

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 3 October 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 blue ink, appearing to read "A. Dickson", is placed over a light blue rectangular background.

Abby Dickson
ACTING CHIEF EXECUTIVE OFFICER

28 September 2017

**CITY OF MARION
URBAN PLANNING COMMITTEE AGENDA
FOR THE MEETING TO BE HELD ON
TUESDAY 3 OCTOBER 2017
COMMENCING AT 6.30 PM
COMMITTEE ROOMS 1 & 2
245 STURT ROAD, STURT**



1. OPEN MEETING

2. KAURNA ACKNOWLEDGEMENT

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

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

4. CONFIRMATION OF MINUTES

- 4.1 Confirmation of the Minutes for the Urban Planning Committee held on
1 August 2017 4

5. BUSINESS ARISING

Nil

6. PRESENTATION

Nil

7. REPORTS

- 7.1 Work Plan 2017
UPC031017R7.1 10
- 7.2 Development Plan Amendment Status Update
UPC031017R7.2 16
- 7.3 Morphetville Racecourse Development Plan Amendment (DPA)
UPC031017R7.3 19
- 7.4 Southern Innovation Development Plan Amendment (DPA) – ILC Land
UPC031017R7.4 44
- 7.5 Urban Heat Island Effect (DAP Policy Observation)
UPC031017R7.5 76

8. CONFIDENTIAL ITEMS

Nil

9. ANY OTHER BUSINESS

9.1 Housing Diversity DPA – *Verbal update including public meeting date*

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

A Special meeting of the Urban Planning Committee will be held on 20 November 2017 to conduct a Public Hearing for the Housing Diversity Development Plan Amendment.

Details of the next meeting of the Urban Planning Committee will be confirmed at a General Council meeting at a later date.

**MINUTES OF THE URBAN PLANNING COMMITTEE
HELD AT ADMINISTRATION CENTRE
245 STURT ROAD, STURT
ON TUESDAY 1 AUGUST 2017**



PRESENT

Committee Members

Councillor Luke Hutchinson (Chair)
Councillor Nathan Prior
Councillor Tim Gard
Councillor Raelene Telfer from 7:31 pm

In Attendance

Councillor Jason Velliskou	Mullawirra Ward Councillor
Councillor Ian Crossland	Deputy Mayor / Coastal Ward Councillor
Mr Robert Tokley	Acting Manager Development & Regulatory Services
Ms Rhiannon Hardy	Policy Planner (minute taker)
Mr David Melhuish	Senior Policy Planner
Ms Abby Dickson	General Manager City Development

1. OPEN MEETING

The meeting commenced at 6:31 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.

Conflicts of interest were noted as declared at previous meetings:

- Cr Hutchinson owns properties in the council area.
- Cr Gard has an interest in a property in Glengowrie.
- Cr Telfer lives in a property in the Northern Policy Area 13.

The Chair noted that substantial class applies given the broad scope of the policy changes being considered.

4. CONFIRMATION OF MINUTES

Moved Cr Prior, Seconded Cr Gard that the minutes of the Urban Planning Committee meeting held on 6 June 2017 be confirmed as a true and correct record of proceedings.

Carried

5. BUSINESS ARISING

Nil

6. PRESENTATION

Nil

7. REPORTS

7.1 6:34 pm Work Plan 2017
Report Reference: UPC010817R7.1

The Committee noted that the next meeting in October will be the last Urban Planning Committee (UPC) meeting in 2017, and the membership could change in 2018. It would be useful to provide a summary document to next year's Committee to ensure continuity in 2018., The summary document should provide an overview of the key priorities, actions and viewpoints discussed at the UPC in 2017.

Action: Staff to develop 1 page of key discussions/priorities of the Urban Planning Committee in 2017 to provide at handover to the Urban Planning Committee in 2018. The summary document will be included on the 3 October 2017 agenda.

The Urban Planning Committee:

1. Noted the proposed work program for 2017 identified at Appendix 1 to the report.

7.2 6:39 pm Development Plan Amendment Status Update
Report Reference: UPC010817R7.2

The Urban Planning Committee:

1. Noted the status of Ministerial and Council Development Plan Amendments.

The Committee queried the process through which the Department of Planning, Transport and Infrastructure (DPTI) will process Council Development Plan Amendments (DPAs) and discussed prioritisation of Councils' DPAs. Staff advised that it is difficult to prioritise DPAs as each DPA is important - they will be submitted to DPTI as soon as they are ready, and therefore prioritisation will be achieved by necessity.

7.3 6:51 pm Housing Diversity Development Plan Amendment – Character Areas and Interface

Report Reference: UPC010817R7.3

The Chair invited staff to provide an overview of Agenda Item 7.3. Staff advised that the report deals with two matters:

- 1) Review of the proposed Character Areas, and in doing so, considers other forms of development that may be appropriate in the localities without compromising their “character” value.
- 2) Assess the interface of the proposed Character Areas with the proposed Suburban Activity Node Zone (SANZ) and recommend policy mechanisms to provide an appropriate transition.

The Chair invited questions/comments from the Committee and the following matters were discussed:

- The diagrams provided in the Interface Analysis are useful to consider the implications of the policy content.
- Concern was raised regarding the interface issues in Edwardstown. This matter was resolved by viewing maps which confirmed that there is little interface between the SANZ and Character Policy Areas in Edwardstown.

7:08 pm Cr Veliskou addressed the Committee and raised concern regarding the proposed reduced site areas/frontages for semi-detached dwellings in Glengowrie and the potential clustering of higher densities in certain areas. Lower site frontages may create issues with traffic and parking.

- Staff clarified that the proposed policy changes encourage single-width carports/garages to new semi-detached dwellings, but that new dwellings would still need to provide sufficient on-site parking to satisfy car parking ratios (2 spaces for a dwelling with 3 or less bedrooms, 3 on-site spaces for 3+ bedroom dwellings). Given that double-garages are not reflective of the envisaged pre-1940s character maisonettes, car parking ratios would need to be satisfied by “stacked” parking along the outer sides of semi-detached dwellings.
- The Committee were generally supportive of the changes to encourage appropriately-designed semi-detached dwellings in the Character Areas of Glengowrie, South Plympton and Glandore, given that these localities already have examples of semi-detached character dwellings.
- Cr Prior observed that the UPC should be communicating to staff their intent for development outcomes with less focus on the policy detail.

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

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

Carried

7.4 7:16 pm Housing Diversity Development Plan Amendment – Marion Road Urban Corridor Zone
Report Reference: UPC060617R7.4

The Chair invited staff to provide an overview of Agenda Item 7.4. Staff advised that DPTI staff have requested that Council reconsider the proposed Urban Corridor Zone (UCZ) along Marion Road, and instead focus on key sites. 5 key sites have been selected in the investigation in Appendix 1, however the remainder of the Urban Corridor Zone is proposed to be retained along Marion Road, but with policy amendments (Concept Plans) to encourage development of key sites as first priority.

The Chair invited questions/comments from the Committee and the following matters were discussed:

- The Committee queried why all 10 key sites could not be included in the Concept Maps. Staff clarified that the eliminated sites face potential issues with interface and vehicle access.
- The Committee queried whether Marion Road corridor would cater for businesses displaced from the North-South Corridor project.

7:31 pm Cr Telfer entered the meeting

- The Committee observed that the UCZ policy already encourages development of key sites without Concept Plans via the building envelope provisions – e.g. larger sites will be allowed greater heights. The intention of the UCZ was to enable a higher intensity of development along the whole corridor.

Action: Staff could investigate whether a 3D model (or 3D rendering) could be provided to better depict the proposed height/density changes throughout Marion.

- Building envelope should offer incentives for larger sites (i.e. larger footprint, greater height) so that it is unprofitable to develop smaller sites – in this way, allotment amalgamation will be encouraged to facilitate larger, integrated development outcomes.
- Other sites with the same dimensions/attributes as the key sites should be able to be developed in the same manner – the policy should not disadvantage sites that have not yet been amalgamated.
- Staff clarified that buildings which exceed the building envelope/height provisions will be subject to Category 2 public notification.
- Alternative viewpoints were raised regarding categorisation:
 - (a) neighbours in lower density residential zones should be notified of buildings which exceed the heights anticipated by the policy; but
 - (b) sites that have not been identified as key sites, but which could have the same attributes as key sites, should not be disadvantaged in the assessment process.

Action: Staff to further investigate the impact of Category 1 versus 2 developments in the Urban Corridor Zone.

Cr Hutchinson left the meeting 8:13 pm

Cr Hutchinson re-entered the meeting 8:14 pm

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

1. Note the Marion Road Key Sites Investigation in Appendix 1 and supports the Concept Map Plans for the 5 identified key sites on pages 116-119 of the Agenda.
2. Endorses the proposed changes to the “Urban Corridor Zone” draft policy in Appendix 3.

Carried by majority

7.5 8:26 pm Housing Diversity Development Plan Amendment (DPA) – Consolidation of policy areas in the south
Report Reference: UPC010817R7.5

8:26 pm Cr Crossland entered the meeting

The Chair invited staff to provide an overview of Agenda Item 7.5. Staff advised that the report considers a more holistic view to zoning in the existing Hills Policy Area 11, Southern Policy Area 18 and Cement Hill Policy Area 10. The revised policy has regard to:

- a) site gradient;
- b) minimum site dimensions in the nearby residential areas of Holdfast Bay and Onkaparinga;
- c) what can be developed under the Residential Code;
- d) the densities envisaged in the proposed Marion Plains Policy Area 13.

8:44 pm Cr Gard left the meeting

8:47 pm Cr Gard re-entered the meeting

The Chair invited questions/comments from the Committee and the following matters were discussed:

- The previous version of the amended/expanded Southern Policy Area 18 had sufficient development opportunities. Many sites in Hallett Cove are currently less than 700 square metres, and therefore couldn't be developed under the revised policy.
- Introducing a single policy area in the southern areas may result in proliferation of higher density subdivision, as developers may assume that development approved in one part of the policy area may be appropriate in another, but where local circumstances vary.
- The reduction in site areas should consider the flexibility allowed in the planning assessment process – undersized allotments may be supported based on the merits of a particular development proposal.
- Wish to ensure that flat sites in Hallett Cove can be subdivided.
- The northern part of the Council area lends itself to higher densities than the south – need to ensure that the policy reflects this.
- Hallett Cove is large with an older demographic; planning policy should encourage younger people to the area.
- The Committee discussed amending the minimum site dimension table in the proposed Southern Hills Policy Area to provide only 2 categories for gradient – greater or less than 1 in 8.

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

1. Supports the proposed consolidation of residential policy areas in the southern suburbs via the proposed “Southern Hills Policy Area 18”, subject to amending principle of development control 9 on page 192 of the Agenda as follows:

Dwelling type	Average site gradient	Minimum site area (square metres)	Minimum frontage width		Minimum site depth
			Other road (metres)	Arterial road (metres)	
Detached Semi-detached	Less than 1-in-8	350	10	12	20
	More than 1-in-8	400	12	12	20
Row	Less than 1-in-8	300	9	12	20
	More than 1-in-8	350	10	12	20
Group Residential flat	Less than 1-in-8	300	20	20	45
	More than 1-in-8	400	20	20	45

Carried unanimously

8. CONFIDENTIAL ITEMS

Nil

9. ANY OTHER BUSINESS

Cr Telfer raised the overlap of the legend on page 20 and 92.

Action: Maps on pages 20 and 92 of the agenda to be amended to address the legend overlap.

Cr Hutchinson sought discussion at an upcoming Elected Member Forum to discuss the intentions/implications of the resolution of the Council on 25 July 2017, potentially the 15 August 2017 Elected Member Forum.

10. MEETING CLOSURE

The meeting was declared closed at 9:48 pm

11. NEXT MEETING

The next meeting of the Urban Planning Committee is to be held on Tuesday, 3 October 2017 at 6.30 pm in Committee Rooms 1 & 2.

CONFIRMED

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CHAIRPERSON

/ /

**CITY OF MARION
URBAN PLANNING COMMITTEE MEETING
3 OCTOBER 2017**

Originating Officer: Rhiannon Hardy, Policy Planner
General Manager: Fiona Harvey, Acting General Manager City Development
Subject: Work Plan 2017
Reference No: UPC031017R7.1

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.

RECOMMENDATIONS

DUE DATE

That the Urban Planning Committee:

- | | |
|--|-----------------------|
| 1. Notes the proposed work program for 2017 identified at Appendix 1 to the report. | 3 October 2017 |
| 2. Agrees to convene a special Urban Planning Committee meeting on Monday 20 November 2017, if required, to receive verbal submissions from the Housing Diversity Development Plan Amendment public consultation. | 3 October 2017 |
| 3. Supports the "Summary of Urban Planning Committee Discussions 2017" in Appendix 2 and requests that the document be presented at the first Urban Planning Committee meeting in 2018. | 3 October 2017 |

DISCUSSION

Work Plan 2017

The Work Plan in Appendix 1 summaries the agenda items considered by the Urban Planning Committee throughout 2017.

Special meeting

The Housing Diversity Development Plan Amendment (DPA) commenced consultation in September 2017. This stage of the DPA process involves consultation with the public, interested parties and government agencies.

In the event the Council receives a submission from a person who wishes to be heard in relation to the DPA, a public meeting must be held.

Clause 5.1.6 of the 'Urban Planning Committee Terms of Reference' states that the Committee is charged *"To conduct public meetings pursuant to Section 25 of the Development Act 1993 in relation to a Development Plan Amendment and to consider any representations made in relation to that DPA."*

Given that the last scheduled meeting of the UPC in 2017 occurs on 3 October 2017, a special meeting will be required outside of the scheduled UPC meetings to facilitate the public meeting.

It is recommended that the public hearing is held in the week following the close of public consultation, on Monday 20 November 2017.

Handover Document

At the Urban Planning Committee meeting held on 1 August 2017, the Committee requested staff to develop a page of key discussions/priorities of the Urban Planning Committee in 2017 to provide at handover to the Urban Planning Committee in 2018. The summary document forms Appendix 2 of this report.

CONCLUSION

The Committee is requested to:

- a) consider and note the Work Plan in Appendix 1;
- b) confirm the holding of a Special Urban Planning Committee meeting on Monday 20 November 2017 to receive verbal submissions on the Housing Diversity DPA; and
- c) support the "Summary of Urban Planning Committee Discussions 2017" document in Appendix 2.

APPENDICES

Appendix 1: Work Program 2017

Appendix 2: Summary of Urban Planning Committee Discussions 2017

Appendix 1

INDICATIVE URBAN PLANNING WORK PROGRAM - 2017

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

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

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

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

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

3 OCTOBER 2017	
Topic	Action
Work Plan 2017	<ul style="list-style-type: none"> • Note • Confirm date for Public Meeting (Special UPC meeting) • Support handover document
Development Plan Amendment (DPA) Status Update	Note
Urban Renewal and Heat Island Effect	Development Assessment Panel (DAP) Policy Observation from 15 February 2017 - discussion
Morphettville Racecourse DPA (Ministerial)	Review draft policy and formulate submission to the Minister.

20 NOVEMBER 2017 (SPECIAL MEETING)	
Topic	Action
Public meeting - Housing Diversity DPA	Receive verbal submissions from those persons indicating they wish to be heard

Appendix 2:

Summary of Urban Planning Committee Discussions 2017

7 February 2017

The Committee considered application the proposed “Low Density Policy Area” in parts of Warradale and Sturt. Staff provided some maps, which illustrated how many properties could be redeveloped under the minimum site dimensions agreed to by the UPC in 2016. The Committee decided they warranted further review and requested that staff run some different scenarios for site dimensions.

The Committee considered the idea of applying one policy area over the existing Northern, Medium Density and Regeneration Policy Areas, in order to simplify zoning.

The Committee reviewed and endorsed the proposed extension and amendments to the Southern Policy Area 18 to facilitate appropriate higher density residential development in the southern suburbs.

The Committee reviewed and endorsed the proposed “Suburban Activity Node Zone” draft policy and confirmed that the areas within Warradale, Seacombe Gardens and Dover Gardens should be included within the Zone.

4 April 2017

The Committee discussed whether to amend the entirety of the Northern Policy Area 13, or to keep the new “Marion Plains Policy Area” in the specifically identified localities. A decision was adjourned until the following Special meeting.

The Committee reviewed an amended map for the proposed Suburban Activity Node Zone, which only applied the zone to transit corridors identified in the 30 Year Plan for Greater Adelaide. The Committee supported the reduced scope of the zone.

1 May 2017 (Special Meeting)

The Committee resolved to support changes to the whole of the Northern Policy Area 13 (and any parts of Medium Density Policy Area 12 identified for lower density zoning in the SOI) to avoid “pocket” zoning and achieve broad scale change. After viewing site dimension analysis maps, the Committee supported larger minimum site areas to focus housing growth in transit corridors and higher density policy areas.

The Committee requested to rename the Northern Policy Area to “Marion Plains” policy area.

6 June 2017

The Committee considered the application of an “Urban Corridor Zone” along Marion Road to facilitate mixed-use medium-rise development, but raised concern regarding the 5 storey height limit. The Committee also discussed extending the zone on the western side of Marion Road, between Norfolk Road and Sturt Road.

The Committee resolved not to expand the Marion/Mitchell Park Neighbourhood Centre Zone because there is not strong demand for further commercial development in the Zone. However, they agreed to expand the Neighbourhood Centre Zone in Park Holme to include properties on Chambers Street, which are currently part of the Residential Character Policy Area 17, also known as “Oaklands Estate”.

The Committee agreed to proposed policy amendments to the existing Local and Neighbourhood Centre Zones, which would encourage above ground apartments, apply height limits, and insert Desired Character statements.

The prospect of increasing densities in the “Oaklands Estate” Residential Character Policy Area 17 was considered. However, the Committee noted that there were differing views on how to proceed and recommended that the matter be presented to a General Council meeting for consideration.

The Committee also noted a difference of opinion in how to proceed in relation to a potential “High Street” policy along Finniss Street in the Marion Historic Village, and recommended that further investigations be undertaken.

The Committee supported application of the Suburban Activity Node Zone in Glandore and Edwardstown, but resolved to remove the Medium Density Policy Area surrounding areas, replaced by the Marion Plains Policy Area, to simplify the zoning.

The Committee was supportive of the applying the Residential Character Policy Area to a locality in South Plympton.

1 August 2017

The Committee was generally supportive of the changes to encourage appropriately designed semi-detached dwellings in the Character Areas of Glengowrie, South Plympton and Glandore, given that these localities already have examples of semi-detached character dwellings.

The Committee endorsed the proposed Urban Corridor Zone draft policy and 5 key sites, however they queried why all 10 key sites could not be included in the Concept Maps because the UCZ policy already encourages development of key sites without Concept Plans via the building envelope provisions – e.g. larger sites will be allowed greater heights. The intention of the UCZ was to enable a higher intensity of development along the whole corridor.

Alternative viewpoints were raised regarding categorisation in the UCZ:

- (a) neighbours in lower density residential zones should be notified of buildings which exceed the heights anticipated by the policy; but
- (b) sites that have not been identified as key sites, but which could have the same attributes as key sites, should not be disadvantaged in the assessment process.

