

Development Plan Amendment

By the Council

Marion Council Development Plan

Housing Diversity Development Plan Amendment

For Consultation

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The Amendment

Have Your Say

This Development Plan Amendment (DPA) will be available for inspection by the public at City of Marion Council Offices, 245 Sturt Road, Sturt from **19 September 2017** until **14 November 2017**.

During this time anyone may make a written submission about any of the changes the DPA is proposing.

Submissions should be sent to Housing Diversity DPA, Chief Executive Officer, City of Marion, PO Box 21, Oaklands Park SA 5046.

Submissions should indicate whether the author wishes to speak at a public meeting about the DPA. If no-one requests to be heard, no public meeting will be held.

If requested, a meeting will be held on **20 November 2017** at **6:00 pm**.

Explanatory Statement

Introduction

The *Development Act 1993* provides the legislative framework for undertaking amendments to a Development Plan. The Development Act allows either the relevant council or, under prescribed circumstances, the Minister responsible for the administration of the Development Act 1993 (the Minister), to amend a Development Plan.

Before amending a Development Plan, a council must first reach agreement with the Minister regarding the range of issues the amendment will address. This is called a Statement of Intent. Once the Statement of Intent is agreed to, a Development Plan Amendment (DPA) (this document) is written, which explains what policy changes are being proposed and why, and how the amendment process will be conducted.

A DPA may include:

- An Explanatory Statement (this section)
- Analysis, which may include:
 - Background information
 - Investigations
 - Recommended policy changes
 - Statement of statutory compliance
- References/Bibliography
- Certification by Council's Chief Executive Officer
- Appendices
- The Amendment.

Need for the amendment

In recent years, the Marion Council has experienced a high number of infill housing redevelopments in the northern portion of the Council area. Such development has typically taken the form of one to two storey, low to medium density dwellings dispersed across the northern suburbs in an unplanned manner, resulting in lost opportunities for higher density and more diverse housing types, particularly adjacent activity centres and transit corridors. At the same time, some of this housing development has resulted in impacts such as traffic congestion, excessive on-street car parking and incompatibility with existing streetscape character that have been unmitigated by the unplanned nature of the development.

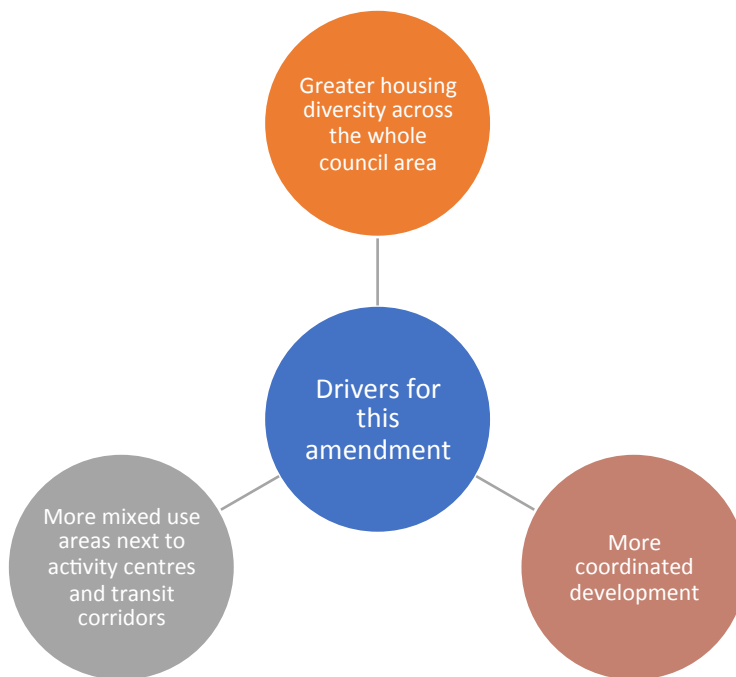
Many of these unplanned developments have had adverse impacts on the orderly and economic delivery of infrastructure as well as resulting in missed opportunities to drive local economic development due to their location and/or form. The value of higher density development and the role it can play in the activation and vibrancy of activity centres and transit corridors is also recognised by this amendment. More vibrant activity centres will boost the local economy and create employment. For this reason, this amendment also facilitates the introduction of mixed use areas within and adjacent to activity centres and along transit corridors.

In the southern parts of the Council area, there are also some opportunities for increased housing diversity. The Development Plan policies in these areas, however, provide for very low density housing only. The growing range of household types in the southern parts of the Council would benefit from greater housing choice, including smaller dwelling options.

The lack of housing diversity within some parts of the Council area, unplanned infill development in others, and the value of mixed use development are the three key drivers for this amendment (refer Figure 1).

This Development Plan Amendment amends the Marion Council Development Plan to support a range of housing types throughout the Council area, provide a more planned approach to higher density development, and promote mixed use development in key strategic locations.

Figure 1: Key drivers for this amendment



Statement of Intent

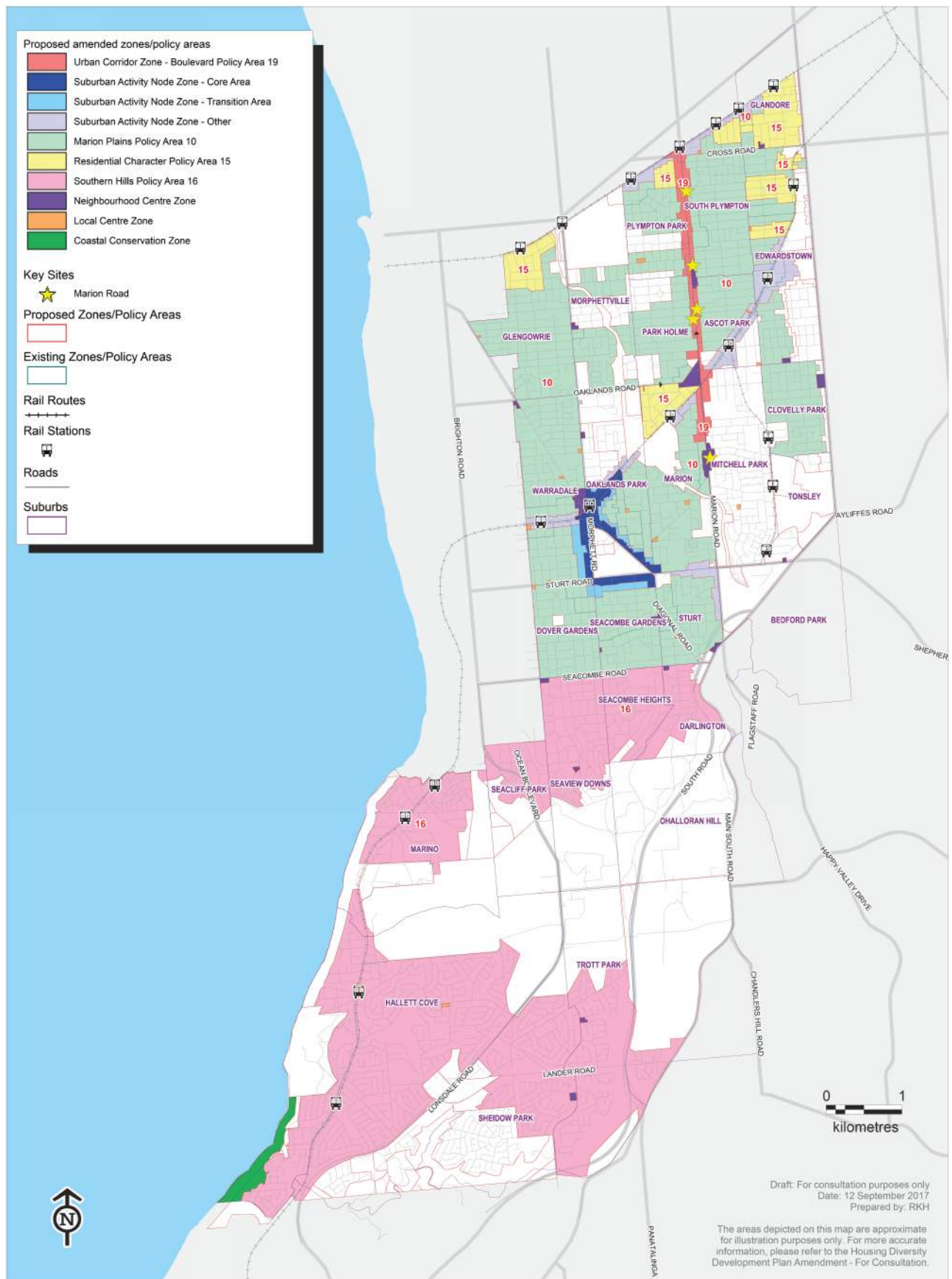
The Statement of Intent relating to this amendment was agreed to by the Minister on 4 August 2017.

The issues and investigations agreed to in the Statement of Intent have been undertaken or addressed.

Affected area

The areas affected by this Amendment and proposed new Zones and Policy Areas are identified in **Figure 2**.

Figure 2: Area affected by this amendment and proposed amended zones/policy areas



Summary of proposed policy changes

The DPA proposes the following changes to the Marion Council Development Plan:

- Amendments to the General (Council-wide) policies to address flooding and update policies relating to multi-level buildings of 3 or more storeys to encourage quality design outcomes and address interfaces with low-rise development
- Rezoning of areas located adjacent the Marion Road corridor located in the Residential and Commercial Zones to a new *Urban Corridor Zone* to encourage mixed use, medium-rise development. Buildings up to 3 storeys are anticipated in the Zone, while allowing increased building heights up to 4 to 5 storeys on identified strategic sites
- Rezoning seven locations adjacent the tram and train corridor, along Sturt/Marion roads and surrounding the Marion Regional Centre and Oaklands to the *Suburban Activity Node Zone* to support residential development at medium to high densities. The Zone is supported by a Concept Plan that clarifies areas where a greater development intensity is proposed, and transitional or other areas where the intensity of development will be reduced to interface with low-rise residential areas
- Introduce new or update existing Concept Plans to guide the development of key sites identified in the new Urban Corridor Zone and Neighbourhood Centre Zone, including identifying land use and access arrangements, and building heights
- Policy amendments to the Local Centre and Neighbourhood Centre Zones to encourage greater opportunities for housing (eg. shop-top housing) in these centres. Two-storey development is anticipated in Local centres, while buildings between 2 to 4 storeys are generally anticipated in Neighbourhood centres – and up to 6 storeys on the Marion Hotel site
- Expanding the Neighbourhood Centre Zone at Park Holme to include properties on the southern side of Chambers Street, and allow residential development up to 3 storeys in this location
- Expanding the Northern Policy Area over parts of the Regeneration and Medium Density policy areas, and amending and renaming it to the *Marion Plains Policy Area* to provide new allotment and frontage minimums to reinforce these areas as low density residential areas focused on family housing, whilst still retaining some well-designed smaller housing options. New policies also ensure more appropriate design of battle-axe allotments
- Consolidating the existing Cement Hill Policy Area 10, Hills Policy Area 11 and the Southern Policy Area 18 of the Residential Zone into a single *Southern Hills Policy Area* and include new policies to:
 - increase the envisaged range of dwelling types and opportunities for subdivision, particularly in the suburbs of Marino, Hallett Cove (west), Seacliff Park, Seaview Downs, Seacombe Heights and Darlington
 - give greater consideration to sloping sites, and
 - increase potential for two-storey dwellings

- Expanding the Character Policy Area of the Residential Zone to include parts of Plympton Park, South Plympton, Glandore and Edwardstown, and introduce policies to encourage well-designed semi-detached dwellings in parts of the policy area in Glandore, Glengowrie and South Plympton. Adjustments to minimum site areas and frontage requirements in the Marion (Oaklands Estate) part of the policy area are also proposed to increase the potential for a greater number of detached dwellings
- Rezoning the Hallett Headland coastal reserve owned by Council from Residential to *Coastal Conservation Zone* to reflect the regional significance of the site and support its ongoing conservation
- Introduce flood mapping for areas in the catchment west of the Sturt River and areas in the Hallett Cove Creeks Catchment
- Expand application of the *Affordable Housing, Noise and Air Emissions* and *Strategic Transport Routes* Overlays to areas adjacent to transport corridors and where increased residential densities and mixed use development is proposed.

Legal requirements

Prior to the preparation of this DPA, council received advice from a person or persons holding prescribed qualifications pursuant to section 25(4) of the *Development Act 1993*.

The DPA has assessed the extent to which the proposed amendment:

- accords with the Planning Strategy
- accords with the Statement of Intent
- accords with other parts of council's Development Plan
- complements the policies in Development Plans for adjoining areas
- accords with relevant infrastructure planning
- satisfies the requirements prescribed by the *Development Regulations 2008*.

Consultation

This DPA is now released for formal agency and public consultation. The following government agencies, organisations and Members of Parliament are to be formally consulted:

- Coast Protection Board
- Department of Planning, Transport and Infrastructure:
 - Planning and Assessment Division
 - Policy and Planning Division
 - Transport Services Division
 - Land Services Group
 - Public Transport Division including Adelaide Metro
 - Office of Major Projects and Infrastructure
 - Office for Recreation and Sport
- Department of Aboriginal Affairs and Reconciliation
- Department of Trade and Economic Development
- Department of State Development

- Environment Protection Authority
- Department of Environment, Water and Natural Resources
- Department of Education and Child Development
- Department for Communities and Social Inclusion
- Housing SA
- Office of the South Suburbs
- Department for Health and Ageing
- SA Power Networks
- Renewal SA
- SA Water
- Adelaide Airport Limited
- City of Holdfast Bay
- City of Mitcham
- City of Onkaparinga
- City of Unley
- City of West Torrens
- Dr David Speirs MP, Member for Bright
- Mrs Annabel Digance MP, Member for Elder
- Dr Duncan McFetridge MP, Member for Morphett
- Mr Corey Wingard MP, Member for Mitchell.

All written and verbal agency and public submissions made during the consultation phase will be recorded, considered, summarised and responses provided. Subsequent changes to the amendment may occur as a result of this consultation process.

Important Note for Agencies: This DPA includes modules from the State Planning Policy Library.

As the policy library was subject to agency consultation during its development, agencies are requested to comment only on the range and application of the modules selected and not on the actual policy content, except where that policy has been included as a local addition. Agencies are invited to comment on any additional issues (if relevant).

The final stage

When Marion Council has considered the comments received and made any appropriate changes, a report on this (the Summary of consultations and proposed amendments report) will be sent to the Minister.

The Minister will then either approve (with or without changes) or refuse the amendment.

Analysis

1. Background

The intent of the City of Marion Housing Diversity Development Plan Amendment is to review and amend policies relating to residential development to:

- Increase the diversity of housing to meet a wider range of residents' needs, particularly within the southern suburbs of Marion
- Increase opportunities for higher density dwellings located close to transport corridors and activity centres with a focus on the rail line, tram line, Marion and Sturt Roads, and close to regional, district, neighbourhood and local centres
- Decrease the impact of unplanned and ad hoc higher density developments in inappropriate locations, including character areas and steep allotments.

The Amendment seeks to implement The 30-Year Plan for Greater Adelaide's objective to increase the proportion of infill development when compared with greenfields development via the identification of mixed-use type activity zones and increased residential densities in strategic locations.

In recent years, the Marion Council has experienced a high number of infill housing redevelopments in the northern portion of the Council area. Such development has typically taken the form of one to two storey, low to medium density dwellings dispersed across the northern suburbs in an unplanned manner, resulting in lost opportunities for higher density and more diverse housing types, particularly adjacent activity centres and transit corridors. At the same time, some of this housing development has resulted in impacts such as traffic congestion, excessive on-street car parking and incompatibility with existing streetscape character that have been unmitigated by the unplanned nature of the development.

Many of these unplanned developments have had adverse impacts on the orderly and economic delivery of infrastructure as well as resulting in missed opportunities to drive local economic development due to their location and/or form. The value of higher density development and the role it can play in the activation and vibrancy of activity centres and transit corridors is also recognised by this amendment. More vibrant activity centres will boost the local economy and create employment. For this reason, this amendment also facilitates the introduction of mixed use areas within and adjacent to activity centres and along transit corridors.

In the southern parts of the council area, there are also some opportunities for increased housing diversity. The Development Plan policies in these areas however provide for very low density housing only. The growing range of household types in the southern parts of the Council would benefit from greater housing choice, including smaller dwelling options.

The lack of housing diversity within some parts of the council area, unplanned infill development in others, and the value of mixed use development are the three key drivers for this amendment. This Development Plan Amendment therefore proposes to amend the Marion Council Development Plan to support a range of housing types throughout the council area, provide a more planned approach to higher density development and promote mixed use development in key strategic locations.

2. The strategic context and policy directions

2.1 Consistency with South Australia’s Strategic Plan

South Australia’s Strategic Plan outlines a medium to long-term vision for the whole of South Australia. It has two important, complementary roles. Firstly, it provides a framework for the activities of the South Australian Government, business and the entire South Australian community. Secondly, it is a means for tracking progress state-wide, with the targets acting as points of reference that can be assessed periodically.

The South Australian Government has developed seven strategic priorities that reflect and give focus to delivering South Australia’s Strategic Plan. How the DPA supports these priorities is identified in **Table 1**.

Table 1 – Strategic Priorities of South Australia’s Strategic Plan

Strategic Priority	How this DPA supports
Creating a vibrant City	Facilitating mixed use and new residential development opportunities along major road and rail corridors will increase the number of people living within easy access to the Adelaide CBD and its cultural, economic and social offerings.
Safe communities, healthy neighbourhoods	Opportunities for mixed use and medium-rise building forms in and around Marion’s activity centres and major corridors will increase opportunities for walking to local destinations, promote after hours activities within centres and allow for increased casual surveillance of public areas from upper residential windows and balconies to enhance public safety.
An affordable place to live	<p>Increasing housing diversity in the City of Marion will provide opportunities to develop a variety of affordable housing products. The DPA encourages the provision of 15% affordable housing in significant new developments within corridors locations and adjacent activity centres.</p> <p>Orienting increased residential development and living opportunities adjacent to or in close proximity to transport corridors and activity centres will also help reduce the cost of travel for new residents, potentially reduce car ownership and provide more affordable living.</p>
Every chance for every child	<p>Increasing opportunities for a range of residential building forms in the City of Marion should also contribute to a diverse population, including delivering a range of housing options for families.</p> <p>Establishing a variety of mixed use areas in and around centres and corridors will also provide increased opportunities to establish community infrastructure such as childcare and early learning centres, educational facilities, health centres and community hubs aimed at supporting families and children.</p>
Growing advanced manufacturing	<p>While the DPA does not in itself seek to grow advanced manufacturing, it seeks to deliver a more diverse range of housing options and products (eg. student housing) in close proximity to major universities, training and research facilities at Flinders and the Tonsley Innovation precinct. These institutions work closely with local industry to develop and commercialise innovative goods and services and help to develop a highly skilled workforce.</p> <p>The DPA also complements the Ministerial <i>Southern Innovation Area DPA</i>, which proposes to increase residential and mixed use opportunities to leverage</p>

Strategic Priority	How this DPA supports
	investment in major infrastructure improvements and redevelopment in and around Tonsley and Flinders University and Medical Centre, including the Darlington Upgrade and 'Flinders Link' rail projects.
Realising the benefits of the mining boom for all	A key element of the Government's mining vision is to ensure that Adelaide and its regional towns offer a preferred location for fly in-fly out workers to minerals and energy projects around Australia. The City of Marion's close proximity and accessibility to Adelaide Airport is a major strategic advantage in this regard and increasing the range of local housing options could provide attractive living options for fly in-fly out mining workers.
Premium food and wine from our clean environment	Delivery of new, more diverse and higher density housing opportunities within established areas contributes to achieving a more compact city, reducing pressure for further fringe growth and ensuring our vital food and wine production areas are preserved.

2.2 Consistency with the Planning Strategy

The Planning Strategy presents current State Government planning policy for development in South Australia. In particular, it seeks to guide and coordinate State Government activity in the construction and provision of services and infrastructure that influence the development of South Australia. It also indicates directions for future development to the community, the private sector and local government.

The 30-Year Plan for Greater Adelaide (30-Year Plan) is the volume of the Planning Strategy for South Australia and applies to the area affected by this DPA.

The State Government recently finalised and released an update to the 30-Year Plan, taking into account experience since the Plan's 2010 release, and to complement the new planning system established through the *Planning, Development and Infrastructure Act 2016*.

The Plan has a target of an additional 545,000 people and almost 250,000 dwellings for Greater Adelaide over the 30 year period.

Over recent decades, household growth has generally outpaced population growth in Greater Adelaide and household sizes have decreased. The number of group and lone person households and single-parent and couple-with-no-children families have all increased, and there have been increased numbers of overseas students. Since 2001 there has been a continuous increase in the number and proportion of those aged 65 years and over.

The overall reduction in household size – particularly lone person households – is likely to result in an increased demand for smaller dwellings. A trend towards smaller dwellings is evident, with detached housing and flats, units and apartments increasing as a proportion of total dwellings over the past two decades.

To meet the demands of a larger population and household needs, the 30-Year Plan outlines a vision for a new urban form for Greater Adelaide including:

- Seeking to protect our limited land resources by continuing the focus on infill development
- Increasing use of public transport by concentrating development along public transport corridors

- Increasing the number of residents living in walkable neighbourhoods where both residential and services are provided in proximity
- Increasing the diversity of housing through the provision of compact housing choices.

Notably, this vision contemplates the following:

‘Metropolitan Adelaide will be one to three storeys, complemented by four to six storeys along key transport boulevards that connect the city to the suburbs. Of course, there will be areas where taller buildings are envisaged such as the Adelaide CBD, Glenelg foreshore, parts of the edges of the Adelaide Parklands, large redevelopment sites and where the interface with surrounding suburbs can be well managed. Challenges such as overlooking, access to sunlight and car parking will be addressed...

Local neighbourhoods will generally be one to two storeys and will support an increased diversity of housing types (including affordable housing options) to better meet our changing demographics and needs...

This requires encouraging alternative housing types (the ‘Missing Middle’), in addition to our plentiful supply of detached houses and multi-storey apartments’.

While the broad themes that underpin the 30-Year Plan generally remain the same, its targets have been condensed to six high level ones. These targets are supported by the DPA as follows:

Target	How the target will be implemented by the DPA
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The 30 Year Plan for Greater Adelaide 2017 Update

Target 1: Containing our urban footprint and protecting our resources

85% of all new housing in metropolitan Adelaide will be built in established urban areas by 2045

Baseline: 75%

This DPA aims to focus future housing growth and increased densities primarily in areas immediately adjacent to higher order activity centres and transit corridors, whilst requiring more appropriately designed infill development in other urban areas.

The 30-Year Plan provides the goal of a 15-year zoned land supply, including through infill and renewal opportunities. Based on historical annual growth rates in the City of Marion (around 425 dwellings per year), it is estimated that this DPA, together with other concurrent DPAs, would provide a supply for the next 16 years.

Target 2: More ways to get around

60% of all new housing in metropolitan Adelaide will be built within close proximity to current and proposed fixed line (rail, tram, O-Bahn and bus) and high frequency bus routes by 2045

This DPA seeks to focus medium density mid-rise development along key transit corridors identified in the 30 Year Plan, including the Seaford and Tonsley railway lines, Glenelg tramline, and Marion Road (which contains high frequency bus routes).

Target	How the target will be implemented by the DPA
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Baseline: 40.2%

Target 3: Getting active

Increase the share of work trips made by active transport modes by residents of Inner, Middle and Outer Adelaide by 30% by 2045

Baseline: Middle Metro: 14.4%

By focusing higher density residential development near activity centres and along transit routes, the DPA should actively encourage the uptake of active transport modes – providing dwellings in convenient proximity to places of work and public transport should encourage walking/ cycling and public transport uptake.

Target 4: Walkable neighbourhoods

Increase the percentage of residents living in walkable neighbourhoods in Inner, Middle and Outer Metropolitan Adelaide by 25% by 2045.

Baseline: Middle Metro: 53%

The DPA seeks to promote the highest density/diversity of housing in close proximity to activity centres, transit routes and public open spaces, which will assist in increasing the proportion of walkable neighbourhoods in the City of Marion.

Target 5: A green liveable city

Urban green cover is increased by 20% in metropolitan Adelaide by 2045

Baseline: 27.28%

By concentrating development in established urban corridors, the DPA should allow for retention of vegetated/landscaped areas in inner-suburban locations, while reducing demand for greenfield development. Furthermore, policies in the Development Plan will be enhanced to promote appropriate landscaping in new development sites.

Target 6: Greater housing choice

Increase housing choice by 25% to meet changing household needs in Greater Adelaide by 2045

Baseline: Metropolitan Adelaide: 75% of new dwellings are detached houses

This DPA facilitates the opportunity for increased diversity in housing types within targeted areas of the Marion Council area, namely urban corridors and nodes. The new proposed Urban Corridor and Suburban Activity Node zones will prescribe minimum densities to enable appropriate utilisation of key development sites, while encouraging a wider range of housing types and sizes in these areas.

Amendments to the Residential Zone in the southern part of the Council area will also provide for some smaller housing options in appropriate locations to

Target	How the target will be implemented by the DPA
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cater for a changing demographic profile.

Amendments to the Residential Zone in the Northern part of the Council area will ensure that the low density end of the market is preserved with improved design in housing choices and increased consideration given to character areas.

A detailed assessment of the DPA against the policies contained in the 30-Year Plan is contained in **Appendix A**.

2.3 Consistency with other key strategic policy documents

2.3.1 Council's Strategic Directions Report

This DPA is consistent with Council's Strategic Directions Report 2013 as agreed by the Minister in January 2015 and helps deliver on the following recommendations and proposed DPA program outlined in the Report:

- *Recommendation 2: Residential (Higher Density)* - Examine the suitability of higher density residential and mixed use development in areas in close proximity of the Marion Regional Centre, the Warradale Neighbourhood Centre and the Oaklands Railway station; taking into consideration the need for suitable transitions between existing lower density residential areas and proposed high density development.
- *Recommendation 3: Residential/Mixed Use* (along transit corridors and including Marion and Sturt Roads) – Examine the suitability of higher density residential and mixed use development within established lower density residential areas within appropriate proximity to rail stations, centres and community facilities; taking into consideration the need for suitable transitions between existing lower density residential areas and proposed higher density development.
- *Recommendation 4: Residential (Southern Suburbs)* (Hallett Cove, Marino, Seaview Downs, Seacombe Heights, Darlington) – Examine the potential to provide greater housing choice (dwelling variety and densities) in appropriate sections of Hallett Cove, Marino, Seaview Downs, Seacombe Heights, & Darlington currently within the Hills Policy Area 11, Southern Policy Area 18 and District Centre Zone. (consideration given to slope of land, impact on existing residential development and proximity to services, facilities and public transport), and facilitate the opportunity for ageing in place.
- *Recommendation 7: Stormwater Master Plan* - Incorporate flood plain mapping and on-site water retention and water sensitive urban design solutions for residential development
- *Recommendation 8: Residential (Character Policy Area 17)* – Investigation introducing new or expanding existing character areas in Glandore, Edwardstown, Glengowrie and Plympton Park
- *Recommendation 10: Residential (Character and Density Preservation)* - Review existing residential areas within the Council area and nominate for preservation those areas with an existing character that is worthy of retention. Prevent the continuation of 'ad-hoc' infill development in those parts of the Council area with a character and housing density worthy of

retention which are not deemed suitable for higher densities (eg. areas outside the growth corridor or otherwise not identified as suitable for up-zoning).

A detailed analysis of how the DPA delivers on the above recommendations is contained in **Appendix B**.

2.3.2 Integrated Transport and Land Use Plan for South Australia (2015)

The *Integrated Transport and Land Use Plan* (ITLUP) provides comprehensive actions and directions for land use, infrastructure and transport over the next 30 years. The focus is on connecting people to places and business to markets through three goals of:

- Healthy, safe, affordable connected communities
- A strong, diverse and growing economy
- Thriving natural and built environments.

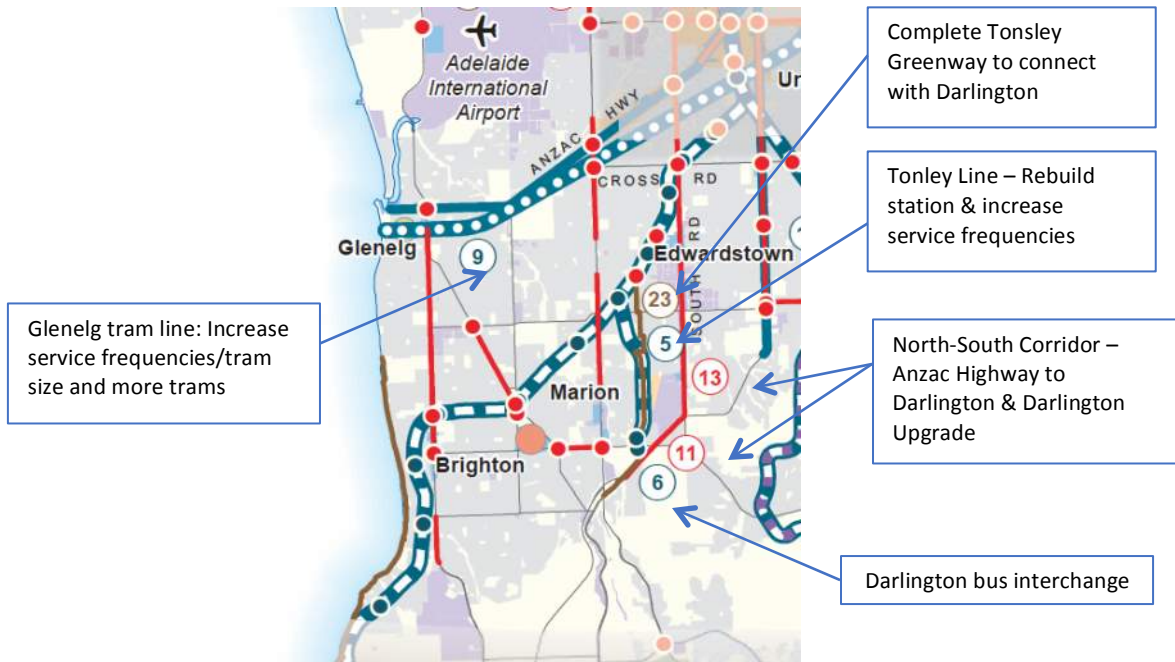
Importantly, the ITLUP proposes that the State Government will work with councils to implement local transport strategies to complement land use directions of local Development Plans, with a focus on accessible neighbourhoods, integration with public transport, cycling and walking networks and major freight/traffic routes.

The Marion Council area is predominantly located within an area identified in ITLUP as 'Middle Adelaide'. The ITLUP proposes the following broad directions for middle Adelaide and the City of Marion:

- Major centres within the region, including the Marion regional centre have been earmarked for concentrated mixed-use development of residential, business and service activities to capitalise on existing infrastructure investment at these locations
- Other sites along transit corridors traversing the region will be developed to encourage greater public transport use and stimulate medium density, mixed-use development to support a more compact Greater Adelaide
- Science, technology and innovation clusters including Tonsley Park are important employment generators and will be accessible by a choice of modes
- Access for cyclists across the middle suburbs will be enhanced by ongoing extensions and upgrades to the *Bikedirect* and Greenways networks, enabling better access to employment and services in the inner city and CBD
- Cyclists and walkers will also enjoy more convenient access to public transport hubs via people-friendly street networks that improve the amenity of surrounding residential areas and facilitate the development of well-connected, accessible and walkable local places.

The ITLUP includes an action plan that outlines specific road, rail and cycling/walking improvements as well as a number of area-wide improvements that are proposed to be delivered in the shorter (5 years) to longer term (15+ years) to deliver the above directions. Key local infrastructure proposals that are relevant to the DPA are shown in **Figure 3** below and further identified in the infrastructure planning discussions in section 2.3.4 of the DPA.

Figure 3 – Transport improvements identified in the ITLUP



Source: Integrated Transport and Land Use Plan 2015, Government of South Australia

A number of area-wide transport improvements are also proposed over the next 15 years that will support the zoning, land use and policy directions proposed in this DPA. These include:

- Rationalising and improving protection for pedestrians at at-grade railway crossings
- Additional and expanded ‘park and rides’ at key nodal points on the train, tram and bus networks
- Targeted upgrades to key intersections and sections of road to improve efficiency and safety performance
- Actively managing the operation and performance of the road network to give priority to movements along key freight and major traffic corridors
- Improving walking and cycling facilities in catchment areas for schools, public transport stations, activity centres and main streets
- Creating safe and convenient walkable environments in and around public transport stations, activity centres, main streets and schools
- Implementing bicycle lanes on selected arterial roads
- Providing safe crossings of arterial roads.

2.3.3 Infrastructure planning

Where relevant, an amendment must take into account relevant infrastructure planning (both physical and social infrastructure) as identified by Council (usually through the Strategic Directions Report), the Minister and/or other government agencies.

The following infrastructure planning is of relevance to this DPA:

Council Infrastructure Planning	Response/Comment
<p>Stormwater Management Plans: City of Holdfast Bay and City of Marion Glenelg to Marino Coastal Catchment Flood Inundation Stormwater Management Plans 2013 AND Hallett Cove Creeks Stormwater Management Plan 2015 AND City of Mitcham and City of Marion Stormwater Management Plan 2016</p>	<p>This amendment investigates appropriate stormwater management for residential infill areas and the inclusion of flood plain mapping for:</p> <ul style="list-style-type: none"> • areas in the catchment west of the Sturt River as part of the endorsed Glenelg to Marino Coastal Catchment Flood Inundation Stormwater Management Plans, and • areas in the Hallett Cove Creeks Catchment. <p>Flood mapping as part of the Cities of Mitcham and Marion Stormwater Management Plan 2016 is yet to be finalised and endorsed, and is proposed to be introduced into the Development Plan as part of a future DPA or introduction of the new Planning & Design Code.</p>
Open Space Planning	This amendment encourages the use of open space areas and public realm investments through infill development in appropriate locations.
Activity Centres Planning	This amendment supports the economic viability of activity centres by encouraging a ‘critical mass’ of population through infill development in appropriate locations.

Government Agency Infrastructure Planning	Response/Comment
North-South Corridor 10-year Delivery Strategy	This amendment considers the delivery of the north south corridor as it impacts on adjoining land use.
Oaklands Crossing Grade Separation project	This amendment considers the delivery of the Oaklands Crossing Grade Separation project as it impacts on adjoining land use.
Flinders Link extension of the Tonsley rail line	While this amendment does not impact on the area affected by the <i>Southern Innovation Area</i> DPA, it does consider the potential impact of the rail line extension on adjoining residential areas affected by this amendment.

Utilities and Service Infrastructure

Intensification of development in an area will lead to increased demand for localised electricity, gas, water, wastewater and telecommunications systems.

Spatial directions in the 30-Year Plan (and supported by the ITLUP) that identify areas where infill development is proposed is intended to assist State agencies and infrastructure providers to forward plan with respect to likely future demand. Importantly, this enables service providers to consider likely future requirements at a local and regional level so that when capacity threshold is reached or ageing infrastructure needs to be replaced, likely future demand can be considered as part of any upgrades or changes.

Areas identified in this DPA within the City of Marion where increased residential densities are anticipated are contained within established urban areas and therefore are considered to have access to a base level of service infrastructure. Infrastructure requirements will need to be considered in detail at the development assessment stage for individual proposed developments where it can be determined if the anticipated new demand requires significant upgrade or can connect into existing services where there is current capacity. Connection to existing services is generally the cost and responsibility of the developer.

The Marion Council Development Plan already contains a number of General policy provisions (ie. under 'Orderly and Sustainable Development', 'Infrastructure' and 'Land Division') that apply across the council area to prevent development from occurring if necessary infrastructure capacity is not available.

Stormwater and Flooding

Incremental development is anticipated over the medium and longer term to require upgrade of stormwater infrastructure over time to accommodate growth, depending on the timing, location and extent of development within a locality.

As identified in 2.3.3 above, Council has previously prepared Stormwater Management Plans for the Coastal Catchments between Glenelg and Marino, which considered areas in the catchment west of the Sturt River, as well as the Hallett Cove Creek Catchment that considered a significant portion of the southern residential area located south of Marino and west of Lonsdale Road. These Plans resulted in the development of a suite of flood risk maps for the catchments, which are proposed to be introduced into the Development Plan by this DPA.

With regard to the directions in this DPA, both stormwater management plans identified opportunities to incorporate water sensitive urban design in new developments and open space areas. The Plan for the Glenelg and Marino catchments also encouraged on-site retention and re-use of stormwater and to promote a development form in which higher density precincts can be established (eg. with smaller building footprints) with stormwater management infrastructure in planned open space.

The Marion Council Development Plan also contains a number of General policies to minimise the risks to development from flooding and prevent development in areas subject to significant flooding risk where there is a risk to safety or property damage. Notwithstanding this, the DPA is proposing to include some additional policy guidance in the General provisions (under 'Hazards') to further address flood risk. Policies are also proposed in the new Urban Corridor Zone along Marion Road to specifically address finished floor areas of mixed use buildings to address flood risk in the zone.

The Development Plan also contains policy provisions to encourage water sensitive design in the design of new developments to manage and utilise stormwater for environmental gains while reducing flooding risk. The policies will apply to the areas affected by this DPA and, in particular, larger scale development sites where opportunities for water sensitive urban design can be achieved at both the site and building level.

Council is also working with the City of Mitcham to prepare a Stormwater Management Plan to cover their areas of shared catchment.

Traffic and Transport Planning

Section 2.3.2 above provides an overview of the Integrated Transport and Land Use Plan (ITLUP). Extensive investigations and system modelling was undertaken by the State Government through the development of the ITLUP as a basis for its various transport solutions and infrastructure directions, and to ensure that road network function can be maintained into the future. This included consideration of the implications of positioning infill housing across the region based on the spatial directions of the 30-Year Plan. Significant planned investment in public transport in particular will need more people living close to these services, which the DPA supports.

Infill development will also happen incrementally and is therefore likely to have relatively negligible impacts in traffic volumes along arterial roads in particular. This will also allow Council and the State Government to monitor and adjust the management of local transport movements and parking as required. Additional transport modelling is therefore not proposed to support the directions of the DPA, but will be required as part of the assessment process for individual development proposals when the nature and scale of development can be better evaluated against existing and projected transport capacity - particularly where significant increases to residential densities are proposed.

Traffic infrastructure assessment for significant development proposals will need to consider such matters as road capacity (including impacts on adjoining / local roads), access/egress arrangements, requirements for additional infrastructure (such as turning lanes, pedestrian crossings and service roads), local area traffic management and car parking requirements. The costs of these investigations are generally the responsibility of the developer.

The Marion Council Development Plan contains a number of General policy provisions relating to the provision of transport infrastructure, movement and site access (eg. under 'Orderly and Sustainable Development', 'Land Division', and 'Transportation and Access'). The DPA also proposes to apply the Strategic Transport Routes Overlay from the SA Planning Policy Library to strategic road corridors such as Marion Road to preserve the function of these roads.

Evidence has suggested that on-street car parking has become constrained in some local areas in the City of Marion as a result of an increased number of driveways to service some infill development. The DPA reviews minimum allotment dimensions (eg. frontage requirements), density criteria and visitor parking requirements in these locations to assist in preserving on-street parking provision where appropriate and minimise local parking impacts. Proposals in the ITLUP to increase 'park and ride' opportunities should also assist in reducing parking pressures on local streets close to major public transport stops.

Airport height constraints

The *Airports Act 1996* and the *Airports (Protection of Airspace) Regulations 1996* establish a framework for the protection of airspace at and around airports. The *Airports Act 1996* defines any activity resulting in an intrusion into an airport's protected airspace to be a 'controlled activity', and requires that controlled activities cannot be carried out without approval.

The Regulations provide for the Federal Department of Infrastructure and Regional Development (DoIRD) to approve applications to carry out controlled activities, and to impose conditions on an approval.

Development Plans currently contain mapping that prescribe the height at which buildings require referral to the DoIRD. The areas affected by the DPA are currently located in a range of prescribed heights areas, as follows:

- the northern areas of the Council Area (north of Oaklands Road) are generally located in Zone C - where structures exceeding 15 metres above existing ground level require referral
- pockets further south, including around Daws Road, Park Holme, Oaklands, Tonsley, Sturt and Seacombe Gardens are located in Zone D – where structures exceeding 45 metres above existing ground level require referral
- the Marion regional centre and Mitchell Park area is generally located in Zone E – where structures exceeding 100 metres above existing ground level require referral
- areas further south are located in a mix of Zone D to Zone F, where structures over 30 metres require approval due to the elevated nature of land.

While the DPA does not propose to alter airport mapping, referrals may be required for development above 4 storeys (15 metres) within the proposed Urban Corridor Zone in the northern section of Marion Road, where buildings up to 5 or 6 storeys are anticipated for some strategic sites. This does not, however, preclude approval of buildings above 4 storeys in these locations. Building heights in the proposed Suburban Activity Node Zone are unlikely to trigger such referrals.

2.3.4 Current Ministerial and Council DPAs

This DPA has taken into account the following Ministerial and Council amendments that are currently being processed:

Council DPAs	Response/Comment
Recreation/Community DPA	<p>The Recreation/Community DPA was released for consultation from 22 February to 19 April 2017 and proposes to rezone a number of recreation areas and community facilities into a new Community Zone from the SA Planning Policy Library.</p> <p>While the Housing Diversity DPA does not propose to rezone areas identified for inclusion in the Community Zone in this separate DPA, an area of coastal reserve at Hallett Headland owned by Council is proposed to be included in the Coastal Conservation Zone.</p>
Castle Plaza Activity Centre DPA	<p>The Castle Plaza Activity Centre DPA has been endorsed by Council and submitted to the Minister for Planning for Approval. The DPA broadly proposes a new Mixed Use Zone to facilitate 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.</p> <p>The Housing Diversity DPA proposes to rezone existing residential areas adjacent the rail line at Edwardstown to Suburban Activity Node to encourage opportunities low to medium-rise development. While these areas are in proximity to the Castle Plaza District Centre, they do not apply to the Mixed Use Zone proposed to apply to the Castle Plaza District Centre – and will complement mixed use activities planned for the Castle Plaza site and further enhance walkability and viability of the Centre.</p>

Council DPAs	Response/Comment
Seacliff Park Residential and Centre DPA	<p>The Seacliff Park Residential and Centre DPA affects both the Marion and Holdfast Bay Council Development Plans. It proposes to rezone the former ‘Lorenzin’ land at Seacliff Park to accommodate a range of housing forms and centre activities. The DPA has not yet been released for consultation.</p> <p>While the area proposed for rezoning is not affected by this Housing Diversity DPA, future rezoning of the site will complement the policy directions proposed by this DPA and provide further opportunities to deliver housing diversity in the City of Marion.</p>

Ministerial DPAs	Response/Comment
Southern Innovation Area DPA	<p>This amendment does not affect any of the areas currently being considered as part of the <i>Southern Innovation Area</i> DPA, but proposes to rezone additional areas as Suburban Activity Node to complement the directions of the DPA.</p> <p>Where areas affected by this amendment adjoin those affected by the Southern Innovation Area DPA, an assessment for consistency of policy has been undertaken.</p>
Morphettville Racecourse Development Plan Amendment	<p>The Morphettville Racecourse DPA was recently released by the Minister for Planning for consultation until 3 November 2017. The DPA proposes amendments to both the Marion and West Torrens Council Development Plans to facilitate medium to high density housing and a mixed use precinct on surplus racecourse land at Morphettville.</p> <p>Again, while the area proposed for rezoning is not affected by this Housing Diversity DPA, future rezoning of the site will complement the policy directions proposed by this DPA and provide further opportunities to deliver housing diversity in the City of Marion.</p>
Inner and Middle Metropolitan Corridor (Design) Development Plan Amendment	<p>While the Inner and Middle Metropolitan Corridor (Design) Development Plan Amendment does not affect Marion Council, this amendment will have regard to the policies introduced in the context of their applicability to the areas affected by this amendment, in particular areas where mixed use and multi-storey buildings are anticipated.</p>

2.3.5 Draft Design Guidelines and Transition to a new Planning System

The State’s Office for Design and Architecture SA recently released Design Guidelines for consultation that have been established as an aspirational, best practice guide that supports high quality design outcomes beyond the minimum statutory requirements.

Although the Design Guidelines do not have a statutory role, they are intended to inform development of any relevant DPAs where residential development is considered and have assisted in refining policy directions in key corridor locations within metropolitan Adelaide through the recent Ministerial *Inner and Middle Metropolitan Corridor (Design) DPA*.

These policy directions have therefore been considered in the development of this DPA, particularly in relation to proposed rezoning of major corridor locations and areas adjacent to or

within activity centres where mixed use multi-level buildings are contemplated, including the Marion Regional Centre and Oaklands, Castle Plaza District Centre, selected Neighbourhood Centres, Marion and Sturt Road corridors and rail corridors.

In 2016, a major overhaul of South Australia's planning system commenced with the introduction of the new *Planning, Development and Infrastructure Act 2016* (PDI Act) that is intended to be brought into operation by the State Government over the next five years. This will include the introduction of a new Planning and Design Code.

The Design Guidelines are intended to underpin the operation of the future Planning and Design Code under the new PDI Act.

Further information on the Design Guidelines (Draft for Consultation) can be found at www.odasa.sa.gov.au.

2.3.6 South Australian Planning Policy Library

The South Australian Planning Policy Library (SAPPL) provides the current format for amending land use policy and zoning in South Australia and has been used as a basis to frame proposed amendments contained in this DPA. The SAPPL is made up of a General Section, Overlays, Zones, Policy Areas and Precincts. These policy modules have been developed with reference to and have strong links to the Planning Strategy.

The Marion Council Development Plan was converted to align with the SAPPL format in 2010. Changes proposed as part of this DPA will apply that latest zone and policy modules from the Library and update policies where required, including Council-wide and Overlay policies to align with the latest version of the SAPPL (Version 6).

The following policy modules and zones have been considered in this DPA:

- General Section
 - Centres and Retail Development
 - Community Facilities
 - Crime Prevention
 - Design and Appearance
 - Energy Efficiency
 - Hazards
 - Interface between Land Uses
 - Land Division
 - Landscaping, Fences & Walls
 - Medium and High Rise Development (3 or More Storeys)
 - Natural Resources
 - Orderly and Sustainable Development
 - Residential Development
 - Siting and Visibility
 - Sloping Land
 - Supported Accommodation, Housing for Aged Persons and People with Disabilities
 - Transportation and Access
- Zone Section
 - Local Centre Zone

- Neighbourhood Centre Zone
- Residential Zone (including the Medium Density Policy Area)
- Residential Character Zone
- Suburban Activity Node Zone
- Urban Corridor Zone

Notably, the DPA proposes the introduction of a new Urban Corridor Zone and Boulevard Policy Area from the SA Planning Policy Library to apply to the Marion Road corridor.

As identified above, the recent Ministerial *Inner and Middle Metropolitan Corridor (Design) DPA* proposes a number of policy refinements to the General ‘Medium and High Rise Development (3 or More Storeys)’ policy module based on experiences in other corridor locations across metropolitan Adelaide. These changes have been developed with input from the Office for Design and Architecture SA and relate to the design and appearance of buildings, street interfaces, separation and outlook of buildings, opportunities for landscaping (eg. deep soil zones), site facilities and storage and addressing interfaces.

While the Minister’s Design DPA does not affect the Marion Council Development Plan, the Housing Diversity DPA proposes to update this policy module to ensure the most up-to-date and refined policies apply, particularly in areas where taller, mixed use buildings are envisaged such as the Marion Road corridor and periphery of the Marion Regional Centre and Oaklands to ensure quality design outcomes and minimise impact on adjacent areas.

Overlays are used to identify locations within the Council area where specific issues need to be considered irrespective of zoning. The Overlays relevant to this DPA are discussed below.

Noise and Air Emissions Overlay

The SA Planning Policy Library includes a *Noise and Air Emissions Overlay* that contains planning policies to protect new noise and air quality sensitive development from noise and air emissions generated from major transport corridors (road and rail) and mixed land use. For example, planning requirements for sensitive developments include:

- The location of private and communal open space at the rear of buildings and away from the emission source
- Minimise urban canyons and confined spaces restricting the dispersal of air pollutants by stepping back upper storeys, orientation to prevailing winds and allowing for open spaces and building separations
- Landscaping treatments.

The Overlay is proposed to apply to mixed use zones, including sites or areas within the Urban Corridor Zone or Suburban Activity Node Zone, which are both proposed to be introduced by this DPA. It is also intended to apply to sensitive uses adjacent to specific road types, including roads identified by DPTI as a ‘major traffic route’ or ‘freight route’. The Overlay currently already applies to land at Tonsley adjacent the Tonsley rail corridor in the Marion Council Development Plan, and is proposed to be extended to areas adjacent Main South Road and Sturt Road as part of the Minister’s *Southern Innovation Area DPA*.

The State Government has also released a Guide for ‘Reducing noise and air impacts from road, rail and mixed use land use’. The Guide is tailored towards builders, designers and the community and is proposed to complement the *Noise and Air Emissions Overlay* and the *Minister’s Specification SA 78B - Construction Requirements for the Control of External Sound* to ensure

residential buildings in mixed use and corridor location are appropriately designed and constructed to minimise noise and air emission impacts to occupants.

The DPA proposes to rezone areas to Suburban Activity Node Zone and Urban Corridor to support a greater diversity of housing and mixed use outcomes in certain locations. The Noise and Air Emissions Overlay will therefore be applied to these areas.

Further, given that Marion Road is identified in *The 30-Year Plan for Greater Adelaide 2017 Update* as a 'major traffic and/or freight route' and is classified as a Type A Road (ie. supporting 50,000 vehicles per day or a freight route), the Overlay will apply to site investigation areas along Marion Road that are proposed to support new residential and mixed use development.

Affordable Housing Overlay

The 30-Year Plan for Greater Adelaide sets a target of fifteen per cent affordable housing being included for developments (where creating over twenty dwellings) and growth areas. Affordable housing applies to all residential components of significant developments, including mixed use, retirement living and multi-unit development, as well as detached dwellings.

The SA Planning Policy Library includes an Affordable Housing Overlay that is designed to apply over land where a rezoning process will provide the potential for an increased dwelling yield.

The Overlay currently already applies to land at Tonsley adjacent the Tonsley rail corridor in the Marion Council Development Plan, and is proposed to be extended to areas affected by the Minister's *Southern Innovation Area DPA*.

The DPA proposes to rezone a number of areas in the City of Marion to achieve greater housing diversity and higher residential densities, including a number of strategic development sites along the Marion Road corridor. The Affordable Housing Overlay will therefore be applied to areas where increased dwelling yields (ie. creation of more than 20 dwellings may be created in a development) may occur and affordable housing products may be provided.

Strategic Transport Routes Overlay

The SA Planning Policy Library includes a Strategic Transport Routes Overlay that is proposed to apply to strategic transport routes identified in *The 30-Year Plan for Greater Adelaide*.

The purpose of the Overlay is to distinguish between strategic routes and other transport routes along corridors. Specific policies are included about protecting the strategic importance of the road as a strategic transport route for high capacity freight and passenger vehicles, including providing guidance on matters such as parking on main roads and reducing vehicle access points.

The Overlay currently applies to a portion of Main South Road at Tonsley, but is proposed by be extended to apply to additional parts of Main South Road, Sturt Road and Marion Road as part of the Minister's *Southern Innovation Area DPA*.

The DPA proposes to rezone a number of areas adjacent to strategic transport or major traffic and/or freight routes identified in *The 30-Year Plan for Greater Adelaide 2017 Update*. This includes parts of Marion Road, Sturt Road, and Diagonal Road.

Where rezoning is anticipated adjacent these roads that is likely to increase growth, the DPA proposes to introduce the Strategic Transport Routes Overlay to these areas.

3. Investigations

3.1 Investigations undertaken

In accordance with the Statement of Intent the following investigations have been undertaken to inform this amendment.

- Strategic locational analysis:
 - Identification of appropriate locations for higher densities and mixed use development along targeted transit corridors
 - Mechanisms for achieving higher density residential development via amalgamation of allotments and/or integrated developments in strategic locations
 - Elected Member and DPTI workshops
 - Identification of higher density and mixed-use development opportunities at the suburb level.
- Population and housing investigations:
 - Demographic profiling and population projections
 - Housing stock and future demand analysis
 - Residential yield analysis including scenario modelling to meet targets within *The 30-Year Plan for Greater Adelaide* to provide 15 years' zoned land supply
- Infrastructure investigations:
 - Flood plain mapping and stormwater management, including the development of the Cities of Marion and Mitcham Stormwater Management Plans, Hallett Cove Creek Stormwater Management Plan and the Cities of Holdfast Bay and Marion Glenelg to Marino Coastal Catchment Flood Inundation Stormwater Management Plans
 - Investigation of mechanisms to improve the quality of runoff and best practice on-site stormwater management
 - Achieving water sensitive urban design opportunities
 - Open space and recreational opportunities and demands.
- Urban design and character investigations:
 - The Urban Form and Neighbourhood Character Study
 - Marion Road Urban Design Study
 - Residential Character DPA investigations
 - Workshops with Elected Members
 - Detailed analysis of each suburb
 - Transition/interface issues between different densities of development
 - Detailed investigations of character areas for the northern parts of the council area
 - Analysis of options relating to dwelling densities, building design and finishes, building heights and scale, car parking and access, landscaping, amenity, streetscape, land division, energy efficiency and noise management.

3.2 Population analysis

3.2.1 Population growth 2006 to 2016

At the time of the 2016 Census of Population and Housing, the City of Marion was home to 90,067 people, an increase from 84,327 in 2011 and 79,969 in 2006. The population of the City of Marion has increased by 1,148 people average per year over the last 5 years, an increase in the rate of growth from the preceding five years, when the population grew by an average of 871 people each year.

Over the five years between 2011 and 2016, the City of Marion experienced a faster rate of population growth (6.8%) when compared with Greater Adelaide (5.8%). Key areas of growth within the council over this period were the Warradale/Oaklands Park/Dover Gardens/Seacombe Gardens area, Glengowrie/ Morphettville/Plympton Park/Park Holme area, and Edwardstown/South Plympton/Glandore/Ascot Park area.

Population change by Statistical Area Level 2 – 2006-2016

Area	2006	2011	2016	Growth 2011-2016
Morphettville SA2 (Glengowrie, Morphettville, Plympton Park, Park Holme)	13,013	13,513	14,657	1,144 (8.5%)
Edwardstown SA2 (Edwardstown, Glandore (part), South Plympton, Ascot Park)	11,930	12,566	13,505	939 (7.5%)
Warradale SA2 (Warradale, Oaklands Park, Dover Gardens, Seacombe Gardens)	11,761	13,141	14,970	1,829 (13.9%)
Mitchell Park SA2 (Marion, Sturt, Mitchell Park, Clovelly Park, Tonsley, Bedford Park (part))	13,481	14,235	15,151	916 (6.4%)
Marino-Seaview Downs SA2 (Marino, Seacliff Park (part), Seaview Downs, Seacombe Heights, Darlington (part), O'Halloran Hill (part))	9,050	9,055	9,277	222 (2.5%)
Hallett Cove SA2 (Hallett Cove)	11,772	12,257	12,395	138 (1.1%)
Sheidow Park-Trott Park SA2 (Sheidow Park, Trott Park, O'Halloran Hill (part))	8,955	9,562	10,116	554 (5.8%)
Marion TOTAL	79,969	84,327	90,067	5,740 (6.8%)

Source: Census of Population and Housing 2016

3.2.2 Population projections 2016 to 2031

The Department of Planning, Transport and Infrastructure projects that the City of Marion will continue to grow – but at an increasingly slower rate – to 93,996 by 2021, 97,671 by 2026 and 100,673 by 2031. Whilst the north, south and central areas of Marion are all projected to continue to grow to 2031, the central area is projected to experience the greatest growth, followed by the northern area.

Projected population – DPTI projections

Area	2016	2021	2026	2031	Growth 2016-2031
Marion North	28,106	29,151	30,132	20,926	2,820
Marion Central	38,497	40,578	42,592	44,365	5,868
Marion South	23,495	24,267	24,947	25,382	1,887
Marion TOTAL	90,098	93,996	97,671	100,673	10,575

Source: DPTI Population Projections February 2016

3.2.3 Age profile

At the time of the 2016 Census of Population and Housing, the City of Marion’s median age was 39 years, the same as for the 2011 Census and younger than the 2006 Census’ median age of 40. Whilst the City of Marion’s median age in 2016 was the same as that for Greater Adelaide, the median age for Marion has become younger over the last 10 years in contrast, potentially indicating a general trend for regeneration within the City of Marion.

Median ages vary across the Council area, with the lowest median age in 2016 in the Sheidow Park/Trott Park SA2 (35 years) and the highest in the Hallett Cove SA2 and Seaview Downs SA2 (42 years). Over the last ten years, only the Hallett Cove SA2 and Seaview Downs SA2 areas have experienced an increase in the median age, with all other Statistical Areas Level 2 – and particularly the Warradale and Mitchell Park SA2 areas – experiencing a decrease.

3.2.4 Household and family types

The average number of people per household in Marion Council at the time of the 2016 Census of Population and Housing was 2.4, an increase since 2011 (2.3). Household sizes also vary across the Council area from 2.2 in the Edwardstown SA2, the Mitchell Park SA2, Morphettville SA2, and Warradale SA2 to 2.8 and 2.7 in the Sheidow Park-Trott Park SA2 and Hallett Cove SA2 respectively.

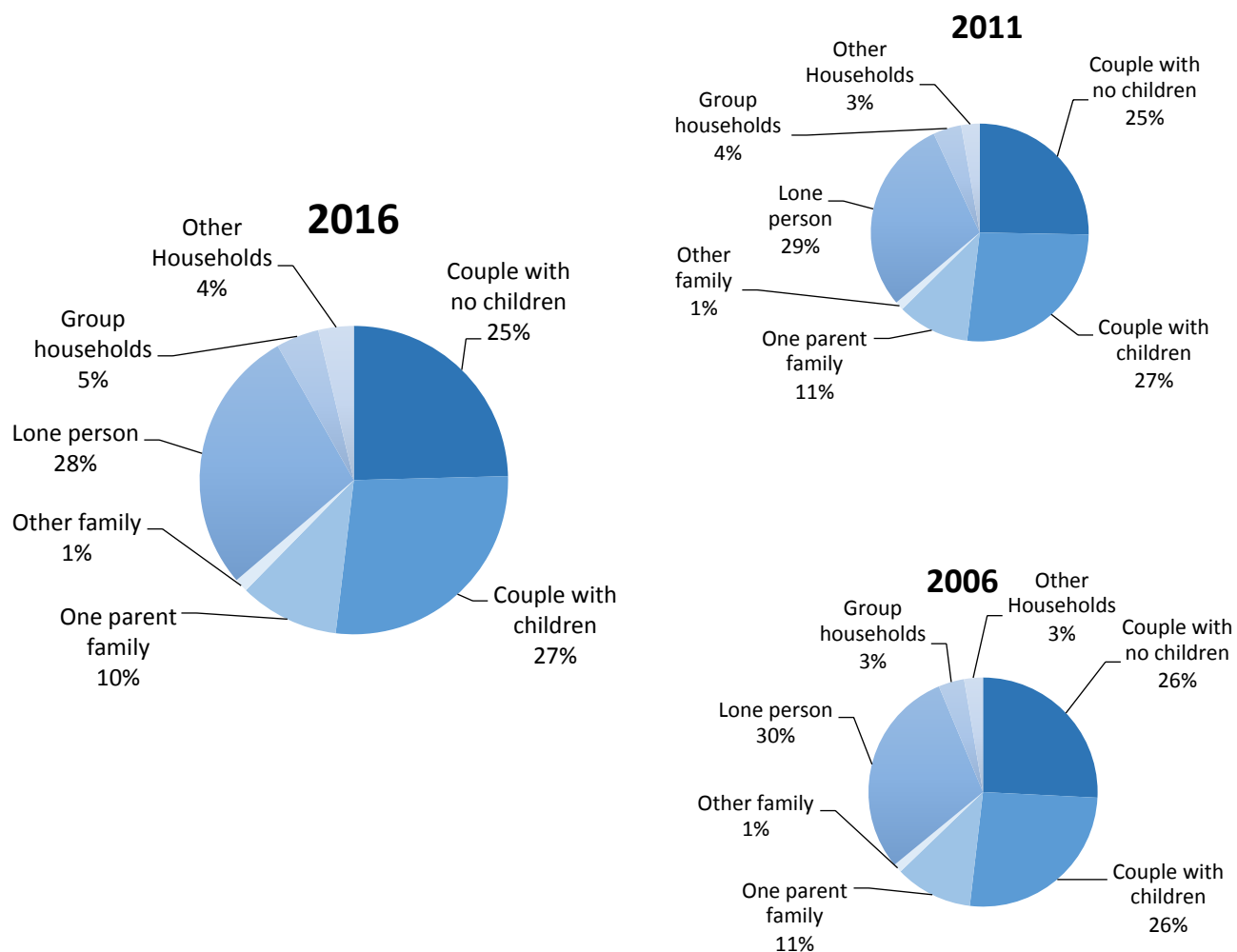
Since 2006, couples with children has consistently remained the largest family type in the City of Marion, and has increased over time, with couples with no children families and one parent families decreasing slightly. Across the council area, the area with the greatest proportion of couples with children is the Sheidow Park-Trott Park SA2 (44% of households), whilst the area with the lowest proportion are the Warradale SA2 and Edwardstown SA2 and Mitchell Park SA2 (all

¹ DPTI Population Projections, February 2016

22%). The Warradale SA2 is the only area in Marion where the proportion of couples with no children is higher than the proportion of couples with children.

