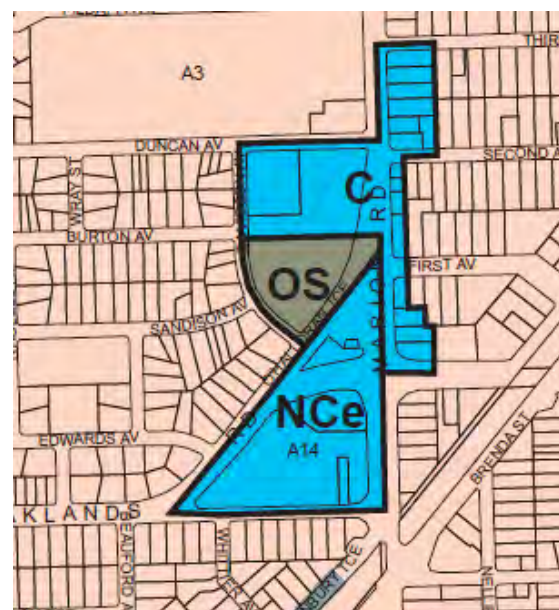
Potential Expansion to the Park Holme Neighbourhood Centre



Legend

6	Residential
1	Retail
3	Commercial
4	Community/Recreation
5	Educational
	Predominant Use Area
	Pedestrian Links
	Possible Access Point (One-way)
	Possible Access Point (Two-way)
	Traffic Control Measure
	Possible Future Streetscape Measure

Current Zoning



**CITY OF MARION
URBAN PLANNING COMMITTEE MEETING
6 JUNE 2017**

Originating Officer: David Melhuish, Senior Policy Planner

Manager: Steve Hooper, Manager Development & Regulatory Services

General Manager: Abby Dickson, General Manager City Development

Subject: Housing Diversity Development Plan Amendment – “Oaklands Estate”

Report Reference: UPC060617R7.6

REPORT OBJECTIVES/SUMMARY

This report continues investigations for the proposed Housing Diversity Development Plan Amendment (DPA) in relation to the area known as “Oaklands Estate”. The report presents policy investigations and recommendations to provide for greater housing diversity in the subject locality.

RECOMMENDATIONS

DUE DATES

That the Urban Planning Committee considers the investigations and mapping contained in Appendix 1 and determines whether the locality should:

- | | |
|--|-------------|
| 1. Remain within the “Residential Character Policy Area 17” and retain the existing associated policy, particularly relating to minimum site dimensions. | 6 June 2017 |
|--|-------------|

OR

- | | |
|---|-------------|
| 1. Remain within the “Residential Character Policy Area 17” and amend the policy relating to minimum site dimensions to allow detached dwellings to be developed on allotments with an area of 375m ² and frontage of 12 metres. | 6 June 2017 |
|---|-------------|

- | | |
|--|-------------|
| 2. As per “1” above, but placing those properties on Chambers Street within the adjacent Neighbourhood Centre Zone, as a specific precinct allowing multi-storey residential development, with the option of commercial/retail uses on the ground floor. | 6 June 2017 |
|--|-------------|

OR

- | | |
|--|-------------|
| 2. As per “2” above, but placing those properties on Chambers Street within the adjacent Neighbourhood Centre Zone, as a specific precinct allowing multi-storey residential development, with the option of commercial/retail uses on the ground floor. | 6 June 2017 |
|--|-------------|

BACKGROUND

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. The area known as “Oaklands Estate” (which comprises the Residential Character Policy Area 17 in the suburb of Marion) was identified as area where density guidelines could be amended to facilitate increased housing diversity.

In June 2016, Council endorsed a Statement of Intent (SOI) for the Housing Diversity DPA, which declared the following intention with regard to the subject area:

- *Review housing diversity within the existing Residential Character Policy Area in the suburb of Marion known as “Oaklands Estate”.*

This report presents policy investigations for that aspect of the SOI.

It is noted that the Housing Diversity DPA SOI has not yet been agreed to by the Minister for Planning.

DISCUSSION

The analysis in “**Appendix 1**” reviews the nature of the existing residential area within “Oaklands Estate” and discusses whether there are opportunities to increase the housing diversity in the area.

Currently, the area has a low density character with, apart from one departure, detached dwellings being the only form of dwelling constructed in the locality.

CONCLUSION

Although the original housing stock within this locality does not have the architectural character of housing located in other areas within the Character Policy Area there is an obvious intact low density and landscaped character to most of the area which is not present in many other localities. It is a character that is worthy of retention, albeit with new replacement dwellings.

Under the current zoning there is an opportunity for further detached dwellings in the locality, mainly on corner properties. If considered appropriate, a slight reduction in site dimensions would allow further redevelopment (predominantly on corner allotments) whilst maintaining a low density character.

Chambers Street, at the north-eastern end of the locality may be suitable for increased housing diversity due to its proximity to Park Holme shopping centre and transport and its current lack of amenity. Properties facing Chambers Street could be included in an extension to the Park Holme Neighbourhood Centre Zone as a specific precinct allowing multi-storey residential development with the option of commercial/retail uses on the ground floor. *Refer to item 7.5 on the UPC agenda relating to mixed use development within Neighbourhood and Local Centre Zones.*

APPENDICES

Appendix 1: Oaklands Estate Analysis

OAKLANDS ESTATE ANALYSIS

INTRODUCTION

The Housing Diversity Development Plan Amendment Statement of Intent identified the intention to review housing diversity within the existing Residential Character Policy Area17 in the suburb of Marion known as “Oaklands Estate”, to ascertain whether density guidelines could be amended to facilitate increased housing diversity in the area.

This analysis reviews the nature of the existing residential area within “Oaklands Estate”.

The locality for review has been identified in Figure 1 below.



Figure 1. Locality aerial photograph

Dwelling Age



Figure 2. Locality dwelling age – thematic map

Capital value / site value ratio

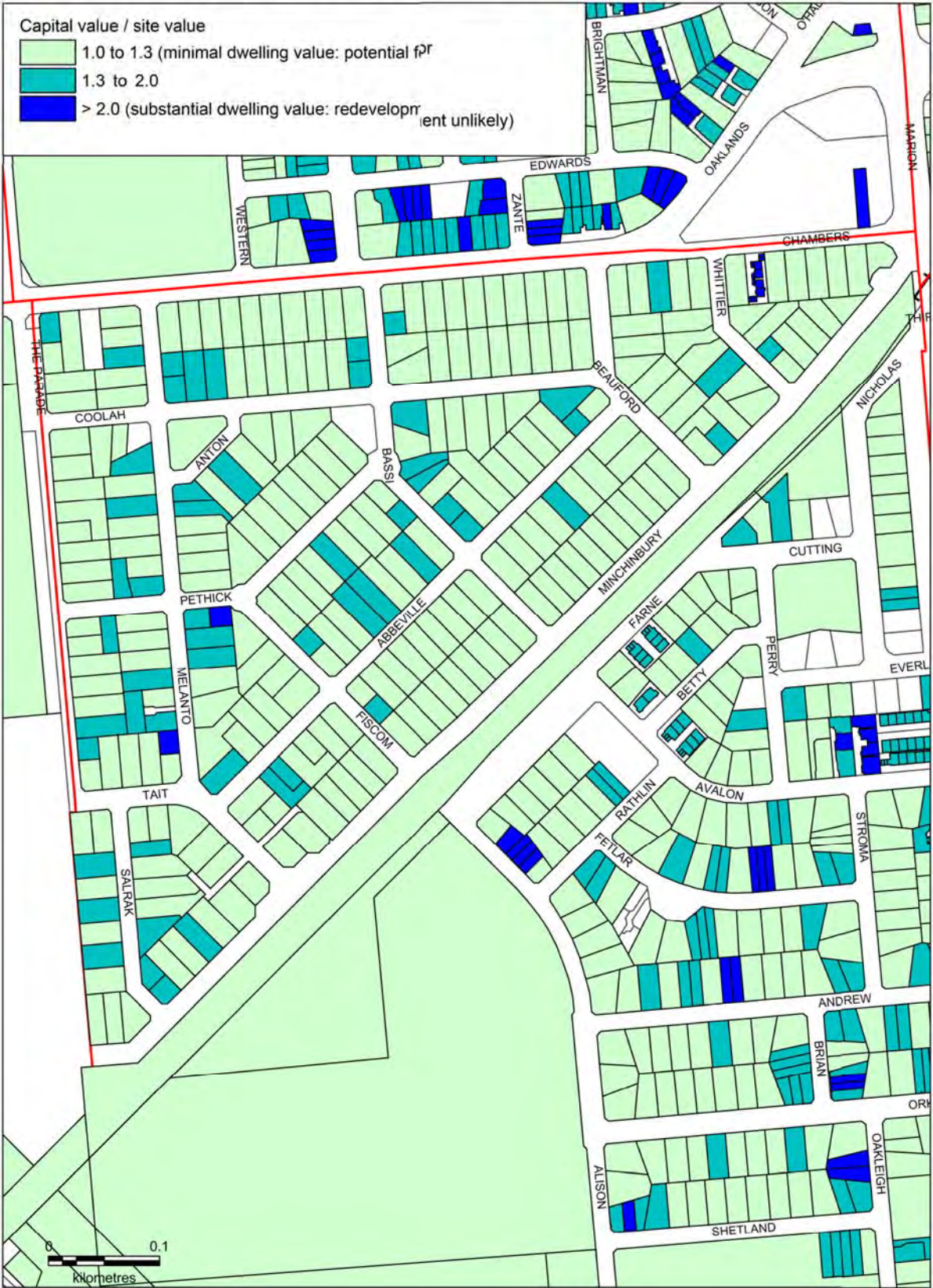


Figure 3. Capital value / site value ratio

LOCALITY

Oaklands Estate is a triangular section of the suburb of Marion bounded by Oaklands road to the north, the Adelaide to Seaford rail corridor to the south (running in a south westerly to north easterly direction) and Oaklands Estate Wetlands to the west.

