

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 4 April 2017

Commencing at 6.30pm

In Committee Room 1

Council Administration Centre

245 Sturt Road, Sturt

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

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

A handwritten signature in black ink, appearing to read "Adrian Skull", is written over a faint, light-colored rectangular stamp.

Adrian Skull
CHIEF EXECUTIVE OFFICER

30 March 2017

**CITY OF MARION
URBAN PLANNING COMMITTEE AGENDA
FOR THE MEETING TO BE HELD ON
TUESDAY 4 APRIL 2017
COMMENCING AT 6.30 PM
COMMITTEE ROOMS 1 & 2
245 STURT ROAD, STURT**



1. OPEN MEETING

2. KAURNA ACKNOWLEDGEMENT

We acknowledge the Kaurna 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 February 2017	4
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5. BUSINESS ARISING

Nil

6. PRESENTATION

Nil

7. REPORTS

7.1 Work Plan 2017 UPC040417R7.1	8
7.2 Development Plan Amendment Status Update UPC040417R7.2	12
7.3 Housing Diversity Development Plan Amendment (DPA) – Marion Plains Policy Area UPC040417R7.3	15
7.4 Housing Diversity Development Plan Amendment (DPA) – Suburban Activity Node Zone UPC040417R7.4	99

8. CONFIDENTIAL ITEMS

Nil

9. ANY OTHER BUSINESS

Nil

10. MEETING CLOSURE

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

11. NEXT MEETING

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

Time: 6:30 pm

Date: 6 June 2017

Venue: Committee Room 1 & 2

**MINUTES OF THE URBAN PLANNING COMMITTEE
HELD AT ADMINISTRATION CENTRE
245 STURT ROAD, STURT
ON TUESDAY 7 FEBRUARY 2017**



PRESENT

Elected Members

Councillor Luke Hutchinson (Chair)
Councillor Nathan Prior
Councillor Raelene Telfer
Councillor Tim Gard

Mayor Kris Hanna (7:47 pm to 8:00 pm)

In Attendance

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

1. OPEN MEETING

The meeting commenced at 6:32 pm.

2. KAURNA ACKNOWLEDGEMENT

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

3. MEMBERS DECLARATION OF INTEREST

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

- Cr Gard declared that he intends to develop a property in Glengowrie over the next 3 years.
- Cr Hutchinson advised that he owns a few properties in the City of Marion.

4. CONFIRMATION OF MINUTES

Moved Cr Prior, Seconded Cr Gard that the minutes of the Urban Planning Committee meeting held on 4 October 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 2017

Reference No: UPC070217R7.1

The Committee advised that they do not wish to have movers and seconders for every agenda item.

The Urban Planning Committee noted the proposed work program for 2017 identified at Appendix 1 to the report.

7.2 Development Plan Amendment Status Update

Report Reference: UPC070217R7.2

The Committee agreed to a wording change to point 2 of the purpose of the Main South Road/Darlington Ministerial DPA to note that there will be potential for increased densities along the Tonsley line.

The Urban Planning Committee noted the status of Ministerial and Council Development Plan Amendments.

7.3 Oaklands Crossing Project

Report Reference: UPC070217R7.3

The Urban Planning Committee noted the status of discussions between Council and the State Government in regard to the Oaklands Crossing Project.

7.4 Housing Diversity Development Plan Amendment (DPA) - Proposed "Marion Plains Policy Area" in Warradale and Sturt

Report Reference: UPC070217R7.4

The Chair invited comment from Council staff.

Staff clarified that certain suburbs were identified for lower density zoning in the Statement of Intent. Agenda Item 7.4 continues the investigations for the suburbs of Warradale and Sturt. It is suggested that the working title of the former "Low Density Policy Area" be renamed the "Marion Plains Policy Area" in response to concerns raised by staff at the Department of

Planning, Transport and Infrastructure (DPTI). The policy content remains the same as previously agreed to by the Urban Planning Committee.

The Committee agreed with the name “Marion Plains Policy Area” as a working title for the policy area.

The Committee discussed how higher and lower density areas will interface along the transit corridors.

Staff provided a site dimension analysis map of the different criteria for the proposed Marion Plains Policy Area - dimensions agreed to by the Urban Planning Committee on 2 August 2016, and then revised on 4 October 2016. Staff provided another site dimension analysis map of the existing Northern Policy Area 13 for comparison.

The Committee agreed that the previous site areas agreed to by the Urban Planning Committee on 4 October 2016 for the Marion Plains Policy Area may warrant review.

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

Cr Telfer noted that the western side of Duncan Street contains a high proportion of newer dwellings and should be excluded from the proposed Marion Plains Policy Area.

Action: Staff to prepare a new map identifying allotments that satisfy current dimensions for row dwellings in the Northern Policy Area 13 (750m² site area with 21 metre frontage) and the new dimensions in the Marion Plains Policy Area (700 m² site area and 20 metre frontage).

7:47 pm Mayor Hanna entered the meeting.

The Urban Planning Committee:

1. Resolved that the area identified for lower density policy be renamed from “Low Density Policy Area” to “Marion Plains Policy Area”; and
2. Requested that staff run some different scenarios for site dimensions throughout the potential “Marion Plains Policy Area”.

7.5 Housing Diversity Development Plan Amendment (DPA) – Housing diversity in the southern suburbs

Report Reference: UPC070217R7.5

8:00 pm Mayor Hanna left the meeting.

Staff clarified that the Southern Policy Area 18 is proposed to be amended to enable greater housing diversity, including parts of the Hills Policy Area 11. Steep land has been excluded from those areas of the Hills Policy Area 11 recommended for increased housing density/diversity.

The Committee discussed the proposed draft policy and was broadly supportive of the changes in principle, including areas around the train stations.

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

7.6 Housing Diversity Development Plan Amendment (DPA) – Suburban Activity Node Zone
Report Reference: UPC070217R7.6

The Committee discussed the draft policy and advised that they were generally satisfied with the areas identified along the corridors.

The Urban Planning Committee reviewed and endorsed the proposed “Suburban Activity Node Zone” draft policy and confirmed that the areas within Warradale, Seacombe Gardens and Dover Gardens illustrated in Appendix 1 should be included within the Zone.

8. CONFIDENTIAL ITEMS

Nil

9. ANY OTHER BUSINESS

Residential Design Guidelines - Update

Staff advised that the residential design guidelines (considered by the Urban Planning Committee in 2016) have not been published given that permission has not been obtained from the owners of properties featured in the brochure.

The Committee discussed various examples of good and bad design outcomes in the Council area.

10. MEETING CLOSURE

The meeting was declared closed at 8:41 pm

11. NEXT MEETING

The next meeting of the Urban Planning Committee is to be held on Tuesday, 4 April 2017 at 6.30 pm in Committee Rooms 1 & 2.

CONFIRMED

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CHAIRPERSON

/ /

**CITY OF MARION
URBAN PLANNING COMMITTEE MEETING
4 APRIL 2017**

Originating Officer: Rhiannon Hardy, Policy Planner
General Manager: Abby Dickson, General Manager City Development
Subject: Work Plan 2017
Reference No: UPC040417R7.1

REPORT OBJECTIVE

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

EXECUTIVE SUMMARY

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

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

RECOMMENDATION

DUE DATE

That the Urban Planning Committee:

- 1. Notes the proposed work program for 2017 identified at Appendix 1 to the report.**

4 April 2017

Appendix 1

INDICATIVE URBAN PLANNING WORK PROGRAM - 2017

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

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

*** Extraordinary Meeting: 1 May 2017**

Public hearing for Recreation/Community DPA

6 JUNE 2017	
Topic	Action
Work Plan 2017	Note
Development Plan Amendment (DPA) Status Update	Note
Housing Diversity DPA	Review DPA proposed policy

Industrial Land Study	Initiation of DPA discussion
Recreation / Community DPA	Consider DPA for endorsement by Council
Morphettville Racecourse DPA (Ministerial)	Status update if required
Main South Road/Darlington Upgrade DPA (Ministerial)	Status update if required
Seacliff Park Residential & Activity Centre DPA (Cities of Marion & Holdfast Bay)	Status update if required
Castle Plaza Activity Centre DPA	Status update if required

1 AUGUST 2017

Topic	Action
Work Plan 2017	Note
Development Plan Amendment (DPA) Status Update	Note
Housing Diversity DPA	Finalise DPA content for consideration by Council
Recreation / Community DPA	Status update if required
Morphettville Racecourse DPA (Ministerial)	Status update if required
Main South Road/Darlington Upgrade DPA (Ministerial)	Status update if required
Seacliff Park Residential & Activity Centre DPA (Cities of Marion & Holdfast Bay)	Status update if required
Castle Plaza Activity Centre DPA	Status update if required

3 OCTOBER 2017

Topic	Action
Work Plan 2017	Note
Development Plan Amendment (DPA) Status Update	Note
Housing Diversity DPA	Status update if required
Recreation / Community DPA	Status update if required

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

**CITY OF MARION
URBAN PLANNING COMMITTEE MEETING
4 APRIL 2017**

Originating Officer: Rhiannon Hardy, Policy Planner

Manager: Richard Read, Acting Manager Development & Regulatory Services

General Manager: Abby Dickson, General Manager City Development

Subject: Development Plan Amendment Status Update

Report Reference: UPC040417R7.2

REPORT OBJECTIVES/SUMMARY

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

RECOMMENDATION

DUE DATE

That the Urban Planning Committee:

- | | |
|--|---------------------|
| 1. Notes the status of Ministerial and Council Development Plan Amendments. | 4 April 2017 |
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DISCUSSION

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

Ministerial-Initiated Development Plan Amendments:

Development Plan Amendment	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>Staff met with DPTI staff in February to discuss the draft policy.</p> <p>The DPA is anticipated to be released for public consultation in April 2017.</p> <p>DPTI staff are attending the Elected Member Forum on 18 April 2017 to provide an update on the DPA.</p>

