

His Worship the Mayor
Councillors
CITY OF MARION



**NOTICE OF
URBAN PLANNING COMMITTEE MEETING**

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

Tuesday 2 August 2016

Commencing at 6.30pm

In Committee Room 1 & 2

Council Administration Centre

245 Sturt Road, Sturt

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

Meetings of the Council are open to the public and interested members of this community are welcome to attend. Access to Committee Room 1 & 2 is via the main entrance to the Administration building on Sturt Road, Sturt.

A handwritten signature in black ink, appearing to read "Tony Lines", with a long horizontal stroke extending to the right.

Tony Lines
A/CHIEF EXECUTIVE OFFICER

28 July 2016

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



1. OPEN MEETING

2. KAURNA ACKNOWLEDGEMENT

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

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

4. CONFIRMATION OF MINUTES

4.1 Confirmation of the Minutes for the Urban Planning Committee held on
7 June 2016£

5. BUSINESS ARISING

Nil

6. PRESENTATION

Nil

7. REPORTS

7.1 Work Plan 2016
UPC020816R7.1F€

7.2 Development Plan Amendment Status Update
UPC020816R7.2FI

7.3 Housing Diversity Development Plan Amendment (DPA)
UPC020816R7.3FI

8. CONFIDENTIAL ITEMS

Nil

9. ANY OTHER BUSINESS

10. MEETING CLOSURE

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

11. NEXT MEETING

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

Time: 6:30pm

Date: 4 October 2016

Venue: Committee Room 1 & 2

**MINUTES OF THE URBAN PLANNING COMMITTEE
HELD AT ADMINISTRATION CENTRE
245 STURT ROAD, STURT
ON TUESDAY 7 JUNE 2016**



PRESENT

Elected Members

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

His Worship the Mayor Kris Hanna (from 8:09 pm)

Independent Member

Mr Bryan Moulds

In Attendance

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

1. OPEN MEETING

The meeting commenced at 6:35 pm.

Meeting Adjournment

Moved Councillor Crossland, Seconded Mayor Hanna that the meeting be adjourned until 7.15 pm.

Carried

6.35 pm Meeting adjourned.

7.19 pm Meeting resumed.

2. KAURNA ACKNOWLEDGEMENT

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

3. MEMBERS DECLARATION OF INTEREST

The Chairman asked if any Member wished to disclose an interest in relation to any item being

These Minutes are subject to adoption at the Urban Planning Committee Meeting to be held on 2 August 2016

considered at the meeting.

No interests were disclosed.

4. CONFIRMATION OF MINUTES

Moved Councillor Crossland, Seconded Mr Moulds that the minutes of the Urban Planning Committee meeting held on 5 April 2016 be confirmed as a true and correct record of proceedings.

Carried unanimously

5. BUSINESS ARISING

Nil

6. PRESENTATION

Nil

7. REPORTS

7.1 Work Plan 2016

Reference No: UPC070616R7.1

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

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

Carried unanimously

7.2 Development Plan Amendment Status Update

Reference No: UPC070616R7.2

Mr Steve Hooper provided an update of current Development Plan Amendments (DPAs).

The Chair invited Mr Melhuish to provide an update on the status of the Castle Plaza DPA. Mr Melhuish advised that the DPA is awaiting advice from the Department of Planning, Transport and Infrastructure (DPTI) and Environment Protection Agency (EPA).

The Committee discussed that Castle Plaza has potential for a large scale residential redevelopment. The Committee desire an integrated plan for the site and discourage the individual sale of allotments which may result in segregated ad-hoc development. The Committee expressed desire for a similar concept to the Morphetville Racecourse development.

Staff advised that it is likely that retail component will be developed before residential. It was staff's understanding that the residential component will be sold as super-lots and the DPA contains a concept plan for residential components.

The Committee encouraged the developer of Castle Plaza to speak/present to Council regarding their intentions for the redevelopment.

Action: Staff to invite the developer of Castle Plaza to speak/present to Council regarding their intentions for the redevelopment.

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

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

Carried unanimously

7.3 Housing Diversity Development Plan Amendment (DPA) Statement of Intent (SOI) Reference No: UPC07016R7.3

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

- Mr Moulds proposed further changes to the Mayor's proposed changes in Section 2.1.1 Rationale. Certain changes were adopted.
- The Committee were happy to include a review of housing density policies at "Oaklands Estate" within the SOI.
- The Committee were happy to include proposed "high street" along the northern end of Finnis Street within the SOI, but noted that opportunity for higher density/mixed use development has already been lost on sites recently developed at low-to-medium densities. Developers of current sites within the subject area could have regard to the intent of the DPA if the SOI is in the public domain.
- Discussion occurred regarding the promotion of infill development around the tramline. It was resolved that the residential corridor adjacent the tramline should be included in the higher housing density/diversity area.
- The Committee decided that reviewing densities adjacent Daws Road should be incorporated into the SOI.

8:09 pm Mayor Hanna entered the meeting

- The SOI's specification of areas targeted for a "higher density corridor" does not need to stipulate "or where there is a back-street running parallel with the arterial road, to that street", as this detail will be refined in mapping and further detail as part of the DPA investigations.
- The Committee noted correspondence from the Minister for Planning's delegate, particularly that the Minister has recommended "that council defer further consideration of these issues [investigations into residential and streetscape character] in the context of an SOI at this stage". However, the Committee resolved to leave the SOI in its current form, including "low density" and character areas.

Moved Councillor Crossland, Seconded Mayor Hanna that the Urban Planning Committee:

1. Recommends that Council endorses the Housing Diversity Development Plan Amendment (DPA) Statement of Intent (SOI) and seeks that the SOI be forwarded to the Minister for Planning for consideration.

Carried

7.4 Presentation to the Urban Planning Committee **Reference No: UPC070616R7.4**

The Committee discussed that the Minister (or his delegate) could be invited to Council to discuss the proposed Housing Diversity DPA. However, the Committee resolved that a presentation from DPTI or the Minister for Planning may not be beneficial at this stage given that the SOI is ready for submission. It may be best to await the Minister's response to the SOI.

The Committee advised staff to inform Council's Communications Department of Council's Housing Diversity DPA, should the SOI receive endorsement from the Council.

Action: Staff to inform Council's Communications Department of Council's proposed Housing Diversity DPA, should the SOI receive endorsement from the Council.

Moved Mayor Hanna, Seconded Councillor Crossland that the Urban Planning Committee:

1. Note the report.

Carried unanimously

7.5 Design Guidelines **Reference No: UPC070616R7.5**

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

- The Committee was generally supportive of the content in the Residential Design Guidelines in Appendix 1.
- The Design Guidelines could be adapted to align with Councils' streetscape policy.
- Concern was raised regarding whether the advisory document can influence developers to improve design outcomes.
- The Design Guidelines may be useful for Elected Members to explain to constituents the Council's desired residential urban form.

Action: Staff to inform Council's Communications Department of the Residential Design Guidelines document.

- The Committee discussed the scenario of how Council could prevent the parking of boats/caravans in front yards and inappropriate front fences. It was concluded that the only feasible way to implement such controls would be through a Land Management Agreement (LMA), but Council is unlikely to be a party to an LMA if land is being developed by a private developer.
- Design Guidelines should be developed in the future to accompany the Housing Diversity DPA and the new types of envisaged higher density residential development.
- The Committee resolved that photos should be maintained in the Residential Design Guidelines document because they are the most effective format to express desired design outcomes. However, it was suggested that a disclaimer should be placed on the first page of the Design Guidelines which states that the photos included in the document are for information purposes only and do not indicate that dwellings were constructed unlawfully or otherwise, but rather that certain elements of featured developments no longer demonstrate desired design characteristics (or similar). Staff should develop an

appropriate disclaimer.

Action: Staff to develop an appropriate disclaimer to be placed on the first page of the Residential Design Guidelines document.

Moved Mayor Hanna, Seconded Mr Moulds that:

1. The Residential Design Guidelines be distributed to interested persons/developers from the Planning & Building counter at Council's Administration Centre as an "information only" document, subject to refinement via feedback from the Urban Planning Committee members.
2. The Residential Design Guidelines be distributed to the Department of Planning, Transport & Infrastructure (DPTI) when input is requested from local councils into the Planning & Design Code.