Park Holme shopping centre is located adjacent the north eastern edge of the area.

DWELLING STOCK

The locality contains housing stock dating from the 1940s through to the present time. 57% are from the period between 1940 and 1960, 24% between 1960 and 1990, and 16% from 1990 to the present.

The housing stock built before 1990 has a low capital value to site value ratio, suggesting that it has high redevelopment potential.

Housing density is of a generally low scale, with all but one site, containing a detached dwelling. Allotment sizes range from around 420m² (minimum lot size in the previous Residential 1 Zone and the current Residential Character Policy Area 17) through to around 1000m², with the average lot being around 800m² to 900m². Most of the smaller allotments (which only account for a small % of the total stock) are the result of corner cut-off land divisions.

Original housing stock is relatively small in scale/size, only covering a small % of the allotment. Many have since been extended.

Redevelopment in the locality has predominantly involved the replacement of original detached dwellings with a modern, and generally larger detached dwelling. A number of corner allotments have been redeveloped with either an additional dwelling or two new detached dwellings.

Most dwellings are single storey in scale, however some of the more recently built dwellings are two storey.

>= Min	< Max	%	#
1,800	1,940	3%	9
1,940	1,960	57	165
1,960	1,990	24	70
1,990	2,017	16	48

Figure 4. Locality dwelling age

PATTERN OF ALLOTMENTS

Although the subject area is triangular in shape, the road pattern is predominantly a grid pattern albeit with angular intersections. Most allotments are regular in shape, with orientations varying between north/south, east/west and north-west/south-east. A number of irregular shaped allotments are located adjacent the angular intersections.

Allotment widths range from around 16m through to around 21m, with the majority being between 17m and 19m (minimum allotment width in the previous Residential 1 Zone and the current Residential Character Policy Area 17 is 15m).

As mentioned above, allotments are generally of a large area ranging between 800m² and 900m² on average.

SETBACKS

A majority of the existing housing stock is setback 8m to 10m, however there are a number of houses set back as far as 18m from the road boundary. Recently constructed dwellings are typically setback closer than the original housing stock, varying between 5m and 8m.

STREETSCAPING/VEGETATION

Streetscapes vary quite considerably throughout the locality. Mature street trees are evident in some streets whilst more recent plantings are evident in others. The most densely vegetated streets comprise a mix of both street trees and mature vegetation in the front yards of original housing stock.

Very large mature native trees are present along Minchinbury Terrace (adjacent the rail corridor) and The Parade (adjacent Oaklands Estate Wetlands) producing attractive streetscapes. Abbeville Terrace and Coolah Terrace are both well landscape streets comprising mature street trees and well-presented front yards.

Chambers Street is almost devoid of street trees; the only vegetation present being within the front yards of some of the properties. The presence of the adjacent shopping centre and associated carpark (which is generally lacking in landscaping) creates an area that has little street appeal.

The Oaklands Road streetscape is generally poor due to the lack of street trees and the arterial nature of road.

LAND USES

The locality predominantly comprises low density residential properties. Two churches and a local shopping centre are located along Oaklands Road. Park Holme Neighbourhood shopping centre is located adjacent the north-eastern end of the locality.

OPEN SPACE

A small, passive reserve containing mature native trees is located at the intersection of Coolah Terrace and Melanto Terrace.

The Oaklands Estate wetlands and reserve abut the western boundary of the locality and the Marion Outdoor Swim Centre and a large reserve are located on the northern side of Oaklands Road.



Minchinbury Tce – Attractive streetscape due to mature trees, particularly adjacent rail corridor. More open character adjacent rail station – comprising more recent planting



Coolah Tce – western end – housing stock on northern side between Melanto and Bassi is predominantly from 1990 onwards – small reserve containing mature native trees adds to the streetscape



Abbeville Tce – Attractive streetscape – mature street trees and well-presented front yards



The Parade – southern end – recent housing stock



Abbeville Tce - Housing stock predominantly from 1940 to 1960



Chambers St – housing stock from 1940s to 1990s – varying conditions - streetscape does not possess an attractive character due to shopping centre and associated car parking area - home business within Residential zone



Minchinbury Tce – eastern end – Rail corridor embankment and bridge over Marion Road are dominant features



Oaklands Road – Housing from 1950s/1960s – streetscape is generally poor due to lack of street trees and arterial nature of road.

CONCLUSION

Due to the minimum allotment area, width requirements and dwelling type restrictions of the current (Residential Character) policy area and the previous (Residential 1) zoning, the locality has not been subject to infill development at the densities of many of the surrounding areas.

Any redevelopment has, in the main, involved the replacement of a detached dwelling with a modern and generally larger detached dwelling, with a lesser setback than original housing stock. In some instances, corner allotments of an appropriate size, have had an additional detached dwelling constructed.

Streetscapes vary within the locality, from substantially landscaped streets (combination of street trees and front yard planting) through to streets (mainly Oaklands Road and Chambers Street) with little/no street trees.

A majority of the original housing stock is of an age and size that has now resulted in a low capital value to site value ratio (1.0 to 1.3) meaning that there is minimal dwelling value and high potential for future redevelopment. Under the current policy area this would result in replacement with new detached dwellings or extensions to the existing dwellings.

The DPA Statement of Intent sought a review of the locality to ascertain whether density guidelines could be amended to facilitate increased housing diversity in the area.

Although the original housing stock within this locality does not have the architectural character of housing located in the Character Policy Areas within Glandore, Edwardstown and Glengowrie, there is an obvious intact low density and landscaped character to most of the area. New detached dwellings have replaced the older stock, albeit covering more of the allotment area and possibly closer to the street frontage, and have enhanced the built form character. A continuation of this form of redevelopment is likely to build on this situation.

Under the current site dimension requirements (420m²/15m frontage) 24 existing allotments have the opportunity to be subdivided to allow further detached dwellings. It is noted that a majority of these allotments (22) are corner properties where the secondary road provides the appropriate frontage width. Eleven (11) of these allotments are irregular in shape (triangular) so may not be suitable for further sub-division. *(refer to figure 5 below)*

If a slight reduction in site dimension requirements is considered appropriate, similar to the existing requirement for Northern Policy Area 13 (375m²/12m frontage) a total of 50 allotments (existing 24 +

additional 26) have the opportunity to be subdivided to allow further detached dwellings. Again, it is noted that 14 of these additional allotments are corner properties and eleven (11) are irregular in shape so may not be suitable for further sub-division. *(refer to figure 6 below)*

There is one section of the locality that may be suitable for increased housing diversity. The amenity of Chambers Street, at the north-eastern end, between Beauford Avenue and Marion Road is impacted considerably by the shopping centre and its associated carpark. The close proximity to the shopping centre and a number of nearby bus routes and a train station provides opportunity for higher density residential housing. Properties facing Chambers Street could be included in an extension to the Park Holme Neighbourhood Centre Zone as a specific precinct allowing multi-storey residential development with the option of commercial/retail uses on the ground floor. (refer to Figure 1- Locality aerial photograph)

This option is covered in Item 7.5 on the UPC agenda relating to mixed use development within Neighbourhood and Local Centre Zones.

Figure 5. Site Dimension Analysis of existing Residential Character Policy Area 17