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

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</p>

		<p>consistent with the audit recommendations.</p> <p>Novion (the developer/owner of the site) has put forward an amended- smaller scale - proposal for the site. This potentially involves changes to the proposed road system. Council is awaiting additional details, including an amended traffic report, prior to considering any required changes to the DPA.</p>
<p>Seacliff Park Residential & Activity Centre Development Plan Amendment</p> <p>(Cities of Marion & Holdfast Bay)</p>	<p>The DPA proposes to create a Suburban Neighbourhood zone to facilitate the appropriate development of an approximately 8.34 hectare site informally referred to as "Cement Hill" including a neighbourhood activity centre and medium density residential development.</p>	<p>Approved by Minister for public consultation August 2015.</p> <p>There are ongoing negotiations regarding the Cement Hill development and some of the details are still being finalised. Public Consultation will commence once these negotiations are finalised.</p>
New DPAs (2016)		
<p>Recreation/Community Use Development Plan Amendment</p>	<p>The proposed DPA involves rezoning a number of the larger recreation facilities and community centres to Community Zone.</p> <p>This zone/policy area more appropriately supports the forms of development envisaged for the facilities in question.</p>	<p>The DPA was placed on public consultation on 22 February 2017, concluding on 20 April 2017.</p> <p>A public hearing will be held on Monday 1 May 2017, which forms an extraordinary meeting of the Urban Planning Committee.</p>
<p>Housing Diversity DPA</p>	<p>The proposed DPA reviews the residential densities envisaged in the existing Policy Areas of the Residential Zone to assess opportunities for increased housing diversity/density, and to identify areas that warrant preservation, including Character areas.</p>	<p>The DPA SOI has been forwarded to the Minister for consideration.</p> <p>The SOI has not yet received agreement from the Minister at the time of writing.</p> <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 Items 7.3 and 7.4).</p>

**CITY OF MARION
URBAN PLANNING COMMITTEE MEETING
4 APRIL 2017**

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

Manager: Richard Read, Acting Manager Development & Regulatory Services

General Manager: Abby Dickson, General Manager City Development

Subject: Housing Diversity Development Plan Amendment – Marion Plains Policy Area

Report Reference: UPC040417R7.3

REPORT OBJECTIVES/SUMMARY

This report continues investigations for the proposed Housing Diversity Development Plan Amendment (DPA) by investigating the remaining suburbs identified in the Statement of Intent (SOI) for a potential low density policy area. The report considers two options:

- 1) The creation of an additional “Marion Plains Policy Area” in areas specifically identified in the SOI which display a low density character; or
- 2) Amendment of the existing Northern Policy Area 13 to increase minimum site dimensions, introduce stronger design criteria, and increase on-street and on-site car parking.

RECOMMENDATIONS

DUE DATES

That the Urban Planning Committee:

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|---|---------------------|
| 1. Considers the investigations and mapping contained in Appendices 2 to 7 and determines those areas suitable for inclusion in the proposed “Marion Plains Policy Area”, consistent with the Statement of Intent. | 4 April 2017 |
|---|---------------------|

OR

- | | |
|--|---------------------|
| 1. Considers the draft policy and mapping contained in Appendices 8 and 9 and support the proposed changes to the Northern Policy Area 13 in lieu of progressing the “Marion Plains Policy Area”. | 4 April 2017 |
| 2. Recommend that the Council support the change of direction from the Statement of Intent. | 4 April 2017 |

BACKGROUND

The SOI for the Housing Diversity DPA declared the following intentions:

- *“Explore opportunities for a low density policy area in:
 - Ascot Park (north of Sixth Avenue and south of Wood Street);
 - Marion (south of Oliphant Avenue/Jacob Street and north of Norfolk Road);
 - Plympton Park (north-east of Stradbroke Avenue and south of South Terrace, to link with the proposed Residential Character Policy Area); and
 - South Plympton (on Kerr Grant, Brinkworth and Kent streets, and the area bounded by Wheaton, Barker, Korana and Lynton streets) in order to preserve and enhance existing intact streetscapes and characteristics of older dwelling stock.*

- *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.”*

Throughout the second half of 2016, the Urban Planning Committee (UPC) reviewed and endorsed a proposed “Low Density Policy Area” template, and its application in Oaklands Park.

At the UPC meeting held on 7 February 2017, the Committee reviewed investigations in the suburbs of Sturt and Warradale, but requested that staff run some different scenarios for site dimensions throughout the potential “Marion Plains Policy Area”. Staff have emailed Committee Members maps illustrating various site dimension scenarios prior to this meeting of the UPC.

The policy investigations are continued in this report, comprising analysis of the suitability of lower density policy area in Warradale, Sturt, Glengowrie, South Plympton, Plympton Park and Ascot Park.

DISCUSSION

A “Low Density Policy Area” was drafted and supported by the UPC at the meeting held on 2 August 2016, subject to local additions/adaptions. The draft Marion Plains Policy Area (formerly referred to as the “Low Density Policy Area”) is attached in Appendix 1.

At the Urban Planning Committee meeting held on 7 February 2017, the Committee discussed the concept of minimising the number of residential policy areas, and sought further mapping analysis of different site dimensions. In response to this discussion, an “Option 2” scenario has been presented for consideration by the Committee, as outlined below:

- Option 1** Implement a low density “Marion Plains Policy Area” using the ideology and analyses consistent with that applied at the August 2016 UPC meeting, in the suburbs of Warradale, Sturt, Glengowrie, South Plympton, Plympton Park and Ascot Park.

- Option 2** Retain the existing Northern Policy Area 13 and apply greater site dimensions for semi-detached, row, group and residential flat buildings and stronger design criteria.

Option 1: New Marion Plains Policy Area

Staff have undertaken a detailed analysis of the housing stock and locality attributes in Warradale, Sturt, Glengowrie, Plympton Park, South Plympton and Ascot Park with a view to identifying areas suitable for inclusion in the Marion Plains Policy Area. The studies contained in Appendices 2-7 of this report consider the areas recommended for inclusion in the potential new policy area.

A summary map illustrating all areas recommended for inclusion in the Marion Plains Policy Area and Residential Character Area is contained in Appendix 8.

Option 2: Retain and amend the existing Northern Policy Area 13

Approximately 90% of properties identified for lower density zoning in the SOI are located in the Northern Policy Area 13. Those properties identified for lower density comprise approximately 36% of the Northern Policy Area 13.

Given those localities experiencing issues with infill development seem to be focused in the Northern Policy Area 13, the Committee may wish to consider taking a different approach to that identified in the SOI – instead of introducing a new policy area over certain parts of the Northern Policy Area 13, Council could consider amending the existing Northern Policy Area 13 to address the issues experienced with current infill developments.

Based on previous discussions at the Urban Planning Committee, staff understand that the typical issues arising from infill development relate to a lack of car parking, density, hammerhead developments, bulk/scale and design and appearance. Potential policy solutions are discussed in the following table, and interpreted into policy amendments via tracked changes in Appendix 9.

Issue	Potential policy solution
Lack of car parking	<ul style="list-style-type: none"> • Increase minimum frontage width criteria for row dwellings, increasing opportunities for on-street car parking. • Increase on-site car parking for group and residential flat dwellings based on the number of bedrooms (currently 1.5 spaces per dwelling, irrespective of dwelling size).
Density	<ul style="list-style-type: none"> • Increase minimum site area criteria for semi-detached, row, residential flat and group dwellings. • Increase frontage width criteria for row dwellings.
Hammerhead developments	<ul style="list-style-type: none"> • Increase minimum battle-axe driveway width and landscaping strip width. • Increase car parking for group and residential flat building developments.
Bulk/scale	<ul style="list-style-type: none"> • Emphasise design treatments and compatibility with existing dwellings in the Desired Character.
Design and appearance	<ul style="list-style-type: none"> • Emphasise the importance of landscaping and re-vegetation in new developments. • Encourage low front fencing to complement new dwellings. • Encourage building detailing, articulation and varied materials.

If the Committee wish to proceed with Option 2, it should consider whether the amended Northern Policy Area 13 criteria should be applied to:

- a. The whole of the Northern Policy Area 13; or
- b. The whole of the Northern Policy Area 13 and those parts of the Medium Density Policy Area 12 identified for lower density in the SOI¹.

Staff are of the view that part (a) is the most appropriate option, as those parts of the Medium Density Policy Area 12 identified for lower density are located in close proximity to public transport stops and activity centres, and therefore a higher density of development with diverse housing options should be maintained in those areas, in accordance with the directions of the *30 Year Plan for Greater Adelaide*.

3 maps are contained in Appendix 10 which illustrate three different scenarios for minimum site dimensions throughout the Northern Policy Area 13, as follows:

Map 1. Existing Northern Policy Area 13

Dwelling Type	Minimum Site Area (square metres)	Minimum Frontage Width		Minimum Site Depth (metres)
		Other road (metres)	Arterial road (metres)	
Detached	375	12	12	20
Semi-detached	320	9	12	20
Group	300	20	20	45
Residential flat building	300	20	20	45
Row	250	7	12	20

Map 2. Proposed (recommended) amended minimum site dimensions

Dwelling Type	Minimum Site Area (square metres)	Minimum Frontage Width		Minimum Site Depth (metres)
		Other road (metres)	Arterial road (metres)	
Detached	350	9	12	20
Semi-detached	350	9	12	20
Group	350	20	20	45
Residential flat building	350	20	20	45
Row	300	8	12	20

¹ Those areas identified for lower density that are part of the Medium Density Policy Area 12 include localities in Oaklands Park (adjacent the Regional Centre Zone), South Plympton (between Cross Road and the tram line) and Warradale (adjacent the train line).

Map 3. Alternative amended minimum site dimensions

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

Note: A majority of the Northern Policy Area 13 is located in a Determined Area for the purposes of Schedule 4 2B complying development under the Development Regulations 2008 (known as "Residential Code" development). The Residential Code supersedes the Development Plan to ensure guaranteed consent to new detached or semi-detached dwellings that satisfy certain numerical criteria. The Residential Code applies the minimum site dimensions for semi-detached dwellings to both detached and semi-detached dwellings, which is why the same site dimensions have been applied to detached and semi-detached dwellings in the above table(s). The Residential Code does not have regard to landscaping, design/appearance or fencing, and requires only 2 on-site car parking spaces for 3+ bedroom dwellings.

CONCLUSION:

In order to minimise some common adverse impacts of infill development in the northern part of the Council area, two different policy directions are presented:

1. Introduce a new "Marion Plains" Policy Area in selected areas in Oaklands Park, Warradale, Glengowrie, Sturt, South Plympton, Plympton Park and Ascot Park; or
2. Amend the existing Northern Policy Area 13 to increase site dimensions, increase car parking and landscaping provision, and strengthen design criteria.

The Committee are requested to consider the above options and resolve which policy direction is preferred.

If Option 1 is preferred, the areas identified in Appendices 2-7 should be reviewed and confirmed.

If Option 2 is preferred, the Committee should resolve:

- a) the desired minimum site dimensions; and
- b) whether the amended policy should also be applied in those parts of the Medium Density Policy Area 12 identified for lower density in the SOI;
- c) to present the amended approach to a meeting of the General Council, as it differs from the direction identified in the SOI.