The proportion of lone person households in the City of Marion decreased slightly between 2006 and 2016 whilst the proportion of group households increased. The areas with the largest proportions of lone person households were the Edwardstown SA2 and Morphettville SA2 (35% and 33% respectively). Sheidow Park-Trott Park SA2 and Hallett Cove SA2 had the lowest proportions of lone person households (16% and 17% respectively). The area with the highest proportion of group households was the Mitchell Park SA2, most likely due to its proximity to tertiary education and student accommodation (6%).

City of Marion Household and Family Type 2006-2016



4. Outcomes of Investigations

Yield analysis was undertaken as part of this Amendment to ensure that the changes proposed maintained an appropriate supply of dwellings to serve future populations of the City of Marion. Yield analysis considers the planning policies guiding land division together with the likelihood of their development based on a property's capital value over its land value and assumed availability for development.

Under the current Development Plan policies, yields for the City of Marion provide a net dwelling increase that represents an 11-year supply using the current rate of dwelling growth of around 425 dwellings per year.

Analysis of the policy changes in this amendment indicates that with the increased densities envisaged in urban corridors and zones as part of this and other amendments currently under consideration together with the proposed Southern Hills Policy Area, supply would be increased to at least 16 years. The majority of this supply would be provided in urban nodes and corridors, with much of the remaining residential areas preserved for low density family and character housing, with some scope for well-designed smaller housing options retained.

An analysis of all suburbs within the Marion Council was undertaken as part of this amendment. The outcomes of investigations are presented for each suburb including the current suburb profile and trends, key issues arising from the investigations, and proposed policy outcomes in relation to opportunities to increase housing diversity and density, introduce mixed use development and protect character areas. To this end, six key areas have been the focus for proposed policy changes and are discussed below:

- Marion Road Urban Corridor
- Local and Neighbourhood Centres
- Suburban Activity Nodes
- Marion Plains Residential Areas
- Southern Suburbs Residential Areas
- Character Areas.

In addition to the above areas, rezoning of the Hallett Headland Reserve is also proposed to ensure the ongoing conservation of this area, and is discussed further below.

4.1 Marion Road Urban Corridor

4.1.1 Background

Marion Road is identified as a high frequency transport corridor in the *Integrated Transport and Land Use Plan* (ITLUP) and *The 30-Year Plan for Greater Adelaide*. The ITLUP identifies that sites along transit corridors will be developed to encourage greater public transport use and stimulate medium density, mixed-use development to support a more compact Greater Adelaide.

The Statement of Intent (SOI) for the preparation of this DPA identified opportunities to investigate zoning and policy changes to increase housing diversity within the Marion Road corridor. This included opportunities to:

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

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

Pockets of the Commercial Zone in the northern part of Marion Road (north of Oaklands Road) contain a wide range of commercial activities, including shops / restaurants, consulting rooms, retail showrooms, service trade premises, automotive services and indoor recreation facilities. Policies encourage the further development and upgrade of the area by relatively small-scale, low intensity uses with high design qualities and management measures to enhance the streetscape and protect the amenity of adjacent residential areas.

The southern portion of Marion Road located in the Industry/Commerce Policy Area of the Industry Zone currently contains a number of retail showrooms / bulky goods outlets, service trade premises, Council's depot and a range of industries and motor repair stations to the North side of Norfolk Road. The Zone envisages light and service industry, depots and commercial activities. Given significant contemporary and large-scale development in this area, however, it is not proposed to alter zoning of this section of the corridor.

The corridor also includes four separate Neighbourhood Centres at South Plympton, Ascot Park, Park Holme and Marion/Mitchell Park that vary in scale.

The portion of Marion Road that is being considered for rezoning as part of this DPA (north of the Marion/Mitchell Park Neighbourhood Centre to the tram line) also adjoins the Urban Corridor Zone that extends along Anzac Highway, which was created as part of the initial Inner Metropolitan Growth DPA in 2013.

An Urban Design Study was produced for Marion Road in 2009, which recommended that a number of policy amendments be investigated for the Marion Road corridor. These included:

- Introducing more flexible policy to encourage redevelopment of sites in the corridor, including encouraging mixed use development outcomes along the whole corridor
- Encouraging development of 3 to 5 storeys within the corridor, including non-residential uses at street level (built to the street frontage or including a small front setback where outdoor dining is envisaged) to activate the street with residential development above
- Considering opportunities to increase the depth of the existing zone(s) in certain areas, particularly where a road is nearby, to further encourage redevelopment and potentially enhance interface issues
- Introducing policies to encourage parking to the rear of buildings.

The Urban Design Study also proposed comprehensive planting throughout the corridor and building and streetscape elements that could potentially transform Marion Road into a future urban boulevard. Sites along Marion Road have the potential to support mixed use development

with medium to high density outcomes that can both frame the corridor and activate street frontages.

4.1.2 Issues arising from investigations

In line with the Urban Design Study, the Statement of Intent for the DPA specifically identified that the existing pockets of Commercial and Residential Zones along Marion Road should be removed and replaced with a single zone which allows a mixture of both residential and commercial development.

The introduction of a single integrated zone across the majority of the corridor would help to facilitate a higher level of allotment amalgamation, which enables larger development sites that can deliver the desired development outcomes.

The 'Urban Corridor Zone' from the SA Planning Policy Library is considered an appropriate zone in this regard and has been applied to a number of other corridor locations across Adelaide's inner and middle metropolitan rim as part of the first stage of the State's Inner Metropolitan Growth project. The Zone envisages mixed use development with appropriately designed residential development above non-residential uses at ground level, which can assist to activate street frontages.

The 'Boulevard Policy Area' of the Urban Corridor Zone is proposed to specifically apply to the Marion Road corridor given the current and proposed character desired for Marion Road (ie. relatively wide corridor and transformation into a tree-lined urban boulevard) and the desire to achieve a mix of land uses in the corridor.

Despite previous rezoning of corridor locations across Adelaide, however, recent State directions have sought to focus on the rezoning of key strategic sites or areas within corridors where interface impacts can be appropriately managed rather than rezoning whole corridors. This would mean that the majority of the Marion Road corridor would remain in the existing Residential and Commercial Zones, while key sites along would be rezoned Urban Corridor. This outcome is not considered desirable given that it:

- would not achieve the objectives of the DPA to consolidate pocket zoning and enhance development potential across the whole corridor,
- would significantly limit delivery of mixed use development and housing diversity in the corridor and city and inhibit opportunities to activate the street frontage, and
- would create inconsistent zoning and urban design outcomes and not allow Marion Road to develop into a true boulevard (as would be encouraged by application of the Boulevard Policy Area of the Urban Corridor Zone across the corridor).

It is also noted that corridor rezonings as part of the Inner Metropolitan Growth Project generally proposed development of 4 or more storeys across the affected inner and middle rim corridors, which has created difficulties in managing interface impacts in some locations where sites are not of an appropriate scale or depth to provide a suitable transition to adjacent low-rise areas. Providing increased development opportunities on larger sites within the Marion Road corridor where these interface impacts can be managed is therefore appropriate.

In order to achieve the objectives for the Marion Road corridor to enhance opportunities for housing diversity and mixed use outcomes, achieve zoning consolidation and promote more consistent development of the corridor, it is proposed to include the majority of the corridor

within the Urban Corridor Zone – Boulevard Policy Area. Recognising interface issues that have emerged in other corridor locations, policies will generally allow a maximum building height of three (3) storeys across the zone, except on identified sites that are of a scale to support more significant development outcomes (including taller buildings) where interface impacts can be appropriately managed. Council has therefore sought to identify such sites or areas within the corridor, which are discussed further below.

Key policy issues, including anticipated scale of retail development and car parking provisions applying to the corridor zone are also discussed below.

Retail development

Introduction of the Urban Corridor Zone along the Marion Road corridor will increase opportunities for retail/commercial development in areas, particularly in areas currently located in the Residential Zone.

The Commercial Zone – Marion Policy Area 1 currently supports low-scale retail and commercial activities to provide an appropriate transition to residential areas, allowing for shops up to 150 square metres gross leasable floor area and bulky goods and service trade premises up to 300 square metres.

The Residential Zone envisages small-scale non-residential land uses (ie. shops, consulting rooms, offices, etc) that serve the needs of the community, however these uses are not specifically contemplated in the Northern Policy Area 13 that applies to the Marion Road corridor. Shops are limited to 150 square metres gross leasable floor area.

Based on the policy framework proposed in the SA Planning Policy Library, advisory retail floor area limits of up to 2000 square metres are proposed to apply in the Urban Corridor Zone – Boulevard Policy Area. This is the default retail limit in the Library unless where retail analysis suggests an alternative figure and will provide more significant opportunities for retail development across the corridor to support activation and walkability in the corridor and its adjacent neighbourhoods.

Car parking

Appropriate car parking rates for corridor and mixed use zones, including the Urban Corridor Zone, are prescribed in the SA Planning Policy Library.

The Marion Council Development Plan currently includes specific car parking requirements for a number of 'designated areas' (as prescribed in Table Mar/2A of the Plan). These designated areas include the Suburban Activity Node Zone as well as various Centre Zones located in close proximity to public transport (road or rail).

A flat minimum rate of 3 spaces per 100 square metres is required for non-residential uses (ie. shops, offices, consulting rooms, etc) in these locations, as well as application of maximum rates of between 5-6 spaces per 100 square metres to recognise their proximity to major road and public transport corridors. These rates align with rates prescribed in the SA Planning Policy Library for the Urban Corridor Zone.

With regard to car parking rates for residential development, rates in the existing Development Plan for these designated areas are as follows:

Car parking rates for residential flat and multi-storey residential buildings for designated areas contained in Table Mar/2A of the Development Plan

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 <i>Concept Plan Map XX</i> 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 <i>Concept Plan Map XX</i> 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

Car parking rates for row, semi-detached and detached dwellings for designated areas contained in Table Mar/2A of the Development Plan.

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

Notably, the car parking rates prescribed in the SA Planning Policy Library for residential development in the Urban Corridor Zone align with the above rates applying to the existing Suburban Activity Node.

With regard to the suitable location of parking areas within the Marion Road corridor, the Urban Design Study recommended that parking be located to the rear of buildings to provide greater opportunities to activate frontages. Encouraging access from secondary road frontages and rear access ways will also and preserve the function of Marion as a strategic corridor.

Strategic development sites

As identified above, Council has sought to identify sites or areas within the Marion Road corridor where greater development outcomes may be sensitively achieved.

Five (5) strategic sites or areas have been identified and prioritised for investigation along Marion Road based on the following criteria:

- Economic development potential that is likely to be realised in the short term (ie. low capital value, sites within single ownership)
- Potential to frame the road corridor and result in mixed use development outcomes that could activate the Marion Road corridor
- Potential to appropriately manage interface issues (ie. significant allotment width or depth, interface with roads and non-residential land uses).

The methodology for considering potential building heights for each of the site investigation areas has been adopted from the recent Ministerial *Inner and Middle Metropolitan Corridor (Sites) DPA* released for consultation on 30 May 2017. This involves using a combination of design tools including ‘street to width ratios’ and ‘building envelopes’ to arrive at a realistic building height for each of the site investigation areas, and is described below:

Street to width ratio

Applying a ‘street to width’ ratio is a widely accepted urban design practice that suggests the height of buildings along a corridor area should be in relation to the street or pedestrian viewing perspective, to maintain a human scale. A street width ratio of 1:1 is often used as a guide (i.e. street width = building height as a number of storeys) and is recommended in Urban Corridor Zone ‘Technical Sheet’ in the SA Planning Policy Library.

This urban design principle is particularly important in locations where the street width is relatively narrow, and will help to ensure that building scale adjacent to public spaces in the corridor are not dominated by buildings as viewed by pedestrians.

Correlating street width to building height is based on allowing 4.5 metres for the ground floor of buildings (i.e. ensuring adaptability for non-residential uses at ground level), and 3.5 metres for each storey above, as shown in the Table below:

Building height and storeys guide

Height (in metres)	15	18.5	22
Corresponding number of storeys	4	5	6

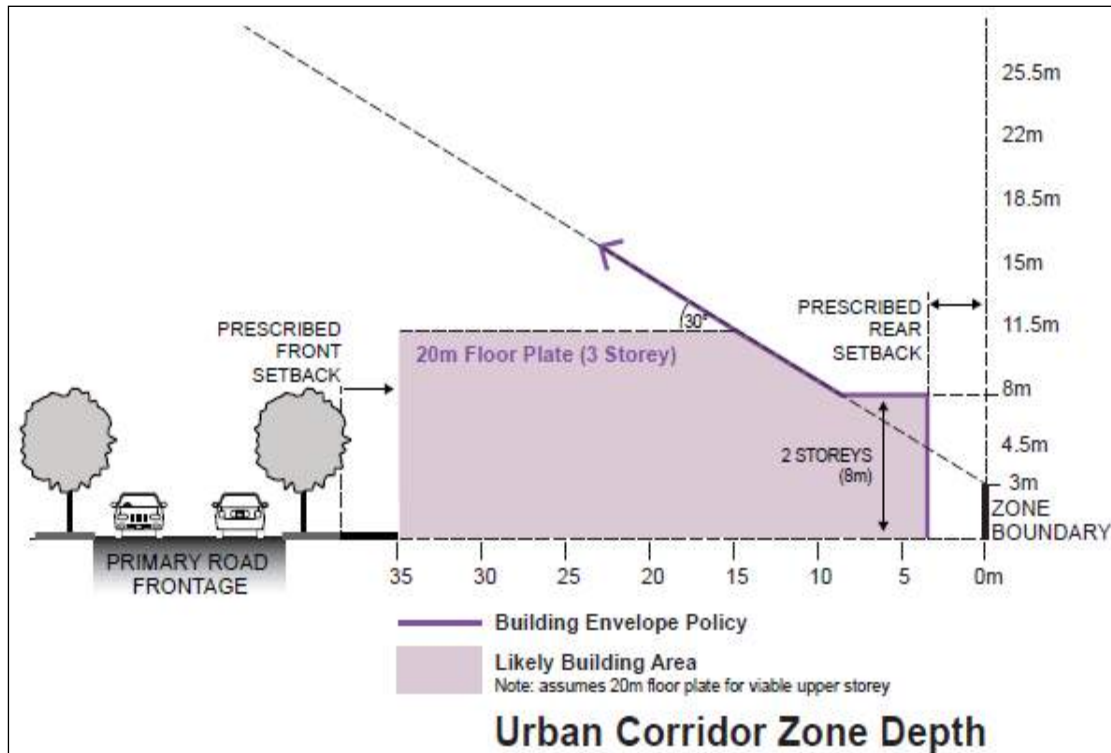
Source: Inner and Middle Metropolitan Corridor (Sites) DPA for Consultation, Government of South Australia

Building envelope

Building envelope policies are used in urban corridor locations across Adelaide to control the massing of buildings and limit impacts on adjacent areas, including potential overshadowing impacts to neighbouring properties adjacent the southern boundary of a development site. This may, in some instances, limit the capacity of development to achieve a maximum building heights determined by the street to width ratio – particularly in locations where the depth of the zone is relatively shallow and the corresponding street is wide.

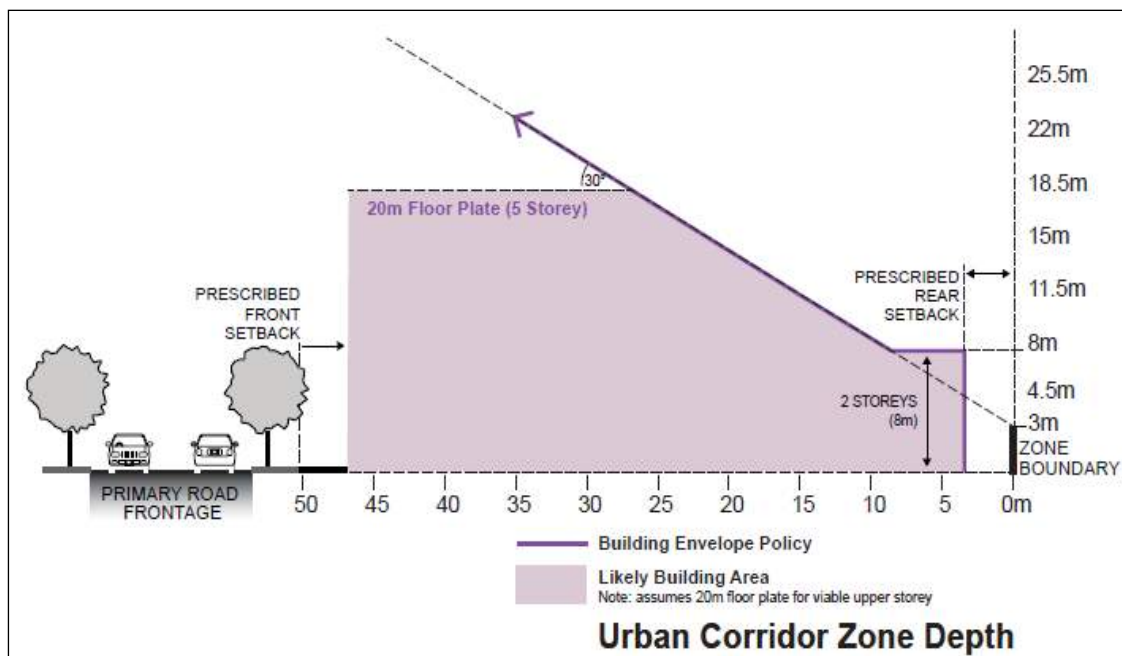
Building envelopes in most corridor locations are generally based on a 30 degree building angle, measured at a height of 3 metres at the boundary of an adjacent zone. The figures below have been sourced from the Ministerial Inner and Middle Metropolitan Corridor (Sites) DPA and indicatively illustrate the generally depth of a site (where adjacent to a zone boundary) that is necessary to accommodate both a three (3) and five (5) storey building, assuming a viable 20 metre floor plate for the upper level.

General site depth for a three storey building



Source: Inner and Middle Metropolitan Corridor (Sites) DPA for Consultation, Government of South Australia

General site depth for a five storey building



Source: Inner and Middle Metropolitan Corridor (Sites) DPA for Consultation, Government of South Australia

As a guide and based on the building envelope examples above, the approximate site depth for a three, four, five and storey building that may be contemplated in a corridor location is summarised in the table below.

Building Height and Site Depth Guide

Building height	Site depth for building
3 storeys	35 metres
4 storeys	41 metres
5 storeys	47 metres
6 storeys	53 metres

Source: Inner and Middle Metropolitan Corridor (Sites) DPA for Consultation, Government of South Australia

The analysis that follows for each identified strategic site on Marion Road therefore includes a table that identifies the following for each site:

- The street width of the Marion Road corridor adjacent the site and the corresponding height
- The depth of the zone or site investigation area and corresponding height that can be achieved within a 30 degree building envelope
- The proposed maximum building height
- Additional commentary that may influence ultimate building heights (eg. alignment with strategic directions, character, local context, etc).

The analysis of each strategic site based on street to width ratio and building height analysis outlined above and other local consideration is summarised below.

Site 1: 485-489 Marion Road and 81-83 Melville Street, South Plympton

Current Built Form / Character and Land Use

The site investigation area is shown in **Figure 4** below and comprises 6 allotments between Wheaton and Melville streets in South Plympton, occupying an overall land area of approximately 3642 square metres with a depth of 45.5 metres.

The site investigation area is underutilised and currently accommodates 4 single-storey buildings, comprising:

- A group of shops at the centre of the site, containing a small supermarket
- Bet (former TAB) on the corner of Melville Street and Marion Road
- A small building containing “Falafel Master” and “Atekos” shops, facing Melville Street
- A restaurant on the corner of Wheaton Street and Marion Road.

Current Zones(s) / Proposed Zone Boundary

The site is currently located wholly in the Commercial Zone - Marion Road Policy Area 1. The zone envisages commercial uses, including bulky goods outlets, community uses, consulting rooms, offices, service trade premises and shops.

Floor area ‘caps’ currently apply in the zone, which limit shops to no greater than 150 square metres and other commercial and community uses to between 250-300 square metres. Development in the zone should also be located 6 metres from the Residential Zone boundary and should not exceed 2 storeys (8 metres) in height.

Given the scale of the site, the current floor area caps and height limits applying in the policy area are considered to significantly restrict the development potential of the site.

Figure 4 – Site 1: 485-489 Marion Road and 81-83 Melville Street



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

Building heights

The following table identifies the critical elements that inform maximum building heights in the vicinity of the site investigations area:

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

Based on the above height analysis, the site investigation area could support development up to 4-5 storeys (18.5 metres) that would appropriately frame the street. Accordingly, a maximum building height of 5 storeys is considered appropriate, subject to consideration to interface with residential development to the east.

Building setbacks

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

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

Site 2: 849 Marion Road, Mitchell Park

Current Built Form / Character and Land Use

The site investigation area is shown in **Figure 5** below and contains the Marion Hotel and associated car park. The land is bound by Lutana Crescent to the south and Quick Road to the north and is approximately 12,770 square metres (1.27 hectares) in area.

While buildings on the site are in good condition, opportunities exist to develop other areas of the site in a more efficient manner.

Current Zone(s) / Proposed Zone Boundary

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

The Neighbourhood Centre Zone is proposed to be amended through this DPA to specifically encourage residential uses above non-residential development. Given these policy amendments and allowable retail floor areas in the Zone, it is considered appropriate to retain the site investigation area within the Mitchell Park/Marion Neighbourhood Centre Zone to continue to develop to cater for the local community needs and retain an appropriate scale for the Centre

Zone itself, while providing specific policy guidance regarding anticipated development outcomes for the site.

Figure 5 – Site 2: 849 Marion Road, Mitchell Park



Building heights

The following table identifies the critical elements that inform maximum building heights in the vicinity of the site investigations area:

Street width	Storeys – Street to width ratio	Zone depth range	Storeys – building envelope	Proposed maximum	Comment
Marion Road – 19 metres	5 storeys (20.5 metres)	74-97 metres (east to west)	6+ storeys	6 storeys	A 30 degree provisional building envelope should apply at the southern Residential Zone boundary to address building massing and overshadowing to adjacent residential development in this location. A 45 degree provisional building envelope will apply for boundaries other than the southern boundary to address building massing.

While the height analysis suggests that buildings above 6 storeys may be appropriate, the 30-Year Plan for Greater Adelaide generally anticipates medium rise buildings (between 3 to 6 storeys) in corridor locations. The site investigation area could therefore support development up to 6 storeys, subject to consideration to the interface with residential development to the east of the site.

Building Setbacks

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

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

Site 3: 640-648 Marion Road, Park Holme

Current Built Form / Character and Land Use

The site investigation area is shown in **Figure 6** below and comprises five allotments between Wallala Avenue and Cungena Avenue in two different ownerships. The area has a depth of some 42 metres, a frontage of around 90 metres and occupies a total area of some 3857 square metres.

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

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

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

Current Zone(s) / Proposed Zone Boundary

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

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

Given the scale of the site, current floor area and height limits are considered to significantly restrict the development potential of the site and do not recognise its exposure to Marion Road.

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

Figure 6 – Site 3: 640-648 Marlon Road, Park Holme



Building height

The following table identifies the critical elements that inform maximum building heights in the vicinity of the site investigations area:

Street width	Storeys – Street to width ratio	Zone depth range	Storeys – building envelope	Proposed maximum	Comment
Marion Road – approx. 20 metres	5 storeys (18.5 metres)	42 metres (east to west)	3 - 4 storeys	4 storeys	A 30-degree provisional building envelope should apply at the Residential Zone boundary to address building massing and overshadowing to adjacent residential development.

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

to the depth of the site investigation area, a maximum building height of 4 storeys is considered appropriate subject to consideration to interface with residential development to the west.

Building setbacks

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

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

Site 4: 671-683 Marion Road and 2A Seventh Avenue, Ascot Park

Current Built Form / Character and Land Use

The site investigation area is shown in **Figure 7** below. It comprises seven allotments, divided under six separate ownerships, and has a depth ranging from 46.3 – 52.5 metres and an area of some 5415 square metres.

The site investigation area includes a large building used as a retail showroom/bulky goods outlet and associated car parking, which is located over two allotments. The building is located on the Marion Road property boundary. A car yard comprising an external display area and three small buildings is located on the other lot, with a secondary frontage to Sixth Avenue. The northern allotments comprise three former dwellings used as consulting rooms/shops, and a residential dwelling faces Seventh Avenue.

Car parking and outdoor storage/display areas cover a dominant percentage of the investigation area. Despite separate ownerships, the area appears to have potential for redevelopment in the short term.

Recently constructed medium density residential development is also located to the rear (east) of the site investigation area.

Current Zone(s) / Proposed Zone Boundary

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

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

The current floor area and height limits in the policy area are considered to significantly restrict the development potential of the site and do not recognise its exposure to Marion Road.

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

Figure 7 – Site 4: 671-683 Marlon Road and 2A Seventh Avenue, Ascot Park



Building height

The following table identifies the critical elements that inform maximum building heights in the vicinity of the site investigations area:

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

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

Building setbacks

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

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

Site 5: 597-605 Marion Road and 159 Raglan Avenue, South Plympton

Current Built Form / Land Use

The site investigation area is shown in **Figure 8** below. It comprises seven allotments between Raglan Avenue and Nelson Street and occupies an area of some 4150 square metres and ranges in depth from 40 – 44 metres.

The four central allotments contain detached dwellings from the 1950s/1960s that are considered suitable for redevelopment. The allotments adjacent the side roads each contain two attached units from a more recent period. These side properties have been included in the site investigation area as they provide potential opportunity for vehicular access from the side roads.

Current Zone(s) / Proposed Zone Boundary

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

The current zoning is considered to significantly restrict the development potential of the site investigation area.

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

Figure 8 – Site 5: 597-605 Marlon Road and 159 Raglan Avenue



Building height

The following table identifies the critical elements that inform maximum building heights in the vicinity of the site investigations area:

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

While the width of Marion Road adjacent the site investigation area would support buildings of up to 5 storeys, the depth of the site would be more appropriate for development ranging between 3 and 4 storeys (15m) that would still frame the road. Accordingly, a maximum building height of 4 storeys is considered appropriate, subject to consideration to interface with residential development to the east.

Building setbacks

The current Residential Zone prescribes a minimum setback of 8 metres from the primary road frontage of an arterial road and a minimum setback of 2 metres for a secondary road frontage.

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

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

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

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

Proposed policy changes – Marion Road Urban Corridor

To achieve the DPA's objectives to enhance opportunities for housing diversity and mixed use outcomes, achieve zoning consolidation and promote more consistent development of the Marion Road corridor, the majority of the corridor located in the Commercial and Residential Zones is proposed to be included the new Urban Corridor Zone – Boulevard Policy Area. The Policy Area anticipates medium-rise development framing the street, including mixed use buildings that contain shops, offices and commercial development at lower floors with residential uses above.

Recognising experiences in other corridor locations in Greater Adelaide, a maximum building height of 3 storeys (12.5 metres) is proposed for the Urban Corridor Zone except on four identified strategic sites where policies will allow taller building heights up to 5 storeys (18.5 metres) in some cases. Concept Plans are proposed for strategic sites to guide appropriate building heights, envelopes and access/parking arrangements. Policies will also encourage a suitable transition in heights down to adjacent low-rise residential development, including application of a 30 degree provisional building envelope to mitigate building massing, overshadowing and overlooking.

Given proposed policy changes in this DPA to support greater mixed use development outcomes in local and neighbourhood centres, the strategic site at 849 Marion Road, Mitchell Park (Marion Hotel site) is proposed to be retained in the Mitchell Park/Marion Neighbourhood Centre Zone. This will allow the site to continue to develop to cater for the local community's needs while retaining an appropriately scaled neighbourhood centre in this location. Policies in the Neighbourhood Centre Zone will allow the site to be developed up to 6 storeys, while providing a suitable transition down in height toward adjacent low-rise residential development to the east.

Building envelope provisions will also apply to the site to address building massing, overlooking and overshadowing. Policies will also encourage retention of existing mature vegetation on the site where practical as part of future development.

Shops up to 2000 square metres gross leasable area will be allowed in the new Boulevard Policy Area to encourage neighbourhood-scale activity along northern part of the corridor. This floor area is based on the floor area proposed in the SA Planning Policy Library.

Car parking rates in the Urban Corridor Zone are proposed to align with the rates for designated areas in existing Table Mar/2A of the Development Plan to recognise the zone's proximity to the Marion Road corridor and public transport options. Policies will also encourage vehicle access to sites and parking areas from secondary road frontages and rear access ways where possible to preserve the function of Marion Road as a strategic route.

The DPA also proposes to update General (Council-wide) policies relating to medium to high rise buildings of 3 or more storeys based on changes introduced by the Government in other corridor locations across Adelaide. This will help to ensure quality design outcomes for taller buildings on the site and that interfaces are appropriately managed.

The 'Affordable Housing', 'Noise and Air Emissions' and 'Strategic Transport Routes' Overlays are also proposed to apply to the corridor given the proposed rezoning and opportunities to develop higher density, mixed use development outcomes in this location.

4.2 Suburban Activity Node

4.2.1 Background

The Statement of Intent for the DPA identified opportunities to increase residential density and diversity along a number of road and rail corridors in the City of Marion, including:

- the Seaford Railway Line in Ascot Park, Marion, Oaklands Park and Warradale
- the Glenelg Tram Line in Plympton Park and South Plympton
- the Marion Regional Centre
- Morphett Road
- Sturt Road
- Marion Road.

In addition to exploring opportunities along these corridors, the Statement of Intent also sought to investigate increased housing diversity in areas located within convenient walking distance to higher order centres or tram and train stations, but where located outside of the existing or proposed Residential Character Policy Area. These areas included:

- Edwardstown in close proximity to the Caste Plaza district-level shopping centre and Woodlands Park Railway station (acknowledging potential for future relocation of the station)
- Glandore in close proximity to tram stations
- Land owned by Renewal SA at Morphetville.

In relation to the land owned by Renewal SA at Morphetville, the land is being developed under the 'Renewing Our Streets and Suburbs' Stimulus Program, which seeks to replace old homes with new homes to create better quality social housing and increase housing choice and affordability. Given the development already proposed for this area, a change of policy to facilitate housing diversity is no longer necessary.

The Suburban Activity Node Zone from the SA Planning Policy Library is designed to apply to areas where there is a desire for a change in form around a fixed transit stop (eg. train or tram stop) or other focal point, such as a higher order activity centre. It envisages a range of land uses that promote smart travel options other than the car while also creating a walkable/cyclist friendly environment.

The zone also supports residential development at medium to high densities. Medium rise buildings (up to 6 storeys) are supported in the zone, with lower buildings (generally 3 storeys) desired at the edges of the zone or where there is an interface with existing low-rise development. This aligns with directions in the 30-Year Plan for Greater Adelaide to encourage medium-rise (3-6 storeys) development along key transport corridors, within activity centres and in urban renewal areas that support public transport use.

The zone is generally made up three (3) separate areas, including:

- A *'Core Area'* where more significant, taller buildings are envisaged, with a mix of local and neighbourhood scale non-residential development aimed at reducing the need for people to travel for their daily activities.
- A *'Transition Area'* that envisages predominantly residential development up to 3 storeys and is designed to provide a transition between the more intense Core Area and existing low-rise (ie. 1-2 storeys) residential development.
- Other areas not designated by the above but where predominantly residential development up to 3 storeys is envisaged. This area may apply between the Core Area and existing low-rise residential development.

The Suburban Activity Node Zone is currently featured in the Marion Council Development Plan in the part of Tonsley targeted for residential development. The Ministerial *Southern Innovation Area DPA* that was recently released for consultation also proposes to expand application of the Zone to:

- The Laffer's Triangle Area west of the Warriparinga wetlands and Sturt River, currently zoned Industry,
- The existing Residential Zone (Regeneration Policy Area) immediately to the south of the Tonsley site (adjacent to Monroe Tenneco), and
- Alawoona Avenue and immediate surrounds to the west of the Tonsley site at Mitchell Park, and extending to Marion Road.

Investigations as part of this amendment have reviewed the opportunities associated with applying the zone along corridors (road and rail) locations and areas in close proximity to higher order activity centres where increased residential densities and housing diversity is envisaged to take advantage of shopping / services, transport options, and enhance the viability of the train and tram.

4.2.2 Issues arising from investigations

The DPA distinguishes between the three areas through proposing separate policy areas for each as follows:

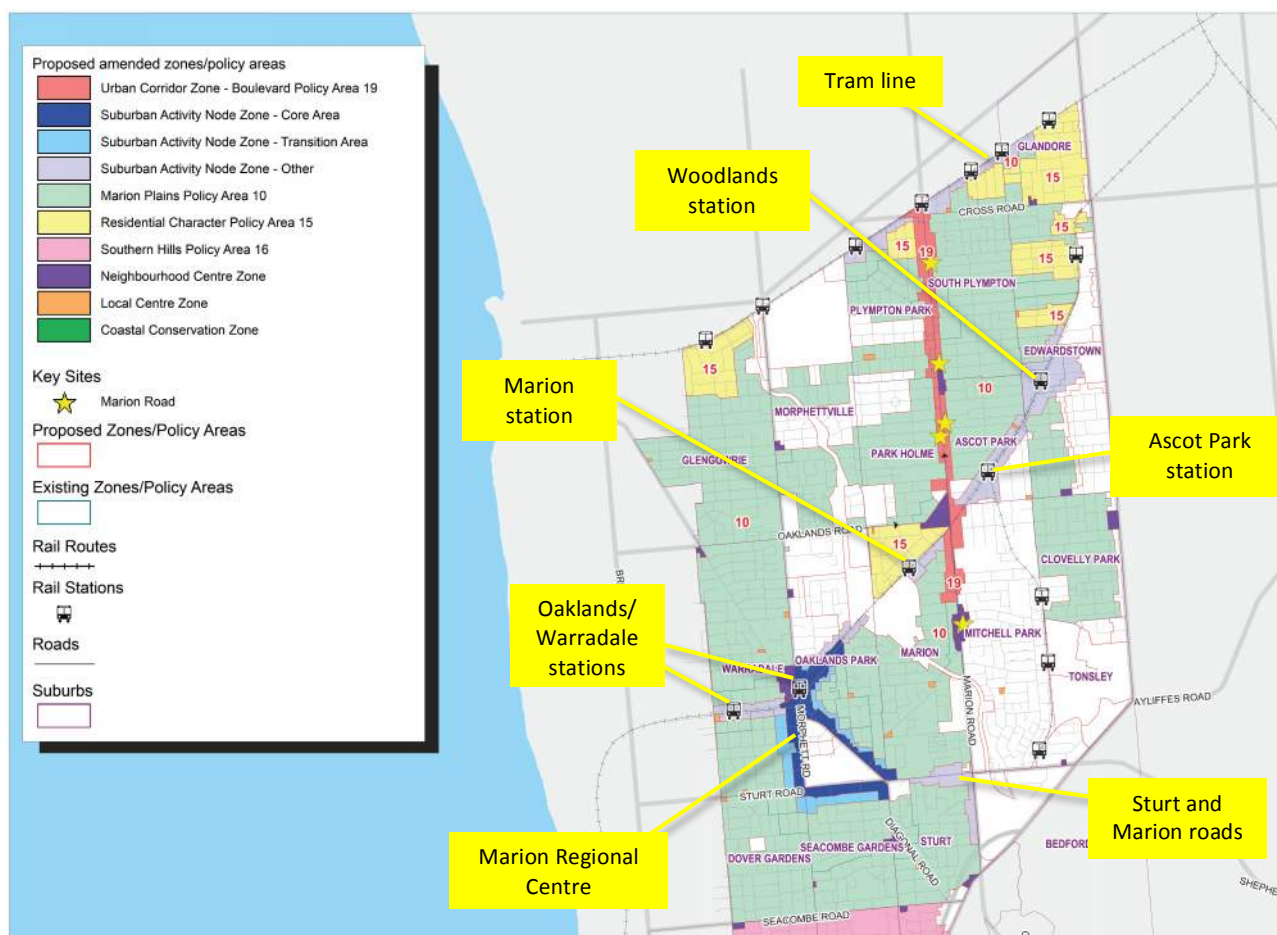
- *Suburban Activity Node Zone – Core Area*, where buildings of between 2 to 6 storeys are envisaged. This generally encompasses areas adjacent to higher intensity activity centres or nodes (eg. the Marion Regional Centre)

- *Suburban Activity Node Zone – Transition Area*, where buildings of between 1 to 3 storeys are envisaged. This generally sits adjacent to ‘Core’ areas to provide a suitable transition to lower-rise areas
- *Suburban Activity Node Zone – Other Area*, where buildings of between 2 to 4 storeys are envisaged. This generally encompasses areas adjacent the rail (train and tram) corridors or road corridors that are not directly linked to higher order, intensive activity centres.

Areas identified for inclusion in the Suburban Activity Node Zone have generally been selected based on whether the properties front the arterial road/railway line, or if a back street runs parallel to the road/railway line, the zone extends to that street. However, the zone must also be of a sufficient depth to allow greater development opportunities and increased residential densities to be achieved while managing interface impacts.

Appropriate car parking rates for development in the Suburban Activity Node Zone are already contained in Table Mar/2A of the Marion Council Development Plan. These rates recognise the Zone’s proximity to transit corridors and intent of the Zone to encourage high pedestrian activity land uses and low private car use.

Figure 9 - Proposed Suburban Activity Node Zones



There are seven key areas proposed for inclusion in the Suburban Activity Node Zone as depicted in **Figure 9** above and these are discussed below:

- Marion Regional Centre – both core and transition areas
- Oaklands and Warradale stations – other area

- Marion Station – other area
- Sturt and Marion Roads – other area
- Ascot Park station – other area
- Woodlands station – other area
- Tram line – other area.

Marion Regional Centre and Oaklands – core and transition areas

Land immediately surrounding the Marion Regional Centre (adjacent Morphett, Sturt and Diagonal Roads) and Oaklands train station is proposed to be rezoned as a Core Area of the Suburban Activity Node Zone to recognise the significant activity levels around the regional centre and opportunities created by the planned upgrade of the Oaklands rail crossing, which has potential to act as a catalyst for development and renewal of the area. Opportunities to increase residential densities in this area was also identified in the *Integrated Transport and Land Use Plan*.

More specifically, the zone is proposed to comprise:

- A Core Area west of Morphett Road extending back to Hobart and Ulva Avenues, with a Transition Area extending beyond these streets to Lincoln and Alisa Avenues
- A Core Area south of Sturt Road extending back to Kingston Avenue, with a Transition Area extending back to Alderman Avenue
- A Core Area east of Diagonal Road and generally extending as far back as Albany Crescent, Gore Street, Pemberton Street and Finniss Street, with a Transition Area extending predominately one allotment deep beyond
- A Core Area extending some 80 or so metres either side of the Oaklands train station, with a Transition Area that extends to several allotments beyond.

These areas are shown in **Figure 10** below and are currently included in the either the Medium Density Policy Area 12 or Regeneration Policy Area 16, which both encourage medium density residential development.

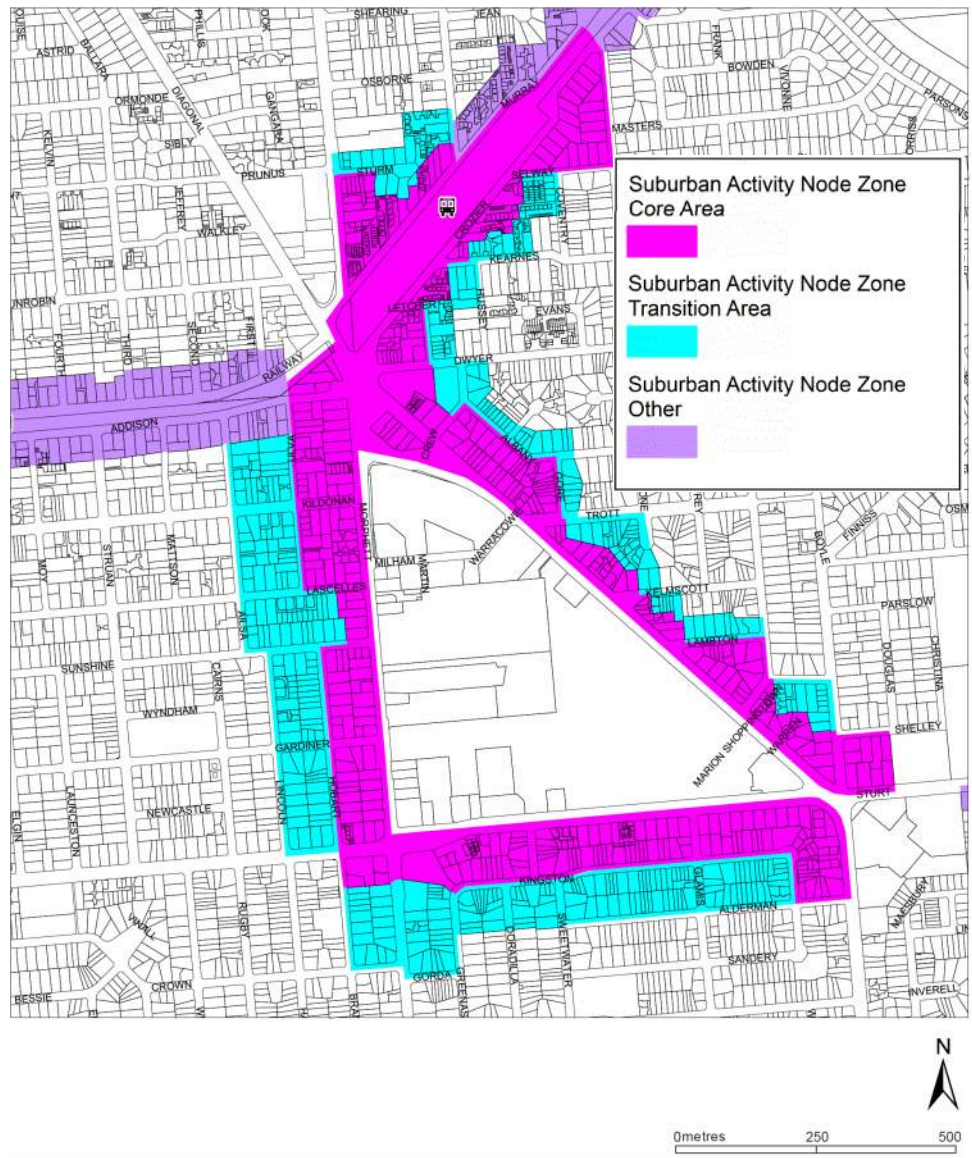
The area has been identified as suitable for higher density, medium rise mixed use and residential uses of a minimum of 2 storeys up to 6 storeys around the regional centre and Oaklands train station, with a Transition Area proposed at the periphery to allow medium density development of between 1 and 3 storeys toward the interface with low rise areas.

Beyond the proposed Transition Area is the proposed Marion Plains Policy Area 10.

The following setbacks also apply in the Transition Area to minimise impacts with adjacent low-rise development:

- To the primary road frontage – 5 metres
- To the side boundary – none for 1-storey, plus 0.9 metres for each storey, plus an additional 1 metre on a southern side boundary
- To the rear boundary – 3 metres for 1 storey, 6 metres for 2 storey and the 30 degree plane building envelope for 3 or more storeys.

Figure 10 – Proposed Core, Transition and ‘Other’ areas of the Suburban Activity Node Zone



Oaklands and Warradale stations

It is also proposed to rezone two areas along the rail line immediately adjacent the Oaklands and Warradale stations and along Murray and Crozier terraces to Suburban Activity Node Zone, allowing for medium to high density housing in the form of residential flat buildings, row dwellings, semi-detached dwellings and serviced apartments. The two areas include:

- Land approximately one block either side of the rail corridor along Addison Road and Railway Terrace, between the Council boundary to the west and the interface with the proposed Marion Centre Suburban Activity Node Core and Transition Zone
- Land approximately one block either side of the rail corridor along Murray and Crozier terraces between the proposed Marion Centre Suburban Activity Node Core and Transition Zone and the Sturt River.

These areas are currently zoned Residential and a mixture of the Medium Density, Northern and Regeneration Policy Areas 12, 13 and 16.

This area has been identified as appropriate for low to medium rise residential development with a minimum of 2 and up to 3-4 storeys in height depending on the size of the allotment and oriented to the train corridor. Interfaces to the north and south with the adjoining residential areas will be critical and it is proposed to manage this via the use of prescribed setbacks and the application of a 30 degree plane building envelope for 3 or more storeys. The following setbacks will apply to the Oaklands and Warradale Station Suburban Activity Node Zone:

- To the primary road frontage – 3 metres
- To the side boundary – none for 1-storey, plus 0.9 metres for each storey, plus an additional 1 metre on a southern side boundary
- To the rear boundary where next to the Residential Character Policy Area 17 or a southern boundary – 3 metres for one storey, 6 metres for two and the 30 degree plane building envelope for 3 or more storeys
- To the rear boundary in all other cases – 2 metres for one storey, 4 metres for two and the 30 degree plane building envelope for 3 or more storeys.

Sturt and Marion roads

It is proposed to rezone an area along Marion and Sturt Roads in the suburbs of Marion and Sturt allowing for medium to high density housing in the form of residential flat buildings, row dwellings, semi-detached dwellings and serviced apartments. The area is currently within the Northern Policy Area 13 (proposed to be renamed Marion Plains Policy Area 10). The proposed zone extends generally one to three properties back from Marion Road on the western side between Ralph Street and Sturt Road, Sturt Road on the southern side between Marion Road and Marion Centre, and Sturt Road on the northern side generally south of Pitcairn Avenue.

This area has been identified as appropriate for low to medium rise residential development with a minimum of 2 and up to 3-4 storeys in height depending on the size of the allotment and oriented to the train corridor. The management of interfaces to the adjoining Northern Policy Area (proposed to be changed to the Marion Plains Policy Area via this amendment) to the south, north and west will be important and it is proposed to manage this via the use of prescribed setbacks and the application of a 30 degree plane building envelope for 3 or more storeys. The following setbacks will apply to the Sturt and Marion roads Suburban Activity Node Zone:

- To the primary road frontage – 3 metres
- To the side boundary – none for 1-storey, plus 0.9 metres for each storey, plus an additional 1 metre on a southern side boundary
- To the rear boundary where next to the Residential Character Policy Area 17 or a southern boundary – 3 metres for one storey, 6 metres for two and the 30 degree plane building envelope for 3 or more storeys
- To the rear boundary in all other cases – 2 metres for one storey, 4 metres for two and the 30 degree plane building envelope for 3 or more storeys.

Marion Station

It is proposed to rezone an area to the south east of the rail line immediately adjacent the Marion station to Suburban Activity Node Zone – Other area, allowing for medium to high density housing in the form of residential flat buildings, row dwellings, semi-detached dwellings and serviced apartments. The area currently incorporates a small area of the Medium Density Residential Policy Area 12 as well as an area of Northern Residential Policy Area 13 and is bounded by the rail

corridor, the proposed Marion Urban Corridor Zone, Nicholas and Cutting roads, Betty Street, Avalon Road, Rathlin Avenue and Alison Avenue.

This area has been identified as appropriate for low to medium rise residential development with a minimum of 2 and up to 3-4 storeys in height depending on the size of the allotment and oriented to the train corridor. Whilst mitigated somewhat by the interface of the zoning being a road corridor, interfaces to the south with the adjoining Northern Residential Policy Area 13 (proposed to be changed to the Marion Plains Policy Area 10 via this amendment) will be critical and it is proposed to manage this via the use of prescribed setbacks and the application of a 30 degree plane building envelope for 3 or more storeys. The following setbacks will apply to the Marion Station Suburban Activity Node Zone:

- To the primary road frontage – 3 metres
- To the side boundary – none for 1-storey, plus 0.9 metres for each storey, plus an additional 1 metre on a southern side boundary
- To the rear boundary where next to the Residential Character Policy Area 17 or a southern boundary – 3 metres for one storey, 6 metres for two and the 30 degree plane building envelope for 3 or more storeys
- To the rear boundary in all other cases – 2 metres for one storey, 4 metres for two and the 30 degree plane building envelope for 3 or more storeys.

Ascot Park station

It is proposed to rezone areas either side of the Ascot train station to Suburban Activity Node Zone – undefined allowing for medium to high density housing in the form of residential flat buildings, row dwellings, semi-detached dwellings and serviced apartments.

The area currently encompasses land in the Medium Density Policy Area 12 (predominantly east of the rail line) as well as land in the Northern Policy Area 13 and connects with the proposed Suburban Activity Node Zone surrounding Woodlands Station. The area proposed for rezoning generally extends one allotment deep either side of the rail line but expands out to Charles Street and Daws Road in the southern portion around the existing Commercial Zone fronting Daws Road.

The area has been experiencing quite significant redevelopment in recent years, and has been identified as appropriate for low to medium rise residential development with a minimum of 2 and up to 3-4 storeys in height depending on the size of the allotment and oriented to the train corridor. Interfaces with the adjacent Medium Density Policy Area 12 and Northern Policy Area 13 (proposed to be changed to the Marion Plains Policy Area 10 via this amendment) will be managed via the use of prescribed setbacks and the application of a 30 degree plane building envelope for 3 or more storeys.

The following setbacks will apply to the Ascot Station Suburban Activity Node Zone:

- To the primary road frontage – 3 metres
- To the side boundary – none for 1-storey, plus 0.9 metres for each storey, plus an additional 1 metre on a southern side boundary
- To the rear boundary where next to a southern boundary – 3 metres for one storey, 6 metres for two and the 30 degree plane building envelope for 3 or more storeys
- To the rear boundary where not a southern boundary – 2 metres for one storey, 4 metres for two and the 30 degree plane building envelope for 3 or more storeys.

Woodlands station

The Woodlands rail station Suburban Activity Node Zone is proposed to be located both sides of the rail line within the suburb of Edwardstown. The areas proposed to be rezoned are currently zoned residential – a mixture of the Medium Density, Regeneration and Northern policy areas.

To the east of the rail line, the Woodlands rail station Suburban Activity Node Zone is proposed to include properties on the northern side of Flinders Street and follow the rear of Castle Plaza to the northern boundary of the Industry/Commerce zone, along Woodlands and Lockhart terraces and Weaver Street. To the west of the rail line, the zone is proposed to extend along Robert Street to HMS Buffalo Avenue, including properties on both sides of the avenue and then including properties along Railway Terrace up to one to three properties deep.

Located adjacent Castle Plaza as well as the Woodlands rail station, this area is considered to have significant redevelopment potential and has been identified as appropriate for low to medium rise residential development with a minimum of 2 and up to 3-4 storeys in height depending on the size of the allotment and orientation to the train corridor. Interfaces with the adjacent Northern Policy Area 13 (proposed to be changed to the Marion Plains Residential Policy Area 10 via this amendment) will be managed via the use of prescribed setbacks and the application of a 30 degree plane building envelope for 3 or more storeys.

The following setbacks will apply to the Woodlands Station Suburban Activity Node Zone:

- To the primary road frontage – 3 metres
- To the side boundary – none for 1-storey, plus 0.9 metres for each storey, plus an additional 1 metre on a southern side boundary
- To the rear boundary where next to a southern boundary – 3 metres for one storey, 6 metres for two and the 30 degree plane building envelope for 3 or more storeys
- To the rear boundary where not a southern boundary – 2 metres for one storey, 4 metres for two and the 30 degree plane building envelope for 3 or more storeys.

Tram line

The proposed Suburban Activity Node Zone in Glandore includes properties fronting the Glenelg tramline in the north-western pocket of the suburb and located in close walking distance to tram stops 7 and 8.

The investigation area is currently located in Medium Density Policy Area 12 of the Residential Zone, which already supports a range of medium density dwellings in the form of two storey buildings with an ability to provide a third storey addition with the roof space. Minimum allotment sizes in the policy area range from 210 square metres for row dwellings up to 300 square metres for detached dwellings.

While the area has been subject to recent redevelopment (eg. Windana Mews in the eastern portion of the area and scattered pockets in the western portion), opportunities exist to provide further housing diversity and uplift in the area to take advantage of the tram and local open solaces at Glandore Community Centre and nearby Glandore Oval, particularly where amalgamation of allotments may be achieved

The Residential Character Policy Area 17 directly abuts the area to the south and east and comprises the majority of Glandore. The State Heritage listed Glandore Community Centre (former Glandore Boys Home, later Windana Remand Home) is located within the policy area south of investigation area. As discussed in section 4.6 below, this DPA proposes to expand the Residential

Character Policy Area in the central western part of Glandore, immediately south of the proposed Suburban Activity Node Zone.

The Northern Policy Area 13 of the Residential Zone also occupies land to the south of the investigation area. Given that this portion of Glandore is bounded by the Residential Character Area to the east, north and west, and given that the locality is not directly adjacent to an activity centre, open space or high frequency transit corridor, it is not considered appropriate to include this area in the proposed Suburban Activity Node Zone.

The properties fronting South Road that are currently located in the Commercial Zone are not proposed for rezoning as part of this DPA.

The proposed Suburban Activity Node Zone in South Plympton includes properties fronting the Glenelg tramline in the northern end of the suburb, and is located a convenient walking distance to tram stops 8, 9 and 10. The area extends west from the proposed Suburban Activity Node Zone in Glandore.

Similar to the area in Glandore, the South Plympton investigation area is currently located in the Medium Density Policy Area 12 of the Residential Zone, which already supports a range of medium density dwellings. As discussed in section 4.6 below, the DPA proposes to include land south of the investigation area in the Residential Character Policy Area.

The proposed Suburban Activity Node Zone in Plympton Park includes properties fronting the Glenelg tramline in the northern end of the suburb, and is located a convenient walking distance to tram stop 11. The area extends south of the tram line to South Terrace, along Ferry Avenue, Griffiths Road and Acacia Street. From Acacia Street, the proposed Suburban Activity Node Zone includes generally one property back from the tram line until it meets the Marion Road Urban Corridor.

Similar to the areas in Glandore and South Plympton, the Plympton Park investigation area is currently located in the Medium Density Policy Area 12 of the Residential Zone, which already supports a range of medium density dwellings. As discussed in section 4.6 below, the DPA proposes to include land south and east of the investigation area in the Residential Character Policy Area.

Building heights in the tram line Suburban Activity Node Zone will be a minimum of two and a maximum of four storeys (depending on site area). The following setbacks will apply to tram line Suburban Activity Node Zone:

- To the primary road frontage – 3 metres
- To the side boundary – none for 1-storey, plus 0.9 metres for each storey, plus an additional 1 metre on a southern side boundary
- To the rear boundary where next to a southern boundary – 3 metres for one storey, 6 metres for two and the 30 degree plane building envelope for 3 or more storeys
- To the rear boundary where not a southern boundary – 2 metres for one storey, 4 metres for two and the 30 degree plane building envelope for 3 or more storeys.

Proposed policy changes – Suburban Activity Node

It is proposed to introduce a Suburban Activity Node Zone to seven key locations within the City of Marion including:

- immediately around Marion Regional Centre and Oaklands, extending north east along the rail corridor including a core and a transition area to manage the interface with residential areas, guided by a new concept plan
- Along the tram corridor at Glandore, South Plympton and Plympton Park
- At Woodlands rail station adjacent Castle Plaza
- At Warradale alongside the rail line
- Along Sturt and Marion Roads at Sturt/Marion
- At Ascot Park rail station
- At Marion rail station.

The Suburban Activity Node Zone will also be amended to incorporate Desired Character statements for the proposed locations, additional policies to help manage transitional areas and deal with the interface with adjoining residential areas, setbacks, noise management policies and height minimums and maximums.

To assist with the management of interfaces, any development that would otherwise not require public notification (Category 1) but is located directly adjacent to a different zone, that exceeds the building envelope and interface height provisions would require notification (Category 2).

4.3 Local and Neighbourhood Centres

4.3.1 Background

The *30-Year Plan for Greater Adelaide 2017 Update* seeks to increase opportunities for residential development at increased densities within activity centres and transit corridor locations. This includes opportunities for medium rise development (3-6 storeys) in suitable locations.

Allowing a greater mix of activities and residential development in activity centres can bring a number of benefits, including greater activation and vibrancy, increased surveillance and safety (particularly outside of business hours), opportunities to enhance the public realm and streets, bringing living and employment closer together, and potential economic benefits including increasing the viability of centres.

The Statement of Intent (SOI) for the preparation of this DPA proposed to explore opportunities for mixed use development in local and neighbourhood centres by expressly encouraging residential development in the form of apartments located above ground level retail/commercial uses. It also identified an opportunity to expand the existing Neighbourhood Centre Zone area in Park Holme/Marion to encompass residential properties on Chambers Street.

In addition, the SOI identified an opportunity to investigate introduction of a mixed-use 'high street' area along the northern end of Finnis Street in the Marion Historic Village to encourage opportunities such as 'shop-top' housing. However, given a number of recent developments in this area that are not considered compatible with the envisaged high street character, the Council has resolved not to pursue this rezoning.

4.3.2 Issues arising from investigations

Local centres

A number of local activity centres exists across the City of Marion and provide a range of small-scale retail, commercial and community facilities to serve the day-to-day needs of the local communities that surround them.

While the Marion Council Development Plan currently allows potential for residential development to occur within local centres where they do not prejudice the ongoing operation of existing or future retail activities in these centres, residential development is not specifically envisaged in the zone. Further, the zone does not provide guidance regarding the desired character of these local centres or how and where residential development can be integrated into local centres.

The DPA therefore proposes to provide further guidance in relation to expectations regarding integration of residential development in the Local Centre Zone, including introducing Desired Character provisions to guide future development of these centres and policies to encourage opportunities for medium density residential development in the form of mixed use/shop top housing. Given the reduced scale of local centres in comparison to higher order centres such as the Neighbourhood and District centres, a maximum building height of 2 storeys is envisaged.

Neighbourhood centres

A number of neighbourhood centres also exist across the City of Marion, some of which are located in or adjacent areas proposed to support higher residential densities as part of this DPA, including along Marion Road Marion/Mitchell Park and Park Holme, and straddling Diagonal Road at Warradale.