**Oaklands Estate:
Site Dimension Analysis of Potential Amended Policy**

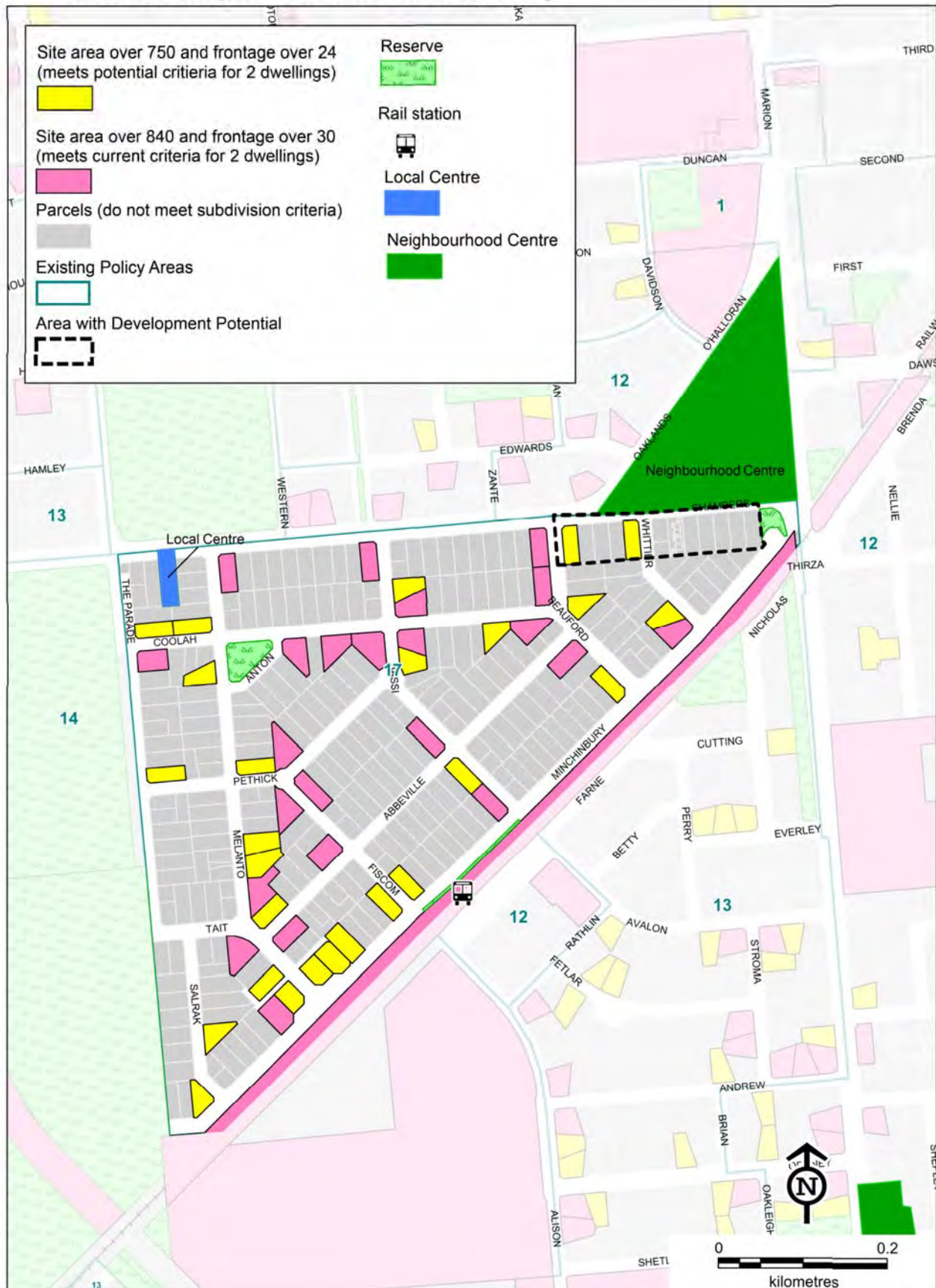


Figure 6. Site Dimension Analysis of Potential Amended Policy

**CITY OF MARION
URBAN PLANNING COMMITTEE MEETING
6 JUNE 2017**

Originating Officers: David Melhuish, Policy Planner

Manager: Steve Hooper, Manager Development & Regulatory Services

General Manager: Abby Dickson, General Manager City Development

Subject: Housing Diversity Development Plan Amendment – Marion Historic Village – High Street

Report Reference: UPC060617R7.7

REPORT OBJECTIVES/SUMMARY

This report continues investigations for the proposed Housing Diversity Development Plan Amendment (DPA) in relation to the proposed 'High Street' precinct within the area known as "Marion Historic Village" and its surrounds in the suburb of Marion. The report presents policy investigations and recommendations in regards to the opportunity for mixed uses (higher density residential/retail/commercial) along the northern sections of Finnis Street and Township Road, creating an enlivened high street whilst complementing the character value of the historic village.

RECOMMENDATIONS

DUE DATES

That the Urban Planning Committee:

- | | |
|---|--------------------|
| 1. Reviews and endorses the proposed "Marion Historic Village – High Street Policy Area" draft policy in Appendix 1. | 6 June 2017 |
|---|--------------------|

BACKGROUND

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. The southern part of the suburb of Marion was identified as an area which maintained the original pattern of housing and was not located in proximity to public transport or activity centres, where further infill development could be curtailed. At the same time, several sites including Finniss Street and Township Road in the “Marion Historic Village” were identified for potential increased housing diversity.

In June 2016, Council endorsed a Statement of Intent (SOI) for the Housing Diversity DPA, which declared the following intention with regard to the subject locality:

- *Investigate the introduction of a mixed use “high street” area along the northern end of Finniss Street in Marion (i.e. shop-top development).*
- *Explore opportunities for a low density policy area in... Marion (south of Oliphant Avenue/Jacob Street and north of Norfolk Road)*

This report presents policy investigations for that aspect of the SOI.

It is noted that the Housing Diversity DPA SOI has not yet been agreed to by the Minister for Planning.

DISCUSSION

The analysis in “**Appendix 1**” reviews the nature of the existing land uses along Finniss Street and Township Road within the area commonly known as the Marion Historic Village, and discusses whether there are opportunities to create a high street precinct in the area.

Currently, the area has a varied character with a mix of heritage buildings, a couple of retail/commercial buildings, low-density residential development, generally dating from the 1950s through to the 1980s, and more recent medium to high-density residential and aged care development.

The more recent residential development and a couple of sites that have development approval for medium density residential uses are unlikely to become available in the short to medium term for the type of development envisaged for the high street precinct. However, there is an opportunity for the area to be transformed over time, albeit slowly.

In relation to the second dot point under “Background” above, regarding opportunities for a low-density policy area in Marion, the UPC at the special meeting held 1 May 2017, agreed that all areas currently within the Northern Policy Area are to be covered by the Marion Plains Policy Area so no further analysis is required.

APPENDICES

Appendix 1: Marion Historic Village – High Street - Analysis

MARION HISTORIC VILLAGE – HIGH STREET - ANALYSIS

INTRODUCTION

The Housing Diversity Development Plan Amendment Statement of Intent identified the intention to investigate the introduction of a mixed-use “high street” area along the northern end of Finniss Street in Marion (i.e. shop-top development) and explore opportunities for a low-density policy area in... Marion (south of Oliphant Avenue/Jacob Street and north of Norfolk Road).

This analysis reviews the nature of the existing development along the northern ends of Finniss Street and Township Road and the potential opportunity to create a mixed-use high street environment within the area.

The locality for review is identified in Figure 1 below.

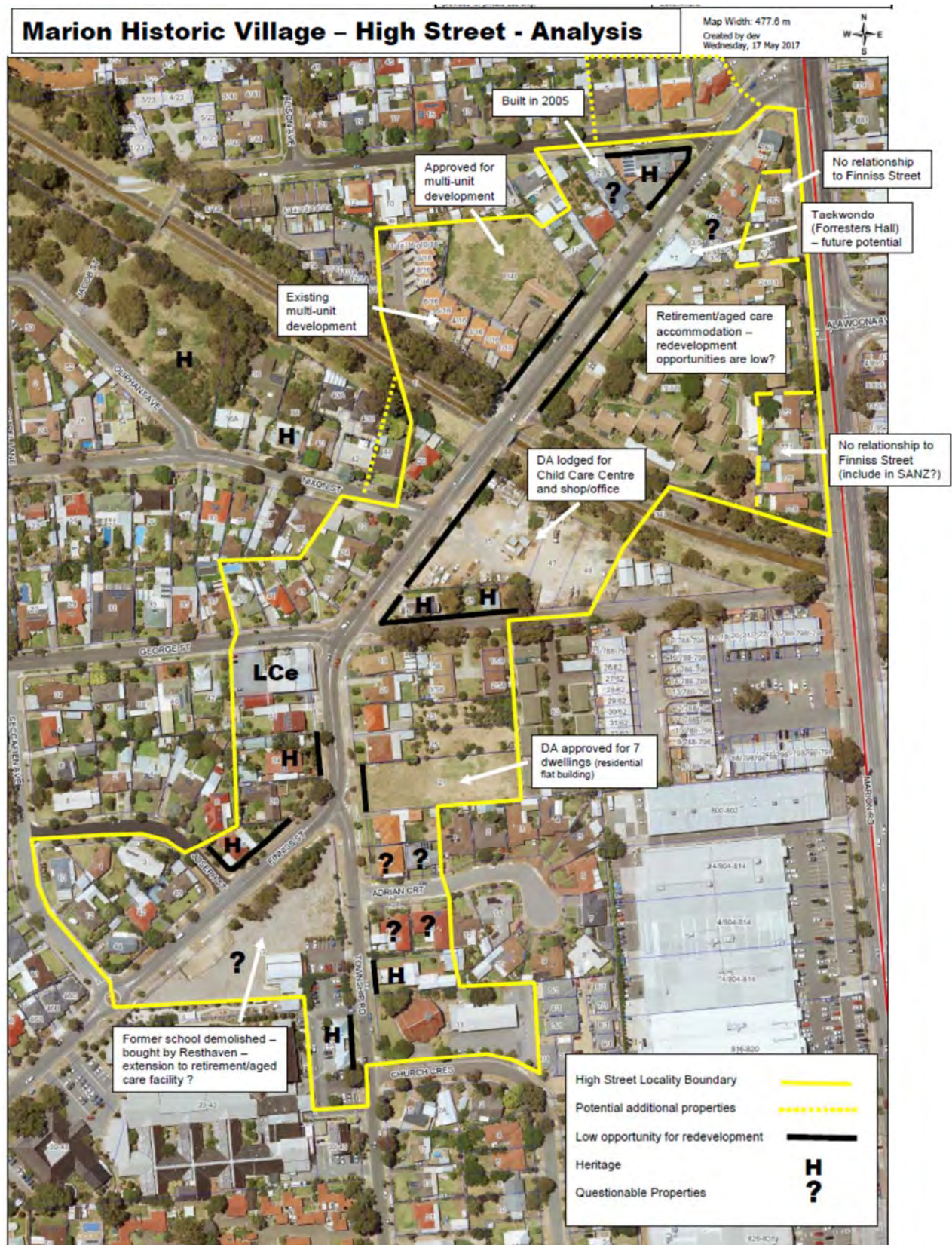


Figure 1. Locality aerial photograph



Figure 2. Locality dwelling age – thematic map

Capital value / site value ratio



Figure 2. Capital value / site value ratio

HISTORY OF THE MARION HISTORIC VILLAGE

Although the original subdivision for the village was created in 1838, only a small number of owners /buildings were constructed in the area around that time.

An aerial photograph of the area from 1949 shows the current heritage listed buildings /places and a few others (era/age unknown). The land parcels were relatively large with agricultural/horticultural use dominating (vineyards, almonds, market gardening (glasshouses). The photograph also showed the location of a number of pug holes and brick works.