APPENDICES:

- Appendix 1: Draft "Marion Plains Policy Area"
- Appendix 2: Warradale Inner Suburb Analysis
- Appendix 3: Sturt Inner Suburb Analysis
- Appendix 4: Glengowrie Inner Suburb Analysis
- Appendix 5: Plympton Park Locality Analysis
- Appendix 6: South Plympton Locality Analysis
- Appendix 7: Ascot Park Locality Analysis
- Appendix 8: Summary draft zoning map
- Appendix 9: Draft amended Northern Policy Area 13
- Appendix 10: Site dimension analysis maps

Marion Plains Policy Area X

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.

WARRADALE INNER SUBURB ANALYSIS

INTRODUCTION

The Housing Diversity Development Plan Amendment Statement of Intent identified the intention to 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. This analysis reviews the nature of the existing residential areas within the suburb of Warradale to assess their suitability for a lower density policy area, known as the “Marion Plains Policy Area”.

Three localities have been identified, as illustrated in Figure 1 below.

LOCALITY 1:



DWELLING STOCK

The locality contains a moderate proportion of recently constructed dwellings; 37% of properties in the locality were constructed after 1990. New dwelling stock is scattered throughout the locality,

although predominantly in the northern section closer to the rail corridor. These are generally 1 and 2 storey low-to-medium density dwellings.

48% of properties in the locality were constructed between 1940 and 1960, which represents the predominant dwelling era in the locality. This original dwelling stock typically comprises single-storey detached dwellings on 700m² - 1000m² allotments.

>= Min	< Max	%	#
1,800	1,940	0%	2
1,940	1,960	48	241
1,960	1,990	15	75
1,990	2,016	37	186

PATTERN OF ALLOTMENTS

Allotments are generally regular shape, which reflects the grid street pattern. That being said, new development has resulted in a less-uniform pattern of allotments, with narrow row dwellings, hammerhead development, and unit development.

SETBACKS

Setbacks in the locality are varied. Recently-constructed dwellings are typically set back 5-6 metres from the primary street frontage, while original dwelling stock is set back 8-10 metres.

STREETSCAPING/VEGETATION

Streets in the locality feature attractive street tree planting, such as mature plantings along Lascelles, Kildonan and Ailsa Avenues. Large mature Eucalyptus trees are also apparent in the locality, but predominantly on land in private ownership.

LAND USES

The locality is predominantly residential in nature. A church is located on the northern end of Ailsa Avenue.

OPEN SPACE

Warradale Park Reserve and Tennis Club (10,800 m²) is located on Gardiner Avenue.



Figure 2. Launceston Avenue



Figure 3. Newcastle Street

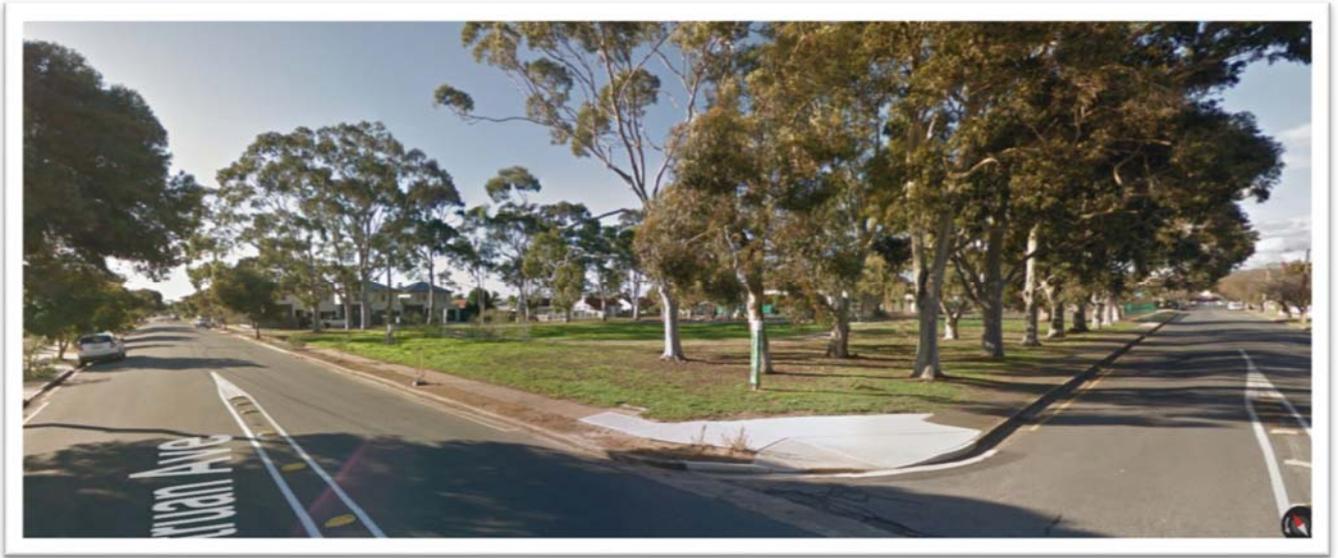


Figure 4. Warradale Park Reserve

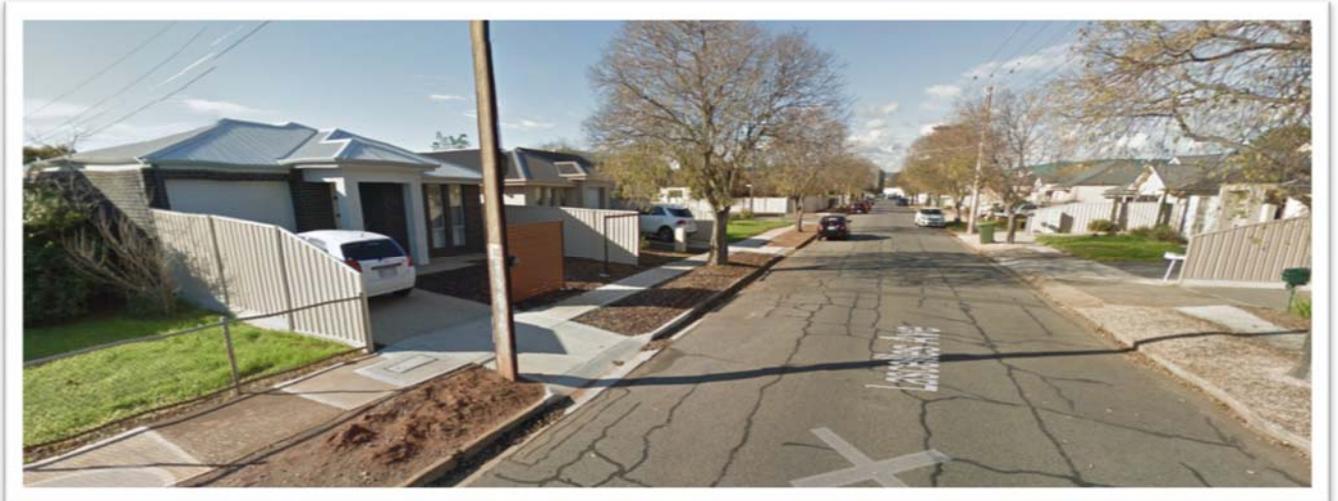
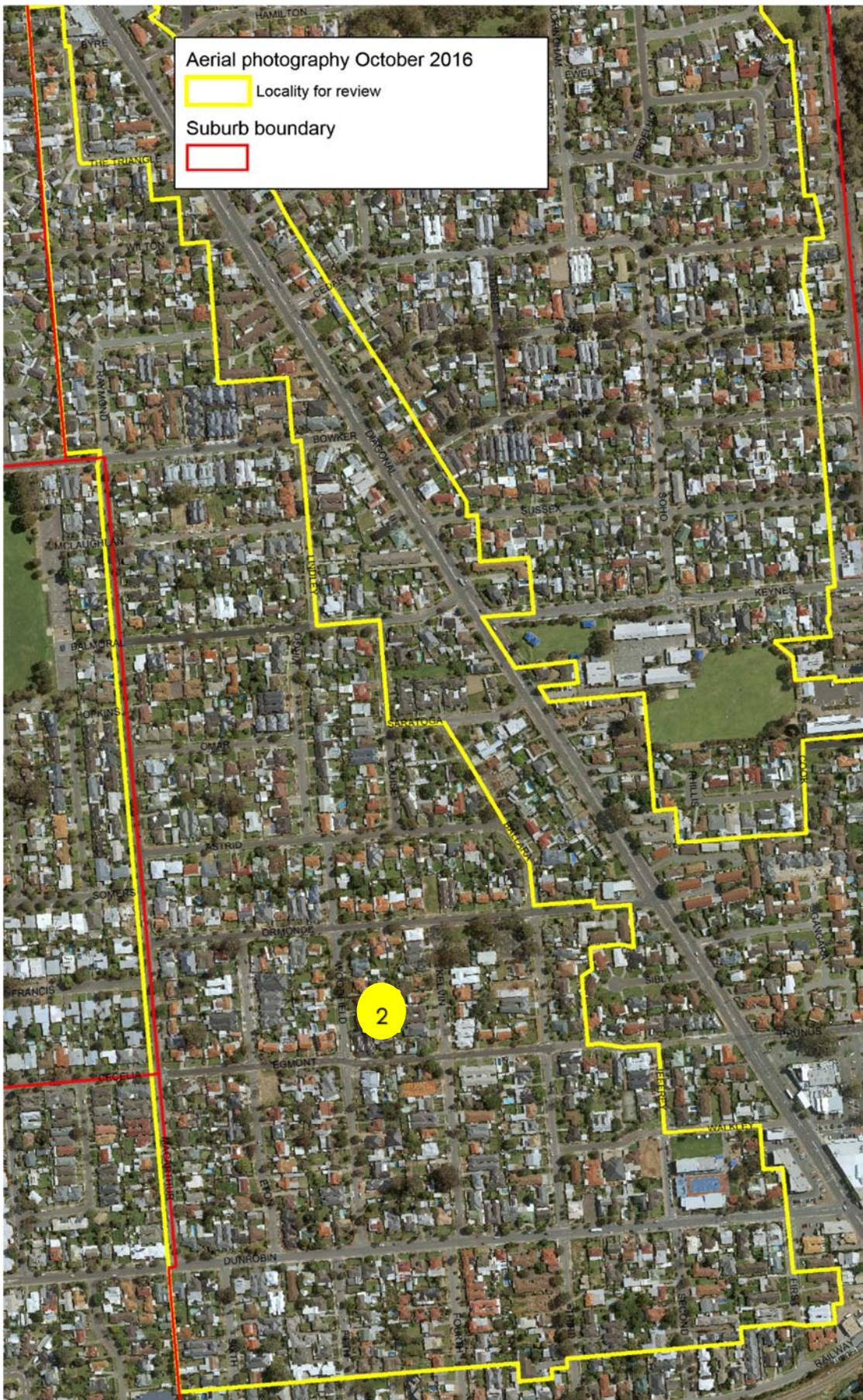


Figure 5. Lascelles Avenue



Figure 6. Elgin Avenue

LOCALITY 2:



DWELLING STOCK

The locality contains a moderate proportion of recently constructed dwellings; 28% of properties in the locality were constructed after 1990. New dwelling stock is generally low-to-medium density (detached, semi-detached, row and unit type), and comprises 1 and 2 storey dwellings. New dwelling stock tends to be scattered throughout the locality, however is more dominant adjacent the railway line (outside the locality) and along Bowker Street to the north.