The Neighbourhood Centre Zone already encourages residential development in conjunction with non-residential development. However, limited guidance is provided regarding how and where residential development should be located within centres and allowable building heights to attract such development above non-residential uses (ie. shop top housing).

The DPA therefore proposes to provide further guidance in relation to expectations regarding integration of residential development in the Neighbourhood Centre Zone, including introducing Desired Character provisions and updated Concept Plans where relevant to guide future development. In particular, the policies encourage residential development above ground floor activities such as shops, offices, consulting rooms and community uses.

The SOI also identifies specific investigations in relation to the Neighbourhood Centres at Marion/Mitchell Park and Park Holme, which are discussed below.

Marion/Mitchell Park Neighbourhood Centre, Marion Road

The Marion/Mitchell Park Neighbourhood Centre Zone occupies some 4.8 hectares and is located on the Marion Road Corridor, extending east and west to both sides of the corridor. It also extends just north of Quick Road and south toward Jacob Street. The zone is surrounded on all sides by the Medium Density Policy Area 12 of the Residential Zone, which currently includes a mix of low-rise residential building forms.

The Marion Hotel site dominates the eastern portion of the Neighbourhood Centre Zone between Quick Road and Lutana Crescent, with a service station located in the zone north of Quick Road and mixed retail and commercial activities in the zone south of the Marion Hotel. The western side

of Marion Road in the zone includes a mix of consulting rooms, offices, retail and supermarket, two additional service stations and a residential flat building.

The Marion Road Urban Design Study prepared in 2009 recommended, among other things, that the Neighbourhood Centre Zone at Marion Road, Marion/Mitchell Park '*...should be consolidated, upgraded and better coordinated as a small/medium size centre*'. The Study also suggested that the retail focus should be on the western side of Marion Road, with a retail floor area of up to 2500 square metres considered appropriate (as currently prescribed for the Neighbourhood Centre Zone).

The scale of the centre is sufficient to achieve the desired retail floor area anticipated (ie. 2500 square metres) while also accommodating a mix of uses, including new residential development. Further, as identified in section 4.1.2 above, the Marion Hotel Site has been identified as a significant strategic site on the Marion Road corridor that could accommodate mixed use development up to 6 storeys in line with the directions of the *30-Year Plan for Greater Adelaide 2017 Update*.

The DPA therefore proposes that the Marion/Mitchell Park Neighbourhood Centre Zone not be expanded, but instead proposes new policies and an updated Concept Plan to encourage new residential development opportunities in the zone, including two to four storey residential flat buildings above non-residential uses and more significant development up to 6 storeys for the Marion Hotel site. The proposed policy framework will also encourage retail development to be focused on the western side of Marion Road to align with directions in the Urban Design Study.

Park Holme Neighbourhood Centre, Marion/Oaklands Roads

The Park Holme Neighbourhood Centre is located adjacent the Daws/Oaklands/Marion Road intersection on the western side of Marion Road. The zone is currently bound by Oaklands Road to the north, Marion Road to the east and Chambers Street to the south. Land in the zone occupies around 2 hectares and includes the standalone Park Holme shopping centre, which includes a supermarket, banking/finance, post office and a range of specialty retail surrounded by car parking. Additional car parking is also located across Oaklands Road to the north.

The current floor area of the centre is just over 5500 square metres, which is higher than that anticipated for the centre in the current Marion Council Development Plan (ie. the existing Neighbourhood Centre Zone seeks a maximum of 4500 square metres floor area for the centre).

The Seaford rail line and Ascot Park and Marion railway stations are located within a short (5 minute) walking distance to the centre. Recreation and community uses are also located close to the zone, including the Ascot Park Bowling Club, Park Holme Tennis Club and Park Holme Library service.

The zone is generally surrounded by the Medium Density Policy Area 12 of the Residential Zone to the north-west and Residential Character Policy Area 17 to the south of Chambers Street. As identified in section 4.1 above, areas adjacent the zone along the Marion Road corridor are also proposed to be rezoned Urban Corridor to allow a greater land use mix and opportunities for residential development at increased densities.

As identified above, the SOI sought to investigate expansion of the existing Neighbourhood Centre Zone area in Park Holme/Marion to encompass residential properties on Chambers Street.

Despite its location in the Residential Character Area, residential development on the southern side of Chambers Street adjacent the shopping centre is of mixed character and land use and

includes a number of single and two storey detached dwellings, two-storey residential flats, a place of worship and home business. An opportunity therefore exists to encourage new residential building forms in this area to take advantage of this location and strengthen the centre.

The Neighbourhood Centre Zone in Park Holme is therefore proposed to be expanded to the south to encompass properties on the southern side of Chambers Street and create opportunities for a greater range of mixed use and residential development. New policies and an updated Concept Plan are proposed for the centre to encourage new residential development opportunities in the zone, including two to four storey residential flat buildings above non-residential uses and residential development up to three (3) storeys on Chambers Street to enhance the interface with the Park Holme Shopping Centre to the north.

Proposed policy changes - Local and Neighbourhood Centres

In order to facilitate opportunities for housing diversity and appropriately designed mixed use development in the City's neighbourhood and local centres, new policies are proposed in the Neighbourhood Centre Zone and Local Centre Zone to encourage integration of residential development with these centres.

This includes introducing Desired Character statements in both zones to describe the proposed focus and function, preferred land use arrangements and built form, desired access and parking arrangements (including encouraging walking/cycling), proposed building heights and the form and nature of residential development anticipated (eg. shop top housing).

A maximum building height of two storeys is proposed to apply to the Local Centres Zone, while the Neighbourhood Centre Zone is proposed to allow for residential development in the form of two (2) to four (4) storey residential flat buildings or dwellings above commercial/non-residential uses – with development up to six (6) storeys contemplated on the Marion Hotel site in the Marion/Mitchell Park Neighbourhood Centre (based on investigations in section 4.1.2 of the DPA above).

The Neighbourhood Centre Zone at Park Holme is also proposed to be expanded to include properties on the southern side of Chambers Street to create opportunities for a greater range of mixed use and residential development, and provide a more suitable interface with the centre and transition to the residential character area to the south. Residential development up to three (3) storeys is proposed on Chambers Street. The DPA also proposes adjustments to non-complying development criteria to allow dwellings located on the southern side of Chambers Street in the Park Holme Neighbourhood Centre Zone to be considered on merit where not in conjunction with non-residential development.

Updated Concepts Plans are also proposed for both the Park Holme and Marion/Mitchell Park Neighbourhood Centres to guide future development in line with the Desired Character statement, including proposed building heights. The Concept Plan applying to the Marion/Mitchell Park Neighbourhood Centre also proposes to focus retail development on the western side of Marion Road in the centre in line with the Urban Design Study.

Given the increased building heights proposed in the Neighbourhood Centre Zone, the DPA also proposes to include new policies that apply a provisional 30 degree building envelope measured from a height of 3 metres at the southern zone boundary to minimise overshadowing impacts from taller buildings to adjacent residential areas. A 45 degree building envelope will apply in other situations to minimise building massing at the interface with residential development

outside the zone. These policies have been adapted from the Urban Corridor Zone in the SA Planning Policy Library.

Further, as identified above for development in the Marion Road corridor, the DPA also proposes to update General (Council-wide) policies relating to medium to high rise buildings of 3 or more storeys based on recent changes introduced by the Government in corridor locations across Adelaide. These policies will apply to proposed development above 3 storeys in the Neighbourhood Centre and will help to ensure quality design outcomes for taller buildings within the Zone and that interfaces are appropriately managed.

4.4 Marion Plains Policy Area 10

4.4.1 Background

The residential areas of the Marion plains – Glengowrie, Morphettville, Plympton Park, Park Holme, South Plympton, Ascot Park, Glandore, Edwardstown, Warradale, Oaklands Park, Marion, Mitchell Park, Clovelly Park, Tonsley, Dover Gardens, Seacombe Gardens, Sturt and Bedford Park – are currently located within six residential policy areas:

- Medium Density Policy Area
- **Northern Policy Area**
- Oaklands Park Policy Area
- Racecourse Policy Area
- Regeneration Policy Area
- Residential Character Policy Area.

This analysis focuses on the Northern Policy Area (proposed to be renamed to the Marion Plains Policy Area 10). The Statement of Intent identified the intention to ‘Expand the Northern Policy Area 13 to include parts of the Medium Density Policy Area 12 and Regeneration Policy Area 16 in order to focus future redevelopment into key strategic locations (in the Suburban Activity Node Zone and Urban Corridor Zone)’

In addition, amendments to the Policy Area are proposed to provide additional guidance to the design and form of dwellings, the development of battle-axe allotments and minimum site dimensions in the context of focusing significant uplift in urban corridor and activity centres. Minor changes to car parking rates are also proposed to provide clarity and to address the need for visitor car parking for group dwellings.

4.4.2 Issues arising from investigations

Policy area extent

This amendment proposes a number of areas where significant uplift is proposed, chiefly around urban corridors, activity centres and public transport nodes. The rationale for extending the Marion Plains Policy Area over areas currently within a medium policy area is to deliberately drive higher density development to areas better suited to sustaining higher populations due to their location close to services, public transport and activity centres.

It is anticipated that driving medium density development to urban corridors and nodes will also relieve the recently experienced pressures of development in areas that do not have as good access to services and transport options. Because of their location, pressures in many of these medium density areas have resulted in significant traffic management, car parking, amenity and

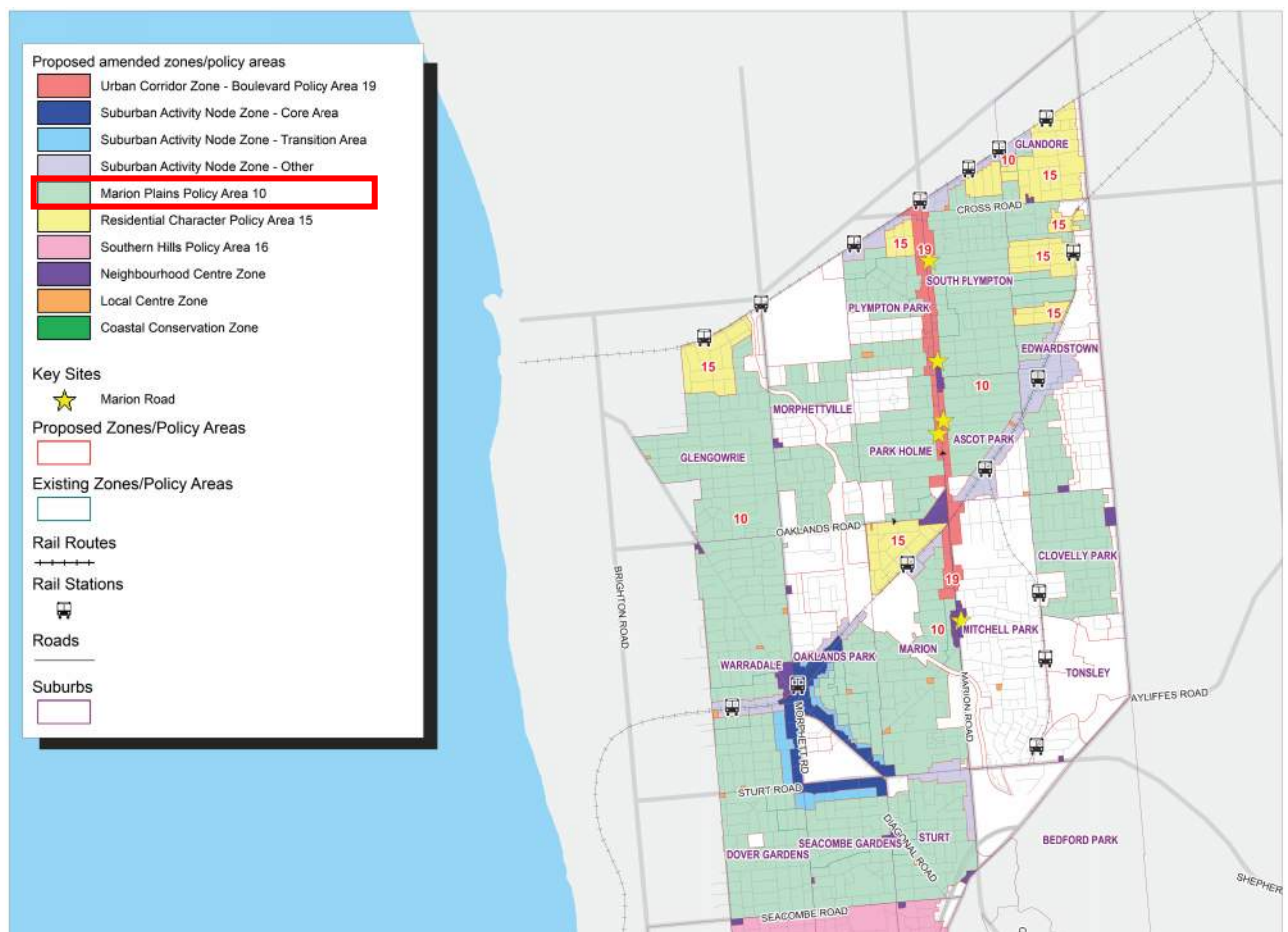
design issues. By driving higher density development in more appropriate locations, it is considered that these issues will be more appropriately planned for and managed.

The Marion Plains Policy Area is proposed to be extended across several areas currently zoned for medium density development or regeneration including at:

- Glandore
- South Plympton
- Plympton Park
- Edwardstown
- Morphettville
- Park Holme
- Marion
- Warradale
- Oaklands Park
- Dover Gardens.

The extent of the Marion Plains Policy Area can be seen on **Figure 11** below.

Figure 11 – Extent of proposed Marion Plains Policy Area in comparison to remaining areas



Policy area content

The key focus of change to the Marion Plains residential areas is to reinforce and provide clarity to the policy area as a low density area with some ongoing opportunities for well-designed smaller housing choices. It is envisaged that this approach will drive higher densities to areas that are

conducive to supporting higher populations such as along urban corridors and close to public transport and activity centres.

It is proposed to replace current site minimums, which vary depending on the type of dwelling proposed (detached, semi-detached, row, group and residential flat building) with a flat rate of 350 square metres for detached, semi-detached, group and residential flat buildings, and 300 square metres for row dwellings. Site minimums that vary depending on dwelling type can be difficult to apply where definitions are not clear or where different dwelling types exist on the same development site. The proposed rate of 350 square metres lowers the detached dwelling site minimum by 25 square metres and is comparable to the site minimums within low density zones in similar adjoining council areas.

In addition to amendments to site minimums, site frontages have also been reviewed with the intent of addressing current difficulties in managing access and infrastructure. In some areas, very small frontages have led to the domination of driveways, minimal opportunities for landscaping, and impacts on on-street car parking and congestion. By slightly increasing minimum frontages for row dwellings to 9 metres (from 7 metres) and semi-detached dwellings to 10 metres (from 9 metres), the new policies are expected to improve urban design and infrastructure outcomes. The current minimum frontage of 12 metres for detached dwellings is proposed to be decreased to 10 metres.

Additional provisions are introduced to help guide the development of battle axe allotments, focusing on protecting opportunities for landscaping and low impact fencing and avoidance of multiple narrow and closed-in driveways that can dominate a streetscape.

Proposed policy changes – Marion Plains Policy Area

The new Marion Plains Policy Area is proposed to apply to areas currently located in the Northern Policy Area 13 and be expanded to also include a number of areas located in the Medium Density and Regeneration policy areas.

The new Marion Plains Policy Area also proposes a number of changes to policies in the existing Northern Policy Area 13, including:

- Reinforcement of the policy area as the main low density option for the City of Marion, with some opportunities for well-designed smaller housing options in order to help drive higher densities to more appropriate locations such as urban corridors and nodes
- Amendments to frontages and site minimums to reflect the policy area's low density character and to manage character and infrastructure issues
- Provisions to help manage the visual appearance of battle-axe allotments by requiring minimum 'handle' widths
- Relocation of former medium density areas into the low density policy areas to be replaced by new higher density areas more appropriately located on urban corridors and nodes.

4.5 Southern Suburbs

4.5.1 Background

The residential areas of the southern suburbs – Marino, Seacliff Park, Seaview Downs, Seacombe Heights, Darlington, Hallett Cove, Sheidow Park, and Trott Park – are currently located within six policy areas:

- Cement Hill Policy Area 10
- Hills Policy Area 11
- Southern Policy Area 18
- Watercourse Policy Area 19
- Worthing Mine Policy Area 20
- Coastal Policy Area 21.

The Worthing Mine Policy Area 20 is a relatively newly developed area generally promoting smaller allotments, and therefore is unlikely to be redeveloped in the near future. The Watercourse Policy Area 19 and Coastal Policy Area 21 are subject to existing environmental constraints. For these reasons, policy areas 19, 20 and 21 have not been included in this amendment.

The review of the southern suburbs' policy areas was undertaken with a focus on policy areas 10, 11 and 18 and with the intent of identifying opportunities for increased densities taking into account land that is less undulating, and located within convenient walking distance to activity centres and rail stations.

A secondary focus of the investigations was to consolidate policy areas where appropriate.

4.5.2 Issues arising from investigations

Across the southern suburbs, the age and scale of residential development varies with older and typically larger housing stock predominately located around Marino, Seaview Downs, Seacliff Park, Seacombe Heights and Darlington. Further south, in Hallett Cove, Sheidow Park and Trott Park, housing stock is generally more recent and sited on smaller allotments.

Policy area analysis

Hills Policy Area 11

Residential areas in the Marino, Seaview Downs, Seacombe Heights and Darlington areas are covered by the Hills Policy Area 11 and are generally quite deep (greater than 40 metres) and narrow (between 15 and 21 metres). The Hills Policy Area 11 also covers the coastal parts of Halle Cove, west of The Cove Road. Without amalgamation, the forms of development possible on the narrower allotments are limited, particularly in steep areas.

The achievement of higher density housing including semi-detached, row, group and residential flat dwellings is more likely on wider allotments. Within some of the northern sections of Darlington, Seacombe Heights and Seaview Downs within around 500 metres of Seacombe Road, have relatively lower gradients and range in allotment size between 800 and 1,000 square metres. Frontages range from around 18 to 25 metres and depths from around 36 to 45 metres. Opportunities for a wide variety of dwelling types are therefore considered likely in these areas.

The Hills Policy Area 11 currently seeks for low-density dwellings on new allotments no less than 700 square metres, which does not provide for housing choice and in particular prevents older residents to remain in the area whilst 'down-sizing'. Parts of Darlington, Seacombe Heights and Seaview Downs within the Hills Policy Area 11 have reasonable access to the Marion Regional Centre and several Neighbourhood Centres, whilst the land area in close proximity to Seacombe Road incorporates a relatively gentle grade, enabling greater densities with reduced likelihood of inappropriate earthworks and other issues associated with infill development on sloping sites, such as privacy impacts.

The areas of Marino and Hallett Cove are less connected to Centre Zones but are located close to two train stations on the Seaford line – the land area around these stations also, generally, incorporates a gentler grade than other parts of those suburbs. These particular areas are provided with reasonable access to quality public open space – being Council reserves and coastal walking trails and reserves. The northeast part of Marino is also adjacent the sports facility on Scholefield Road and that part of Seacliff Park subject to the ‘Seacliff Park DPA’, which would enable mixed use development. Furthermore, the northern parts of Marino are adjacent the suburbs of Seacliff Park and Kingston Park within the municipal area of Holdfast Bay – where minimum allotment areas for row, group and residential flat dwellings is 200 square metres and 300 square metres for detached dwellings.

For these reasons, it is considered appropriate to reduce the minimum allotment area and frontage width for detached and group dwellings in the Hills Policy Area 11 taking into account the gradient of sites, and to consider allowing other dwelling types, such as semi-detached, row and residential flat dwellings.

Cement Hill Policy Area 10

Land west of Ocean Boulevard and to the east of the Marion Golf Park is currently covered by the Cement Hill Policy Area 10, and original housing stock constructed in the 1950s-60s is predominately located on sloping allotments ranging between 700 to 1,100 square metres. A number of dwellings have been constructed in the last 15 years – typically on allotments ranging from 300 to 500 square metres. A large undeveloped parcel of land (7-9 Clubhouse Road) of some 21,000 square metres, owned by the City of Marion, is sited west of those dwellings with a frontage to Mariner Avenue.

The current policies for the Cement Hill Policy Area provides for detached dwellings only, with a site area of 420 square metres and a frontage width of 15 metres. This makes redevelopment of some properties, particularly those with generous depth, difficult. Land in this Policy Area is likely, over time, to have strong connectivity with that part of Seacliff Park subject to the ‘Seacliff Park DPA’ to enable mixed-use development. As there will be shopping and open space provisions made available via this DPA, it is proposed to increase housing choice in the area covered by the Cement Hill Policy Area 10 by reducing minimum allotment sizes and frontages, and increasing the range of dwellings envisaged.

Southern Policy Area 18

Properties in Hallett Cove, Sheidow Park, Trott Park and O’Halloran Hill, are generally smaller in area compared with properties to the north but tend to be wider (20 to 26 metres) and therefore more able to be redeveloped with detached and semi-detached dwellings. Where properties are greater than 27 metres in width, row dwellings may also be able to be achieved.

Current provisions within the Southern Policy Area 18 encourage single-storey and low density dwellings on allotments no less than 420 square metres for detached and 350 square metres for semi-detached dwellings. Given the current provisions in the Southern Policy Area 18 are generally much less restrictive when compared with Policy Area 11 in relation to site areas and frontage widths, the limited uptake of redevelopment at higher densities to date is most likely due to a combination of dwelling stock age, and capital/site value rather than the policy framework.

The topography of the land in Southern Policy Area 18, being typically undulating with some areas of steeper terrain, is similar to that found in parts of Marino and Hallett Cove. Current provisions for site areas and widths contained in the Southern Policy Area 18 however, do not take into

account topography to the same extent as Policy Area 11 and there is significant potential to incorporate greater consideration of the impact of sloping sites.

Changes to site areas and frontages within the Southern Policy Area 18 are proposed as part of this amendment to achieve consistency with other areas in the south and to consider the impact of sloping sites.

Outcomes of analysis

An analysis of all existing residential policy areas in the southern suburbs has been undertaken to obtain a broader picture of the potential opportunities for greater housing diversity in the area. It is clear that a large proportion of the older housing stock has potential for redevelopment, generally at a low density scale, dividing allotments predominantly into two, and perhaps three, on larger, less sloping sites.

As part of this amendment, it is proposed to amalgamate Policy Areas 10, 11 and 18 into a single policy area - Southern Hills Policy Area 16 - that allows a greater range of housing types, dwellings up to two storeys, and smaller minimum allotment sizes and frontages, taking into consideration site topography across the southern suburbs' residential zone. The consolidation of the three policy areas will reduce duplication and complexity as well as streamline Development Plan policies.

Range of dwelling types

Currently, only the Southern Policy Area 18 envisages a full range of dwelling types including detached, semi-detached, group, residential flat building and row dwellings. The Cement Hill Policy Area 10 only envisages detached dwellings and the Hills Policy Area 11 only detached and group dwellings.

It is proposed to widen the desired range of housing types across the three policy areas to match the Southern Policy Area 18. This will allow the southern suburbs to more readily respond to demands for different types of housing to match a diverse community, including residents transitioning from a large family home such as students or older residents, group living arrangements and supported accommodation.

Topography

Currently, only the Hills Policy Area 11 provides minimum site areas and frontages based on topography. It is proposed to extend this approach across the whole of the new Southern Hills Policy Area using a 1:8 grade. Sites located on arterial roads require wider site frontages.

Allowing minimum allotment areas to be based upon land grade is considered an appropriate response to seeking greater housing density and diversity, without compromising resident amenity with respect to excessive earthworks, retaining wall heights and privacy impacts.

In this regard, it is noted that the areas of the current Hills Policy Area most appropriate for increased densities are those on mildly sloping land – being land in close proximity to Seacombe Road and existing train stations on the Seaford rail line. **Figure 12** below shows areas less than 1:8 gradient that are therefore identified as areas with the greatest potential for redevelopment.

Minimum site areas

Minimum site areas vary considerably across the southern suburbs and there is significant opportunity for redevelopment at higher densities, particularly in the flatter areas of Marino, Hallett Cove (west), Seacliff Park, Seaview Downs, Seacombe Heights, and Darlington area close to Seacombe Road, activity centres and rail lines. The following table shows a comparison between the minimum site requirements for the Cement Hill Policy Area 10, Hills Policy Area 11, Southern Policy Area 18, and the proposed new Southern Hills Policy Area 16.

Minimum site area comparison – proposed changes

Dwelling type	Current policy			Proposed Southern Hills Policy Area 16
	Cement Hill Policy Area 10	Hills Policy Area 11	Southern Policy Area 18	
Detached	420m ²	700 – 1,100m ² *	420m ²	350 – 400m ² *
Semi-detached	-	-	350m ²	350 – 400 m ² *
Row Dwelling	-	-	280m ²	300 – 350 m ² *
Residential flat building	-	-	250-300m ² **	300 – 400 m ² *
Group dwelling	-	700 – 1,100m ² *	300m ²	300 – 400 m ² *

**dependent on site gradient **dependent on building height*

Minimum site frontages

The frontage width requirements for detached dwellings in the Cement Hill and Hills Policy Areas severely restricts opportunities to divide existing allotments. Lowering the minimum frontages required provides additional opportunity to divide properties and is more consistent with the proposed Marion Plains Policy Area to the north. Minimum frontages are proposed based on topography to avoid narrow allotments on steeper land.

The following table shows a comparison between the minimum site frontage requirements for the Cement Hill Policy Area 10, Hills Policy Area 11, Southern Policy Area 18, and the proposed new Southern Hills Policy Area 16.

In relation to required widths for group dwellings and residential flat buildings, 20m is considered an appropriate minimum dimension to encourage well-designed and functional development and is consistent with the Southern Policy Area 18 and Northern Policy Area 13. It is noted that a reasonable number of allotments in the southern suburbs range between 18 and 20 metres. Proposals within this range could still be considered on merit, with the shortfall in width providing opportunity to negotiate a better outcome.

Minimum site frontage comparison – proposed changes

Dwelling type	Current policy			Proposed Southern Hills Policy Area 16
	Cement Hill Policy Area 10	Hills Policy Area 11	Southern Policy Area 18	
Detached	15m	18 – 20m*	14m	10 – 12m*
Semi-detached	-	-	12m	10 – 12m*
Row Dwelling	-	-	8m	9 – 12m*
Residential flat building	-	-	20m	20m
Group dwelling	-	24 – 26m*	20m	20m

**dependent on site gradient and location on arterial road*

Site coverage

Maximum site coverage and floor area ratio requirements currently range between 35%/0.4 in the Hills Policy Area 11, 35%/0.5 in the Southern Policy Area 18, and 40% (no floor area ratio) in the Cement Hill Policy Area 10.

It is proposed to maintain a similar maximum site coverage for the new Southern Hills Policy Area 16 at 40%, and to increase the floor area ratio to 0.6. The impact of this policy change would be to increase the opportunity for two-storey developments whilst still maintaining an appropriate amount of private open space for smaller allotments.

Proposed policy changes – Southern Suburbs Residential Policy Areas:

Amalgamate the Cement Hill Policy Area 10, Hills Policy Area 11 and Southern Policy Area 18 into a single Southern Hills Policy Area 16 that would:

- Increase the envisaged range of dwelling types, particularly in the suburbs of Marino, Hallett Cove (west), Seacliff Park, Seaview Downs, Seacombe Heights and Darlington to include semi-detached, residential flat building and row dwellings
- Give greater consideration to sloping sites by introducing differential minimum site areas and frontages across the southern suburbs for sites of greater than and less than 1:8
- Increase the potential for two-storey dwellings whilst still maintaining appropriate levels of private open space by revising the desired character statement and increase minimum floor area ratios to 0.6 and minimum site coverage to 40%

4.6 Residential Character Policy Area 15

4.6.1 Background

The Statement of Intent identified the need to review the Residential Character Policy Area in the context of achieving higher densities whilst preserving and enhancing character areas. The Residential Character Policy Area of the Residential Zone currently applies to four areas:

- Glengowrie (Development Plan Maps Mar/2 and 5)
- Glandore (Development Plan Map Mar/3)
- Edwardstown (Development Plan Map Mar/3)
- Oaklands Estate (Development Plan Maps Mar/5 and 6).

4.6.2 Issues arising from investigations

The investigations undertaken as part of this Development Plan Amendment focused on the Glandore, South Plympton, Edwardstown, Plympton Park and the Oaklands Estate character area. The outcomes of the investigations are discussed below.

Residential Character Policy Area 15 – Glandore and Glengowrie

The Glandore character area currently encompasses the majority of that part of the suburb within the Marion Council area with the exception of a number of properties immediately adjacent to South Road, the area between Clark and Winifred avenues, and the area between Clark Avenue and Malwa Street, north of the Glandore Community Centre. A review of the Glandore character area indicated the opportunity for a minor extension to include 29 properties located on Naldera and View roads and currently within either the medium density (12) or northern (13) policy areas as shown on the following map.

The proposed extension to the Glandore Character Area incorporates some attractive examples of pre-1950s character housing including both detached and semi-detached dwellings that present a minor but logical extension of the adjacent character area.

Just over half of the dwellings within the proposed extension to the Glandore character area were constructed prior to 1940 (54%), with most of the remaining dwellings built between 1940 and 1960. Original dwelling stock primarily comprises a mixture of single storey detached dwellings and maisonettes, with allotment areas of around 700-800 m² for detached dwellings and 350-400 m² for maisonettes. Frontages vary between 15 and 20 metres. There are a variety of housing styles including art deco and austerity. Three row dwellings have recently been constructed in the locality on the corner of View Road and Clark Avenue.

The existing Glandore Residential Character Area is characterised by a relatively large proportion (approximately 25%) of semi-detached dwellings constructed in the 1930s-40s, including both original semi-detached dwellings and dwellings that have been converted later from a detached dwelling. These original and converted maisonettes contribute to the overall character of the area and are considered an important feature notwithstanding their smaller allotment dimensions than currently required by provisions of the policy area.

The Glengowrie Residential Character Area is located in the north-western portion of the Marion Council, bounded by the Sturt River/Francis Avenue, Beadnall Terrace, the Marion Council Boundary and the tram line. This DPA does not propose to change the extent of the Glengowrie Residential Character Area.

Proposed extension to the Residential Character Policy Area - Glandore



Given that the presence of original or converted semi-detached dwellings in both Glandore and Glengowrie is an important feature of the character area, and given these areas' proximity to the tram line, there are opportunities to encourage higher densities whilst still preserving and enhancing the character value of the original pre-1950s dwelling stock. Encouragement of semi-detached dwellings would need to be in the form of a single building and incorporate character features to complement other pre-1950s semi-detached dwellings in the locality such as a common roofline, discreet garages and carports located to the outer sides or rear of dwellings, and the use of traditional materials. To reflect the streetscape appearance of the existing maisonettes, any new semi-detached dwellings should not be symmetrical in design.

Proposed policy changes – Residential Character Policy Area 15 (Glandore and Glengowrie):

The following changes are proposed to the Residential Character Policy Area as it affects Glandore and Glengowrie:

- Extension to the Glandore Character Area to include 29 properties on View Road and Naldera Street
- Reduce minimum site areas and frontage widths to encourage the development of semi-detached dwellings
- Amendment to the desired character statement to guide the design and development of semi-detached dwellings in both Glandore and Glengowrie in a manner that enhances the character value of the policy area.

Residential Character Policy Area 15 – South Plympton

It is proposed to introduce a small area of South Plympton into the Character Policy Area encompassing properties on Kerr Grant Terrace, Brenton and Winifred avenues, and Kent, Brinkworth and New streets. The majority of dwellings in the proposed character area were constructed between 1940 and 1960, with some examples of pre-1940s dwellings and most of the remainder built between 1960 and 1990. A small number of dwellings have been constructed since 1990.

Allotments are generally regular in shape reflecting a grid street pattern and frontages generally vary between 18 and 20 metres. Setbacks are predominantly around 8 metres with recent infill development around 5-6 metres. Due to the small number of recent infill development however, setbacks are relatively consistent. Much of the original housing stock has good character and is in very good condition, which may be a factor for the very low levels of redevelopment when compared with adjoining areas.

The proposed South Plympton Character Area presents a logical extension to the Glandore Character Area immediately to the east and would present a contiguous character area reflective of the post-war characteristics of the area. The area proposed to be included in the policy area is shown on the following map.

Proposed extension to the Residential Character Policy Area – South Plympton



As described in the Glandore Character Area investigations above, it is proposed to amend the provisions of the Residential Character Policy Area to increase opportunities for the development of maisonettes, which are considered to increase opportunities for higher density in a manner that

enhances and contributes to the overall character of the area. These increased opportunities for semi-detached dwellings would similarly apply to the South Plympton Character Area.

Proposed policy changes – Residential Character Policy Area 15 (South Plympton):

The following changes are proposed to the character policy area:

- Extension of the Character Area to include part of South Plympton bounded by Winifred Avenue, Brenton Avenue, New Street and the rear of properties adjoining Pleasant Avenue
- Introduction of minimum site areas and, frontage widths to encourage the development of semi-detached dwellings
- Amendment to the desired character statement to guide the design and development of semi-detached dwellings in a manner that enhances the character value of the policy area.

Residential Character Policy Area 15 - Edwardstown

The Edwardstown Character Area currently covers an area between Towers and Railway terraces and Castle Street and Hyman Avenue. It is proposed to extend the Residential Character Policy Area in two small areas of Edwardstown to the north (Christina and Castle streets) and to the south (Wright Street and surrounds) of the existing character area. Both these areas are representative of the earliest settled areas of Edwardstown.

Proposed extension to the Residential Character Policy Area – Edwardstown (Christina and Castle streets)

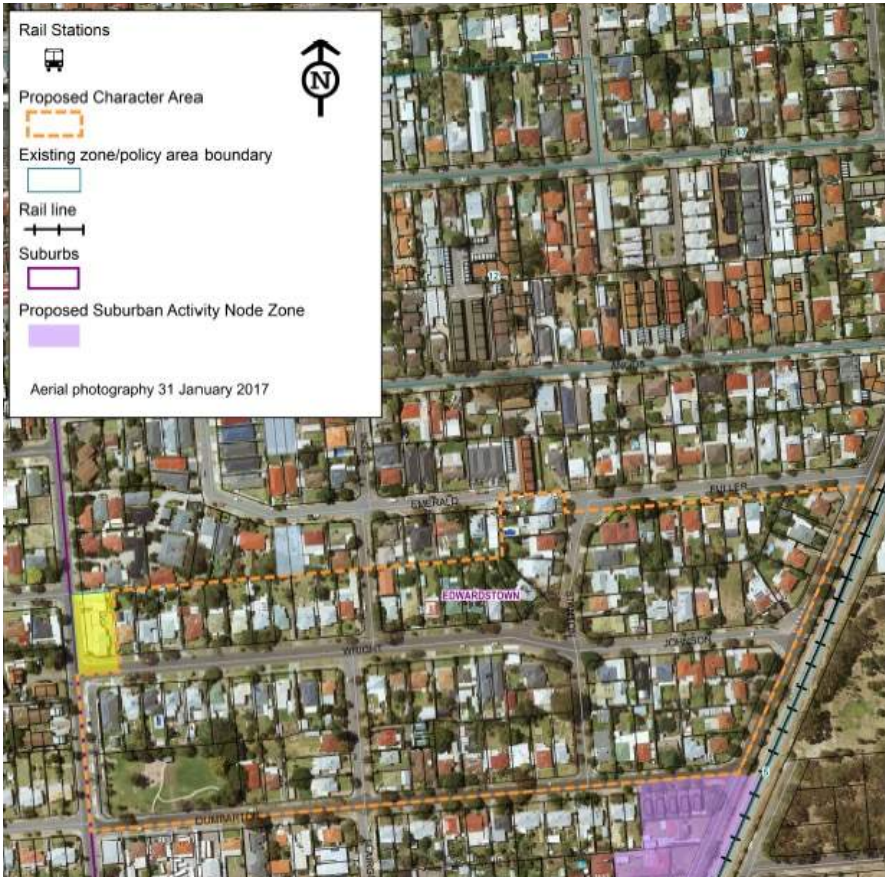


To the north, a small area located between Castle and Christina streets and either side of the railway line has been identified as a character area containing dwellings predominantly constructed prior to 1940 (64%), with the remainder constructed in various eras thereafter. The majority of dwellings located on Christina and Castle streets were constructed immediately after World War 1 between 1918 and 1925, with some dwellings constructed prior to the war and as early as 1910. The area is depicted on the following map.

Allotments in the proposed northern extension to the Edwardstown character area are generally regular in shape reflecting the normal grid street pattern, however the Seaford train line runs through the locality which creates some irregular-shaped lots. Frontages are generally 16 metres in width. Dwellings in the locality are generally set back from their primary road frontage by 5-7 metres. Due to the limited extent of recent infill development, setbacks are relatively consistent.

To the south of the existing Edwardstown character area is Wright Street, one of the earliest settled areas of Edwardstown with houses constructed as early as 1900. The large majority of dwellings in the area (60%) were constructed before 1940, with most of the dwellings on Wright Street being constructed immediately following the first world war between 1918 and 1925. Number 3 Wright Street shop and dwelling, constructed in 1920, is locally heritage listed. Dwellings are generally in good condition, and modern additions to the rear of dwellings are common. The area is depicted on the following map.

Proposed extension to the Residential Character Policy Area – Edwardstown (Wright Street and surrounds)



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

on irregular-shaped allotments. Dwellings in the locality are generally set back from their primary road frontage by 5-8 metres, but can vary throughout the locality. Due to the limited extent of recent infill development, setbacks are generous and relatively consistent with a high proportion of original dwelling stock.

Given these two areas' histories as some of the earliest settled parts of Edwardstown, their high proportion of original dwelling stock, and relatively intact streetscapes, the Christina and Castle streets, and Wright Street and surrounds areas are considered an appropriate extension of the Residential Character Policy Area to preserve and enhance their original character representative of the inter-war settlement period.

Given the small frontage widths (15-16 metres), it is considered that the development of semi-detached dwellings in the Edwardstown area would be difficult to achieve without significant loss of its original character. For this reason, the semi-detached dwelling potential evident in other parts of the Character Policy Area such as Glandore, Glengowrie and South Plympton is limited.

Proposed policy changes – Character Policy Area 15 (Edwardstown):

The following changes are proposed to the character policy area:

- Extension of the Character Area to include two additional parts of the earliest settled parts of Edwardstown: Christina and Castle streets; and Wright Street and surrounds.

Residential Character Policy Area 15 – Plympton Park

The locality contains a high proportion of original dwelling stock, as 66% of dwellings were constructed prior to 1940, and a further 23% prior to 1960. Only 10% were constructed post-1960. Dwelling styles vary between bungalows, cottages, austerity and conventional. Almost all dwellings are detached, and the most common allotment size is 581 square metres with a 15 metre frontage.

The area is home to a high proportion of original dwelling stock, with limited redevelopment and as such maintains a low-density character representative of its original settlement pattern. Allotments are generally rectangular in shape, reflecting a grid street pattern, with dwellings generally set back by 5-9 metres, although a few examples of original dwellings have minimal setback do exist.

Given the small frontage widths (15 metres), it is considered that the development of semi-detached dwellings in this area would be difficult to achieve without significant loss of its original character. For this reason, the semi-detached dwelling potential evident in other parts of the Character Policy Area such as Glandore, Glengowrie and South Plympton is limited.

Proposed extension to the Residential Character Policy Area – Plympton Park



Proposed policy changes – Residential Character Policy Area 15 (Plympton Park):

The following changes are proposed to the character policy area:

- Extension of the Character Area to include part of Plympton Park bounded by Herbert Street, South Terrace, Acacia Street and the rear of properties fronting Wattle Terrace.

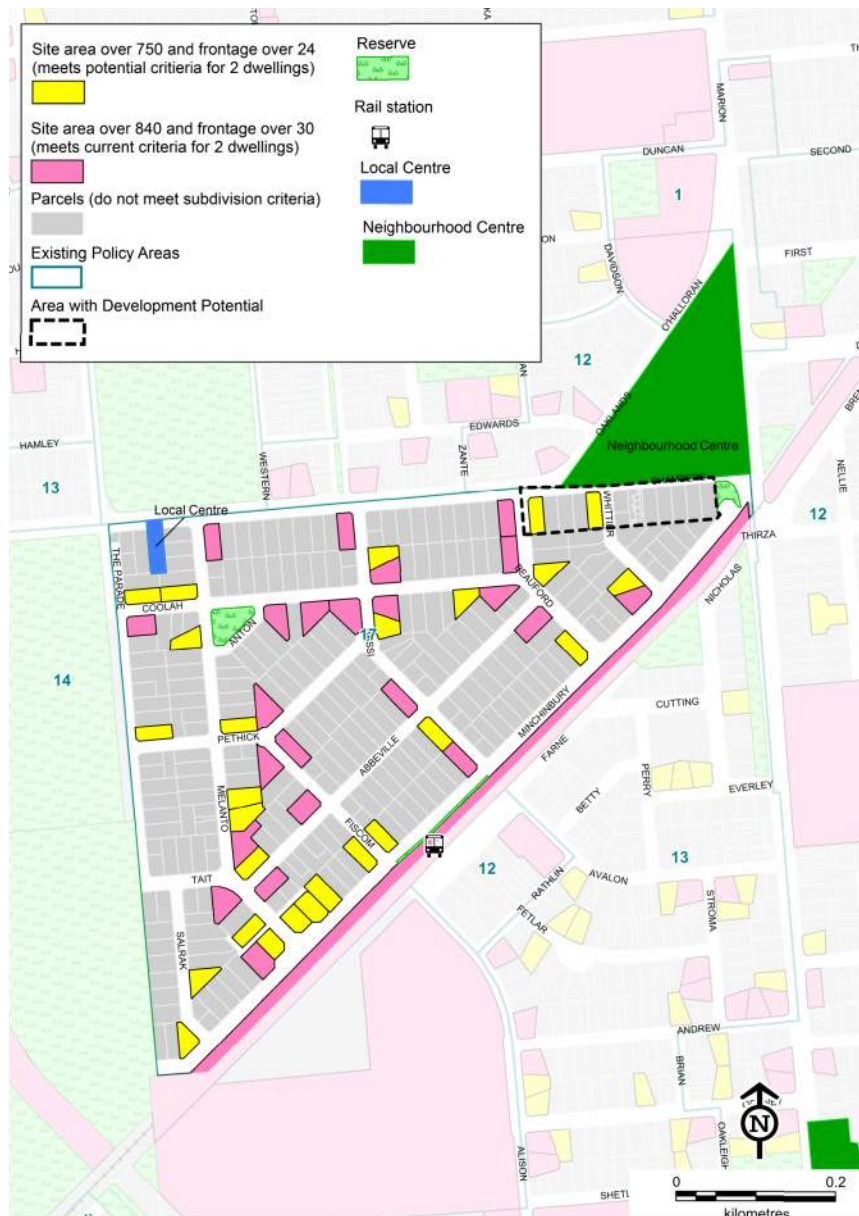
Residential Character Policy Area 15 – Oaklands Estate

The triangular area of the suburb of Marion known as ‘Oaklands Estate’ is currently located within the Residential Character Policy Area 17. A review of the area was undertaken to determine the potential for increased dwelling densities whilst maintaining the area’s character. The low capital value to site value ratio for the majority of the estate indicates that redevelopment potential is relatively high.

Under the current policies, any redevelopment in the Oaklands Estate is envisaged as one or two-storey detached dwellings with a minimum site area of 420 square metres and a minimum

frontage of 15 metres. Application of these policies would allow redevelopment of up to 24 properties – refer to map below.

Redevelopment potential under current and proposed policies affecting the Residential Character Policy Area – Oaklands Estate



Reducing minimum allotment sizes from 420 to 375 square metres, and minimum frontages from 15 to 12 would increase the number of properties able to be subdivided from 24 to 50. This would achieve higher densities whilst still maintaining the character of the Oaklands Estate area.

In addition to reducing the minimum allotment site area and minimum frontage for the Oaklands Estate character area, the north eastern portion of the estate has been identified as having potential for redevelopment and is discussed previously in this amendment.

Proposed policy changes – Oaklands Estate Residential Character Area 15:

The following changes are proposed to the Oaklands Estate character area:

- Reduce the minimum allotment site area from 420 to 350 square metres and the minimum frontage from 15 to 12 metres.

4.7 Hallett Headland Reserve

4.7.1 Background

The Statement of Intent for the DPA broadly identified a need to consider the appropriateness of existing residential zoning and policy area locations, and consider whether the policy reflects the current and future intentions and aspirations for the Marion Council area.

The Hallett Headland Reserve covers an area of approximately 20 hectares on the southern coastal tip of the suburb of Hallett Cove and is owned and managed by Council with support funding from the State Government.

The reserve is recognised in the City of Marion's *Draft Remnant Native Vegetation Plan* as the most important parcel of remnant native vegetation owned and managed by Council. It is also recognised by the Department of Environment Water and Natural Resources (DEWNR) as being of high conservation value.

Despite its significance, the reserve is predominantly located in the Residential Zone of the Marion Council Development Plan, which does not reflect the regional significance of the site, its extent of remnant vegetation or support its ongoing conservation.

4.7.2 Issues arising from Investigations

The Hallett Headland Reserve and current extent of remnant native vegetation in the area can be seen in **Figure 13** below.

Current zoning of the reserve and surrounding areas is shown on **Figure 14** below. Notably, the Coastal Conservation Zone extends west of the reserve and the Open Space Zone forms part of its southern extent. A small pocket of the Coastal Open Space Zone also abuts the northern extent of the reserve.

The Marion Coastal Walking Trail passes through the reserve and there are several small paths allowing access over the area. Coastal protection works may also be required in the future in the land seaward of the reserve to protect public safety and infrastructure associated with the coastal walking trail.

While a small portion of the remnant vegetation of Hallett Headland is within privately owned land, it is anticipated that due to terrain and the nature of the vegetation present, that this area would be protected as part of the required allocation of public open space. This area of private land is, however, proposed to be retained in the Residential Zone and not affected by this DPA.

Further, despite being included in the Residential Zone, the reserve is not a designated area subject to application of the Residential Development Code.

Figure 13 – Hallett Headland Reserve



Figure 14 – Current Zoning of Hallett Headland Reserve and adjacent areas



The reserve is classified as ‘remnant vegetation’ according to the classification list in Council’s *Open Space Policy 2017*. It contains heathland defined by the presence of Turpentine Bush (*Beyeria lechenaultii*) and Prickly Groundberry (*Acrotriche patula*) along with a diverse range of over one hundred different species of herbs, shrubs, grasses and sedges, with over thirty having conservation significance in the Mount Lofty Ranges. This floristic group is highly endemic and restricted to clifftop escarpments of southern Adelaide.

The reserve also supports a range locally threatened animal species, including the Black-chinned Honeyeater and Peregrine Falcon. Its ecological value is considered to be of a level comparable to similar remnant vegetation sites protected within the Hallett Cove and Marino Conservation Parks.

Importantly, given its environmental and ecological significance, there is no foreseeable plan to develop Hallett Headland Reserve in any way other than it is currently managed. It is therefore considered appropriate to incorporate the reserve into the wider Coastal Conservation Zone (illustrated in **Figure 15** below), which seeks to enhance and conserve the natural features of the coast (eg. visual amenity, landforms and flora/fauna). The Zone specifically envisages low-level development, including coastal protection and conservation works, interpretive signage and facilities, shelters and toilet facilities, and small-scale tourism/visitor facilities (excluding accommodation) in appropriate areas.

Figure 15 – Portion of Hallett Headland Reserve proposed to be rezoned



Proposed policy changes – Hallett Headland Reserve

The Hallett Headland Reserve is proposed to be included in the Coastal Conservation Zone to recognise its regional ecological and environmental significance, facilitate its ongoing management and conservation and protect it from inappropriate development.

5. Recommended Policy Changes

5.1 Summary of proposed policy changes

Following is a list of the recommended policy changes based on the investigations of this DPA:

General section:

The following changes are proposed to the General (Council-wide) policies in the Development Plan:

- Introduce additional policies under 'Hazards – Flooding' to align with new flood plain mapping introduced by the DPA
- Update policies within the 'Medium and High Rise Development (3 or More Storeys)' policy module to align with changes introduced for other corridor locations in Greater Adelaide as part of the Ministerial Inner and Middle Metropolitan Corridor (Design) DPA to encourage best practice design and minimise interface impacts.

Marion Road Urban Corridor:

The following changes to policies affecting the Marion Road Urban Corridor are proposed:

- Rezone areas located adjacent the Marion Road corridor and north of the Marion/Mitchell Park Neighbourhood Centre that are currently located in the Residential and Commercial Zones, to a new Urban Corridor Zone – Boulevard Policy Area to encourage mixed use, medium-rise development
- Encourage development up to 3 storeys (12.5 metres) within the Urban Corridor Zone, while allowing opportunities for increased building heights on identified sites as follows:
 - 485-489 Marion Road and 81-83 Melville Street, South Plympton – up to 5 storeys
 - 640-648 Marion Road, Park Holme – up to 4 storeys
 - 671-683 Marion Road and 2A Seventh Avenue, Ascot Park – up to 4 storeys (northern portion) and 5 storeys (southern portion)
 - 597-605 Marion Road and 159 Raglan Avenue, South Plympton – up to 4 storeys
- Introduce Concept Plans to guide development and building heights on identified sites
- Include policies to ensure an appropriate transition in building heights down to adjacent low-rise residential areas
- Allow retail development up to 2000 square metres within the northern part of the corridor to encourage neighbourhood-scale activity
- Apply car parking rates to align with the rates for 'designated areas' in Table Mar/2A of the Marion Council Development Plan
- Apply the Affordable Housing, Noise and Air Emissions and Strategic Transport Routes Overlays to the corridor.

Suburban Activity Node Zone:

The following changes to policies affecting suburban activity nodes are proposed:

- Rezoning seven locations within the City of Marion within the Suburban Activity Node Zone, including:
 - Land immediately surrounding the Marion Regional Centre and within and surrounding Oaklands, extending north-east along the rail corridor and including a Core and Transition Area to manage the interface with residential areas – and guided by a new Concept Plan
 - Along the tram corridor at Glandore, South Plympton and Plympton Park
 - At Woodlands rail station adjacent to the Castle Plaza District Centre
 - At Warradale alongside the rail line
 - Along Sturt and Marion Roads at Sturt/Marion
 - At Ascot Park rail station
 - At Marion rail station
- Introducing commentary in the Desired Character statement for the Suburban Activity Node Zone to guide the development of these locations, and additional policies to manage transitional areas and the interface with adjoining low-rise residential areas (eg. setbacks, noise, and maximum and minimum building heights)
- Adjusting public notification requirements to ensure that any development that would otherwise not require public notification (Category 1) but is located directly adjacent to a different zone and exceeds the building envelope and interface height provisions would require public notification (Category 2)
- Apply the Affordable Housing and Noise and Air Emissions Overlays the areas proposed to be rezoned Suburban Activity Node.

Local Centre Zone:

The following changes are proposed to the Local Centre Zone to encourage greater opportunities for residential development:

- Introducing a Desired Character statement in the zone to describe the proposed focus and function, preferred land use arrangements and built form, desired access and parking arrangements (including encouraging walking and cycling), and to encourage medium density residential development in the form of mixed use/shop top housing
- Including a dwelling sited above a non-residential land use as an ‘envisaged use’ in the Zone
- Including new Principles of Development Control to ensure that residential development does not detract from the primary function of the centre and limit building heights to two-storeys (9 metres)
- Adjustments to the non-complying development criteria to clarify that a dwelling or residential flat building in conjunction with a non-residential development that is sited above or behind the non-residential development on the same allotment is not non-complying – and should therefore be considered ‘on merit’.

Neighbourhood Centre Zone:

The following changes are proposed to the Neighbourhood Centre Zone to encourage greater opportunities for residential development:

- Proposed expansion of the Neighbourhood Centre Zone at Park Holme to include properties on the southern side of Chambers Street

- Introducing a Desired Character statement in the zone to describe the proposed focus and function, preferred land use mix and built form, desired access and parking arrangements, and to encourage residential development in the form of two (2) to four (4) storey residential flat buildings or dwellings above consulting rooms, offices, shops and community uses are envisaged within the zone – with development up to six (6) storeys proposed for the Marion Hotel site and residential development up to three (3) storeys along Chambers Street adjacent the Park Holme Neighbourhood Centre
- Updating Concept Plans applying to the Park Holme and Marion/Mitchell Park Neighbourhood Centres to guide development in line with the Desired Character statement, including proposed building heights and land use and access arrangements and focusing retail development on the western side of Marion Road in the Marion/Mitchell Park Neighbourhood Centre in line with the 2009 Marion Road Urban Design Study
- Introducing building envelope policies to mitigate building massing and overshadowing impacts at the interface with adjacent residential zones and low-rise areas, particularly at the southern boundary
- Adjustments to the non-complying development criteria to allow dwellings located on the southern side of Chambers Street in the expanded Park Holme Neighbourhood Centre to be considered on merit where not in conjunction with non-residential development.

Marion Plains:

The following changes to the residential policies affecting the Marion plains are proposed:

- Consolidate the existing Northern Policy Area 13 within a new Marion Plains Policy Area 10 and expand the policy area to a number of areas within the Medium Density Policy Area 12 and Regeneration Policy Area 16 – including at Glandore, South Plympton, Plympton Park, Edwardstown, Morphettville, Park Holme, Marion, Warradale, Oaklands Park, Seacombe Gardens, Sturt and Dover Gardens
- Introduce a number of policy changes to the Marion Plains area to reinforce its status as the predominant low density housing area for the City of Marion, with some opportunities for well-designed smaller housing options – this includes:
 - Amendments to frontages and site minimums to reflect the policy area’s low density character; and
 - New policies to manage the visual appearance of hammerhead or battle-axe allotments by requiring minimum handle widths.

Southern Suburbs:

The following changes to the residential policies affecting the southern suburbs are proposed:

- Consolidate the Cement Hill Policy Area 10, the Hills Policy Area 11 and the Southern Policy Area 18 into a single Southern Hills Policy Area 16
- Increase the envisaged range of dwelling types, particularly in the suburbs of Marino, Hallett Cove (west), Seacliff Park, Seaview Downs, Seacombe Heights and Darlington to include semi-detached, residential flat building and row dwellings

- Provide additional opportunities for subdivision, particularly in the suburbs of Marino, Hallett Cove (west), Seacliff Park, Seaview Downs, Seacombe Heights and Darlington by reducing minimum site areas and frontage requirements
- Give consideration to sloping sites by introducing differential minimum site areas and frontages across the southern suburbs for sites of greater than and less than 1:8 gradient
- Increase the potential for two-storey dwellings whilst still maintaining appropriate levels of private open space by revising the desired character statement and increase minimum floor area ratios to 0.6 whilst maintaining minimum site coverage of 40%
- Rezone the Hallett Headland coastal strip owned by Council from Residential to Coastal Conservation Zone to reflect the regional significance of the site and support its ongoing conservation.

Residential Character Policy Area:

The following changes to the Residential Character Policy Area are proposed:

- Expand the Character Policy Area to include parts of Plympton Park, South Plympton, Glandore, and Edwardstown
- Introduce policies that encourage the development of semi-detached dwellings in parts of the policy area affecting Glandore, Glengowrie and South Plympton
- Introduce design policies to ensure the development of semi-detached dwellings enhances the character of these areas
- Lower the minimum site area and frontages in the Marion (Oaklands Estate) part of the policy area to increase the potential for a greater number of detached dwellings.

5.2 State Planning Policy Library update

Section 2.3.6 of this DPA identifies that regard has been given to a range of General and zone policy modules from the latest version of the SA Planning Policy Library – Version 6. The DPA introduces a new ‘Urban Corridor Zone’ from the Library. It also proposes changes to the General ‘Medium and High Rise Development (3 or More Storeys)’ policy module based on recent interim changes introduced by the Minister through the *Inner and Middle Metropolitan Corridor (Design) DPA* based on experiences in other corridor locations across Adelaide.

6. Consistency with the Residential Code

The Residential Development Code was introduced in 2009 to make simpler, faster and cheaper planning and building approvals for home construction and renovation.

The Residential Development Code is empowered under Schedule 4 of the *Development Regulations 2008* and prescribes a number of low-rise residential buildings forms including single and two-storey dwellings as ‘complying’ in designated areas. Given the nature and intensity of development anticipated in the areas proposed to be included in the *Suburban Activity Node* and *Urban Corridor* zones as part of this DPA, Council will apply to the State Government to exclude application of the Code to these areas to ensure that development potential and housing diversity is realised.

7. Statement of statutory compliance

Section 25 of the *Development Act 1993* prescribes that the DPA must assess the extent to which the proposed amendment:

- accords with the Planning Strategy
- accords with the Statement of Intent
- accords with other parts of council's Development Plan
- complements the policies in Development Plans for adjoining areas
- accords with relevant infrastructure planning
- satisfies the requirements prescribed by the *Development Regulations 2008*.

7.1 Accords with the Planning Strategy

Relevant strategies from the Planning Strategy are summarised in the Appendices of this document. This DPA is generally consistent with the direction of the Planning Strategy.

7.2 Accords with the Statement of Intent

The DPA has been prepared in accordance with the Statement of Intent agreed to on 4 August 2017. In particular, the proposed investigations outlined in the Statement of Intent have been addressed in sections 3 and 4 of this document.

7.3 Accords with other parts of the Development Plan

The policies proposed in this DPA are consistent with the format, content and structure of the Development Plan.

7.4 Complements the policies in the Development Plans for adjoining areas

The policies proposed in this DPA are consistent with the format, content and structure of the Development Plans of adjoining councils including the Cities of Mitcham, Onkaparinga, Holdfast Bay, West Torrens and Unley.

7.5 Accords with relevant infrastructure planning

This DPA complements current infrastructure planning for the Council area, as discussed in section 2 of this document.

7.6 Satisfies the requirements prescribed by the Regulations

The requirements for public consultation (Regulation 11) and the public meeting (Regulation 12) associated with this DPA will be met.