Post WW2 (1950s onwards) new roads and mass subdivision occurred creating road layouts and residential allotments reflective of the era (culs-de sac, triangular/irregular allotments etc.)

From the 1960s onwards, the land fronting Marion and Norfolk Roads has been predominantly developed for commercial industrial purposes with higher density residential development (retirement village) constructed in more recent years.

LOCALITY

The locality is irregular in shape due to it following the Finnis Street and Township Road alignments and the varying sizes and shapes of the properties that generally front onto these roads.

It spans from the intersection of Marion Road in the north to Church Crescent and Seccafien Avenue in the south. The northeastern section has frontage to Marion Road.

LAND USES

The locality is predominantly residential in nature, with dwellings ranging in age from pre 1940s through to current day. The majority of stock was built between 1960 and 1990 (closer to 1960/1970). Although most residential properties comprise detached dwellings, there are a couple of multi-unit developments and retirement/aged care accommodation at the northern and southern ends of the locality. Most properties with detached dwellings have a low capital to site value ratio, so have potential for redevelopment.

A partly vacant site at #14 Finnis Street has been approved for a multi-unit development and an application seeking a childcare centre and retail/office building has been lodged for #15 Finnis Street (former Hersey residence). A large property at #27 Finnis Street has been granted approval for 7 single storey dwellings, in residential flat building form.

A former school at the intersection of Finnis Street and Township Road has been bought and demolished by Resthaven, who have a large retirement/aged care facility on the property to the south. It is anticipated that Resthaven will be extending its facility onto this land.

Seven (7) heritage properties (6 local heritage/1 state heritage) are located within the locality. All properties are included as part of the "Marion Historic Village". The properties include churches, the former Marion Hotel and a number of dwellings.

A local shopping centre comprising approximately four tenancies is located at the corner of Finnis Street and George Street.

PATTERN OF ALLOTMENTS

Allotments vary considerably in shape and size, ranging from small residential properties through to very large retirement village sites and a former commercial/industrial site. Due to the alignment of the roads, a number of the allotments are angular in shape.

Frontages vary considerably also, from 16 metres to around 24 metres for detached dwellings, through to 100 metres for one of the retirement facilities.

SETBACKS

Due to the age and type of land use, setbacks vary along the roads. Detached dwellings are predominantly set back between 6 – 8 metres. The shops, former Marion Inn, workers' cottages and the Taekwondo building are located on the road boundary. Other buildings range from 3-4 metres through to 30 metres.

STREETSCAPING/VEGETATION

Street planting tends to be particularly sparse throughout the locality. The larger and more mature trees tend to be located on private land and along the Sturt River channel.

PROPOSED DEVELOPMENT OF AREA

Council has considered a number of proposals for the Marion Historic Village over the years. Unfortunately, the proposals did not get the support of DPTI, mainly because of the limited number of heritage items within the area. The most recent proposal was to build on the original concept for the precinct as a village (albeit in a modern/contemporary form). The proposal sought:

- mixed use (retail/commercial/residential) on the collector roads (i.e.: Finnis Street, Township Road) close to or on the front property boundary to promote "active frontages" and a place for the local community to visit and meet, and act as a focus for the neighbourhood and contribute towards the streets' sense of place.
- higher density residential development on selected sites considered appropriate for redevelopment
- to promote the use of modern contemporary designs – (to complement or be sympathetic to historic building stock and those from other eras in the area)
- to deter the practice of "replicating" heritage housing designs/detailing
- to promote the use of a mix of contemporary and traditional/historic materials (red brick, galvanised iron, timber plus fibre cement, rendered finishes etc.) that would help in providing a connection with the past whilst also reflecting current practice.

The above should help unify the historic background of the area and help in recreating a village character for the local community

DISCUSSION

The northern sections of Finnis Street and Township Road still retain a special character even though there is a considerable mix in land uses and ages of construction. The former Marion Hotel is a dominant building that provides a sense of the past as you enter the locality from the north. Although few in number, the heritage items located along Finnis Street and Township Road, in particular the church buildings, give hints of a former main street for the village.

A number of the larger properties fronting Finniss Street and Township Roads comprising retirement villages and or unit developments are of more recent construction than much of the housing stock in the locality so are unlikely to be available for redevelopment in the short to medium term.

The property at #27 Finniss Street has recently been approved for seven dwellings (residential flat building) and an application for a childcare centre and an office/shop on the former Hersey site at #15 is currently being assessed. These sites are therefore long-term propositions for further redevelopment.

It is envisaged that the vacant site on the corner of Finniss Street and Township Road will eventually be developed for retirement/aged care facilities. There may be an opportunity in this instance to work with the owner to include the sought after criteria in any future proposal (setbacks, building scale, materials etc.)

The Taekwondo building is currently for sale so its future use is unknown at this time. The building does provide opportunities for either re-use or redevelopment.

It is understood that the shops in the Local Centre Zone are for sale. The building is one of the key activities within the locality.

Although it is likely that many of the properties within the locality would not be redeveloped for a considerable period of time, making the potential redevelopment of the locality as a high street very fragmented in the short to medium terms, there is still an opportunity, albeit slowly, to allow the proposed changes to occur over time.

It is recommended therefore that the locality is rezoned to High Street to provide these opportunities to occur.

Having walked the site it is recommended that the properties at #4 Finniss Street, 1-5 Jacob Street and 44 Nixon Street be included in the subject locality as they provide opportunity for mixed-use development.

The properties at 762-764 and 772-778 Marion Road be removed from the locality as they bare little relationship to the rest of the locality and may be more appropriate to include them in the proposed Suburban Activity Node Zone, which is covered in a separate item on the Committee Agenda.

The proposed zone and associated policy is provided as 'Attachment 1'.

Marion Historic Village - High Street Policy Area X

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

OBJECTIVES

- 1 A mix of land uses including retail, office, commercial, community, civic and medium and high density residential development that support the economic vitality of the area.
- 2 Buildings sited to provide an intimate built scale with verandas / awnings over the public footpath and, with fine-grained detailing of buildings in the public realm.
- 3 An intimate public realm with active streets created by buildings designed with frequently repeated frontage form and narrow tenancy footprints.
- 4 A high degree of pedestrian activity and a vibrant street-life with well-lit and engaging shop fronts and business displays including alfresco seating and dining facilities.
- 5 Development that contributes to the desired character of the policy area.

DESIRED CHARACTER

This policy area will encourage the development of a place for the local community to visit and meet, and act as a focus for the neighbourhood and contribute towards a sense of place and identity.

There will be a combination of and variety of land uses (retail/commercial/residential) on Finnis Street and Township Road close to or on the front property boundary to promote “active frontages”.

New residential uses should be of a medium to high density with buildings that have frontage to the street.

Land uses located at street level will include a mix of residential, shop and office accommodation. The mix of uses will generally cater for the day to day needs of local residents and workers.

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

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

Development should be of modern contemporary designs that complement historic buildings in the locality, whilst not replicating heritage designs or detailing. The use of a mix of contemporary and traditional materials such as red brick, stone, galvanised iron, timber, fibre cement and rendered finishes should be used to provide a connection with the areas past whilst reflecting current architectural practice

Heritage buildings will be adapted and reused while maintaining their heritage qualities with development encouraged towards the rear and behind the front façades. Buildings adjacent to heritage buildings will be sympathetic to the heritage nature and character in their design while having a modern appearance.

Buildings will provide visual interest to the pedestrian, and where appropriate, be sheltered with verandas, shelters and the like to enhance the pedestrian experience.

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

On the footpath and at the front façade of developments, landscaping will be small scale or vertical, such as creepers and greenwalls and in planter boxes on the footpath. Street trees will be provided between parking spaces on the street.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 Development should include a combination of and variety of residential, retail and commercial land uses.
- 2 Residential development (other than residential development in mixed use buildings), should achieve a net residential site density of between 45 dwellings per hectare (222m²) and 70 dwellings per hectare (143m²).
- 3 Development that provides shops, offices and other non-residential land uses on the ground floor, with residential uses above, is encouraged.
- 4 Shops or groups of shops and offices contained in a single building, other than a restaurant, should have a gross leasable area of less than 250 square metres.

Form and Character

- 5 Development should be consistent with the desired character for the policy area.
- 6 Development should be a minimum of two-storey and a maximum of three-storey (up to 12.5m) in scale along the street frontage.
- 7 Development should be of a modern contemporary design that complements historic buildings in the locality, whilst not replicating heritage designs or detailing.
- 8 The use of a mix of contemporary and traditional materials such as red brick, stone, galvanised iron, timber, fibre cement and rendered finishes should be used to provide a connection with the areas past whilst reflecting current architectural practice.
- 9 Pedestrian shelter and shade should be provided over footpaths, where adjacent retail or commercial uses, through structures such as awnings, canopies and verandas.
- 10 The ground level street frontages of buildings should contribute to the appearance and provide pedestrian interest and activation. (Conversion note: area of building containing entry or display window may be altered based on desired character and suitable investigations.)
- 11 The finished ground floor level should be at grade and level with the footpath.
- 12 The ground floor of buildings should be built to dimensions to allow for adaptation to a range of land uses including retail, office and residential without the need for significant change to the building.
- 13 A minimum of 50 per cent of the ground floor primary frontage of buildings used for retail and commercial purposes should be visually permeable, transparent or clear glazed to promote active street frontages and maximise passive surveillance.

**CITY OF MARION
URBAN PLANNING COMMITTEE MEETING
6 JUNE 2017**

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 – Higher density in Glandore, Edwardstown and Morphettville

Report Reference: UPC060617R7.8

REPORT OBJECTIVES/SUMMARY

This report continues investigations for the proposed Housing Diversity Development Plan Amendment (DPA) in relation to particular localities in Glandore, Edwardstown and Morphettville. The report presents policy investigations and recommendations to provide for greater housing diversity in the subject localities.