33% of properties in the locality were constructed between 1940 and 1960, and 36% between 1960 and 1990.

Dwelling stock constructed before 1990 typically comprises single-storey detached dwellings on 700-1000 m² allotments. Allotment sizes for more recently constructed dwellings range between 300m² - 400m².

>= Min	< Max	%	#
1,800	1,940	2%	13
1,940	1,960	33	218
1,960	1,990	36	236
1,990	2,016	28	184

PATTERN OF ALLOTMENTS

Allotments are generally regular in shape, which reflects the grid street pattern. That being said, new development has resulted in a less-uniform pattern of allotments, with narrow row dwellings, hammerhead development, and unit development.

SETBACKS

Setbacks in the locality are varied. Recently-constructed dwellings are typically set back 5-6 metres from the primary street frontage, while original dwelling stock is set back 8-10 metres.

STREETSCAPING/VEGETATION

Other than along Railway Terrace (adjacent the rail corridor) and Wilton Avenue to the north, there is a general lack of mature street trees within the locality. However, more recent plantings are evident along a number of the streets.

LAND USES

The locality is predominantly residential in nature. A school is located at the western end of Dunrobin Road and a tennis club and kindergarten are located at the western end of Ormonde Avenue.

OPEN SPACE

A small reserve of around 1100m² is located in Louise Avenue, in addition to the tennis club mentioned above.



Figure 6. Bowker Street – new medium density development adjacent original housing stock



Figure 7. Astrid Street – original low density housing stock



Figure 8. Dunrobin Road – modern school alongside pre 1940 housing



Figure 9. Woodfield Avenue – predominantly original housing stock with a recent modern incursion



Figure 10. Kelvin Avenue – mix of original low density and recent low/medium density housing stock

LOCALITY 3:



DWELLING STOCK

The locality contains a relatively small proportion of recently constructed dwellings; 17% of properties in the locality were constructed after 1990. New dwelling stock is generally low-to-medium density (detached, semi-detached and row), and comprises 1 and 2 storey dwellings. New dwelling stock tends to be scattered throughout the locality, however is more dominant on the western side where the older housing stock is located.

40% of properties in the locality were constructed between 1940 and 1960, and 43% between 1960 and 1990. Those properties constructed between 1960 and 1990 are predominantly located at the north eastern section of the locality; being a subdivision of a former vineyard area.

Original dwelling stock typically comprises single-storey detached dwellings. Those constructed before 1960 are located on allotments ranging between 700m²-900m², whereas those constructed between 1960 and 1990 range between 600m²-700m². Allotment sizes for more recently constructed dwellings range between 300m² - 400m².

>= Min	< Max	%	#
1,800	1,940	0%	0
1,940	1,960	40	187
1,960	1,990	43	199
1,990	2,016	17	78

PATTERN OF ALLOTMENTS

Allotments are generally regular in shape, which reflects the grid street pattern. Allotments in the subdivision of a former vineyard are more irregular due to the looped road pattern. New development has resulted in a less-uniform pattern of allotments due to narrow frontages associated with semi-detached and row dwellings.

SETBACKS

Setbacks in the locality are varied. Recently-constructed dwellings are typically set back 5-7 metres from the primary street frontage, while original dwelling stock is set back 8-10 metres.

STREETScape/VEGETATION

There is variation in street tree planting throughout the locality, with no trees evident in a number of streets in the north east (vineyard subdivision) through to a heavy canopy of mature gum trees in others (Kent Street). A substantial number of mature trees are present on Hamilton Park Reserve.

LAND USES

The locality is predominantly residential in nature. Warradale Primary School is located on Keynes Avenue and Hamilton Park Reserve (13,860m²) is located on Ewell Avenue.

OPEN SPACE

The above two facilities provide open space within the locality.



Figure 11. Hamilton Ave – 1970s/1980s subdivision of former vineyard (no street trees)



Figure 12. Ewell Ave – original housing stock adjacent Hamilton Park Reserve



Figure 13. Kent Ave – mix of new dwellings amongst original housing stock – predominantly mature street trees



Figure 14. Cedar Ave – New medium density development



Figure 15. Sussex Street – Original housing stock – 1960s onwards

CONCLUSION

Locality 1

Just over a third of properties in the locality were constructed after 1990. New dwelling stock is scattered throughout the locality, although predominantly in the northern section between the rail corridor and Lascelles Avenue (both sides). This section is currently covered by both Medium Density and Northern Policy Areas. Recent redevelopment in the area has resulted in varied front setbacks and less regular allotment patterns. Therefore, an intact lower density character does not exist in this section of the locality.

It is noted that the entire locality is located within 800 metres of both the rail corridor and the Regional Centre Zone, and therefore the implementation of a policy area seeking lower density housing stock would be contrary to established planning principles which emphasise the importance of planning for higher residential densities within convenient walking distance of public transport, retail, community services etc. to reduce car dependency.

Dependent on the above, the following scenarios could be considered:

- Retaining the existing Medium Density and Northern Policy Area zoning within the locality
- Increasing the area covered by the Medium Density Policy Area down to Lascelles Avenue, with the remainder staying in Northern Policy Area 13

Locality 2

Just under a third of properties in the locality were constructed after 1990. New dwelling stock is scattered throughout the locality, although there are small concentrations in the southern section north of the rail corridor and on Bowker Street.

New dwelling stock is generally low-to-medium density (detached, semi-detached, row and unit type), and comprises 1 and 2 storey dwellings.

The locality is currently covered by both Medium Density and Northern Policy Areas. Recent redevelopment in the area has resulted in varied front setbacks and less regular allotment patterns in a number of streets. Therefore, an intact lower density character does not exist throughout the locality. There are a few small areas where an original lower density character is predominantly intact (Around Raymond Grove, Wilton Avenue and The Triangle, in the north, and between Omar Avenue and Ormond Avenue, centrally located). These areas may be too small as individual policy areas.

It is recommended that the existing Medium Density and Northern Policy Area zoning within the locality be retained.

Locality 3

Only 17% of the properties in the locality were constructed after 1990. New dwelling stock tends to be scattered throughout the locality, however is more dominant on the western side where the older housing stock is located. Changes in frontages and setbacks have resulted in a less coherent character in this section.

Housing stock in the north-eastern and eastern sections of the locality are relatively recent (circa 1970s) and the streetscape character is attractive and predominantly intact.

For the above reasons, it is recommended that the potential "low density" policy area is confined to the eastern sections of the locality displayed in the aerial photograph and draft zoning maps below. The zoning of the remaining parts of the locality should be retained as Northern Policy Area 13.

AERIAL PHOTO: RECOMMENDED "MARION PLAINS POLICY AREA"

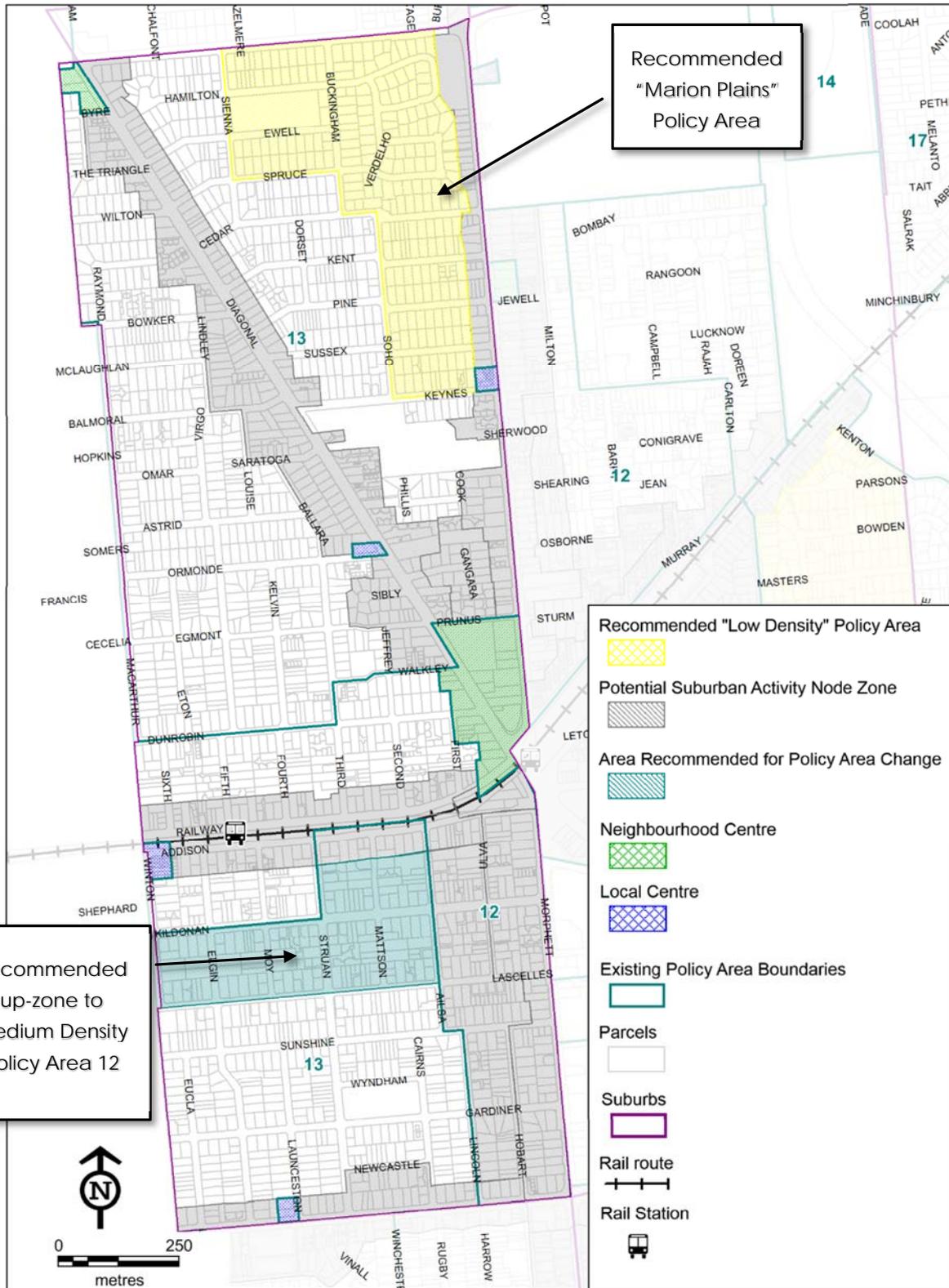


SUMMARY MAP: POTENTIAL "MARION PLAINS POLICY AREA"

Warradale

Housing Diversity DPA - Potential Low Density Policy Area

DRAFT: For discussion only
Version: 11 January 2017



STURT INNER SUBURB ANALYSIS

INTRODUCTION

The Housing Diversity Development Plan Amendment Statement of Intent identified the intention to 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. This analysis reviews the nature of the existing residential areas within the suburb of Sturt to assess their suitability for a lower density policy area, known as the “Marion Plains Policy Area”.