References/Bibliography

- Cities of Marion and Holdfast Bay, 2013: *Glenelg to Marino Coastal Catchment Flood Inundation Stormwater Management Plans*
- City of Marion, 2006-2016: *Open Space and Recreation Strategy*
- City of Marion, 2007: *Urban Form and Neighbourhood Character Study* (by Jensen Planning and Design)
- City of Marion, 2009: *Marion Road Urban Design Study* (by Oxigen and Connor Holmes)
- City of Marion, 2017: *Draft Remnant Native Vegetation Plan (for consultation)*
- City of Marion, 2013: *Residential Character DPA*
- City of Marion, 2013: *Strategic Directions Report*
- City of Marion, 2017: *Community Vision Towards 2040*
- City of Marion, 2017: *Strategic Plan 2017-2027*
- Department for Environment and Heritage (former) and Adelaide and Mount Lofty Ranges NRM Board, 2009: *Metropolitan Adelaide and Northern Coastal Action Plan* (by Caton B., Fotheringham D., Krahnert E., Pearson J., Royal M. and Sandercock R.)
- Department of Planning, Transport and Infrastructure, 2015 *Integrated Transport and Land Use Plan*
- Department of Planning, Transport and Infrastructure, *Southern Adelaide Corridor Directions Paper – Draft January 2015*
- Department of Planning, Transport and Infrastructure, 2010: *Strategic Infrastructure Plan for SA*
- Department of Planning, Transport and Infrastructure, 2017: *The 30-Year Plan for Greater Adelaide 2017 Update*
- Minister for Planning, 2017: *Inner and Middle Metropolitan Corridor (Sites) DPA*
- Minister for Planning 2017: *Inner and Middle Metropolitan Corridor (Design) DPA (Interim Operation)*
- Office for Design and Architecture, 2016: *Design Guidelines – Design Quality and Housing Choice*
- South Australian Government, 2011 *SA Strategic Plan*
- South Australian Government, *The Development Act 1993*
- South Australian Government, *The Development Regulations 2008*
- South Australian Government, *The Planning, Development and Infrastructure Act 2016*
- South Australian Government, *South Australian Planning Policy Library*
- Southfront, *Draft Hallett Cove Creeks Stormwater Management Plan* (February 2015)

Schedule 4a Certificate

CERTIFICATION BY COUNCIL'S CHIEF EXECUTIVE OFFICER

DEVELOPMENT REGULATIONS 2008

SCHEDULE 4A

Development Act 1993 – Section 25 (10) – Certificate - Public Consultation

CERTIFICATE OF CHIEF EXECUTIVE OFFICER THAT A DEVELOPMENT PLAN AMENDMENT (DPA) IS SUITABLE FOR THE PURPOSES OF PUBLIC CONSULTATION

I Abby Dickson, as Acting Chief Executive Officer of Marion Council, certify that the Statement of Investigations, accompanying this DPA, sets out the extent to which the proposed amendment or amendments -

- (a) accord with the Statement of Intent (as agreed between the Marion Council and the Minister under section 25(1) of the Act) and, in particular, all of the items set out in Regulation 9 of the *Development Regulations 2008*; and
- (b) accord with the Planning Strategy, on the basis that each relevant provision of the Planning Strategy that related to the amendment or amendment has been specifically identified and addressed, including by an assessment of the impacts of each policy reflected in the amendment or amendments against the Planning Strategy, and on the basis that any policy which does not fully or in part accord with the Planning Strategy has been specifically identified and an explanation setting out the reason or reasons for the departure from the Planning Strategy has been included in the Statement of Investigation; and
- (c) accord with the other parts of the Development Plan (being those parts not affected by the amendment or amendments); and
- (d) complement the policies in the Development Plans for adjoining areas; and
- (e) satisfy the other matters (if any) prescribed under section 25(10)(e) of the *Development Act 1993*.

The following persons have provided advice to the council for the purposes of section 25(4) of the Act:

- David Melhuish
- Justin Hensgen, MPIA

DATED this 15th day of September 2017



Abby Dickson

Acting Chief Executive Officer

Appendices

Appendix A - Assessment of the Planning Strategy

Appendix B - Assessment of Council's Strategic Directions Report

Appendix A - Assessment of the Planning Strategy

The 30-Year Plan for Greater Adelaide 2017 Update

DPA Response

Policies

Transit Corridors, growth areas and activity centres

P1. Deliver a more compact urban form by locating the majority of Greater Adelaide’s urban growth within existing built-up areas by increasing density at strategic locations close to public transport. (Map 2)

P2. Increase residential and mixed use development in the walking catchment of:

- strategic activity centres*
- appropriate transit corridors
- strategic railway stations.

** In Inner and Middle Metropolitan Adelaide this could include all activity centres well serviced by frequent public transport.*

P3. Increase average gross densities of development within activity centres and transit corridor catchments from 15 to 25 dwellings per hectare to 35 dwellings per hectare.

P4. Ensure that the bulk of new residential development in Greater Adelaide is low to medium rise with high rise limited to the CBD, parts of the Park Lands frame, significant urban boulevards, and other strategic locations where the interface with lower rise areas can be managed.

P5. Encourage medium rise development along key transport corridors, within activity centres and in urban renewal areas that support public transport use.

P8. Provide retail and other services outside designated activity centres where they will contribute to the principles of accessibility, a transit- focused and connected city, high quality urban design, and economic growth and competitiveness.

P9. Develop activity centres as vibrant places by focusing on mixed-use activity, main streets and public realm improvements.

The DPA provides opportunities for increased housing diversity/density along the Seaford/Tonsley rail corridors and the Glenelg tram line. It also contemplates the establishment of a high-density mixed-use corridor zone along the Marion Road transit corridor. Each of these three corridors are identified as major transit corridors in the *30 Year Plan*.

This DPA also facilitates the opportunity for increased diversity in housing types and densities within existing built-up areas that are located within convenient proximity of strategic activity centres. This includes the Marion Regional Centre and Castle Plaza District Centre.

The DPA proposes to focus new higher density development and a greater range of housing types within areas adjacent transit corridors and activity centres.

The DPA proposes to amend the current Northern Policy Area 13 and include areas within a new Marion Plains Policy Area to encourage lower-scale infill development of a high design standard. In doing so, medium-to-high density development will be focussed into Marion’s significant urban boulevards and key strategic locations.

This DPA encourages mixed-use development within existing activity centres and proposes to introduce the Urban Corridor and Suburban Activity Node Zones from the SA Planning Policy Library around key transit corridors and interchanges to encourage opportunities for medium-rise integrated mixed-use developments.

The proposed Urban Corridor Zone and Suburban Activity Node Zone will encourage the development of local retail and other services outside designated activity centres, along major transit routes, in a manner that integrates with higher density housing to promote activation and walkable neighbourhoods.

The DPA seeks to revitalise a number of existing activity centres by encouraging a greater mix of activities in these locations, including residential uses above ground level shops, offices and community uses.

The 30-Year Plan for Greater Adelaide 2017 Update	DPA Response
<p>P10. Allow for low-impact employment activities in residential areas, such as small-scale shops, offices and restaurants, where interface issues can be appropriately managed.</p>	<p>The DPA allows for the establishment of small-scale shops, offices and restaurants in appropriate locations in new mixed-use zones, while providing a policy framework to manage the interface with residential and sensitive uses.</p>
<p>Design quality</p>	
<p>P26. Develop and promote a distinctive and innovative range of building typologies for residential housing which responds to metropolitan Adelaide’s changing housing needs, reflects its character and climate, and provides a diversity of price points.</p>	<p>The DPA seeks to promote a greater variety of housing types across the council area, including opportunities for new apartments and affordable housing options in mixed use areas and along transit corridors. The DPA also proposes introduction of new refined policies for buildings above 3 storeys that were recently introduced into other corridor locations in metropolitan Adelaide to enhance design quality of these buildings.</p>
<p>P27. Provide for transitions between higher density and multi-storey, mixed-use developments in activity centres, corridors and existing detached housing precincts.</p>	<p>Areas identified for higher density residential development are supported by a policy framework that ensures that the interface between higher density and low-rise areas is appropriately managed. A number of strategic development sites have also been identified within the Marion Road corridor where more significant development outcomes may be achievable and interface impacts can be more easily managed.</p>
<p>P29. Encourage development that positively contributes to the public realm by ensuring compatibility with its surrounding context and provides active interfaces with streets and public open spaces.</p>	<p>The DPA proposes to introduce new design policies for multi-level buildings (3 or more storeys) to encourage greater activation with the public realm and surrounding areas. These policies align with the draft residential Design Guidelines released by the Office for Design and Architecture SA.</p>
<p>P30. Support the characteristics and identities of different neighbourhoods, suburbs and precincts by ensuring development considers context, location and place.</p>	<p>Policies for new mixed-use development areas such as the Marion Road corridor and activity centres will also promote opportunities to develop non-residential uses such as shops, offices, commercial and community uses at ground level to better activate these corridors.</p>
<p>P32. Encourage higher density housing to include plan table space for trees and other vegetation where possible.</p>	<p>New higher density zones will encourage high quality landscaping to complement built form and improve the amenity interface with established streetscapes. The DPA also proposes to introduce refined policies for multi-storey buildings to ensure adequate space is made available for small trees and landscaping, including deep soil zones.</p>
<p>Heritage</p>	
<p>P33. Recognise the value that communities place on heritage and ensure that new development is implemented sensitively and respectfully.</p>	<p>Additional areas of heritage value were recently identified in the City of Marion Local Heritage DPA – Consolidated 19 March 2015.</p>
<p>P35. Encourage the innovative and sustainable reuse of heritage places and older building stock in a way that encourages activity and entices people to visit.</p>	<p>In considering areas proposed for rezoning, the DPA has acknowledged existing heritage places. The Marion Council Development Plan also contains a number of General polices</p>

The 30-Year Plan for Greater Adelaide 2017 Update	DPA Response
	to ensure that development in proximity to heritage places is sensitively designed to ensure the integrity of these places is preserved, while encouraging their adaptive re-use.
Housing mix, affordability and competitiveness	
<p>P36. Increase housing supply near jobs, services and public transport to improve affordability and provide opportunities for people to reduce their transport costs.</p>	<p>The DPA seeks to increase housing supply near Marion’s key strategic centres, which will provide residents with direct access to jobs, services and public transport.</p>
<p>P37. Facilitate a diverse range of housing types and tenures (including affordable housing) through increased policy flexibility in residential and mixed-use areas, including:</p> <ul style="list-style-type: none"> • ancillary dwellings such as granny flats, laneway and mews housing • dependent accommodation such as nursing homes • assisted living accommodation • aged-specific accommodation such as retirement villages • small lot housing types • in-fill housing and renewal opportunities. 	<p>This DPA seeks to encourage a greater mixture of housing styles, types, sizes and densities. At present, the prevalent dwelling type constructed as infill development comprises medium density low-rise dwellings. While this dwelling form will be retained in appropriate locations, the DPA will encourage greater housing diversity such as medium-rise, high density development in strategic locations, and well as retention of low-density character in appropriate localities.</p> <p>This diversification in dwelling types should assist in meeting the varying needs of the community.</p> <p>The DPA also proposes to introduce the Affordable Housing Overlay from the SA Planning Policy Library to areas where increased densities are proposed to encourage development of affordable housing options.</p>
<p>P40. Use government-owned land and large underdeveloped or vacant sites as catalysts for stimulating higher density development and innovative building forms.</p>	<p>The DPA has identified a number of strategic sites along the Marion Road corridor that could support more significant development outcomes (ie. increased densities and heights) and where the interface with adjacent residential development can be sensitively managed. These sites would provide an important catalyst for the redevelopment of other sites in the corridor to support new mixed use, higher density development.</p>
<p>P43. Increase the supply of affordable housing through the provision of 15 per cent affordable housing in all new significant developments. These developments include surplus and residential government land projects; declared major developments and projects; and rezoned land that increases dwelling yield (including all new growth areas).</p>	<p>As above, the DPA proposes to introduce the Affordable Housing Overlay from the SA Planning Policy Library to areas where increased densities are proposed to encourage development of affordable housing options. This will contribute to the provision of 15 percent affordable housing in significant new developments.</p>
<p>P45. Promote affordable housing in well located areas close to public transport and which offers a housing mix (type and tenure) and quality built form that is well integrated into the community.</p>	
<p>P46. Ensure an adequate land supply is available to accommodate housing and employment growth over the longer term (at least a 15 year supply).</p>	<p>This DPA aims to focus future housing growth and increased densities primarily in areas immediately adjacent to higher order activity centres and transit corridors, whilst requiring more appropriately designed infill development in other</p>

The 30-Year Plan for Greater Adelaide 2017 Update	DPA Response
	<p>urban areas.</p> <p>Based on historical annual growth rates in the City of Marion (around 425 dwellings per year), it is estimated that this DPA, together with other concurrent DPAs, would provide a supply for the next 16 years across the City.</p>
Health, wellbeing and inclusion	
<p>P47. Plan future suburbs and regenerate and renew existing ones to be healthy neighbourhoods that include:</p> <ul style="list-style-type: none"> • diverse housing options that support affordability • access to local shops, community services and facilities • access to fresh food and a range of food services • safe cycling and pedestrian- friendly streets that are tree-lined for comfort and amenity • diverse areas of quality public open space (including local parks, community gardens and playgrounds) • sporting and recreation facilities • walkable connections to public transport and community infrastructure. 	<p>This DPA facilitates opportunities for an increased diversity in housing types and densities in proximity to open space and recreation areas, active transport option, activity centres and community facilities.</p>
<p>P49. Encourage more trees (including productive trees) and water sensitive urban landscaping in the private and public realm, reinforcing neighbourhood character and creating cooler, shady and walkable neighbourhoods and access to nature.</p>	<p>Landscaping will continue to be encouraged as an important element in new developments. As above, the DPA also proposes to introduce refined policies for multi-storey buildings to ensure adequate space is made available for small trees and landscaping, including deep soil zones, to soften more urbanised areas and promote urban cooling. The Marion Council Development Plan also contains a number of existing General policies to promote water sensitive design in new developments.</p>
<p>P50. Provide diverse areas of quality public open space in neighbourhoods (especially in higher density areas) such as local parks, community gardens, playgrounds, greenways and sporting facilities to encourage active lifestyles and support access to nature within our urban environment.</p>	<p>As dwelling growth occurs in strategic locations, the provision of new areas of open space will be considered relative to the future growth and demands of the City. The DPA introduces a flexible policy framework to allow creation of new or enhanced public and open spaces where needed, particularly in new mixed use areas within activity centres and transit corridors.</p>
The economy and jobs	
<p>P56. Ensure there are suitable land supplies for the retail, commercial and industrial sectors.</p>	<p>Through rezoning strategic corridor and activity centre locations to support a wider mix of development, the DPA will introduce greater opportunities for small-scale retail and commercial uses within the City of Marion.</p>
Transport	
<p>P74. Ensure development does not adversely impact</p>	<p>The DPA proposes to apply the Strategic Transport Routes</p>

The 30-Year Plan for Greater Adelaide 2017 Update	DPA Response
the transport function of freight and/or major traffic routes and maintains access to markets (Refer to Map 7).	Overlay to areas within strategic road corridors (eg. Marion and Sturt Roads) that are proposed for rezoning to support mixed use, higher density development in order to protect the function of these routes.
P76. Improve the amenity and safety of public transport stops, stations and interchanges by improving their connections to adjacent development and encouraging mixed-use development and housing diversity in close proximity.	The DPA proposes to encourage mixed-use development and housing diversity in close proximity to public transport stops along the train and tram line, and bus stops along Marion Road, Sturt Road and those parts of Diagonal Road and Morphett Road adjacent the Marion Regional Centre.
P77. Ensure that new housing (and other sensitive land uses) permitted in locations adjacent to airports and under flight paths or near major transport routes (road, rail and tram) mitigates the impact of noise and air emissions.	The DPA proposes to introduce the Noise and Air Emissions Overlay from the SA Planning Policy Library to apply to corridors and new mixed-use areas identified in the DPA to ensure that buildings are designed and oriented to mitigate potential adverse noise and air impacts.
P80. Reduce car parking requirements in mixed-use areas near high frequency public transit services to encourage the use of alternative transport modes.	Reduced car parking requirements will apply to areas proposed to be included in the Suburban Activity Node Zone and Urban Corridor Zone to recognise the proximity of these areas to transit and promote use of alternative transport options other than the private car.
Infrastructure	
P86. Ensure that new urban infill and fringe and township development are aligned with the provision of appropriate community and green infrastructure, including:	The DPA proposes to implement the recommendations of recent stormwater management planning through introducing flood mapping for areas in the catchment west of the Sturt River, whilst encouraging water sensitive urban design in new developments.
<ul style="list-style-type: none"> • walking and cycling paths and facilities • local stormwater and flood management including water sensitive urban design • public open space • sports facilities • street trees • community facilities, such as child care centres, schools, community hubs and libraries. 	<p>Areas proposed for higher density housing are also located near walking and cycling paths (particularly those along train/tram lines and links from Tonsley to Marion Regional Centre to Oaklands Crossing). The increase in medium-rise building forms along these corridors should also help to increase casual surveillance and public safety, while providing further activation. The increased uptake of walking/cycling paths should also contribute to their future viability and maintenance.</p>
	The DPA also aligns with Council’s Streetscape Policy.
Biodiversity	
P92. Support the enhancement of the urban biodiversity of metropolitan Adelaide through the development of greenways in transit corridors, along major watercourses, linear parks and the coast and in other strategic locations.	The DPA also introduces new General policies relating to multi-storey buildings in transit corridor locations that will encourage greater opportunities for landscaping in these developments to complement existing greenways along the rail corridor and assist in the greening of road corridors. This will contribute to enhancement of local biodiversity.

The 30-Year Plan for Greater Adelaide 2017 Update	DPA Response
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Open space, sport and recreation

P104. Investigate opportunities to increase the amount and/or quality of public open space provision in areas of low open space provision and areas of increasing population growth.

In considering areas for rezoning to support increased densities and housing diversity, the DPA has considered access to public open space. As dwelling growth occurs in these strategic locations, the provision of new areas of open space will be considered relative to the future growth and demands of the City.

As identified above, the DPA introduces a flexible policy framework to allow creation of new or enhanced public and open spaces where needed, particularly in new mixed use areas within activity centres and transit corridors.

Climate change

P105. Deliver a more compact urban form to:

- protect valuable primary production land
- reinforce the Hills Face Zone, character preservation districts and Environment and Food Production Areas
- conserve areas of nature protection areas
- safeguard the Mount Lofty Ranges Watershed
- reduce vehicle travel and associated greenhouse gas emissions.

The DPA seeks to encourage opportunities for more compact, high density development in strategic corridor and activity locations in particular where new development can take advantage of existing infrastructure and services and a range of transport options other than the private car. This will assist in reducing pressure for further growth on the urban fringe and within primary production and water sensitive areas, and help to reduce our carbon footprint.

P107. Increase the proportion of low-rise, medium-density apartments and attached dwellings to support carbon-efficient living.

P108. Promote green infrastructure (including green roofs, vertical gardens and water sensitive design) in higher density and mixed-use developments to assist with urban cooling, reduce building energy use and improve biodiversity.

The DPA proposes to introduce a refined suite of General policies in the Marion Council Development Plan to encourage sustainable design of multi-level buildings above 3 storeys. This includes promoting use of elements such as green roofs where practical and enhanced opportunities for landscaping to assist in urban cooling. Best practice waste management systems will also be encouraged in higher density and mixed use developments based on existing policies contained in the Development Plan.

P110. Encourage the adoption of best practice waste management design and systems in high- density residential and mixed use developments.

Water

P115. Incorporate water-sensitive urban design in new developments to manage water quality, water quantity and water use efficiency and to support public stormwater systems.

Existing General policies within the Marion Council Development Plan will promote incorporation of water sensitive design in new developments, particularly for more significant sites where a more comprehensive planning approach can be used to include these elements the site and building level.

The 30-Year Plan for Greater Adelaide 2017 Update	DPA Response
<p>P117. Increase the provision of stormwater infrastructure (including water sensitive urban design) to manage and reduce the impacts of:</p> <ul style="list-style-type: none"> • run-off from infill development • urban flooding from increased short-duration intense rainfall events associated with climate change • pollution from roads and other developed areas. 	<p>The DPA proposes to implement the recommendations of recent flood management plans (which consider run-off from infill development), whilst encouraging water sensitive urban design in new developments. Opportunities to develop more compact, medium-rise developments in corridor and activity centres locations in particular can also reduce the footprint of developments and allow the establishment of more permeable areas for water infiltration.</p>
<p>Emergency management and hazard avoidance</p>	
<p>P121. Ensure risk posed by known or potential contamination of sites is adequately managed to enable appropriate development and safe use of land.</p>	<p>Existing commercial areas in the DPA that are proposed to support mixed use and residential development outcomes may include sites that are contaminated due to past activities.</p> <p>The Marion Council Development Plan already contains General policies to ensure that development, including land division, should not occur where site contamination has occurred unless the site has been assessed and remediated as necessary to ensure that it is suitable and safe for the proposed use.</p>

Appendix B - Assessment of Council's Strategic Directions Report

Marion Council Strategic Directions Report 2013

Recommendation / Proposed DPA	DPA Response
<p>2 <i>Residential (Higher Density)</i> To examine the suitability of higher density residential and mixed use development in areas in close proximity of the Marion Regional Centre, the Warradale Neighbourhood Centre and the Oaklands Railway station, taking into consideration the need for suitable transitions between existing lower density residential areas and proposed high density development. Investigations will be supported by a residential yield analysis of potential regeneration areas.</p>	<p>This amendment investigates potential for increasing densities of residential development in close proximity to activity centres. Outcomes of these investigations are addressed in section 3 of this report.</p>
<p>3 <i>Residential/Mixed Use along transit corridors and including Marion and Sturt roads</i> To examine the suitability of higher density residential and mixed use development within established lower density residential areas within appropriate proximity to rail stations, centres and community facilities, taking into consideration the need for suitable transitions between existing lower density residential areas and proposed higher density development. Investigations will be supported by a residential yield analysis of potential regeneration areas. Investment in public realm to be considered (infrastructure, landscaping) and consideration of a transportation strategy connecting Flinders, Marion Regional Centre and possibly Glenelg, that will help facilitate higher density development (residential and commercial/retail).</p>	<p>This amendment investigates potential for increasing densities of residential development in close proximity to transit corridors. Outcomes of these investigations are addressed in section 3 of this report.</p>
<p>4 <i>Residential (southern suburbs)</i> To examine the potential to provide greater housing choice (dwelling variety and densities) in appropriate sections of Hallett Cove, Marino, Seaview Downs, Seacombe Heights, and Darlington currently within the Hills Policy Area 11, Southern Policy Area 18 and District Centre Zone. Consideration given to slope of land, impact on existing residential development and proximity to services, facilities and public transport. Facilitate the opportunity for ageing in place. The amendment will involve comparisons with the residential policy of adjacent areas within the City of Holdfast Bay to provide greater consistency of built form and character. During</p>	<p>This amendment investigates potential for encouraging greater diversity of housing, particularly within the southern suburbs. Outcomes of these investigations are addressed in section 3 of this report.</p>

Recommendation / Proposed DPA	DPA Response
<p>the public consultation process, Council has been asked to look at the rezoning of a small Neighbourhood Centre Zone at 1 Greenfield Road, Seaview Downs to Residential. Investigations will be supported by a residential yield analysis of potential regeneration areas.</p>	
<p>7 <i>Stormwater Master Plan</i> To incorporate flood plain mapping into the Development Plan as identified in the Holdfast Bay and Marion Stormwater Management Plan for the catchment west of the Sturt River. Investigations will also explore on-site retention and water sensitive urban design solutions for residential development with the catchment that address the requirements of the stormwater management plan.</p>	<p>This amendment introduces flood plain mapping as well as additional policies relating to on-site retention and water sensitive urban design solutions. Outcomes of these investigations are addressed in section 3 of this report.</p>
<p>8 <i>Residential (Character Policy Area 17)</i> To introduce new or expand existing character areas in Glandore, Edwardstown and Plympton Park. Investigations include strategic justification for conserving the areas in Edwardstown given its strategic location within the southern growth corridor and proximity to the proposed Castle Plaza TOD where higher residential densities are contemplated.</p>	<p>This amendment reviews Character Policy Area 17 in the context of proximity to Castle Plaza. Outcomes of these investigations are addressed in section 3 of this report.</p>
<p>10 <i>Residential (character and density preservation)</i> To review existing residential areas within the Council area and nominate for preservation those areas with and existing character that is worthy of retention. These areas are distinct from those with predominately pre 1940s housing stock that are currently located within the existing Residential Character Policy Area 17 and may comprise conventional housing stock from other more recent eras. The intent being to prevent the continuation of ad hoc and unplanned infill development in those parts of the Council area with a character and housing density worth of retention that are not deemed suitable for high densities (eg areas outside the growth corridor or otherwise not identified as suitable for up-zoning).</p>	<p>This amendment reviews character-related issues for all areas of the council and introduces additional policies where required. Outcomes of these investigations are addressed in section 3 of this report.</p>

Development Plan Amendment

By the Council

Marion Council

Housing Diversity Development Plan Amendment

The Amendment

For Consultation

Amendment Instructions Table				
Name of Local Government Area: City of Marion				
Name of Development Plan: Marion Council Development Plan				
Name of DPA: Housing Diversity DPA				
<i>The following amendment instructions (at the time of drafting) relate to the Marion Council Development Plan consolidated on 28 April 2016.</i>				
<i>Where amendments to this Development Plan have been authorised after the aforementioned consolidation date, consequential changes to the following amendment instructions will be made as necessary to give effect to this amendment.</i>				
Amendment Instruction Number	Method of Change	Detail what in the Development Plan is to be amended, replaced, deleted or inserted. If applicable, detail what material is to be inserted and where. Use attachments for large bodies of material.	Is Renumbering required (Y/N)	Subsequent Policy cross-references requiring update (Y/N) if yes please specify.
COUNCIL WIDE / GENERAL SECTION PROVISIONS (including figures and illustrations contained in the text)				
Amendments required (Yes/No): Yes				
Hazards - Flooding				
1.	Insert	The following new PDC after PDC 6: <i>‘7 Ground floor levels of all development on land subject to a 1 in 100 year average return interval flood event as shown on Overlay Maps – Development Constraints should be located above a design flood level which: (a) provides and acceptable level of risk to persons and property (b) minimises the impact of floodwaters onto adjoining properties (c) ensures development will not adversely affect the level of floodwaters on adjoining properties (d) ensures that unimpeded flood flow paths are provided and maintained around flood affected buildings (e) incorporates a suitable freeboard above the design flood depth.’</i>	Y	N
Medium and High Rise Development (3 or More Storeys)				
2.	Replace	The entire General section ‘Medium and High Rise	N	N

Housing Diversity Development Plan Amendment
Marion Council
Amendment Instructions Table

		Development (3 or More Storeys) with the contents of Attachment A.		
Transportation and Access – Cycling and Walking				
3.	Insert	Insert the following words immediately following Principle of Development Control 19(b): '(c) bicycle parking facilities provided at the rate set out in Table Mar/5 - Off-street Bicycle Parking Requirements for Urban Corridor Zone and Suburban Activity Node Zone.	N	N
ZONE AND/OR POLICY AREA AND/OR PRECINCT PROVISIONS (including figures and illustrations contained in the text)				
Amendments required (Yes/No): Yes				
Commercial Zone – Marion Road Policy Area 1				
4.	Delete	The entire Marion Road Policy Area 1	N	N
Local Centre Zone				
5.	Replace	The entire Local Centre Zone with the contents of Attachment B.	N	N
Neighbourhood Centre Zone				
6.	Replace	The entire Neighbourhood Centre Zone with the contents of Attachment C.	N	N
Residential Zone				
7.	Replace	The Residential Zone, including the Objectives and Principles of Development Control 1 to 11, with the contents of Attachment D.	N	N
Residential Zone – Cement Hill Policy Area 10				
8.	Delete	The entire Cement Hill Policy Area 10	N	N
Residential Zone – Hills Policy Area 11				
9.	Delete	The entire Hills Policy Area 11	N	N
Residential Zone – Northern Policy Area 13				
10.	Replace	The entire Northern Policy Area 13 with the new Marion Plains Policy Area 10 in Attachment E.	N	N

Residential Zone - Residential Character Policy Area 17														
11.	Replace	The entire Residential Character Policy Area 17 with the contents of Attachment F .	N	N										
Residential Zone – Southern Policy Area 18														
12.	Delete	The entire Southern Policy Area 18	N	N										
Residential Zone – (New) Southern Hills Policy Area 16														
13.	Insert	The new Southern Hills Policy Area 16 in Attachment G .	N	N										
Suburban Activity Node Zone														
14.	Replace	The entire Suburban Activity Node Zone with the contents of Attachment H .	N	N										
Urban Corridor Zone (New)														
15.	Insert	Following the Suburban Activity Node Zone, the contents of Attachment I .	N	N										
TABLES														
Amendments required (Yes/No): Yes														
Table Mar/2 – Off Street Vehicle Parking Requirements														
16.	Replace	<p>In Table Mar/2 the car parking rates applying to the following Dwellings in rows 5 and 6 of the Table:</p> <p><i>Detached</i> <i>Semi-detached</i> <i>Row</i> <i>Group</i> <i>Residential flat building</i></p> <p>With the following:</p> <hr/> <table border="0"> <tr> <td><i>Detached</i></td> <td>2 per dwelling containing up to 3 bedrooms (or rooms capable of being used as bedrooms), 1 of which is to be covered.</td> </tr> <tr> <td><i>Semi-detached</i></td> <td></td> </tr> <tr> <td><i>Row</i></td> <td></td> </tr> <tr> <td><i>Group</i></td> <td></td> </tr> <tr> <td><i>Residential flat building</i></td> <td>3 per dwelling containing 4 or more bedrooms (or rooms capable of being used as bedrooms), 1 of which is to be covered.</td> </tr> </table> <p>Plus, in the case of 3 or more group and residential flat buildings, 1 visitor space per 3 dwellings.</p> <hr/>	<i>Detached</i>	2 per dwelling containing up to 3 bedrooms (or rooms capable of being used as bedrooms), 1 of which is to be covered.	<i>Semi-detached</i>		<i>Row</i>		<i>Group</i>		<i>Residential flat building</i>	3 per dwelling containing 4 or more bedrooms (or rooms capable of being used as bedrooms), 1 of which is to be covered.	N	N
<i>Detached</i>	2 per dwelling containing up to 3 bedrooms (or rooms capable of being used as bedrooms), 1 of which is to be covered.													
<i>Semi-detached</i>														
<i>Row</i>														
<i>Group</i>														
<i>Residential flat building</i>	3 per dwelling containing 4 or more bedrooms (or rooms capable of being used as bedrooms), 1 of which is to be covered.													

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

17.	Replace	Table Mar/2A – Off Street Vehicle Parking Requirements for Designated Areas with the contents of Attachment J .	N	N
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Table Mar/5 – Off-Street Bicycle Parking Requirements for Urban Corridor Zone and Suburban Activity Node Zone (New)

18.	Insert	Following Table Mar/4 – State Heritage Places, insert the contents of Attachment K .	N	N
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MAPPING (Structure Plans, Overlays, Enlargements, Zone Maps, Policy Area & Precinct Maps)

Amendments required (Yes/No): **Yes**

Map Reference Table:

19.	Replace	The Map Reference Tables with the contents of Attachment L .	N	N
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Spatial Extent Maps

20.	Replace	<p>The following Zone Maps in numerical order with the contents of Attachment M:</p> <ul style="list-style-type: none"> • Zone Map Mar/2 • Zone Map Mar/3 • Zone Map Mar/5 • Zone Map Mar/6 • Zone Map Mar/7 • Zone Map Mar/8 • Zone Map Mar/15 • Zone Map Mar/18 	N	N
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21.	Replace	<p>The following Policy Area Maps in numerical order with the contents of Attachment N:</p> <ul style="list-style-type: none"> • Policy Area Map Mar/2 • Policy Area Map Mar/3 • Policy Area Map Mar/4 • Policy Area Map Mar/5 • Policy Area Map Mar/6 • Policy Area Map Mar/7 • Policy Area Map Mar/8 • Policy Area Map Mar/9 • Policy Area Map Mar/10 • Policy Area Map Mar/11 • Policy Area Map Mar/12 • Policy Area Map Mar/13 • Policy Area Map Mar/14 	N	N
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		<ul style="list-style-type: none"> • Policy Area Map Mar/15 • Policy Area Map Mar/16 • Policy Area Map Mar/17 • Policy Area Map Mar/18 		
22.	Replace	<p>The following Overlay Maps in numerical order with the contents of Attachment O:</p> <ul style="list-style-type: none"> • Overlay Map Mar/1 – Development Constraints • Overlay Map Mar/2 – Development Constraints • Overlay Map Mar/4 – Development Constraints • Overlay Map Mar/5 – Development Constraints • Overlay Map Mar/7 – Development Constraints • Overlay Map Mar/8 – Development Constraints • Overlay Map Mar/8 – Affordable Housing • Overlay Map Mar/8 – Noise and Air Emissions • Overlay Map Mar/8 – Strategic Transport Routes • Overlay Map Mar/9 – Development Constraints • Overlay Map Mar/10 – Development Constraints • Overlay Map Mar/11 – Development Constraints • Overlay Map Mar/12 – Development Constraints 	N	N
23.	Insert	<p>The following new Overlay Maps – ‘Noise and Air Emissions’ contained in Attachment P:</p> <ul style="list-style-type: none"> • Overlay Map Mar/2 – Noise and Air Emissions • Overlay Map Mar/3 – Noise and Air Emissions • Overlay Map Mar/5 – Noise and Air Emissions • Overlay Map Mar/6 – Noise and Air Emissions • Overlay Map Mar/7 – Noise and Air Emissions 	N	N
24.	Insert	<p>The following new Overlay Maps – ‘Strategic Transport Routes’ contained in Attachment Q:</p> <ul style="list-style-type: none"> • Overlay Map Mar/3 – Strategic Transport Routes • Overlay Map Mar/6 – Strategic Transport Routes • Overlay Map Mar/7 – Strategic Transport Routes 	N	N
25.	Insert	<p>The following new Overlay Maps – ‘Affordable Housing’ contained in Attachment R:</p> <ul style="list-style-type: none"> • Overlay Map Mar/2 – Affordable Housing • Overlay Map Mar/3 – Affordable Housing • Overlay Map Mar/5 – Affordable Housing 	N	N

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		<ul style="list-style-type: none"> • Overlay Map Mar/6 – Affordable Housing • Overlay Map Mar/7 – Affordable Housing 		
Concept Plan Maps				
26.	Replace	Concept Plan Maps Mar/3 (Marion/Mitchell Park Neighbourhood Centre) and Map Mar/4 (Park Holme Neighbourhood Centre) with the contents of Attachment S .	N	N
27.	Insert	<p>The following new Concept Plans in numerical order as contained in Attachment T:</p> <ul style="list-style-type: none"> • Concept Plan Map Mar/9 (Urban Corridor Zone) • Concept Plan Map Mar/10 (Urban Corridor Zone) • Concept Plan Map Mar/11 (Urban Corridor Zone) • Concept Plan Map Mar/12 (Urban Corridor Zone) • Concept Plan Map Mar/13 (Suburban Activity Node Zone) 	N	N

Attachment A

Medium and High Rise Development (3 or More Storeys)

OBJECTIVES

- 1 Medium and high rise development that provides housing choice and employment opportunities.
- 2 Residential development that provides a high standard of amenity and adaptability for a variety of accommodation and living needs.
- 3 Development that is contextual and responds to its surroundings, having regard to adjacent built form and character of the locality and the Desired Character for the Zone and Policy Area.
- 4 Development that integrates built form within high quality landscapes to optimize amenity, security and personal safety for occupants and visitors.
- 5 Development that enhances the public environment, provides activity and interest at street level and a high quality experience for residents, workers and visitors by:
 - (a) enlivening building edges
 - (b) creating attractive, welcoming, safe and vibrant spaces
 - (c) improving public safety through passive surveillance
 - (d) creating interesting and lively pedestrian environments
 - (e) integrating public art into the development where it fronts the street and public spaces
 - (f) incorporating generous areas of high quality fit for purpose landscaping.
- 6 Commercial, office and retail development that is designed to create a strong visual connection to the public realm and that contributes to the vitality of the locality.
- 7 Buildings designed and sited to be energy and water efficient.

PRINCIPLES OF DEVELOPMENT CONTROL

Note: Some of the following Principles of Development Control (PDC) prescribe a measurable design solution as one way of achieving the intent of the PDC. Where this solution is met, it should be taken as meeting the intent of the principle. Alternative design solutions may also achieve the intent of the PDC and, when proposed should be assessed on their merits.

Design and Appearance

- 8 Buildings should be designed to respond to key features of the prevailing local context within the same zone as the development. This may be achieved through design features such as vertical rhythm, proportions, composition, material use, parapet or balcony height, and use of solid and glass.
- 9 In repetitive building types, such as row housing, the appearance of building facades should provide some variation, but maintain an overall coherent expression such as by using a family of materials, repeated patterns, facade spacings and the like.
- 10 Windows and doors, awnings, eaves, verandas or other similar elements should be used to provide variation of light and shadow and contribute to a sense of depth in the building façade.

- 11 Buildings should:
- (a) achieve a comfortable human scale at ground level through the use of elements such as variation in materials and form, building projections and elements that provide shelter (for example awnings, verandas, and tree canopies)
 - (b) be designed to reduce visual mass by breaking up the building façade into distinct elements
 - (c) ensure walls on the boundary that are visible from public land include visually interesting treatments to break up large blank facades.
- 12 Buildings should reinforce corners through changes in setback, materials or colour, roof form or height.
- 13 Materials and finishes should be selected to be durable and age well to minimise ongoing maintenance requirements. This may be achieved through the use of materials such as masonry, natural stone, prefinished materials that minimise staining, discolouring or deterioration, and avoiding painted surfaces particularly above ground level.
- 14 Balconies should be integrated into the overall architectural form and detail of the development and should:
- (a) utilise sun screens, pergolas, louvres and openable walls to control sunlight and wind
 - (b) be designed and positioned to respond to daylight, wind, and acoustic conditions to maximise comfort and provide visual privacy
 - (c) allow views and casual surveillance of the street while providing for safety and visual privacy of nearby living spaces and private outdoor areas
 - (d) be of sufficient size, particularly depth, to accommodate outdoor seating.

Street Interface

- 15 Development facing the street should be designed to provide attractive, high quality and pedestrian friendly street frontage(s) by:
- (a) incorporating active uses such as shops or offices, prominent entry areas for multi-storey buildings (where it is a common entry), habitable rooms of dwellings, and areas of communal public realm with public art or the like where consistent with the Zone and / or Policy Area provisions
 - (b) providing a well landscaped area that contains a deep soil zone space for a medium to large tree in front of the building (except in a High Street Policy Area or other similar location where a continuous ground floor façade aligned with the front property boundary is desired). One way of achieving this is to provide a 4 metre x 4 metre deep soil zone area in front of the building
 - (c) designing building façades that are well articulated by creating contrasts between solid elements (such as walls) and voids (for example windows, doors and balcony openings)
 - (d) positioning services, plant and mechanical equipment (such as substations, transformers, pumphouses and hydrant boosters, car park ventilation) in discreet locations, screened or integrated with the façade
 - (e) ensuring ground, semi-basement and above ground parking does not detract from the streetscape
 - (f) minimising the number and width of driveways and entrances to car parking areas to reduce the visual dominance of vehicle access points and impacts on pedestrian areas.
- 16 Common areas and entry points of the ground floor level of buildings should be designed to enable surveillance from public land to the inside of the building at night.
- 17 Entrances to multi-storey buildings should:

- (a) be oriented towards the street
 - (b) Be visible and clearly identifiable from the street, and in instances where there are no active or occupied ground floor uses, be designed as a prominent, accentuated and welcoming feature
 - (c) provide shelter, a sense of personal address and transitional space around the entry
 - (d) provide separate access for residential and non-residential land uses
 - (e) be located as close as practicable to the lift and/or lobby access
 - (f) avoid the creation of potential areas of entrapment.
- 18 To contribute to direct pedestrian access and street level activation, the finished ground level of buildings should be no more than 1.2 metres above the level of the footpath, except for common entrances to apartment buildings which should be at ground level or universally accessible.
- 19 Dwellings located on the ground floor with street frontage should have individual direct pedestrian street access.
- 20 The visual privacy of ground floor dwellings within multi-storey buildings should be protected through the use of design features such as the elevation of ground floors above street level, setbacks from street and the location of verandas, windows, porticos or the like.

One way of achieving this is for ground floor levels for multi storey residential developments to be raised by up to 1.2 metres (provided access is not compromised where relevant).

Building Separation and Outlook

- 21 Residential buildings (or the residential floors of mixed use buildings) should have habitable rooms, windows and balconies designed and positioned with adequate separation and screening from one another to provide visual and acoustic privacy and allow for natural ventilation and the infiltration of daylight into interior and outdoor spaces.

One way of achieving this is to ensure any habitable room windows and/or balconies are separated by at least 6 metres from one another where there is a direct 'line of sight' between them and be at least 3 metres from a side or rear property boundary. Where a lesser separation is proposed, alternative design solutions may be applied (such as changes to orientation, staggering of windows or the provision of screens or blade walls, or locating facing balconies on alternating floors as part of double floor apartments), provided a similar level of occupant visual and acoustic privacy, as well as light access, can be demonstrated.

- 22 Living rooms should have a satisfactory short range visual outlook to public or private open space.

Dwelling Configuration

- 23 Buildings comprising more than 10 dwellings should provide a variety of dwelling sizes and a range in the number of bedrooms per dwelling.
- 24 Dwellings located on the ground floor with street frontage should have habitable rooms with windows overlooking the street or public realm.
- 25 Dwellings with 3 or more bedrooms, should, where possible, have the windows of habitable rooms overlooking internal courtyard space or other public space.

Adaptability

- 26 Multi-storey buildings should include a variety of internal designs that will facilitate adaptive reuse, including the conversion of ground floor residential to future commercial use (i.e. by including floor to ceiling heights suitable for commercial use).

Environmental

- 27 Multi-storey buildings should:
- (a) minimise detrimental micro-climatic and solar access impacts on adjacent land or buildings, including effects of patterns of wind, temperature, daylight, sunlight, glare and shadow
 - (b) incorporate roof designs that enable the provision of photovoltaic cells and other features that enhance sustainability (including landscaping).
- 28 Green roofs (which can be a substitute for private or communal open space provided they can be accessed by occupants of the building) are encouraged for all new residential commercial or mixed use buildings.
- 29 Development of 5 or more storeys, or 21 metres or more in building height (excluding the rooftop location of mechanical plant and equipment), should be designed to minimise the risk of wind tunnelling effects on adjacent streets by adopting one or more of the following:
- (a) a podium at the base of a tall tower and aligned with the street to deflect wind away from the street
 - (b) substantial verandas around a building to deflect downward travelling wind flows over pedestrian areas
 - (c) the placement of buildings and use of setbacks to deflect the wind at ground level.
- 30 Deep soil zones should be provided to retain existing vegetation or provide areas that can accommodate new deep root vegetation, including tall trees with large canopies.

One way of achieving this is in accordance with the following table:

Site area	Minimum deep soil area	Minimum dimension	Tree/deep soil zones
<300m ²	10m ²	1.5 metres	1 small tree / 10m ² deep soil
300-1500m ²	7% site area	3 metres	1 medium tree / 30m ² deep soil
>1500m ²	7% site area	6 metres	1 large or medium tree / 60m ² deep soil
Tree size and site area definitions			
Small tree	< 6 metres mature height and < less than 4 metres canopy spread		
Medium tree	6-12 metres mature height and 4-8 metres canopy spread		
Large tree	12 metres mature height and > 8 metres canopy spread		
Site area	The total area for development site, not average area per dwelling		

- 31 Deep soil zones should be provided with access to natural light to assist in maintaining vegetation health.

Site Facilities and Storage

- 32 Dwellings should provide a covered storage area of not less than 8 cubic metres in one or more of the following areas:
- (a) in the dwelling (but not including a habitable room)
 - (b) in a garage, carport, outbuilding or an on-site communal facility and be conveniently located and screened from view from streets and neighbouring properties.

- 33 Development should provide a dedicated area for the on-site collection and sorting of recyclable materials and refuse, green organic waste and wash-bay facilities for the ongoing maintenance of bins. This area should be screened from view from public areas so as to not detract from the visual appearance of the ground floor.
- 34 Where the number of bins to be collected kerbside is 10 or more at any one time, provision should be made for on-site commercial collection.
- 35 The size of lifts, lobbies and corridors should be sufficient to accommodate movement of bicycles, strollers, mobility aids and visitor waiting areas.

Zone Interface

- 36 Unless separated by a public road or reserve, development site(s) adjacent to any zone that has a primary purpose of accommodating low rise (1-2 storey) residential activity should incorporate deep soil zones along the common boundary to enable medium to large trees to be retained or established to assist in screening new buildings of 3 or more storeys in height.

One way of achieving this is for development comprising building elements of three or more storeys in height to be setback at least 6 metres from a zone boundary, and incorporate a deep soil zone area capable of accommodating medium to large trees with a canopy spread of not more than 8 metres when fully mature.

*(*Text in green denotes amendments and local additions to the South Australian Planning Policy Library policy module)*

Attachment B

(Replacement) Local Centre Zone

**Notes:*

wording in green denotes existing local additions

wording underlined in green denotes new local additions to policy

wording underlined in red denotes proposed deletion of policy

Local Centre Zone

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

OBJECTIVES

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

DESIRED CHARACTER

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

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

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

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

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

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

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 The following forms of development are envisaged in the zone:
 - advertisement
 - community facility
 - consulting room
 - dwelling sited above a non-residential land use
 - office
 - office and dwelling
 - shop with a maximum gross leasable floor space in the order of 450 square metres

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

Form and Character

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

Vehicle Parking

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

Land Division

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

PROCEDURAL MATTERS

Complying Development

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

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

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

- (a) the area to be occupied by the proposed development is located in an existing building and is currently used as a shop, office, consulting room or any combination of these uses
- (b) the building is not a State heritage place
- (c) it will not involve any alterations or additions to the external appearance of a local heritage place as viewed from a public road or public space
- (d) if the proposed change of use is for a shop that primarily involves the handling and sale of foodstuffs, it achieves either (i) or (ii):
 - (i) all of the following:
 - (A) areas used for the storage and collection of refuse are sited at least 10 metres from any Residential Zone boundary or a dwelling (other than a dwelling directly associated with the proposed shop)

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

Non-complying Development

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

Form of Development	Exceptions
Advertisement and/or advertising hoarding	<p>Except where the advertisement and/or advertising hoarding achieves any one of the following:</p> <ul style="list-style-type: none"> (a) it is attached to a building or structure where the height of the advertisement does not exceed the height of the roof of the walls or parapet of the building or structure by more than 2 metres (b) it is freestanding and has a height not exceeding 5 metres (c) it is located on a side or rear wall facing and not within 50 metres of an abutting residential zone.
Caravan park	
Cemetery	
Crematorium	

Form of Development	Exceptions
Dwelling	Except where <u>the dwelling is in conjunction with a non-residential development and is sited above or behind the non-residential development on the same allotment.</u>
Fuel depot	
Horticulture	
Industry	
Motor repair station	
Petrol filling station	
Public service depot	
<u>Residential flat building</u>	<u>Except where the residential flat building is in conjunction with a non-residential development and is sited above or behind the non-residential development on the same allotment.</u>
Road transport terminal	
Service trade premises	
<u>Stadium</u>	
<u>Stock sales yard</u>	
<u>Stock slaughter works</u>	
<u>Store</u>	
<u>Telecommunication facility</u>	
Warehouse	
Waste reception, storage, treatment or disposal	
Wrecking yard	

Public Notification

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

Attachment C

(Replacement) Neighbourhood Centre Zone

**Notes:*

wording in green denotes existing local additions

wording underlined in green denotes new local additions to policy

wording underlined in red denotes proposed deletion of policy

Neighbourhood Centre Zone

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

OBJECTIVES

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

DESIRED CHARACTER

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

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

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

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

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

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

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

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

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

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

- library
 - health centre
 - office
 - petrol filling station
 - place of worship
 - playing field
 - pre-school
 - primary school
 - recreation area
 - restaurant
 - shop
 - supermarket.
- 2 Development listed as non-complying is generally inappropriate.
- 3 Residential development and development comprising a variety of residential and non-residential uses may be undertaken provided such development does not prejudice the operation of existing or future ~~retail~~ non-residential activity within the zone.

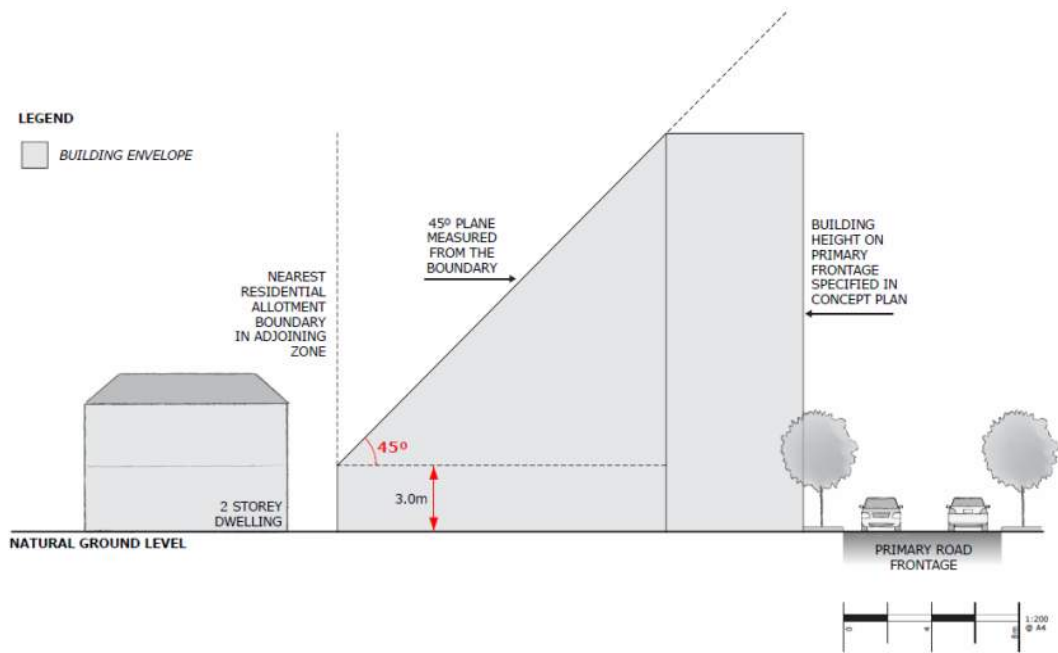
Form and Character

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

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

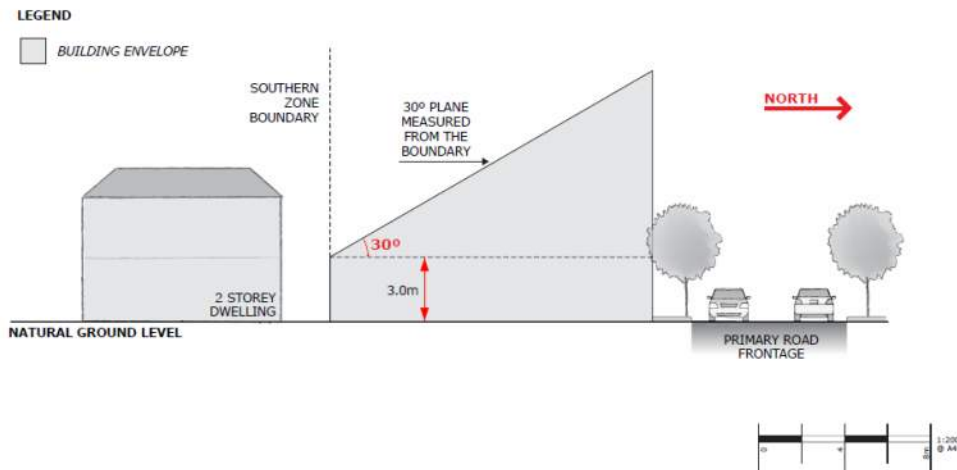
- 7 Development of the following respective centres should be carried out in accordance with the concepts shown on:
- (a) [Concept Plan Map Mar/1 - Clovelly Park Centre and Commercial](#)
 - (b) [Concept Plan Map Mar/3 - Marion/Mitchell Park Neighbourhood Centre](#)
 - (c) [Concept Plan Map Mar/4 - Park Holme Neighbourhood Centre.](#)
- 8 Buildings should be a minimum of two storeys and maximum of four storeys in height, except where otherwise identified on the relevant Concept Plans.
- 9 To minimise building massing at the interface with residential development outside of the zone, buildings should be constructed within a building envelope provided by a 45 degree plane, measured from a height of 3 metres above natural ground level at the allotment boundary of a residential allotment within a residential zone (except where this boundary is a southern boundary or the Primary Road Corridor), as illustrated in **Figure 1**:

Figure 1



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

Figure 2



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

Vehicle Parking

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

Land Division

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

PROCEDURAL MATTERS

Complying Development

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

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

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

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

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

Non-complying Development

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

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

Form of Development	Exceptions
Special industry	
Stadium	
Store	
Transmitting station above 30 metres in height Telecommunications facility	Except a telecommunications facility 30 metres or less in height from natural ground level.
Warehouse	
Waste reception, storage, treatment or disposal	
Wrecking yard	

Public Notification

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

Attachment D

(Replacement) Residential Zone

**Notes:*

wording in green denotes existing local additions

wording underlined in green denotes new local additions to policy

wording underlined in red denotes proposed deletion of policy

Residential Zone

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

OBJECTIVES

- 1 An attractive residential zone comprising a range of dwelling types including a minimum of 15 per cent affordable housing.
- 2 Increased dwelling densities in close proximity to centres, public **and community** transport routes and public open spaces.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 The following forms of development are envisaged in the zone:
 - affordable housing
 - outbuilding in association with a dwelling
 - domestic structure
 - dwelling including a residential flat building
 - dwelling addition
 - small scale non-residential uses that serve the local community, for example:
 - child care facilities
 - consulting rooms
 - health and welfare services
 - offices
 - open space
 - primary and secondary schools
 - recreation areas
 - shops
 - supported accommodation.
- 2 Development listed as non-complying is generally inappropriate.
- 3 Vacant or underutilised land should be developed in an efficient and co-ordinated manner to increase housing choice by providing dwellings at densities higher than, but compatible with adjoining residential development.
- 4 Non-residential development such as shops, **offices** and consulting rooms should be of a nature and scale that:
 - (a) **primarily** serves the needs of the local community
 - (b) is consistent with the character of the locality
 - (c) does not detrimentally impact on the amenity of nearby residents.
- 5 The use and placement of outbuildings should be ancillary to and in association with a dwelling or dwellings.

Form and Character

6 Dwellings should be designed within the following parameters:

Parameter	Value
Minimum setback from primary road frontage where no established streetscape exists	8 metres from arterial roads shown on <i>Overlay Map – Transport and any road within Hills Policy Area 11</i> . 5 metres in all other circumstances.
Minimum setback from primary road frontage where an established streetscape exists	5 metres within Medium Density Policy Area 11 and Regeneration Policy Area 14 except where located on an arterial road. 8 metres from arterial roads shown on <i>Overlay Map – Transport and any road within Hills Policy Area 11</i> .
Minimum setback from secondary road frontage	2 metres within Marion Plains Policy Area 10 , Medium Density Policy Area 11 , Northern Policy Area 13 Regeneration Policy Area 14 , Southern Hills Policy Area 16 and Worthing Mine Policy Area 18 . 3 metres in all other circumstances.
Minimum setback from side boundaries	Where the wall height is not greater than 3 metres: (a) 0.9 metres 2 metres within Hills Policy Area 11 (b) 0.9 metres in all other circumstances. Where the wall height is between 3 metres and 6 metres: (a) 3 metres if adjacent southern boundary (b) 2 metres in all other circumstances. Where the wall height is greater than 6 metres: (a) if not adjacent the southern boundary, 2 metres plus an additional setback equal to the increase in wall height above 6 metres (b) if adjacent the southern boundary, 3 metres plus an additional setback equal to the increase in wall height above 6 metres.
Maximum length and height when wall is located on side boundary	Not applicable in Hills Policy Area 11 , that part of Residential Character Policy Area 15 within the suburb of Marion, and Watercourse Policy Area 17 , as walls on boundaries are generally not appropriate in these policy areas. In all other policy areas of the Residential Zone – (a) where the wall does not adjoin communal open space or a public reserve – 8 metres in length and 3 metres in height (b) where wall adjoins communal open space or a public reserve – 50 per cent of the length of the boundary and 4 metres in height.

Parameter	Value
Minimum setback from rear boundary	<p>(a) 6 metres for single storey parts of the dwelling (where no wall height exceeds 3 metres), and</p> <p>(b) 8 metres for all other parts of the dwelling with a wall height greater than 3 metres, subject to the following variations:</p> <p>(i) within Hills Policy Area 11 – (a) is 8 metres;</p> <p>(ii) within Medium Density Policy Area 12 and Regeneration Policy Area 16 – (b) is 6 metres;</p> <p>(iii) within Medium Density Policy Area 12, Northern Policy Area 13, Racecourse Policy Area 15, Regeneration Policy Area 16, Southern Policy Area 18, Worthing Mine Policy Area 20 – (a) may be reduced to 3 metres for no more than 50 per cent of the width of the rear boundary.</p> <p>(i) within Marion Plains Policy Area 10, Medium Density Policy Area 11, Racecourse Policy Area 13, Regeneration Policy Area 14, Southern Hills Policy Area 16 for sites with an average site gradient less than 1-in-8 and Worthing Mine Policy Area 18 - (a) may be reduced to 3 metres for no more than 50 per cent of the width of the rear boundary;</p> <p>(ii) within Medium Density Policy Area 11 and Regeneration Policy Area 14 - (b) is 6 metres.</p>
Maximum building height (from natural ground level)	<p>Within:</p> <p>(a) Medium Density Policy Area 11:</p> <p>(i) 2 storeys of not more than 9 metres</p> <p>(ii) 2 storeys with an ability to provide a 3 storey addition within the roof space of not more than 10 metres</p> <p>(b) Regeneration Policy Area 14, 3 storeys of not more than 12 metres</p> <p>(c) Residential Character Policy Area 15:</p> <p>(i) within the suburb of Marion, 2 storeys of not more than 9 metres</p> <p>(ii) in all other areas, one storey with an ability to provide a 2 storey addition within the roof space subject to Principles of Development Control within the policy area of not more than 7 metres</p> <p>(d) all other policy areas, 2 storeys of not more than 9 metres.</p>

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

Site area of dwelling	Minimum area of private open space	Provisions
Less than 175 square metres	20 per cent of the site area or 35 square metres, whichever is the greater	Balconies, roof patios and the like can comprise part of this area provided the area of each is 8 square metres or greater and they have a minimum dimension of 2 metres. One part of the space should be directly accessible from a living room, have an area of 16 square metres with a minimum dimension of 4 metres and a maximum gradient of 1-in-10. The remainder of the space should have a minimum dimension of 2.5 metres.
175 square metres or greater	20 per cent of site area	Balconies, roof patios, decks and the like, can comprise part of this area provided the area of each is 10 square metres or greater and they have a minimum dimension of 2 metres. One part of the space should be directly accessible from a living room and have an area equal to or greater than 10 per cent of the site area with a minimum dimension of 5 metres and a maximum gradient of 1-in-10. The remainder of the space should have a minimum dimension of 2.5 metres.

8 Dwellings used for supported accommodation should have average site areas and site gradients not less than that shown in the following table:

Location	Average site area	Maximum site gradient
<u>Southern Hills Policy Area 16 and Worthing Mine Policy Area 18</u>	250 square metres	1-in-20
<u>Marion Plains Policy Area 10, Medium Density Policy Area 11, Northern Policy Area 13, Oaklands Park Policy Area 12, and Regeneration Policy Area 14 and Southern Policy Area 18</u>	200 square metres	n/a
All other areas	As set by the relevant policy area for dwellings generally	

Site Coverage

- 9 Site coverage should not exceed the amount specified by the relevant policy area unless it is demonstrated that doing so:
- (a) would not be contrary to the relevant setback and private open space provisions
 - (b) would not adversely affect the amenity of adjoining properties
 - (c) would not conflict with other relevant criteria of this Development Plan.

Affordable Housing

- 10 Development should include a minimum 15 per cent of residential dwellings for affordable housing.

- 11 Affordable housing should be distributed throughout the zone and/or policy areas to avoid over-concentration of similar types of housing in a particular area.