Carried unanimously

7.6 Development Assessment Panel Policy Observations

Reference No: UPC070616R7.6

The Chair invited clarification/questions and the following matters were raised:

- Staff clarified that the Development Assessment Panel (DAP) raised concern regarding energy efficiency, and in particular, the lack of eaves/verandahs on new dwellings in order to maximise building footprint within site coverage limitations, which results in increased stormwater catchment.
- The Building Code of Australia (BCA) standards may not be sufficient to provide for energy efficiency of a standard desired by the DAP.
- Energy efficiency will be included in the State Government's forthcoming Planning and Design Code. The intent of the Planning & Design Code is for more complying developments; the trade-off is for increased energy efficiency performance criteria. Porticos/eaves/etc. will not be part of zoning, but are appropriate within design standards.
- There is an increasing demand for energy efficient housing.
- The Development Plan and Council's Infrastructure Department's standards for single-width crossovers are consistent with one another.

Moved Mayor Hanna, Seconded Mr Moulds that the Urban Planning Committee:

1. Recommends that, following Ministerial support for the Housing Diversity DPA, Council administration undertake detailed consideration of energy efficiency outcomes as part of the investigation process for that DPA, and that energy efficient design be incorporated into Council's proposed Residential Design Guidelines.
2. Advise the DAP that policy change is not considered necessary in relation to single-width driveway crossovers because Council's Infrastructure Departments' requirements and the Development Plan are consistent (Infrastructure allows for a narrowing crossover width of 3.65 metres at the kerb to 3.0 metres at the front boundary, while the Development Plan prescribes a 3.0 metre width at the front boundary).

Carried

8. CONFIDENTIAL ITEMS

Nil

9. ANY OTHER BUSINESS

Action: The Committee requested staff to begin work on the Housing Diversity DPA before the SOI receives agreement from the Minister for Planning, in order to expedite the DPA process once agreement is received.

Action: The Committee strongly urged staff to present Housing Diversity DPA SOI to the next General Council meeting on 14 June 2016.

The Committee wish to review geographic areas to be covered in the Housing Diversity DPA at the next Urban Planning Committee meeting on 2 August 2016.

Action: Staff should email maps to the Committee members prior to the next Urban Planning Committee meeting on 2 August 2016.

10. MEETING CLOSURE

The meeting was declared closed at 9:19 pm

11. NEXT MEETING

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

Time: 6:30 pm
Date: 2 August 2016
Venue: To be decided

CONFIRMED

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CHAIRPERSON

/ /

**CITY OF MARION
URBAN PLANNING COMMITTEE MEETING
2 AUGUST 2016**

Originating Officer: Rhiannon Hardy, Policy Planner

General Manager: Abby Dickson, General Manager City Development

Subject: Work Plan 2016

Reference No: UPC020816R7.1

REPORT OBJECTIVE

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

EXECUTIVE SUMMARY

A work program and meeting schedule for 2016 satisfying the requirements set out in the Terms of Reference has been compiled in **Appendix 1** for the Committee's consideration.

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

RECOMMENDATION (1)

DUE DATE

That the Urban Planning Committee:

- | | |
|---|----------------------|
| 1. Notes the proposed work program for 2016 identified at Appendix 1 to the report. | 2 August 2016 |
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Appendix 1

INDICATIVE URBAN PLANNING WORK PROGRAM - 2016**TUESDAY, 2 FEBRUARY 2016**

Topic	Outcome
Committees Terms of Reference and overview of skills	Noted
Work Plan 2016	Noted
Development Plan Amendment Status Update	Noted
Housing Diversity Development Plan Amendment	Reviewed the draft checklist template and methodology and advised of amendments. Provided input on the future direction and investigations to be undertaken as part of the Housing Diversity DPA.
Recreation/Community Zone Development Plan Amendment	That Council endorse the Community/Recreation DPA SOI, and seeks that the SOI be forwarded to the Minister for consideration, subject to consultation with the relevant Ward Councillors and the boundaries surrounding Cove Sports and Community Club and Marion Leisure and Fitness Centre be refined in accordance with the concerns raised.

TUESDAY, 5 APRIL 2016

Topic	Outcome
Development Plan Amendment Status Update	Noted
Morphettville Racecourse	That Administration prepare a report to Council advising of the South Australian Jockey Club Morphettville Racecourse presentation and provide information in relation to possible directions forward in relation to the Development Plan Amendment process.
Hammerhead Development	That following Ministerial support for the Housing Diversity Development Plan Amendment (DPA), Council administration considers where hammerhead developments should be restricted as part of the investigation process for that DPA.
Housing Diversity DPA	That staff to prepare a summary of the proposed content of the SOI which incorporates the comments/discussions of the Urban Planning Committee of this meeting. That Administration write to the Minister for Planning to seek clarification on whether the Minister would be prepared to consider a proposed Housing Diversity Development Plan Amendment at this time.

TUESDAY, 7 JUNE 2016

Topic	Action
Work Plan 2016	Noted
Development Plan Amendment Status Update	Noted
Housing Diversity DPA	Recommended that Council endorses the Housing Diversity Development Plan Amendment (DPA) Statement of Intent (SOI) and seeks that the SOI be forwarded to the Minister for Planning for consideration.
Presentation to the Urban Planning Committee regarding the Housing Diversity DPA	Resolved that a presentation from DPTI or the Minister for Planning may not be beneficial at this stage given that the SOI is ready for submission. It may be best to await the Minister's response to the SOI.
Design Guidelines	The Residential Design Guidelines be distributed to interested persons/developers from the Planning & Building counter at Council's Administration Centre as an "information only" document, and be distributed to the Department of Planning, Transport & Infrastructure (DPTI) when input is requested from local councils into the Planning & Design Code.
DAP Policy Observations	<p>Recommended that, following Ministerial support for the Housing Diversity DPA, Council administration undertake detailed consideration of energy efficiency outcomes as part of the investigation process for that DPA, and that energy efficient design be incorporated into Council's proposed Residential Design Guidelines.</p> <p>Advise the DAP that policy change is not considered necessary in relation to single-width driveway crossovers because Council's Infrastructure Departments' requirements and the Development Plan are consistent (Infrastructure allows for a narrowing crossover width of 3.65 metres at the kerb to 3.0 metres at the front boundary, while the Development Plan prescribes a 3.0 metre width at the front boundary).</p>
Recreation/Community Zone DPA	Revised to 2 August 2016 (see Item R7.2)

TUESDAY, 2 AUGUST 2016

Topic	Action
Work Plan 2016	Note
Development Plan Amendment Status Update	Note
Housing Diversity DPA	Review Development Plan Amendment draft policy
Recreation/Community Zone DPA	Revised to 4 October 2016 (see Item R7.2)

Tuesday, 4 OCTOBER 2016

Topic	Action
Presentation from Don Smith of Vicinity Centres regarding the Castle Plaza DPA	Note
Work Plan 2016	Note
Development Plan Amendment Status Update	Note
Housing Diversity DPA	Review Development Plan Amendment proposed policy / Endorse DPA for public consultation
Recreation/Community Zone DPA	Endorse DPA for public consultation

**CITY OF MARION
URBAN PLANNING COMMITTEE MEETING
2 AUGUST 2016**

Originating Officer: Rhiannon Hardy, Policy Planner

Manager: Steve Hooper, Manager Development & Regulatory Services

General Manager: Abby Dickson, General Manager City Development

Subject: Development Plan Amendment Status Update

Report Reference: UPC020816R7.2

REPORT OBJECTIVES/SUMMARY

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

RECOMMENDATION (1)

DUE DATE

That the Urban Planning Committee:

- 1. Notes the status of Ministerial and Council Development Plan Amendments.**

2 August 2016

DISCUSSION

The following table outlines the Development Plan Amendments that are in progress and their current status, together with the two new Development Plan Amendments proposed for 2016.