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

Dwelling Age

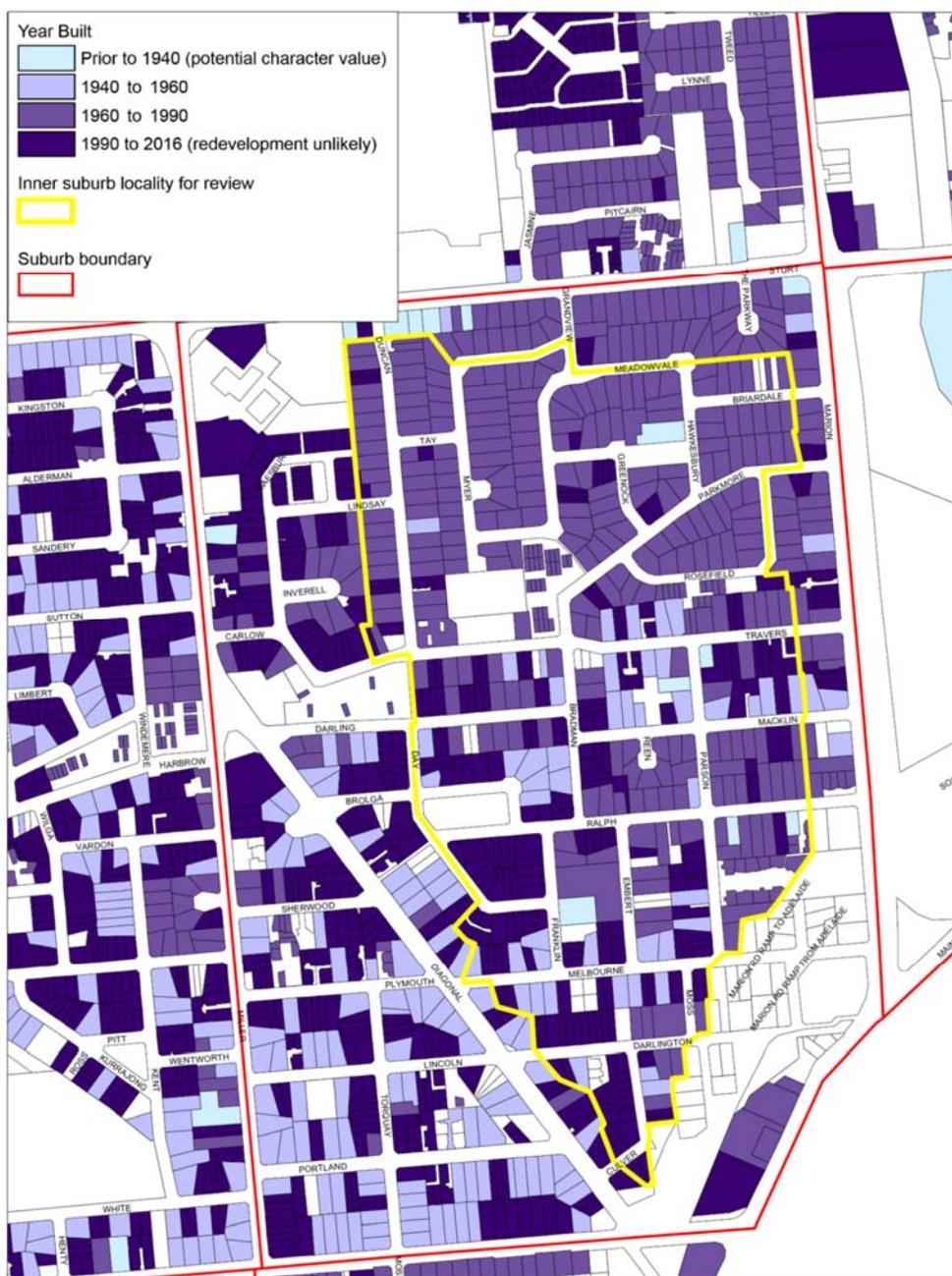


Figure 1. Thematic map illustrating dwelling age and locality for review



DWELLING STOCK

The locality contains a high proportion of recently constructed dwellings; 37% of properties in the locality were constructed after 1990. New dwelling stock is generally low-to-medium density and comprises both single-storey and two-storey construction.

53% of properties in the locality were constructed between 1960 and 1990, which represents the most prevalent dwelling era in the locality. Only 9% of properties were constructed prior to 1960, and therefore the locality does not maintain distinct built form character value.

The highest proportion of original dwelling stock appears to be concentrated in the northern part of the locality, such as Duncan, Myer, Parkmore and Meadowvale streets.

>= Min	< Max	%	#
1,800	1,940	1%	6
1,940	1,960	8%	46
1,960	1,990	53	301
1,990	2,016	37	211

PATTERN OF ALLOTMENTS

Allotments in the northern part of the locality are generally of a standard pattern, as redevelopment is less common in this area. The southern part of the locality, however, maintains a higher proportion of allotments developed at higher densities – these allotments tend to be quite narrow. Although several hammerhead allotments are evident, they are not common in the locality.

SETBACKS

Setbacks in the locality are varied. Recently-constructed dwellings are typically set back 5 metres from the primary street frontage, while original dwelling stock is set back 8-10 metres.

STREETSCAPING/VEGETATION

Mature street tree plantings are evident along a number of streets, including Hawkesbury Avenue and Parsons Street. However, in many parts of the locality, street tree planting is sporadic and scarce. A number of mature Eucalyptus trees are present in and surrounding Brolga Place Reserve.

LAND USES

The locality is residential in nature.

OPEN SPACE

Four (4) Council reserves - Brolga Place Reserve (4313 m²), Travers Reserve (2723 m²), Rosefield Lane Reserve (796 m²), and Hawkesbury Avenue Reserve (2237 m²) - are present in the locality.



Figure 2. Recent development along Ralph Street



Figure 3. Brolga Place Reserve



Figure 4. Melbourne Street



Figure 5. Franklin Street



Figure 6. New single-storey dwellings on the corner of Bradman and Macklin Streets



Figure 7. Parkmore Avenue, with a higher proportion of original dwelling stock



Figure 8. Housing SA land at Parkmore Avenue



Figure 9. Grandview Grove



Figure 10. Several mature trees along Duncan Street

CONCLUSION

The southern portion of the locality maintains a relatively high proportion of redevelopment, such as along Darlington, Melbourne, Travers and Darling streets. New dwellings have varied the pattern of setbacks and allotment configuration, and a low density character (derived from the original dwelling stock) is not evident. These streets with a high level of redevelopment do not maintain a distinct streetscape character as street tree planting is scarce and sporadic.

The northern part of the locality, however, maintains a higher proportion of original dwelling stock with limited infill development, such as along Myer Road, Duncan Street and Meadowvale Road. These streets also tend to feature mature street trees. As such, these streets can be seen to maintain a low density streetscape character.

The character of the northern part of the locality may warrant preservation by encouraging sensitive infill development which respects the existing pattern of development and streetscape character. However, it is acknowledged that this locality is located 300-700 metres from the Regional Centre Zone, and therefore is not appropriate to prevent all development in this area.

In summary, it is recommended that the proposed lower density policy area is reduced to contain only those areas displayed in the aerial photograph and draft zoning maps below. That lower density policy area should not prevent all future infill development, but should encourage allotment dimensions and dwelling designs which can preserve the low density streetscape character.

The zoning of the remaining parts of Sturt should be retained as per the current policy areas.

AERIAL PHOTO: RECOMMENDED POTENTIAL "MARION PLAINS POLICY AREA"