PROCEDURAL MATTERS

Complying Development

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

Non-complying Development

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

Form of Development	Exceptions
Advertisement and/or advertising hoarding	<p>Except where an advertisement and/or advertising hoarding satisfies all of the following:</p> <ul style="list-style-type: none"> (a) the message contained thereon relates entirely to a lawful use of land (b) the advertisement is erected on the same allotment as the use it seeks to advertise (c) it does not exceed the following dimensions: <ul style="list-style-type: none"> (i) a display area or panel size of 4 square metres (2 square metres if double-sided) (ii) a maximum height of 4 metres if freestanding (d) there will not be more than one advertisement on the allotment; (e) no part of it will be located above the eaves of any building on that allotment.
Amusement machine centre	
Caravan park	
Cemetery	
Consulting room	Except where the gross leasable floor area is less than 150 square metres.
Crematorium	
Dairy	
Farming	
Fuel depot	
Funeral parlour	
Group dwelling where located within Cement Hill Policy Area 10 , Racecourse Policy Area 4513 , Residential Character Policy Area 4715 or Watercourse Policy Area 4917 .	
Gymnasium	
Horse keeping	Except where located within Racecourse Policy Area 4513 .
Horticulture	
Hospital	
Hotel	

Form of Development	Exceptions
Indoor recreation centre	
Industry	
Intensive animal keeping	
Land division resulting in the creation of battle-axe or similar allotments where located within the Residential Character Policy Area 4715 .	
Mortuary	
Motor repair station	
Multiple dwelling where located within Cement Hill Policy Area 10, Hills Policy Area 11, Racecourse Policy Area 1513, Residential Character Policy Area 1715, Watercourse Policy Area 1917 or Coastal Policy Area 219 .	
Office	Except where the gross leasable floor area is less than 150 square metres
Petrol filling station	
Public service depot	
Residential flat building where located within Cement Hill Policy Area 10, Hills Policy Area 11, Racecourse Policy Area 1513, Residential Character Policy Area 1715, Watercourse Policy Area 1917 or Coastal Policy Area 219 .	
Restaurant	
Road transport terminal	
Row dwelling where located within Cement Hill Policy Area 10, Hills Policy Area 11, Racecourse Policy Area 1513, Residential Character Policy Area 1715, Watercourse Policy Area 1917 or Coastal Policy Area 219 .	
Semi-detached dwelling where located within Cement Hill Policy Area 10, Hills Policy Area 11, Racecourse Policy Area 1513, Watercourse Policy Area 1917, Coastal Policy Area 219 or Residential Character Policy Area 1715 (within the suburb of Marion)	
Service trade premises	

Form of Development	Exceptions
Shop or group of shops	Except where: (a) the gross leasable area is less than 150 square metres; and (b) located outside of Racecourse Policy Area 15 13.
Stadium	
Stock sales yard	
Stock slaughter works	
Store	
Warehouse	
Waste reception, storage, treatment or disposal	
Wrecking yard	

Public Notification

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

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

Category 1	Category 2
Recreation area Retaining wall/s and/or earthworks which, in the opinion of the relevant authority, are of a minor nature only and will not unreasonably impact on owners or occupiers of adjacent land.	A residential building of 2 or more storeys on a battle-axe site. Demolition of a Local Heritage Place or State Heritage Place. Wall (excluding retaining wall) for residential development which exceeds a length of 8 metres and/or exceeds a height of 3 metres when measured from natural ground level where abutting a side or rear boundary (other than a common wall of semi-detached dwellings, row dwellings or residential flat buildings). Retaining wall/s and/or earthworks, other than where assigned Category 1. Horse keeping and associated facilities where located within Racecourse Policy Area 15 13, where the subject property is adjacent a property in a different residential policy area.

Attachment E

(New) Marion Plains Policy Area 10

**Notes:*

wording in green denotes local additions

Marion Plains Policy Area 10

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

OBJECTIVES

- 1 A policy area primarily comprising low scale, low to medium density housing.
- 2 Development near industrial or commercial areas located and designed to minimise potential adverse impacts from non-residential activities.
- 3 Development that minimises the impact of garaging of vehicles on the character of the locality.
- 4 Development densities that support the viability of community services and infrastructure.
- 5 Development that reflects good residential design principles.
- 6 Development that contributes to the desired character of the policy area.

DESIRED CHARACTER

This policy area encompasses established residential areas in the central and northern parts of the City of Marion (north of Seacombe Road).

The character of streetscapes varies throughout the policy area depending on the era of the original housing, but the prevailing character is derived from single-storey detached dwellings, with a range of other dwelling types scattered throughout.

The desired character is an attractive residential environment containing low density dwellings, but at a higher density compared to that typical of the original dwelling stock in the area.

The overall character of the built form will gradually improve, while the range of dwelling types will increase to meet a variety of accommodation needs.

Development should seek to promote cohesive streetscapes by incorporating designs that are sympathetic to the existing streetscape character, including complementary design features such as pitched roofs, eaves, front verandahs/porches and building materials.

Buildings of up to two storeys are appropriate, provided that the additional height and bulk does not adversely impact upon the amenity of adjacent land and the locality.

Buildings that present plain box-like built forms and limited detailing are generally inappropriate.

Where a new building is built adjacent original dwelling stock, a lesser setback from the primary road frontage is anticipated, provided that the new building is designed to complement the existing streetscape character with regard to building design, articulation, roof form, materials and landscaping.

Development will be interspersed with landscaping, particularly between the main road frontage and the building line, to enhance the appearance of buildings from the street, provide an appropriate transition between the public and private realm and reduce heat loads in summer. Low and open-style front fencing will contribute to a sense of space between buildings.

Amalgamation of properties is desirable where it will facilitate appropriately designed low-to-medium density development.

Development should not result in the removal of mature street trees in a road reserve that contribute positively to the landscape character of the locality.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 The following forms of development are envisaged in the policy area:
 - affordable housing
 - dwelling
 - supported accommodation.

Form and Character

- 2 Development should not be undertaken unless it is consistent with the desired character for the policy area.
- 3 Residential development in a battle-axe configuration should not be developed unless all of the following can be satisfied:
 - (a) a “handle” of at least 4.6 metres width is provided that gives access to the rear of the site, comprising a driveway of 3.0 metres minimum width and landscaping strips of 0.8 metres minimum width along both sides of the driveway
 - (b) all dwellings are sited to ensure that they are at least partially visible from the street frontage
 - (c) fencing along the battle-axe driveway between the primary road frontage and the main face of the dwelling closest to the street is avoided or minimised in height and constructed of a suitable material to maintain an open landscaped character
 - (d) dwellings are set back an appropriate distance from the battle-axe driveway.
- 4 A dwelling should have a minimum site area (and in the case of residential flat buildings and group dwellings, an average site area per dwelling) and a frontage to a public road and site depth not less than that shown in the following table:

Dwelling Type	Minimum Site Area (square metres)	Minimum Frontage Width		Minimum Site Depth (metres)
		Other Road (metres)	Arterial Road (metres)	
Detached	350	10	12	20
Semi-detached	350	10	12	20
Group	350	20	20	45
Residential flat building	350	20	20	45
Row	300	9	12	20

- 5 Dwellings should be designed to have a maximum site coverage of 40 per cent of the allotment area and a maximum floor area ratio of 0.6.
- 6 Residential development located on land within 60 metres of **South Road Policy Area 1, Sturt/Marion Road Corner Policy Area 2, Industry Commerce Policy Area 4, Industry/Commerce Edwardstown Policy Area 5** and **Light Industry Policy Area 6** should incorporate appropriate noise attenuation measures noise sensitive rooms and private open spaces should be located away from potential noise sources.
- 7 Residential development on land abutting of **South Road Policy Area 1, Sturt/Marion Road Corner Policy Area 2, Industry Commerce Policy Area 4, Industry/Commerce Edwardstown Policy Area**

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Zone Section
Residential Zone
Marion Plains Policy Area 10

5 and **Light Industry Policy Area 6**, should provide for a continuous solid wall or fence of at least 2 metres in height along the abutting boundary.

- 8 Bedroom windows that face the boundary of **South Road Policy Area 1, Sturt/Marion Road Corner Policy Area 2, Industry Commerce Policy Area 4, Industry/Commerce Edwardstown Policy Area 5** and **Light Industry Policy Area 6** should be setback at least 3 metres from this boundary.

Attachment F

(Replacement) Residential Character Policy Area 15

**Notes:*

wording in green denotes existing local additions

wording underlined in green denotes new local additions to policy

wording underlined in red denotes proposed deletion of policy

Residential Character Policy Area 15

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

OBJECTIVES

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

DESIRED CHARACTER

Marion

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

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

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

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

Edwardstown, Glandore, Glengowrie, South Plympton and Plympton Park

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

Replacement dwellings will be appropriately designed ~~modern~~ contemporary interpretations of the pre-1950s buildings remaining in the area in the locality of the development site. Buildings will be sited so as to complement the siting of adjoining buildings and in such a way that the landscape character is retained and enhanced. Dwellings will incorporate elements typical of homes in the area, including articulated roof forms comprising combinations of gable, Dutch-gable and hips, chimneys, projecting front verandas/porches/porticos, timber-framed windows and external walls constructed of a mixture of brick, painted brick, stone, and rendered masonry. Garages and carports will be discreetly located well behind the main face of the associated dwelling or to the rear of the dwelling, with design and materials to complement the dwelling.

Where semi-detached dwellings are envisaged, such dwellings should present to the street as a single building under one roof form, and incorporate character features to complement other pre-1950s dwellings in

the locality (i.e. hip/gable roof form with eaves overhang, large front verandahs, discreet garages located to the outer sides/rear of dwellings, traditional materials).

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

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

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

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

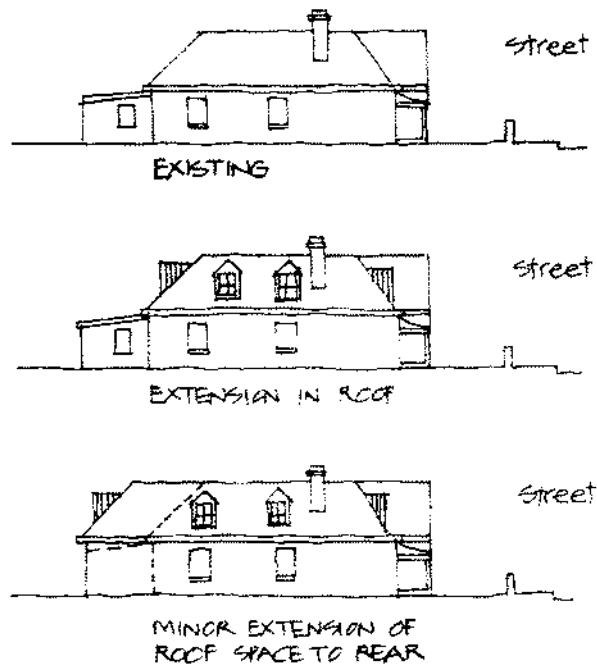
PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

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

Form and Character

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



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



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

(b) be designed in a style which complements pre-1950 residential buildings in the locality, as sought by the Desired Character

(c) incorporate single-width carports/garages located adjacent the external side boundaries, sited discreetly behind the main face of the dwelling.

7 Development which is highly visible in the streetscape or from surrounding properties should not incorporate large expanses of glass and/or walling, or use monochromatic colour schemes.

8 Development fronting the primary street should incorporate a roof pitch consistent with that of development in the locality.

9 Alterations to a dwelling constructed prior to 1950 should not significantly alter the key components of the dwelling fronting the street (roof pitch, verandahs or window proportions).

~~10 A dwelling should have a minimum site area, a frontage to a public road and an allotment depth not less than that shown in the following table:~~

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

10 In the suburbs of Edwardstown and Plympton Park, a dwelling should have a minimum site area, a frontage to a public road and an allotment depth not less than that shown in the following table:

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

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

Dwelling type	Minimum Site Area (square metres)	Minimum Frontage Width		Minimum Site Depth (metres)
		Other Road (metres)	Arterial Road (metres)	
Detached	420	15	15	20
Semi-detached	350	9	12	20

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

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

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

Land Division

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

Attachment G

(New) Southern Hills Policy Area 16

**Notes:*

*wording in **green** denotes existing local additions*

*wording **underlined in green** denotes new local additions to policy*

*wording **underlined in red** denotes proposed deletion of policy*

Marion Council
Zone Section
Residential Zone
Southern Hills Policy Area 16

Southern Hills Policy Area 16

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

OBJECTIVES

- 1 A policy area primarily comprising low scale, low density housing.
- 2 Development which is sensitive to the particular topography of the locality
- 3 Development that reflects good residential design principles.
- 4 Development that contributes to the desired character of the policy area.

DESIRED CHARACTER

This policy area encompasses the residential areas south of Seacombe Road, incorporating generally established residential areas in the suburbs of Darlington, Seacombe Heights, Seaview Downs, Seacliff Park, Marino, Hallett Cove, Sheidow Park, Trott Park and O'Halloran Hill. Land is typically undulating with some areas of steeper terrain. The existing character of streetscapes is largely derived from single-storey detached dwellings built since the 1960s, which incorporate generous front and rear setbacks. Two storey dwellings of a larger scale have become more predominant in areas closer to the coast with sea views and occasionally on elevated sites with views of the Adelaide metropolitan area.

The desired character of the policy area is an attractive residential area comprising predominantly low density dwellings exhibiting a variety of architectural styles. Future development of land within the policy area will contribute to a mix of housing densities and housing types to improve housing diversity when compared to the existing housing stock. In particular, higher densities are anticipated to occur in close proximity to centres, public transport routes and public open spaces and on land with minimal gradient.

Natural features within the policy area warrant protection from inappropriate development and earthworks, and include the varied natural topography, natural watercourses and steep gullies, and interfaces with adjoining areas of open space including the Hills Face Zone and coastal land. .

Future development will be designed to be considerate of the topography of the area, with limited cut and fill and associated retaining walls. Split-level housing is encouraged on sites with a steep land gradient to minimise the need for earthworks and to reduce impact of development upon the landscape and adjoining land. In instances where sites have a substantial land gradient, site areas may need to exceed the minimum for the relevant dwelling type to avoid excessive earthworks.

The built form, siting, architectural and landscape design of individual sites should make a positive contribution to the streetscape and character of the locality.

Building design will be of a high architectural standard and incorporate features that reduce the bulk of the development and add visual interest, such as variations in height, roof form, colour and materials, the provision of balconies and porticos and facade articulation.

Buildings should not exceed two storeys in height and sites of steeper terrain should be developed at lower densities. Where buildings and extensions (including decks) are proposed on sloping land, particular attention will be given to the protection of the privacy and amenity of neighbouring properties and the avoidance of construction problems involving retaining walls and fences on boundaries.

In localities where a high level of overlooking is common due to the natural topography or existing built form, some overlooking from new development is anticipated, however new development should not exacerbate privacy impacts and should employ design and siting techniques to protect the privacy of adjacent land where appropriate.

Amalgamation of land is desirable to provide opportunities for more efficient and appropriately designed medium density development, particularly in close proximity to Hallett Cove District Centre.

Undercroft car parking will be avoided on flat sites and sites that slope down from the street level.

Development should not result in the removal of mature street trees in a road reserve that contribute positively to the landscape character of the locality.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

1 The following forms of development are envisaged in the policy area:

- affordable housing
- domestic outbuilding in association with a dwelling
- domestic structure
- dwelling including a residential flat building
- dwelling addition
- small scale non-residential use that serves the local community, for example:
 - child care facility
 - health and welfare service
 - office
 - open space
 - primary and secondary school
 - recreation area
 - shop
- supported accommodation.

Form and Character

- 2 Development should not be undertaken unless it is consistent with the desired character for the policy area.
- 3 Where a distinctive and attractive streetscape character exists, development should complement the scale, bulk, siting and positive elements of existing dwellings.
- 4 Development should be designed and sited to relate to the slope of the land, so that the amount of cutting and filling of the natural ground profile is minimised.
- 5 Where a proposed development would interfere with any view, vista or prospect presently available from land in private ownership, such interference will be reasonable and anticipated if the proposed development complies with the relevant guidelines and desires of this Development Plan, including height, setbacks, building envelopes, building form and massing.
- 6 Development that would be prominently visible should:
 - (a) achieve a profile that blends with the topography of the land
 - (b) avoid the use of bright and highly reflective external materials and finishes
 - (c) incorporate existing vegetation wherever possible and additional landscaping to assist in reducing the apparent bulk and scale of the building and any site works.
- 7 The visual dominance of garages and carports on the streetscape should be minimised.
- 8 Development of more than one storey in height should take account of the height and bulk of the proposed building relative to dwellings on adjoining land by:

- (a) incorporating stepping in the design in accordance with the slope of the land
 - (b) where appropriate, setting back upper storeys a greater distance from all boundaries than the lower storey.
- 9 Residential development in a battle-axe configuration should not be developed unless all of the following can be satisfied:
- (a) a “handle” of at least 4.6 metres width is provided that gives access to the rear of the site, comprising a driveway of 3.0 metres minimum width and landscaping strips of 0.8 metres minimum width along both sides of the driveway
 - (b) all dwellings are sited to ensure that they are at least partially visible from the street frontage
 - (c) fencing along the battle-axe driveway between the primary road frontage and the main face of the dwelling closest to the street is avoided or minimised in height and constructed of a suitable material to maintain an open landscaped character
 - (d) dwellings are set back an appropriate distance from the battle-axe driveway.
- 10 A dwelling should have a minimum site area (and in the case of residential flat buildings and group dwellings, an average site area per dwelling) and a frontage to a public road and site depth not less than that shown in the following table:

Dwelling Type	Average Site Gradient	Minimum Site Area (square metres)	Minimum Frontage Width		Minimum Site Depth (metres)
			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 building	Less than 1-in-8	300	20	20	45
	More than 1-in-8	400	20	20	45

- 11 Dwellings should be designed to have a maximum site coverage of 40 per cent of the allotment area and a maximum floor area ratio of 0.6.

Attachment H

(Replacement) Suburban Activity Node Zone

**Notes:*

The version of the Suburban Activity Node Zone that follows incorporates changes proposed through the Ministerial Southern Innovation Area DPA that was recently released for consultation. It therefore refers to areas (eg. Regional Activity Zone, Alawoona Avenue, Laffers Triangle) or relevant Concept Plans (eg. Laffers Triangle) that are not included in the current Marion Council Development Plan as consolidated on 28 April 2016.

The changes proposed to the Suburban Activity Node through this DPA will be amended to align with the version of the Marion Council Development Plan applying at the time.

*Wording in **green** denotes local additions.*

Suburban Activity Node Zone

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

OBJECTIVES

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

DESIRED CHARACTER

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

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

The form, scale and mix of development will be at its greatest intensity in 'Core Areas' as shown on [Concept Plan Map Mar/X – Laffer's Triangle](#), [Concept Plan Map Mar/8 – Tonsley](#) and [Concept Plan Map Mar/13 – Marion Regional Centre](#). Non-residential activities in 'Core Areas' may include shops, community services, offices, consulting rooms, cafes, restaurants and other eateries that provide for day-to-day needs of residents and workers and reduce the need for multiple trips. Features and activities that attract people and add vitality to the street, such as display windows, retail shopfronts and outdoor dining areas are encouraged.

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

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

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

Buildings will contribute to the provision of a coherent public realm by framing the street space and adjoining private and public open space. To promote pedestrian oriented development, building entrances will be oriented to the street and on-site parking areas will be located beneath or behind buildings. Amalgamation of adjacent allotments or sharing of facilities including communal open space, parking areas and access ways is encouraged.

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

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

Tonsley Precinct

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

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

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

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

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

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

Laffer's Triangle

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

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

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

Alawoona Avenue

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

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

Marion Regional Centre

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

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

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

Train/Tram Railway Corridors

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

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

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 The following types of development, or combination thereof, are envisaged in the zone:
 - advertisement
 - affordable housing
 - aged persons accommodation
 - all forms of development that are ancillary to and in association with residential development
 - community centre
 - consulting room
 - dwelling
 - educational establishment
 - office
 - pre-school
 - recreation area
 - residential flat building
 - shop or group of shops, other than larger scale bulky goods outlets that exceed a maximum gross leasable floor area in the order of 250 square metres
 - stormwater detention/retention basin
 - student accommodation.
- 2 Development listed as non-complying is generally inappropriate.
- 3 Development should be undertaken in accordance with [Concept Plan Map Mar/X – Laffer's Triangle](#), [Concept Plan Map Mar/8 – Tonsley](#) and [Concept Plan Map Mar/9](#) and primarily take the form of:
 - (a) in the Core Area - residential flat buildings, row dwellings, non-residential buildings and mixed use buildings comprising two or more land uses with non-residential land uses on the ground floor
 - (b) in all other areas - residential flat buildings, row dwellings, detached and semi-detached dwellings and including aged care and student accommodation.

- 4 Development within walking distance of public transport stops should comprise land uses that directly promote public transport use and provide opportunities for multi-purpose trips.
- 5 Except in Core Areas where a higher intensity of development may be appropriate, non-residential development should:
 - (a) have a local focus to their scale of activity and intended market catchment
 - (b) encourage walking to local shopping, community services and other activities
 - (c) not detrimentally impact on the amenity of nearby residents.
- 6 Transition Areas should be developed to provide a transition between an intense core of development and neighbouring lower intensity development.
- 7 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	250	250	250
Other area	150	150	150

Form and Character

- 8 Development should be consistent with the desired character for the zone.
- 9 Residential development, should achieve a residential density in accordance with the following:

Designated area	Desired minimum net residential density
Core Area	70 dwellings per hectare
Transition Area	45 dwellings per hectare
Other Area	50 dwellings per hectare

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

Building Envelopes

Building Height

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

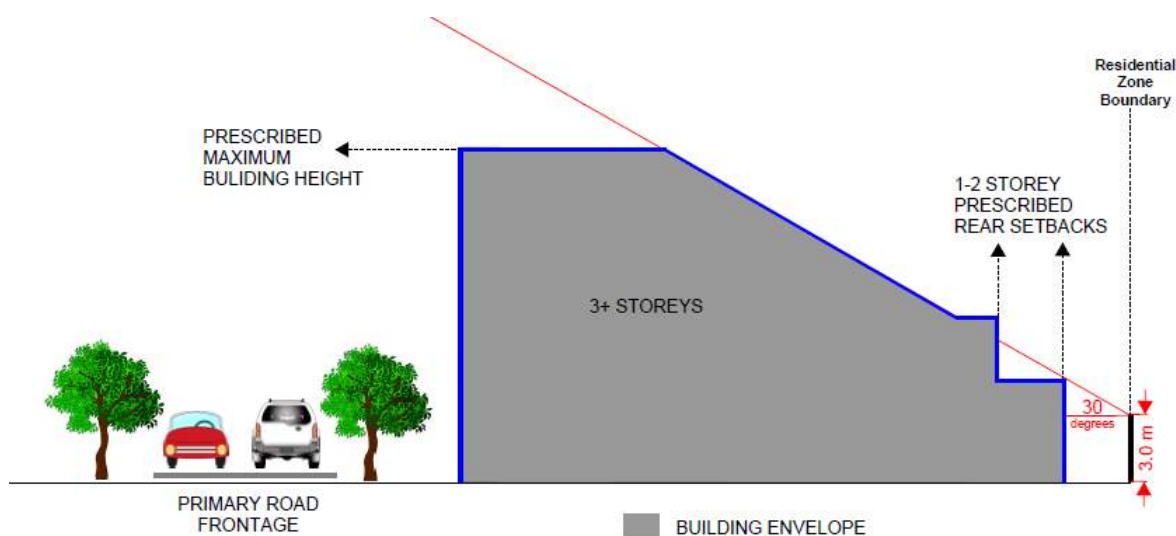
Designated area	Minimum building height	Maximum building height where the site area is less than 2000 square metres	Maximum building height where the site area exceeds 2000 square metres
Core Area	2 storeys	4 storeys and up to 16.5 metres	6 storeys and up to 24.5 metres
Transition Area	1 storey	2 storeys and up to 9 metres	3 storeys and up to 12.5 metres

Designated area	Minimum building height	Maximum building height where the site area is less than 2000 square metres	Maximum building height where the site area exceeds 2000 square metres
Other Area	2 storeys	3 storeys and up to 12.5 metres	4 storeys and up to 16.5 metres

Interface Height Provisions

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

Figure 1



Setbacks from the Primary Road Frontage

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

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

Setbacks from Side Boundaries

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

Designated area	Minimum setback from side boundaries (metres)
Within Core Area	No minimum

Designated area	Minimum setback from side boundaries (metres)
Within the Transition Area	No minimum for single storey walls, plus 0.9 metres for each additional storey, plus an additional 1 metre if adjacent a southern side boundary
Other Area	No minimum for single storey walls, plus 0.9 metres for each additional storey, plus an additional 1 metre if adjacent a southern side boundary

Setbacks from the Rear Boundary

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

Designated area	Minimum setback from rear boundary (metres)
Within the Core Area	Single storey building component: No minimum Two storey building component: 3 metres Three + storey building component: as per Interface Height Provisions
Within the Transition Area	Single storey building component: 3 metres Two storey building component: 6 metres Three storey building component: as per Interface Height Provisions
Other Area	Single storey building component: 2 metres Two storey building component: 4 metres Three + storey building component: as per Interface Height Provisions
Other Area adjacent to the Residential Character Policy Area 15 or a southern boundary	Single storey building component: 3 metres Two storey building component: 6 metres Three storey building component: as per Interface Height Provisions

Other Setbacks

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

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

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

Design and Appearance

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

- (a) north-facing windows to habitable rooms of existing dwelling(s) in adjacent zones receive at least 3 hours of direct sunlight over a portion of their surface between 9.00 am and 3.00 pm on 21 June

- (b) ground level open space of existing residential buildings in adjacent zones receive direct sunlight for a minimum of 2 hours between 9.00 am and 3.00 pm on 21 June to at least the smaller of the following:
 - (i) half of the existing ground level open space; or
 - (ii) 35 square metres of the existing ground level open space (with at least one of the area's dimensions measuring 2.5 metres).
- 19 Buildings should address public open space and defined pedestrian and cycle routes as illustrated in [Concept Plan Map Mar/X – Laffer's Triangle](#) and [Concept Plan Map Mar/8 – Tonsley](#)
- 20 In Core Areas, the ground floor of buildings of 4 or more storeys should be built to dimensions (including a target minimum ceiling height of 3.5 metres) to allow for adaptation to a range of land uses, including retail, office and residential, without the need for significant change to the building.
- 21 Development facing streets, public reserves or public spaces should be designed to provide attractive, high quality and pedestrian friendly frontage(s) by:
 - (a) in mixed use developments incorporating habitable rooms of dwellings, active uses such as shops, prominent entry areas (ie lobby with communal space), accessible bike parking rooms, for multi storey buildings, well landscaped areas that incorporate deep root plant zone space, areas of communal public realm incorporating public art or the like
 - (b) designing building façades that are well articulated by creating contrasts between solid elements (such as walls) and voids (for example windows, doors and balcony openings) and use of different materials and finishes
 - (c) positioning services, plant and mechanical equipment (such as substations, transformers, pumphooms and hydrant boosters, car park ventilation) in discreet locations, screened and or well integrated with the façade
 - (d) ensuring ground, semi-basement and above ground parking do not detract from the streetscape
 - (e) minimising the number and width of driveways and entrances to car parking areas to reduce the visual dominance of vehicle access points and negative impacts on pedestrian linkages.
- 22 Masonry fences should be no more than 1.2 metres in height to maintain sight lines between buildings and the street, and to improve safety through passive surveillance.

Off Street Vehicle Parking

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

Land Division

- 24 Land division in the zone is appropriate provided new allotments are of a size and configuration to ensure the objectives of the zone can be achieved.
- 25 Allotments should be amalgamated to facilitate co-ordinated and efficient development.

PROCEDURAL MATTERS

Complying Development

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

Non-complying Development

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

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

Public Notification

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

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

Category 1	Category 2
Advertisement	All forms of development not listed as Category 1 Any development listed as Category 1 and located directly adjacent to a different zone that exceeds the Building Envelope and Interface Height Provisions.
Affordable housing	
Aged persons accommodation	
All forms of development that are ancillary and in association with residential development	
Community centre	
Consulting room	
Dwelling	
Educational establishment	
Office	
Pre-school	
Residential flat building	
Shop or group of shops, excluding a bulky goods outlet or retail showroom	
Stormwater detention/retention basin	

Attachment I

(New) Urban Corridor Zone (including Boulevard Policy Area 19)

Urban Corridor Zone

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

OBJECTIVES

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

DESIRED CHARACTER

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

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

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

Buildings will create a linear corridor that frames the main road with active street frontages that establish an interesting pedestrian environment and human scale at ground level.

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

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

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

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

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

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

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

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

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

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

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

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

2 Development listed as non-complying is generally inappropriate.

Form and Character

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

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

Policy area	Minimum net residential site density
Boulevard Policy Area 19	70 dwellings per hectare net

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

Design and Appearance

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

Building Envelope

Building Height

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

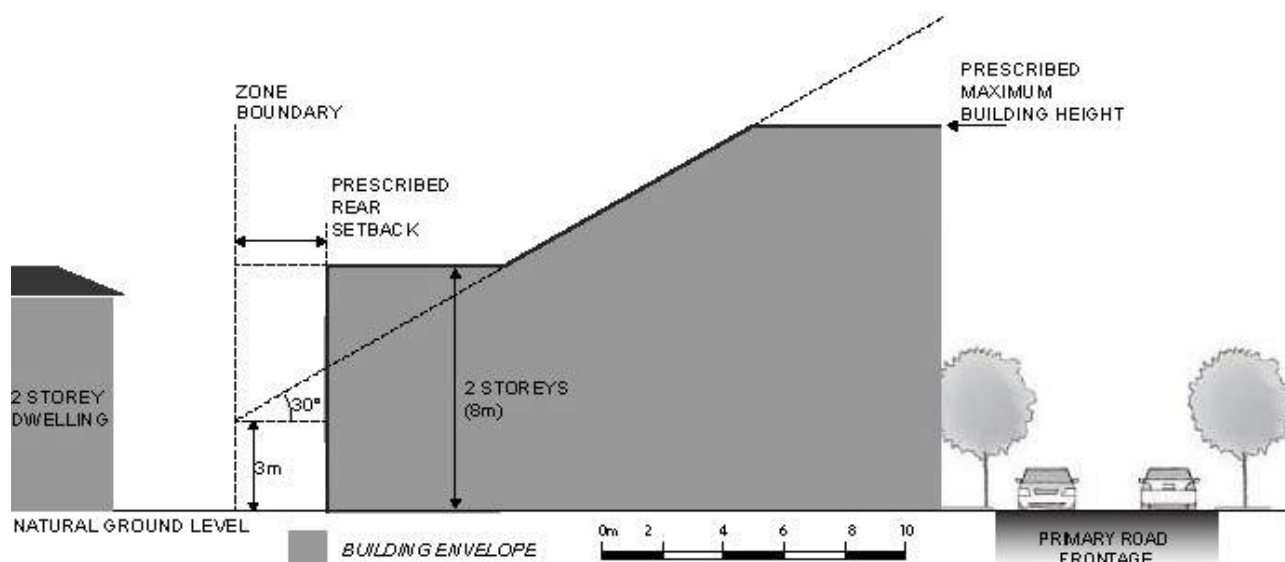
Policy area	Minimum building height	Maximum building height
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Policy area	Minimum building height	Maximum building height
Boulevard Policy Area 19	2 storeys	3 storeys and up to 12.5 metres

Interface Height Provisions

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

Figure 1



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

Setbacks from Road Frontages

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

Policy area	Minimum setback from the primary road frontage where it is Marion Road	Minimum setback from the primary road frontage in all other cases
Boulevard Policy Area 19	No minimum	3 metres

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

Policy area	Minimum setback from secondary road	Minimum setback from a rear access way
Boulevard Policy Area 19	1 metre	No minimum where the access way is 6.5 metres or more OR Where the access way is less than 6.5 metres in width, the distance equal to the additional width required to make the access way 6.5 metres or more, to provide adequate manoeuvrability for vehicles

Other Setbacks

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

Policy area	Minimum setback from rear allotment boundary	Minimum setback from side boundaries (where not on a street boundary)
Boulevard Policy Area 19	5 metres where the subject land directly abuts an allotment of a different zone 3 metres in all other cases, except where the development abuts the wall of an existing or simultaneously constructed building on the adjoining land.	No minimum up to a height of 2 storeys and 3 metres above this height.

Vehicle Parking

19 Development should provide off-street vehicle parking and specifically marked accessible car parking places to meet anticipated demand in accordance with [Table Mar/2A - Off-street Vehicle Parking Requirements for Designated Areas](#).

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

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

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

- (a) enhance active street frontages by providing land uses such as commercial, retail or other non-car park uses along ground floor street frontages
 - (b) complement the surrounding built form in terms of height, massing and scale
 - (c) incorporate facade treatments along major street frontages that are sufficiently enclosed and detailed to complement neighbouring buildings consistent with the desired character of the locality.
- 22 In mixed use buildings, the provision of vehicle parking may be reduced in number and shared where the operating hours of commercial activities complement the residential use of the allotment.

Land Division

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

Boulevard Policy Area 19

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

OBJECTIVES

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

DESIRED CHARACTER

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

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

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

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

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

PRINCIPLES OF DEVELOPMENT CONTROL

Land use

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

Form and Character

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

- 5 Multi-storey buildings should include a variety of internal designs that will facilitate adaptive reuse, including the conversion of ground floor residential to future commercial use (i.e. by including floor to ceiling heights suitable for commercial use).
- 6 A minimum of 50 per cent of the ground floor primary frontage of buildings should be visually permeable, transparent or clear glazed to promote active street frontages and maximise passive surveillance.

PROCEDURAL MATTERS

Complying Development

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

In addition, the following forms of development are designated as complying subject to the conditions contained in [Table Mar/2A – Off street Vehicle Parking Requirements for Designated Areas](#):

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

Non-complying Development

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

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

Public Notification

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

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

Category 1	Category 2
Advertisement	All forms of development not listed as Category 1.
Aged persons accommodation	Any development listed as Category 1 and located directly adjacent to a different zone that exceeds the
All forms of development that are ancillary and in	

Category 1	Category 2
association with residential development Consulting room Dwelling Educational establishment Office Pre-school Primary school Residential flat building Retirement village Supported accommodation Shop or group of shops with a gross leasable area of 2000 square metres or less Tourist accommodation	Building Envelope and Interface Height Provisions.

Attachment J

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

**Notes:*

wording underlined in green denotes new local additions to policy

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

Interpretation

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

Designated Areas

- 2 The following are Designated Areas:

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

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

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

Applicable off-street vehicular parking requirements

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

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

TABLES: VEHICLE PARKING RATES

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

Location of development	Desired minimum number of vehicle parking spaces	Maximum number of vehicle parking spaces
All Designated Areas (unless otherwise stated)	3 spaces per 100 square metres of gross leasable floor area	6 spaces per 100 square metres of gross leasable floor area
Core Area as shown on Concept Plan Maps Mar/8 – Tonsley Park and Mar/13 Marion Regional Centre Zone/Oaklands Crossing of the Suburban Activity Node Zone	3 spaces per 100 square metres of gross leasable floor area	5 spaces per 100 square metres of gross leasable floor area
Boulevard Policy Area 19 of the Urban Corridor Zone	3 spaces per 100 square metres of gross leasable floor area	5 spaces per 100 square metres of gross leasable floor area

TABLE 2: Tourist accommodation

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

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

Location of development	Rate for each dwelling based on number of bedrooms per dwelling	Plus number of required visitor parking spaces
Core Area as shown on Concept Plan Maps Mar/8 – Tonsley Park and Mar/13 Marion Regional Centre Zone/Oaklands Crossing 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
Boulevard Policy Area 19 within the Urban Corridor Zone		

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

Location of development	Rate for each dwelling based on number of bedrooms per dwelling	Plus number of required visitor parking spaces
Transition Area/Any other area not designated on Concept Plan Maps Mar/8 – Tonsley Park and Mar/13 Marion Regional Centre Zone/Oaklands Crossing of the Suburban Activity Node Zone	0.5 per studio (no separate bedroom)	0.25 per dwelling
	1 per 1 bedroom dwelling	
	1.5 per 2 bedroom dwelling	
	2 per 3 + bedroom dwelling	

TABLE 4: Row, semi-detached and detached dwellings

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

Marion Council

Table Section

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

Housing Diversity DPA

Marion Council

Attachment K – Replacement Table Mar/5 - *Off Street Vehicle Bicycle Parking Requirements for Urban Corridor Zone and Suburban Activity Node Zone*

Attachment K

(New) Table Mar/5 – Off-street Bicycle Parking Requirements for Urban Corridor Zone and Suburban Activity Node Zone

Table Mar/5 – Off Street Bicycle Parking Requirements for Urban Corridor Zone and Suburban Activity Node Zone

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

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

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

Attachment L

(Replacement) Map Reference Tables

**Notes:*

wording underlined in green denotes new local additions to policy

wording underlined in red denotes proposed deletion or amendment of policy

Map Reference Tables

Index Maps

Index Map Reference

[Council Index Map](#)

Zone Maps

Zone Name	Zone Map Numbers
Commercial	Mar/2, Mar/3, Mar/5, Mar/6, Mar/8, Mar/11, Mar/16, Mar/18
Caravan and Tourist Park	Mar/8
Conservation	Mar/12, Mar/15
Coastal Conservation	Mar/9, Mar/12, Mar/15
Coastal Open Space	Mar/15
District Centre	Mar/3, Mar/6, Mar/16
Defence Establishment	Mar/5
Hills Face	Mar/10, Mar/11, Mar/12, Mar/13, Mar/14
Industry	Mar/3, Mar/6, Mar/7, Mar/8, Mar/11, Mar/18
Local Centre	Mar/2, Mar/3, Mar/4, Mar/5, Mar/6, Mar/7, Mar/8, Mar/12, Mar/13, Mar/18
Metropolitan Open Space System	Mar/15, Mar/16, Mar/17
Mineral Extraction	Mar/10, Mar/13, Mar/16, Mar/17
Neighbourhood Centre	Mar/3, Mar/5, Mar/6, Mar/7, Mar/8, Mar/10, Mar/11, Mar/13, Mar/17
Open Space	Mar/2, Mar/5, Mar/6, Mar/7, Mar/8, Mar/15, Mar/16
Primary Production	Mar/14, Mar/16, Mar/17
Racecourse (Morphettville)	Mar/2
Regional Centre	Mar/7
Residential	Mar/2, Mar/3, Mar/4, Mar/5, Mar/6, Mar/7, Mar/8, Mar/9, Mar/10, Mar/11, Mar/12, Mar/13, Mar/14, Mar/15, Mar/16, Mar/17, Mar/18
Suburban Activity Node	Mar/2 , Mar/3 , Mar/5 , Mar/6 , Mar/7 , Mar/8, Mar/18
Urban Corridor	Mar/3 , Mar/6 , Mar/8 ,
Urban Employment	Mar/8

Policy Area Maps

Policy Area Name	Policy Area Map Numbers
Marion Road Policy Area 1	Mar/3, Mar/6
South Road Policy Area 2 <u>1</u>	Mar/3, Mar/6, Mar/8, Mar/18
Sturt/Marion Road Corner Policy Area 3 <u>2</u>	Mar/8
Industry/Commerce Policy Area 4	Mar/8
Industry/Commerce Edwardstown Policy Area 5	Mar/3, Mar/6, Mar/18
Light Industry Policy Area 6	Mar/8, Mar/11
Research Policy Area 7	Mar/8
Winery Policy Area 8 <u>7</u>	Mar/7
Hallett Cove Buffer Policy Area 9 <u>8</u>	Mar/15
Cement Hill Policy Area 10	Mar/10
Hills Policy Area 11	Mar/10, Mar/11, Mar/12, Mar/13, Mar/15, Mar/9
Coastal Policy Area 2 <u>19</u>	Mar/15
<u>Marion Plains Policy Area 10</u>	<u>Mar/2, Mar/3, Mar/4, Mar/5, Mar/6, Mar/7, Mar/8, Mar/10, Mar/11, Mar/18</u>
Medium Density Policy Area 12 <u>11</u>	Mar/2, Mar/3, Mar/5, Mar/6, Mar/7, Mar/8, Mar/18
Northern Policy Area 13	Mar/2, Mar/3, Mar/4, Mar/5, Mar/6, Mar/7, Mar/8, Mar/10, Mar/11, Mar/18
Oaklands Park Policy Area 4 <u>12</u>	Mar/5
Racecourse Policy Area 15 <u>13</u>	Mar/2, Mar/5
Regeneration Policy Area 16 <u>14</u>	Mar/2, Mar/3, Mar/5, Mar/6, Mar/7, Mar/8
Residential Character Policy Area 17 <u>15</u>	Mar/2, <u>Mar/3</u> , Mar/5, Mar/6
Southern Policy Area 18	Mar/12, Mar/13, Mar/14, Mar/15, Mar/16, Mar/17
<u>Southern Hills Policy Area 16</u>	<u>Mar/9, Mar/10, Mar/11, Mar/12, Mar/13, Mar/14, Mar/15, Mar/16, Mar/17,</u>
Watercourse Policy Area 19 <u>17</u>	Mar/16
Worthing Mine Policy Area 20 <u>18</u>	Mar/15, Mar/16, Mar/17
<u>Boulevard Policy Area 19</u>	<u>Mar/3, Mar/6</u>

Precinct Maps

Precinct Name	Precinct Map Numbers
Precinct 1 Edwardstown District Centre Fringe	Mar/6

Precinct Name	Precinct Map Numbers
Precinct 2 Community Hallett Cove	Mar/16
Precinct 3 Retail Core Hallett Cove	Mar/16
Precinct 4 Industry Interface	Mar/3, Mar/6
Precinct 5 Worthing Mine Heritage	Mar/16
Precinct 6 Worthing Mine Recreation	Mar/16
Precinct 7 Hallett Cove Recreation	Mar/15, Mar/16
Precinct 8 Community Services Marion	Mar/7
Precinct 9 Northern Fringe Marion	Mar/7
Precinct 10 Retail Core Marion	Mar/7
Precinct 11 Retail Support Marion	Mar/7

Overlay Maps

Issue	Overly Map Numbers
Location	Mar/1, Mar/2, Mar/3, Mar/4, Mar/5, Mar/6, Mar/7, Mar/8, Mar/9, Mar/10, Mar/11, Mar/12, Mar/13, Mar/14, Mar/15, Mar/16, Mar/17, Mar/18
Transport	Mar/1, Mar/2, Mar/3, Mar/4, Mar/5, Mar/6, Mar/7, Mar/8, Mar/9, Mar/10, Mar/11, Mar/12, Mar/13, Mar/14, Mar/15, Mar/16, Mar/17
Heritage	Mar/1, Mar/2, Mar/3, Mar/5, Mar/6, Mar/7, Mar/8, Mar/9, Mar/10, Mar/11, Mar/12, Mar/13, Mar/14, Mar/16, Mar/17
Development Constraints	Mar/1, Mar/2, Mar/3, Mar/4, Mar/5, Mar/6, Mar/7, Mar/8, Mar/9, Mar/10, Mar/11, Mar/12, Mar/13, Mar/14, Mar/15, Mar/16, Mar/17
Affordable Housing	Mar/2, Mar/3, Mar/5, Mar/6, Mar/7 , Mar/8
Noise and Air Emissions	Mar/2, Mar/3, Mar/5, Mar/6, Mar/7 , Mar/8
Strategic Transport Routes	Mar/3, Mar/6, Mar/7 , Mar/8

Concept Plan Maps

Concept Plan Title	Concept Plan Map Numbers
Centre and Commercial (Clovelly Park)	Mar/1
District Centre (Hallett Cove)	Mar/2
Neighbourhood Centre (Marion/Mitchell Park)	Mar/3
Neighbourhood Centre (Park Holme)	Mar/4
Regional Centre (Marion)	Mar/5
Winery Site Development (Dover Gardens)	Mar/6
Sturt Triangle (Marion)	Mar/7

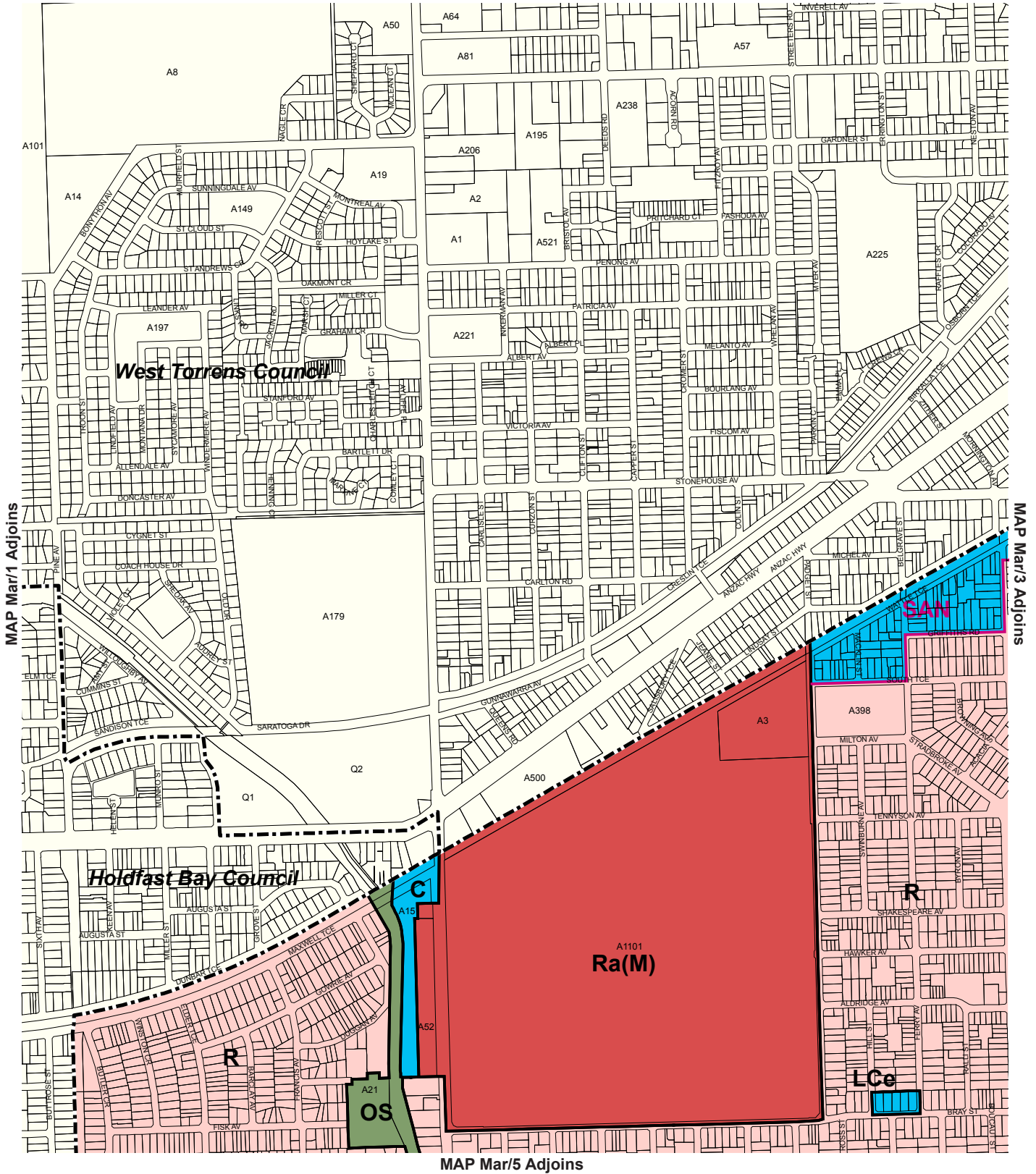
Concept Plan Title	Concept Plan Map Numbers
Tonsley Park	Mar/8
<u>Urban Corridor Zone (485-489 Marion Road and 81-83 Melville Street, South Plympton)</u>	<u>Mar/9</u>
<u>Urban Corridor Zone (640-648 Marion Road, Park Holme)</u>	<u>Mar/10</u>
<u>Urban Corridor Zone (597-605 Marion Road and 159 Raglan Avenue, South Plympton)</u>	Mar/11
<u>Urban Corridor Zone (671-683 Marion Road and 2A Seventh Avenue, Ascot Park)</u>	Mar/12
<u>Suburban Activity Node Zone (Marion Regional Centre Zone/Oaklands Crossing)</u>	Mar/13

Attachment M

(Replacement) Zone Maps

- Zone Map Mar/2
- Zone Map Mar/3
- Zone Map Mar/5
- Zone Map Mar/6
- Zone Map Mar/7
- Zone Map Mar/8
- Zone Map Mar/15
- Zone Map Mar/18

MAP MarVeAdjoins



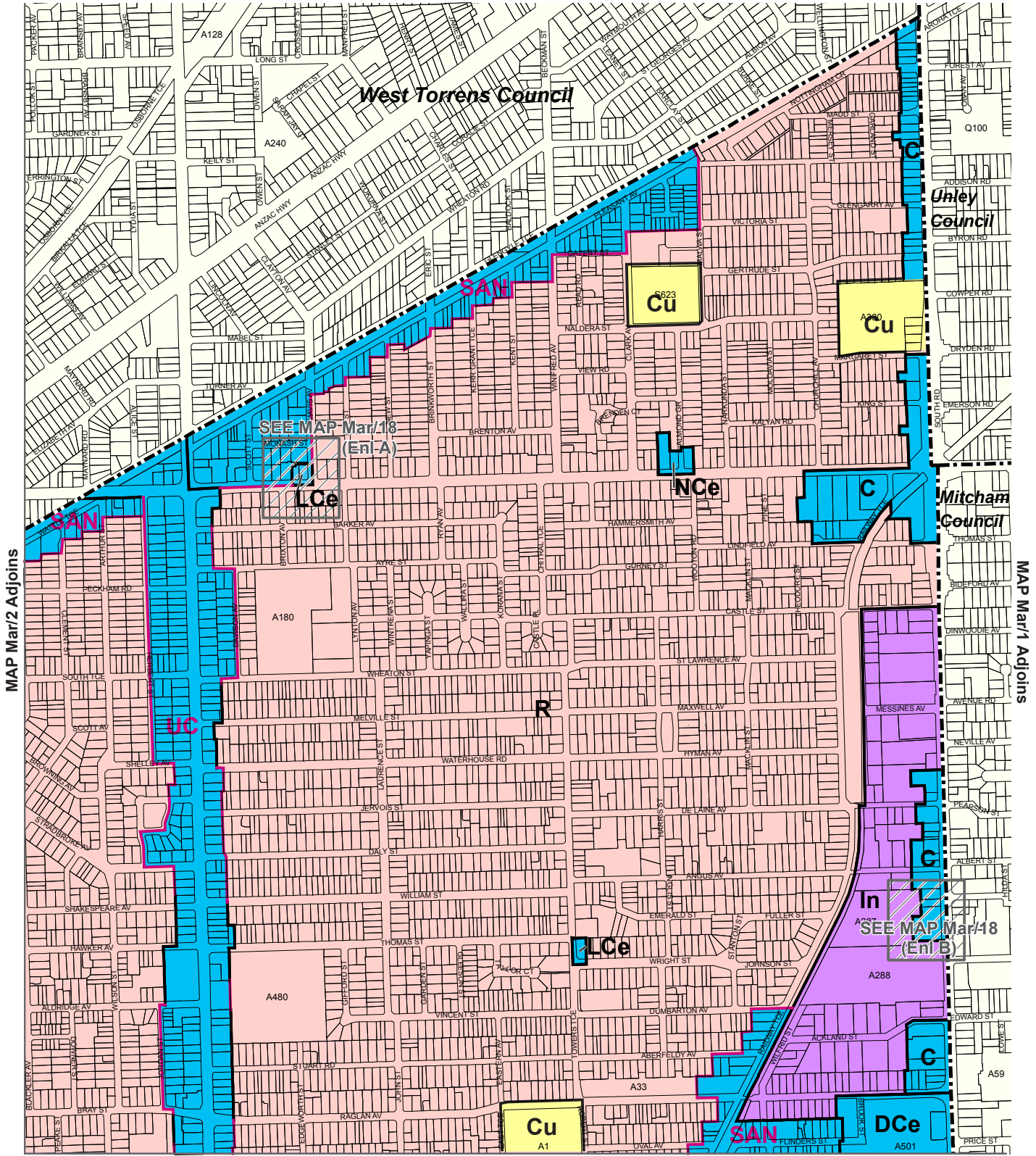
See enlargement map for accurate representation.
 Lamberts Conformal Conic Projection, GDA94



- Zones**
- Commercial
 - Local Centre
 - Open Space
 - Racecourse (Morphettville)
 - Residential
 - Suburban Activity Node
 - Zone Boundary
 - Development Plan Boundary

Zone Map Mar/2

MAP Mar/1 Adjoins



MAP Mar/6 Adjoins

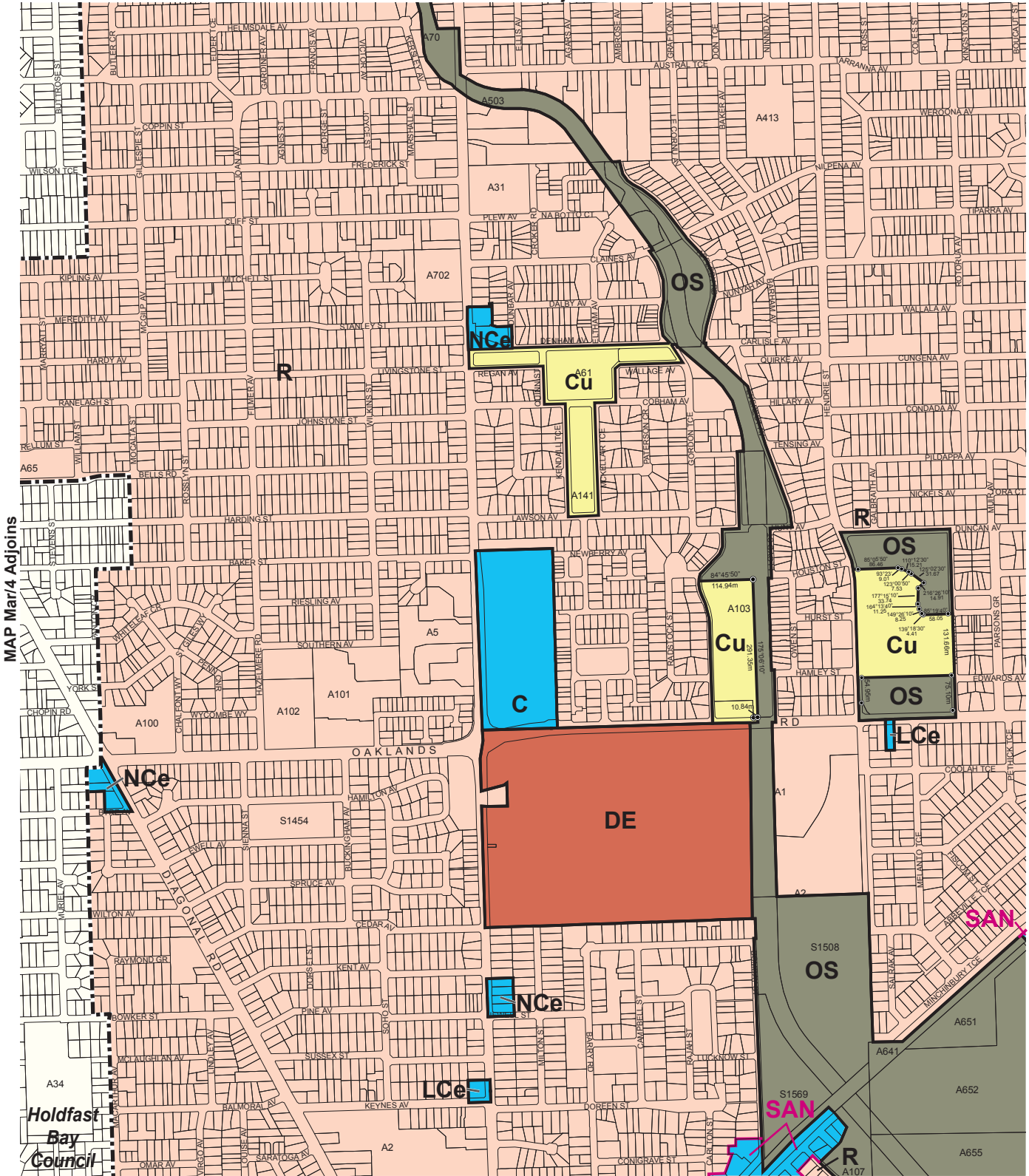
See enlargement map for accurate representation.
Lamberts Conformal Conic Projection, GDA94

- Zones**
- C** Commercial
 - Cu** Community
 - DCe** District Centre
 - In** Industry
 - LCe** Local Centre
 - NCe** Neighbourhood Centre
 - R** Residential
 - SAN** Suburban Activity Node
 - UC** Urban Corridor
 - Zone Boundary
 - Development Plan Boundary



Zone Map Mar/3

MAP Mar/2 Adjoins



MAP Mar/7 Adjoins

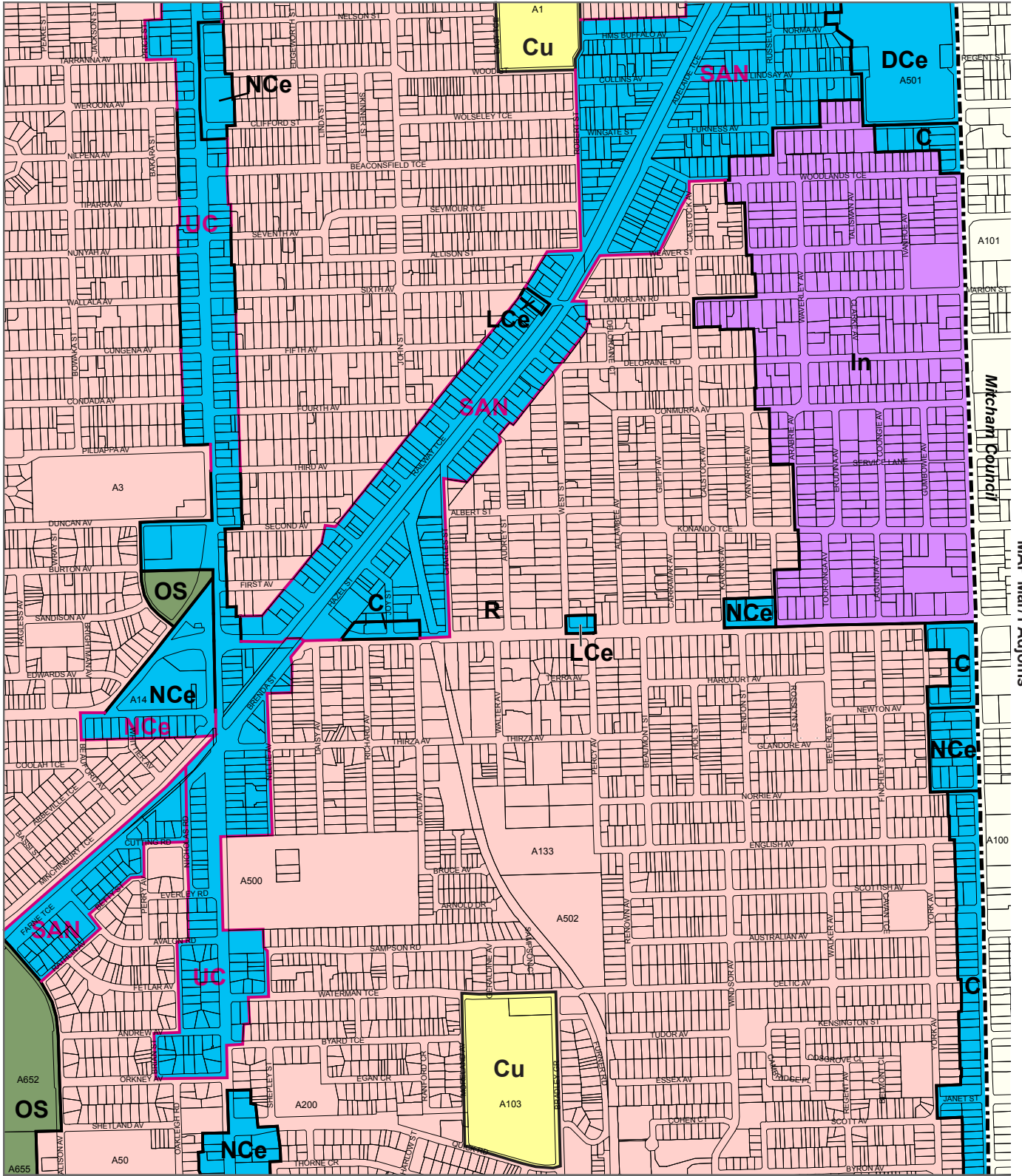
Lamberts Conformal Conic Projection, GDA94