Ministerial-Initiated Development Plan Amendments:

Development Plan Amendment	Purpose	Status
Main South Road/Darlington Area Ministerial Development Plan Amendment	<p>DPA affects Cities of Marion, Mitcham & Onkaparinga.</p> <p>DPA proposes to support delivery of zoning improvements to enable integrated land use and transport outcomes from the \$620 million government investment in the Darlington Upgrade Project, including:</p>	<p>The DPA is currently being compiled by DPTI.</p> <p>No further input/feedback has been requested of Council at the time of writing.</p>

	<ul style="list-style-type: none"> • Reviewing policy applying to Sturt Triangle; • Providing for increased density around Tonsley and Clovelly Park Stations; • Amend existing policy for residential areas at Tonsley. 	
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Council-Initiated Development Plan Amendments:

Development Plan Amendment	Purpose	Status
Castle Plaza Activity Centre Development Plan Amendment	The DPA proposes to create a Mixed Use Zone facilitating the redevelopment and expansion of the existing shopping centre into a more intensely developed, compact and vibrant “mixed use activity centre” with a focus on integration with public transport together with the provision for higher density housing.	<p>Endorsed by Council at its meeting on 19 January 2016 as being suitable for Ministerial Authorisation subject to the endorsement of a report written by an accredited site contamination auditor, which confirms the suitability of the subject site for the intended uses outlined in the DPA.</p> <p>3 Audit reports relating to Audit Areas 1, 2 & 3 have been provided to Council and the Minister, stating that these areas are suitable for a restricted range of uses – subject to restrictions, conditions and recommendations.</p> <p>Reported to Council on 12 April 2016 and 24 May 2016.</p> <p>The DPA is with DPTI, who in collaboration with Council staff, will revise the DPA so as to be consistent with the audit recommendations.</p>
Seacliff Park Residential & Activity Centre Development Plan Amendment (Cities of Marion & Holdfast Bay)	The DPA proposes to create a Suburban Neighbourhood zone to facilitate the appropriate development of an approximately 8.34 hectare site informally referred to as “Cement Hill” including a neighbourhood activity centre and medium density residential development.	<p>Approved by Minister for public consultation August 2015.</p> <p>There are ongoing negotiations regarding the Cement Hill development and some of the details are still being finalised. Public Consultation will commence once these negotiations are finalised.</p>

New DPAs (2016)		
Recreation/Community Use Development Plan Amendment	<p>The proposed DPA involves rezoning a number of the larger recreation facilities and community centres to Community Zone.</p> <p>This zone/policy area more appropriately supports the forms of development envisaged for the facilities in question.</p>	<p>The DPA SOI has been forwarded to the Minister for consideration.</p> <p>The SOI has not yet received agreement from the Minister at the time of writing.</p>
Housing Diversity DPA	<p>The proposed DPA reviews the residential densities envisaged in the existing Policy Areas of the Residential Zone to assess opportunities for increased housing diversity/density, and to identify areas that warrant preservation, including Character areas.</p>	<p>The DPA SOI has been forwarded to the Minister for consideration.</p> <p>The SOI has not yet received agreement from the Minister at the time of writing.</p> <p>As per the request of the Urban Planning Committee at their meeting of 7 June 2016, Administration have commenced investigations for the DPA (refer Agenda Item R7.3).</p>

**CITY OF MARION
URBAN PLANNING COMMITTEE MEETING
2 AUGUST 2016**

Originating Officer: Rhiannon Hardy, Policy Planner & David Melhuish, Senior Policy Planner

Manager: Steve Hooper, Manager Development & Regulatory Services

General Manager: Abby Dickson, General Manager City Development

Subject: Housing Diversity Development Plan Amendment (DPA)

Report Reference: UPC020816R7.3

REPORT OBJECTIVES/SUMMARY

This report commences investigations for the proposed Housing Diversity Development Plan Amendment (DPA) based upon the directions identified in the Statement of Intent (SOI). This report contains draft policy changes for:

1. The areas proposed for inclusion in the Residential Character Policy Area 17;
2. Draft Policy Area template for areas identified for "low density" zoning; and
3. Draft policy options for up-zoning along transit corridors within the suburb of Oaklands Park.

RECOMMENDATIONS (3)

DUE DATES

That the Urban Planning Committee:

- | | |
|--|---------------|
| 1. Review the proposed changes to the Residential Character Policy Area 17 and confirm that the changes are appropriate to proceed with the policy content for the Housing Diversity Development Plan Amendment. | 2 August 2016 |
| 2. Review the proposed Low Density Policy Area template and confirm in principle support for the draft policy, subject to further investigations of specific localities with local additions/adaption. | 2 August 2016 |
| 3. Review the proposed draft policy for increased housing diversity/density along transit corridors in the suburb of Oaklands Park and advise staff of: <ol style="list-style-type: none"> a) Any suggested changes, additions or deletions to the policy intent and detail; b) The preferred zoning option to facilitate increased housing density along transit corridors. | 2 August 2016 |

BACKGROUND

The Housing Diversity DPA SOI was endorsed by the Council at the General Council meeting held on 14 June 2016. The SOI was then submitted to the Minister for Planning on 21 June 2016.

Administration have been advised by staff from the Department of Planning, Transport and Infrastructure (DPTI) that the SOI has been circulated internally within DPTI and to agencies with comments due back in approximately mid-July. Following receipt of these comments, DPTI staff will prepare the report for the Minister.

No further feedback had been received from DPTI at the time of writing this report.

At the Urban Planning Committee meeting held on 7 June 2016, the Committee requested that staff commence investigations for the Housing Diversity DPA. The initial policy investigations are presented in this report.

DISCUSSION

1. Residential Character Policy Area 17

In 2009 the South Australian Residential Development Code was introduced by the State Government to assist in increasing and streamlining approvals for complying residential development. The Code covered properties located in a majority of the residentially zoned areas within the Council area. The State Government did recognise that there may be unique residential neighbourhood characteristics that require specific attention to ensure their character is retained and therefore invited Councils to nominate Residential Neighbourhood Character Areas. These areas had to meet the following criteria to ensure their protection:

- Be geographically discrete and able to be clearly defined and mapped
- Be distinguishable from other areas due to their special attributes
- Have a predominant built form that was constructed before 1940.

The City of Marion has a number of existing areas that fulfilled these criteria, much of which was already recognised in the Development Plan (Residential Character Policy Area 17) in the northern section of Council. These areas were nominated and accepted as areas that would not be covered by the Code.

Council decided to formalise the additional character areas by adding them to the existing Residential Character Policy Area 17. This required a Development Plan Amendment (DPA) process to be undertaken.

In January 2012 Council supported a Statement of Intent for a DPA proposing an expansion to the extent of the existing Residential Character Policy Area 17 boundaries within the suburbs of Glandore and Edwardstown and the addition of part of the suburb of Plympton Park into that Policy Area. The boundaries of the existing Residential Character Policy Area 17 in the suburbs of Glengowrie and Marion were not changing so did not form part of the DPA.

The Minister/DPTI advised that the proposed DPA could not be supported because its intentions were contrary to that of the 30 Year Plan which sought increased residential densities for areas within 800 metres of transit corridors (trains, trams). The DPA was put on hold (and currently remains on hold) awaiting further investigations of the Southern Growth Corridor structure. The intention being to see whether the housing yield required could be achieved whilst retaining the potential additional Character Areas. Structure planning for the southern corridors has not been progressed by DPTI for a number of years.

At present not all of the Character Areas are protected through the Development Plan with the proposed/additional character areas only exempt from the Residential Code.

The Housing Diversity DPA is seen as an opportunity to revisit the expansion of the City of Marion's Character Areas. As the DPA seeks greater diversity in Marion's housing stock whilst meeting the increased housing density requirements of the 30 Year Plan, opportunities for the retention of the character areas will be investigated as part of the mix.

The areas proposed for inclusion in the Residential Character Policy Area are:

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

The Desired Character Statement for the Policy Area and any relevant policy is to be amended to include the additional character areas (as detailed in Appendix 1). Mapping within the Development Plan would also require altering (draft maps attached in Appendices 2, 3 & 4).

2. Draft Policy Template for “Low Density” Areas

The following policy direction was declared in the Housing Diversity DPA SOI:

Investigate the establishment of a low density policy area in the suburbs of Oaklands Park, Glengowrie, Sturt and Warradale (except those parts of the suburbs adjacent arterial roads and the railway corridor) to negate further adverse impacts on existing streetscapes arising from ad hoc infill development. Review minimum allotment dimensions and density criteria with potential for increased frontage widths and discourage hammerhead allotments.

A “Low Density Policy Area” has been drafted (Appendix 5). This proposed new policy includes the following key policy changes:

- Frontage widths for detached/semi-detached dwellings increased to 10 metres minimum.
- Site areas for detached/semi-detached dwellings increased to 350 square metres minimum.
- Row dwellings only permitted where adjacent a reserve, plus minimum site area increased to 280 square metres and minimum frontage width increased to 8 metres.
- Group dwellings, residential flat buildings and hammerhead allotments no longer permitted.
- Two storey dwellings are only appropriate provided that the impact of the additional height and bulk does not adversely impact upon the amenity of adjacent land and the locality.
- Additional design criteria encouraging the use of pitched roofs, eaves and variation in the texture of building materials (i.e. discouraging parapet walls, flat rooves).
- Encourage landscaping and low, open front fences.