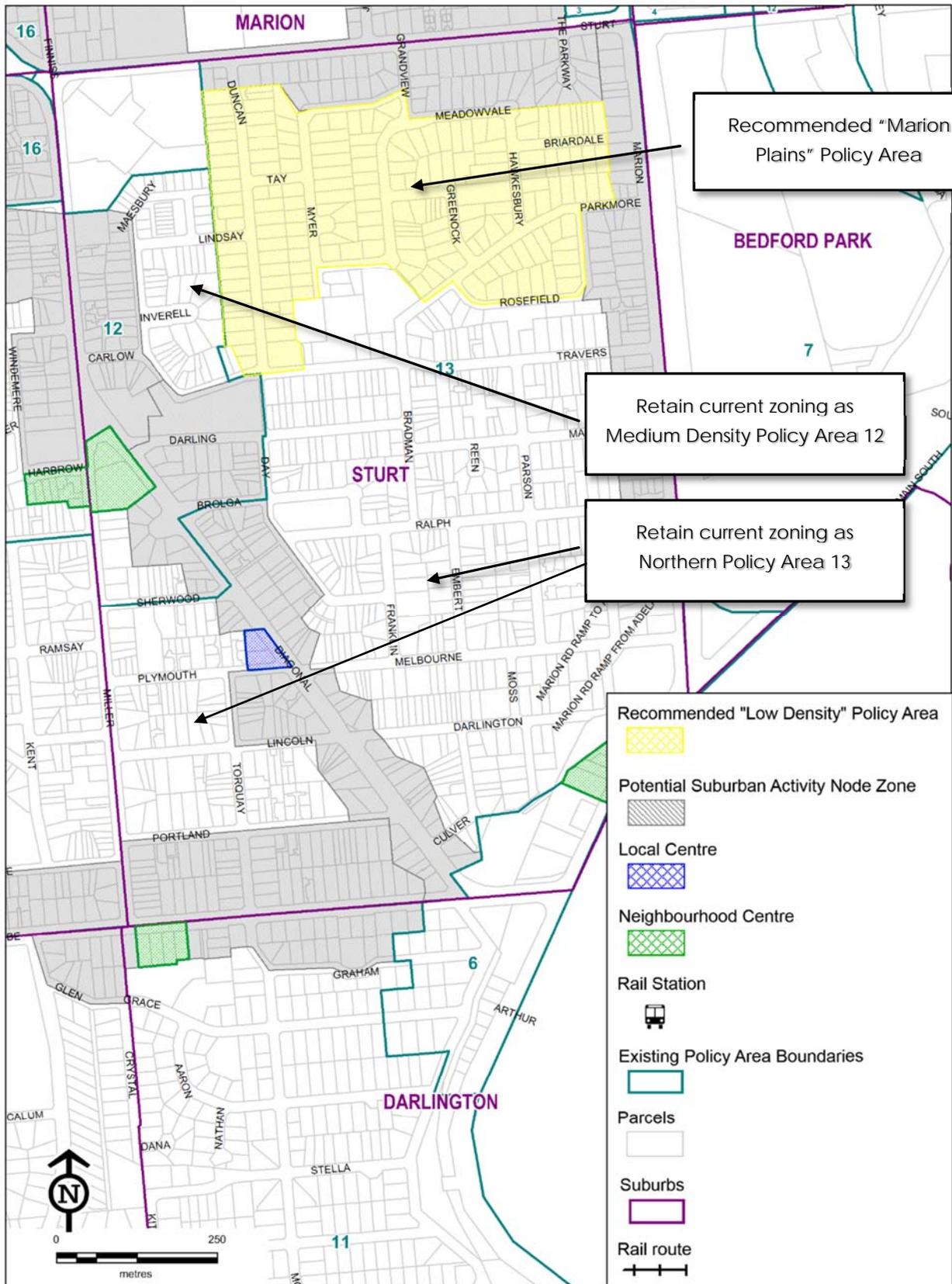


SUMMARY MAP: RECOMMENDED POTENTIAL "MARION PLAINS POLICY AREA"

Sturt

Housing Diversity DPA - Potential Low Density Policy Area

DRAFT: For discussion only
Version: 11 January 2017



Recommended "Marion Plains" Policy Area

Retain current zoning as Medium Density Policy Area 12

Retain current zoning as Northern Policy Area 13

- Recommended "Low Density" Policy Area
- Potential Suburban Activity Node Zone
- Local Centre
- Neighbourhood Centre
- Rail Station
- Existing Policy Area Boundaries
- Parcels
- Suburbs
- Rail route

GLENGOWRIE INNER SUBURB ANALYSIS

INTRODUCTION

The Housing Diversity Development Plan Amendment Statement of Intent identified the intention to 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. This analysis reviews the nature of the existing residential areas within the suburb of Glengowrie to assess their suitability for a lower density policy area, known as the “Marion Plains Policy Area”. The localities for review have been identified in Figure 1 below.

LOCALITY 1



DWELLING STOCK

The locality contains a high proportion of dwellings constructed after 1990 (50%). The former Glengowrie High School, at the southern eastern section of the locality, has been redeveloped with higher density housing stock and aged care/retirement homes. There is also a large Eldercare retirement village on the corner of Oaklands Road and Diagonal Road. These developments have skewed the figures somewhat in that they do not reflect the actual proportion of the locality affected. In saying this, new dwelling stock is also scattered throughout the locality. Outside of the former school site new dwelling stock is of a low to medium scale, with original stock being replaced with 2 or 3 new dwellings; being predominantly one and two storey detached and semi-detached dwellings, and a number of row dwelling developments.

41% of the properties were constructed between 1940 and 1960. Although not the predominant number, for the reasons above, they cover the greatest proportion of the area. This original dwelling stock typically comprises single storey detached dwellings, with allotment areas predominantly of around 700m².

>= Min	< Max	%	#
1,800	1,940	0%	0
1,940	1,960	41	228
1,960	1,990	9%	51
1,990	2,016	50	278

Figure 2. Locality 1 dwelling age

PATTERN OF ALLOTMENTS

In the north and north eastern parts of the locality allotments are generally regular in shape, reflecting the normal grid street pattern. Within the aged care/retirement village development, the streets are privately owned and less regular in pattern with extensive variation in allotment shapes and sizes.

The street pattern in the south western section of the locality is very irregular with 5 streets radiating out from a single point, a curvilinear road and a couple of culs-de-sac, resulting in a number of irregular shaped allotments.

SETBACKS

Setbacks in the locality are varied, partly due to the irregular street pattern in the south west and also due to the mix of original and recent housing stock. Recently constructed dwellings are typically setback 5–6 metres from the primary street frontage, while original dwelling stock is set back 8–10 metres.

STREETSCAPING/VEGETATION

Streetscapes vary quite considerably throughout the locality. Mature street trees are evident in some streets whilst more recent plantings are evident in others. There appears to be a lack of street trees adjacent to recently redeveloped properties – perhaps awaiting a coordinated replanting by Council. The most densely vegetated streets comprise a mix of both street trees and mature vegetation in the front yards of original housing stock.

LAND USES

The locality is predominantly residential in nature. Higher density residential, in the form of aged care/retirement villages, is located at the southern part of the locality.

OPEN SPACE

Hazelmere Reserve is located adjacent to Oaklands Road at the southern end of the locality.



Figure 3. Southern Ave – mix of original housing stock (L) and retirement village development (R)



Figure 4. Bells Road - Mix of original and new housing stock



Figure 5. Harding St – mix of original and new housing stock – new street tree plantings

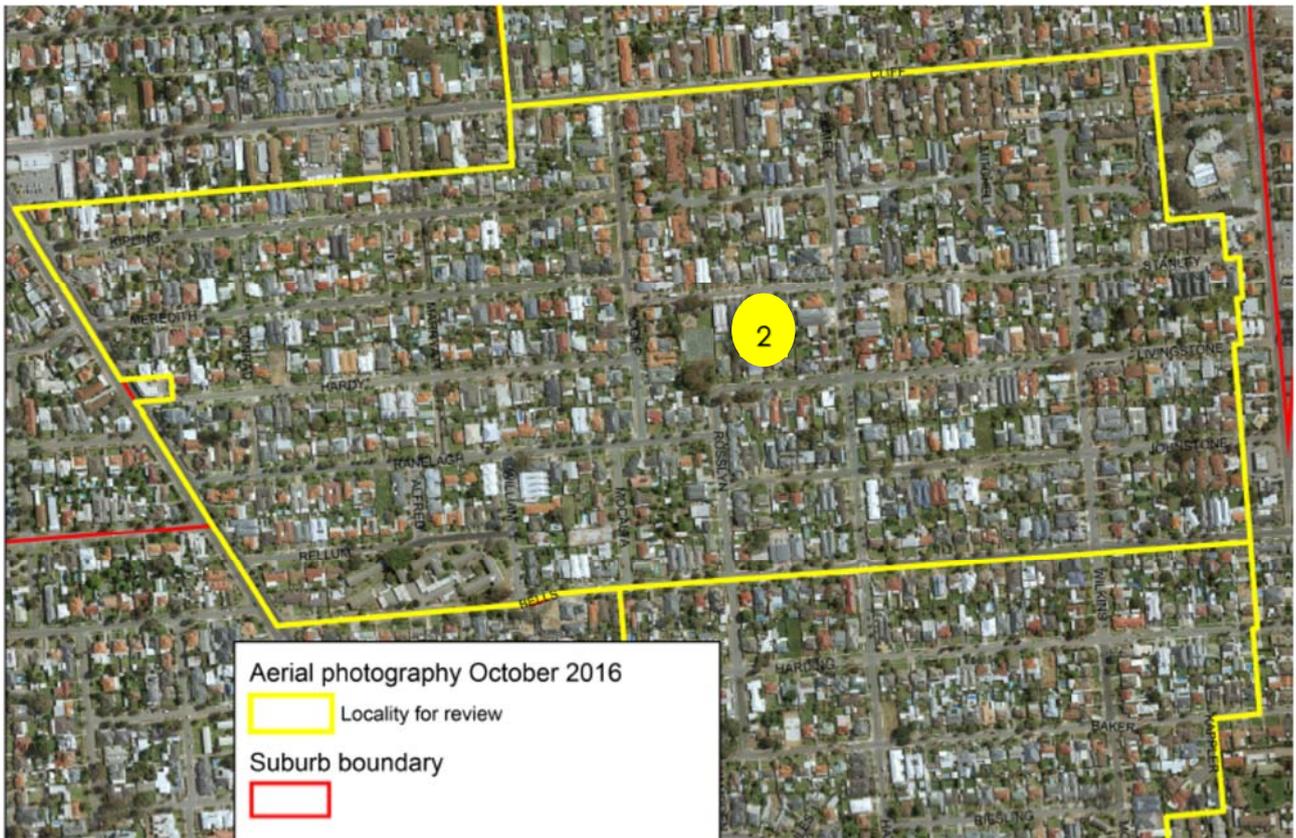


Figure 6. Whiteleaf Crescent – mix of original and new medium density housing stock – mix in maturity of trees



Figure 7. Hazelmere Rd – mix of original and new housing stock – vegetated streetscape predominantly provided by trees in front yards of original stock – need for additional street trees

LOCALITY 2



DWELLING STOCK

The locality contains a reasonable proportion of housing stock from all three eras. 42% were built between 1940 – 1960, 20% between 1960 – 1990 and 36% since 1990. The housing constructed after 1990 is generally infill development replacing existing stock with 2 or 3 new dwellings; being predominantly one and two storey detached and semi-detached dwellings, and a number of row dwellings. There is a relatively high proportion of residential flat buildings and group dwellings on and around Cliff Street, at the northern end of the locality. A large group of SAHT 2 storey flats is located at the western end of Bells Road/Rellum Road. These are out of character with the other housing stock in the area.

>= Min	< Max	%	#
1,800	1,940	1%	8
1,940	1,960	42	371
1,960	1,990	20	179
1,990	2,016	36	318

Figure 3. Locality 2 dwelling age

PATTERN OF ALLOTMENTS

Apart from Mitchell Street and Wilkins Grove in the north eastern part of the locality, the locality has a grid street pattern. This being said, most allotments are regular in shape.