- Zones**
- Commercial
 - Community
 - Defence Establishment
 - Local Centre
 - Neighbourhood Centre
 - Open Space
 - Residential
 - Suburban Activity Node
 - Zone Boundary
 - Development Plan Boundary



Zone Map Mar/5

MAP Mar/3 Adjoins



MAP Mar/8 Adjoins

Lamberts Conformal Conic Projection, GDA94

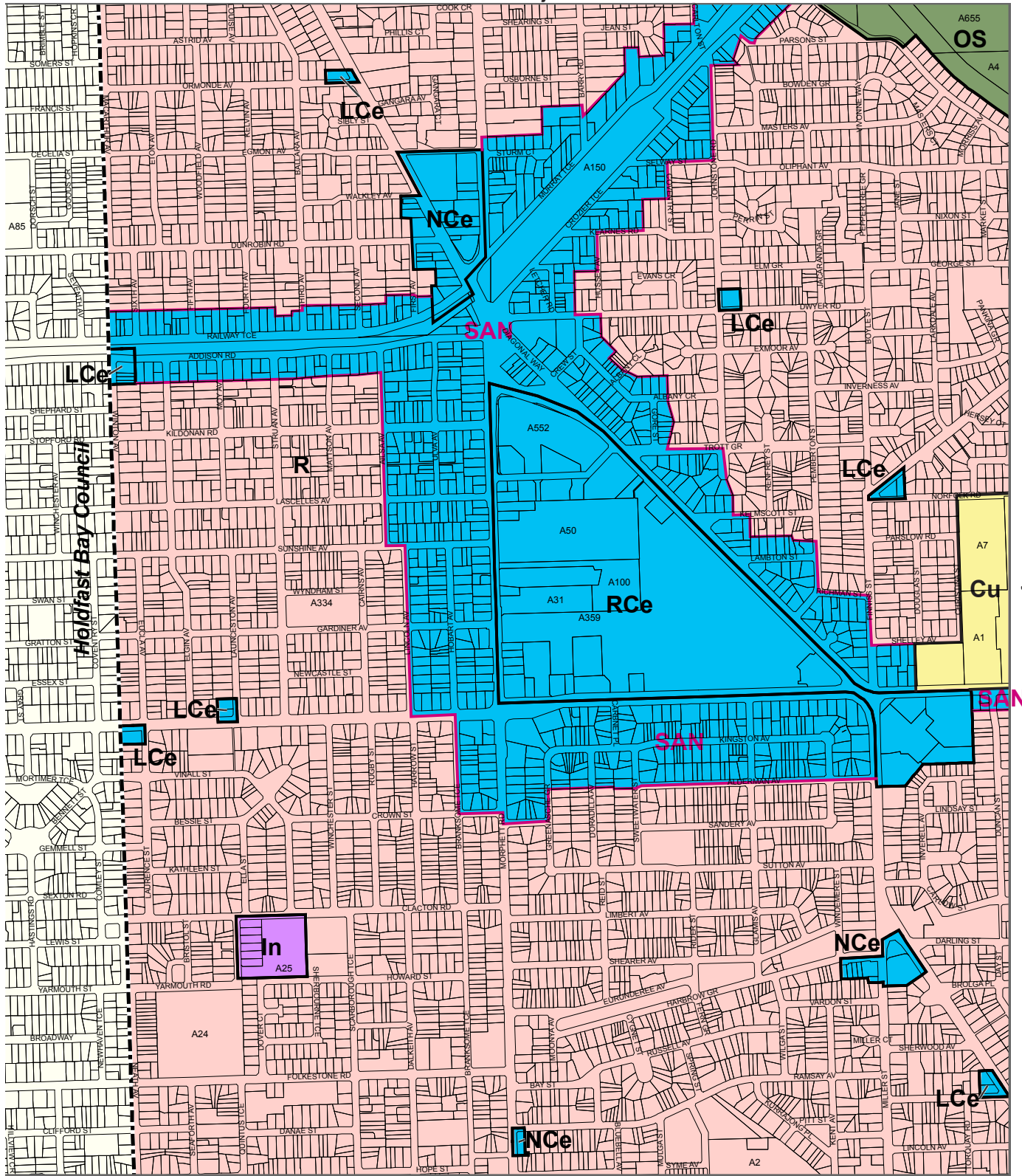
Zones

- C** Commercial
- Cu** Community
- DCe** District Centre
- In** Industry
- LCe** Local Centre
- NCe** Neighbourhood Centre
- OS** Open Space
- R** Residential
- SAN** Suburban Activity Node
- UC** Urban Corridor
- Zone Boundary
- Development Plan Boundary



Zone Map Mar/6

MAP Mar/5 Adjoins



MAP Mar/10 Adjoins

MAP Mar/11 Adjoins

Lamberts Conformal Conic Projection, GDA94

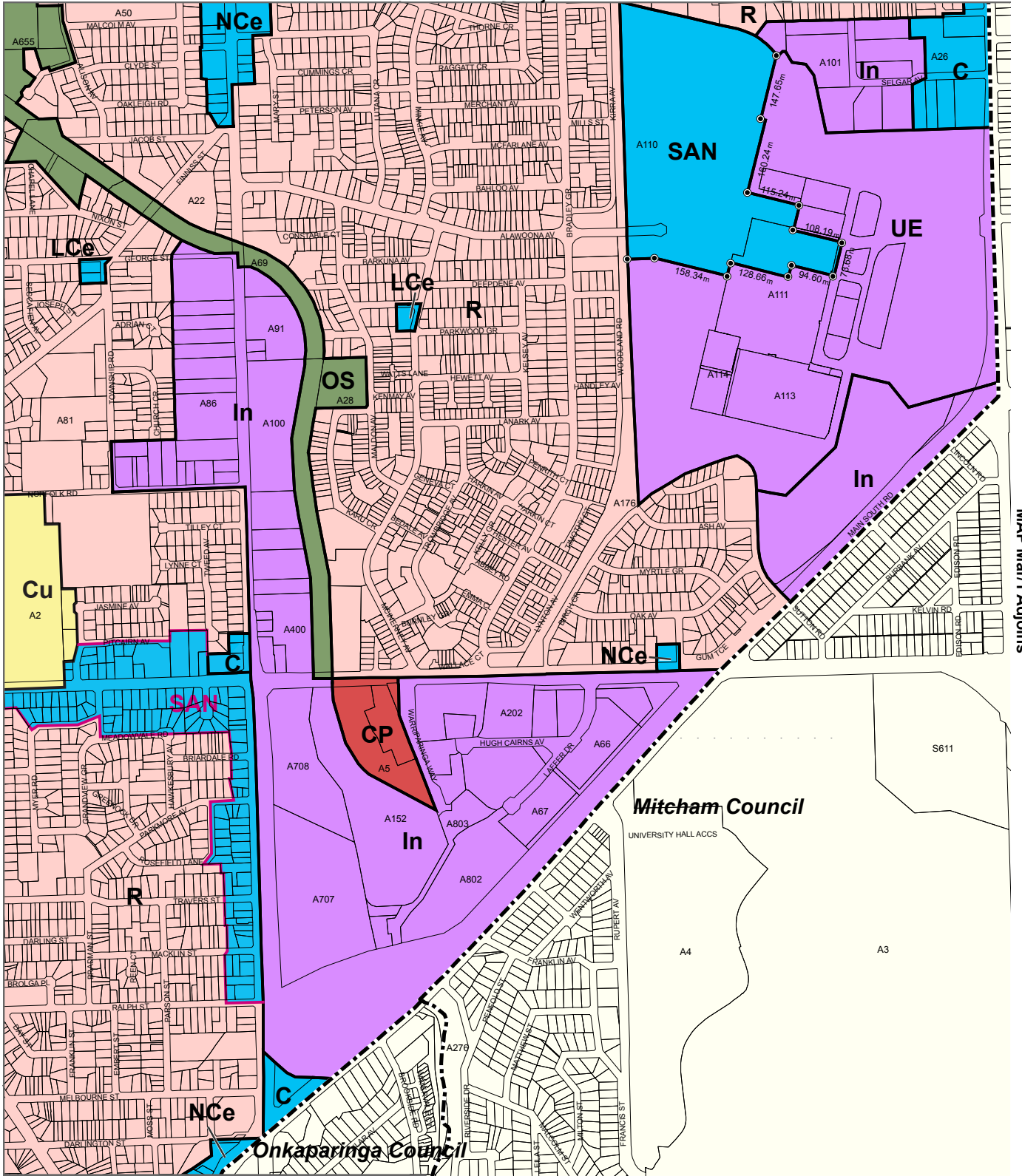
Zones

- Community
- Industry
- Local Centre
- Neighbourhood Centre
- Open Space
- Regional Centre
- Residential
- Suburban Activity Node
- Zone Boundary
- Development Plan Boundary



Zone Map Mar/7

MAP Mar/6 Adjoins



MAP Mar/7 Adjoins

MAP Mar/1 Adjoins

MAP Mar/11 Adjoins

MAP Mar/1 Adjoins

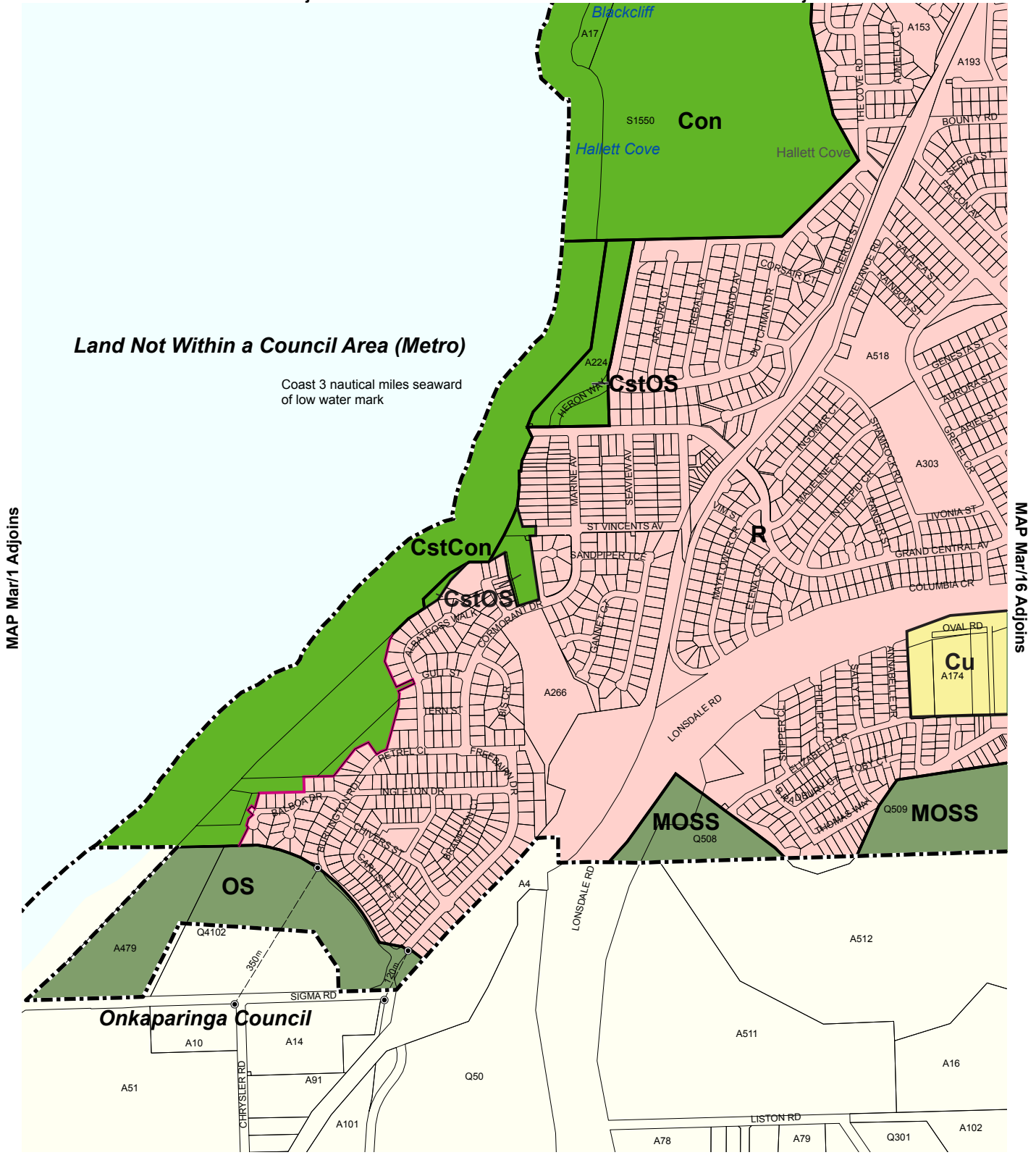
Lamberts Conformal Conic Projection, GDA94

Zones

- CP Caravan and Tourist Park
- C Commercial
- Cu Community
- In Industry
- LCe Local Centre
- NCe Neighbourhood Centre
- OS Open Space
- R Residential
- SAN Suburban Activity Node
- UE Urban Employment
- Zone Boundary
- Development Plan Boundary



Zone Map Mar/8

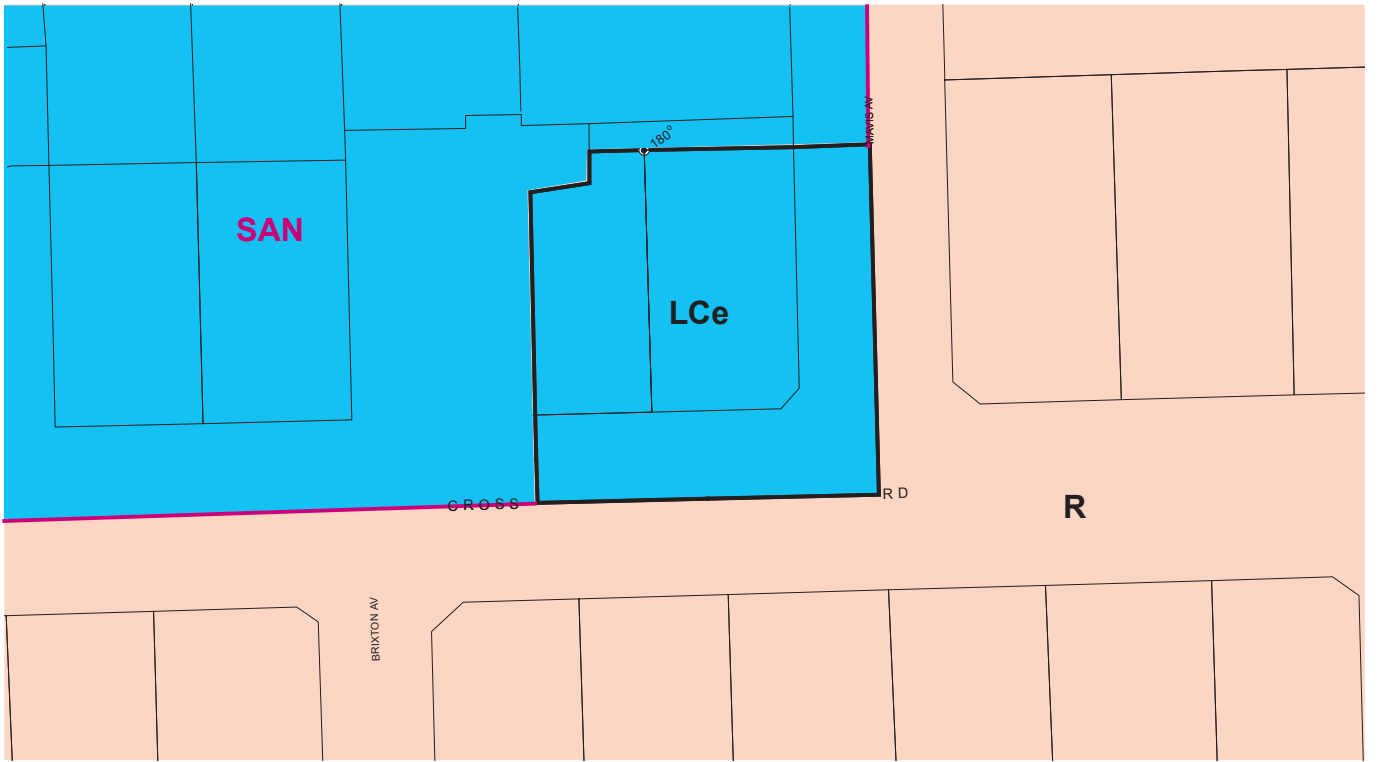


Lamberts Conformal Conic Projection, GDA94

- Zones**
- CstCon** Coastal Conservation
 - CstOS** Coastal Open Space
 - Cu** Community
 - Con** Conservation
 - MOSS** Metropolitan Open Space System
 - OS** Open Space
 - R** Residential
 - Zone Boundary**
 - Development Plan Boundary**



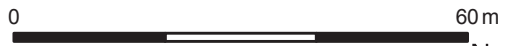
Zone Map Mar/15



Enlargement A



Enlargement B



Lamberts Conformal Conic Projection, GDA94



Zone Map Mar/18

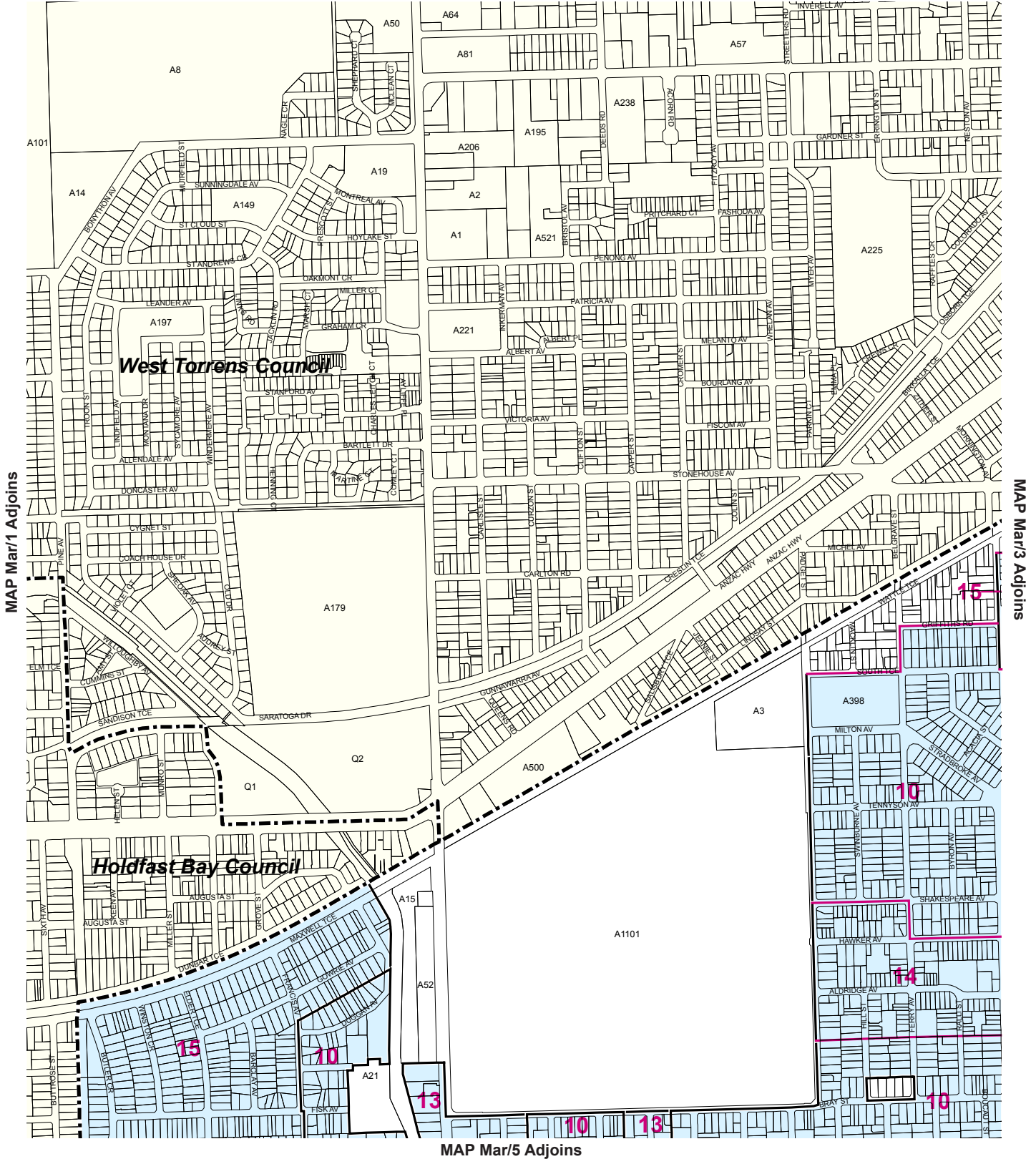
- Zone Boundary
- Development Plan Boundary

Attachment N

(Replacement) Policy Area Maps

- **Policy Area Map Mar/2**
- **Policy Area Map Mar/3**
- **Policy Area Map Mar/4**
- **Policy Area Map Mar/5**
- **Policy Area Map Mar/6**
- **Policy Area Map Mar/7**
- **Policy Area Map Mar/8**
- **Policy Area Map Mar/9**
- **Policy Area Map Mar/10**
- **Policy Area Map Mar/11**
- **Policy Area Map Mar/12**
- **Policy Area Map Mar/13**
- **Policy Area Map Mar/14**
- **Policy Area Map Mar/15**
- **Policy Area Map Mar/16**
- **Policy Area Map Mar/17**
- **Policy Area Map Mar/18**

MAP Mar/1 Adjoins



Lamberts Conformal Conic Projection, GDA94

Policy Area

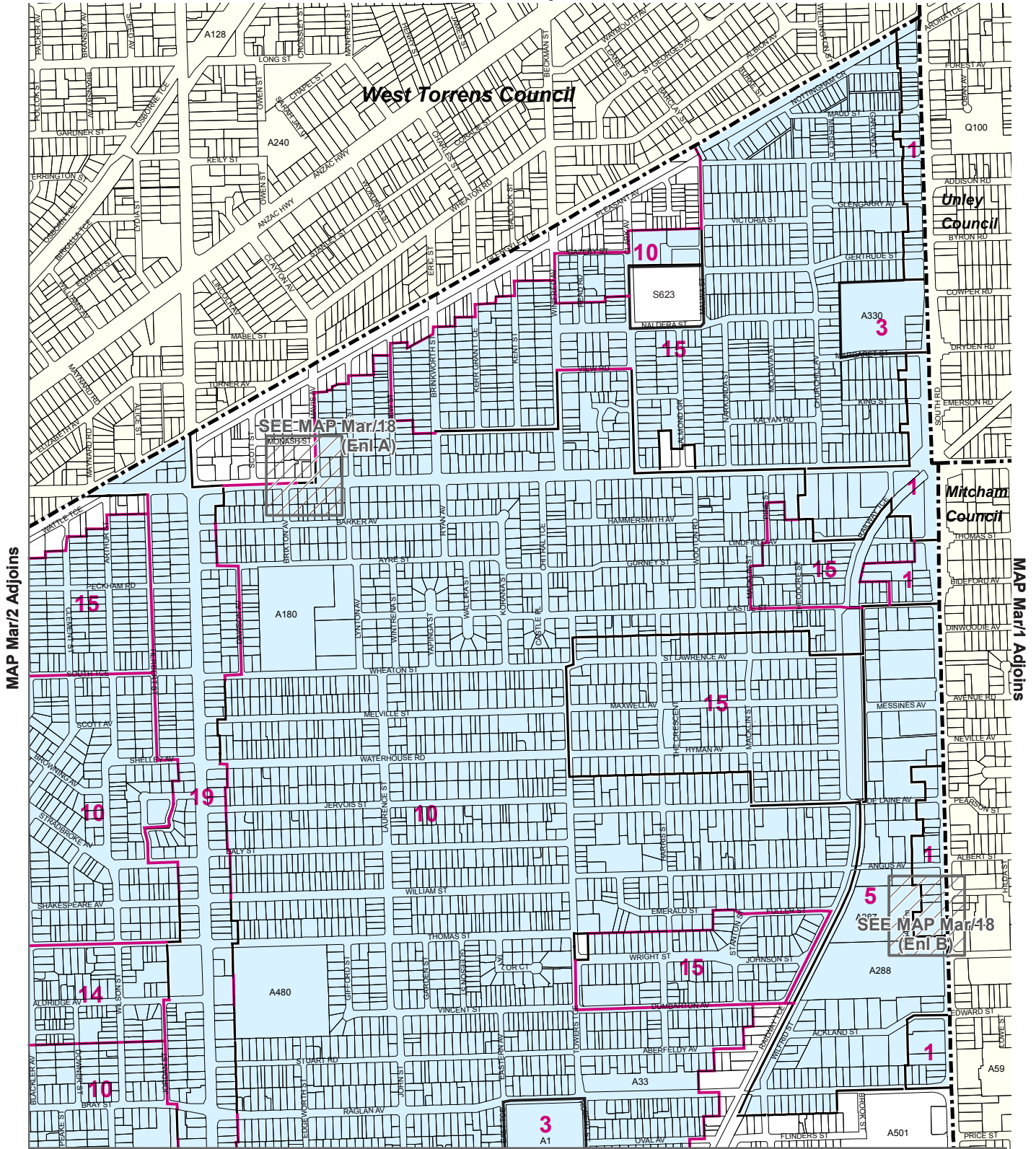
- 10 Marion Plains
- 13 Racecourse
- 14 Regeneration
- 15 Residential Character



Policy Area Map Mar/2

- Policy Area Boundary
- Development Plan Boundary

MAP Mar/1 Adjoins



MAP Mar/6 Adjoins

See enlargement map for accurate representation.
Lamberts Conformal Conic Projection, GDA94

Policy Area

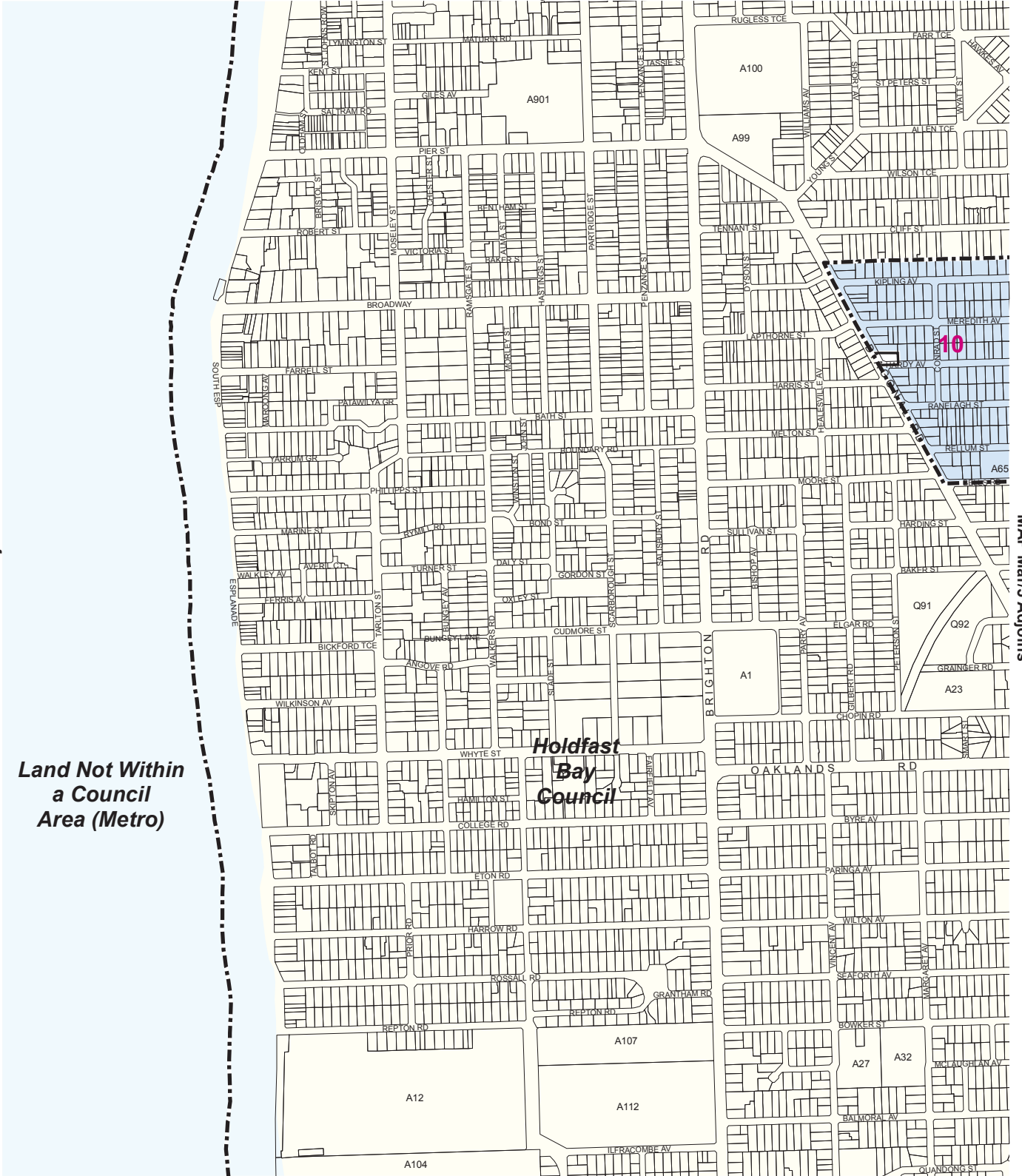
- 1 South Road
- 3 Recreation
- 5 Industry/Commerce Edwardstown
- 10 Marion Plains
- 14 Regeneration
- 15 Residential Character
- 19 Boulevard



Policy Area Map Mar/3

- Policy Area Boundary
- Development Plan Boundary

MAP Mar/1 Adjoins



MAP Mar/1 Adjoins

MAP Mar/5 Adjoins

Land Not Within
a Council
Area (Metro)

Holdfast
Bay
Council

MAP Mar/1 Adjoins

Lamberts Conformal Conic Projection, GDA94

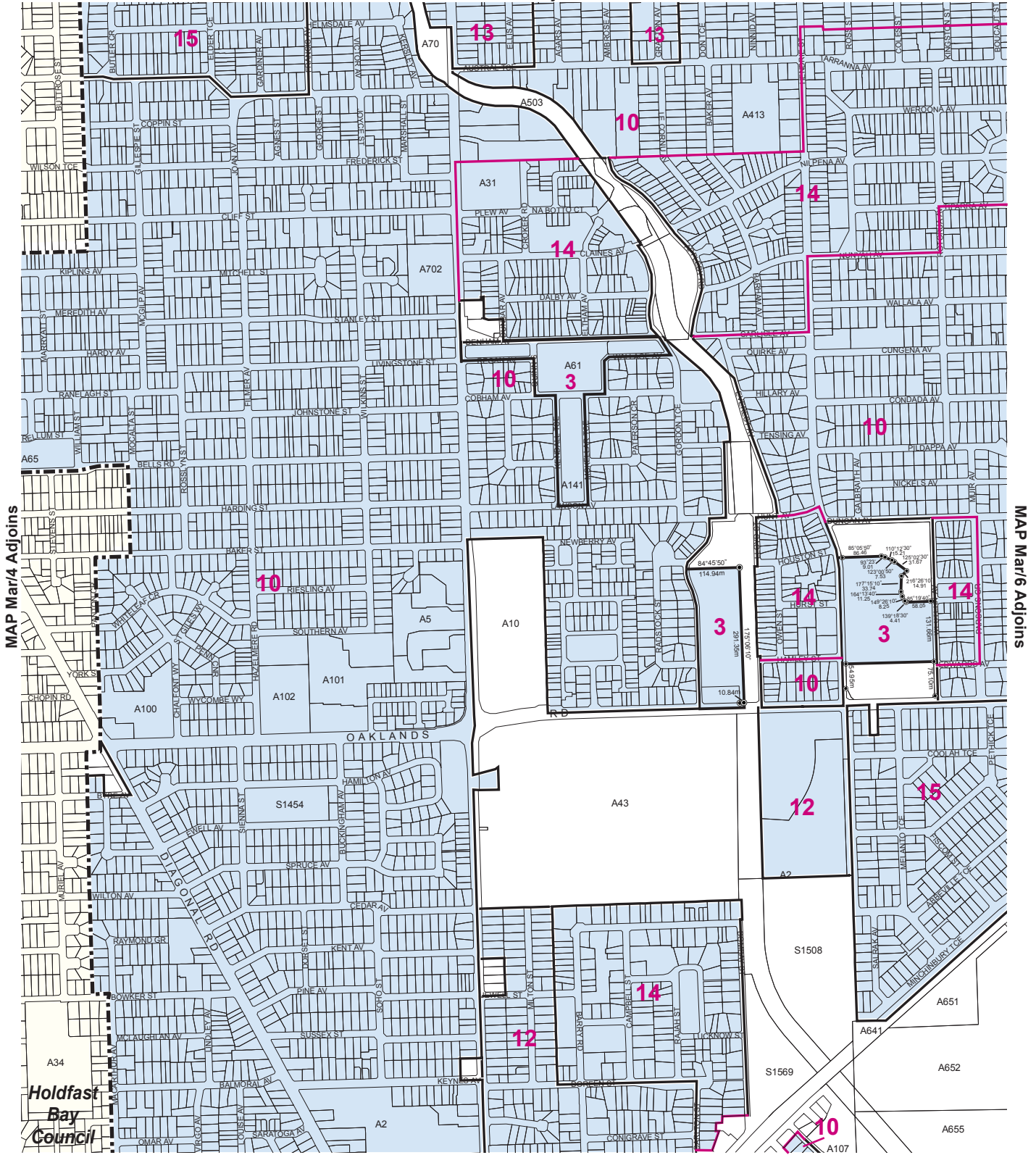
Policy Area
10 Marion Plains



Policy Area Map Mar/4

- Policy Area Boundary
- Development Plan Boundary

MAP Mar/2 Adjoins



Lamberts Conformal Conic Projection, GDA94

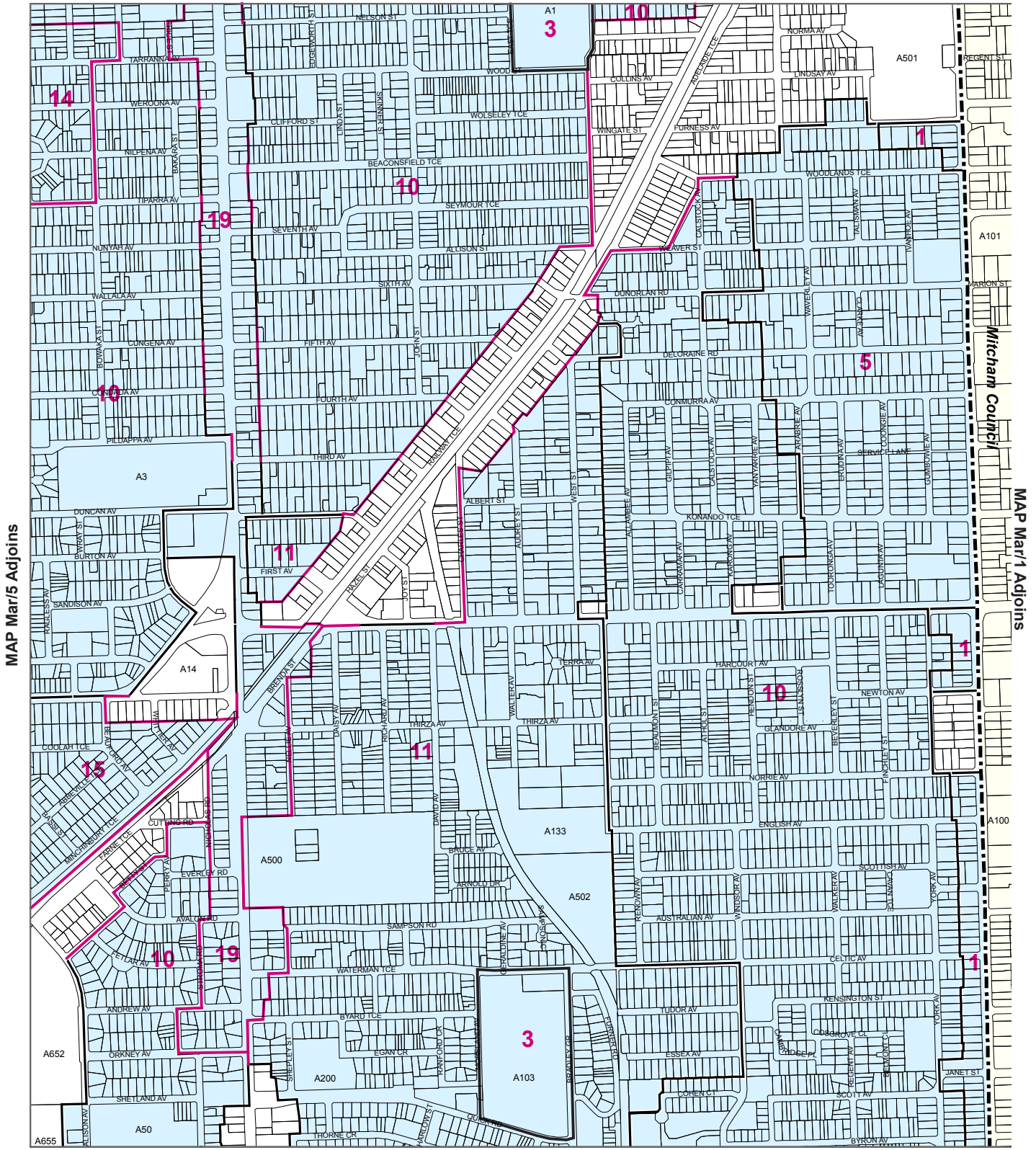
Policy Area

- 3 Recreation
- 10 Marion Plains
- 11 Medium Density
- 12 Oaklands Park
- 13 Racecourse
- 14 Regeneration
- 15 Residential Character

-  Policy Area Boundary
-  Development Plan Boundary

Policy Area Map Mar/5

MAP Mar/3 Adjoins



MAP Mar/5 Adjoins

Micham Council

MAP Mar/1 Adjoins

MAP Mar/8 Adjoins

Lamberts Conformal Conic Projection, GDA94

Policy Area

- 1 South Road
- 3 Recreation
- 5 Industry/Commerce Edwardstown
- 10 Marion Plains
- 11 Medium Density
- 14 Regeneration
- 15 Residential Character
- 19 Boulevard



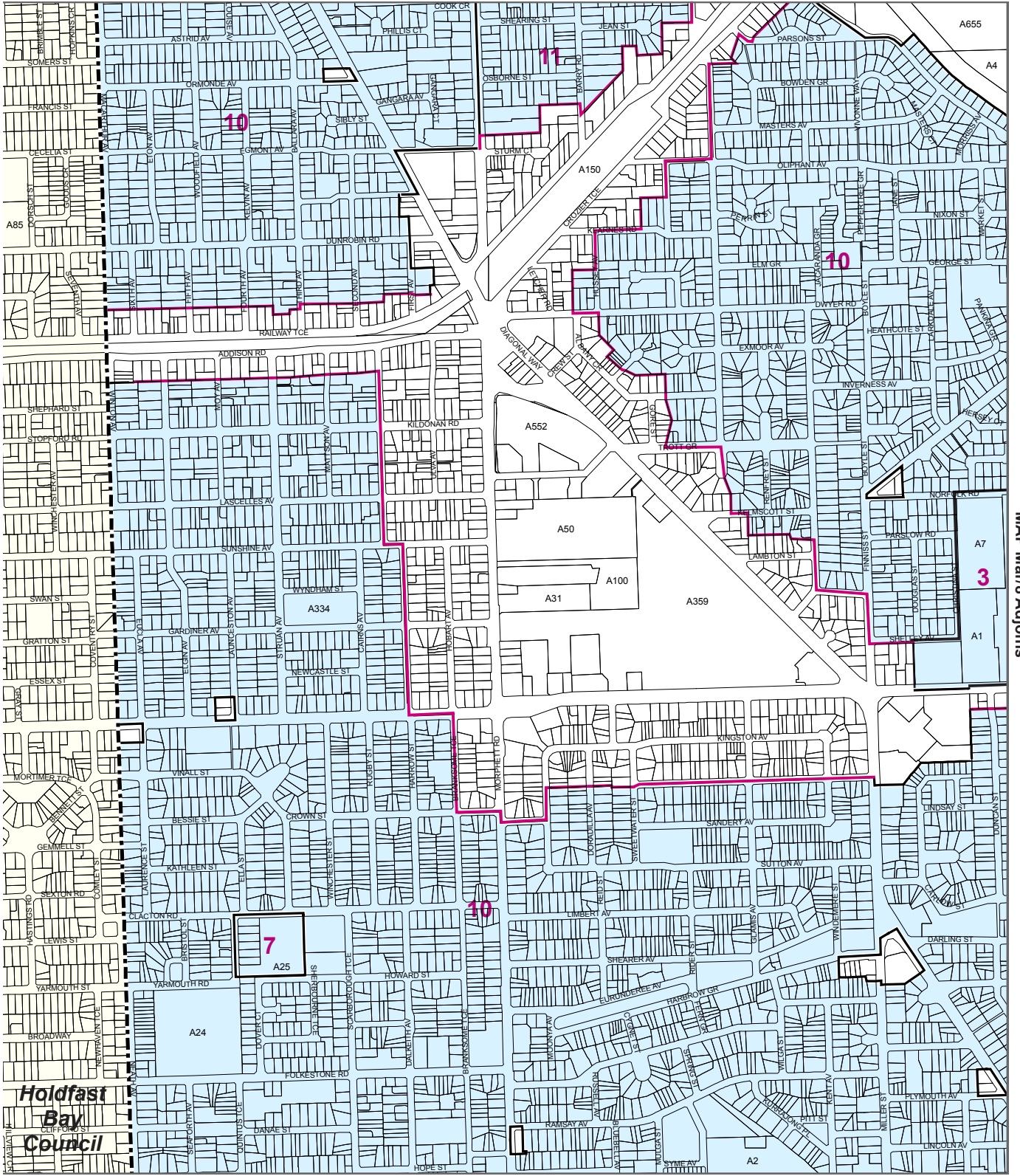
Policy Area Map Mar/6

- Policy Area Boundary
- Development Plan Boundary

MARION COUNCIL

Version A 7/9/17

MAP Mar/5 Adjoins



Lamberts Conformal Conic Projection, GDA94

Policy Area

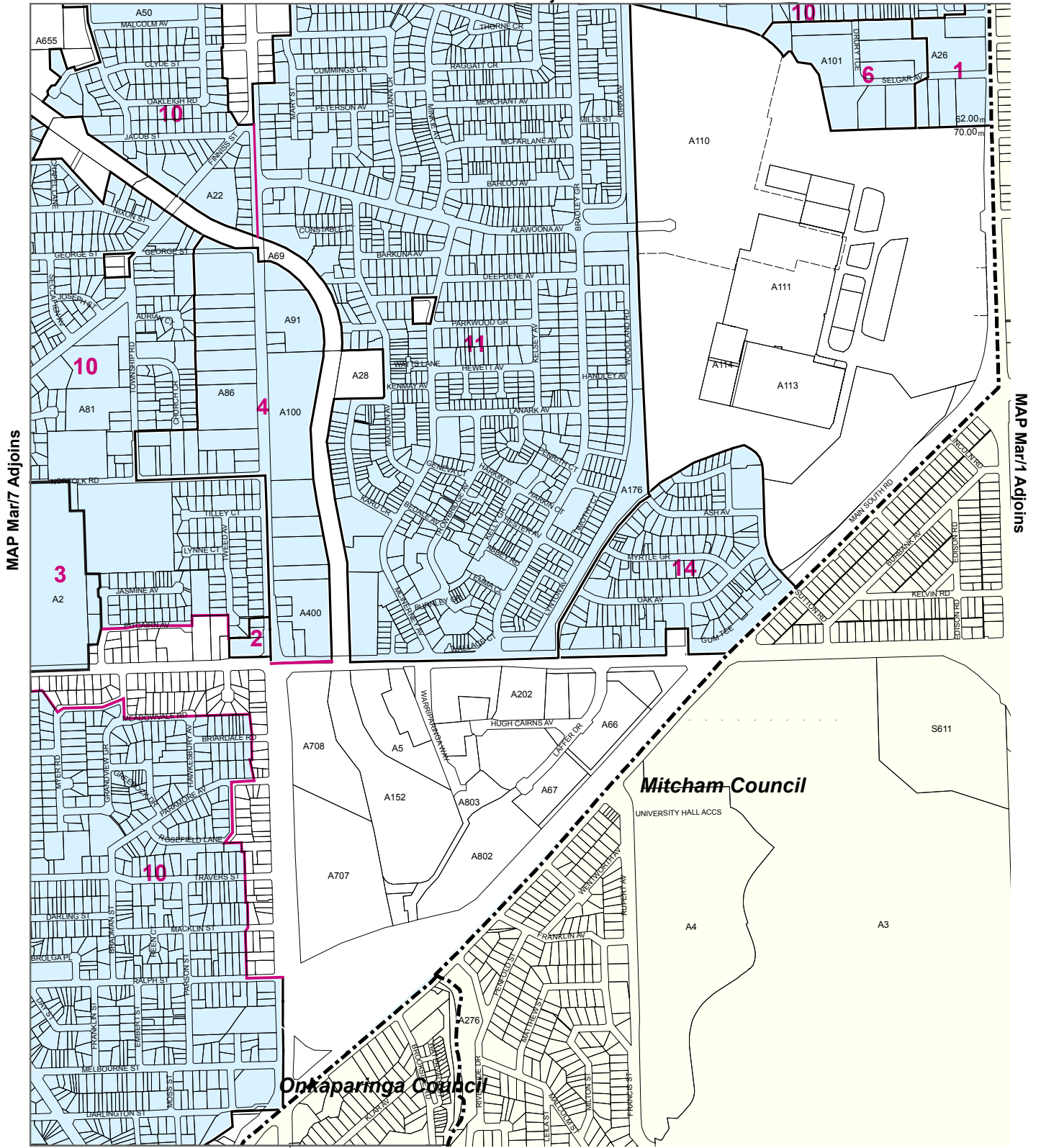
- 3 Recreation
- 7 Winery
- 10 Marion Plains
- 11 Medium Density



Policy Area Map Mar/7

- Policy Area Boundary
- Development Plan Boundary

MAP Mar/6 Adjoins



Lamberts Conformal Conic Projection, GDA94

- Policy Area**
- 1 South Road
 - 2 Sturt/Marion Road Corner
 - 3 Recreation
 - 4 Industry / Commerce
 - 6 Darlington
 - 10 Marion Plains
 - 11 Medium Density
 - 14 Regeneration

Policy Area Boundary
 Development Plan Boundary

Policy Area Map Mar/8

MAP Mar/1 Adjoins

MAP Mar/10 Adjoins

Land Not Within
a Council
Area (Metro)

Coast 3 nautical miles seaward
of low water mark

MAP Mar/12 Adjoins

Lamberts Conformal Conic Projection, GDA94

Policy Area

16 Southern Hills

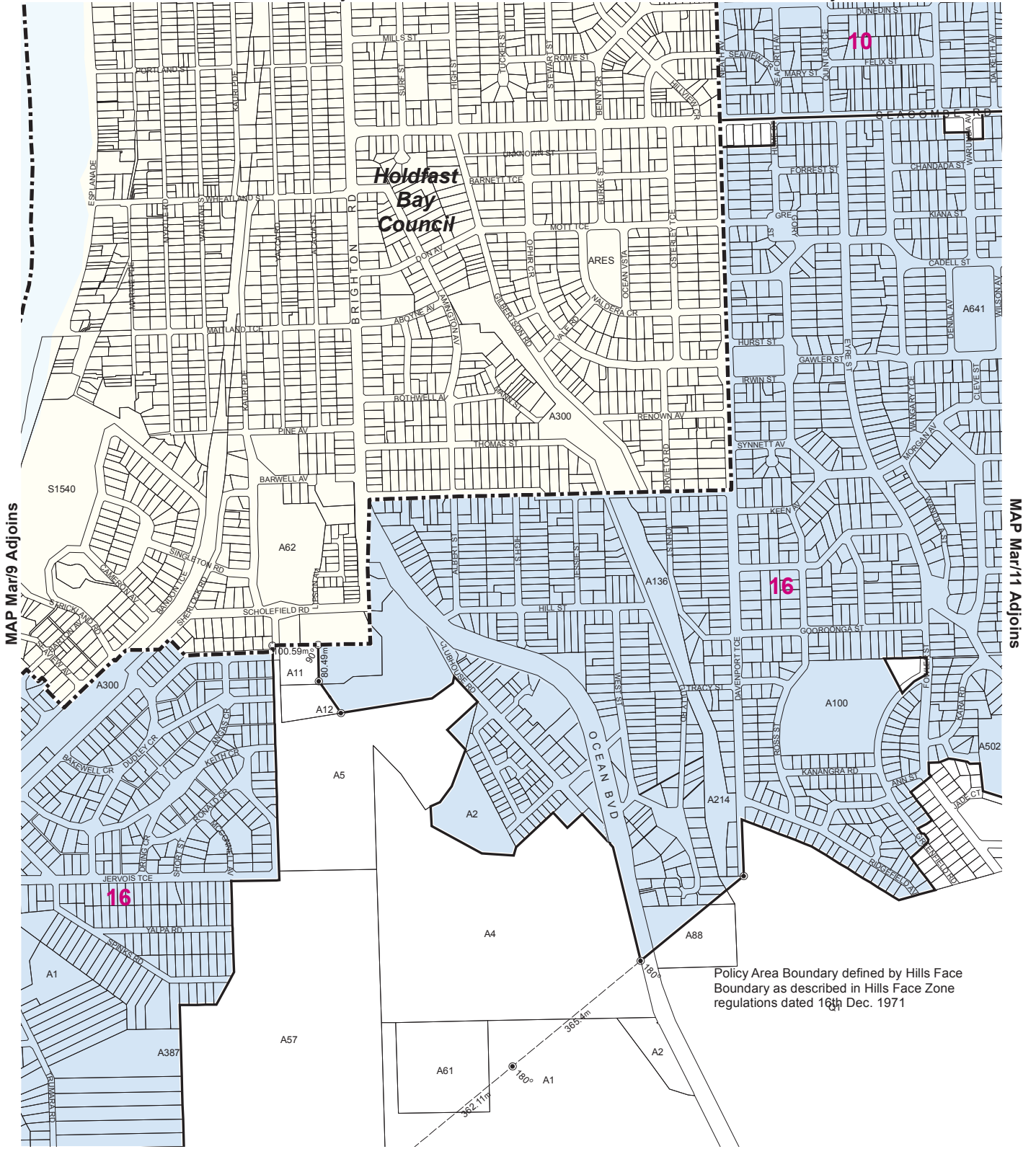


Policy Area Map Mar/9

-  Policy Area Boundary
-  Development Plan Boundary

MAP Mar/1 Adjoins

MAP Mar/7 Adjoins



Policy Area Boundary defined by Hills Face Boundary as described in Hills Face Zone regulations dated 16th Dec. 1971

Lamberts Conformal Conic Projection, GDA94

Policy Area

- 10 Marion Plains
- 16 Southern Hills

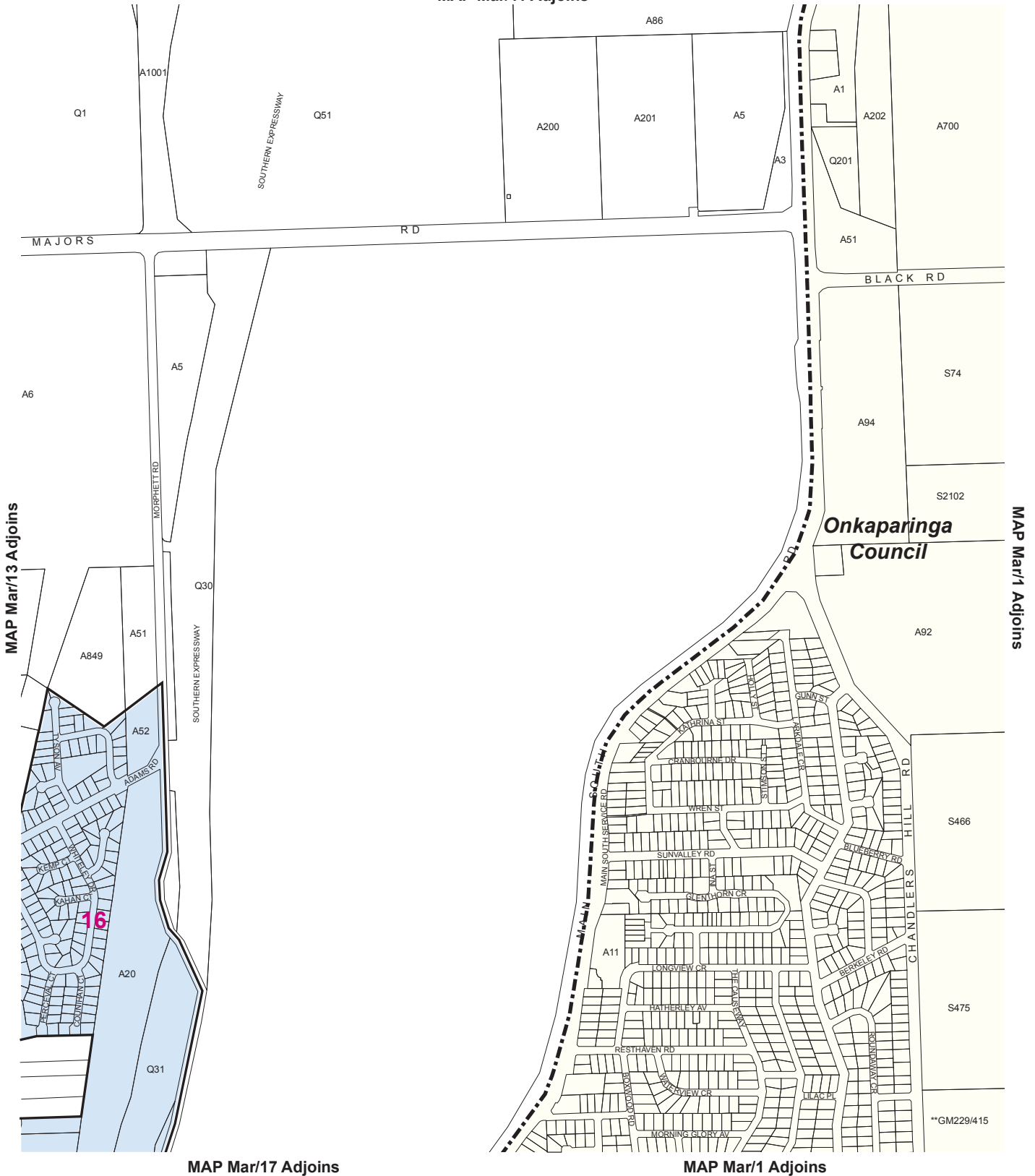


MAP Mar/13 Adjoins

Policy Area Map Mar/10

- Policy Area Boundary
- Development Plan Boundary

MAP Mar/11 Adjoins



Lamberts Conformal Conic Projection, GDA94

Policy Area
16 Southern Hills

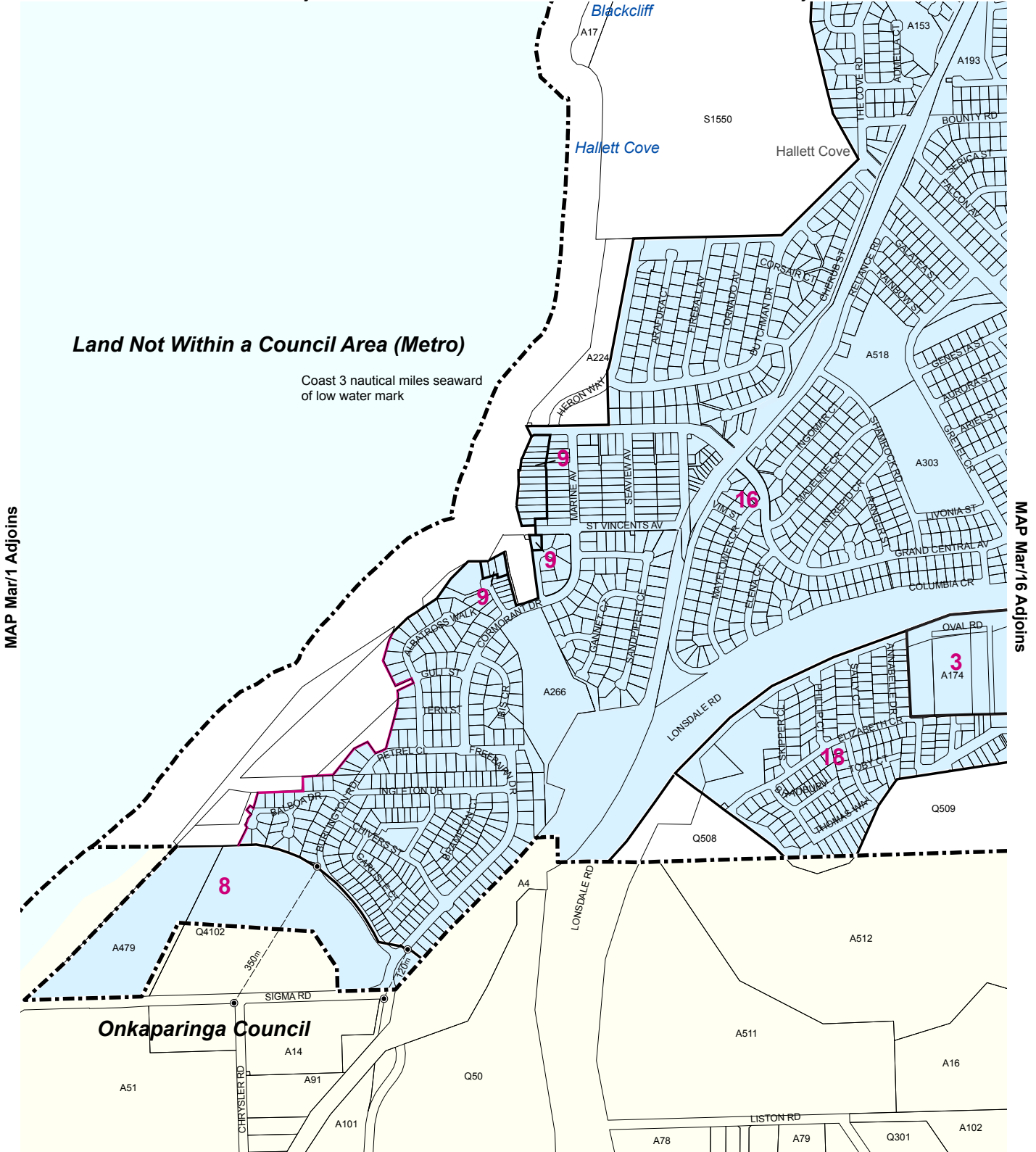


Policy Area Map Mar/14

- Policy Area Boundary
- Development Plan Boundary

MAP Mar/1 Adjoins

MAP Mar/12 Adjoins



MAP Mar/1 Adjoins

Lamberts Conformal Conic Projection, GDA94

Policy Area

- 3 Recreation
- 8 Hallett Cove Buffer
- 9 Coastal
- 16 Southern Hills
- 18 Worthing Mine