3. Oaklands Park

The Housing Diversity DPA SOI declared the following policy directions relating to increased housing density/diversity along transit corridors in Oaklands Park:

1. *Facilitate increased housing diversity and density for properties adjacent to the Regional Centre Zone (in Oaklands Park, Seacombe Gardens and Warradale). Potential zoning as Urban Core Zone or similar.*

2. *Explore opportunities to implement a higher density corridor for properties adjacent Diagonal Road (in Glengowrie, Oaklands Park, Sturt and Warradale). Potential zoning as an Urban Corridor Zone, Suburban Activity Node Zone or similar.*
3. *Explore opportunities to implement a higher density corridor for properties adjacent Morphett Road in Glengowrie, Warradale, Oaklands Park, Morphettville, Dover Gardens and Seacombe Gardens. Potential zoning as an Urban Corridor Zone, Suburban Activity Node Zone or similar.*
4. *Encourage higher density development and increased housing diversity on properties adjacent to the Seaford Railway Line in Ascot Park, Marion, Oaklands Park and Warradale.*

Two options for new higher density zones have been drafted, both of which have been adapted from the South Australian Planning Policy Library.

Option 1:

Appendix 6 details a “*Suburban Activity Node Zone*”. The Suburban Activity Node Zone is currently featured in the Marion Council Development Plan in the part of Tonsley targeted for residential development. This Zone is likely to be extended down Sturt Road and parts of Mitchell Park and Clovelly Park via the Main South Road/Darlington Area Ministerial DPA. This zone features a “Core Area”, “Transition Area” and remainder area (see map in Appendix 7). The sub-areas have been applied to the draft zoning as follows:

- The Core Area is located surrounding the Regional Centre Zone and Oaklands Train Station. This area envisages a medium-to-high density residential node with integrated mixed use development around public transit stops. Land uses located at street level include a mix of residential, shop, office and tourist accommodation. Buildings could be between 2 and 7 storeys, with minimum net residential site density of 110 dwellings per hectare (i.e. 91 m² average site area per dwelling).
- The Transition Area is located adjacent the Core Area surrounding the Regional Centre Zone. This area acts as a buffer between the Core Area and nearby lower density residential zones. It anticipates predominantly residential land uses, but may include other low impact uses such as offices. Buildings could be between 2 and 3 storeys, with minimum net residential site density of 50 dwellings per hectare (i.e. 200 m² average site area per dwelling, which is similar to the current zoning as Regeneration Policy Area 16).
- The remainder of the area for review is located along Diagonal Road and the Train Corridor. Buildings in this area could be between 2 and 4 storeys, with minimum net residential site density of 70 dwellings per hectare (i.e. 143 m² average site area per dwelling).

Option 2:

Appendix 8 details an “*Urban Corridor Zone*”, which would form a new zone to the Marion Council Development Plan. Urban Corridor Zones are typically featured in other council Development Plans along roads that are classified as high frequency transit corridors that directly link to the Adelaide city centre. In the Marion Council area, only South Road, Sturt Road (adjacent to and east of the Regional Centre Zone), Dunrobin Road and Morphett Road (adjacent the Regional Centre Zone) are classified as high frequency transit corridors by DPTI’s Integrated Transport and Land Use Plan (ITLUP). Given that these roads do not directly link into the city centre, it remains unclear whether they would be suitable for the Urban Corridor Zone. Preliminary discussions with DPTI recommended that the Suburban Activity Node Zone would be more suitable for the Marion Council area.

The Urban Corridor Zone does not feature transition areas as per the Suburban Activity Node Zone, but caters for interface with the adjacent residential zone via additional Building Envelope and Building Interface provisions (see Appendix 7).

The Urban Corridor Zone typically includes “Boulevard”, “High Street”, “Transit Living” and “Business” policy areas (see Appendix 9). The Business Area primarily envisages industrial

and commercial development, and therefore is not considered appropriate for the subject area. The High Street policy area emphasises the pedestrian environment and intimate built scale, with fine-grained detailing of buildings in the public realm. Given that the subject roads are dual lane with car parking areas at the Regional Centre interface, it does not appear to be feasible to introduce a “high street” along these roads. The remaining two Policy Areas have been applied as follows:

- The Boulevard Policy Area is featured along Sturt Road, Diagonal Road and Morphett Road (adjacent the Regional Centre Zone). This policy area envisages 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. Buildings could be between 3 and 7 storeys, with minimum net residential site density of 100 dwellings per hectare (i.e. 100 m² average site area per dwelling).
- The Transit Living Policy Area is featured along the train corridor and arterial roads not adjacent the Regional Centre. It serves a primarily medium density residential function with local shops, offices and community land uses. Buildings could be between 2 and 4 storeys, with minimum net residential site density of 45 dwellings per hectare (i.e. 222 m² average site area per dwelling).

Both Zone modules incorporate incentives (additional storey or car parking discount) for undertaking allotment amalgamation, affordable housing, or provision of a rooftop garden, childcare facility, ground floor non-residential use, or undercroft garaging with access from side/rear street/alley.

It is recommended that the amalgamation of sites is introduced as a precursor to development - not merely an incentive for additional storeys or car parking discount – in order to ensure that development sites for high density housing are of sufficient size to promote good design and appropriate transitions.

Staff have prepared mapping which identifies the key development sites with amalgamation potential along Oaklands Park's transit corridors. These sites feature original dwelling stock with low capital to site value ratios, and therefore would be most feasible for redevelopment. These maps will be available at the Urban Planning Committee meeting on 2 August, and may assist in defining appropriate higher density/diversity zones along the transit corridors.

CONCLUSION:

This report outlines potential Development Plan policy changes based on the following intentions of the Housing Diversity DPA SOI:

1. the Residential Character Policy Area 17 expansion;
2. the introduction of a low density policy area; and
3. increased housing diversity/density within the suburb of Oaklands Park.

The Urban Planning Committee may wish to review the draft policy and inform Administration staff of any desired changes to the policy intent and detail, and of the preferred zoning for the areas targeted for increased housing diversity in Oaklands Park.

APPENDICES:

Appendix 1: Draft Policy - Residential Character Policy Area 17

Appendix 2: Map – Plympton Park

Appendix 3: Map – Edwardstown

Appendix 4: Map - Glandore

Appendix 5: Draft Policy - Low Density Policy Area

Appendix 6: Draft Policy – Suburban Activity Node Zone

Appendix 7: Option 1 Map – Oaklands Park - Suburban Activity Node Zone

Appendix 8: Draft Policy – Urban Corridor Zone

Appendix 9: Option 2 Map – Oaklands Park - Urban Corridor Zone

Residential Character Policy Area 17

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

OBJECTIVES

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

DESIRED CHARACTER

Marion

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

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

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

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

Edwardstown, Glandore, Glengowrie and Plympton Park

New development in those parts of the policy area located in the suburbs of Edwardstown, Glandore, Glengowrie 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.

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

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

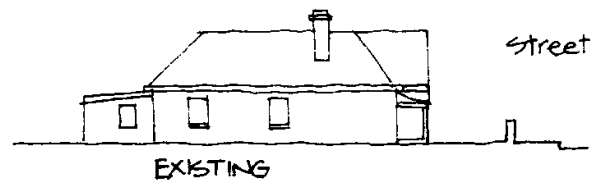
Land Use

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

detached dwelling
 semi-detached dwelling within the suburbs of Edwardstown, Glandore, Glengowrie and Plympton Park.