The Committee considered consolidation of Policy Areas in the southern part of the Council area – instead of maintaining the Hills Policy Area 11 and an expanded Southern Policy Area 18, it was resolved to support a new “Southern Hills Policy Area”. The Committee resolved to amend the minimum site dimension table in the proposed Southern Hills Policy Area to provide only 2 categories for gradient – greater or less than 1 in 8 – to enhance development opportunities.

**CITY OF MARION
URBAN PLANNING COMMITTEE MEETING
3 OCTOBER 2017**

Originating Officer: Rhiannon Hardy, Policy Planner

Manager: Jason Cattonar, Manager Development & Regulatory Services

General Manager: Fiona Harvey, Acting General Manager City Development

Subject: Development Plan Amendment Status Update

Report Reference: UPC031017R7.2

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. | 3 October 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>The DPA has been released for public consultation from 4 July to 29 August 2017 (8 weeks).</p> <p>Council endorsed a submission to the Minister on 22 August 2017, which was submitted on 25 August 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. 	DPTI staff are currently reviewing the submissions received through the consultation period.
Morphettville Racecourse Ministerial DPA	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>The DPA has been initiated by the Minister and is open for public/agency consultation from 5 September 2017 to 3 November 2017.</p> <p>An analysis of the DPA and draft submission is contained in Item 7.3 of this Agenda.</p>

Council-Initiated Development Plan Amendments:

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

	<p>recreation facilities and community centres to Community Zone.</p> <p>This zone/policy area more appropriately supports the forms of development envisaged for the facilities in question.</p>	<p>hearing was held on Monday 1 May 2017 at the Special Meeting of the Urban Planning Committee.</p> <p>The final DPA was presented to the General Council on 26 September 2017 for endorsement.</p>
Housing Diversity DPA	<p>The proposed DPA reviews the residential densities envisaged in the existing Policy Areas of the Residential Zone to assess opportunities for increased housing diversity/density, and to identify areas that warrant preservation, including Character areas.</p>	<p>The SOI received agreement from the Minister on 4 August 2017.</p> <p>Public/agency consultation commenced on 19 September 2017 and will close on 14 November 2017.</p> <p>A special meeting of the Urban Planning Committee will be held on 20 November 2017 to hold the Public Hearing for the DPA.</p>

**CITY OF MARION
URBAN PLANNING COMMITTEE MEETING
3 OCTOBER 2017**

Originating Officer: David Melhuish, Senior Policy Planner

Manager: Jason Cattonar, Manager Development & Regulatory Services

General Manager: Fiona Harvey, Acting General Manager City Development

Subject: Morphettsville Racecourse Ministerial Development Plan Amendment (DPA)

Report Reference: UPC031017R7.3

REPORT OBJECTIVES

To provide Council with an overview of proposed amendments to the Marion Council Development Plan as detailed in the Morphettsville Racecourse DPA (Ministerial), and to seek the Committee's views on the draft response to be submitted to the Department of Planning, Transport and Infrastructure (DPTI) with respect to the proposed amendments.

RECOMMENDATIONS

DUE DATES

That the Urban Planning Committee:

- | | |
|--|-----------------------|
| 1. Considers the Morphettsville Racecourse DPA analysis in Appendix 1. | 3 October 2017 |
| 2. Considers the draft written submission attached in Appendix 2, revise where necessary, and request that the draft submission be presented to a General Council meeting for endorsement before being submitted to DPTI. | 3 October 2017 |

BACKGROUND

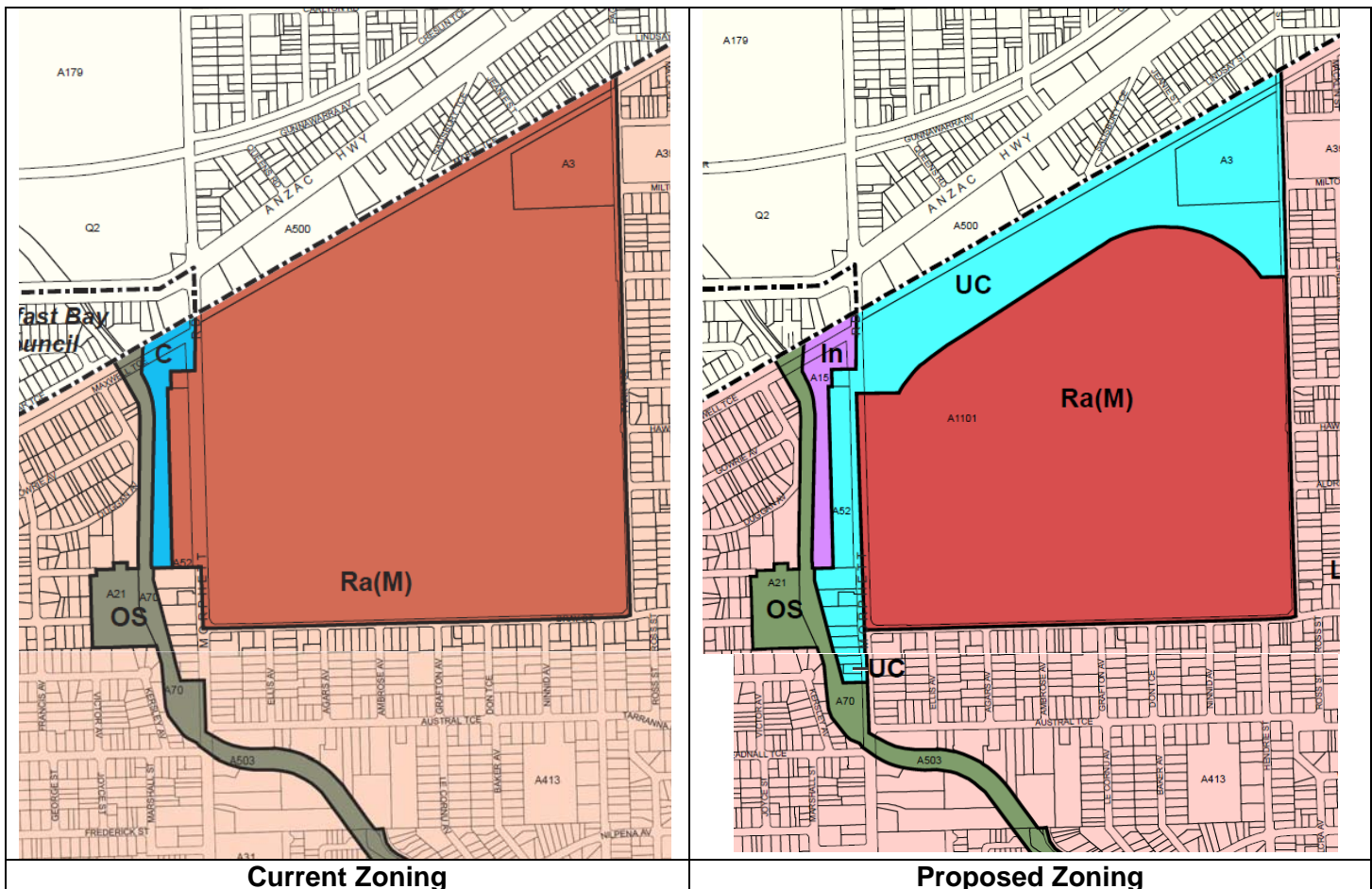
The Morphettville Racecourse DPA seeks to amend the Development Plan policies that apply to the northern portion of the racecourse and surrounding locales. The DPA also affects land within the City of West Torrens.

The primary intent of the DPA is to facilitate development that is mixed-use in nature at medium to high-density for residential living and commercial land uses. The land covered by the DPA is suitably located so as to take advantage of its proximity to the Glenelg tramway, Anzac Highway and pedestrian/cycle networks.

DPTI has now released the DPA for consultation with the public and agencies. DPTI is now seeking Council's comments regarding the Development Plan policies proposed by the DPA. The consultation finishes on **3 November 2017**.

The below table and maps illustrate the proposed zoning changes insofar as they impact the Marion Council Development Plan:

Area	Previous Zone	Proposed Zone
Northern Portion of Morphettville Racecourse & western side of Morphett Road	Racecourse (Morphettville) & Residential	Urban Core
75 Maxwell Terrace, Glengowrie (Tram depot)	Commercial	Industry (Infrastructure Policy Area 22)



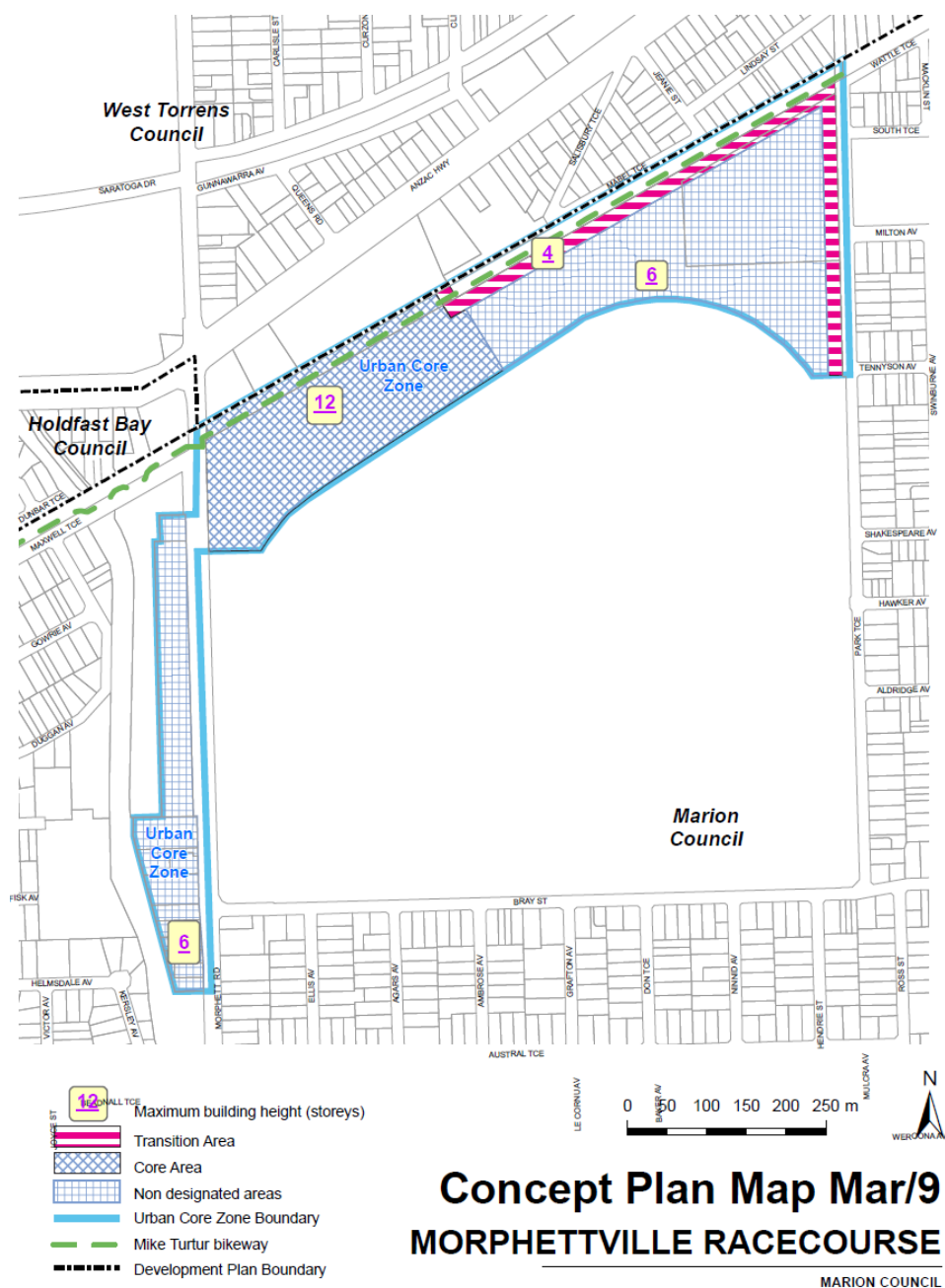


Figure 1. Proposed Concept Plan Map

ANALYSIS

The DPA proposes the following policy changes:

- Introducing a new **Urban Core Zone** to replace:
 - part of the existing **Racecourse (Morphettville) Zone**, encompassing the northern part of the Racecourse (including grandstand and associated buildings) and stables on the western side of Morphett Road; and
 - part of the **Residential Zone** on the western side of Morphett Road, north of the Sturt River.
- Introducing a new Industry Zone (Infrastructure Policy Area 22) to replace the existing Commercial Zone over the existing tram depot (75 Maxwell Terrace, Glengowrie).

The below table provides an overview of the key directions/guidelines of the new/amended Zones and Policy Areas proposed in the DPA:

Proposed Area	Envisaged Land Uses	Maximum floor area for shops	Building height	Minimum net residential density
Urban Core Zone	Entire Zone: <ul style="list-style-type: none"> ▪ affordable housing ▪ aged persons accommodation ▪ community centre ▪ consulting room ▪ dwelling ▪ educational establishment ▪ emergency services ▪ licensed premises ▪ nursing home ▪ office ▪ pre-school ▪ residential flat building ▪ retirement village - bulky goods in the non-designated Area of the zone <ul style="list-style-type: none"> ▪ shop or group of shops ▪ supported accommodation. Core Area only: <ul style="list-style-type: none"> ▪ conference facilities ▪ clubrooms associated with recreational and horse activities ▪ entertainment venue ▪ hall ▪ hotel ▪ indoor recreation centre ▪ place of worship ▪ restaurant ▪ spectator stand ▪ horse racing activities and facilities ancillary to horse racing activities including promenade area, mounting yards, race day stables and parade rings ▪ special events ▪ tourist accommodation. 	Core Area: 5500m ² Transition Area: 500m ² Any area not designated by the above: 1000m ²	Core Area: 4 storeys minimum, 12 storeys maximum Transition Area: 2 storeys minimum, 4 storeys maximum Any area not designated by the above: 2 storeys minimum, 6 storeys maximum	Core Area: 2000 dwellings/hectare Transition Area: 70 dwellings/hectare Any area not designated by the above: 150 dwellings/hectare Residential development in a mixed use building: 60 dwellings/hectare
Infrastructure Policy Area 22	<ul style="list-style-type: none"> ▪ drainage system ▪ electricity substation ▪ public service depot ▪ tramway infrastructure ▪ waste transfer depot 	-	covered by Industry Zone	n/a

Committee Members and the community can view the DPA document on the DPTI web site at www.sa.gov.au/planning/ministerialdpas and then selecting "Morphettville Racecourse Amendment".

A detailed analysis of the key changes to the above policy are attached as **Appendix 1**.

In summary, the administration has identified key issues, and strongly recommends that DPTI undertakes further investigation and review of the following matters:

- car parking rates require further consideration
- details on vehicular access to the subject land are required
- potential impacts on the surrounding local road system, particularly to the east require consideration
- need for greater detail on the Concept Plan
- Potential flood impacts require consideration

A draft copy of Council's comments to DPTI/DPAC is attached as **Appendix 2**.

A copy of the DPTI "Community Information" brochure providing advice on the consultation process is attached as **Appendix 3**.

Consultation

The DPA will be on public consultation from 5 September to 3 November 2017. All written and verbal submissions by the public and/or agencies during the consultation period will be recorded and formally considered by the Development Policy Advisory Committee (DPAC).

DPAC is charged with the task of providing a report on its findings to the Minister for Planning. Changes to the DPA may occur as a result of feedback submitted during the consultation process, together with DPAC's report to the Minister.

CONCLUSION

The DPA seeks to create a new Urban Core Zone within the Morphettville Racecourse and surrounding locales.

The new Zone envisages mixed-use development in medium to high-density and comprising residential living and commercial land uses that take advantage of the areas proximity to the Glenelg Tramway, Anzac Highway and pedestrian/cycle networks.

The intent and envisaged development outcomes of the proposed policy changes are generally considered appropriate. Council encourages DPTI to consider its comments and to undertake further investigation and review to achieve policy outcomes that improve the built form outcomes and strategic aims of the DPA.

APPENDICES

Appendix 1: Analysis of proposed amendments to the Marion Council Development Plan

Appendix 2: Draft letter to DPAC/DPTI

Appendix 3: Community information brochure

Appendix 4: Aerial photograph of DPA area

Morphettville Racecourse Development Plan Amendment (DPA) - Ministerial

Analysis of proposed amendments to the Marion Council Development Plan

Introduction

The Morphettville Racecourse DPA (Ministerial) proposes changes to both the Marion Council and West Torrens Council Development Plans. The DPA is out on public consultation until 3 November 2017. Council and the public have the opportunity to make a written submission to the SA State Planning Commission.

The DPA seeks the rezoning of land north of the racecourse (within Marion and West Torrens Councils) and land fronting the western side of Morphett Road.

The proposed policy amendments enable mixed-use medium to high-density residential living and employment, taking advantage of the close proximity of the Glenelg tramway, Anzac highway and pedestrian/cycle networks, thereby giving easy access to the City and Glenelg.

This report analyses the DPA and provides recommendations for changes to the DPA, where deemed appropriate/necessary.

Policy Analysis

The proposed DPA proposes to amend a number of policies in the Marion Council Development Plan. The various policy changes of the DPA are listed below, and the appropriateness of each proposed policy changes is discussed at each section.

*Introducing a new **Urban Core Zone***

Assessment:

Land north of the racecourse is proposed to be rezoned Urban Core Zone and support medium to high density residential and mixed-use development focused around a public plaza and in close proximity to a high frequency public transport corridor, with potential for a new tram stop. The central area is proposed to have development up to 12 storeys in height and include vibrant land uses and active frontages at ground level. Buildings will transition down to a maximum of four storeys and focus on residential land uses adjacent existing residential areas.

Land fronting the western side of Morphett Road (adjacent and south of the tram barns) is to be rezoned Urban Core Zone also, providing for mixed use and residential developments that can take advantage of the Morphett Road frontage and access to public transport. Development up to six storeys in height is envisaged. Commercial uses such as bulky goods outlets and service trade premises may be located within this section of the zone.

Desired Character

The Desired Character statement provides a detailed overview of the types, design and form of development proposed within the zone and the relationship required between existing land uses, public transport etc. Emphasis is placed on the provision of landscaping to soften built form, provide pedestrian shade and streetscape amenity, and the provision of a range of forms and sizes of open space throughout the zone.

The Desired Character statement is generally considered appropriate. However, *some commentary on vehicular access to the site, particularly through residential areas to the east of the site, should be provided to ensure impacts from increased traffic volumes are minimised.*

Land Use

There is an expansive range of development types envisaged within the zone comprising, but not limited to:

- Residential (aged persons accommodation, retirement village, through to town house and apartment buildings)
- Recreation and entertainment facilities
- Activities and facilities ancillary to horse racing
- Retail (floor area dependent on location within the zone), office and commercial development
- Tourist Accommodation

The envisaged mix of uses for the Morphettsville Racecourse site are reflective of the types of uses previously presented to Council by the SAJC in 2015. The uses would enable the creation of a vibrant mixed-use locality, accommodating employment generating uses and medium to high residential development in close proximity to the tram corridor.