RECOMMENDATIONS

DUE DATES

That the Urban Planning Committee:

- 1. Supports the proposed Suburban Activity Node Zone and Medium Density Policy Area 12 in the suburbs of Glandore and Edwardstown, as illustrated in Appendices 1 and 2.**

6 June 2017

BACKGROUND

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. Certain localities in Glandore, Edwardstown and Morphettville were identified as areas where density guidelines could be amended to facilitate increased housing diversity.

In June 2016, Council endorsed a Statement of Intent (SOI) for the Housing Diversity DPA, which declared the following intentions with regard to the subject localities:

- *Explore opportunities for increased housing diversity in Edwardstown for areas located within convenient walking distance of the District Centre Zone (Castle Plaza) and Woodlands Park Railway Station (acknowledging the potential for future relocation of the railway station) that are not part of the existing or proposed Residential Character Policy Area.*
- *Explore opportunities for increased housing density and diversity in those areas of Glandore located within convenient walking distance of tram stations that are not part of the existing or proposed Residential Character Policy Area.*
- *Explore opportunities for higher density and increased housing diversity in land owned by Renewal SA in Morphettville.*

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

DISCUSSION

Glandore

The suburb of Glandore currently comprises of 3 different Residential Policy Areas: Residential Character Policy Area 17 (comprising the majority of the suburb), Northern Policy Area 13 (in the south-west corner of the suburb, adjacent Cross Road), and Medium Density Policy Area 12 (in the north-west corner of the suburb, adjacent the Glandore Tram Station).

The Urban Planning Committee (UPC) has previously considered the application of a Suburban Activity Node Zone (SANZ) adjacent to the tram line in Glandore and South Plympton. The Committee has also resolved to support an extension to the existing Residential Character Policy Area 17 in the central western side of the suburb. The maps in Appendix 1 illustrate the proposed SANZ and Residential Character Area.

The Medium Density Policy Area 12 is located between the proposed SANZ and Character Area. It is considered appropriate for Policy Area 12 to remain in this locality, as it should provide an appropriate interface between the higher density development that can occur in the SANZ and the low density character housing envisaged in the Residential Character Policy Area.

The Northern Policy Area 13 is located between the proposed Character Area and Cross Road. Given that this locality is bounded by the Residential Character Area to the east, north and west, and given that the locality is not directly adjacent to an activity centre, open space or high frequency transit corridor, it is considered appropriate to retain the Northern Policy Area 13 zoning (which will be renamed the Marion Plains Policy Area 13, as per resolution 7.1 of SUPC010517).

Edwardstown

The suburb of Edwardstown, comprises of predominantly the Northern Policy Area 13, however the Residential Character Policy Area 17 is located in the northern part of the suburb, the Medium Density Policy Area 12 is located between Angus and Delaine Avenue and surrounding the train station, and the Regeneration Policy Area 16 runs along HMS Buffalo Avenue.

The UPC has previously resolved to support an extension to the existing Residential Character Policy Area 17 for two localities in Edwardstown. The maps in Appendix 2 illustrate the proposed Residential Character Areas.

The UPC has also considered the application of a Suburban Activity Node Zone (SANZ) surrounding the Woodlands Train Station, adjacent the District Centre Zone (Castle Plaza). The map in Appendix 2 illustrates the proposed SANZ, which will consolidate parts of the Northern Policy Area 13, Regeneration Policy Area 16 and Medium Density Policy Area 12.

It is recommended that the residential areas surrounding the SANZ are rezoned to the Medium Density Policy Area 12 to achieve an appropriate interface with the SANZ. It is also recommended that the Medium Density Policy Area 12 is applied between the proposed and existing character areas (between Emerald and Delaine Avenue) in order to consolidate 3 separate policy areas within a relatively small locality. The proposed zoning changes are illustrated in Appendix 2.

Morphettville Renewal Area

Development Application 100/D022/17 has been lodged by Renewal SA for the subdivision of the existing Housing SA land within the north-eastern pocket of Morphettville. The State Coordinator General has exempted the subject land division from requiring Development Plan Consent (i.e. it is not subject to assessment by Council), as the division is being developed in accordance with the “Renewing Our Streets and Suburbs” Stimulus Program.

Stage 1 of the plan of division incorporates 95 proposed allotments ranging in site area between 80 square metres and 530 square metres. The allotments are intended to accommodate studio apartments, detached dwellings and a four-storey apartment building. Evidently, the authorised land division already facilitates housing diversity through a range of allotment sizes. As such, a change of policy in this area to facilitate housing diversity is no longer necessary.

CONCLUSION

In order to increase housing diversity and density throughout Glandore and Edwardstown, the proposed SANZ is recommended to be applied in the corridor near the train/tram line, and west of Castle Plaza. Additionally, some areas of Edwardstown currently zoned Northern Policy Area 13 are proposed to be rezoned Medium Density Policy Area 12 to provide for appropriate dwelling densities near the train line and District Centre.