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 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

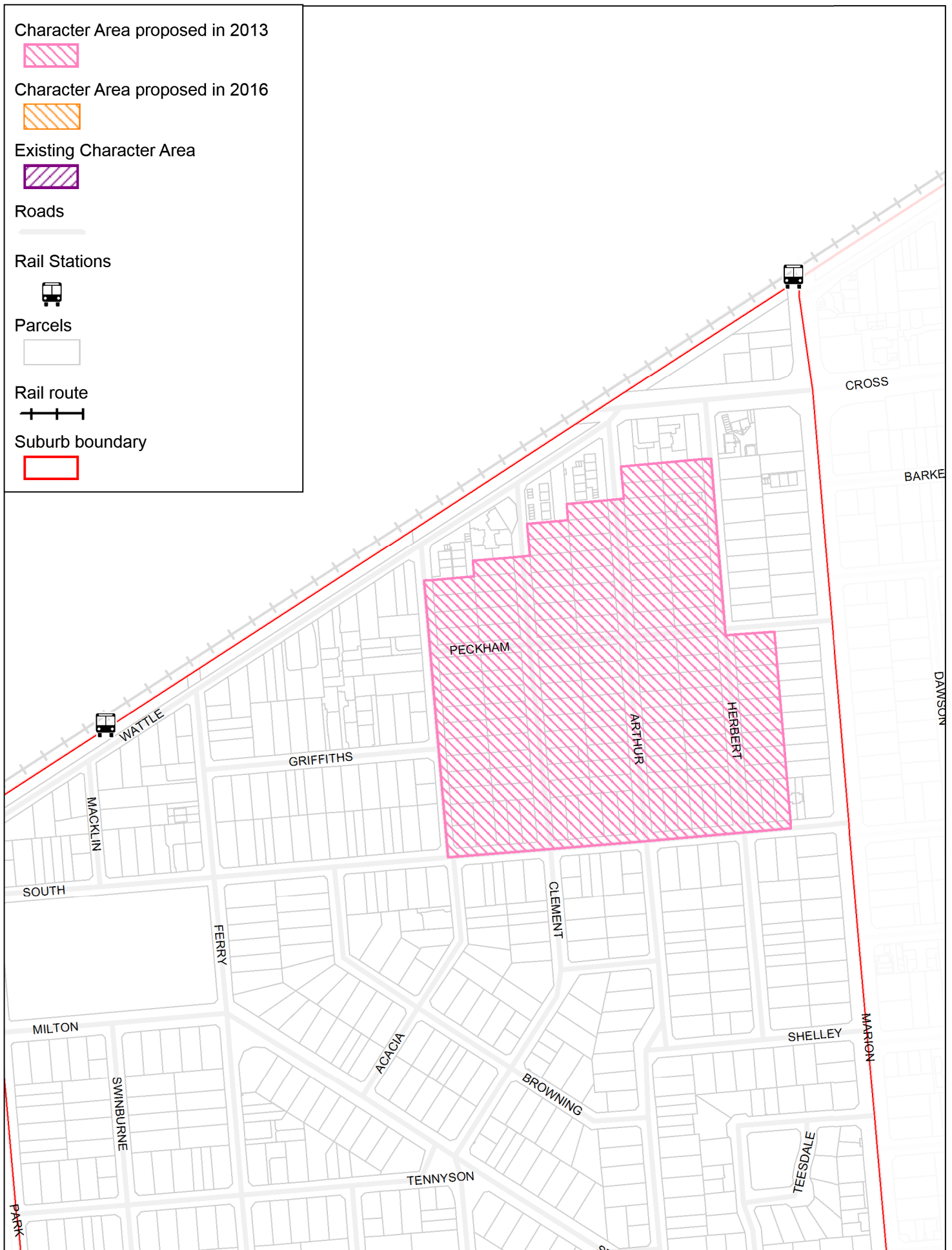
- 7 Dwellings should be designed to have a maximum site coverage of 40 per cent of the allotment area and a maximum floor area ratio of 0.5.

Land Division

- 8 Land division should create allotments with an area of greater than 420 square metres.
- 9 Land division should not result in the creation of battle-axe or similar allotments.