The land uses are considered appropriate.

Form and Character

Relates predominantly to net residential site densities throughout the zone. A minimum density of 200 dwellings per hectare is sought in the core area, 150 dwellings per hectare throughout the remainder of the zone (north-eastern end and western side of Morphetts Road), with 70 dwellings per hectare in the transition areas adjacent existing residential areas. The housing type will be predominantly apartments in the core scaling down to town houses in the transition area.

The proposed densities are generally considered appropriate as they should have minimal direct impacts beyond the site.

Principle 10 seeks site densities in accordance with the above details except where shown on Concept Plan Map Mar/9 – Morphettsville Racecourse. This concept plan does not show site densities, only building heights. The Concept Plan or Principle 10 needs to be changed accordingly.

Design and Appearance

Primarily relates to the design of ground floors of buildings being adaptable for a range of land uses and promoting active street frontages. Buildings of three or more storeys are to ensure appropriate solar access.

Building Envelope

Building heights of between 4 and 12 storeys are proposed in the core area of the zone, between 2 and 6 storeys in the remainder of the zone (north eastern end and western side of Morphett Road), with between 2 and 4 storeys in the transition areas adjacent existing residential areas.

The proposed heights are considered appropriate as they should have minimal impact beyond the site.

Minimum setbacks (road frontage, side and rear) throughout the zone are relatively small in dimension but reflect other zones that promote higher density living environments and seek streetscape activation (Suburban Activity Node Zone, Urban Corridor Zone).

Development fronting Park Terrace and the western side of Morphett Road will probably require greater street setbacks due to the nature and current streetscape of the roads. Development within the main part of the site has little relationship to the existing road layout and character so would have minimal impact on the surrounding areas.

Incentives

Principle 24 contains a table that allows additional building heights and a reduction in car parking numbers if certain criteria is met.

The criteria relating to car parking (undercroft parking) has no logical relationship to the number of spaces required so a reduction in numbers should not be offered.

The maximum accumulated allowance shows 30 per cent for car parking; however, there is only one opportunity to gain a 10 per cent reduction!

It is understood that the tram service is currently running at capacity during peak times, so reducing the required car parking numbers should not be considered until it can be proven that persons living and/or working on the site are using public transport.

Rather than provide an incentive for additional building heights if an undercroft car park or a rooftop garden is provided, the matter is better 'assessed on merit' as part of the development assessment process where a better design outcome can be negotiated.

It is suggested that all policy relating to 'Incentives' be removed from the Urban Core Zone.

Land Division

Seeks a traditional street grid pattern to ensure maximum connectivity and allotment sizes suitable for the variety of residential and commercial uses.

The land division criteria is considered appropriate.

Procedural Matters

Many of the land uses envisaged for the zone are to be Category 1 forms of development, requiring no form of consultation with the public. Any land use not listed as Category 1 will become a Category 2 form of development, allowing persons to respond but have no right of appeal.

Due to the isolated location of much of the proposed zone there should be minimal impact on the surrounding areas, therefore the public notification categorisation is considered appropriate.

*Introducing a new **Industry Zone/Infrastructure Policy Area 22***

Assessment:

Policy Area 22 contains additional criteria for consideration along with that found in the Industry Zone. It is primarily a policy area for the provision of infrastructure. In this particular instance, the service and management of infrastructure associated with the tramline.

As the tram barns and other infrastructure already exist, the reason for change from Commercial Zone to the proposed policy area is predominantly to better reflect the existing and future land uses.

Due to the policy area's proximity to existing residential development, one of the envisaged uses, that of a 'waste transfer depot', is not considered an appropriate form of development due to potential impacts beyond the site, so should be removed from the list in Principle 1.

The proposed policy area is considered appropriate subject to 'waste transfer depot' being removed from envisaged uses.

*Proposing amendments to **Medium and High Rise Development (3 or More Storeys)** of the General Section of the Development Plan*

The General Section of the Marion Council Development Plan is to be updated with the proposed revised criteria for "Medium and High Rise Development (3 or More Storeys)", as proposed in the current Inner and Middle Metropolitan Corridor "Design" Development Plan Amendment, in order to provide sufficient design guidance in the assessment of new multiple storey residential buildings. The introduction of this new design criteria will be important to ensure the appropriate design of multi-level buildings in relation to privacy/amenity for residents and interface with the public realm.

The proposed updated criteria for "Medium and High Rise Development (3 or More Storeys) is considered appropriate.

*Proposing amendments to **Table Mar/2A – Off Street Vehicle Parking Requirements for Designated Areas***

Existing *Table Mar/2A – Off Street Vehicle Parking Requirements for Designated Areas* is to be amended to include the Urban Core Zone as a Designated Area.

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 <i>Designated Areas</i> (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 Mar/8 – Tonsley Park 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
Urban Core Zone	3 spaces per 100 square metres of gross leasable floor area 1.5 spaces per 100 square metres of gross leasable floor area above ground floor level other than for a shop	3 spaces per 100 square metres of gross leasable floor area

TABLE 1 shows a desired minimum of three spaces per 100m² of gross leasable floor area (glfa) and a maximum of three spaces also. Non-residential development above ground level has a minimum requirement of 1.5 spaces per 100m² of glfa. The minimum of three spaces reflects that for the Core Area of the Suburban Activity Node Zone (SANZ) at Tonsley and the proposed SANZ for Marion Regional Centre/Oaklands Crossing and proposed Boulevard Policy Area 19 of the Urban Corridor Zone (Housing Diversity DPA). However, these other zones/policy areas have no separate above ground minimum requirement and have a maximum of five spaces per 100m² of glfa. As it is anticipated that all of the zones/policy areas are likely to have similar non-residential functions, particularly Tonsley, the reduced above ground minimum and reduced overall maximum parking requirement is questionable.

Non-residential parking rates should be reconsidered, taking into consideration parking requirements in other zones/policy areas both existing and proposed for Council's Development Plan.

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 Mar/8 – Tonsley Park of the Suburban Activity Node Zone	0.25 per studio (no separate bedroom) 0.75 per 1 bedroom dwelling 1 per 2 bedroom dwelling 1.25 per 3 + bedroom dwelling	0.25 per dwelling
Transition Area/Any other area not designated on Concept Plan Map Mar/8 – Tonsley Park of the Suburban Activity Node Zone	0.5 per studio (no separate bedroom) 1 per 1 bedroom dwelling 1.5 per 2 bedroom dwelling 2 per 3 + bedroom dwelling	0.25 per dwelling
Urban Core Zone	1 per studio or 1 bedroom dwelling, except within 200 metres of a transit stop where the car parking rate should be 0.75 car parking spaces 1 per 2 bedroom dwelling 1.25 per 3+ bedroom dwelling	0.25 per dwelling

TABLE 2 shows a rate of one space per studio or one bedroom dwelling for the Urban Core Zone. This is greater than the rates for Suburban Activity Node Zone (SANZ) at Tonsley and the proposed SANZ for Marion Regional Centre/Oaklands Crossing and proposed Boulevard Policy Area 19 of the Urban Corridor Zone (Housing Diversity DPA). However, if located within 200 metres of a transit stop the rate can drop to

0.75 spaces, which reflects the rate for the other zones/policy areas. A good portion of the zone will be within 200 metres of a tram stop (existing or relocated). However, it is understood that the tram is currently running at capacity during peak periods so this proximity reduction is questionable and perhaps should be reconsidered at this time.

The parking rates for two and three bedrooms + reflects the rates for the Suburban Activity Node Zone (SANZ) at Tonsley and the proposed SANZ for Marion Regional Centre/Oaklands Crossing, so is considered appropriate.

The Suburban Activity Node Zone (SANZ) at Tonsley and the proposed SANZ for Marion Regional Centre/Oaklands Crossing have different/separate parking rates for transition areas (adjacent existing residential areas). *No provision has been provided for the transition areas within the Urban Core Zone at Morphettville.* As the dwelling types within the transition area are likely to contain lower density development, a *similar increase in parking rate for the Urban Core Zone may be justified.*

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
Urban Core Zone	1 or 2 bedrooms	1
	3 + bedrooms	2

The car parking rates for row, semi-detached and detached dwellings are the same as those currently in the Marion Development Plan and those within the Housing Diversity DPA, so are *considered appropriate.*

TABLE 4: Tourist accommodation

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

The car parking rates for tourist accommodation reflect the rates proposed in the Housing Diversity DPA and the Southern Innovation DPA and is *therefore considered appropriate.*

*Introducing a new **Concept Plan Map Mar/9 – Morphettville Racecourse***

The *Concept Plan* provides detail on the location of the various areas within the zone (core, transition and non-designated) and the maximum building heights within the zone. However, it *is silent on but should provide detail on:*

- *Where access to the site (vehicular, pedestrian etc.) is likely to be. It is anticipated that much of the traffic generated by the proposed residential development within the site would flow through the residential local road network to the east through to Bray Street and Marion Road.*
- *Public transport routes/stops (bus routes as well as the tram)*
- *Cycle/pedestrian routes in the vicinity and linkages into the site*
- *Nearby areas of open space*
- *Recognition of traffic and stormwater issues within and adjacent the site.*

Infrastructure Analysis

Local Area Traffic Impacts

The Traffic Investigations Report undertaken by MFY does not go far enough in assessing the local area traffic impacts, particularly east of the subject land.

In addition to intersection impacts, estimations of Average Annual Daily Traffic numbers on the local streets and an assessment of amenity impacts should be undertaken.

Greater clarity on the location of possible access points to the development is required.

A number of parking concerns have been raised in the vicinities of Wattle Terrace and Macklin Street, Plympton Park. Whilst these issues have been managed through parking controls, the DPA should consider the impact of on street parking on adjoining streets, particular east of the subject land.

Arterial/Collector Roads

The traffic report alludes to traffic queue conflicts resulting from the Morphett Road/Anzac Highway intersection and references that more detailed work is required to determine these impacts, particularly the effect of frequent tram crossing. Council would like to be included in further discussions on the matter when this additional work is undertaken.

Stormwater/Flooding

Southfront Consulting Engineers have produced draft Flood Modelling Plans for the Sturt River Urban Catchments for the relevant Councils within the catchment. Although the information is not yet ready for release Council has been advised that the draft plans were acceptable for the provision of preliminary comments to DPTI.

Referring to the 20 year and 100 years events, the draft plans appear to highlight the greatest water depths in the entire study area to be located in the surrounds of the Morphettville Racecourse. This is likely due to the natural flowpath of the catchment area generally flowing north-west, with the Racecourse being bounded by two physical barriers (Morphett Road and the tram corridor) that would significantly inhibit the continuation of overland flow.

Further, the proposed development itself will likely result in a site with increased impervious area and subsequently generate additional run-off.

Hence, in addition to appropriate stormwater management, the development of the site should also consider the risk and impact of potential flooding from the greater catchment area.

Recommendations/Conclusions

The proposed Development Plan Amendment encompasses some sound development policy, which will cater for mixed use higher density outcomes within, and adjacent Morphettville Racecourse.

However, some of the policy detail requires further consideration to ensure that the best outcomes are achieved. The key issues identified include:

Urban Core Zone

- The Desired Character statement is generally considered appropriate. However, some commentary on vehicular access to the site, particularly through residential areas to the east of the site, should be provided to ensure impacts from increased traffic volumes are minimised.
- Principle 10 seeks site densities in accordance with the above details except where shown on Concept Plan Map Mar/9 – Morphettsville Racecourse. This concept plan does not show site densities, only building heights. The Concept Plan or Principle 10 needs to be changed accordingly.
- Principle 24, under 'Incentives', contains a table that allows additional building heights and a reduction in car parking numbers if certain criteria is met.
 - The criteria relating to car parking (undercroft parking) has no logical relationship to the number of spaces required so a reduction in numbers should not be offered.
 - The maximum accumulated allowance shows 30 per cent for car parking; however, there is only one opportunity to gain a 10 per cent reduction!
 - It is understood that the tram service is currently running at capacity during peak times, so reducing the required car parking numbers should not be considered until it can be proven that persons living and/or working on the site are using public transport.
 - Rather than provide an incentive for additional building heights if an undercroft car park or a rooftop garden is provided, the matter is better 'assessed on merit' as part of the development assessment process where a better design outcome can be negotiated.
 - It is recommended that all policy relating to 'Incentives' be removed from the Urban Core Zone.

Infrastructure Policy Area 22

- The proposed policy area is considered appropriate subject to 'waste transfer depot' being removed from envisaged uses.

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

- TABLE 1 shows a desired minimum of three spaces per 100m² of gross leasable floor area (glfa) and a maximum of three spaces also. Non-residential development above ground level has a minimum requirement of 1.5 spaces per 100m² of glfa.

However, other similar zones/policy areas (Core Area of the Suburban Activity Node Zone (SANZ) at Tonsley and the proposed SANZ for Marion Regional Centre/Oaklands Crossing) have no separate above ground minimum requirement and have a maximum of five spaces per 100m² of glfa.

As it is anticipated that all of the zones/policy areas are likely to have similar non-residential functions, particularly Tonsley, the reduced above ground minimum and reduced overall maximum parking requirement is questionable.

Non-residential parking rates for the Urban Core Zone should be amended, taking into consideration parking requirements in the above-mentioned zones/policy areas.

- TABLE 2 shows a reduction in rate from one space per studio or one bedroom dwelling to 0.75 spaces if located within 200 metres of a transit stop. A good portion of the zone will be within 200 metres of a tram stop (existing or relocated). However, it is understood that the tram is currently running at capacity during peak periods so this proximity reduction is questionable and perhaps should be reconsidered at this time.
- The Suburban Activity Node Zone (SANZ) at Tonsley and the proposed SANZ for Marion Regional Centre/Oaklands Crossing have different/separate parking rates for transition areas (adjacent existing residential areas). No provision has been provided for the transition areas within the Urban Core Zone at Morphettville. As the dwelling types within the transition area are likely to contain lower density development, a similar increase in parking rate for the Urban Core Zone may be justified.

Concept Plan Map Mar/9 – Morphettville Racecourse

- The *Concept Plan* provides detail on the location of the various areas within the zone (core, transition and non-designated) and the maximum building heights within the zone. However, it is *silent on but should provide detail on:*
 - *Where access to the site (vehicular, pedestrian etc.) is likely to be. It is anticipated that much of the vehicular traffic generated by the proposed residential development within the site would flow through the residential local road network to the east through to Bray Street and Marion Road.*
 - *Public transport routes/stops (bus routes as well as the tram)*
 - *Cycle/pedestrian routes in the vicinity and linkages into the site*
 - *Nearby areas of open space*
 - *Recognition of traffic and stormwater issues within and adjacent the site.*

Infrastructure Analysis

Local Area Traffic Impacts

- The Traffic Investigations Report undertaken by MFY does not go far enough in assessing the local area traffic impacts, particularly east of the subject land.
- In addition to intersection impacts, estimations of Average Annual Daily Traffic numbers on the local streets and an assessment of amenity impacts should be undertaken.
- Greater clarity on the location of possible access points to the development is required.
- A number of parking concerns have been raised in the vicinities of Wattle Terrace and Macklin Avenue, Plympton Park. Whilst these issues have been managed through parking controls, the DPA should consider the impact of on street parking on adjoining streets, particular east of the subject land.

Arterial/Collector Roads

- The traffic report alludes to traffic queue conflicts resulting from the Morphett Road/Anzac Highway intersection and references that more detailed work is required to determine these impacts, particularly the effect of frequent tram crossing. Council would like to be included in further discussions on the matter when this additional work is undertaken.

Stormwater/Flooding

- Southfront Consulting Engineers have produced draft Flood Modelling Plans for the Sturt River Urban Catchments for the relevant Councils within the catchment. Although the information is not yet ready for release Council has been advised that the draft plans were acceptable for the provision of preliminary comments to DPTI.
- Referring to the 20 year and 100 years events, the draft plans appear to highlight the greatest water depths in the entire study area to be located in the surrounds of the Morphettville Racecourse. This is likely due to the natural flowpath of the catchment area generally flowing north-west, with the Racecourse being bounded by two physical barriers (Morphett Road and the tram corridor) that would significantly inhibit the continuation of overland flow.

Further, the proposed development itself will likely result in a site with increased impervious area and subsequently generate additional run-off.

- Hence, in addition to appropriate stormwater management, the development of the site should also consider the risk and impact of potential flooding from the greater catchment area.

25 October 2017

The Presiding Member, State Planning Commission
C/- Department of Planning, Transport and Infrastructure
GPO Box 1815
Adelaide SA 5001

Dear Sir/Madam

Morphettville Racecourse DPA

Thank you for providing the City of Marion with the opportunity to comment on the proposed Morphettville Racecourse DPA, released for consultation on 5 September 2017.

Council considered the DPA at its meeting on 24 October 2017. Consequently, Council advises that it is generally supportive of the intentions of the DPA but raises concern regarding a number of the draft policies.

Council has undertaken an evaluation of the proposed policy changes, which are discussed in detail in the attached analysis and attachments. Some of the key matters identified which warrant further investigation and review include:

Urban Core Zone

- The Desired Character statement is generally considered appropriate. However, some commentary on vehicular access to the site, particularly through residential areas to the east of the site, should be provided to ensure impacts from increased traffic volumes are minimised.
- Principle 10 seeks site densities in accordance with the above details except where shown on Concept Plan Map Mar/9 – Morphettville Racecourse. This concept plan does not show site densities, only building heights. The Concept Plan or Principle 10 needs to be changed accordingly.
- Principle 24, under 'Incentives', contains a table that allows additional building heights and a reduction in car parking numbers if certain criteria is met.
 - The criteria relating to car parking (undercroft parking) has no logical relationship to the number of spaces required so a reduction in numbers should not be offered.
 - The maximum accumulated allowance shows 30 per cent for car parking; however, there is only one opportunity to gain a 10 per cent reduction.
 - It is understood that the tram service is currently running at capacity during peak times, so reducing the required car parking numbers should not be considered until it can be proven that persons living and/or working on the site are using public transport.

- Rather than provide an incentive for additional building heights if an undercroft car park or a rooftop garden is provided, the matter is better ‘assessed on merit’ as part of the development assessment process where a better design outcome can be negotiated.
- It is recommended that all policy relating to ‘Incentives’ be removed from the Urban Core Zone.

Infrastructure Policy Area 22

- The proposed policy area is considered appropriate subject to the ‘waste transfer depot’ being removed from envisaged uses.

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- TABLE 1 shows a desired minimum of three spaces per 100m² of gross leasable floor area (glfa) and a maximum of three spaces also. Non-residential development above ground level has a minimum requirement of 1.5 spaces per 100m² of glfa.