SETBACKS

Setbacks in the locality are varied. Recently constructed dwellings are typically 5-6 metres from the primary street frontage, while original housing stock is set back 8-10 metres. Most streets comprise a mix of original and newer housing stock so setbacks are not consistent.

STREETSCAPING/VEGETATION

Streetscapes vary quite considerably throughout the locality. Some streets have a good covering of mature street trees, providing pleasant streetscapes, whilst others are relatively sparsely planted and are in need of enhancement.

LAND USES

The locality is predominantly residential in nature. Higher density housing stock is primarily located on or close to Cliff Street.

OPEN SPACE

A council reserve of around 2,500m² is located on Stanley Street, central to the locality. It comprises two tennis courts and a playground.



Cliff Street – high proportion of medium density dwellings – requires streetscape enhancement



Ranleigh Street – mix of original and new housing stock – pleasant street scape



Kipling Ave – predominantly original housing stock – relatively mature street trees resulting in a pleasant streetscape



Johnstone St – mix of new and original housing stock - Streetscape would be enhanced with planting of additional street trees



Rellum Road – SAHT 2 storey units amongst mix of original and new housing stock – streetscape could be enhanced with planting of additional street trees – Many large trees are within private property

LOCALITY 3



DWELLING STOCK

The locality contains a high proportion of dwellings constructed between 1960 -1990 (45%) Many of these dwellings are located in medium density unit developments, predominantly located on or around Cliff Street and at the eastern end of Helmsdale Avenue (SAHT), Duggan Avenue and Willoughby Avenue.

There is an even percentage of dwelling stock from pre 1960 and post 1990. The housing constructed after 1990 is generally infill development replacing existing stock with 2 or 3 new dwellings; being

predominantly one and two storey detached and semi-detached dwellings, and a number of row dwellings.

>= Min	< Max	%	#
1,800	1,940	3%	13
1,940	1,960	26	119
1,960	1,990	45	202
1,990	2,016	26	117

Figure 4. Locality 3 dwelling age

PATTERN OF ALLOTMENTS

Although slightly curvilinear at the northern end of the locality, the locality has a grid street pattern so most allotments are regular in shape. The main exception to this being the unit developments within the locality, which tend to have private internal driveways that vary in alignment from the road system.

SETBACKS

Setbacks in the locality are varied. Recently constructed dwellings are typically 5-6 metres from the primary street frontage, while original housing stock is set back 8-10 metres. Most streets comprise a mix of original and newer housing stock so setbacks are not consistent.

STREETSCAPING/VEGETATION

Streetscapes vary quite considerably throughout the locality. Some streets have a good covering of mature street trees, providing pleasant streetscapes, whilst others are relatively sparsely planted and are in need of enhancement.

LAND USES

The locality is predominantly residential in nature. There are a number of areas with sites containing medium density development.

OPEN SPACE

A large reserve is located at the eastern end of Fisk Ave



Helmsdale Ave (western end) – mix of SAHT unit development and original housing stock – Streetscape would be enhanced with planting of additional street trees



Beadnall Tce (eastern end) - mix of new and original housing stock



Beadnall Tce (western end) - predominantly original housing stock



Frederick Street (western end) - mx of original and new housing stock - recent street tree plantings



Willoughby Ave – entrance to large unit development and new 2 storey townhouses (now built)

CONCLUSION

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

Locality 1

That part of the locality south of Whiteleaf Crescent and Southern Avenue comprises a high percentage of housing stock at greater densities than envisaged for the Marion Plains Policy Area, partly due to the two large retirement complexes and the recent redevelopment of a number of allotments, previously containing original stock, for row dwellings. It is suggested that this area remains in the current Northern Policy Area 13.

The area north of Whiteleaf Crescent and Southern Avenue, contains a mix of original housing stock, and recent infill development that is of a type and scale that reflects the desired character of the Marion Plains Policy Area, so should be considered for inclusion within the Policy Area.

Locality 2

That part of the locality between Stanley Street and Cliff Street comprises a high percentage of housing stock with dwelling types and densities not envisaged for the Marion Plains Policy Area, particularly the unit developments on and around Cliff Street. It is suggested that this area remains in the current Northern Policy Area.

The remainder of the locality, outside of the above area, contains a mix of original housing stock, and recent infill development that is of a type and scale that reflects the desired character of the Marion Plains Policy Area, so should be considered for inclusion within the Policy Area.

Locality 3

That part of the locality north of Helmsdale Ave, and from Cliff Street northwards to the rear boundaries of the properties on the southern side of Frederick Street, comprises a high percentage of housing stock with dwelling types and densities not envisaged for the Marion Plains Policy Area. It is suggested that this area remains in the current Northern Policy Area.

The remainder of the locality, outside of the above areas, contains a mix of original housing stock, and recent infill development that is of a type and scale that reflects the desired character of the Marion Plains Policy Area, so should be considered for inclusion within the Policy Area.

AERIAL PHOTO: POTENTIAL "MARION PLAINS POLICY AREA"

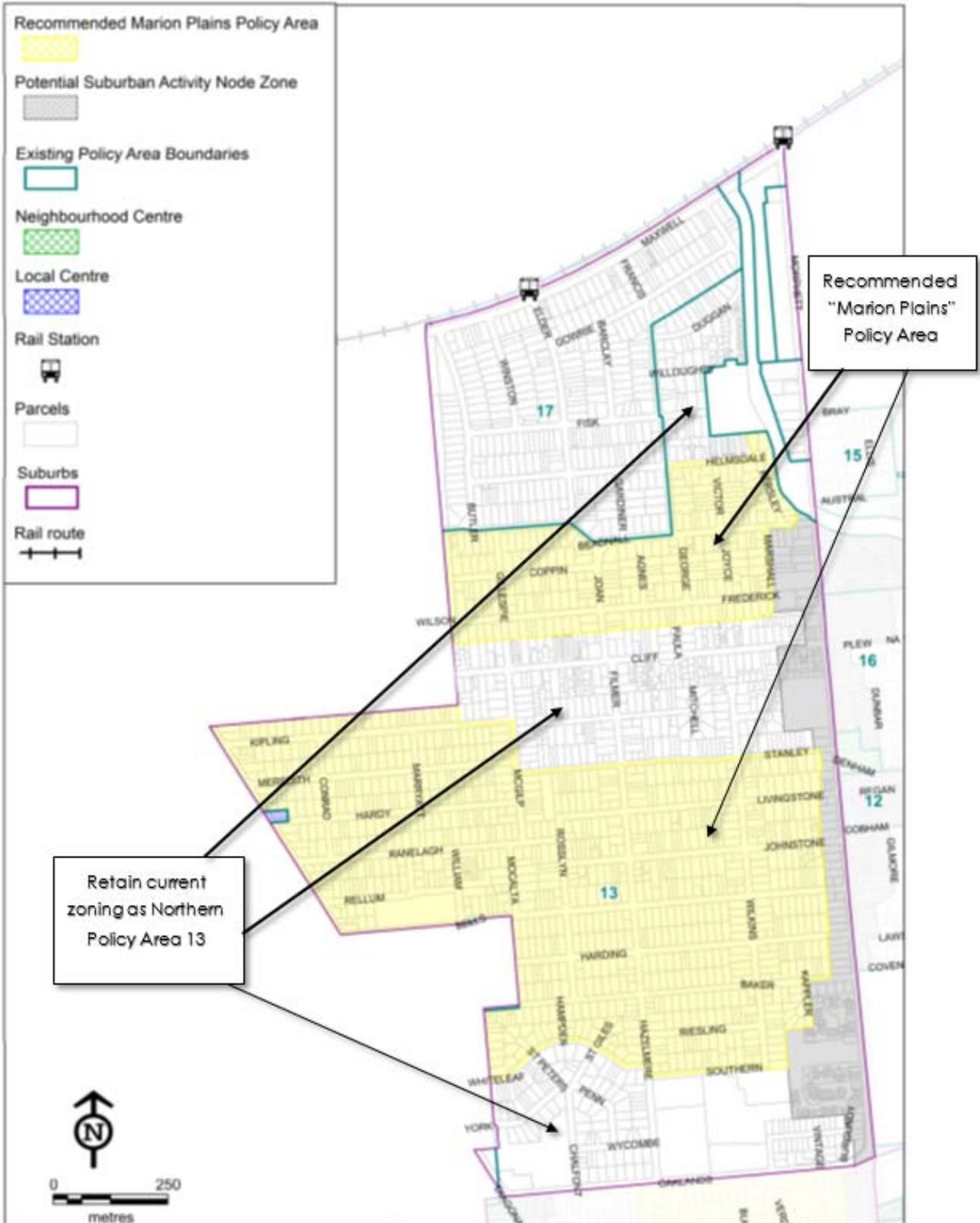


SUMMARY MAP: POTENTIAL "MARION PLAINS POLICY AREA"