0 500m

Policy Area Map Mar/15

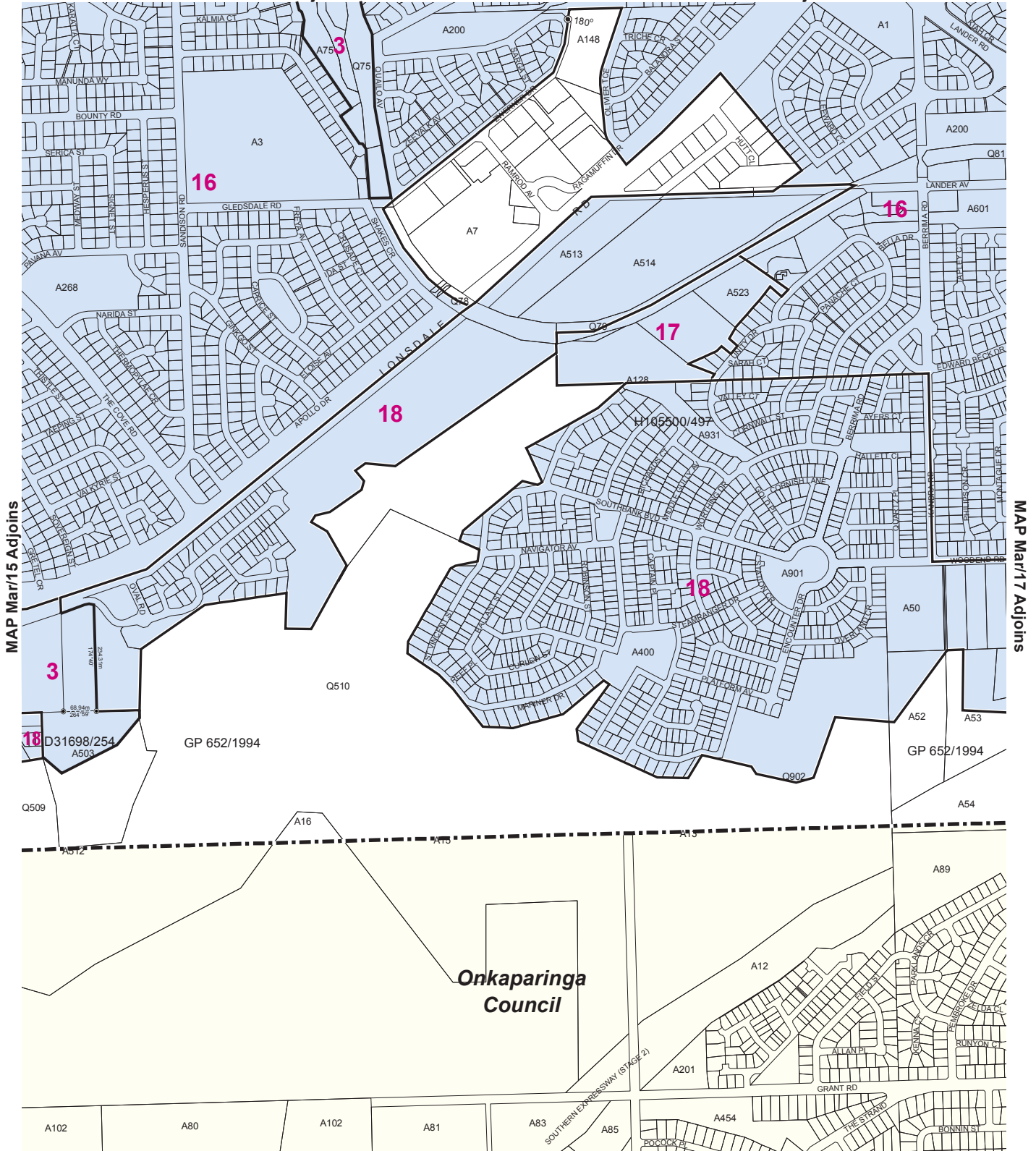
- Policy Area Boundary
- Development Plan Boundary

MARION COUNCIL

Version A 7/9/17

MAP Mar/12 Adjoins

MAP Mar/13 Adjoins



MAP Mar/1 Adjoins

Lamberts Conformal Conic Projection, GDA94

Policy Area

- 3** Recreation
- 16** Southern Hills
- 17** Watercourse
- 18** Worthing Mine



Policy Area Map Mar/16

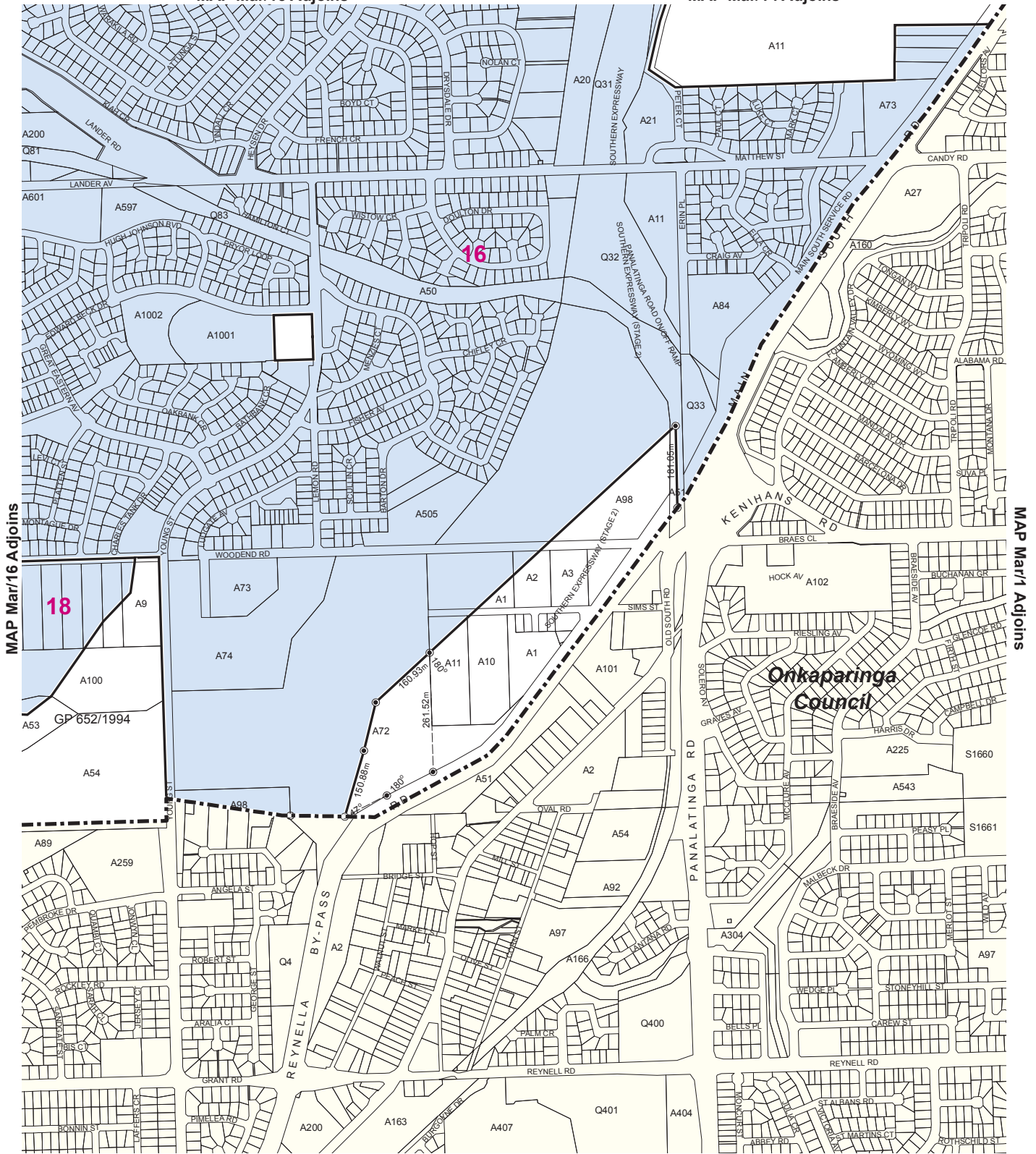
- Policy Area Boundary
- Development Plan Boundary

MARION COUNCIL

Version A 7/9/17

MAP Mar/13 Adjoins

MAP Mar/14 Adjoins



Lamberts Conformal Conic Projection, GDA94

Policy Area

- 16 Southern Hills
- 18 Worthing Mine



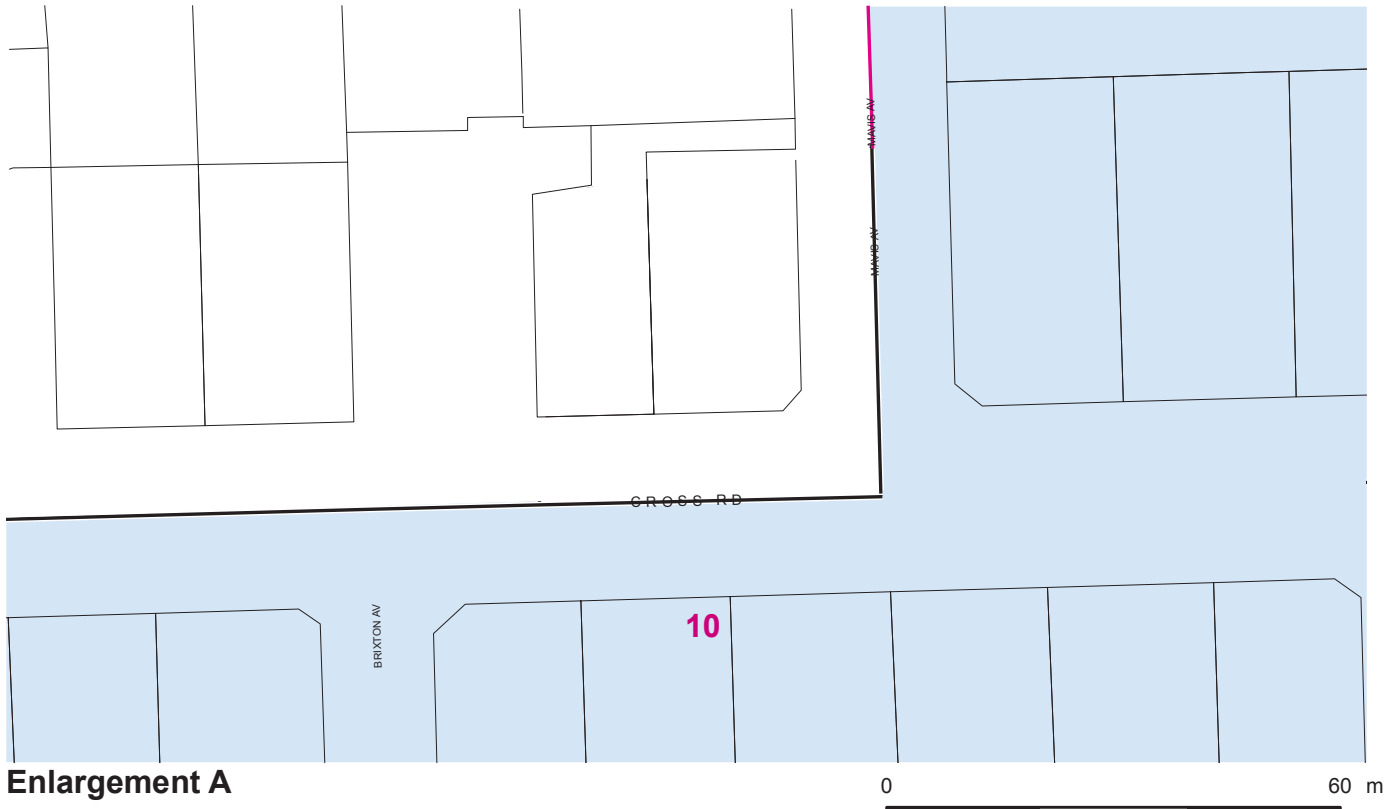
MAP Mar/1 Adjoins

Policy Area Map Mar/17

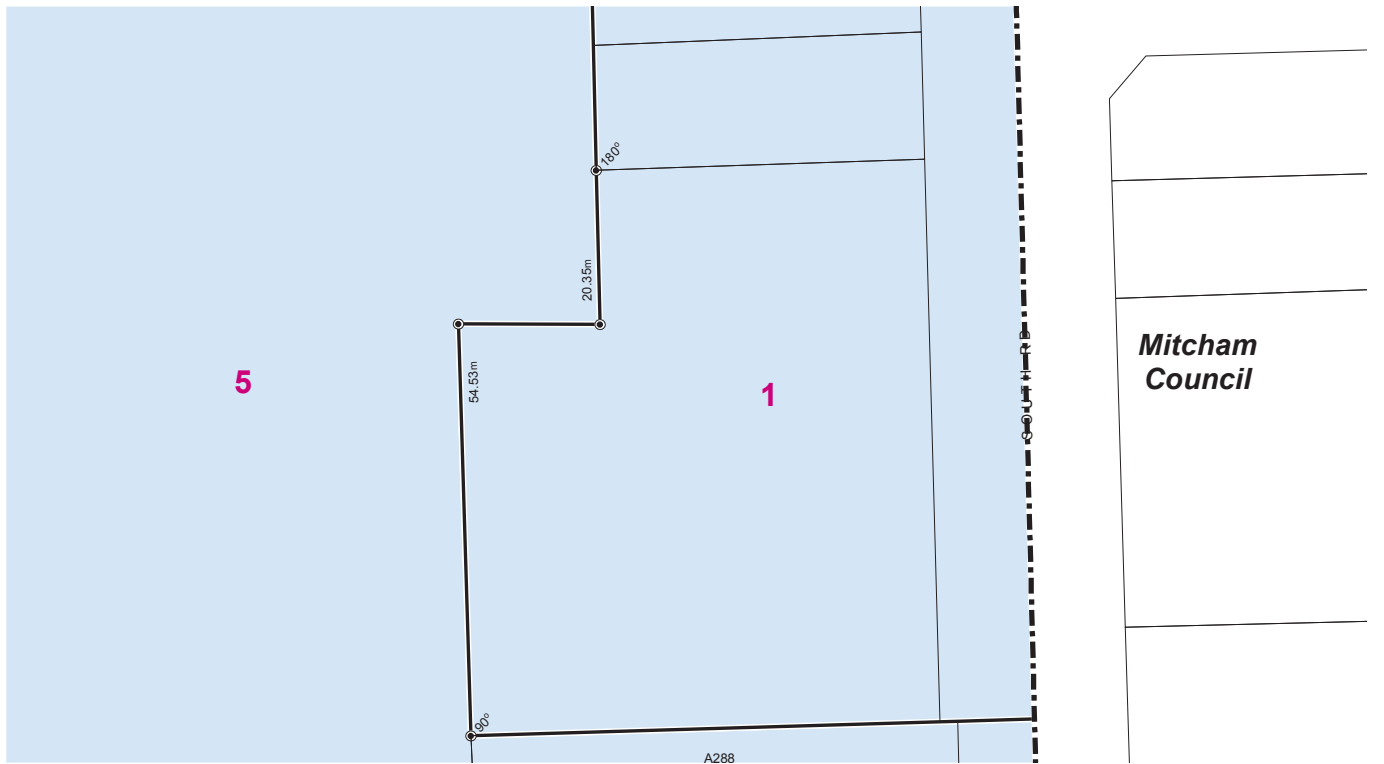
- Policy Area Boundary
- Development Plan Boundary

MARION COUNCIL

Version A 7/9/17



Enlargement A



Enlargement B

Lamberts Conformal Conic Projection, GDA94



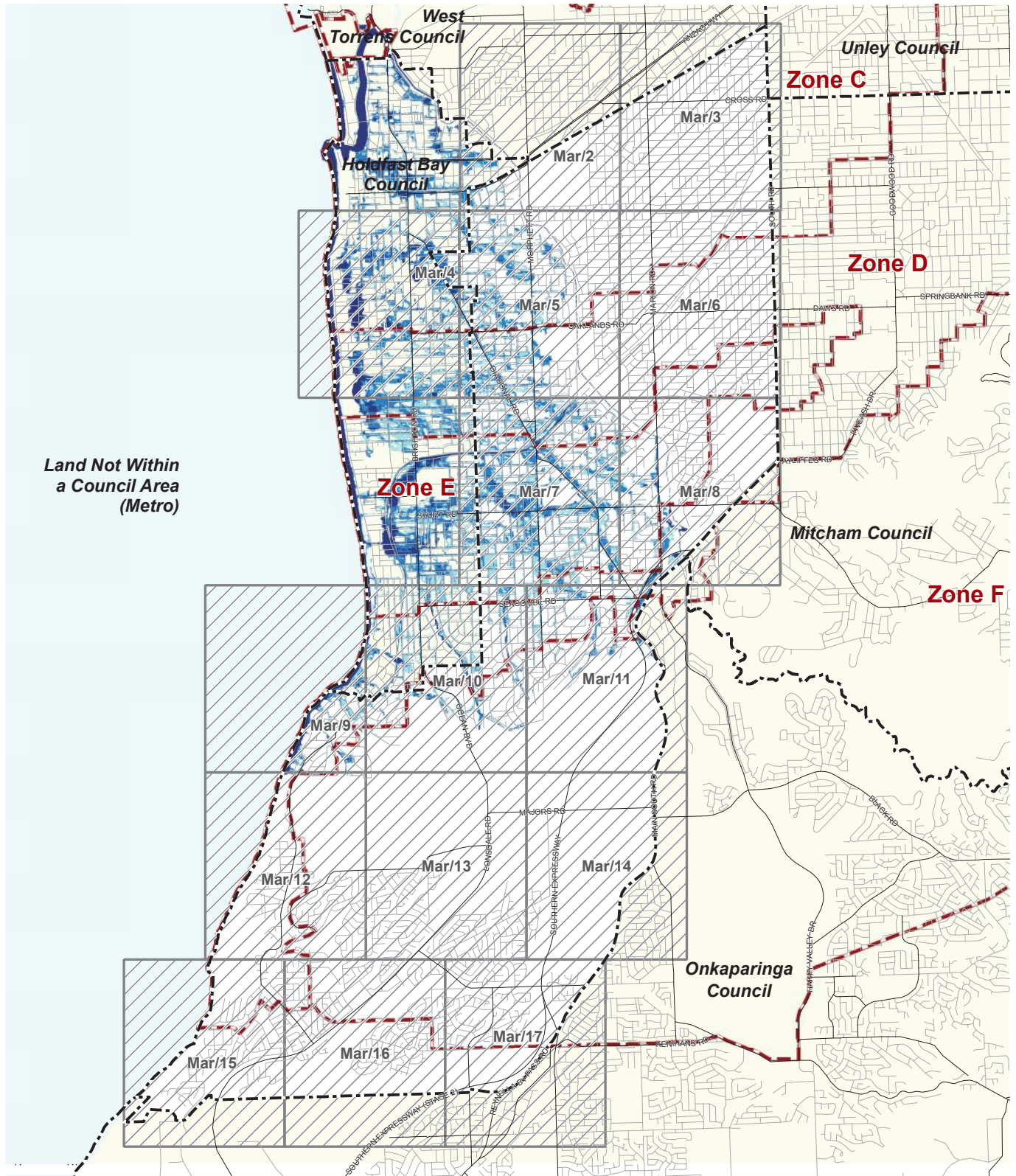
Policy Area Map Mar/18

- Policy Area Boundary
- Development Plan Boundary

Attachment O

(Replacement) Overlay Maps

- **Overlay Map Mar/1 – Development Constraints**
- **Overlay Map Mar/2 – Development Constraints**
- **Overlay Map Mar/4 – Development Constraints**
- **Overlay Map Mar/5 – Development Constraints**
- **Overlay Map Mar/7 – Development Constraints**
- **Overlay Map Mar/8 – Development Constraints**
- **Overlay Map Mar/8 – Affordable Housing**
- **Overlay Map Mar/8 – Noise and Air Emissions**
- **Overlay Map Mar/8 – Strategic Transport Routes**
- **Overlay Map Mar/9 – Development Constraints**
- **Overlay Map Mar/10 – Development Constraints**
- **Overlay Map Mar/11 – Development Constraints**
- **Overlay Map Mar/12 – Development Constraints**



Land Not Within
a Council Area
(Metro)

Airport Building Heights

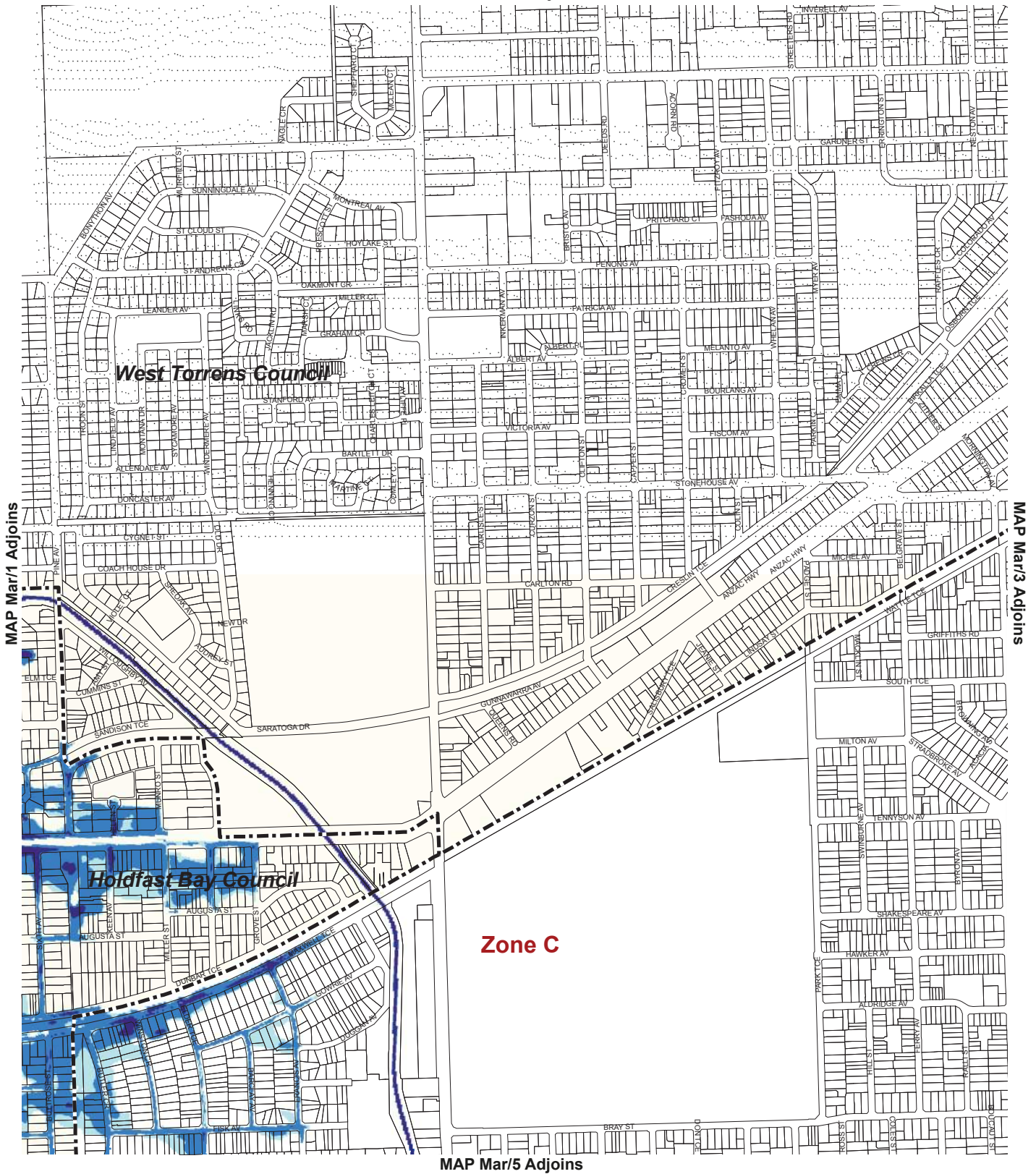
- Zone C** All Structures Exceeding 15 metres above existing ground level
- Zone D** All Structures Exceeding 45 metres above existing ground level
- Zone E** All Structures Exceeding 100 metres above existing ground level
- Zone F** APPROVAL REQUIRED FOR ALL STRUCTURES OVER 30m



Overlay Map Mar/1

DEVELOPMENT CONSTRAINTS

MAP Mar/1 Adjoints



Airport Building Heights
Zone C All Structures Exceeding 15 metres above existing ground level

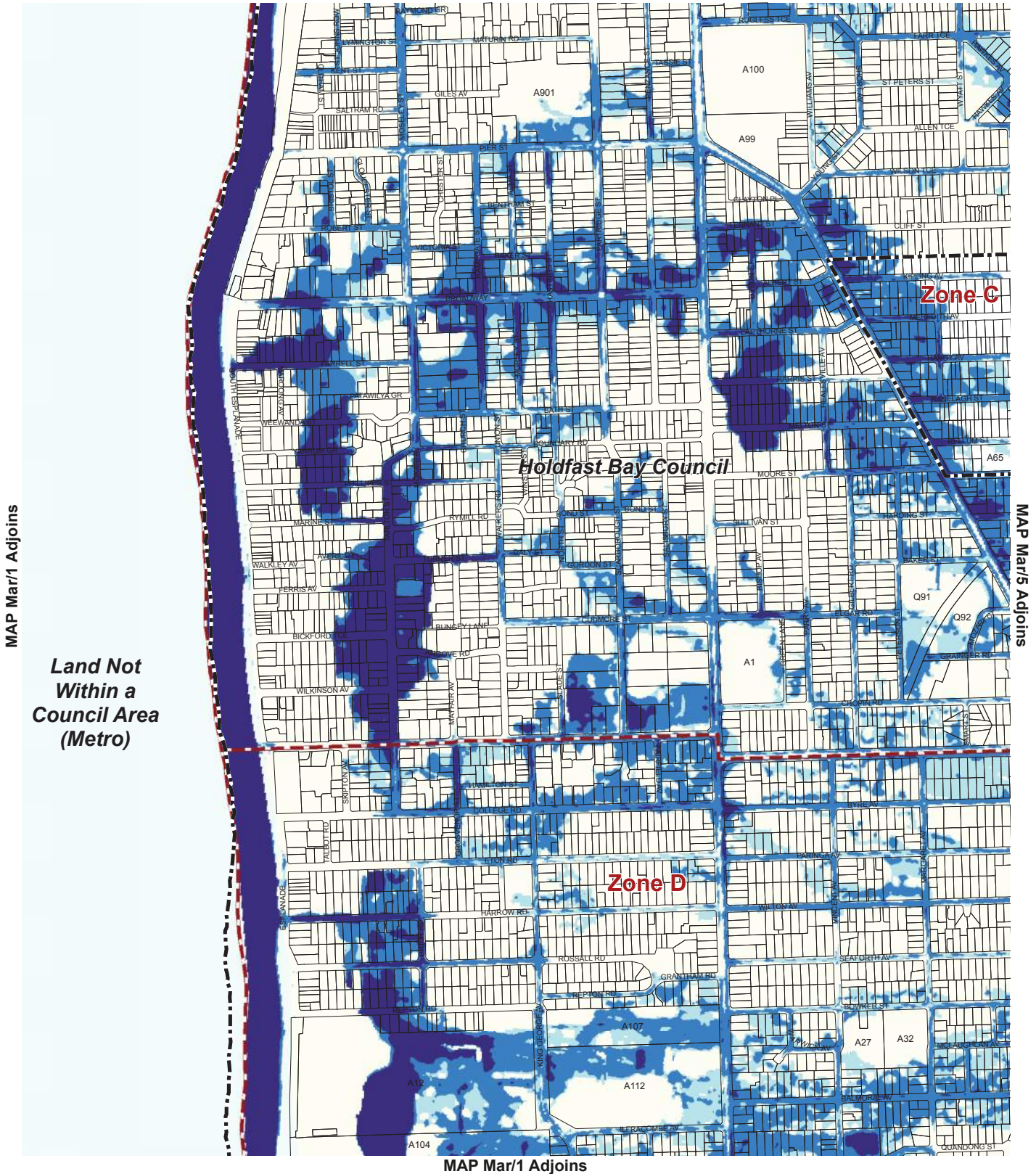


- 100yr ARI Flood inundation
- Low Risk - less than 0.025m
 - Medium Risk - 0.025m - 0.2m
 - High Risk - greater than 0.2m
 - Airport Building Heights
 - Development Plan Boundary

Overlay Map Mar/2

DEVELOPMENT CONSTRAINTS

MAP Mar/1 Adjoins



MAP Mar/1 Adjoins

MAP Mar/5 Adjoins

Land Not Within a Council Area (Metro)

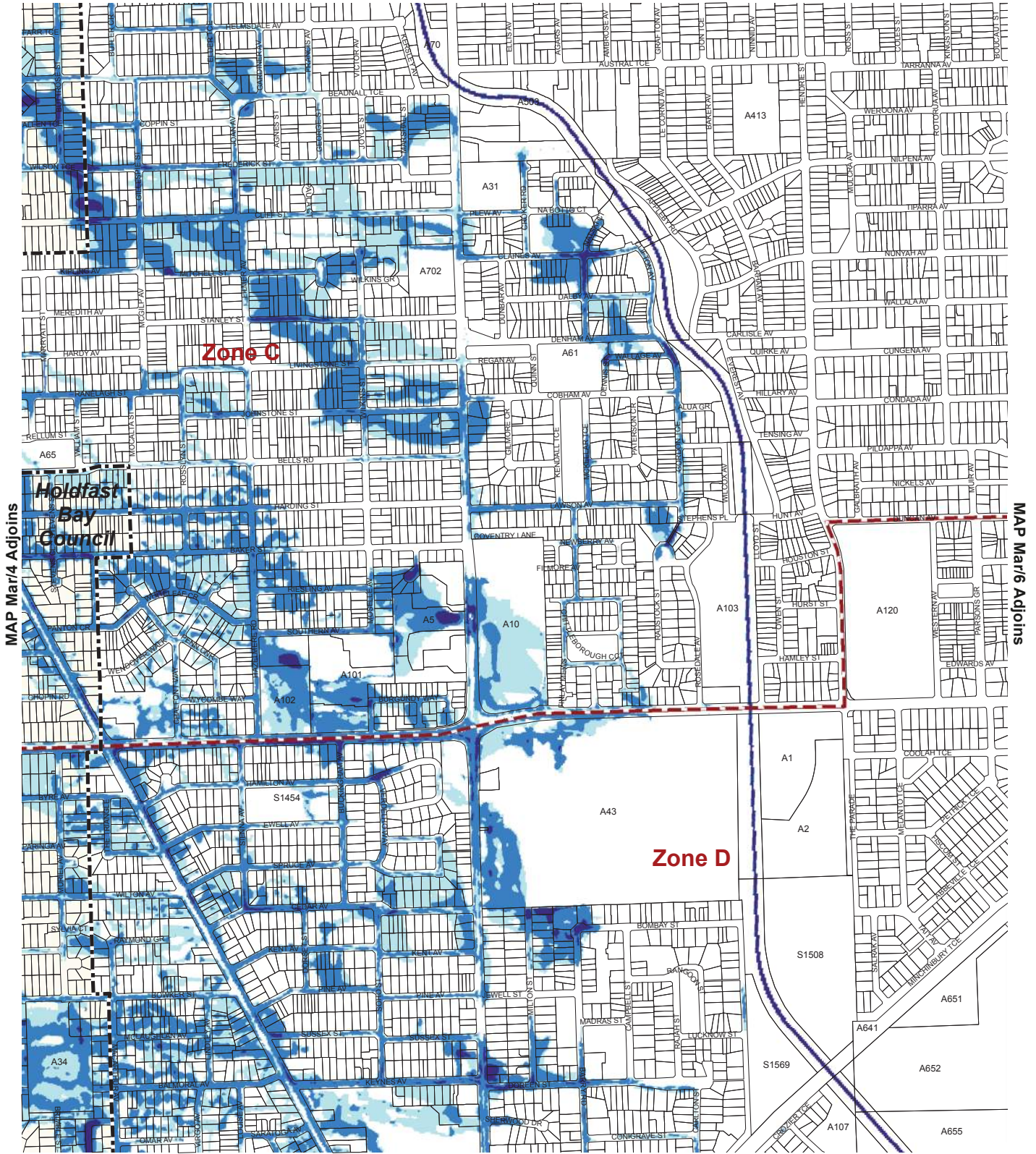
Airport Building Heights

- Zone C** All Structures Exceeding 15 metres above existing ground level
- Zone D** All Structures Exceeding 45 metres above existing ground level



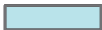
Overlay Map Mar/4 DEVELOPMENT CONSTRAINTS

MAP Mar/2 Adjoins



Airport Building Heights

- Zone C** All Structures Exceeding 15 metres above existing ground level
- Zone D** All Structures Exceeding 45 metres above existing ground level

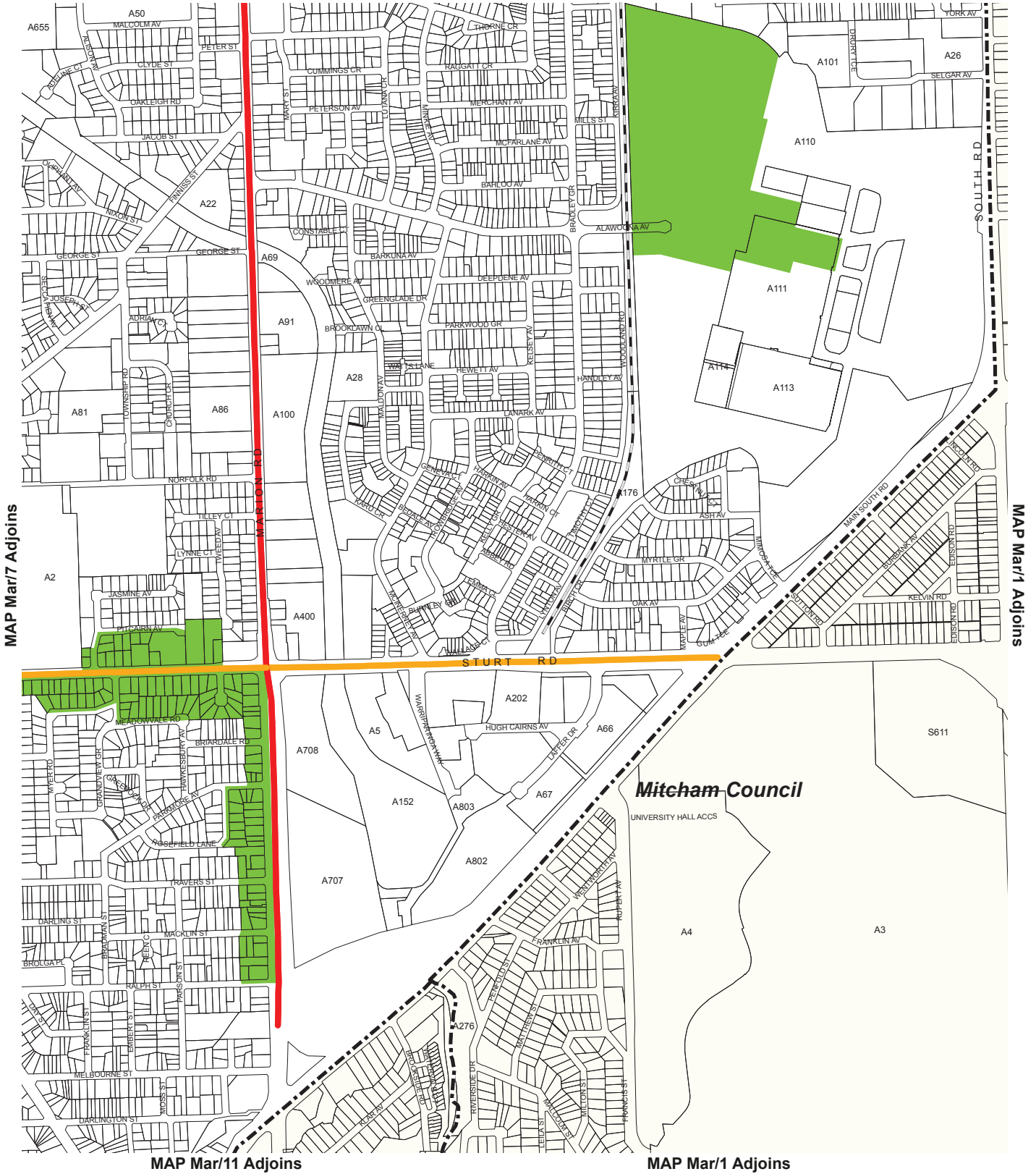
-  Low Risk - less than 0.025m
-  Medium Risk - 0.025m - 0.2m
-  High Risk - greater than 0.2m
-  Airport Building Heights
-  Development Plan Boundary

Overlay Map Mar/5

DEVELOPMENT CONSTRAINTS

MARION COUNCIL

MAP Mar/6 Adjoins



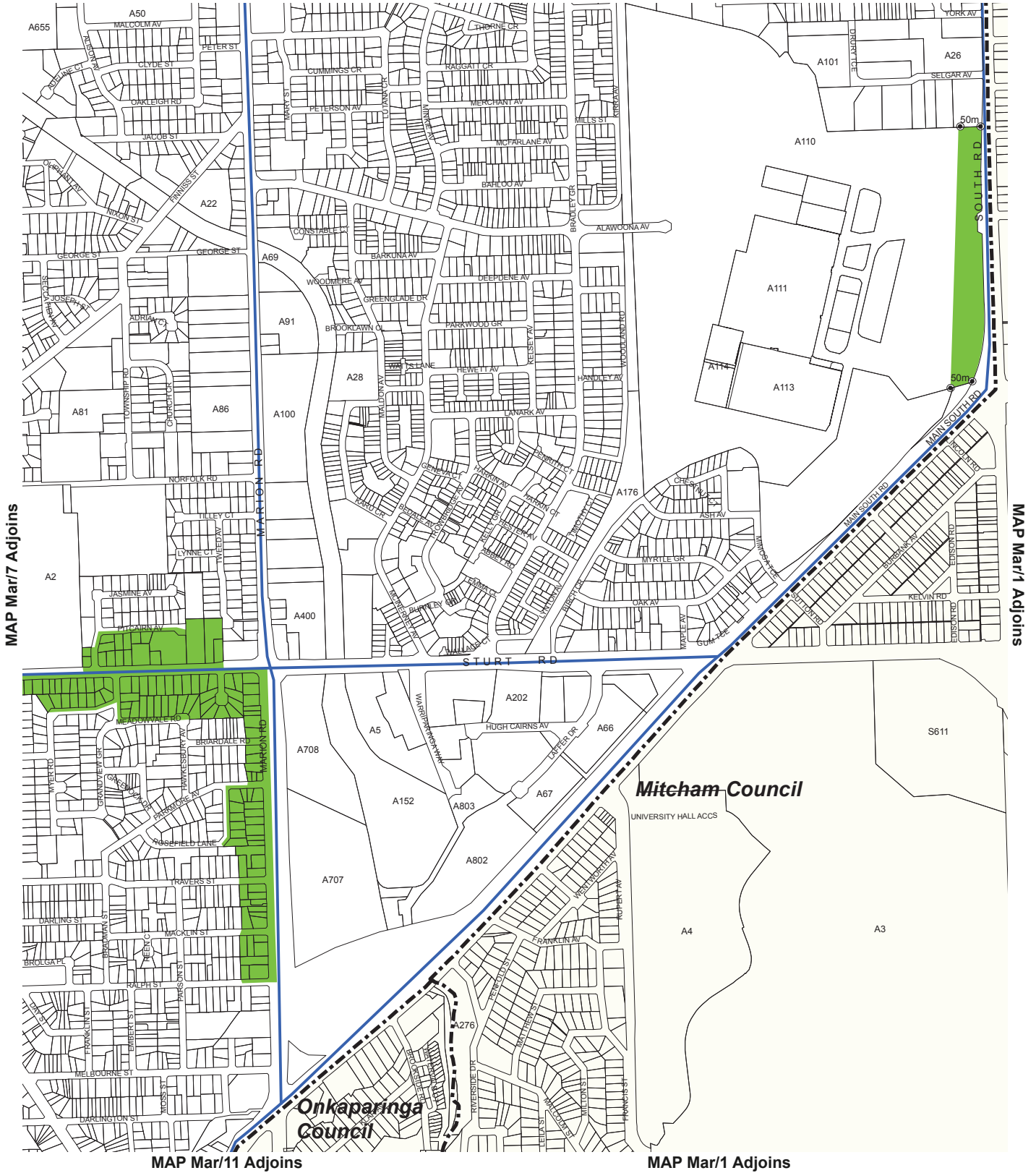
- Train Line
- Type A
- Type B
- Noise and Air Emissions Designated Area
- - - - - Development Plan Boundary



Overlay Map Mar/8 NOISE AND AIR EMISSIONS

MARION COUNCIL

MAP Mar/6 Adjoins



MAP Mar/7 Adjoins

MAP Mar/1 Adjoins

MAP Mar/11 Adjoins

MAP Mar/1 Adjoins

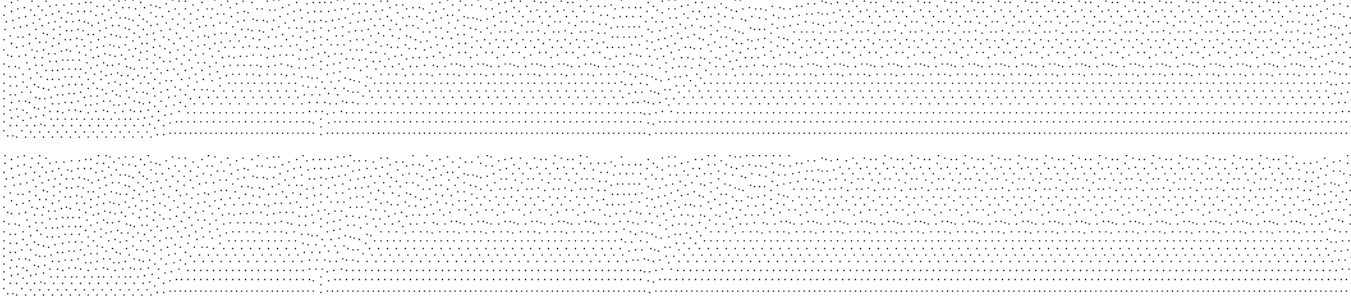


Overlay Map Mar/8

STRATEGIC TRANSPORT ROUTES

- Strategic Transport Route
- Strategic Transport Routes Designated Area
- Development Plan Boundary

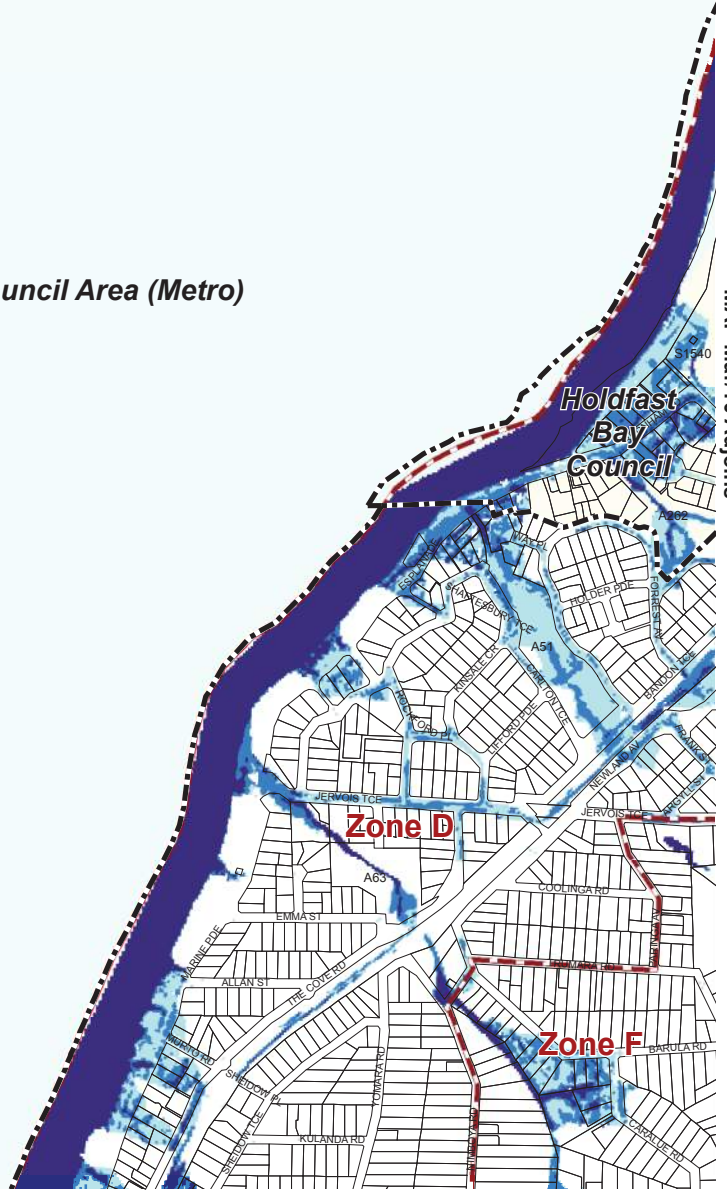
MAP Mar/1 Adjoins



Land Not Within a Council Area (Metro)

MAP Mar/1 Adjoins

MAP Mar/10 Adjoins



MAP Mar/12 Adjoins

Airport Building Heights
Zone D All Structures Exceeding 45 metres above existing ground level
Zone F APPROVAL REQUIRED FOR ALL STRUCTURES OVER 30m



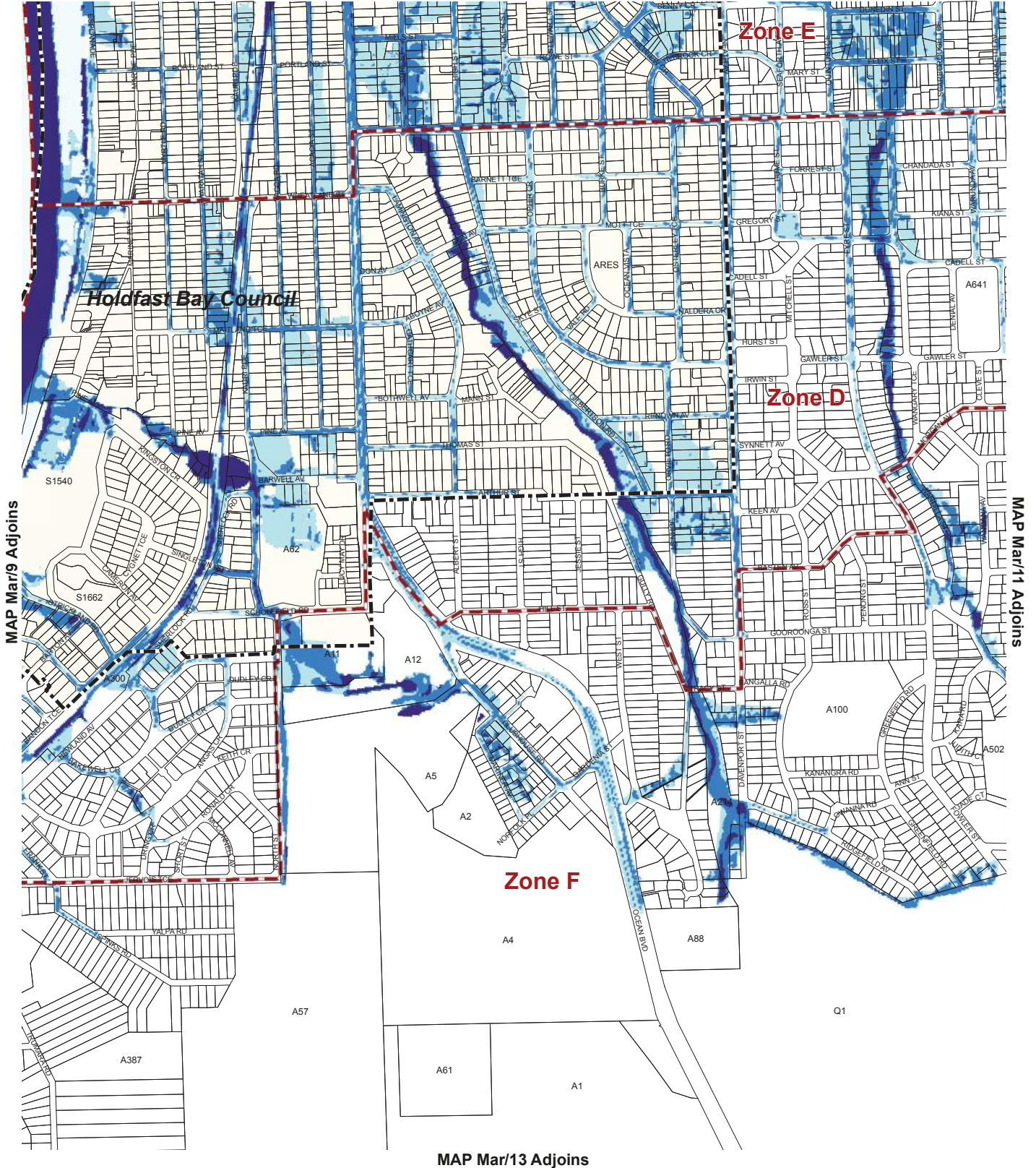
- 100yr ARI Flood Inundation
- Low Risk - less than 0.025m
 - Medium Risk - 0.025m - 0.2m
 - High Risk - greater than 0.2m
 - Airport Building Heights
 - Development Plan Boundary

Overlay Map Mar/9

DEVELOPMENT CONSTRAINTS

MAP Mar/1 Adjoins

MAP Mar/7 Adjoins



Airport Building Heights

- Zone D** All Structures Exceeding 45 metres above existing ground level
- Zone E** All Structures Exceeding 100 metres above existing ground level
- Zone F** APPROVAL REQUIRED FOR ALL STRUCTURES OVER 30m



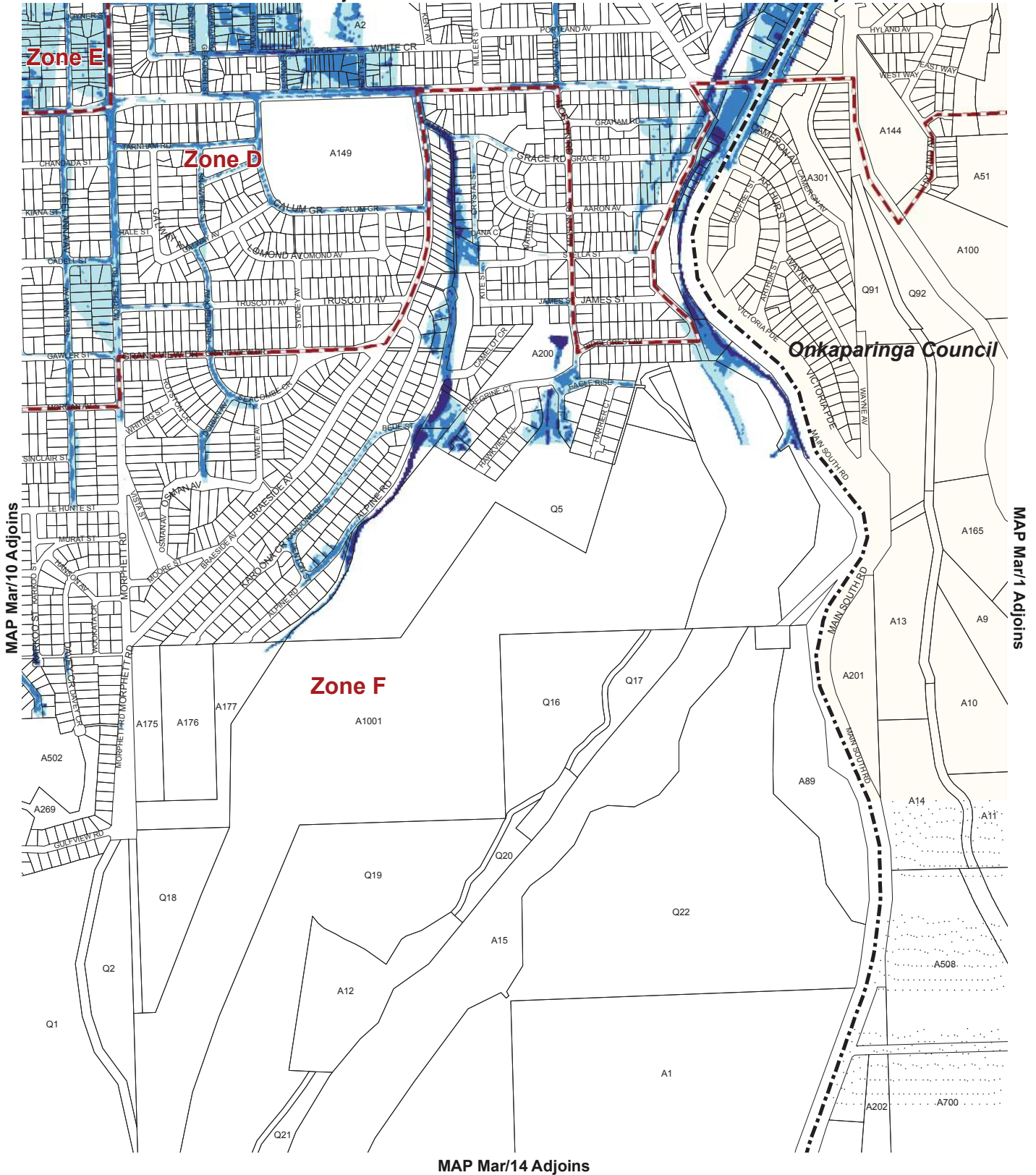
- 100yr ARI Flood Inundation
- Low Risk - less than 0.025m
 - Medium Risk - 0.025m - 0.2m
 - High Risk - greater than 0.2m
 - Airport Building Heights
 - Development Plan Boundary

Overlay Map Mar/10

DEVELOPMENT CONSTRAINTS

MAP Mar/7 Adjoins

MAP Mar/8 Adjoins



- Airport Building Heights**
- Zone D** All Structures Exceeding 45 metres above existing ground level
 - Zone E** All Structures Exceeding 100 metres above existing ground level
 - Zone F** APPROVAL REQUIRED FOR ALL STRUCTURES OVER 30m



- 100yr ARI Flood Inundation**
- Low Risk - less than 0.025m
 - Medium Risk - 0.025m - 0.2m
 - High Risk - greater than 0.2m
 - Airport Building Heights
 - Development Plan Boundary

Overlay Map Mar/11

DEVELOPMENT CONSTRAINTS

Land Not Within
a Council Area (Metro)

MAP Mar/1 Adjoins

MAP Mar/13 Adjoins

Zone F

Zone D

MAP Mar/15 Adjoins

MAP Mar/16 Adjoins

Airport Building Heights
Zone D All Structures Exceeding 45 metres above existing ground level
Zone F APPROVAL REQUIRED FOR ALL STRUCTURES OVER 30m



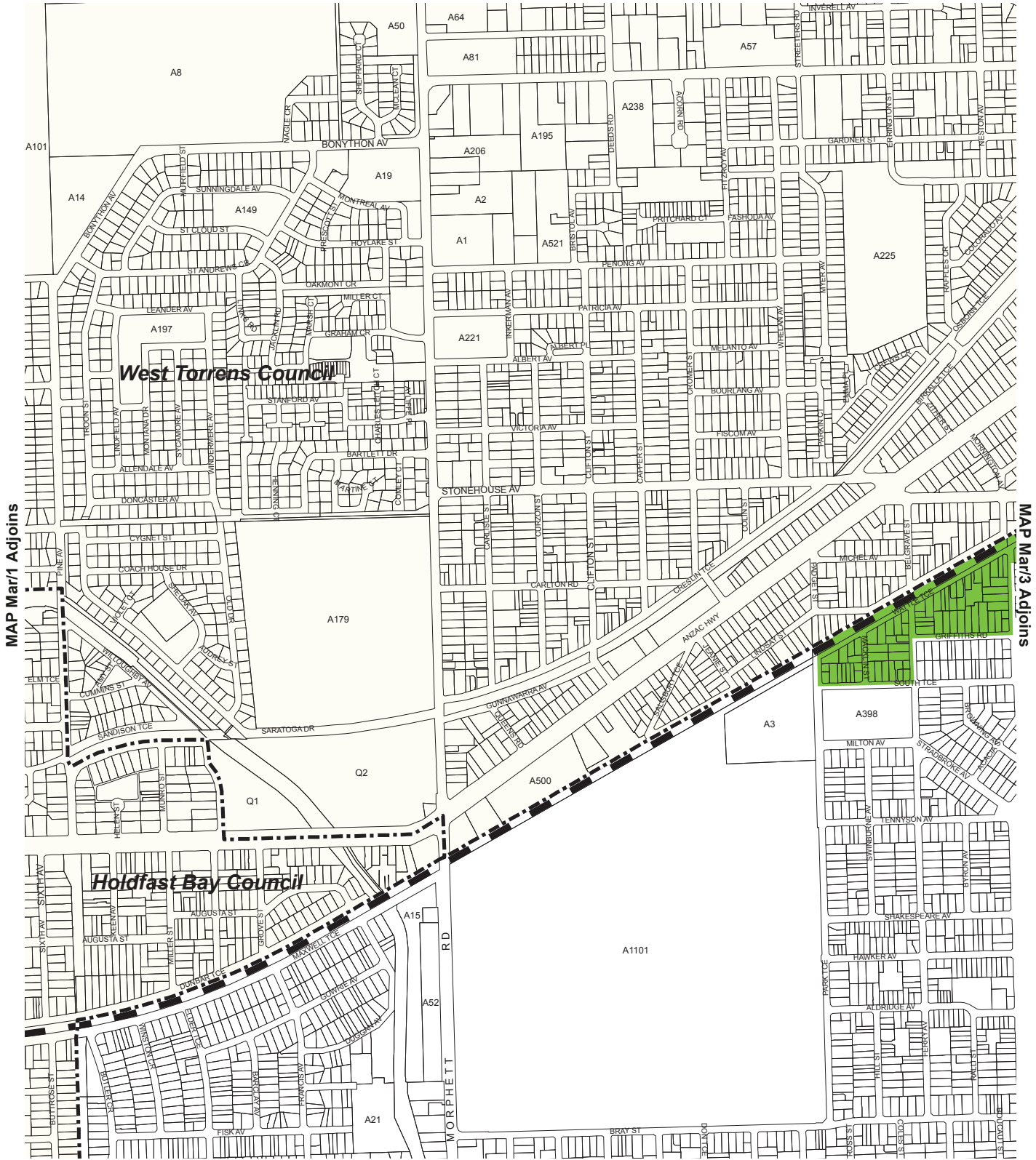
Overlay Map Mar/12 DEVELOPMENT CONSTRAINTS

Attachment P




(New) Overlay Maps – *Noise and Air Emissions*

- **Overlay Map Mar/2 – Noise and Air Emissions**
- **Overlay Map Mar/3 – Noise and Air Emissions**
- **Overlay Map Mar/5 – Noise and Air Emissions**
- **Overlay Map Mar/6 – Noise and Air Emissions**
- **Overlay Map Mar/7 – Noise and Air Emissions**