However, other similar zones/policy areas (Core Area of the Suburban Activity Node Zone (SANZ) at Tonsley and the proposed SANZ for Marion Regional Centre/Oaklands Crossing) have no separate above ground minimum requirement and have a maximum of five spaces per 100m² of glfa.

As it is anticipated that all of the zones/policy areas are likely to have similar non-residential functions, particularly Tonsley, the reduced above ground minimum and reduced overall maximum parking requirement is questionable.

Non-residential parking rates for the Urban Core Zone should be amended, taking into consideration parking requirements in the above-mentioned zones/policy areas.

- TABLE 2 shows a reduction in rate from one space per studio or one bedroom dwelling to 0.75 spaces if located within 200 metres of a transit stop. A good portion of the zone will be within 200 metres of a tram stop (existing or relocated). However, it is understood that the tram is currently running at capacity during peak periods so this proximity reduction is questionable and perhaps should be reconsidered at this time.
- The Suburban Activity Node Zone (SANZ) at Tonsley and the proposed SANZ for Marion Regional Centre/Oaklands Crossing have different/separate parking rates for transition areas (adjacent existing residential areas). No provision has been provided for the transition areas within the Urban Core Zone at Morphettville. As the dwelling types within the transition area are likely to contain lower density development, a similar increase in parking rate for the Urban Core Zone may be justified.

Concept Plan Map Mar/9 – Morphetville Racecourse

- The Concept Plan provides detail on the location of the various areas within the zone (core, transition and non-designated) and the maximum building heights within the zone. However, it is silent but should provide detail on:
 - Where access to the site (vehicular, pedestrian etc.) is likely to be. It is anticipated that much of the vehicular traffic generated by the proposed residential development within the site would flow through the residential local road network to the east through to Bray Street and Marion Road.
 - Public transport routes/stops (bus routes as well as the tram).
 - Cycle/pedestrian routes in the vicinity and linkages into the site.
 - Nearby areas of open space.
 - Recognition of traffic and stormwater issues within and adjacent the site.

Infrastructure Analysis

Local Area Traffic Impacts

- The Traffic Investigations Report undertaken by MFY does not go far enough in assessing the local area traffic impacts, particularly east of the subject land.
- In addition to intersection impacts, estimations of Average Annual Daily Traffic numbers on the local streets and an assessment of amenity impacts should be undertaken.
- Greater clarity on the location of possible access points to the development is required.
- A number of parking concerns have been raised in the vicinities of Wattle Terrace and Macklin Street, Plympton Park. Whilst these issues have been managed through parking controls, the DPA should consider the impact of on street parking on adjoining streets, particular east of the subject land.

Arterial/Collector Roads

- The traffic report alludes to traffic queue conflicts resulting from the Morphet Road/Anzac Highway intersection and references that more detailed work is required to determine these impacts, particularly the effect of frequent tram crossing. Council would like to be included in further discussions on the matter when this additional work is undertaken.

Stormwater/Flooding

- Southfront Consulting Engineers have produced draft Flood Modelling Plans for the Sturt River Urban Catchments for the relevant Councils within the catchment. Although the information is not yet ready for release, Council has been advised

that the draft plans were acceptable for the provision of preliminary comments to DPTI.

- Referring to the 20 year and 100 year events, the draft plans appear to highlight the greatest water depths in the entire study area to be located in the surrounds of the Morphettville Racecourse. This is likely due to the natural flowpath of the catchment area generally flowing north-west, with the Racecourse being bounded by two physical barriers (Morphett Road and the tram corridor) that would significantly inhibit the continuation of overland flow.

Further, the proposed development itself will likely result in a site with increased impervious area and subsequently generate additional run-off.

- Hence, in addition to appropriate stormwater management, the development of the site should also consider the risk and impact of potential flooding from the greater catchment area.

Council wishes to express its willingness to work collaboratively with DPTI staff to assist in further investigations and policy solutions, which address the abovementioned matters.

If you would like to discuss the above matters further, please do not hesitate to contact David Melhuish, Senior Policy Planner on 8375 6721 or david.melhuish@marion.sa.gov.au.

Thank you again for the opportunity to comment on the Morphettville Racecourse DPA.

Yours sincerely

Kris Hanna
Mayor
City of Marion

Enclosed: Morphettville Racecourse DPA: Analysis of proposed amendments to the Marion Council Development Plan

Morphettville Racecourse Development Plan Amendment

Proposed planning changes for public
consultation



community information



The Minister for Planning is proposing to rezone the Morphettville Race Course and adjoining land, therefore amending the Marion Council and West Torrens Council Development Plans.

Morphettville Racecourse is South Australia's premier thoroughbred racing facility as well as a multipurpose venue for events. The racecourse has the opportunity provide additional multi-use activities on seven hectares of land that is now available due to the provision of the new inner track and changes in horse keeping and stabling.

The Minister for Planning commenced this rezoning process (the Morphettville Racecourse Development Plan Amendment (DPA)) in 2016 to investigate potential development opportunities for this land. The proposed policy amendments enable mixed-use medium to high density residential living and employment, taking advantage of the close proximity of the

Glenelg Tramway, Anzac Highway and pedestrian / cycle networks, thereby giving easy access to the City and Glenelg.

Land north of the racecourse is proposed to support medium to high density residential and mixed use development focused around a public plaza that will potentially intersect with a new tram stop. The central area is proposed to have development up to 12 storeys and include vibrant land uses such as a hotel, recreation centre and tourist accommodation. Buildings will transition down to a maximum of 4 storeys and focus on residential land uses adjacent residential areas.

Policies promote high quality designed public spaces with shared pedestrian / cycle paths throughout.

In addition, the DPA seeks to rezone land fronting the western side of Morphett Road as follows:

- Land containing the tram barns and service areas will change from a Commercial Zone to Industry Zone – Infrastructure Policy Area to better reflect the existing use and long term intention for the site
- Land adjacent and south of the tram barns are proposed to be rezoned to a Urban Core Zone providing for mixed use and residential developments that can take advantage of the Morphett Road frontage and access to public transport.

This DPA implements the targets of the 30 Year Plan for Greater Adelaide as follows:

- 85% of all new housing in metropolitan Adelaide will be built in established urban areas.
- 60% of all new housing in metropolitan Adelaide will be built within close proximity to quality public transport (rail, tram, O-Bahn and bus) by 2045.
- Increase the share of work trips made by active transport modes in Inner, Middle and Outer Adelaide by 30% by 2045.
- Increase the percentage of residents living in walkable neighbourhoods in Inner, Middle and Outer Metropolitan Adelaide by 25% by 2045.
- Increase housing choice by 25% to meet changing household needs in Greater Adelaide by 2045.

For more information refer to livingadelaide.sa.gov.au.

What is a development plan amendment?

Development plans contain the planning controls that guide what can and cannot be developed in council areas. Planning authorities use these planning controls to assess new development proposals.

A development plan amendment (DPA) is a document that describes proposed changes to a development plan. In this instance changes are proposed to the Marion Council and West Torrens Council Development Plans.

This DPA has been prepared by the Minister and is known as a Ministerial DPA.



Have your say

Consultation on Ministerial DPAs is managed by the South Australian State Planning Commission (the Commission), an independent statutory body which provides advice to the Minister on planning and development issues.

As part of the consultation process, you may:

- comment on the DPA by making a written submission to the Commission and
- attend a public meeting if you wish to be heard by the Commission or raise any matter not previously raised in your written submission.

Making written submissions

You can make a written submission on the DPA any time before the closing date, **5.00 pm on 3 November 2017**.

- on the SA Planning Portal: www.saplanningportal.sa.gov.au/en/consultation
- or by post: GPO Box 1815, Adelaide SA 5001

Submissions should be marked *Morphettville Racecourse DPA* and sent to *The Chair, State Planning Commission, c/- Department of Planning, Transport and Infrastructure*.

Please clearly indicate on your written submission if you wish to be heard at the public meeting.

Viewing submissions

All submissions received from the public are public documents and will be made available for viewing from the closing date until the conclusion of the public meeting at:

- www.saplanningportal.sa.gov.au/en/consultation and
- the offices of the Department of Planning, Transport and Infrastructure, Level 5, 50 Flinders Street, Adelaide, during office hours.

Please note: Posting of submissions on sa.gov.au may be undertaken progressively over a day or more if a large number of submissions are received.

Drop-in for Information

There will be a Morphettville Racecourse DPA drop-in information session:

When: Saturday, 7 October 2017 from 11.00 am to 1.30 pm

Where: The Highway, Function Room 1, 290 Anzac Highway, Plympton

Public meeting

The State Planning Commission has scheduled the following public meeting:

When: 15 November 2017, 7.00 pm

Where: The Highway, 290 Anzac Highway, Plympton



The meeting will provide an opportunity for anyone to be heard by the Commission or to raise any matter not previously discussed in their written submission.

Please note: the public meeting may not be held if no one requests to be heard. Please check the status of meetings before the scheduled meeting date on:

- www.saplanningportal.sa.gov.au/en/consultation.

Timeline



Submission Period

Submissions are invited on the DPA between **5 September 2017** and **3 November 2017**. Submissions are made publically available on **4 November 2017**.



Public Meeting will be held 15 November 2017



Consideration of Submissions

State Planning Commission provides its advice to the Minister for Planning.



Decision is made by notice in Government Gazette.



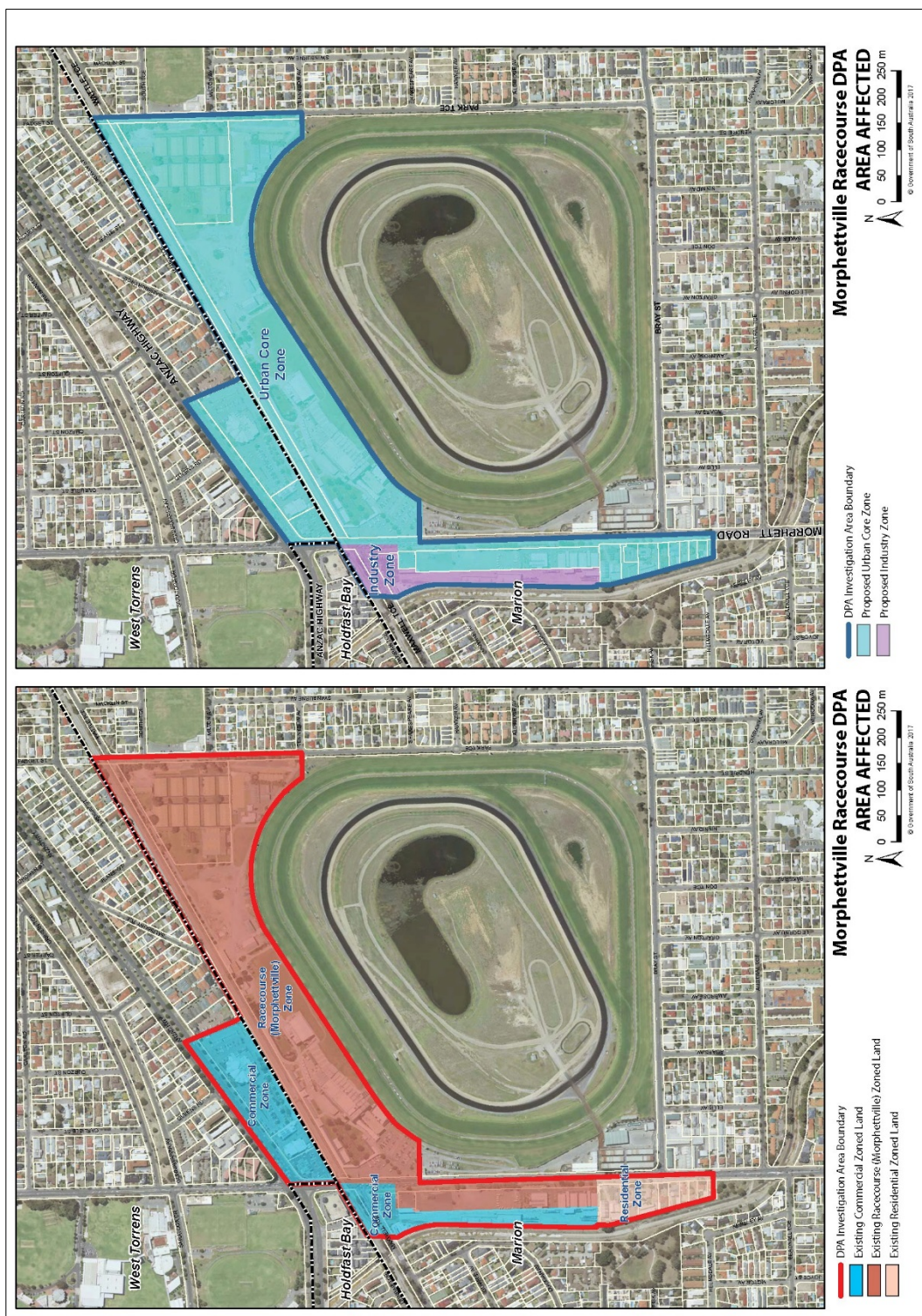
The DPA is referred to the **Environment Resources & Development Committee of Parliament**.



“What we have heard” is released



Area affected by the proposed DPA



Further information:

Contact: Andrea Jorgensen on 7109 7004

Email: andrea.jorgensen@sa.gov.au

Visit: www.saplanningportal.sa.gov.au/en/consultation



Government of South Australia

Department of Planning,
Transport and Infrastructure



**CITY OF MARION
URBAN PLANNING COMMITTEE MEETING
3 OCTOBER 2017**

Originating Officer: David Melhuish, Senior Policy Planner

Manager: Jason Cattonar, Manager Development & Regulatory Services

General Manager: Fiona Harvey, Acting General Manager City Development

Subject: Southern Innovation Area DPA – ILC Land

Report Reference: UPC031017R7.4

REPORT OBJECTIVES

To seek the Committee's views on potential changes to the policy content of the Suburban Activity Zone as it relates to the Indigenous Land Corporation (ILC) owned land within the Laffers Triangle section of the Southern Innovation Area.

On behalf of Council, the Committee's comments will be submitted to the Department of Planning, Transport and Infrastructure (DPTI) with respect to the proposed amendments.

RECOMMENDATIONS

DUE DATES

That the Urban Planning Committee:

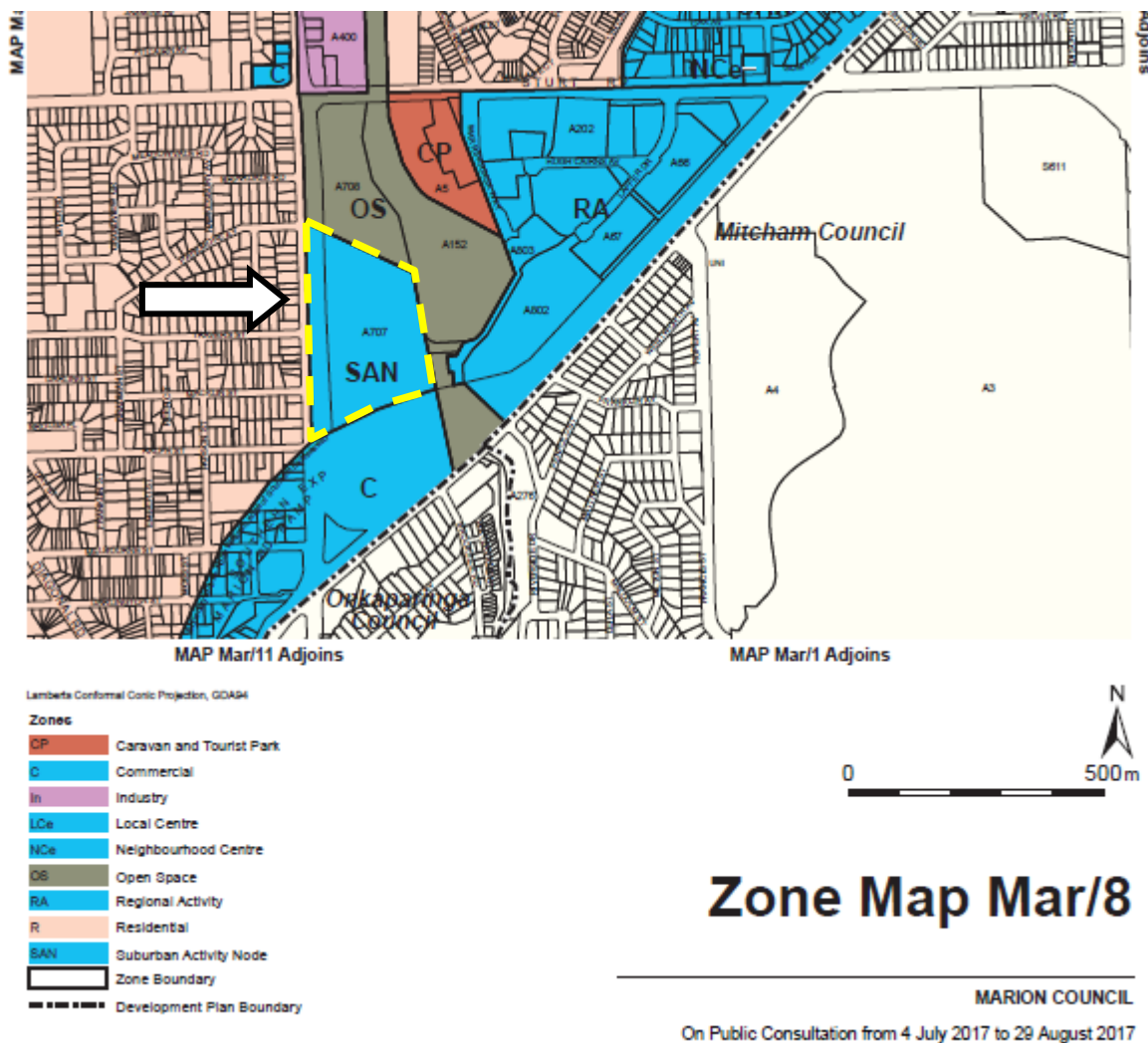
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| 1. Considers the report, and provides feedback on the proposed response to the ILC's concerns. | 3 October 2017 |
| 2. Requests that a report is presented to the General Council meeting on 10 October 2017 for consideration and endorsement, for submission to DPTI. | 3 October 2017 |

BACKGROUND

The Southern Innovation Area DPA seeks to amend the Development Plan policies that apply to the Tonsley Innovation Precinct and surrounding locales, including residential areas in the suburb of Tonsley, Bedford Park (Laffers Triangle) and Mitchell Park (Alawoona Avenue). The DPA also affects land within the Cities of Mitcham and Onkaparinga.

As part of the public consultation process, Council provided comments on the proposed changes to the State Planning Commission (SPC)/DPTI (General Council Meeting 22 August 2017).

One of the areas covered by the DPA, and considered by Council, was the Indigenous Land Corporation (ILC) land at lot 707 within Laffers Triangle. This area is to form part of the Suburban Activity Node Zone (SANZ). The map below shows the location of the land/zone.