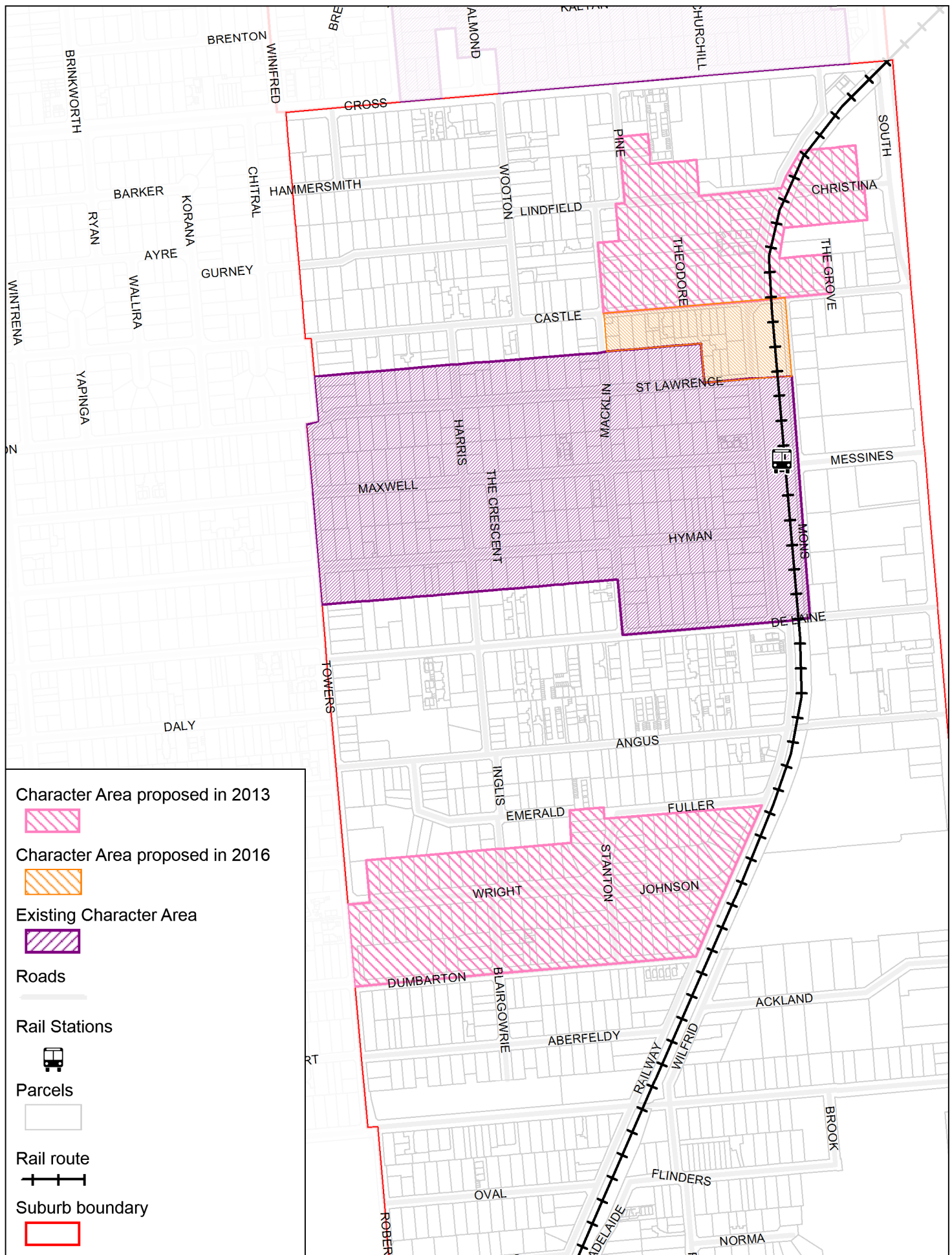
Plympton Park

Housing Diversity DPA - Proposed Residential Character Policy Area 17 additions



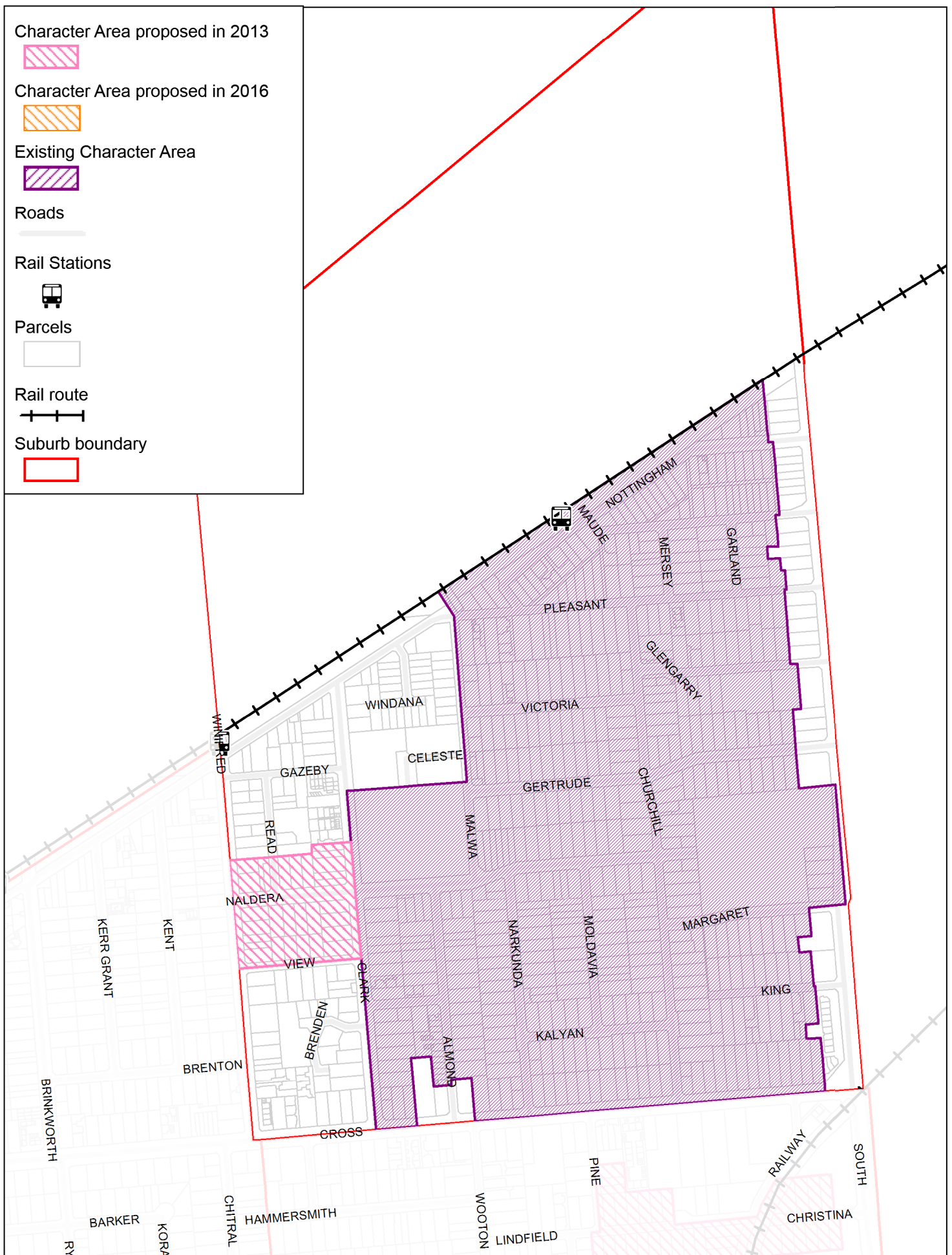
Edwardstown

Housing Diversity DPA - Proposed Residential Character Policy Area 17 additions



Glandore

Housing Diversity DPA - Proposed Residential Character Policy Area 17 additions



Low Density Policy Area 22

OBJECTIVES

- 1 A policy area primarily comprising low scale, low density housing.
- 2 Development that minimises the impact of garaging of vehicles on the character of the locality.
- 3 Development that reflects good residential design principles.
- 4 Development that contributes to the desired character of the policy area.

DESIRED CHARACTER

This policy area encompasses 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 of a variety of architectural styles. In order to preserve the desired low density character, development will predominantly involve the replacement of detached dwellings with the same (or buildings in the form of detached dwellings).

Battleaxe subdivision will not occur in the policy area to preserve a pattern of rectangular allotments developed with buildings that have a direct street frontage.

Development should seek to promote cohesive streetscapes whilst allowing for a variety in housing forms and styles, such as buildings of up to two storeys, provided that the impact of the additional height and bulk does not adversely impact upon the amenity of adjacent land and the locality.

Garages and carports will be located behind the front façade of buildings.

Buildings will be complementary to existing dwellings through the incorporation of design features such as pitched roofs, eaves and variation in the texture of building materials.

Development will be interspersed with landscaping, particularly behind the main road frontage, to enhance the appearance of buildings from the street as viewed by pedestrians, 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.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 The following forms of development are envisaged in the policy area:
 - domestic outbuilding in association with a dwelling
 - domestic structure, such as a verandah or porch
 - detached dwelling
 - dwelling addition
 - row dwelling adjacent an area of public open space greater than 2000 square metres in area
 - semi-detached dwelling
 - small scale non-residential use that serves the local community, for example:

- child care facility
- health and welfare service
- open space
- primary and secondary school
- recreation area
- shop measuring 250 square metres or less in gross leasable floor area

Form and Character

- 2 Development should not be undertaken unless it is consistent with the desired character for the policy area.
- 3 Row dwellings should only be developed where:
 - (a) the development site is adjacent an area of public open space greater than 2000 square metres in area; and
 - (b) all row dwellings incorporate a balcony greater than 2 metres in depth facing the reserve.
- 4 A dwelling should have a minimum site area, frontage to a public road and depth not less than that shown in the following table:

Dwelling type	Site area (square metres)	Minimum frontage (metres)	Minimum depth (metres)
Detached	350 minimum	10	20
Semi-detached	350 minimum	10	20
Row dwelling adjacent an area of public open space greater than 2000 square metres in area	300 minimum	8	20

- 5 Dwellings should be designed to have a maximum site coverage of 40 per cent of the allotment area (comprising the footprint of the dwelling and garage, but excluding the area of any verandah/alfresco/pergola/eaves) and a maximum floor area ratio of 0.6.

Land Division

- 6 Land division should create allotments with an area of greater than 350 square metres and a minimum frontage width of 10 metres, other than where the land division is combined with an application for dwellings or follows an approval for dwellings on the site.

Suburban Activity Node Zone

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

OBJECTIVES

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

DESIRED CHARACTER

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

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

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

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

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

Form and Character

- 10 Development should be consistent with the desired character for the zone.
- 11 Development should graduate from medium-rise in Core Areas to low-rise in Transition Areas, especially where the development site abuts the zone boundary.
- 12 Garage top apartments that share the allotment and services of the main dwelling should:
 - (a) be no more than 2 storeys in height above the garage (a total of 3 storeys)

- (b) front a street that provides rear access for vehicles
- (c) complement the existing dwelling or mixed use building.

13 In Core Areas:

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

Designated area	Minimum net residential site density
Core Area	110 dwellings per hectare net (i.e. 91 m ²)
Transition Area	50 dwellings per hectare net (i.e. 200 m ²)
Any area not designated by the above	70 dwellings per hectare net (i.e. 143 m ²)

Building Envelopes

Building Height

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

Designated area	Minimum building height	Maximum building height
Core Area	3 storeys	7 storeys and up to 28.5 metres
Transition Area	2 storeys	3 storeys and up to 12.5 metres
Any area not designated by the above	2 storeys	6 storeys and up to 24.5 metres

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

Setbacks from the Primary Road Frontage

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

Designated area	Minimum setback from the primary road frontage (metres)
Core Area	No minimum
Transition Area	5 metres, or as defined on the relevant Concept Plan Map(s) XX/XX .

Designated area	Minimum setback from the primary road frontage (metres)
Any area not designated by the above	3 metres, or as defined on the relevant Concept Plan Map(s) XX/XX .

Setbacks from Side Boundaries

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

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

Other Setbacks

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

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

Design and Appearance

- 21 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.
- 22 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:

- (i) half of the existing ground level open space
- (ii) 35 square metres of the existing ground level open space (with at least one of the area's dimensions measuring 2.5 metres).