MAP Mar/1 Adjoins

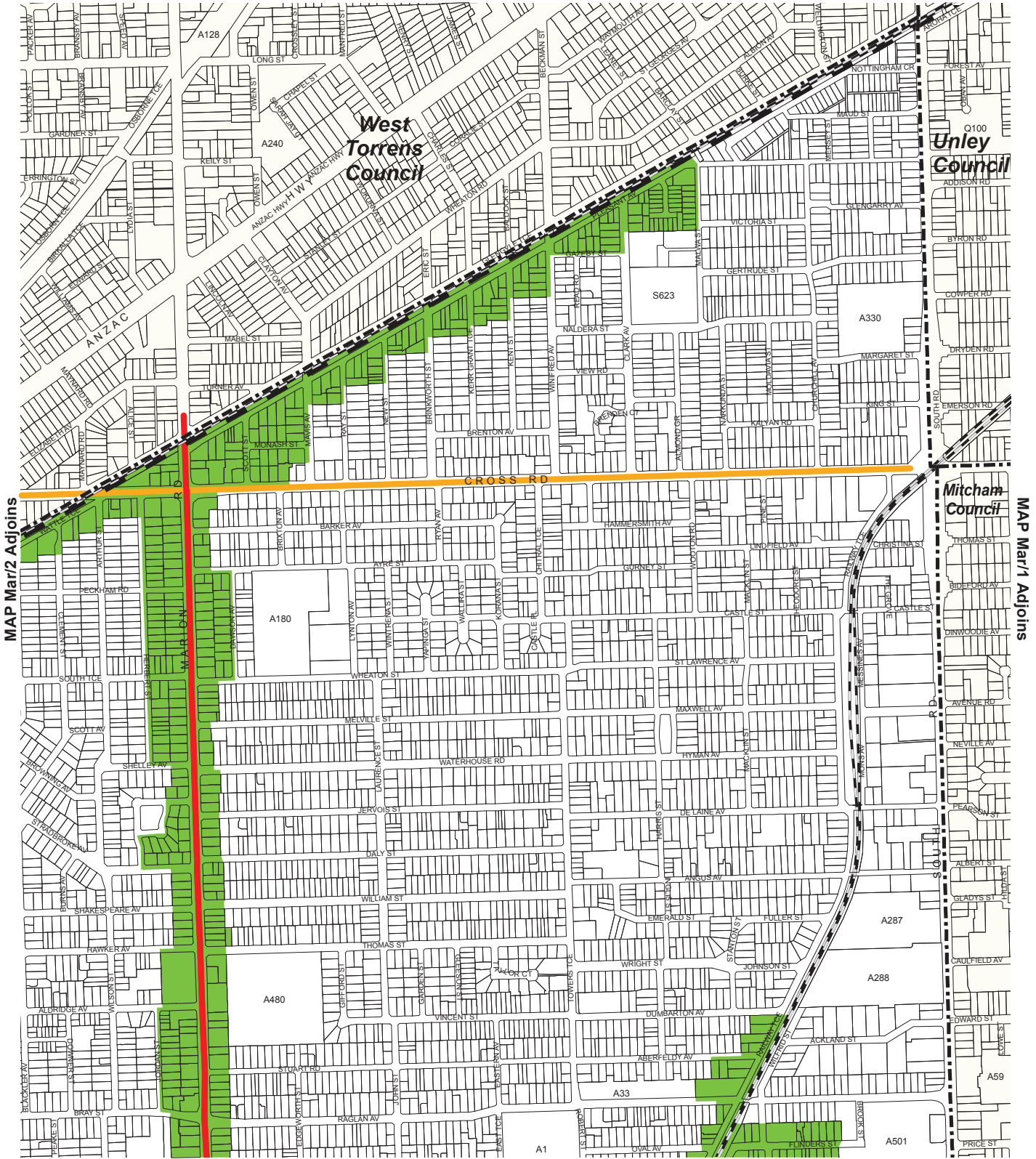


Overlay Map Mar/2 NOISE AND AIR EMISSIONS

-  Urban Emissions Rail
-  Noise and Air Emissions Designated Area
-  Development Plan Boundary

MARION COUNCIL

MAP Mar/1 Adjoins



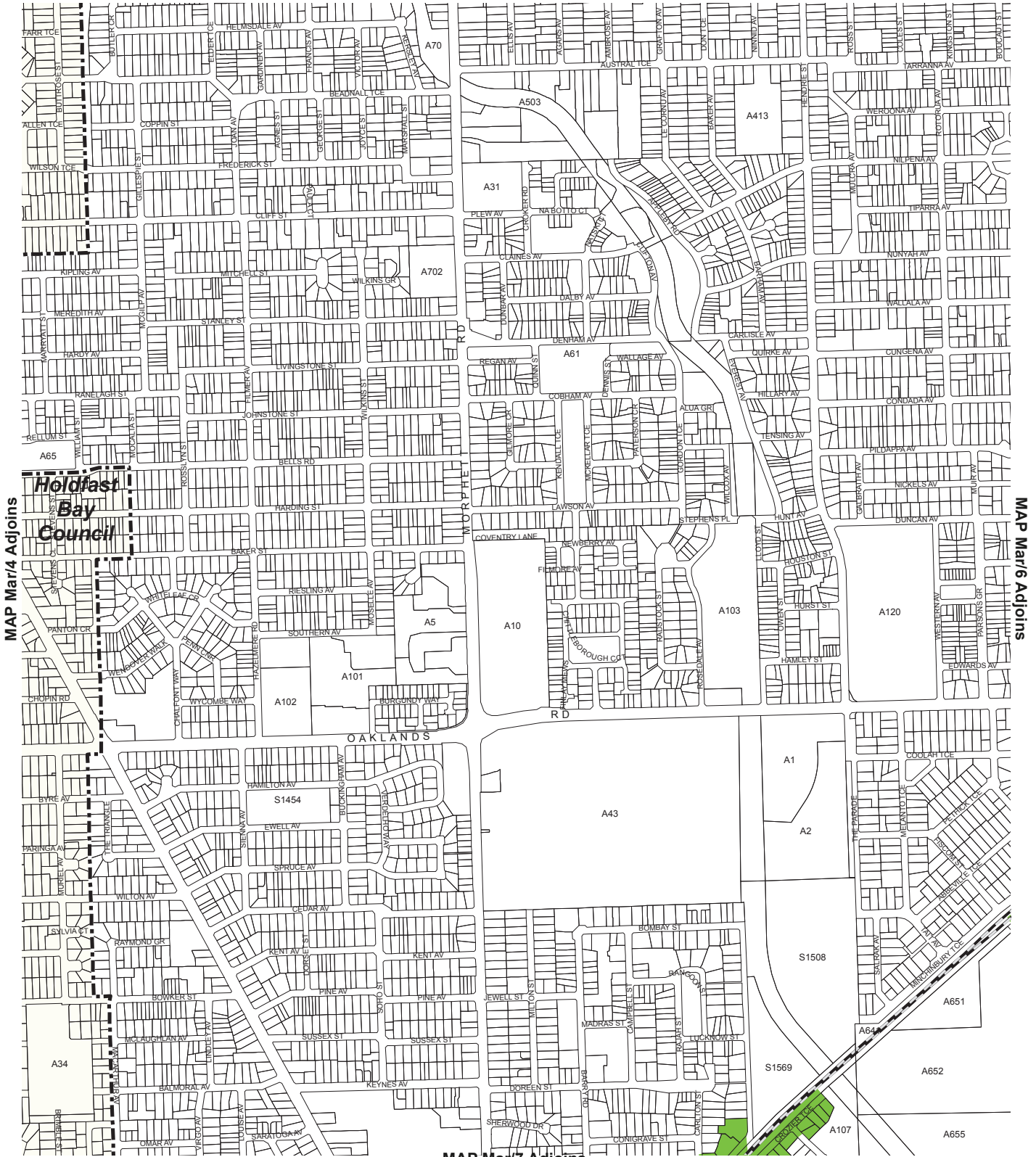
MAP Mar/6 Adjoins



- Type A
- Type B
- Urban Emissions Rail
- Noise and Air Emissions Designated Area
- Development Plan Boundary

Overlay Map Mar/3 NOISE AND AIR EMISSIONS

MAP Mar/2 Adjoins

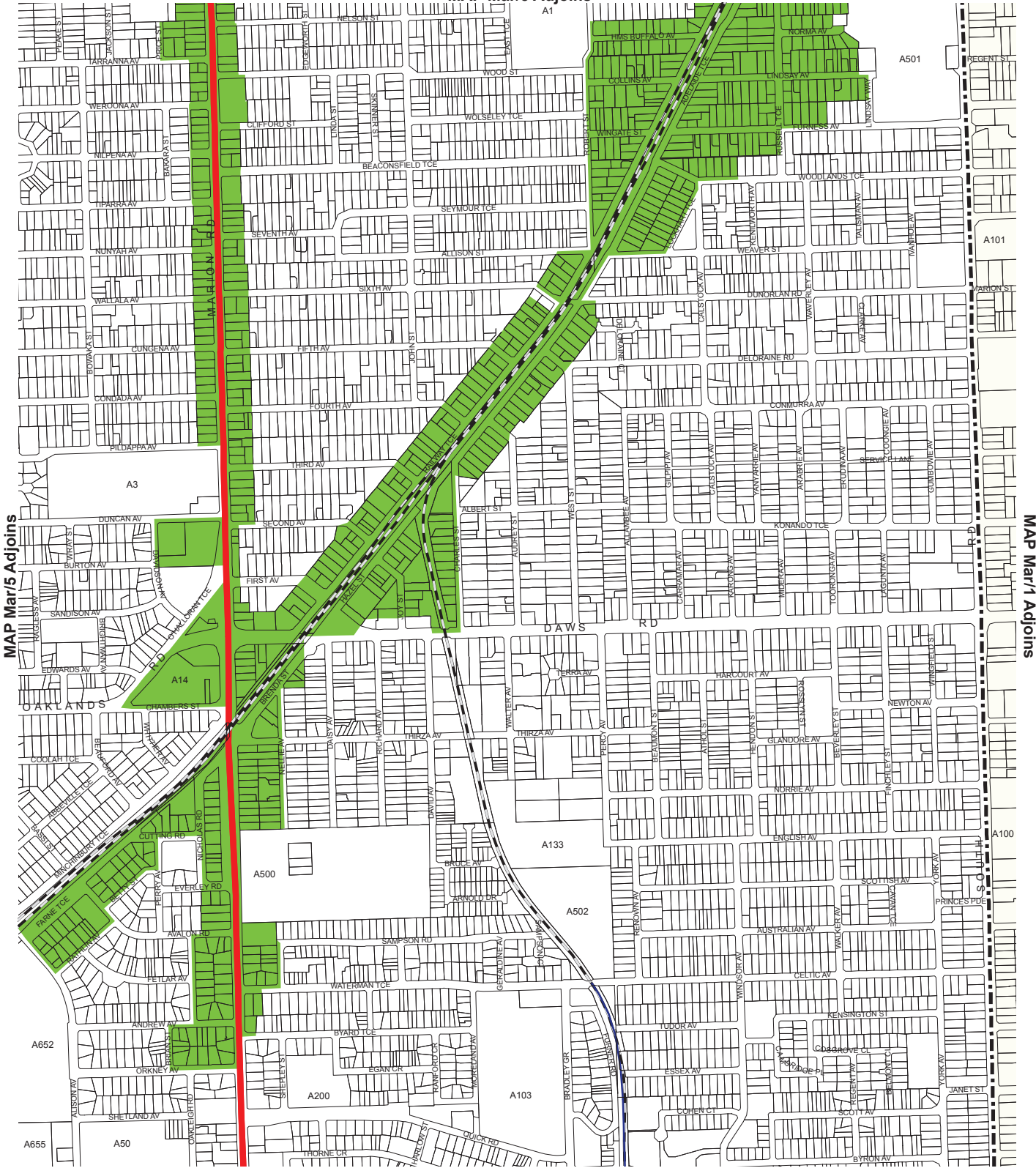


Overlay Map Mar/5 NOISE AND AIR EMISSIONS

- Noise and Air Emissions Designated Area
- Development Plan Boundary

MARION COUNCIL

MAP Mar/3 Adjoins



MAP Mar/5 Adjoins

MAP Mar/1 Adjoins

MAP Mar/8 Adjoins



0 500m

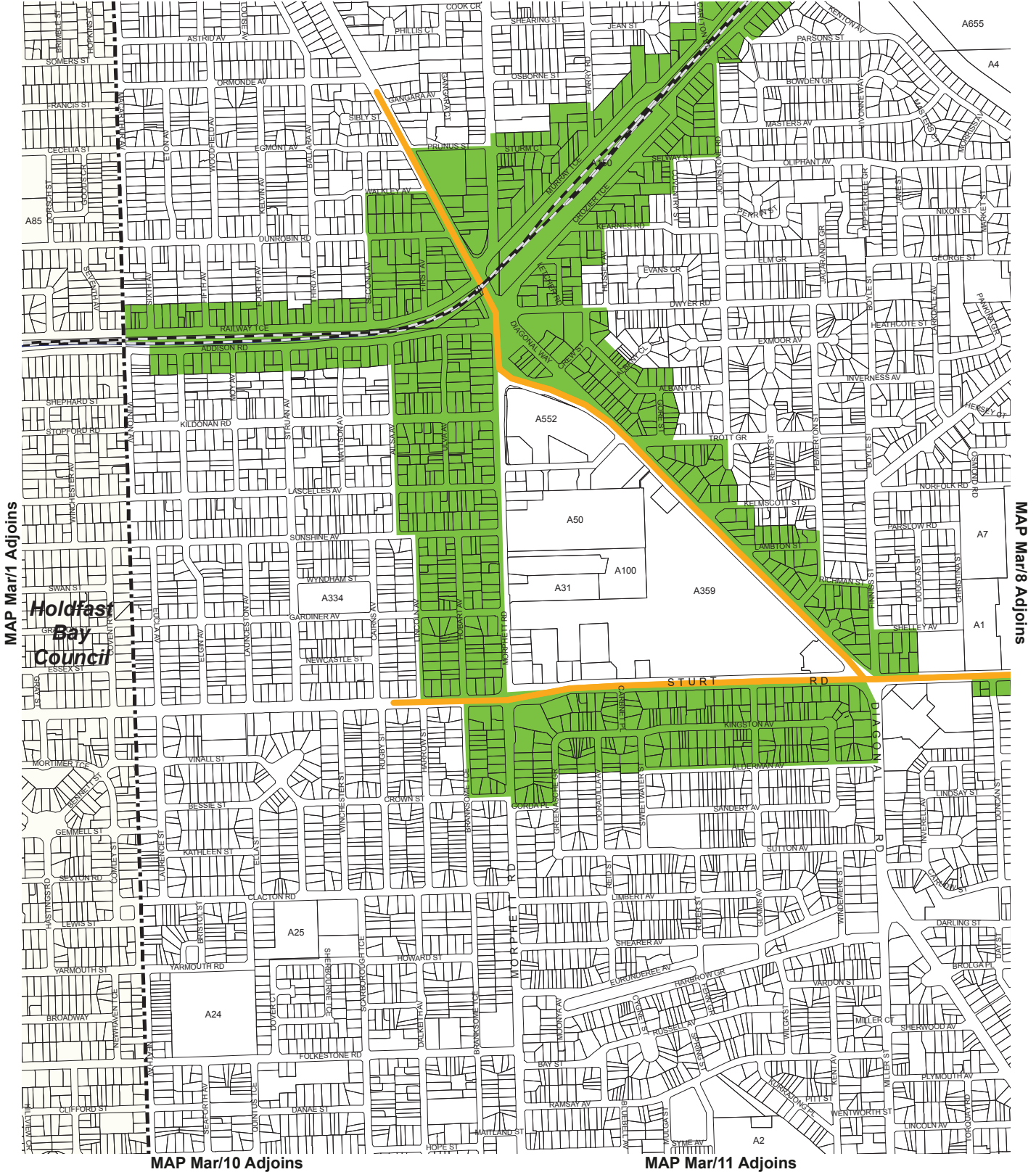
Overlay Map Mar/6

NOISE AND AIR EMISSIONS

- Type A Road
- Noise and Air Emissions Designated Area
- Development Plan Boundary

MARION COUNCIL

MAP Mar/5 Adjoins



MAP Mar/1 Adjoins

Holdfast Bay Council

MAP Mar/8 Adjoins

MAP Mar/10 Adjoins

MAP Mar/11 Adjoins



- Urban Emissions Rail
- Type A
- Type B
- Type R
- Urban Emissions Designated Area
- Development Plan Boundary

Overlay Map Mar/7 NOISE AND AIR EMISSIONS

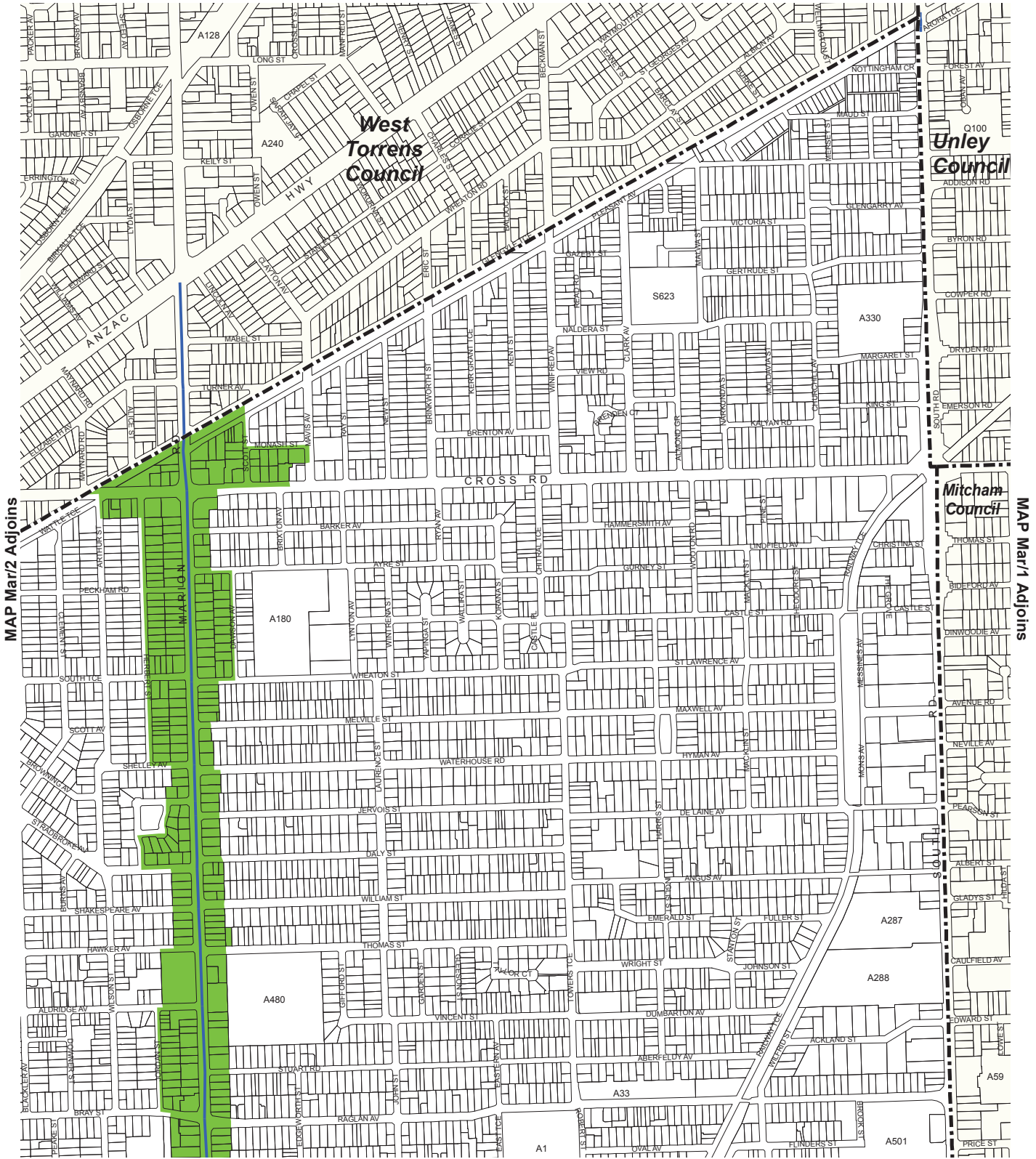
MARION COUNCIL

Attachment Q

(New) Overlay Maps – *Strategic Transport Routes*

- **Overlay Map Mar/3 – Strategic Transport Routes**
- **Overlay Map Mar/6 – Strategic Transport Routes**
- **Overlay Map Mar/7 – Strategic Transport Routes**

MAP Mar/1 Adjoints



MAP Mar/2 Adjoints

MAP Mar/1 Adjoints

MAP Mar/6 Adjoints

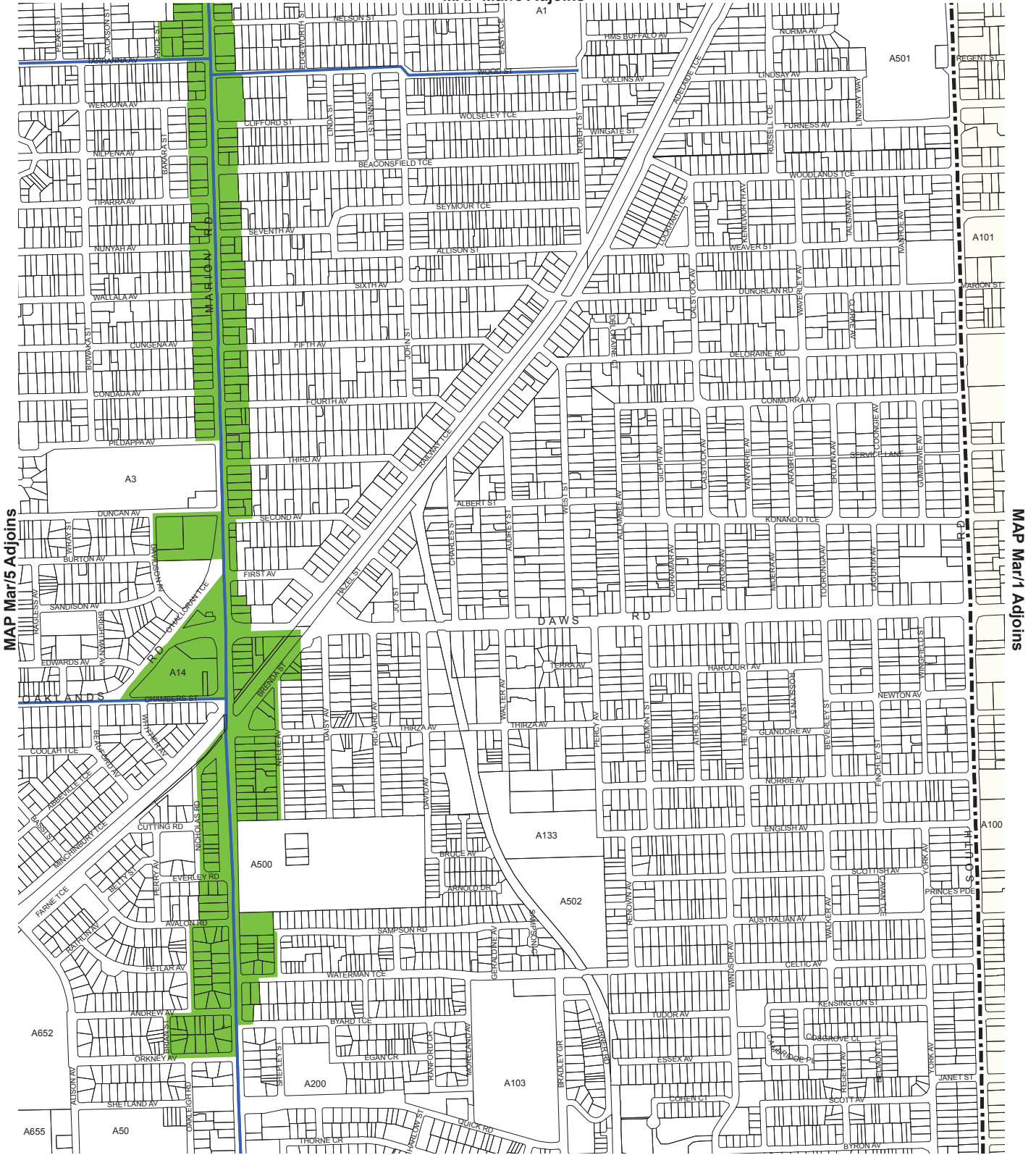


Overlay Map Mar/3

STRATEGIC TRANSPORT ROUTES

- Strategic Transport Route
- Strategic Transport Routes Designated Area
- Development Plan Boundary

MAP Mar/3 Adjoins



MAP Mar/5 Adjoins

MAP Mar/1 Adjoins

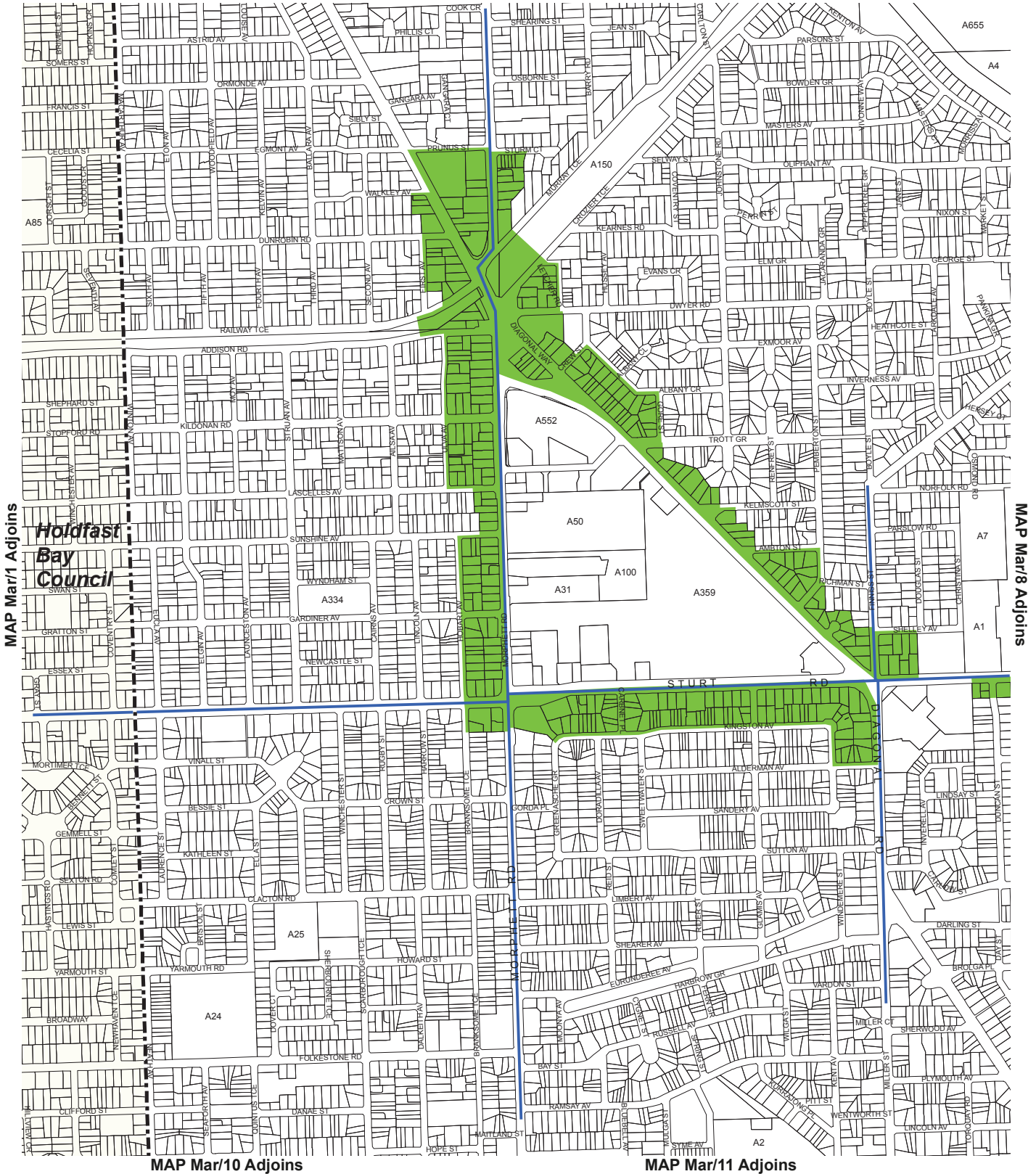
MAP Mar/8 Adjoins



Overlay Map Mar/6 STRATEGIC TRANSPORT ROUTES

- Strategic Transport Route
- Strategic Transport Routes Designated Area
- Development Plan Boundary

MAP Mar/5 Adjoins



MAP Mar/1 Adjoins

Holdfast Bay Council

MAP Mar/8 Adjoins

MAP Mar/10 Adjoins

MAP Mar/11 Adjoins



0 500m

Overlay Map Mar/7

STRATEGIC TRANSPORT ROUTES

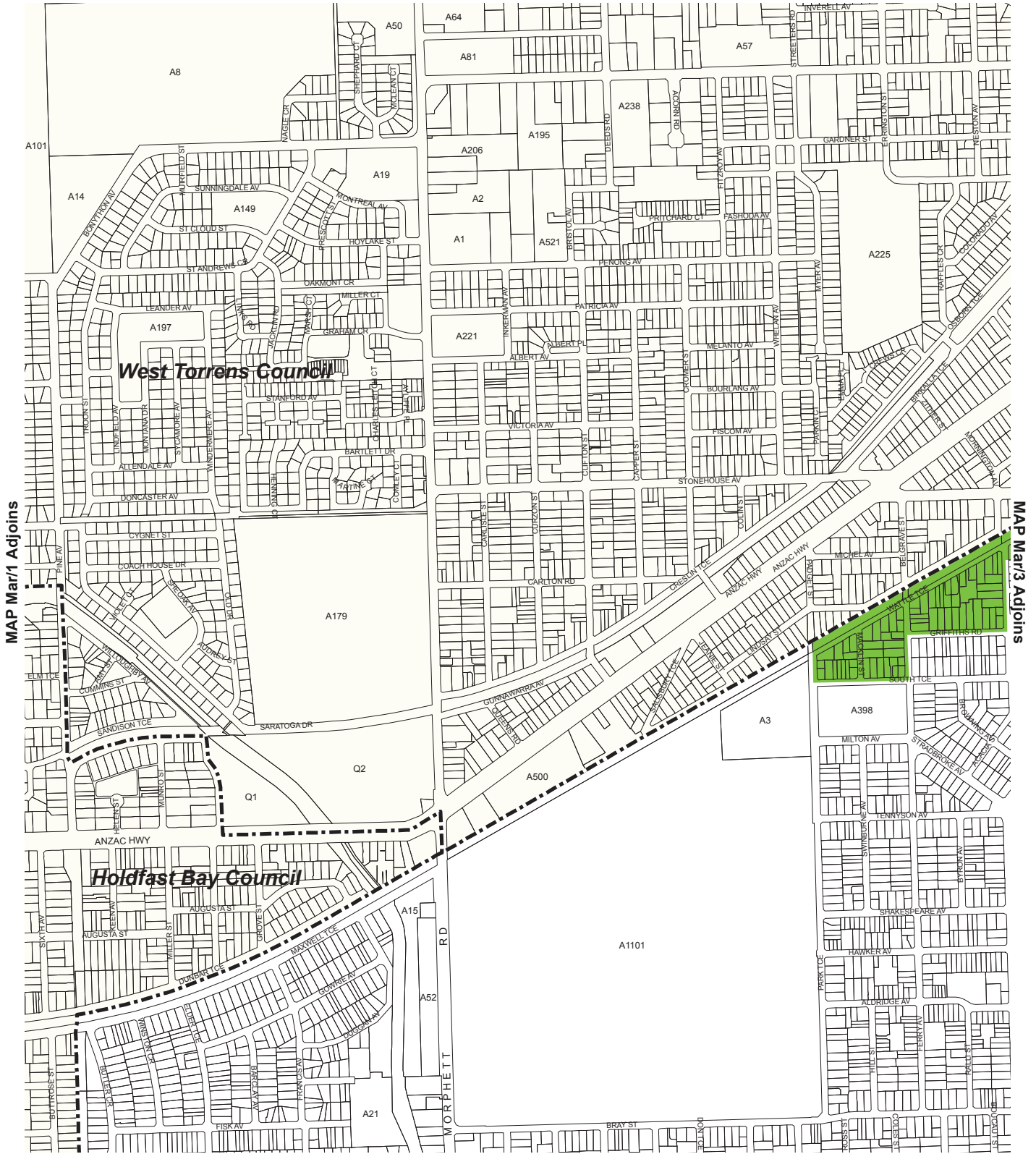
- Strategic Transport Route
- Strategic Transport Routes Designated Area
- Development Plan Boundary

Attachment R

(New) Overlay Maps – *Affordable Housing*

- **Overlay Map Mar/2 – Affordable Housing**
- **Overlay Map Mar/3 – Affordable Housing**
- **Overlay Map Mar/5 – Affordable Housing**
- **Overlay Map Mar/6 – Affordable Housing**
- **Overlay Map Mar/7 – Affordable Housing**

MAP Mar/1 Adjoins



MAP Mar/5 Adjoins

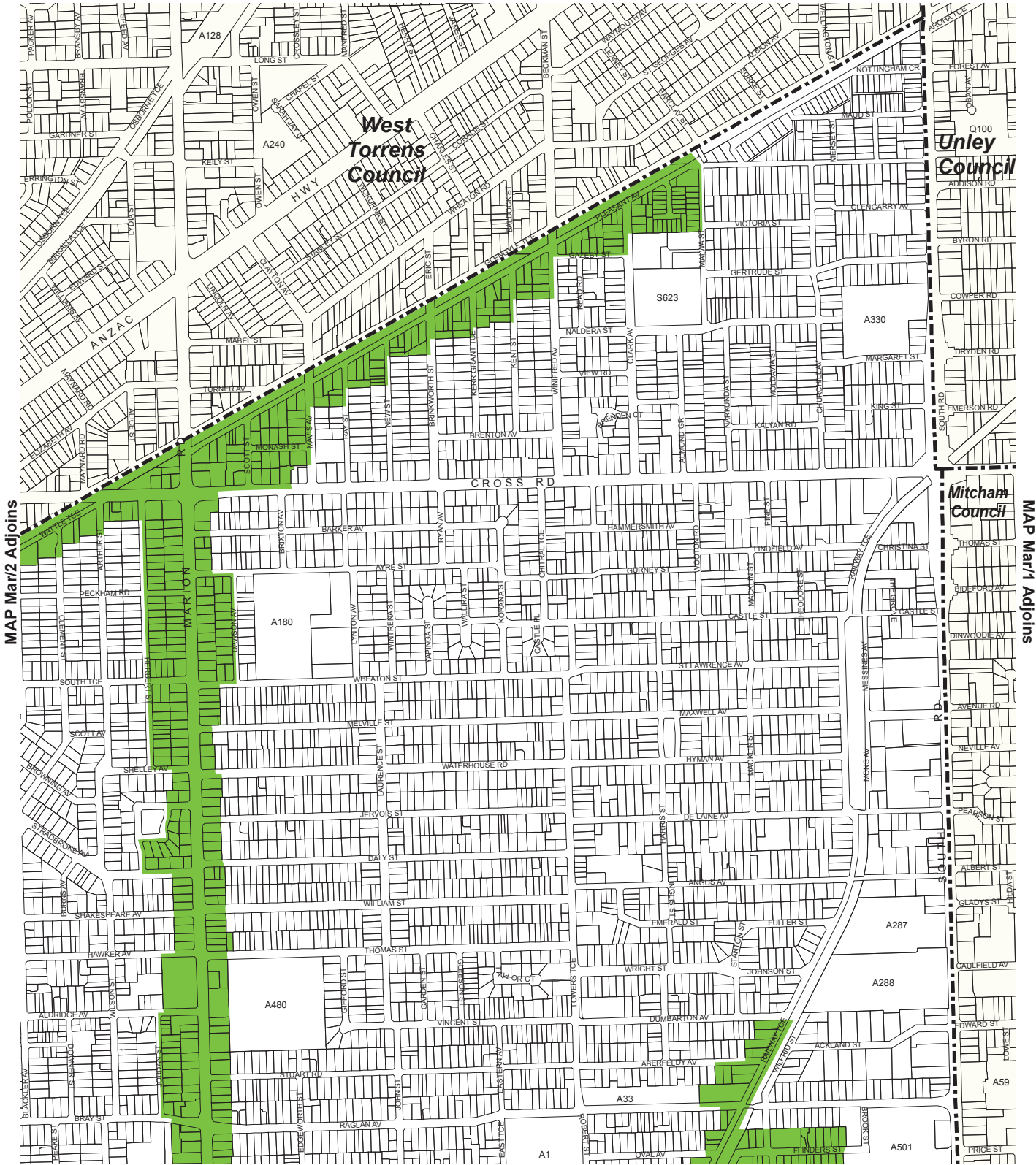


Overlay Map Mar/2

AFFORDABLE HOUSING

- Affordable Housing Designated Area
- Development Plan Boundary

MAP Mar/1 Adjoints



MAP Mar/2 Adjoints

MAP Mar/1 Adjoints

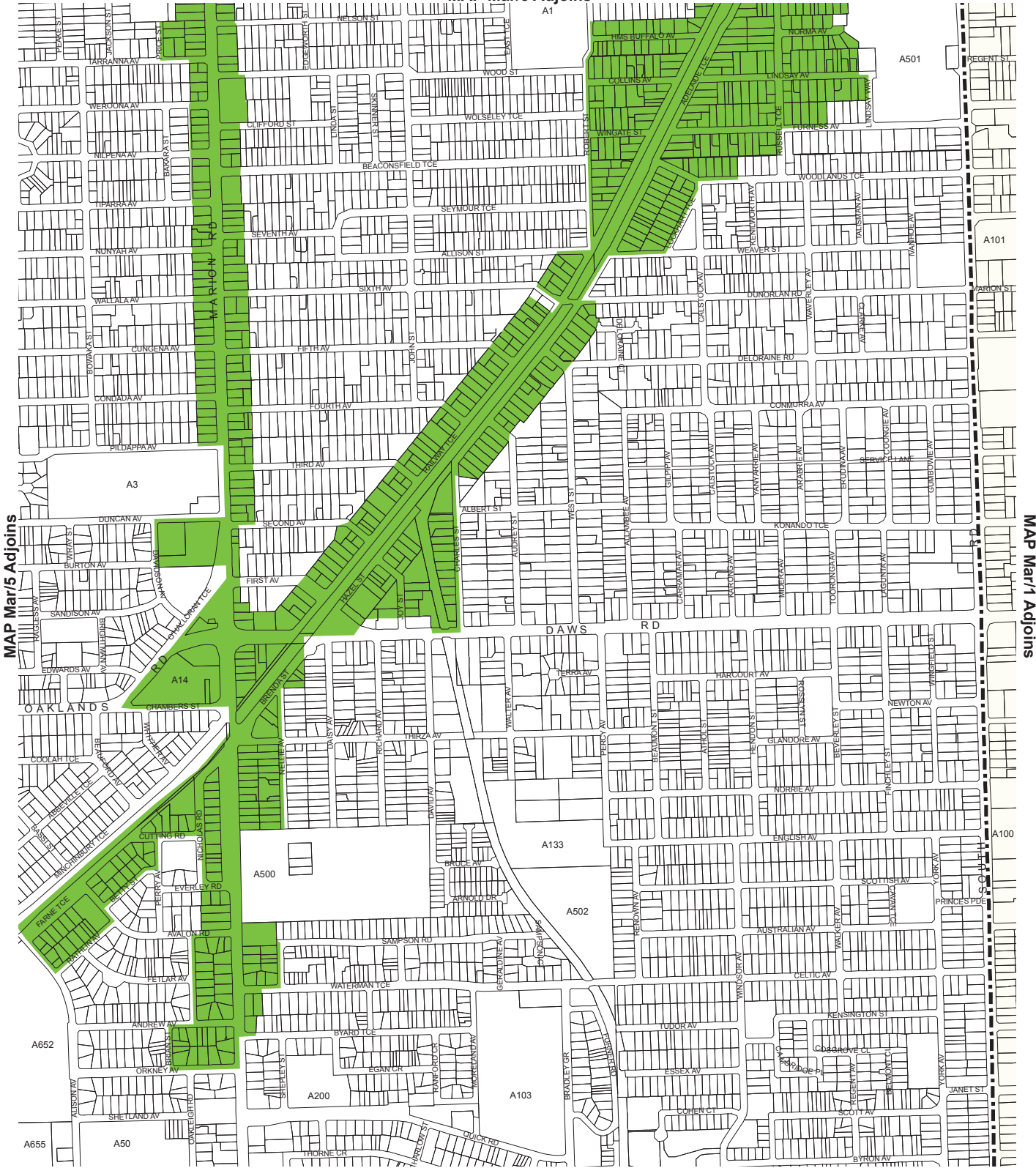
MAP Mar/6 Adjoints



Overlay Map Mar/3 AFFORDABLE HOUSING

- Affordable Housing Designated Area
- Development Plan Boundary

MAP Mar/3 Adjoins



MAP Mar/5 Adjoins

MAP Mar/1 Adjoins

MAP Mar/8 Adjoins

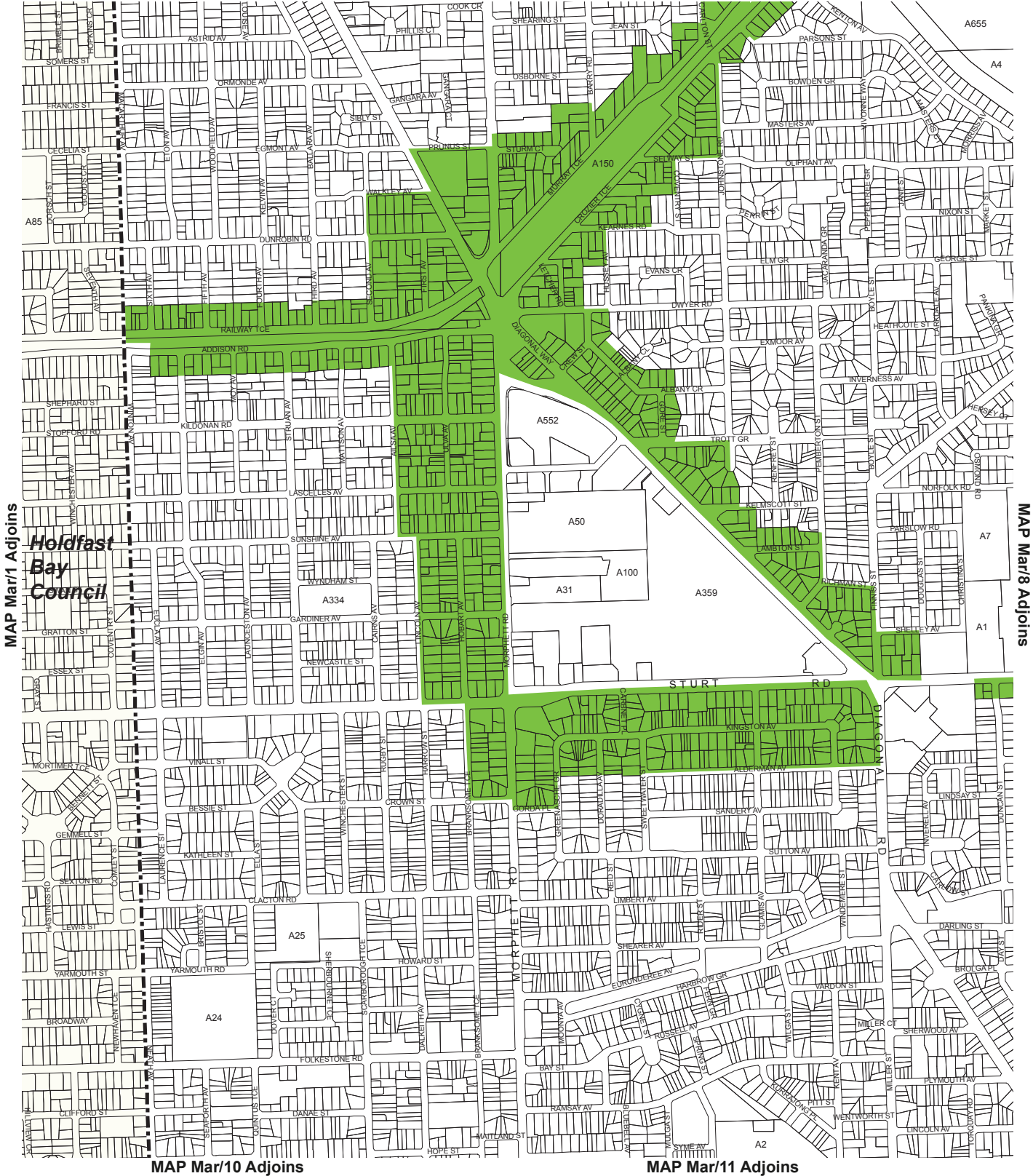


Overlay Map Mar/6

AFFORDABLE HOUSING

- Affordable Housing Designated Area
- Development Plan Boundary

MAP Mar/5 Adjoins



MAP Mar/1 Adjoins

Holdfast Bay Council

MAP Mar/8 Adjoins

MAP Mar/10 Adjoins

MAP Mar/11 Adjoins



Overlay Map Mar/7 AFFORDABLE HOUSING

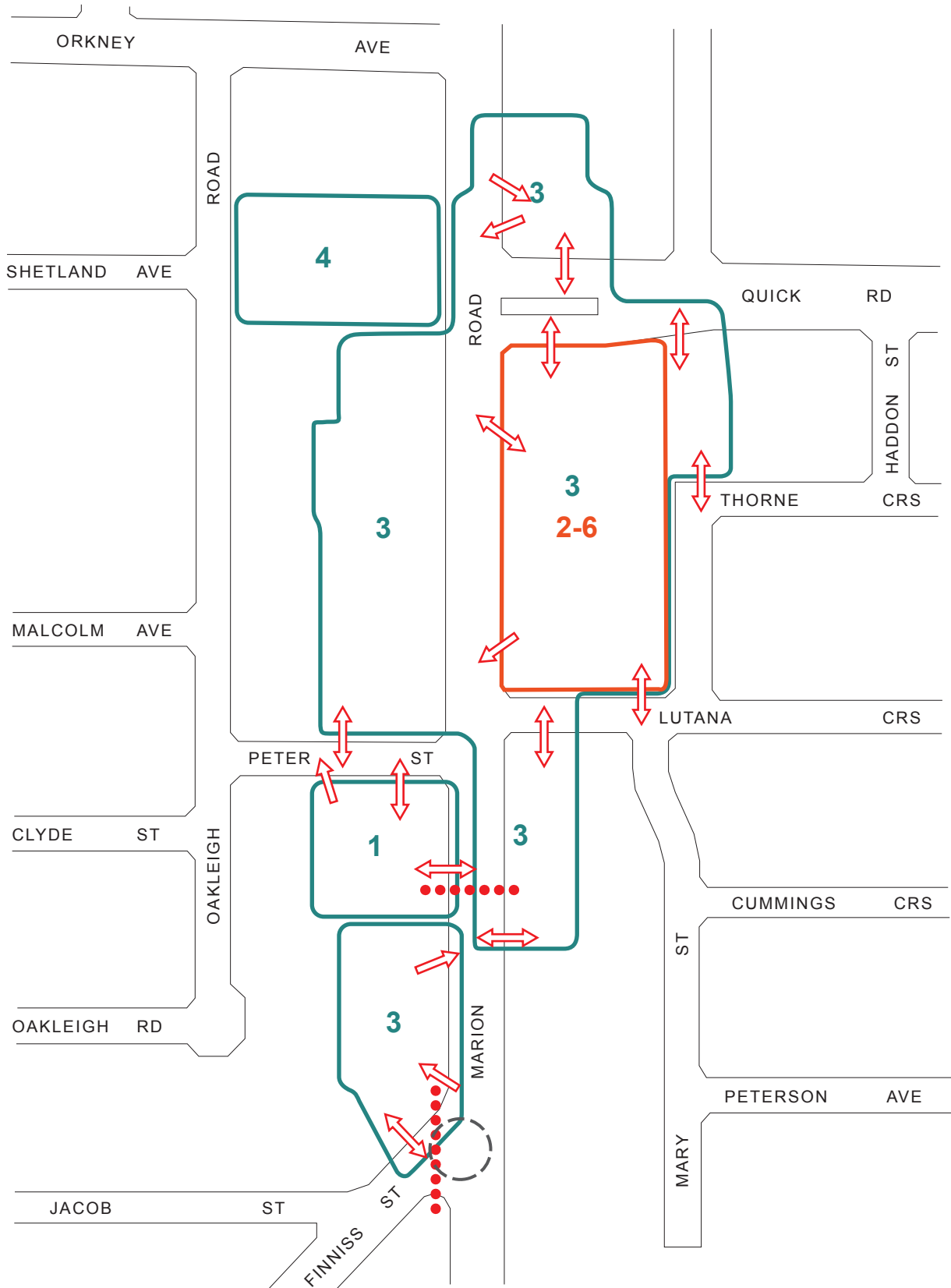
- Affordable Housing Designated Area
- Development Plan Boundary

MARION COUNCIL

Attachment S

(Replacement) Concept Plan Maps

- **Concept Plan Map Mar/3
(Marion/Mitchell Park
Neighbourhood Centre)**
- **Concept Plan Map Mar/4
(Park Holme
Neighbourhood Centre)**



- 1 Retail
- 3 Commercial
- 4 Community
- Predominant Use Area
- Envisaged Storeys
- Pedestrian Links
- ← Access Point (One-way)
- ↔ Access Point (Two-way)
- Traffic Control Measure

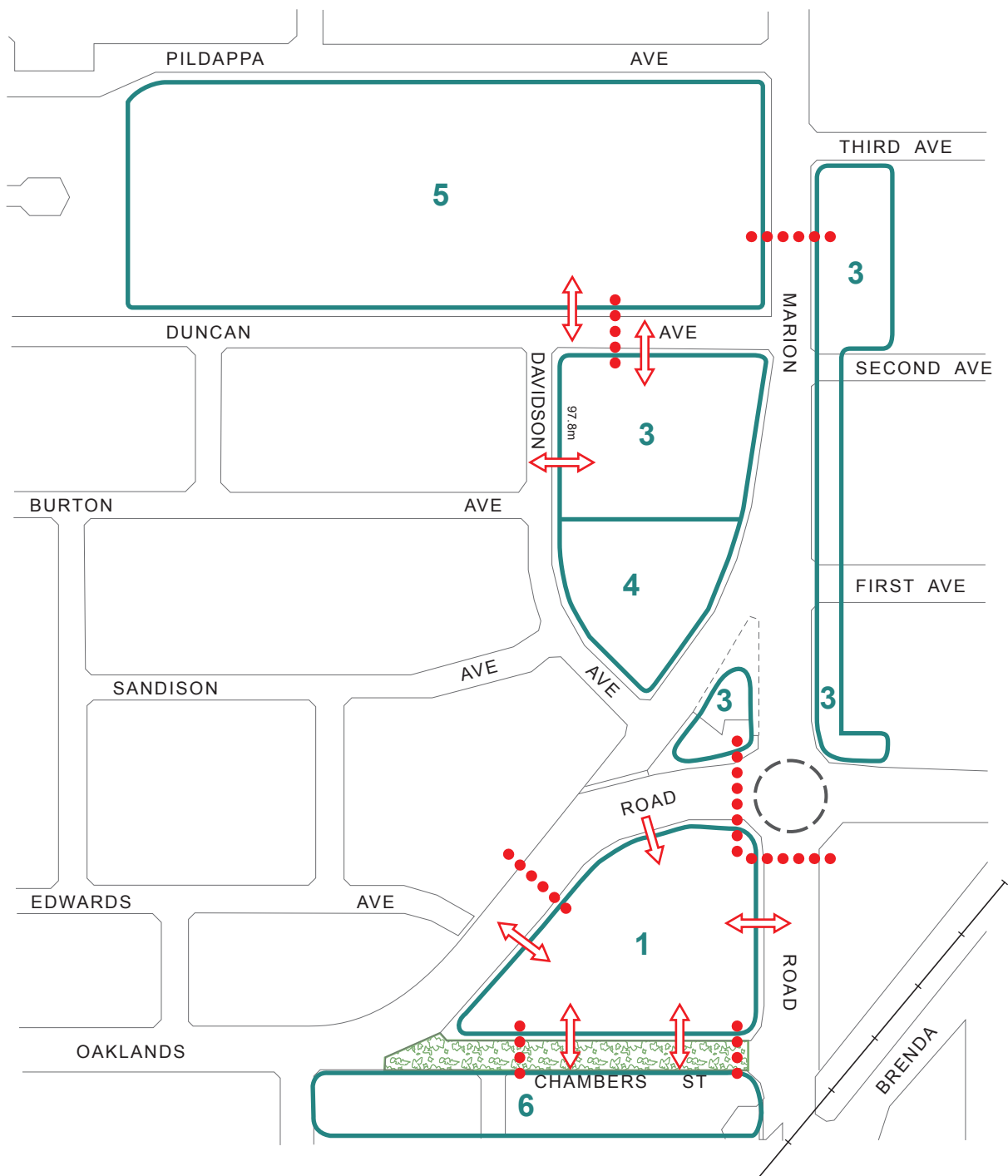
0 metres 500 1000 1500 2000 2500



MARION/MITCHELL PARK

Concept Plan Map Mar/3

NEIGHBOURHOOD CENTRE



- 1 Retail
- 3 Commercial
- 4 Community/Recreation
- 5 Educational
- 6 Residential (maximum 3 storeys)

- Predominant Use Area
- Pedestrian Links
- Possible Access Point (One-way)
- Possible Access Point (Two-way)
- Traffic Control Measure
- Possible Future Streetscape Measures

0 metres 40 80 120 160 200



PARK HOLME

Concept Plan Map Mar/4

NEIGHBOURHOOD CENTRE






Attachment T

(New) Concept Plan Maps

- **Concept Plan Map Mar/9
(Urban Corridor Zone) –
*487-489 Marion Road and
81-83 Melville Street, South
Plympton***
- **Concept Plan Map Mar/10
(Urban Corridor Zone) –
*640-648 Marion Road, Park
Holme***
- **Concept Plan Map Mar/11
(Urban Corridor Zone) –
*597-605 Marion Road and
159 Raglan Avenue, South
Plympton***
- **Concept Plan Map Mar/12
(Urban Corridor Zone) –
*671-683 Marion Road and
2A Seventh Avenue, Ascot
Park***
- **Concept Plan Map Mar/13
(Suburban Activity Node
Zone) – *Marion Regional
Centre Zone/Oaklands
Crossing***



0metres 20 40

-  Key Development Site
-  Potential Development Area
-  Access Point
-  Parking / Access Area
-  Parcels

Concept Plan Map Mar/9

URBAN CORRIDOR ZONE

485 - 489 MARION ROAD AND 81 - 83 MELVILLE STREET, SOUTH PLYMPTON

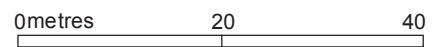







MARION

WALLALA

2-4 storeys

CUNGENA

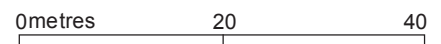







-  Key Development Site
-  Potential Development Area
-  Access Point
-  Parking / Access Area
-  Parcels

Concept Plan Map Mar/10

URBAN CORRIDOR ZONE

640 - 648 MARION ROAD, PARK HOLME



-  Key Development Site
-  Potential Development Area
-  Access Point
-  Parking / Access Area
-  Parcels

Concept Plan Map Mar/11

URBAN CORRIDOR ZONE

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



MARION

SEVENTH






2-4 storeys

2-5 storeys

SIXTH



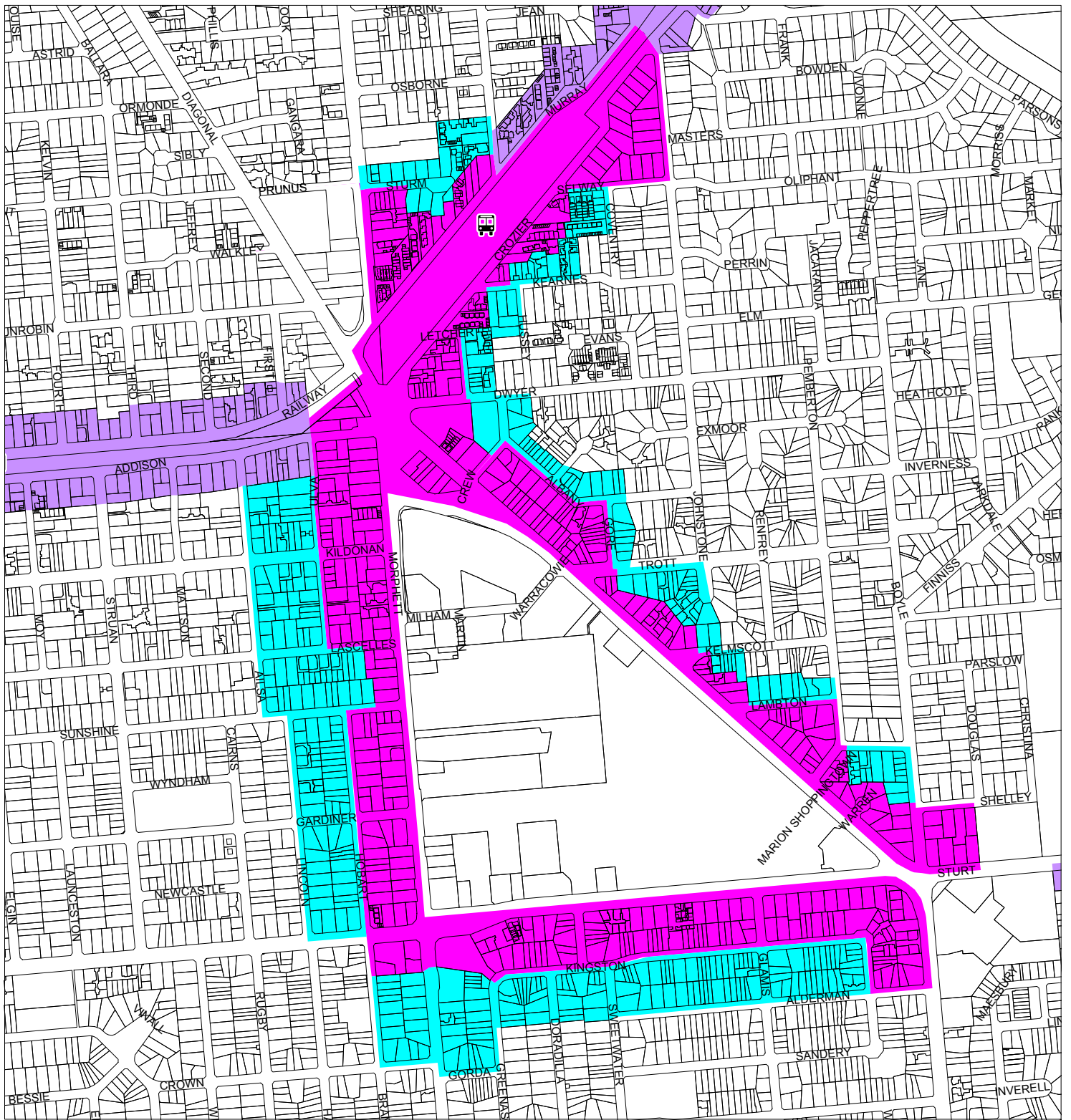
0metres 20 40

-  Key Development Site
-  Potential Development Area
-  Access Point
-  Parking / Access Area
-  Parcels

Concept Plan Map Mar/12

URBAN CORRIDOR ZONE

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



0metres 250 500

- Suburban Activity Node Zone Core Area
- Suburban Activity Node Zone Transition Area
- Suburban Activity Node Zone Other

Concept Plan Map Mar/13

SUBURBAN ACTIVITY NODE ZONE MARION REGIONAL CENTRE ZONE / OAKLANDS CROSSING