The below table provides an overview of the key directions/guidelines of the Suburban Activity Node Zone:

Suburban Activity Node Zone: Core Area	residential flat buildings, row dwellings, non-residential buildings and mixed use buildings comprising two or more land uses with non-residential land uses on the ground floor	Shops, offices and consulting rooms: 250 m ²	<ul style="list-style-type: none"> Core Area: 6 storeys Area adjacent a lower density residential zone boundary: 3 storeys 	70 dwellings per hectare
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Suburban Activity Node Zone: Other Area	residential flat buildings, row dwellings, detached and semi-detached dwellings and including aged care and student accommodation.	Shops, offices and consulting rooms: 100 m ²	<ul style="list-style-type: none"> • Other Area: 4 storeys • Area adjacent a lower density residential zone boundary: 3 storeys 	50 dwellings per hectare
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ANALYSIS

As part of the consultation process, the ILC put a submission in to SPC/DPTI. The ILC have raised concerns about some of the policy within the proposed SANZ, stating that it limits the development potential of the ILC site. The main issues relate to the following:

- Maximum gross leasable area limits
- Minimum building heights in the Core Area
- A need to extend the depth of Core Area to accommodate the existing easement along the Marion Road (western) boundary
- Requesting that 'petrol filling station' be removed from the non-complying list

The ILC have engaged Jones Lang LaSalle Inc. (JLL) to provide retail and property advice in relation to the DPA, and more specifically, in relation to the ILC land at Lot 707.

DPTI are seeking Council's comments on the changes to zoning policy put forward by the ILC.

Maximum gross leasable area limits

The DPA proposes the following maximum gross leasable areas (gla) with the SANZ:

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

Designated area	Office (square metres)	Shop or group of shops (square metres)	Consulting Room (square metres)
Core Area (Tonsley)	250	250	250
Core Area (Laffer's Triangle)	250	250	250
Other area	100	100	100

The ILC hold the view that the above floor area limits will constrain the reasonable development of the land, especially given the zone seeks mixed-use development and not necessarily limited to the above types of uses.

The JLL study suggests, *"there is supportable demand for a range of retail and commercial uses, which is far greater than likely to be developed with the current limitations in place"*.

Analysis within the report demonstrates that the ILC site could support development in the form of a small supermarket of up to 1500m² together with other small-scale tenancies, which could service the future residents of Lot 707.

The gross leasable floor areas are considered overly restrictive for a site as large as Lot 707, particularly when it has frontage to Marion Road. Given the lack of small-scale shopping centres in near vicinity, commercial land uses with a total gross leasable floor area in the order ~2000m² (supermarket of 1500m² + 500m² for smaller tenancies) would likely provide convenient services for local residents together with passing traffic.

DPTI also believes there could be a strong argument to increase the envisaged floor areas for Lot 707, although DPTI have demonstrated some concern about creating inconsistencies in policy from the core intent within the zone. The creation of a local policy area/precinct within the SANZ for the part of Lot 707 currently designated as a Core Area, or rezoning to a small Neighbourhood Centre have been suggested.

Although a Neighbourhood Centre Zone envisages a variety of land uses similar to the SANZ, and includes a supermarket, it is very restrictive regarding dwellings (a key component of mixed-use development) and a petrol filling station is an envisaged use. A petrol filling station is a non-complying use within the SANZ.

A separate policy area or precinct within the SANZ is considered to be a more appropriate policy outcome.

Minimum building heights in the Core Area

Building Height

- 9 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
Core Area (Tonsley)	2 storeys	6 storeys and up to 24.5 metres
Core Area (Laffer's Triangle)	2 storeys	6 storeys and up to 24.5 metres
Other Area	1 storey or	4 storeys and up to 16.5 metres
Area adjacent a lower density residential zone boundary	1 storey	3 storeys and up to 12.5 metres

The JLL study states *“the highest and best use of land with valuable frontage to an arterial road is likely to be single storey, non-residential development, or multi-storey residential development with no ground floor commercial/retail uses. This has been the pattern of development along major arterial roads throughout Adelaide”*. For this reason, it is suggested that the minimum height be changed to one-storey.

The above statement is at odds with the proposed development at Tonsley, along the northern part of Marion Road and the roads surrounding Marion Regional Centre, and may need to be considered further by Council as part of the Housing Diversity DPA.

The minimum building height of two-storeys in the Core Area along Marion Road would provide a more defined streetscape than single-storey development. Future market demand at the site will provide evidence of the appropriateness of the requirement. Development better suited to single storey construction may be appropriate if designed to achieve the scale of a 2-storey building.

Need to extend depth of Core Area to accommodate existing easement fronting Marion Road

This issue was considered previously an appropriate action to be undertaken by Council.

Requesting that ‘petrol filling station’ be removed from the non-complying list

The JLL study submits that:

- *‘there is likely to be strong demand from service stations at the subject site, that this portion of Marion Road is not adequately served by such a use, and there are limited other opportunities in the near vicinity that can readily accommodate such a use.’*
- *the use ‘complements the desire to create a mixed use environment.’*
- *‘A service station on the subject site would provide this local convenience (an increased range of services beyond petrol), particularly for the after-hours market.’*
- *‘The closest service station on the eastern side of Marion Road is 2km north of the subject site (...corner of Quick Road, Mitchell Park).’*

- ...*'there is limited opportunities to develop a Petrol Filling Station to service Marion Road traffic before the entrance to the Southern Expressway'*

A petrol filling station is currently a non-complying form of development within the SANZ and considered incompatible and/or inappropriate.

Although the subject site has a large frontage to, and is located on Marion Road, the need for a petrol filling station is questionable. Lot 707 is immediately adjacent to Warriparinga Wetlands and the Sturt River environs that add significant cultural and environmental value to the locality. In addition, a large proportion of the subject site, both in the Core Area and the remainder, envisages residential development, which is highly sensitive to amenity impacts that would likely be caused by a petrol filling station.

It is envisaged that residential development is to be supported by a mix of compatible land uses, and that small-scale, non-residential land uses are encouraged along the Marion Road frontage, oriented to integrate with residential development within the area. Petrol filling stations, by their very nature and design, are unlikely to be compatible with residential uses on the site and may have a detrimental impact on residential amenity, particularly during after-hours trade.

Distances between service stations is likely to be a commercial/economic consideration rather than a need by the public. There are numerous petrol filling stations along Marion Road and South Road at Darlington to ensure that adequate fuel and associated conveniences are available within a reasonable distance.

A petrol filling station should remain a non-complying form of development within the SANZ.

CONCLUSION

The gross leasable floor areas for Lot 707 are overly restrictive. A total gross leasable floor area of ~2000m² (supermarket of 1500m² + 500m² for smaller tenancies) is considered more appropriate.

The minimum building height of two-storeys in the Core Area along Marion Road should remain. Development that is single-storey should be designed in a manner that achieves the scale of a 2-storey building.

The depth of the Core Area should be extended to accommodate the existing easement fronting Marion Road.

A petrol filling station should remain a non-complying form of development within the SANZ, as the use is unlikely to be compatible with residential uses on the site and the cultural and environmental value of the Warriparinga Wetlands and the Sturt River environs.

APPENDICES

Appendix 1: Indigenous Land Corporation submission to SPC/DPTI, including Jones Lang LaSalle Retail Analysis



**Kurna Yerta
Aboriginal
Corporation**



Joint submission from the Indigenous Land Corporation, Aboriginal Elders & Community Care Services Inc. and Kurna Yerta Aboriginal Corporation.

Southern Innovation Area Development Plan Amendment – Lot 707

We would appreciate the opportunity to attend the public meeting on Tuesday 12th September 2017 and speak to our submission.

Parties

The Indigenous Land Corporation (ILC) is a corporate Commonwealth entity established in 1995 to assist Aboriginal and Torres Strait Islander people acquire and manage land to achieve economic, environmental, social and cultural benefits.

Kurna Yerta Aboriginal Corporation (KYAC) aims to hold title to land on behalf of the Kurna people (including native title rights and interests). It pursues the additional objectives of providing relief from poverty and advancing the social, cultural, economic and environmental needs and aspirations of the Kurna people.

Aboriginal Elders and Community Care Services Inc. (AECCS), provides high quality community and residential care for Aboriginal Elders to help them live independently at home and enjoy quality of life, community and cultural activities. With a proud 22 years' experience supporting indigenous South Australians, it is a non-profit incorporated community based organisation that supports a continuum of aged care services to over 500 Aboriginal clients throughout South Australia.

Background

The land was purchased by the ILC for the benefit of the Kurna community. The ILC, Kurna and AECCS recognise the cultural significance of the Warraparinga precinct to the Kurna Community and believe the Aboriginal developments on Lot 707 will complement the cultural amenity of the precinct. The parties intend to collaborate (see Attachment A) in order to develop the land to achieve sustainable benefits for the Aboriginal community.

Development Intentions

Location

The ILC submitted to DPTI a concept plan (see Attachment B) for the site that envisaged small scale commercial development along Marion Road frontage, in order to provide local shopping options for:

- Up to 400 new residents of Lot 707
- Workers, caravan park visitors and other residents of Laffers Triangle
- Residents in the suburb of Sturt, to the west of Marion Road
- Passing trade for southbound traffic along Marion Road, with destinations along Flagstaff Hill Road, O'Halloran Hill Road, the Southern Expressway or Seacombe Road.

Elders Village

The design locates the Elders Village on the north eastern corner of the block, providing noise abatement from the busy transport corridors of Marion Road on the western boundary and the Southern Expressway on the southern boundary. The proposed dwellings overlook the Wetlands, Sturt River and its walking trail. Each dwelling comprises a one bedroom, kitchen and living area apartment of 62m² which compares favourably with other affordable housing projects in South Australia. The housing will provide an amenity to residents that will significantly improve upon social housing options currently available to elderly members of the Aboriginal community. It is intended to fence the river frontage to provide security for residents. The positioning of the Elders Village on the block also takes advantage of the proximity to the footbridge that gives access to the Living Kurna Cultural Centre on the eastern side of Sturt River, creating a linkage between the two precincts. (see Attachment C)

Other land uses

Development advice suggests the proposed developments are feasible based on a 'best and highest use' assessment which includes commercial activity along the Marion Road frontage as part of an overall mixed use zoning. Without rezoning and the prospect of leverage parcels of the property, the ILC has limited capacity to financially support development on the property.

Independent expert review

The ILC commissioned David Snoswell of JLL to undertake a study of retail options for Lot 707 (Attachment D). It is noteworthy that JLL have undertaken reviews of this district and this site previously and therefore has a good understanding of the range of uses worthy of consideration in the current circumstances.

The key findings that must be considered in the critical assessment of the draft policy are as follows:

- The demand for a range of retail and non-residential uses is "far greater" than proposed;

- A supermarket for convenience goods is desirable and will also function as an attractor to other uses and thus support the concept of mixed use in the precinct. A lesser space will be inefficient and unsustainable;
- The establishment of a mix of uses in a small scale retail precinct will not prejudice other existing or proposed centres;
- The policy is a mismatch with the stated desired mixed land use outcomes of the policy in its draft form and accordingly PDC 6 should be removed;
- A petrol filling station would be well placed in this location and strategically valuable as a service to commuters; and
- The height constraints are counter-productive to achieving the objectives for the zone.

Key Zoning Issues - feedback on proposed zoning to DPAC

The proposed change from Industry Zone (Research Policy Area) to a Suburban Activity Node Zone (SANZ) presents opportunities for the development of Lot 707, including:

- Single story residential development which will allow the construction of the Elders Village in the north east corner of the site;
- A defined core area along Marion Road frontage which will allow small scale local commercial development. The ILC's objective is to grant some of this land to Kurna;
- Encouraging medium and high density residential development in various forms, including (but not limited to) aged care accommodation and student accommodation;
- Reduction in non-complying and Category 2 public triggers;
- Wider scope and variety of envisaged land uses; and
- Allowance for further vehicle access off Marion Road.

There are, however, four planning controls under the proposed SANZ for Lot 707 that limit the development potential of the site, which appear to conflict with the stated planning objectives and which unnecessarily limit development options, including:

1. Maximum gross leasable area limits

Principle of Development Control 1 lists the types of development for the zone, including:

- Affordable housing;
- Aged persons accommodation;
- All forms of development that are ancillary and in association with residential development;
- Consulting room;
- Office;

- Shop or group of shops, other than larger scale bulky goods outlets that exceed a maximum gross leasable floor area in the order of 250 square metres; and
- Student accommodation.

Principle of Development Control 6 limits shops and offices and consulting rooms to a maximum gross leasable area of 250m². This provision seems to strongly conflict with the intent of PDC 1 which envisages, without limitations, land uses including office, shop or group of shops and consulting rooms. These floor area limits are very imposing and constrain the reasonable development of the land, especially given the zone seeks mixed use development, and land uses that 'provide opportunities for multi-purpose visits'. The government's stated intent is for extending the 'High Street' of Marion Road. These provisions severely discourage that outcome.

The JLL report provides further insight into the development of the land particularly given the expected residential development of Lot 707. The primary catchment or trade area as considered in the JLL report is likely to experience strong growth together with the service that a small retail centre with petrol filling would serve to the travelling public. The traffic volumes are significant (39,500 AADT) and this site therefore offers an opportunity to provide a consolidated and convenient service to that traffic.

PDC 4 and PDC 16 also speak to mixed use development activating frontages to primary roads (Marion Road) and public spaces, such as the Warriparinga Wetlands, however this is substantially limited by the restrictions in floor areas detailed in PDC 6 with regard to offices, shops or group of shops and consulting rooms.

The ILC recommends that the maximum leasable area planning control be amended to at least 1,500m² (a local supermarket) or that limits be discarded altogether for the reasons outlined above. Bulky goods and large format retail are already excluded under the Principles of Development Control, which makes leasable area limits superfluous.

2. Minimum Building Heights in Core Area

It is proposed that development in the core area (fronting Marion Road) has a minimum building height of 2 stories and would comprise ground floor non- residential use with residential above, under proposed Principle of Development Control 9.

The JLL report highlights the difficulties with placing height restrictions on non-residential developments along frontages to main roads. These include land use incompatibilities, inefficiencies in development costs resulting in deferred, delayed or reduced development and the commercial reality that many non-residential uses do not operate in multi-level buildings.

It is recommended that building height be redefined as a **desirable** attribute, not a mandated one. There will be occasions that viable developments that comprise a single building level are the highest and best use of the land. A mandatory requirement to construct a minimum of two levels introduces adverse impacts on the floor efficiency of the ground level and imposes building cost penalties for fire egress and vertical transport for the upper level(s).

Minimum height requirements may result in prolonged delay in the economic development of land parcels.

Our view is that two storey development along Marion road frontages is unlikely to lead to the objectives and desired character of the SANZ being met. The reasons for this view are outlined in the JLL Report, Section 4.

3. Need to extend depth of Core area to accommodate existing easement fronting Marion Road

Lot 707 is set back from Marion Road. Lot 707 is also subject to a 8m – 10 m wide easement on the Marion Road frontage for access to overhead power lines. The easement falls within the core area identified in Concept Map Plan Mar/7 – Laffer's Triangle. As a consequence of the easement the concept of the high-street form of development, where buildings abut the street front, is unachievable.

Planners may need to rethink the form of development envisaged for the Suburban Activity Node Zone at this location. The setback of the Core Area needs to account for the easement otherwise development potential within this the 'Core Area' will be restricted in depth and hence adversely impacted. Possible uses for the easement include it being an internal service road or alternatively car-parking for retail activity.

4. Petrol Filling Station removed from non-complying list

It is recommended that 'petrol filling station' be removed from the non-complying list, given it falls within the definition of 'shop' and would provide greater flexibility for future development opportunities on the site in a location that would afford excellent access and convenience to the public.

The site provides Marion Road commuters an opportunity to buy petrol before commencing their journey to the southern dormitory suburbs. The nearest petrol station on Marion Road servicing southbound commuters is the BP next to the Marion Hotel, almost 2km north of Lot 707.

The JLL Report highlights the demonstrated need for this amendment, as follows:

- The lack of petrol filling stations along this part of Marion Road;
- The high traffic volumes, 39,500 vehicles per day;
- The unmet demand from the industry;
- The high level of convenience and efficiency afforded of a station at this site; and
- This is a superior location to other land in the immediate locality zoned to accommodate this use.

It is important this aspect be reviewed and petrol filling station be removed from the non-complying list and be incorporated as a desired use.

The ILC has market interest from petrol station developers, and such an option provides an obvious pathway to realising an investment option for Kaurua through leasing the land.

In Conclusion

The ILC requires greater flexibility from the proposed zoning, in particular for commercial land uses that require a larger footprint than 250m² to succeed in the marketplace. The ILC accepts the planning controls preventing bulky goods or large format retail, but notes that the proposed planning controls will inhibit desirable land uses such as a local supermarket or larger scale consulting rooms (ie: medical clinic) and a petrol filling station.

For this reason, the proposed zoning appears to conflict with the broader objectives for the suburban activity node zone by placing unnecessary and contradictory constraints which will dissuade such development.

The ILC respectfully requests that DPAC and DPTI reconsider the proposed planning controls outlined in the Southern Innovation DPA as they apply to Lot 707 on the terms set out above.