Incentives

23 Where a minimum of 3 hours sunlight access on 21 June to habitable rooms and open space of dwellings in adjoining zones can be maintained, the following incentives apply to development:

Form of development	Additional building height above maximum allowed height in the zone	Car parking reduction (rounded to the nearest whole number)
Amalgamation of two or more allotments to create a minimum allotment size of 2000 square metres and the provision of side or rear vehicle access	1 storey	10 per cent except on land shown on <i>Overlay Map(s) - Strategic Transport Route</i>
Development which includes more than 15 per cent of dwellings as affordable housing	1 storey	10 per cent
Site of development located within 200 metres of a fixed public transport stop		20 per cent
The development includes undercroft parking with access from a road located to the side or rear of the site	1 storey	10 per cent
A building including non-residential development on the ground floor (or first two floors) with residential development on the floors above, where the residential component achieves the net residential site density for the relevant Area	1 storey	10 per cent except on land shown on <i>Overlay Map(s) - Strategic Transport Routes</i>
A building including a child care facility	1 storey	
A building including a rooftop garden that occupies a minimum 25 per cent of the building footprint area	1 storey	
Development involving the reuse of the main assembly building formerly used in vehicle manufacture, where at least 70 per cent of the gross floor space of the development is within the main assembly building footprint		10 per cent
Sympathetic redevelopment of a local or State heritage place that retains the item and its appearance to the street		10 per cent
Maximum accumulated allowance	For buildings 5 storeys or less - 1 storey (and less than 4 metres) additional building height	20 per cent

Form of development	Additional building height above maximum allowed height in the zone	Car parking reduction (rounded to the nearest whole number)
	For buildings of 6 storeys or more - 2 storeys (and less than 8 metres) additional building height	

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.

PROCEDURAL MATTERS

Complying Development

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

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

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

Non-complying Development

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

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

Public Notification

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

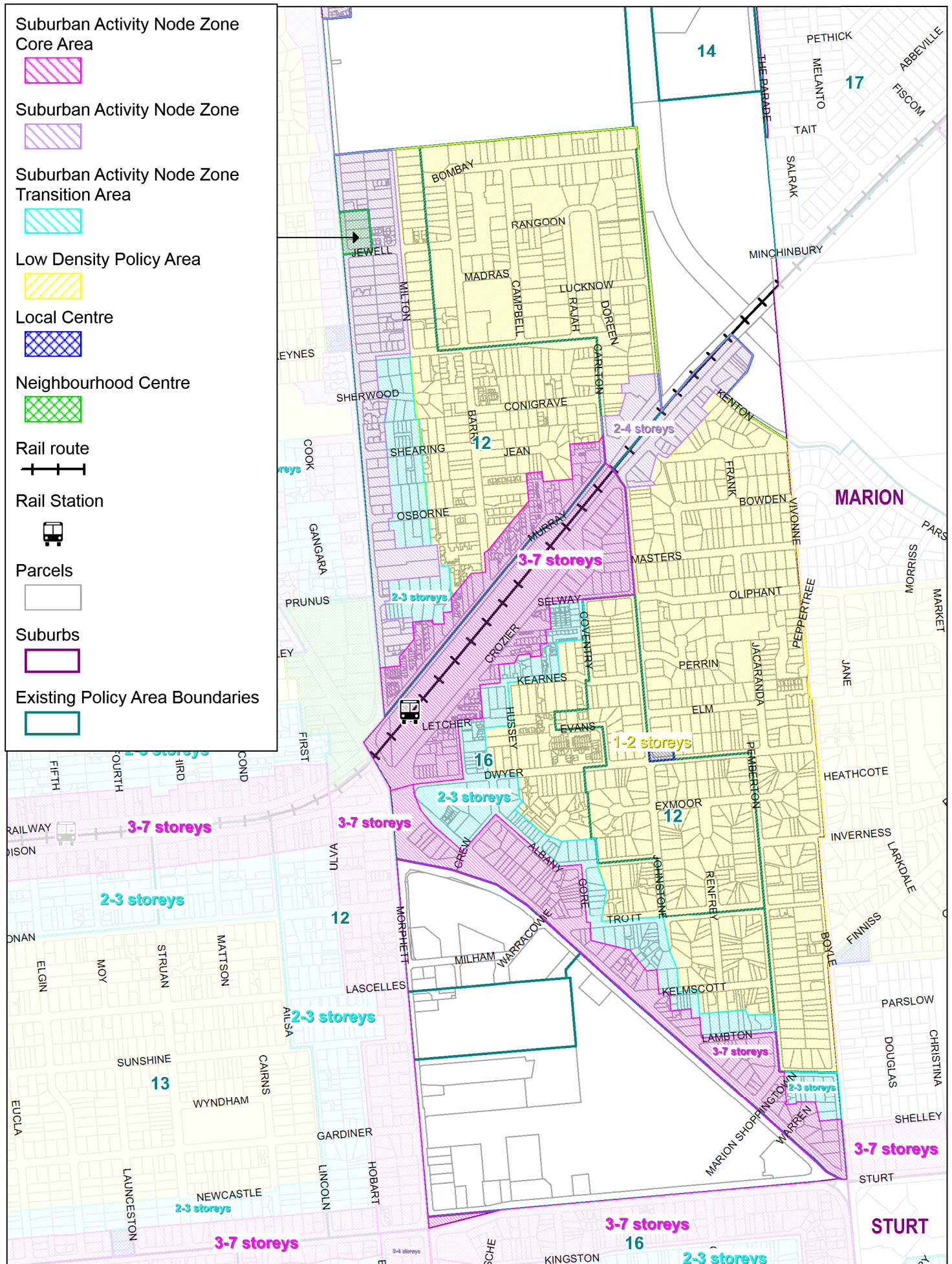
In addition, the following forms of development, or any combination thereof (except where the development is non-complying), are designated:

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

Oaklands Park

Housing Diversity DPA - Potential Suburban Activity Node Zone

DRAFT: For discussion only
Version: 12 July 2016



Urban Corridor Zone

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

OBJECTIVES

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

DESIRED CHARACTER

This zone supports an innovative mix of medium (from around 45-70 dwellings per hectare net residential site density) and high density (70-200 dwellings per hectare net residential site density) residential and mixed use development along the Morphett Road, Sturt Road and Diagonal Road Primary Road Corridors.

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

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

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

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

Sturt Road and Morphett Road are strategic routes. Their function as major transport corridors 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.

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

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

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

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

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

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

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

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

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

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

2 Development listed as non-complying is generally inappropriate.

Form and Character

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

4 Development should be in accordance with [*Concept Plan Map\(s\) XX/XX*](#).

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

Policy area	Minimum net residential site density
Boulevard Policy Area X	100 dwellings per hectare net
Transit Living Policy Area X	45 dwellings per hectare net

- 6 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

- 7 Buildings should maintain a pedestrian scale at street level, and on land identified on Concept Plan Map(s) XX/XX, should:
- (a) include a clearly defined podium or street wall with a maximum building height of 2 storeys
 - (b) have levels above the defined podium or street wall setback a minimum of 2 metres from that wall.
- 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 as identified on Concept Plan Map(s) XX/XX.
- 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 as identified on Concept Plan Map(s) XX/XX
 - (b) via co-ordinated through-property access rights of way or common rear vehicle parking areas.
- 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, the interface height provisions require a lesser height, or an alternative maximum building height is shown on Concept Plan Map(s) XX/XX, building heights (excluding any rooftop mechanical plant or equipment) should be consistent with the following parameters:

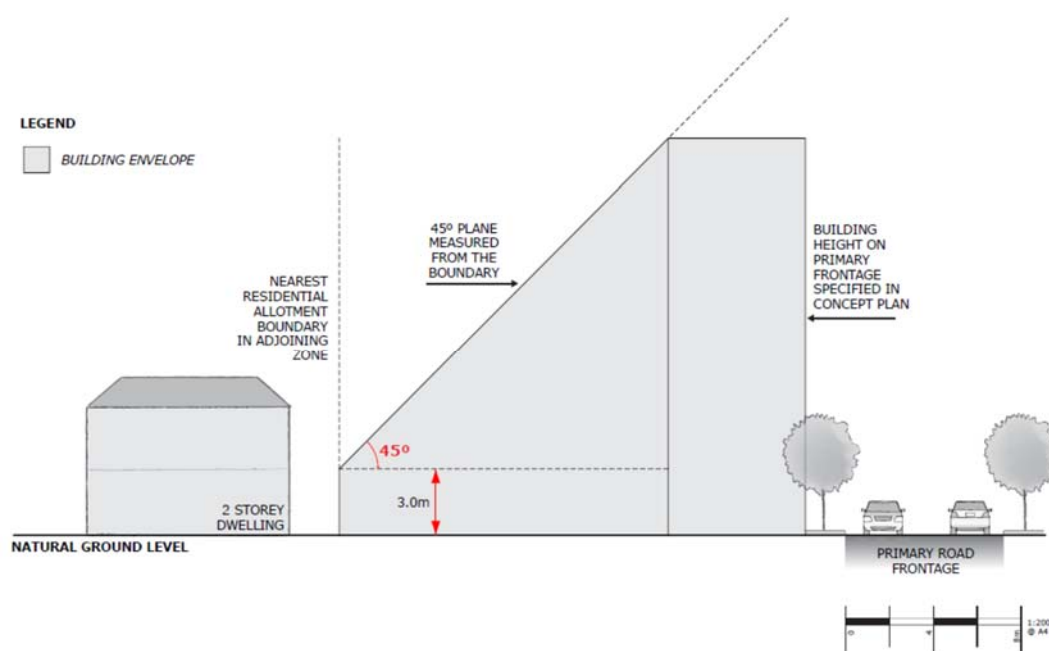
Policy area	Minimum building height	Maximum building height
Boulevard Policy Area X	3 storeys	7 storeys and up to 28.5 metres
Transit Living Policy Area X	2 storeys	4 storeys and up to 16.5 metres