APPENDICES

Appendix 1: Glandore Draft Zoning

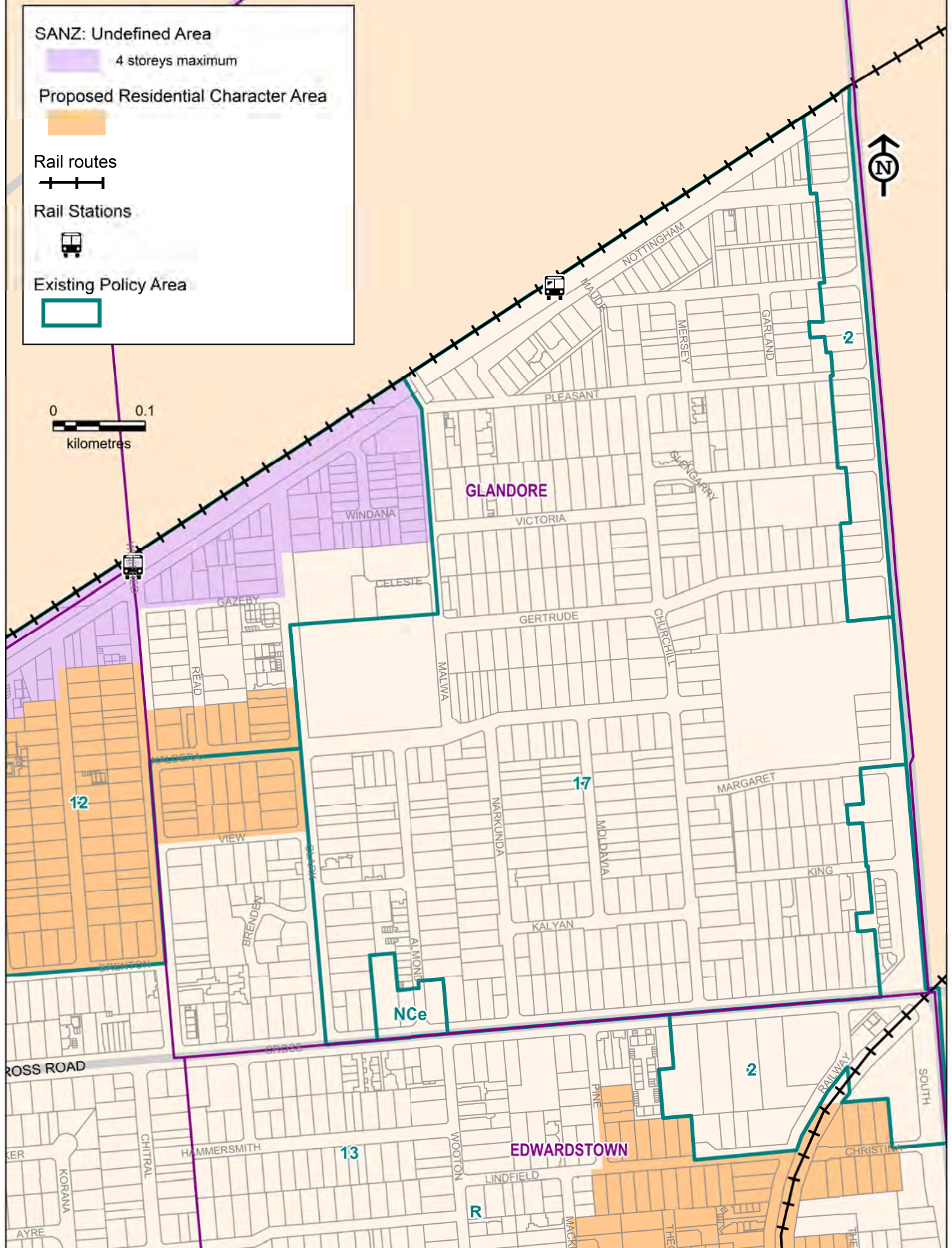
Appendix 2: Edwardstown Draft Zoning

Appendix 3: Draft Suburban Activity Node Zone

City of Marion - Housing Diversity DPA

Draft Zoning

Draft for discussion only
Version: May 2017



City of Marion - Housing Diversity DPA

Draft Zoning

Draft for discussion only
Version: May 2017

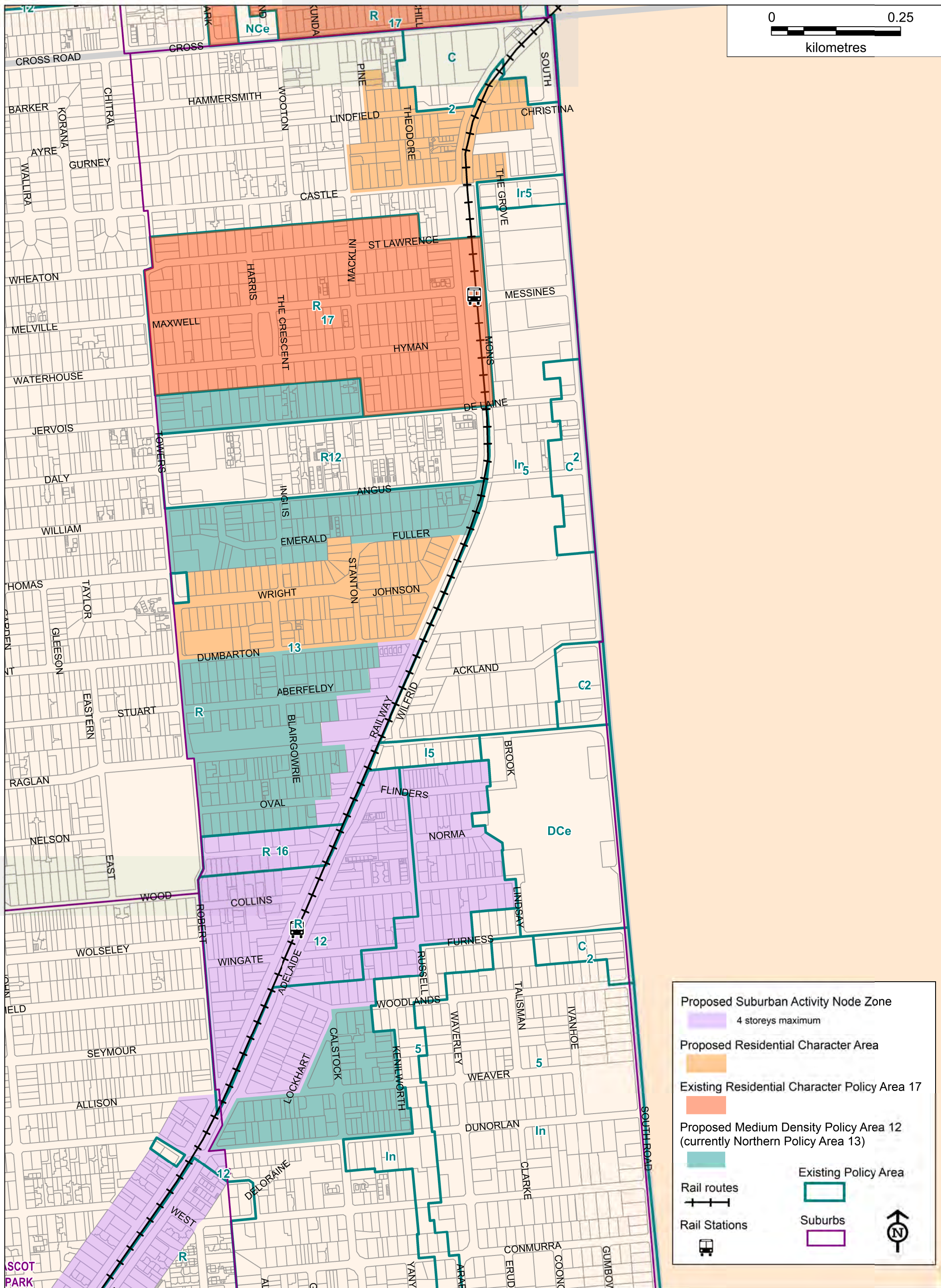


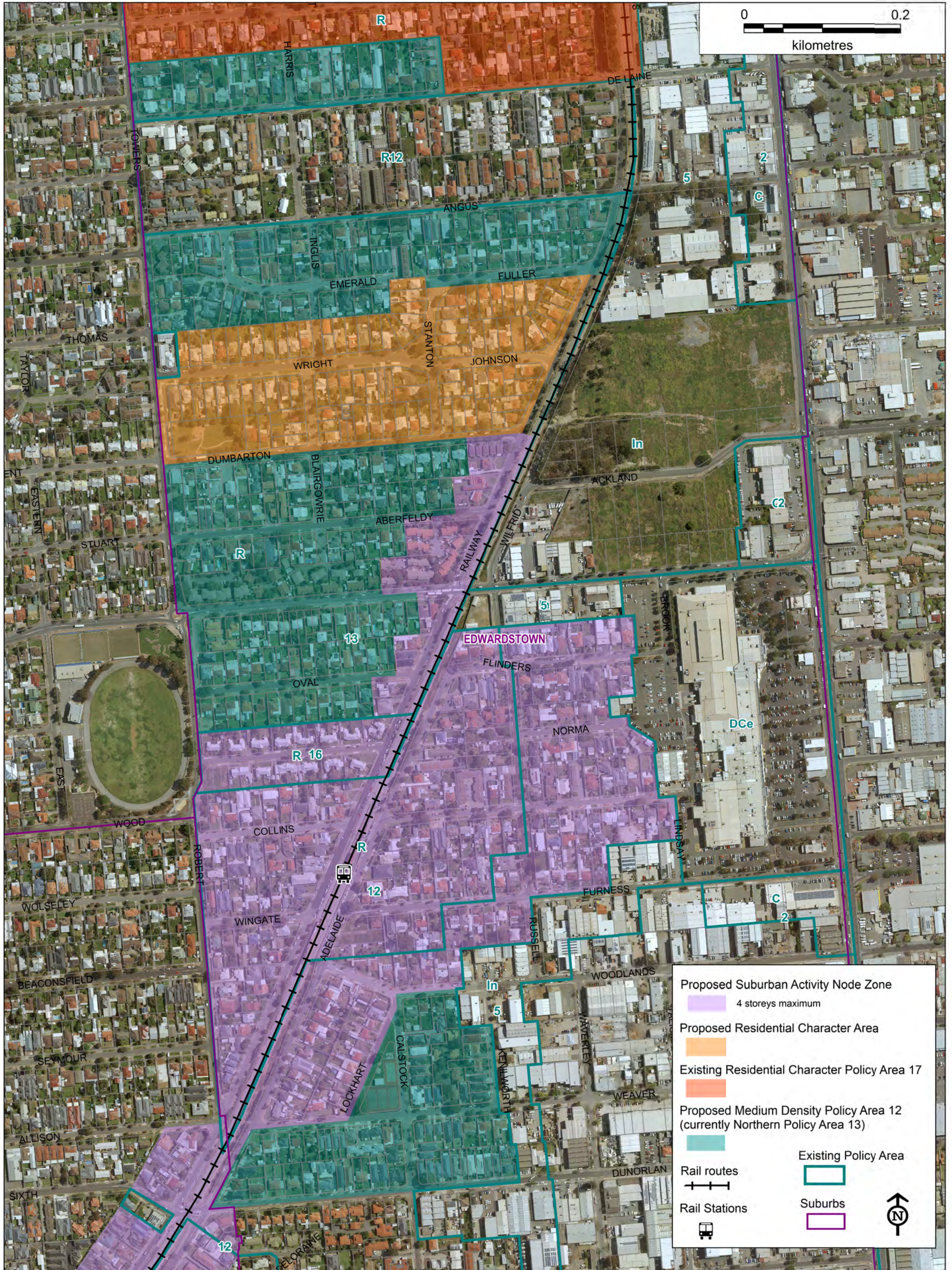
City of Marion - Housing Diversity DPA

Draft Zoning

Appendix 2: Edwardstown

Draft for discussion only
Version: May 2017





Appendix 3

Suburban Activity Node Zone

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

OBJECTIVES

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

DESIRED CHARACTER

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

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

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

Appendix 3

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

Designated area	Office (square metres)	Shop or groups of shops (square metres)
Core Area	No maximum	No maximum
Transition Area	50	Not appropriate
Areas not designated as one of the above	50 or 250 where the development site faces the Urban Employment Zone 100	Not appropriate, unless the development site faces the Urban Employment Zone, in which case 250 100

Commented [RH1]: Urban Employment Zone is likely to be removed via the MSR/Darlington DPA. 100m2 is considered a more feasible floor area cap than 50m2 (50m2 is the size of a home business)

Form and Character

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

13 Garage top apartments that share the allotment and services of the main dwelling should:

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

14 In Core Areas:

- (a) the ground and first floor of buildings of 4 or more storeys should be built to dimensions (including a minimum ceiling height of 4.5 metres) to allow for adaptation to a range of land uses, including retail, office and residential, without the need for significant change to the building.
- (b) a minimum of 50 per cent of the ground floor primary frontage of buildings should be visually permeable, transparent or clear glazed.

15 Residential development (other than residential development in mixed use buildings), should achieve a minimum net residential site density in accordance with [Concept Plan Map\(s\) XX/XX](#).

16 Residential development (other than residential development in mixed use buildings), should achieve a [minimum](#) net residential site density in accordance with the following:

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

Commented [RH2]: What will be the density in mixed use buildings?

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Commented [RH3]: Maximum density introduced in the transition area only (maximum density is not part of SAPPL Zone template)

Commented [RH4]: Densities lowered, as previous densities presented to the UPCOM copied the current SANZ in Tonsley, which exceeds the recommended densities/heights in the SAPPL. Lowered densities are considered more appropriate in established residential areas, but still within the densities recommended in the SAPPL.