Attachments

Attachment A – Shared Vision and Commitment

Attachment B – ILC Concept Drawings for Lot 707 (Parts 1 and 2)

Attachment C – Elders Village Footprint Plan

Attachment D – JLL Report on Commercial Opportunities for Lot 707

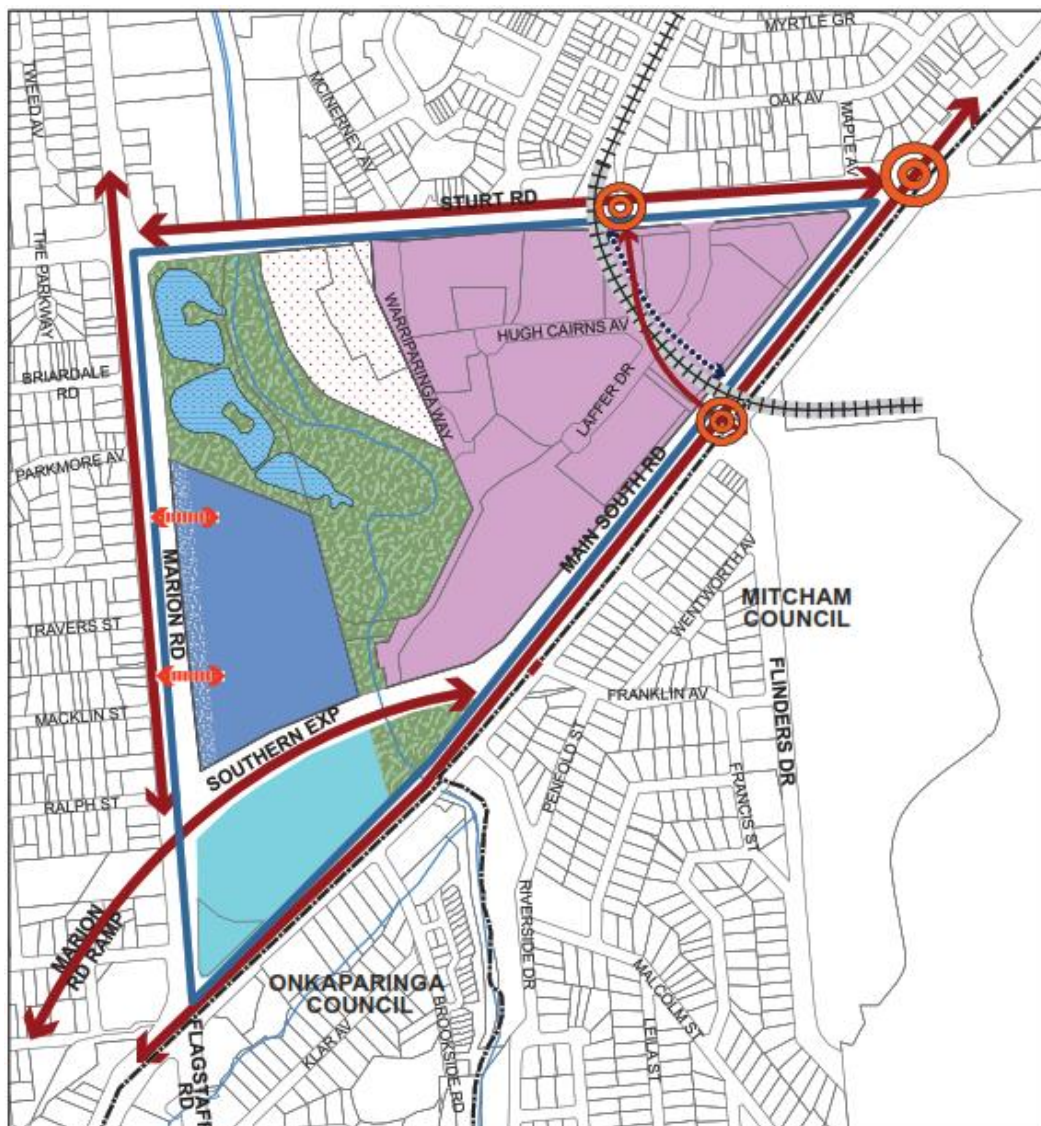
Research Report
Jones Lang LaSalle Incorporated

Southern Innovation Area Development Plan Amendment

Submission on behalf of Indigenous Land Corporation

28 August 2017

FINAL



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Executive Summary

JLL has been engaged by the Indigenous Land Corporation (ILC) to provide retail and property advice in relation to the Southern Innovation Area Development Plan Amendment (the DPA), and specifically in relation to ILC's land at Marion Road, Bedford Park, known as Lot 707.

The DPA proposes to rezone Lot 707 from Industry Zone to Suburban Activity Node Zone (SANZ). While this rezoning provides increased development potential for the 5.8 hectare site, the proposed provisions fail to respond appropriately to the opportunities for development of the Marion Road frontage. This report focuses on three key discussion points relating to the proposed provisions in the Suburban Activity Node Zone (SANZ):

- The limitation on retail and commercial floor space to a maximum of 250sqm each per development;
- Petrol filling stations being a non-conforming use in the SANZ;
- The requirement for a minimum two-storeys for property in the core of the SANZ.

Ultimately, a successful development of Lot 707 aims to achieve economic, environmental, social and cultural benefits to the Aboriginal community.

The key findings of this advice are summarised below:

- There is demand for a range of retail and other non-residential uses, which is far greater than allowed under Principles of Development Control 6
- A small supermarket of up to approx. 1,500sqm is considered supportable, drawing primarily on residents of Lot 707, nearby residents on the western side of Marion Road, workers, and passing traffic.
- A supermarket would provide an anchor store that could further attract other small tenancies such as take-away food, a café, hairdresser etc.
- Restricting a grocery / convenience store to 250sqm would not provide an affordable food offering for nearby residents. Small convenience stores invariably are much more expensive than larger scale grocery stores / supermarkets.
- The locational advantages of the subject site together with demand from the local population supports a more flexible planning response to future retail floor space on site.
- A small scale supermarket based retail precinct would not compromise the development of a retail centre at the Sturt Playing Fields as the trade areas are quite different.
- There is a mismatch between the desire to encourage active non-residential uses along the 390m frontage to Marion Road and the limitations on maximum floor space for offices, shops, and consulting rooms.

- Greater flexibility with regard to land use mix is required. Principle of Development Control 6 should be deleted.
- There is strong interest from service station operators. The Marion Road frontage is ideally placed to accommodate a service station given the lack of service stations along this stretch of Marion Road, the high traffic volumes (39,500 vehicles per day), its location north of the entrance to the Southern Expressway, and its ability to provide after-hours convenience retailing.
- The proposed Principle of Development Control 9 encourages a minimum building height of two storeys in the Core Area (Laffer's Triangle). Our view is that two storey development along Marion Road frontages is unlikely to lead to the objectives and desired character of the SANZ being met for the following reasons:
 - Land use conflicts between residential and non-residential uses, which impacts take-up of both ground and upper floor tenancies. Our view is that the majority of commercial and residential occupiers prefer to not be part of a mixed use development.
 - The highest and best use of land with valuable frontage to an arterial road is likely to be single storey non-residential development or multi-storey residential development with no ground floor commercial / retail uses. This has been the pattern of development along major arterial roads throughout Adelaide.
 - Higher development costs associated with multi-story development are not necessarily recouped by increased rent / profitability. This negatively impacts viability and therefore will delay investment on the subject site.
 - Reduced floor space efficiency due to need for common areas etc. in multi-storey buildings.

1 Previous Analysis by JLL

In 2015 JLL was commissioned to undertake a high level retail study of retail opportunities in the Darlington and environs (Darlington Retail Opportunities Study). This was partly driven by the loss of existing retail shops and cafes due to the Darlington Road Project, which were identified as being well patronised by existing employees in the region.

Six sites identified by DPTI and its consultants as potential locations for local / neighbourhood centres, as shown on the map below. The analysis recommended that the Sturt Playing Fields site, identified as Number 3 below, was the best located site for a future retail centre or precinct. Advantages of this location over other locations considered were:

- It was a large relatively unconstrained site;
- It was central to a larger catchment than other options;
- It was well located to employment uses such as Flinders University and Flinders Medical Centre.

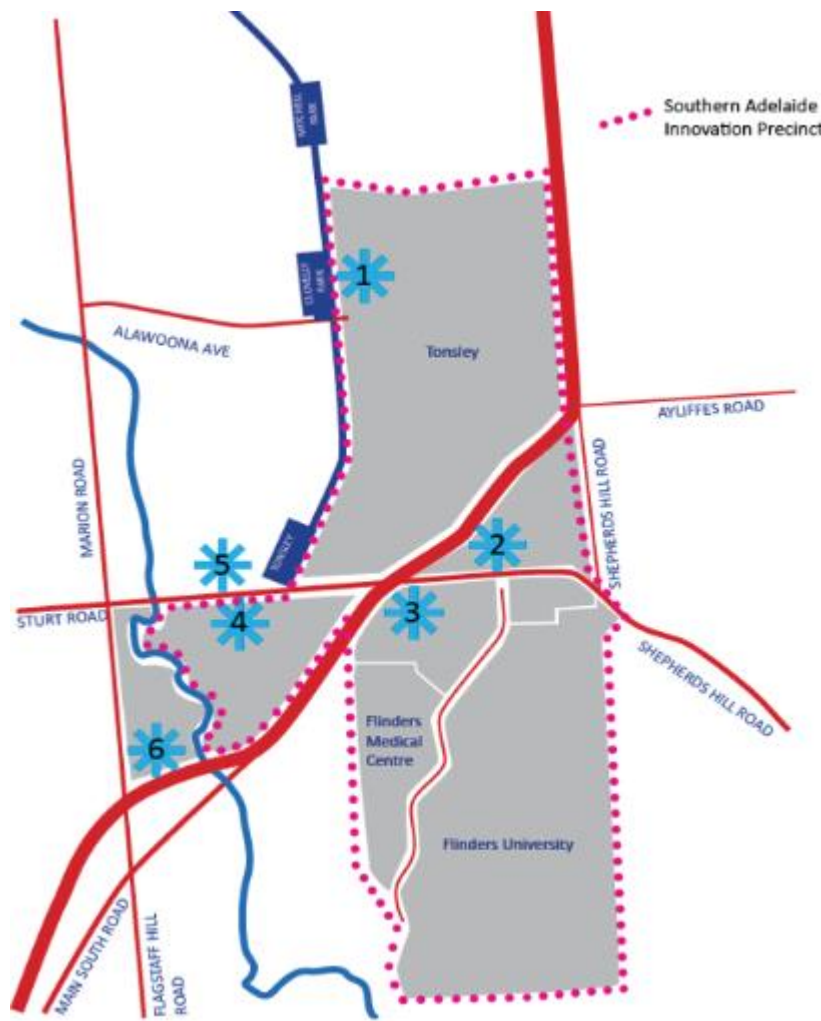
The analysis aimed to identify the most favoured location for a local / neighbourhood centre. As such, this analysis did not discount the other five sites for smaller scale retail land uses to serve their local catchment but considered the Sturt Playing Fields more likely to a sizeable retail centre anchored by a medium sized supermarket.

JLL's view of the subject site's suitability for a local / neighbourhood centre was as follows:

- Similar sized trade area to Sturt Road Playing fields site
- 1.5km from Westfield Marion
- Shares a large portion of its catchment with Foodland Darlington
- Less affluent trade area than Sturt Road
- Potential to pick up passing trade
- Subject to access from Marion Road to vehicles travelling north and south
- Less convenient to the large concentrations of employees and students at FMC and Flinders University

Whilst the site was not the most favoured of the six opportunities presented, the findings certainly did not discount the possibility of a level of retail to meet the local / neighbourhood needs of nearby residents. It also had the advantage of high exposure to Marion Road commuter traffic.

Figure 1: Six Identified Sites for Local / Neighbourhood Centres



Source: DPTI

The analysis did not have regard to the future development potential of the Indigenous Land Corporation's (ILC) land fronting Marion Road, particularly in terms of its potential contribution to residential population growth. The DPA currently on exhibition provides for significantly greater development potential on this large site, including a range of medium and high density residential development supported by a mix of compatible land uses.

The analysis also considered briefly other retail opportunities for the ILC site, including bulky goods retailing, car showroom and service stations, noting the following:

- Marion Road (north of Sturt Road) was one of metropolitan Adelaide's major bulky goods precincts, the preferred location for future bulky goods retailing in this precinct was north of Sturt Road, however there were limited options for future growth to the north;
- Car showrooms have tended to consolidate in clusters, and Main South Road Morphett Vale has a strong existing car showroom focus;
- There has been strong recent demand for service station sites.

We note these uses are not envisaged in the proposed Suburban Activity Node Zone for sites fronting Marion Road.

This report responds to three key concerns raised by ILC in relation to the DPA currently on exhibition, namely:

- The limitations on retail floor space within the Suburban Retail Node Zone;
- The fact that Petrol Filling Stations are proposed to be a non-complying use in the Suburban Retail Node Zone; and
- The requirement for development fronting Marion Road to be a minimum two storeys high.

2 Limitation on retail / commercial floor space

There is currently one Suburban Activity Node Zone in Marion Council Development Plan, being located at Tonsley Park. This is proposed to be replaced by a Regional Activity Zone. The current Suburban Activity Node Zone does not place floor space limits on either office or shops. However, the revised Suburban Activity Node Zone has introduced such limitations.

Our view is that there is supportable demand for a range of retail and commercial uses, which is far greater than likely to be developed with the current limitations in place. To illustrate this, we have undertaken retail analysis to highlight the potential demand for a local / neighbourhood retail centre anchored by a small supermarket. We have also considered more generally how the limitations may negatively impact the development of the core area of the SANZ.

2.1 Retail analysis

Our previous analysis in relation to the potential for a local / neighbourhood centre at the subject site considered a catchment of approx. 2km from the subject site, but more limited to the north-east and north-west due to the strength of existing retail offers (Pasadena Green and Westfield Marion). Given a retail centre proposed at Sturt Playing Fields, the catchment is likely to be more constrained to the east of the site.

This analysis considers the primary catchment only, being the residents that we consider would naturally gravitate to a centre at the subject site should one be developed.

We consider the primary catchment for the subject site to comprise the future residential population on the site together with residents to the west and south of the site and within approx. 1km radius. The site may also be attractive for some residents to the north of Sturt Road although the primary residential catchment is expected to lie to the south of Sturt Road.

As the 2016 Census, this relatively small catchment comprised 2,700 residents. This is forecast to experience relatively strong growth, particularly given the encouragement of medium and high density residential development on the subject site in the proposed Suburban Activity Node Zone as part of the Southern Innovation Area DPA.

Analysis of the future residential potential, based on ILC proposals and the minimum densities encourages in the DPA are as follows:

- Site Area: 5.8 Hectares
- Elders Village: 20-50 single person units on 1.5 Hectares
- Remaining site: 4.3 Hectares
- Assume net developable area at 80% of site: 3.5 Hectares

- Assume minimum 60 dwellings per Hectare (density varies between 50 and 70 dwellings per Hectare across site): 210 dwellings
- Population per private dwelling: 2.2 persons
- Residents: 460 residents in private dwellings + 50 residents in Elders quarters
- Approx. 500 additional residents

Table 1 provides population forecasts for the Primary Trade Area which assumes other parts of the catchment remain stable in terms of population, with all the growth attributed to growth within the subject site.

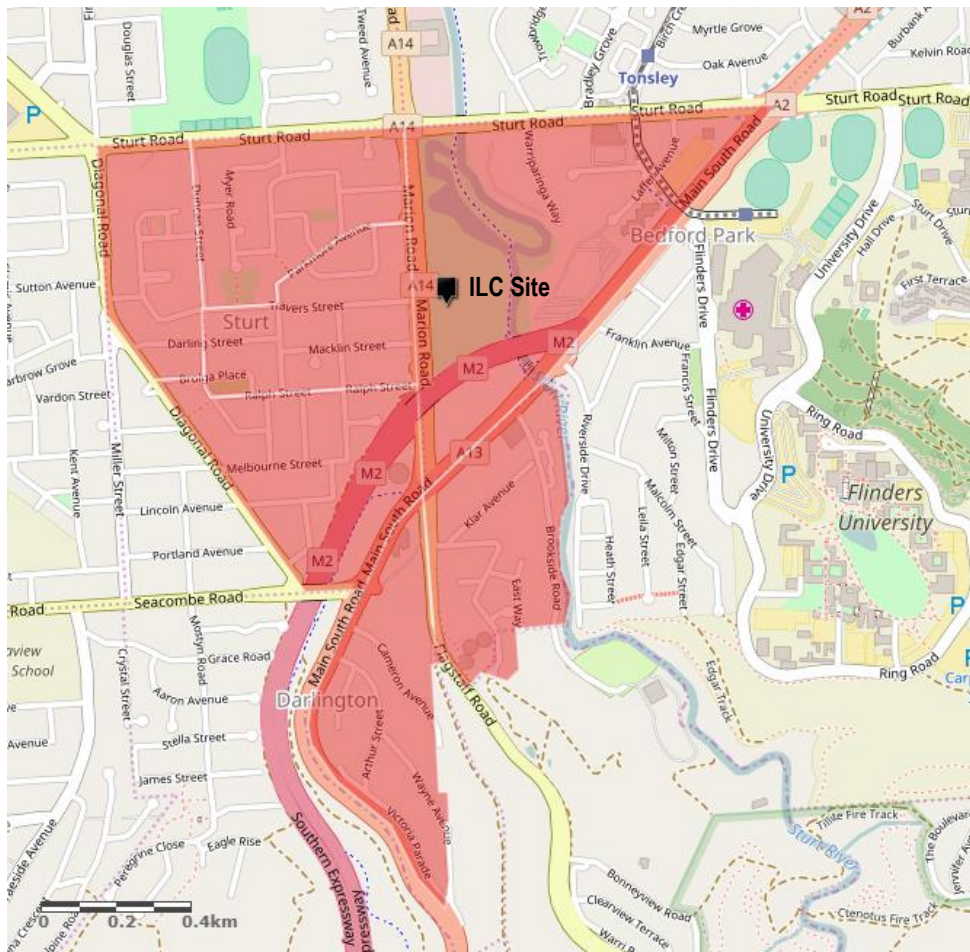
Table 1: Historic and Forecast Population within Primary Trade Area

Geography		2006	2011	2016	2021	2026	2031
Primary Trade Area		2,500	2,600	2,700	2,800	3,000	3,200
		2001-06	2006-11	2011-16	2016-21	2021-26	2026-31
Primary Trade Area	Annual % growth	1.0%	0.8%	0.8%	0.7%	1.4%	1.3%

Source: Australian Bureau of Statistics, JLL

While the existing and potential future population in the Primary Trade Area is lower than would typically be required to support a small neighbourhood centre, the location is well placed to draw additional trade from the high volumes of passing traffic (39,500 vehicles per day) and convenience such a location would offer commuters on their way home from work. Furthermore, we have purposely limited this analysis to what we consider is the primary catchment. It is possible a small retail offering on this site would also appeal to other residents within a 2km radius of the site, including residents located north of Sturt Road.

Figure 2: Primary Trade Area for Retail on ILC Site



Source: : MapBox, OpenStreetMap, JLL, ABS

Main Competition

The nearest supermarket based retailing to the subject site is:

- Westfield Marion, 1.5km to the north west
- Foodland Seacliff Park, 2.7km to the southwest

The proposed neighbourhood centre at the Sturt Playing Fields is approximately 1km to the north east.

Available Spending

This section considers the available supermarket and grocery store spending within the Primary Trade Area taking into account its future population base.

In South Australia, the estimated spending at supermarket and grocery stores was equivalent to \$4,355 per person for the year to June 2016.¹ We have assumed spending amongst residents of the Primary Trade Area will be lower as average incomes of residents are below the South Australian average.

Estimated the available spending at supermarkets and grocery stores from the Primary Trade Area will be in the order of \$14.559 million as at 2031. This is based on the future population and is in 2016 dollars. The assumptions to arrive at this figure are:

- As at June 2016, the state population was 1,713,054 residents and retail trade was \$19.352 billion.
- Average spending per person was \$11,296.
- Supermarkets and grocery stores accounted for 39% of total spending, or \$4,355 per person (Source: Australian Bureau of Statistics).
- Given the lower income levels of residents in the primary catchment (an estimated 10% below the state average), we have assumed that spending levels may also be around 10% lower, or \$3,919 per person).
- Total available spending (supermarkets and grocery stores) of the future population of 3,200 residents is \$14.559 million. This allows for modest real growth in supermarket spending of 1% per annum.

Of course, supermarkets only capture a proportion of available spending within their respective catchments. However, they also capture spending from a more extensive secondary trade area as well as from beyond their primary / secondary trade areas. It is quite normal for a supermarket to capture 50% of its trade from beyond its Primary Trade Area. Given the large volumes of traffic on Marion Road, we would expect a quality supermarket retailer would attract considerable trade from passing motorists.