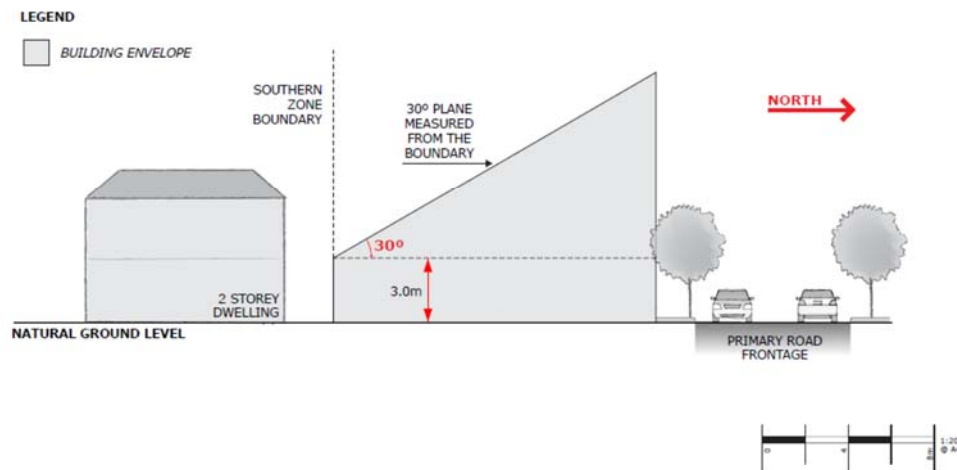
- 14 Building heights (excluding any rooftop mechanical plant or equipment) should be in accordance with [Concept Plan Map\(s\) XX/XX](#), or as required by the interface height provisions.

Interface Height Provisions

- 14 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





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

Setbacks from Road Frontages

- 16 Buildings (excluding verandas, porticos and the like) should be set back from the primary road frontage in accordance with the following parameters, except where varied by the relevant [Concept Plan Map\(s\) XX/XX](#):

Policy area	Minimum setback from the primary road frontage where it is the Primary Road Corridor as shown on the relevant Concept Plan Map(s) XX/XX	Minimum setback from the primary road frontage in all other cases
Boulevard Policy Area X	2 metres from the Primary Road Corridor	3 metres
Transit Living Policy Area X	3 metres from the Primary Road Corridor	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 X	No minimum	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
Transit Living Policy Area X	1 metre	As above

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 X	5 metres where the subject land directly abuts an allotment of a different zone 3 metres in all other cases, except where the development abuts the wall of an existing or simultaneously constructed building on the adjoining land.	For allotments with a frontage width of 20 metres or less: no minimum up to a height of 2 storeys and 3 metres above this height. For allotments with a frontage width of more than 20 metres: 3 metres.
Transit Living Policy Area X	As above	For allotments with a frontage width of 20 metres or less: no minimum up to a height of 2 storeys and 3 metres above this height. For allotments with a frontage width of more than 20 metres: 3 metres.

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 WeTo/6 - Off-street Vehicle Parking Requirements for Urban Corridor Zone*.
- 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.

Incentives

- 23 Where the building complies with the Interface Height provisions of this zone, the following incentives apply to development:

Form of development	Additional building height above maximum allowed height in the zone	Car parking reduction (rounded to the nearest whole number)
Amalgamation of 2 or more allotments to create a minimum allotment size of 2000 square metres and the provision of side or rear vehicle access	1 storey except within the High Street Policy Area X	10 per cent
Development which includes more than 15 per cent of dwellings as affordable housing	1 storey	10 per cent
Site of development located within 200 metres of a fixed public transport stop		20 per cent
The development includes undercroft and below ground parking with access from a road located to the side or rear of the site	1 storey	
A building including non-residential development on the ground floor (or first 2 floors) with residential development on the floors above	1 storey	
A building including a child care facility	1 storey	
A building including a rooftop garden that occupies a minimum 50 per cent of the building footprint area	1 storey	

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Form of development	Additional building height above maximum allowed height in the zone	Car parking reduction (rounded to the nearest whole number)
Maximum accumulated allowance	For buildings 5 storeys or less - 1 storey (and less than 4 metres) additional building height	20 per cent
	For buildings of 6 storeys or more - 2 storeys (and less than 8 metres) additional building height	

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 Streets that provide rear access for vehicles should be created in accordance with [Concept Plan Map\(s\) XXXX](#).

Boulevard Policy Area X

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

OBJECTIVES

- 1 Medium and high rise development framing the street, including mixed use buildings that contain shops, offices and commercial development at lower floors with residential land uses above.
- 2 A uniform streetscape edge established through a largely consistent front setback and tall, articulated building façades.
- 3 Development that does not compromise the transport functions of the road 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 Morphett Road and Sturt Road corridors as strategic transport routes will be maintained and pedestrian areas will be enhanced to maximise safety and promote activity in appropriate locations.

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

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

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

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

PRINCIPLES OF DEVELOPMENT CONTROL

Land use

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

Form and Character

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

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Boulevard Policy Area X

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

Transit Living Policy Area X

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

OBJECTIVES

- 1 A medium density residential area supported by local shops, offices and community land uses.
- 2 A highly varied built streetscape allowing multiple built form design responses that support innovative housing and mixed use development.
- 3 Development that contributes to the desired character of the policy area.

DESIRED CHARACTER

This policy area will serve a primarily medium density residential function with local shops, offices and community land uses to support the daily living and working needs of residents. The form of buildings, setbacks and street pattern will vary and make use of site opportunities, provide space for landscaping and good design outcomes. Buildings up to X storeys are anticipated, providing a strong presence to the main road. Behind the main road a variety of building forms will be developed, creating housing opportunity for people of various life stages and accommodating a variety of small businesses. Development will be interspersed with landscaping, particularly behind the main road frontage, to soften the appearance of buildings from the street and reduce heat load in summer.

Vehicle access will be from the side and rear of sites, where possible, and the development of laneways is encouraged. Parking and garages will be located behind the front façade of buildings.

PRINCIPLES OF DEVELOPMENT CONTROL

Land use

- 1 Shops or groups of shops contained in a single building should have a gross leasable area of less than 500 square metres.

Form and Character

- 2 Development should be consistent with the desired character for the policy area.
- 3 Detached dwellings should take the form and appearance of row dwellings (i.e. constructed to side boundaries) and achieve the desired net residential site density.

PROCEDURAL MATTERS

Complying Development

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

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

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

Non-complying Development

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

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

Public Notification

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

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

Category 1	Category 2
Advertisement	All forms of development not listed as Category 1
Aged persons accommodation	Any development listed as Category 1 and located directly adjacent to a different zone that:
All forms of development that are ancillary and in association with residential development	(a) exceeds maximum height in the Concept Plan Map XX/XX
Consulting room	

Category 1	Category 2
Dwelling	(b) exceeds the Building Envelope and Interface Height Provisions.
Educational establishment	
Light industry where located within the Business Policy Area X	
Office	
Petrol filling station where located within the Business Policy Area X	
Pre-school	
Primary school	
Residential flat building	
Retirement village	
Service industry where located within the Business Policy Area X	
Service trade premises where located within the Business Policy Area X	
Store where located within the Business Policy Area X	
Supported accommodation	
Shop or group of shops located where located within the High Street Policy Area X	
Shop or group of shops with a gross leasable area of 500 square metres or less where located within the X Policy Area X	
Tourist accommodation	
Warehouse where located within the Business Policy Area X	

Oaklands Park

Housing Diversity DPA - Potential Urban Corridor Zone

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