Building Envelopes

Building Height

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

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

Commented [RH5]: There is no transition area provided in this part of the Zone

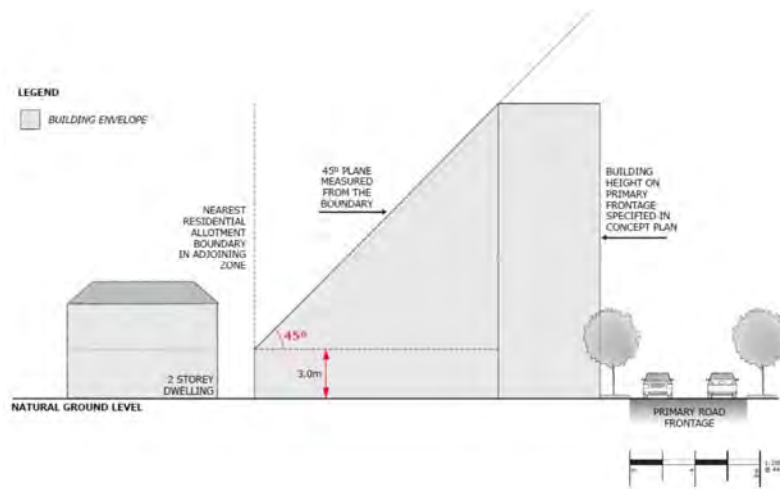
18 Building heights (excluding any rooftop mechanical plant or equipment) should be in accordance with [Concept Plan Map\(s\) XX/XX](#).

Appendix 3

Interface Height Provisions

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

Figure 1

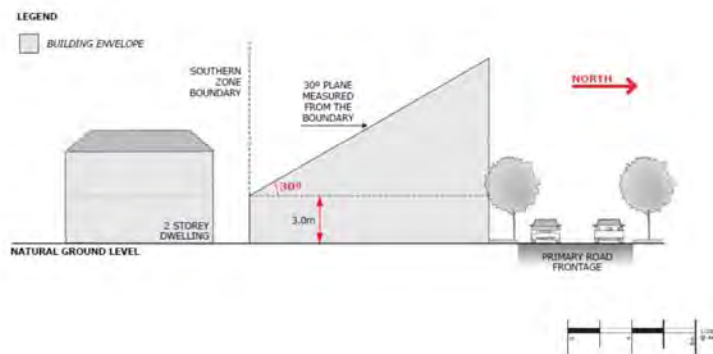


- 20 To minimise overshadowing of sensitive development outside of the zone, buildings should be constructed within a building envelope provided by a 30 degree plane grading north, measured from a height of 3 metres above natural ground level at the southern zone boundary (Figure 2).

Figure 2

Commented [RH6]: These diagrams are being used in the MSR/Darlington DPA SANZ

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Setbacks from the Primary Road Frontage

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

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

Commented [RH7]: Current SANZ has no minimum for all areas

Setbacks from Side Boundaries

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

Commented [RH8]: This will allow overshadowing/building envelope criteria to prevail

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

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Commented [RH9]: In accordance with Residential Code criteria. Currently no minimum in the SANZ.

Commented [RH10]: No minimum side setbacks will achieve a "row" effect to buildings along arterial roads.

Appendix 3

Other Setbacks

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

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

Design and Appearance

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

Incentives

- 24 Where a building will comply with PCD 22 (a) and (b), the following incentives apply to development:

Form of development	Additional building height above maximum allowed height in the zone	Car parking reduction (rounded to the nearest whole number)
<u>Amalgamation of two or more allotments to create a minimum allotment size of 2000 square metres and the provision of side or rear vehicle access</u>	1-storey	

Commented [RH11]: "in adjacent zones" means that existing dwellings in the Transition Area will not be considered, as they are in the same Zone.

Commented [RH12]: As above

Commented [RH13]: Remove incentives, as DPTI have advised that Incentives are not being provided in the SANZ in Tonsley/Clovelly Park/Mitchell Park

Commented [RH14]: Site amalgamation does not beget a reduction in car parking

Form of development	Additional building height above maximum allowed height in the zone	Car parking reduction (rounded to the nearest whole number)
Development which includes more than 15 per cent of dwellings as affordable housing	1-storey	10 per cent
Site of development located within 200 metres of a fixed public transport rail station		20 per cent
The development includes undercroft parking with access from a road located to the side or rear of the site	1-storey	
A building including non-residential development on the ground floor (or first two floors) with residential development on the floors above, where the residential component achieves the net residential site density for the relevant Area	1-storey	10 per cent except on land shown on Overlay Map(s) – Strategic Transport Routes
A building including a child care facility	1-storey	
A building including a rooftop garden that occupies a minimum 25 per cent of the building footprint area	1-storey	
Maximum accumulated allowance	For buildings 5 storeys or less – 1-storey (and less than 4 metres) additional building height	20 per cent
	For buildings of 6 storeys or more – 2 storeys (and less than 8 metres) additional building height	

Commented [RH15]: 30% in the current Development Plan and the SAPPL. However, affordable housing is not considered to warrant car parking reduction above 10%

Commented [RH16]: 30% in the current Development Plan and the SAPPL. 20% considered more appropriate

Commented [RH17]: 30% in the current Development Plan and the SAPPL

Land Division

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

PROCEDURAL MATTERS

Complying Development

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

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

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

Appendix 3**Non-complying Development**

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

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

Public Notification

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

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

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

Commented [RH18]: Inserted from Urban Corridor Zone

Appendix 3

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

Interpretation

1 The vehicle parking rates table applies to Designated Areas listed below except where:

- (a) any applicable condition(s) is/are not met
- (b) the zone provisions require a lesser amount of on-site vehicular parking spaces than the amount determined using the vehicle parking rates tables below.

Designated Areas

2 The following are Designated Areas:

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

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

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

Applicable off-street vehicular parking requirements

3 Development should provide off-street vehicle parking in accordance with the table(s) below. A lesser number of parking spaces may be provided based on the nature of the development and parking conditions in the wider locality including (but not limited to) the following:

- (a) the development is a mixed use development with integrated (shared) parking where the respective peak parking demands across the range of uses occurs at different times
- (b) the development is sited in a locality where the respective peak demands for parking for the range of uses (existing and proposed) occurs at different times and suitable arrangements are in place for the sharing of adjoining or nearby parking areas
- (c) the development involves the retention and reuse of a place of heritage value, where the provision of on-site parking is constrained

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

TABLES: VEHICLE PARKING RATES

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

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

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

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

TABLE 3: Row, semi-detached and detached dwellings

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

**CITY OF MARION
URBAN PLANNING COMMITTEE MEETING
6 JUNE 2017**

Originating Officers: Rhiannon Hardy, Policy Planner; and
David Melhuish, Senior Policy Planner

Manager: Steve Hooper, Manager Development & Regulatory
Services

General Manager: Abby Dickson, General Manager City Development

Subject: Housing Diversity Development Plan Amendment –
Character Area in South Plympton

Report Reference: UPC060617R7.9

REPORT OBJECTIVES/SUMMARY

This report continues investigations for the proposed Housing Diversity Development Plan Amendment (DPA) in relation a proposed expansion to the existing Residential Character Policy Area 17 in South Plympton.

RECOMMENDATIONS

DUE DATES

That the Urban Planning Committee:

- 1. Considers the investigations and mapping contained in Appendix 1 and supports the proposed Residential Character Policy Area in the locality of South Plympton comprising Kerr Grant, Brinkworth and Kent streets.**

6 June 2017

BACKGROUND

In June 2016, Council endorsed a Statement of Intent (SOI) for the Housing Diversity DPA, which declared the following intention:

*“Explore opportunities for a low density policy area in:
... South Plympton (on Kerr Grant, Brinkworth and Kent streets, and the area bounded by Wheaton, Barker, Korana and Lynton streets)... in order to preserve and enhance existing intact streetscapes and characteristics of older dwelling stock.”*

The low density analysis for South Plympton was presented to the Special Urban Planning Committee (UPC) meeting held on 1 May 2017 amongst low density analyses for other suburbs. At that meeting, the UPC resolved to amend the existing Northern Policy Area 13 (to be renamed the Marion Plains Policy Area 13) instead of rezoning specific localities for lower densities.

However, a locality in South Plympton (on New, Kerr Grant, Brinkworth, Kent and Winifred streets) has been identified for inclusion in the Residential Character Policy Area, not just lower density zoning, due to the largely intact dwelling and streetscape character.

DISCUSSION

Appendix 1 of this report contains a locality analysis of South Plympton. The analysis recommends that the locality on New, Kerr Grant, Brinkworth, Kent and Winifred streets is suitable to be rezoned to Residential Character Policy Area 17.

A large proportion of dwellings in the subject locality were constructed pre-1950, which is identified as the key date for “character” housing in the current Residential Character Policy Area 17. Rezoning to the Residential Character Policy Area would preserve that character by discouraging further subdivision and ensuring that any new dwellings complement the existing pre-1950s character.

CONCLUSION

It is recommended that the locality identified on pages 12 and 13 of Appendix 1 is rezoned to the Residential Character Policy Area 17.