Table 2 summarises the trading potential for a small supermarket offering. This assumes 60% of future trade will come from beyond the Primary Trade Area (a mix of nearby residents that are outside the PTA, passing motorists, nearby workers, visitors etc.). It also assumes that a supermarket on the subject site may capture 40% of available spending from its PTA. This reflects the fact that the supermarket may be relatively small, with many residents still preferring to travel to a larger full-line supermarket.

¹ Australian Bureau of Statistics, Retail Trade, Cat 8501

Table 2: Supermarket Potential at Subject Site

Spending Analysis - Supermarket	2016	2021	2026	2031
Population - PTA	2,700	2,800	3,000	3,200
Spend per person - PTA	3,919	4,119	4,329	4,550
Available Spending (\$m)	10.581	11.533	12.987	14.559
Market Share (% Total)	40%	40%	40%	40%
Turnover - PTA (\$m)	4.233	4.613	5.195	5.824
Turnover - Beyond PTA (% Total)	60%	60%	60%	60%
Turnover - Beyond PTA (\$ml)	6.349	6.920	7.792	8.736
Total Supermarket Turnover (\$m)	10.581	11.533	12.987	14.559

The above analysis demonstrates the potential for the subject site to service its future local residential population as well as nearby existing residents, as well as provide a convenient retail service to passing motorists. This has the added advantage of reducing the need for single purpose trips for shopping, with commuters having the convenience for “top-up” shopping on their way home.

Supermarket turnover of approx. \$15 million per annum is expected to support a supermarket of approx. 1,500sqm, or six times larger than the proposed maximum floor area for retail within the SANZ.

Additionally, a supermarket would provide an anchor store that could further attract other small tenancies such as take-away food, a café, hairdresser etc.

The locational advantages of the subject site together with demand from the local population supports a more flexible planning response to future retail floor space on site.

Furthermore, a small but high quality retail offer at the subject site is expected to be a major drawcard for future residents to the precinct. One of the trade-offs that residents make when considering a move to medium and higher density housing forms is access to high quality, convenient services (particularly retail services). The proposed limitation severely restricts the creation of a quality mix of retail and services that would be attractive to future residents on the subject site.

Further we do not consider as small scale supermarket based retail precinct would compromise the development of such a retail centre at the Sturt Playing Fields, where the proposed zoning allows for up to 4,500sqm of retail floor space. The subject site would primarily rely on residents either on-site or to the west and south, whereas the Sturt Playing Fields relies on residents primarily to the east of Marion Road. In terms of passing trade, the subject site picks up Marion Road commuters which would not be conveniently served by a retail centre at Sturt Playing Fields.

2.2 Impact of floor space restrictions – PDC 6

Capacity for non-residential uses is at odds with PDC 6

The core area of the SANZ fronting Marion Road is encouraged to accommodate non-residential land uses. Non-residential uses envisaged in the SANZ include:

- Community centre;
- Consulting room;
- Education establishment;
- Office;
- Pre-school;
- Shop or group of shops.

Some of these uses (office, shop, consulting room) are limited by Principle of Development Control 6, which states that offices, shops and consulting rooms should have a maximum gross leasable area of 250sqm.

There is significant capacity for non-residential uses at ground floor level in the core of the SANZ. Assuming a depth of 40 metres along the Marion Road Frontage and 390 metres in length, the Marion Road frontage land provides 15,600sqm of developable land; say 14,000sqm taking into account the need for internal roads etc.

If the site coverage of buildings is 50%, then 7,000sqm of non-residential land uses could be developed with frontage to Marion Road. This is well in excess than what is likely to develop given the constraints on key non-residential uses.

Greater flexibility is required to achieve the Objectives and Desired Character

We consider more flexible Principles of Development Control will have a greater likelihood of achieving the objectives and desired character of SANZ, particular the core area fronting Marion Road. In order to illustrate our point, we provide the following examples:

- Objective 2 aims for “Well designed and functional mixed use areas...”. Most functional mixed use areas rely on a complementary mix of retail land uses to support nearby residents and workers. The retail uses need critical mass of patrons to be viable. Some retailers require the presence of an anchor tenant in order to drive foot traffic. The obvious anchor tenant is a small supermarket, which we have identified as being supportable. However, it is not possible to develop a functional centre to support nearby residents and workers given the floor space limitations.
- The Desired Character is supportive of a reasonably broad mix of non-residential uses to create vitality / activity at street level and attract people, both in the Core area and outside the Core Area:

“Non-residential activities in ‘Core Areas’ may include shops, community services, offices, consulting rooms, cafes, restaurants and other eateries that provide for day-to-day needs of residents and workers and reduce the need for multiple trips. Features and activities that attract people and add vitality to the street, such as display windows, retail shopfronts and outdoor dining areas are encouraged.

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

This is unlikely to be achieved given the floor space limitations.

- There may be potential to attract a small medical centre. However, this is also limited by the 250sqm maximum floor area.
- A functional, viable development is more likely to be achieved by an integrated multi-use development that provides a range of complementary tenancies. Such a development is also more likely to attract developer / investor interest, leading to increased private investment. But this would be difficult to achieve due to the limitations under PDC 6.

Our view is that the proposed DPA is overly restrictive of private investment that would meet the needs of future residents as well as the Objectives and Desired Character. We recommend that greater flexibility is required and Principle 6 should be deleted.

The desire for multi-purpose trips

This is more likely to be achieved with an integrated retail and commercial development with shared parking and tenancy mix that meets the needs of the local community, and attracts a quality range of tenants. The current PDC 6 promotes single tenancies that don’t necessarily relate to, or have regard for, adjoining uses.

Furthermore, if anchored by a small supermarket, it is more likely that the development would attract the complementary tenants needed to create a viable project with good prospects of achieving high occupancy levels, and therefore increased patronage and activity at street level.

In terms of reducing the need for multiple trips, commuters that may be future users of a small centre on the subject site are not adding to additional trips. They are a classic multi-purpose trip. They are already travelling on Marion Road and a centre that provides the opportunity for “top-up” shopping on the way home from work would be in-line with the Desired Character.

Affordability

Restricting a grocery / convenience store to 250sqm would not provide an affordable food offering for nearby residents. Small convenience stores invariably are much more expensive than larger scale grocery stores / supermarkets. A supermarket of approx. 1,500sqm would be more likely to provide an affordable option to residents.

3 Petrol Filling Station – A non-complying use

A Petrol Filling Station is identified as a non-complying land use in the proposed SANZ. We submit that there is likely to be strong demand from service stations at the subject site, that this portion of Marion Road is not adequately served by such a use, and there are limited other opportunities in the near vicinity that can readily accommodate such a use.

High traffic volumes

Marion Road between Sturt Road and the Southern Expressway carries an estimated 39,500 vehicles per day, according to DPTI estimates.² Our understanding from previous discussions with service station companies is that arterial road locations with at least 25,000 vehicles per day are sought for service stations. We also understand that there has been preliminary interest from service station companies to locate at the subject site.

Service stations are increasingly filling the void in the convenience retail market, providing an increased range of services beyond petrol. The growth in demand for service stations is expected to be largely driven by these ancillary sales streams. A service station on the subject site would provide this local convenience, particularly for the after-hours market.

There is no competing service station nearby located on Marion Road

The closest service station on the eastern side of Marion Road is 2km north of the subject site (On the Run BP Service Station on corner of Quick Road, Mitchell Park). There is also an On the Run on the western side of the road approx. 1.6km north of the site.

Opportunities – Where are Petrol Filling Stations envisaged?

We note that in the current Marion Council Development Plan, the main zones that encourage petrol filling stations are the Commercial Zone and Neighbourhood Centre Zone. A Petrol Filling Station is a merit use in the Regional Centre Zone, District Centre Zone and Industrial Zone. Where these zones have frontages to main arterial roads with high traffic volumes, they may be suitable for Petrol Filling Stations, but will also attract competition from a range of land uses envisaged in each respective zone.

A main road frontage to the Suburban Activity Node Zone has similar characteristics to these other business zones and seems a logical location for such a Petrol Filling Station. It complements the desire to create a mixed use environment. Given the almost 400 metre frontage to Marion Road of the subject site, it would be a relatively minor land use along this stretch.

² Department of Planning, Transport and Infrastructure, 24-hour two way flows, 2015

We have considered other opportunities within the City of Marion LGA in close proximity to the subject site for Petrol Filling Stations, based on existing / proposed zoning and site availability:

- There is a small Commercial Zone to the south on the north-west corner of Seacombe Road and Main South Road (either side of the Southern Expressway). Kennards Hire is the primary land use within the Commercial Zone. This site is south of the Southern Expressway access ramp.
- A small parcel of land to the south of the Southern Expressway is identified as “Commercial” in the DPA Concept Plan Map Mar/7 (the Hungry Jacks site).
- There is a Neighbourhood Centre Zone on the western side of Main South Road, also located to the south of the Southern Expressway access ramp from Marion Road.
- A small Commercial Zone is located on the north-west corner of Marion Road and Sturt Road, which may be suitable for a service station in the future, following completion of the Darlington Road Project. However, this is on the western side of Marion Road and is not convenient for vehicles travelling south along Marion Road.
- The eastern side of Marion Road to the north of Sturt Road and south of the Sturt River is in the Industry Zone. This is part of the Industry / Commerce policy area and the primary land use that has developed in this stretch of Marion Road is bulky goods retailing. Petrol filling stations is not an envisaged use in this policy area and is a merit use throughout the Industry Zone. However, the relatively strong demand from bulky goods retailers has seen this land use dominate in recent years.

Given existing development to the north of Marion Road, there is limited opportunities to develop a Petrol Filling Station to service Marion Road traffic before the entrance to the Southern Expressway. A Petrol Filling Station would fill this void and satisfy unmet demand for such a use. A service station is considered an appropriate land use at the subject site given the following:

- The proposed mixed use zoning, with nearly 400 metres of frontage to Marion Road, can and should support a range of commercial activities and services;
- The lack of service stations along this stretch of Marion Road;
- The high traffic volumes, averaging 39,500 vehicles per day;
- There is unmet demand for Petrol Filling Stations - interest has already been shown from fuel retailers wanting to locate at the subject site;
- Convenient location to refuel before the Southern Expressway or continuing to drive to the southern suburbs via Flagstaff Road or Main South Road;
- Provides after-hours convenience retailing, given the extended hours of operation at service stations.

Furthermore, a service station on the subject land is considered a superior location compared with the land to the south of the entrance to the Southern Expressway, which is in the Commercial Zone and occupied by Hungry Jacks. This land would provide for a petrol filling station by virtue of its Commercial Zone status.

4 Two-storey minimum in the core of SANZ

The proposed Principle of Development Control 9 encourages a minimum building height of two storeys in the Core Area (Laffer's Triangle). This applies to land fronting Marion Road. Presumably the aim is to encourage active non-residential land uses at street level with residential uses above. Non-residential uses are encouraged along the Marion Road frontage.

Multi-storey mixed use development in Adelaide occurs primarily in the Adelaide CBD, where demand from competing land uses and densities dictate a more intensive built form is the highest and best use for development sites. Outside of the CBD, there is limited quality examples of multi-storey, mixed use development; although we note some examples in areas such as Mawson Lakes and inner suburban urban corridors.

We have summarized below the reasons why two-storey development along Marion Road frontages is unlikely to lead to the objectives and desired character of the SANZ being met:

- Land use conflicts between residential and non-residential uses, which impacts take-up of both ground and upper floor tenancies. Our view is that the majority of commercial and residential occupiers prefer not be part of a mixed use development.
- The highest and best use of land with valuable frontage to an arterial road is likely to be single storey non-residential development or multi-storey residential development with no ground floor commercial / retail uses. This has been the pattern of development along major arterial roads throughout Adelaide.
- Higher development costs associated with multi-story development are not necessarily recouped by increased rent / profitability. This negatively impacts viability and therefore will delay investment on the subject site.
- Reduced floor space efficiency due to need for common areas etc. in multi-storey buildings.

Minimum height requirements may lead to considerable delays in the development of land fronting Marion Road. Alternatively, it may lead to multi-storey residential only development with non-residential uses aimed at serving nearby residents failing to be developed to the detriment of future residents. This would ultimately prevent the desired character and objectives for the SANZ from being met (i.e. mixed use area; non-residential activities that provide for day-to-day needs of residents and workers).

There are many non-residential land uses that are unlikely to be attracted to two storey development. These include a child-care centre, take-away food premises / cafes & restaurants. Such a requirement to develop two storey minimum along Marion Road is likely to be counter to achieving the required mix of land uses within the SANZ.



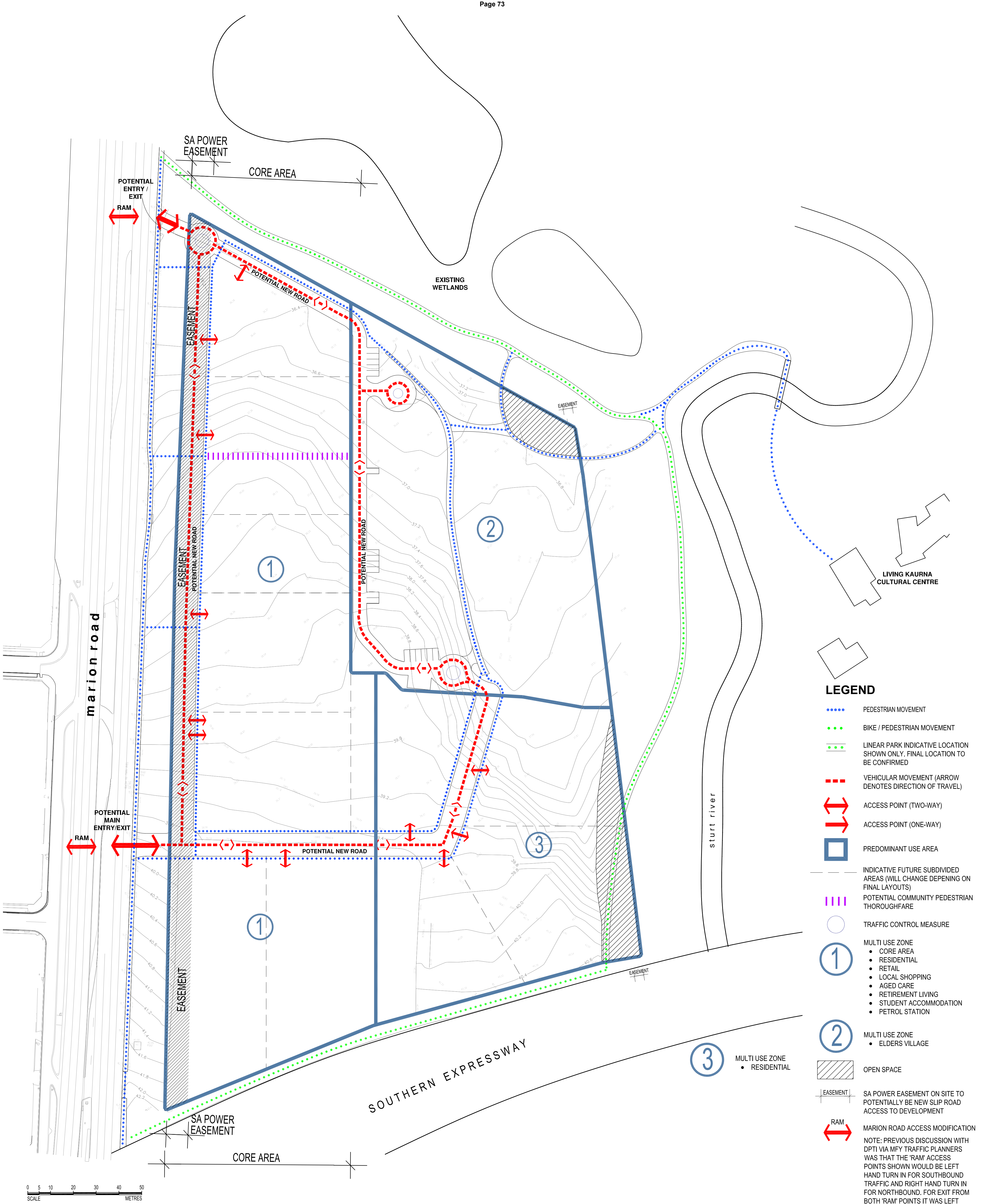
ELDERS WARRIPARINGA
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24.08.2017

SK01

c4a

C4 Architects Pty Ltd

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CONCEPT PLAN MAP

SCALE 1:750@A1

P5	ISSUED FOR INFORMATION ONLY	24.08.2017
P4	ISSUED FOR INFORMATION ONLY	22.08.2017
P3	ISSUED FOR INFORMATION ONLY	06.11.2015
P1	ISSUED FOR INFORMATION ONLY	03.11.2015
ISSUE	COMMENTS	DATE

PRELIMINARY

PROPOSED
WARRIPARINGA SKETCH
ZONING SITE LAYOUT
ALLOTMENT 707 MARION ROAD
BEDFORD PARK, SOUTH AUSTRALIA
FOR
INDIGENOUS LAND CORPORATION
CONCEPT PLAN MAP

DATE: NOV 2015 PAPER SIZE: A1 SCALE: 1:750

Do not scale off drawings; check all dimensions on site. Contractor to verify all dimensions and levels prior to commencing the works. Report all discrepancies to the Architect for direction.

DRAWING NO: 1503-S-SKETCH01



OPTION A

LEGEND

①

MULTI USE ZONE

- CORE AREA
- RESIDENTIAL
- RETAIL
- LOCAL SHOPPING
- AGED CARE
- RETIREMENT LIVING
- STUDENT ACCOMMODATION
- PETROL STATION

②

MULTI USE ZONE

- ELDERS VILLAGE

③

RESIDENTIAL

↔

ACCESS POINT (TWO-WAY)

→

ACCESS POINT (ONE-WAY)

OPEN SPACE

RESIDENTIAL MULTIPLE STOREY VIEWS TO WETLAND

RESIDENTIAL ABOVE RETAIL ADJACENT TO LOCAL SHOPS

RETAIL / LOCAL SHOPPING

AGED CARE FACILITY

③

RESIDENTIAL ADJACENT RIVER RESERVE

ELDERS VILLAGE

RAM =

MARION ACCESS POINT MODIFICATION
NOTE: PREVIOUS DISCUSSIONS WITH DPTI VIA MFY TRAFFIC PLANNERS WAS THAT THE 'RAM' ACCESS POINTS SHOWN WOULD BE LEFT HAND TURN IN FOR SOUTHBOUND TRAFFIC AND RIGHT HAND TURN IN FOR NORTH BOUND. FOR EXIT FROM BOTH 'RAM' POINTS IT WAS LEFT HAND TURN EXIT ONLY. FOR TRAFFIC NEEDING TO HEAD NORTH THEY WOULD USE EXISTING MARION ROAD U TURN FACILITIES

◀ . . . ▶

RESIDENTS PEDESTRIAN LINK TO LOCAL SHOPS AS PER 'SUBURBAN ACTIVITY NODE ZONE' OBJECTIVES

PRELIMINARY CONCEPT P4 24.08.17
WARRIPARINGA DEVELOPMENT
ALLOTMENT 707 MARION ROAD, BEDFORD PARK, SOUTH AUSTRALIA

c4a
c4 architects pty ltd | level 2 100 currie street | po box 8336 station arcade | adelaide | south australia | 5000
T 08 8410 4557 | F 08 8410 4557 | E info@c4architects.com.au | W www.c4architects.com.au



**Kurna Yerta
Aboriginal Corporation**



**Australian Government
Indigenous Land Corporation**



Shared Vision and Commitment

Lot 707 "Warriparinga"

The Indigenous Land Corporation, Kurna Yerta Aboriginal Corporation and Aboriginal Elders Community Care Services have a shared vision for the development of Lot 707 to achieve significant benefits for the Aboriginal community of South Australia.