APPENDICES

Appendix 1: South Plympton Locality Analysis

SOUTH PLYMPTON LOCALITY ANALYSIS

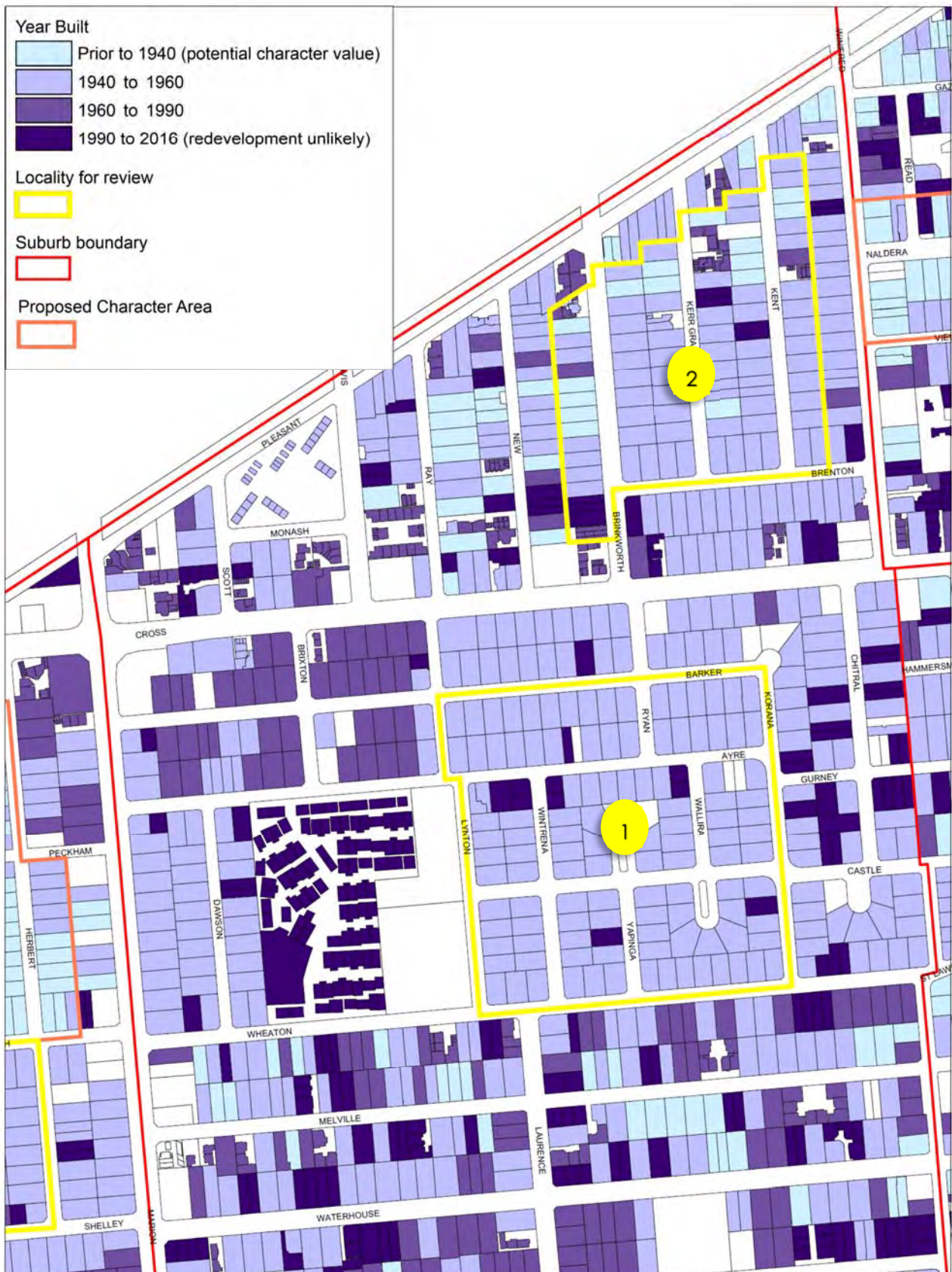
INTRODUCTION

The Housing Diversity Development Plan Amendment Statement of Intent identified the intention to explore opportunities for a low density policy area to preserve and enhance existing intact streetscapes and characteristics of older dwelling stock in:

- Ascot Park (north of Sixth Avenue and south of Wood Street);
- Marion (south of Oliphant Avenue/Jacob Street and north of Norfolk Road);
- Plympton Park (north-east of Stradbroke Avenue and south of South Terrace, to link with the proposed Residential Character Policy Area); and
- South Plympton (on Kerr Grant, Brinkworth and Kent streets, and the area bounded by Wheaton, Barker, Korana and Lynton streets)

This analysis reviews the identified area within the suburb of South Plympton to assess its suitability for a lower density policy area. The localities for review have been identified in Figure 1 below.

Dwelling Age



Aerial photography October 2016

Locality for review

The locality contains a total of around 126 dwellings.

The locality predominantly contains dwellings constructed between 1940-1960 (91%). Most dwellings are single storey detached dwellings on allotments of around 600m²-700m². Most dwellings appear to have been built in the 'Austerity' period after WW2 when finance and materials were scarce. These dwellings, although potentially structurally sound, are generally very plain in design and have modest internal room dimensions.

The housing constructed after 1990 is generally infill development replacing existing stock with 2 new dwellings; being predominantly one and two storey detached and semi-detached dwellings.

>= Min	< Max	%	#
1,800	1,940	0%	0
1,940	1,960	91	113
1,960	1,990	0%	0
1,990	2,016	9%	11

Figure 1. Dwelling age in locality 1

PATTERN OF ALLOTMENTS

Although there are a couple of culs de sac in the area, the locality has a grid street pattern so most allotments are regular in shape.

SETBACKS

Setbacks in the locality generally range between 8-10 metres. Newer infill development is setback 5-6 metres. Due to the small number of recent infill development, setbacks are relatively consistent.

STREETSCAPING/VEGETATION

Mature street tree plantings are evident in the road islands in Yapinga St and Wallira St. Streetscapes vary throughout the locality. Some streets have a good covering of mature street trees, providing pleasant streetscapes, whilst others are relatively sparsely planted and are in need of enhancement.

LAND USES

The locality is predominantly residential in nature. A kindergarten is located at the northern end of Yapinga St.

OPEN SPACE

A well-developed local reserve is located adjacent to the kindergarten mentioned above.



Ayre St – (eastern end) – Infill developed scattered amongst original housing stock (many from austerity period)



Yapinga St – Original (austerity) housing stock – mature trees in island – Kindy and reserve at end of cul de sac



Yapinga St (southern end) – predominantly original housing stock – one infill site



Castle St/corner Wallira St – pleasant streetscape – original (austerity) housing stock

LOCALITY 2



DWELLING STOCK

The locality contains a total of around 121 dwellings. The majority of dwellings were constructed between 1940 and 1960, with most of the remainder built between 1960 and 1990. A small number of dwellings have been constructed since 1990.

Figure 3 provides a further break-down of dwelling age, and it is evident that most dwellings were constructed in around 1950, with some examples of pre-1940s dwellings.

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

>= Min	< Max	%	#
1,800	1,940	12	15
1,940	1,960	56	68
1,960	1,990	26	32
1,990	2,016	5%	6

Figure 2. Dwelling age in locality 2

Dwelling Age



Figure 3. Dwelling age breakdown - 1940 to 1965

PATTERN OF ALLOTMENTS

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

SETBACKS

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

STREETSCAPING/VEGETATION

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

LAND USES

The locality is residential in nature.

OPEN SPACE

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



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



Kerr Grant Tce (southern end) – predominantly original housing stock



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



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

CONCLUSION

In the following conclusion it has been assumed that the localities are being considered for their inclusion in the proposed Marion Plains Policy Area and that within the desired character for the Policy Area it is envisaged that detached and semi-detached dwellings on allotments with minimum frontages of 10 metres and minimum site areas of 350m² are appropriate.

Locality 1

Currently Northern Policy Area 13

The locality is relatively intact in that it comprises predominantly original housing stock. A majority of houses are from the 'Austerity' period after WW2 so are quite plain looking so do not have the same character as pre-war housing. This being said, many dwellings have been extended and have other improvements constructed.

Although located in the same Policy Area, the locality has not been affected by recent infill development to the extent that the areas south of Wheaton Street have. This is possibly because many of the allotments are smaller (600m²-700m² compared to around 800m²) and do not meet the site area criteria for detached or semi-detached under the current Northern Policy Area 13. Those that are of an appropriate size for semi-detached dwellings may be developed at some stage. Other forms of dwelling (residential flat buildings, group dwellings or row dwellings) are highly unlikely to be developed.

It is noted that two of the recent redevelopments in the locality have involved replacing a detached dwelling with a modern version.

For the reasons above, there appears to be little benefit in rezoning the locality to Marion Plains as the form of dwellings possible and resultant urban form would be similar. It is therefore recommended that the locality is not considered for rezoning and remains in the Northern Policy Area.

Locality 2

Currently Medium Density Policy Area 12

Much of the original housing stock has good character and is in very good condition. Although in need of some enhancement, most streets have a pleasant character and amenity.

The attractiveness of the housing stock may be part of the reason the locality has not been redeveloped to the same extent as other localities. Under current zoning, most allotments are of a width and area that would permit semi-detached dwellings (9m/270m²) and some would allow 2 detached dwellings (10m/300m²) to replace the existing housing. Allotments are not deep enough to allow residential flat buildings or group dwellings.

Under the Marion Plains Policy Area, a majority of the allotments in the locality would have sufficient site area to be developed for 2 detached or semi-detached dwellings (each = 350m²), however only those with a current frontage of 20m or more would meet the minimum criteria (each require 10m). This would provide greater protection for the existing housing stock, or at least the housing density (replace one for one).

Another rezoning option for this locality is the Residential Character Policy Area 17. A large proportion of the dwellings were constructed pre-1950, which is the key date for that Policy Area. Council is currently looking at extending the Policy Area in Glandore out to Winifred Ave around View Rd and Naldera St. Housing stock to the east of the subject locality, facing Winifred Ave, is similar in age and design to those within the subject locality. There is therefore an opportunity to expand the locality so it joins up with Glandore. Rezoning to the Character Policy Area would ensure that no further division occurs because the minimum site area would be 420m².

Rezoning to either Marion Plains or Character Policy Area would be a large shift backwards from the current Medium Density Zone, and particularly as the 30 Year Plan seeks residential areas within close proximity to transit corridors and other facilities to be up-zoned for higher densities. However, this appears to be a locality worthy of retention because of its existing character.

It is recommended that Locality 2 not be rezoned to Marion Plains Policy Area, but instead, be rezoned to Residential Character Policy Area 17.

AERIAL PHOTO: RECOMMENDED RESIDENTIAL CHARACTER POLICY AREA



SUMMARY MAP: POTENTIAL RESIDENTIAL CHARACTER POLICY AREA