The ILC's vision is to leverage the land asset of Lot 707 to fund an Elders Village to be built upon a portion of the land and to provide KYAC with land so that it can be developed into an income generating asset.

AECCS's vision is to own and manage up to 40 independent living units in an Elders Village complex for the benefit and wellbeing (physical and cultural) of Aboriginal Elders who are clients of the organisation, many of whom are Kurna.

KYAC's vision is to secure land and assets from which it can derive income to support in perpetuity its organisation's aims and objectives.

All three organisations recognise the cultural significance of the Warriparinga precinct to the Kurna community and believe the Aboriginal developments on Lot 707 will compliment the cultural amenity of the precinct.


The parties agree to work together to support this common vision and its implementation.


.....
Tim Larkin, Divisional Manager
Indigenous Land Corporation

November 2015


.....
Graham Aitken, CEO
Aboriginal Elders Community Care Services Inc.

November 2015


.....
Rodney O'Brien, Chair
Kurna Yerta Aboriginal Corporation

November 2015

**CITY OF MARION
URBAN PLANNING COMMITTEE MEETING
3 OCTOBER 2017**

Originating Officer: Rhiannon Hardy, Policy Planner

Manager: Jason Cattonar, Manager Development & Regulatory Services

General Manager: Fiona Harvey, Acting General Manager City Development

Subject: Urban renewal and Heat Island Effect (DAP Policy Observation)

Report Reference: UPC031017R7.5

INTRODUCTION

Council's Development Assessment Panel has requested that Council consider the impacts of urban renewal in relation to heat island effect.

RECOMMENDATIONS

DUE DATES

That the Urban Planning Committee:

- | | |
|--|-----------------------|
| 1. Notes that the current Marion Council Development Plan does not contain specific provisions that deal with urban heat island effect, but there is limited potential to introduce new provisions under the State development legislative framework. | 3 October 2017 |
| 2. Recommends that Council's information brochure titled "Energy Efficiency" is amended as per Appendix 3 to encourage design treatments to minimise the impacts of urban heat island effect. | 3 October 2017 |
| 3. Requests that a copy of this report and associated minutes be presented to the next available meeting of the Council Assessment Panel (CAP). | 3 October 2017 |

BACKGROUND

At the Marion Council Development Assessment Panel (DAP) meeting held on 15 February 2017, the Panel encouraged staff to report to the Urban Planning Committee regarding urban renewal and heat island effect.

This report includes a brief summary of heat island effect, how it may impact the City of Marion, and what avenues are available to initiate positive change.

DISCUSSION

The urban heat island effect occurs because of the capacity (thermal mass) of surfaces (i.e. darker coloured roofs, car parks, roadways and footpaths) absorb the sun's energy,

converting sunlight into heat that is stored and then released, raising local temperatures. As development occurs, these darker, absorbent surfaces and materials are increasing, while the overall extent of vegetation, shade and open spaces is generally decreasing.

The City of Marion's Environmental Sustainability Department are undertaking work in this area, such as aerial thermal mapping (Appendix 2), maximising tree canopy, climate change planning (designing "cool" public spaces), Resilient South project, street tree framework (which considers urban cooling and shading) and a Natural Landscapes guide.

The role of the Development Plan in mitigating heat island effect is constrained by the State development legislation. The Development Act 1993 and associated Development Regulations 2008 legislate that only works comprising "development" must be approved. Paving, landscaping and changing a building's colours do not constitute development, and therefore councils have limited authority to control works which may impact heat island effect.

That being acknowledged, Council can still encourage builders to consider optimum design techniques to improve the energy efficiency of buildings. Council currently has an information brochure titled "Energy Efficiency" that could be expanded to encourage lighter building materials and maximise landscaping. An amended version of the brochure is contained in Appendix 3.

CONCLUSION

Urban Heat Island Effect is an important environmental issue that should be considered in development of the urban environment. Council's Environmental Sustainability Department are currently undertaking several projects to mitigate the impacts of heat island effect. In order to assist developers when planning new development, it is proposed to update Council's brochure on Energy Efficiency. Any changes to planning policy in relation to environmental issues such as heat island effect are best dealt with at a strategic level (i.e. the Planning Strategy).

APPENDICES

- Appendix 1: Extract from DAP Minutes – 15 February 2017
- Appendix 2: Map of thermal imagery
- Appendix 3: Amended "Energy Efficiency" information brochure

DAP150217

3. OTHER BUSINESS

- 3.1** Appeals update
- 3.2** Policy Observations

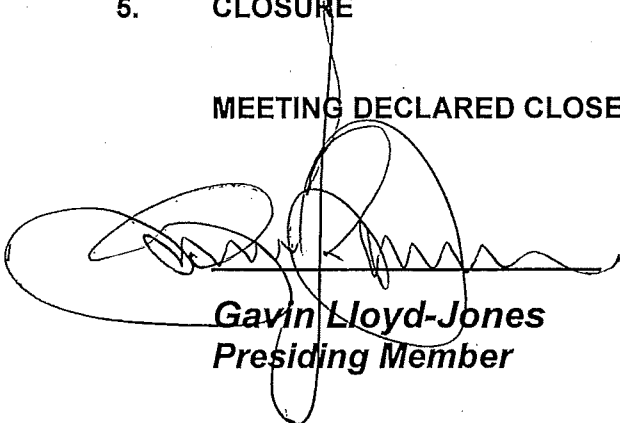
3.2.1 The Panel encourage staff to report to the Urban Planning Committee regarding urban renewal and heat island effect and seek for a copy to be provided for the Panel's consideration.

4. CONFIRMATION OF MINUTES

The minutes of this meeting held Wednesday 15 February 2017 taken as read and confirmed this fifteenth day of February 2017

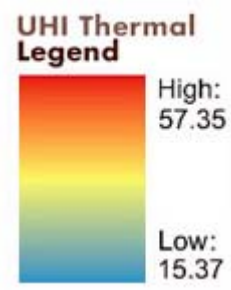
5. CLOSURE

MEETING DECLARED CLOSED AT 7.41PM



Gavin Lloyd-Jones
Presiding Member

15/2/17.



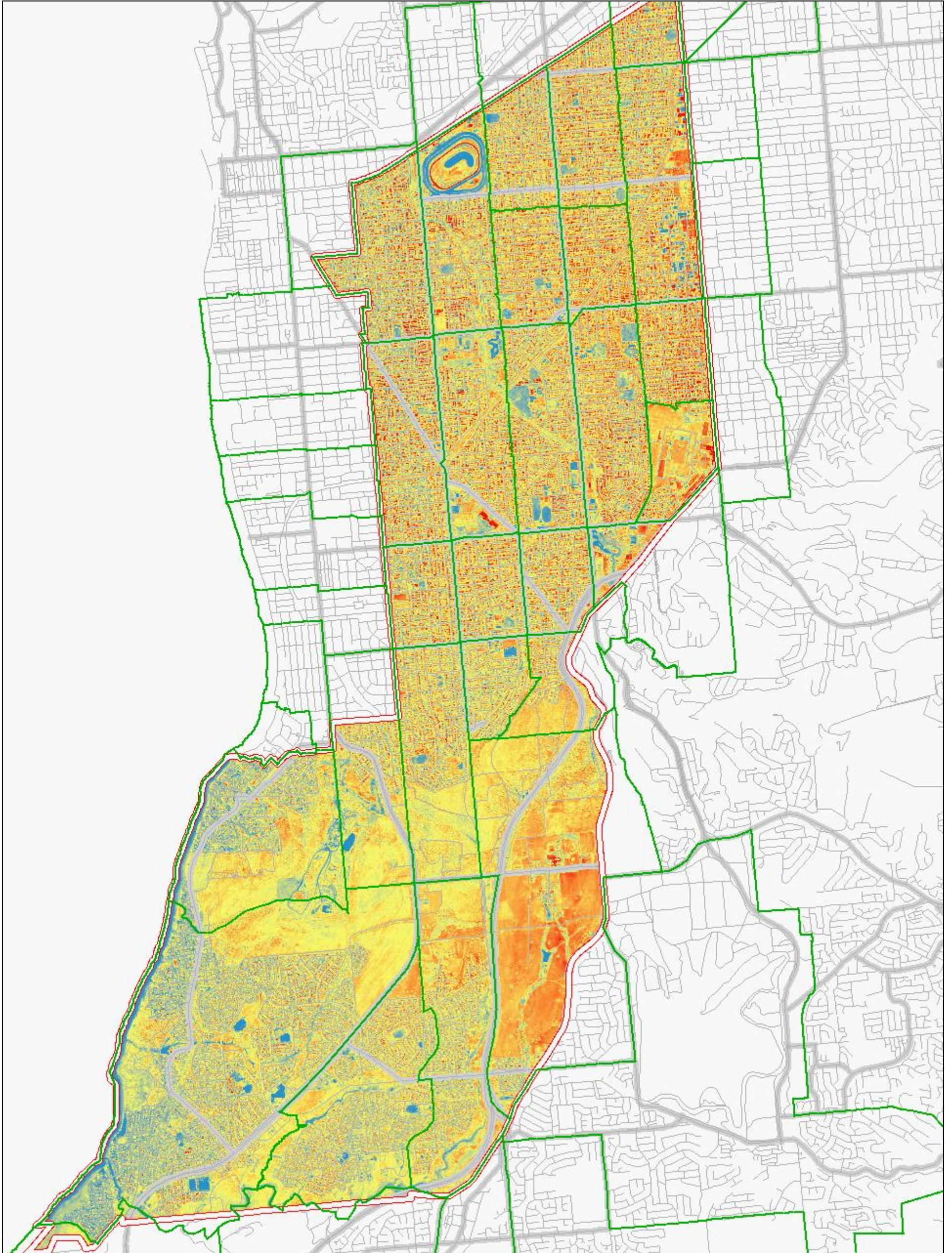
About this Document

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.

Map Width: 11250 m
Created by dev
Monday, 11 September 2017



Energy Efficiency

Last updated December 2015



Introduction

Houses built using energy efficient design principles cost little or no more to build, but cost much less to heat and cool compared with houses not built this way. In general, energy efficient homes need less heating and cooling as they take advantage of sun, shade and natural ventilation to stay comfortable inside.

This brochure has been prepared to explain Council's requirements for energy efficient housing.

General principles for energy efficiency

Design principles for energy efficient houses are simple, and include:

- placing appropriate levels of insulation in ceilings and walls to keep in winter warmth and keep out summer heat;
- shading north facing windows to keep summer sun out but allow winter sun in;
- limiting the size, and/or appropriately shading, east and west facing windows which are harder to shade because early morning and late afternoon sun is at a low angle in the sky;
- designing a house layout to enable main living areas to be separately heated and cooled;
- Using solid materials, such as concrete floors and internal brickwork, to help even out temperature changes by taking up and letting go heat slowly; and
- Incorporating a roof pitch with a north orientation to accommodate solar hot water services and photovoltaic cells (solar panels).

Some of these principles relate to the design of a house (i.e. the room layout, and window size and location) while others relate to the construction of a house (insulation and materials of construction).

The Council will assess key design features of any proposed new house and additions as part of the Development Plan Consent (an assessment against the Marion Council Development Plan). Additionally, the Council or your Private Certifier will assess energy efficiency of any proposed new house and additions as part of the Building Rules Consent (an assessment against the Building Code of Australia or SA Housing Code).

Council's Development Plan Requirements

When a Development Application is lodged with the Council to either build a new house or additions to an existing house, Council will make an assessment of the application against the policies in the Marion Council Development Plan.

The Development Plan stipulates that development should provide for efficient solar access to buildings and open space all year around.

Buildings should be sited and designed:

- (a) to ensure adequate natural light and winter sunlight is available to the main activity areas of adjacent buildings
- (b) so that open spaces associated with the main activity areas face north for exposure to winter sun.

Development should facilitate the efficient use of photovoltaic cells and solar hot water systems by:

- (a) taking into account overshadowing from neighbouring buildings
- (b) designing roof orientation and pitches to maximise exposure to direct sunlight.

Building Code of Australia Requirements

The Building Code of Australia (BCA) requires all new houses and additions to meet minimum energy efficiency standards (e.g. a 6 star rating by the NatHERS or FirstRate rating system). To achieve the BCA requirements, new houses and additions will need to be appropriately designed (as described above) and constructed (e.g. using wall and ceiling insulation). For specific information on energy efficiency requirements, please refer to Part 3.12 of the BCA or Appendix H of the SA Housing Code.

Helpful tips for achieving Council requirements & improving the energy efficiency of your home

Location of rooms in the initial house design

It is particularly important to minimise the area of west facing glass due to the heat of late afternoon summer sun. Locating bedrooms and other rooms not used for day living along the western side of a house will help to achieve this.

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Bedroom windows are typically quite small relative to the size of the room and they are frequently shaded for privacy reasons. Living areas, on the other hand, generally have larger window sizes. These rooms are therefore better located along the northern side of a house such that their windows face north rather than to the west.

Shading windows

External shading methods (such as eaves, verandahs, awnings, etc) are more effective than internal shading methods (such as blinds, curtains and solar control films).

North-facing windows are the easiest to shade effectively. East and west windows can be difficult to shade as the sun is close to the horizon early and late in the day from these directions. South facing windows do not need shading, though they may need protection from wind and rain.

Wide verandahs are the most effective method to shade a west facing window, particularly where windows are large. For smaller windows, eaves and/or window awnings may be sufficient. There are many types and styles of awnings and shutters. They can be fixed or adjustable and they come in various materials.

Adjustable types are best as they can be closed to keep out direct sun and opened when the window is not affected by direct sun. Translucent materials such as acrylic and polycarbonate sheet will protect your house from rain and let in extra light, but may not provide effective shading.

Carefully select your glass

A range of glass types have been developed specifically to reduce heat gain and heat loss, and save energy costs.

The U-Value is the rate of heat transfer through glass. The lower the U-value, the more effective the insulation of the glass and the lower the heat transfer through the glass, meaning more comfort and less energy required to heat your home.

The Shading Coefficient is a measure of the solar heat gain compared to ordinary clear glass (3mm). The lower the Shading Coefficient, the lower the rate of solar heat gain through your window, meaning more comfort and less energy for air conditioning.

Use of glass with a low Shading Coefficient can therefore significantly reduce heat gain through western windows on summer afternoons. Glass used in west-facing

windows should have a Shading Coefficient no greater than 0.5.

Selection of glass types can also be affected by the window area and whether or not the glass is required to be "safety glass". Glass used in large windows can be extremely costly due to its required thickness, although it will not reduce summer heat load.

Where large window areas facing west are desired (to take advantage of coastal views for example) double glazing incorporating higher performing glass should be considered. Typically double glazed windows are comprised of 4-6mm glass sheets either side of a 12mm sealed air gap, and when combined with low-emissivity solar control* can result in a U-Value of 2.1 and Shading Coefficients of 0.35 - 0.5.

**Glass manufacturers now produce a range of glass types that have low-emissivity (Low-E) laminated solar control, however some Low-E glass types are only manufactured to a thickness suitable for smaller windows, and not the thicker glass types (e.g. 10mm plus) required for some large window areas.*

A major feature of double glazing incorporating Low-E and tinted (toned) glass is that approximately 60% of the sun heat can be reflected (compared to only 13% for 3mm clear glass), together with excellent heat retention in winter and significant reductions in external noise.

Additional reflection can be achieved by increasing the thickness of each pane. Solar film and reflective glass also reflect incoming heat and cut down the amount of light coming in. However, Council does not support the use of such films where reflectivity can cause loss of amenity to neighbouring residents or the general public. Also, solar film is not as useful in winter as it limits heat gain.

What if there are views to the west?

In some locations residents may want large windows facing west in order to enjoy an attractive view or to open up a view to an outdoor garden area. In such cases it will be necessary to ensure that increased shading is provided in the form of verandahs or wide eaves / window awnings, and that the glass type is selected to minimise heat gain and heat loss.

For example, where the total glazed area exceeds 35% of the floor area of a room, double glazing will be required together with wider shading devices.

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What if the windows are shaded by existing structures?

In many cases west facing windows may be partially shaded by neighbouring houses, fences or other structures, particularly in the late afternoon. In such situations the width of shading devices can be reduced, although special glazing may still be required.

Landscaping

In situations where retention of a view is not important, additional landscaping of suitable species may be used to reduce heat gain into west facing windows in the late afternoon.

Maximising the amount of landscaping on development sites, particularly trees which provide shade, can assist in reducing heat load in summer.

Areas of paving/concrete should be minimised as much as possible to:

- a) improve the appearance/amenity of development sites
- b) allow water to permeate into the ground, reducing stormwater run-off, which minimises the risk of flooding at times of high rainfall
- c) minimise heat retention and assist in cooling the urban environment.

Orientation of windows

Changing the orientation of west facing windows can help. For example, a minor change to a north-west orientation can reduce the heat load in late afternoon and reduce the extent of shading required.

Internal shading

Close fitting curtains with sealed pelmets are the most effective internal method of shading to prevent extra heat gain in summer and reduce heat loss in winter. Holland blinds, curtains without pelmets and vertical drapes will provide some shading but are less effective than curtains with pelmets.

Building colours/materials

Darker colours/materials absorb sunlight. Lighter colours are therefore recommended for roofs, paving, etc. to minimise heat load in summer.

Other Information

Further information on energy saving techniques is available through the Advisory Centre of Energy SA,

located on the ground floor at 101 Grenfell Street, Adelaide.

Applicants can also ask their builders and architects/designers for further information, or glass and window manufacturers can provide detailed advice on the preferred window/glazing types appropriate for each situation.

Want to Know More?

The above information is advisory only. It is intended to provide a guide and a general understanding of the key points associated with the particular topic. It is not a substitute for reading the relevant legislation or the Development Plan.

It is recommended that if you are intending to undertake development, you seek professional advice or contact the Council for any specific enquiries or for further assistance concerning the use and development of land.

Contact Details - City of Marion Development and Regulatory Services Division

245 Sturt Road
Sturt SA 5047

PO Box 21
Oaklands Park SA 5046

Telephone: (08) 8375 6685
Facsimile: (08) 8375 6899

Email: council@marion.sa.gov.au

Website: <http://www.marion.sa.gov.au>

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