Glengowrie

Housing Diversity DPA - Potential Marion Plains Policy Area

DRAFT: For discussion only
Version: 8 March 2017



PLYMPTON PARK LOCALITY ANALYSIS

INTRODUCTION

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

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

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

Dwelling Age

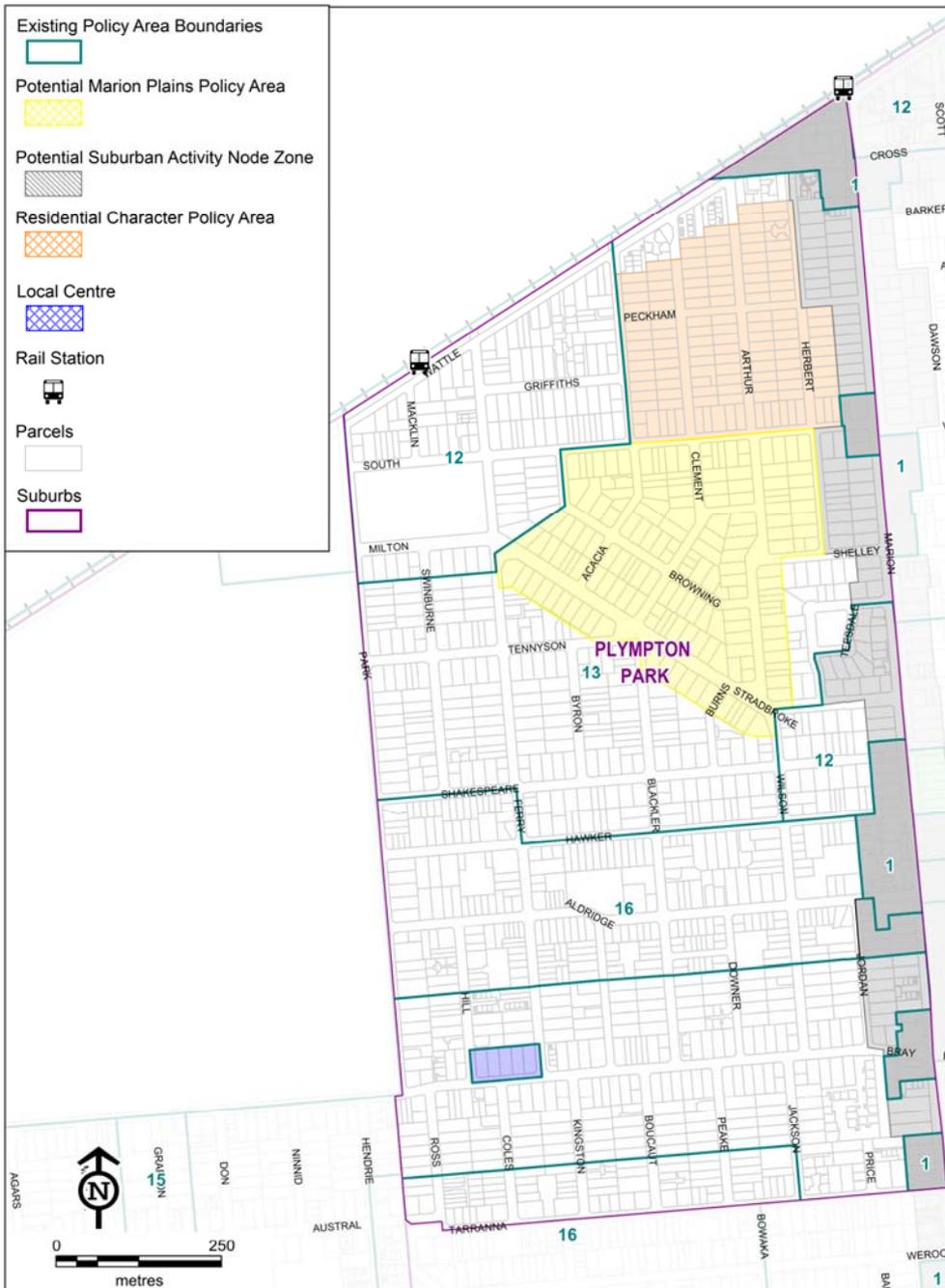


Figure 1. Thematic map illustrating dwelling age and locality for review

Plympton Park

Existing Policy Areas

DRAFT: For discussion only
Version: 8 March 2017





DWELLING STOCK

The data available shows that the locality contains a very high proportion of dwellings constructed between 1940-1960 (76% or 117 dwellings). However, analysis of aerial photographs and development data reveals that at least 7 of these properties have been redeveloped in recent times adding around 15 dwellings to the number built since 1990 (total now 43/27%)(1940-1960 now 110/69%).

Original dwelling stock typically comprises single storey detached dwellings, with allotment areas of around 700m²-800m².

New dwelling stock scattered throughout the locality is of a low to medium scale, with original stock being replaced with 2 or 3 new dwellings. New dwellings are predominantly single storey detached and semi-detached dwellings, with a couple of row dwellings.

>= Min	< Max	%	#
1,800	1,940	2%	3
1,940	1,960	76	117
1,960	1,990	5%	8
1,990	2,016	17	26

Figure 2. Dwelling age in locality for review

PATTERN OF ALLOTMENTS

Although the alignment of some of the roads in the locality run at 45% to the normal alignment, there is, in the main, a grid street pattern. Other than where the street alignment changes, most allotments are regular in shape.

SETBACKS

Setbacks in the locality are varied. Recently constructed dwellings are typically 5-6 metres from the primary street frontage, while original housing stock is set back 8-10 metres. Most streets comprise a mix of original and newer housing stock so setbacks are not consistent.

STREETSCAPING/VEGETATION

Streetscapes vary quite considerably throughout the locality. Some streets have a good covering of mature street trees, providing pleasant streetscapes, whilst others are relatively sparsely planted and are in need of enhancement.

LAND USES

The locality is predominantly residential in nature.

OPEN SPACE

There are no Council reserves within the specific locality; although a large recreation (Plympton Oval) is located a short distance to the west.



Browning Street – mix of original and new housing stock



South Terrace – Recent infill housing amongst original housing stock



Arthur Street – Predominantly original housing stock with recent infill evident



Stradbroke Ave – Predominantly original housing stock with recent infill evident – mix of trees on road and in private properties result in a pleasant streetscape

CONCLUSION

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

The locality contains a mix of original housing stock, and recent infill development that is of a type and scale that reflects the numerical criteria in the desired character for the Marion Plains Policy Area.

However, the size of the locality and the zoning of surrounding areas requires further consideration in this instance.

The locality covers a relatively small area covering a total of about 160 dwellings. The existing Medium Density Policy area and proposed Residential Character Policy Area are immediately located to the north/north west. The remainder of the existing Northern Policy Area (which would become an equally small and irregular shaped policy area) directly abuts the south and east of the subject locality. A Regeneration Policy Area is located a short distance to the south of the locality.

Rezoning the locality to Marion Plains Policy Area would result in a very convoluted mix of policy areas in a small section of the suburb. It is suggested that the subject locality remains in the current Northern Policy Area.

RECOMMENDATION: NO CHANGE TO EXISTING POLICY AREAS

SOUTH PLYMPTON LOCALITY ANALYSIS

INTRODUCTION

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

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

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

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

Figure 1. Dwelling age in locality 1

PATTERN OF ALLOTMENTS

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

SETBACKS

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

STREETSCAPING/VEGETATION

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

LAND USES

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

OPEN SPACE

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



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



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



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



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

LOCALITY 2



DWELLING STOCK

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

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

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

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

Figure 2. Dwelling age in locality 2

Dwelling Age



Figure 3. Dwelling age breakdown - 1940 to 1965

PATTERN OF ALLOTMENTS

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

SETBACKS

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

STREETSCAPING/VEGETATION

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

LAND USES

The locality is residential in nature.

OPEN SPACE

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



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



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



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



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

CONCLUSION

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

Locality 1

Currently Northern Policy Area 13

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

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

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

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

Locality 2

Currently Medium Density Policy Area 12

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

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

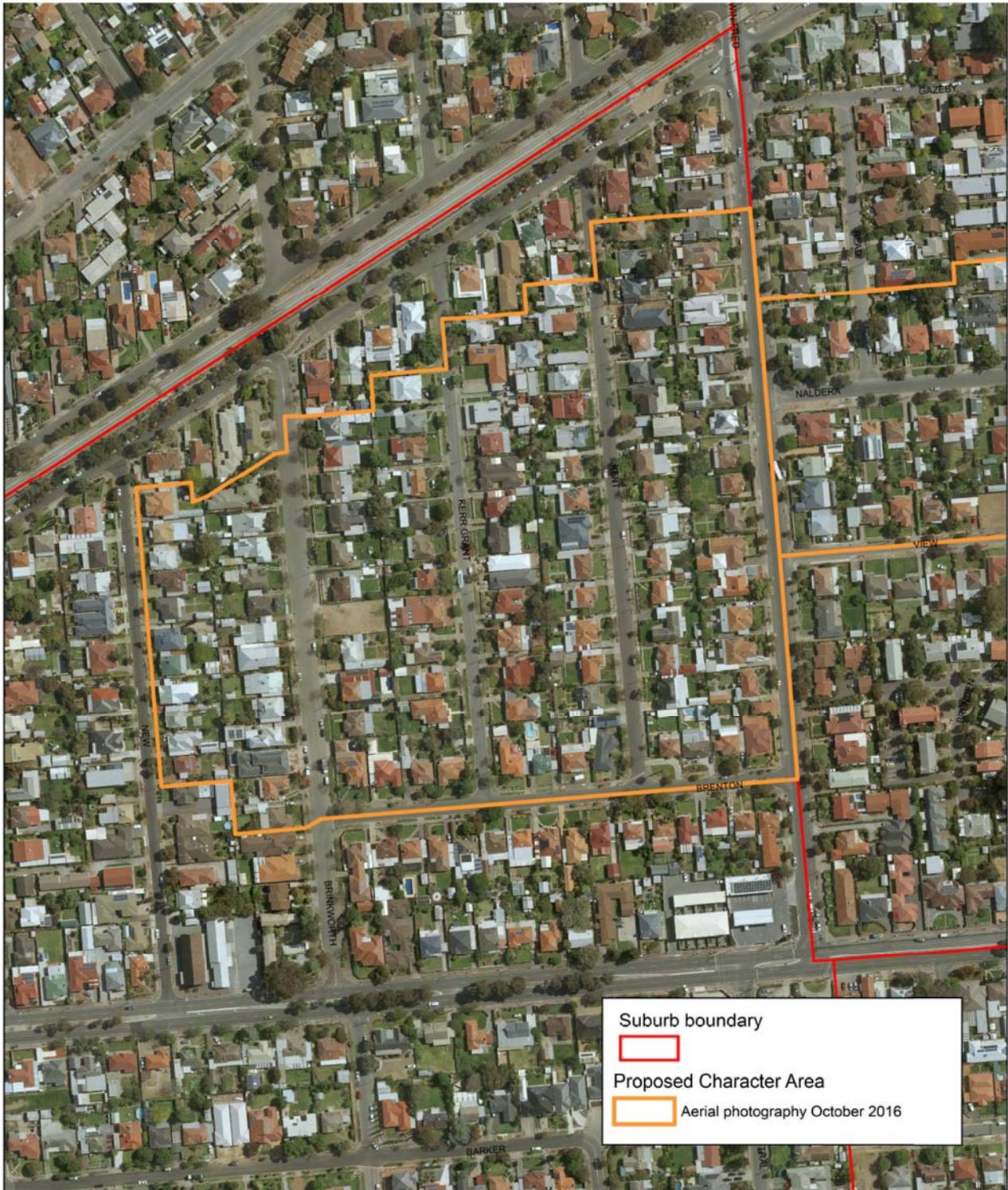
Under the Marion Plains Policy Area, a majority of the allotments in the locality would have sufficient site area to be developed for 2 detached or semi-detached dwellings (each = 350m²), however only those with a current frontage of 20m or more would meet the minimum criteria (each require 10m). This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

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

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

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

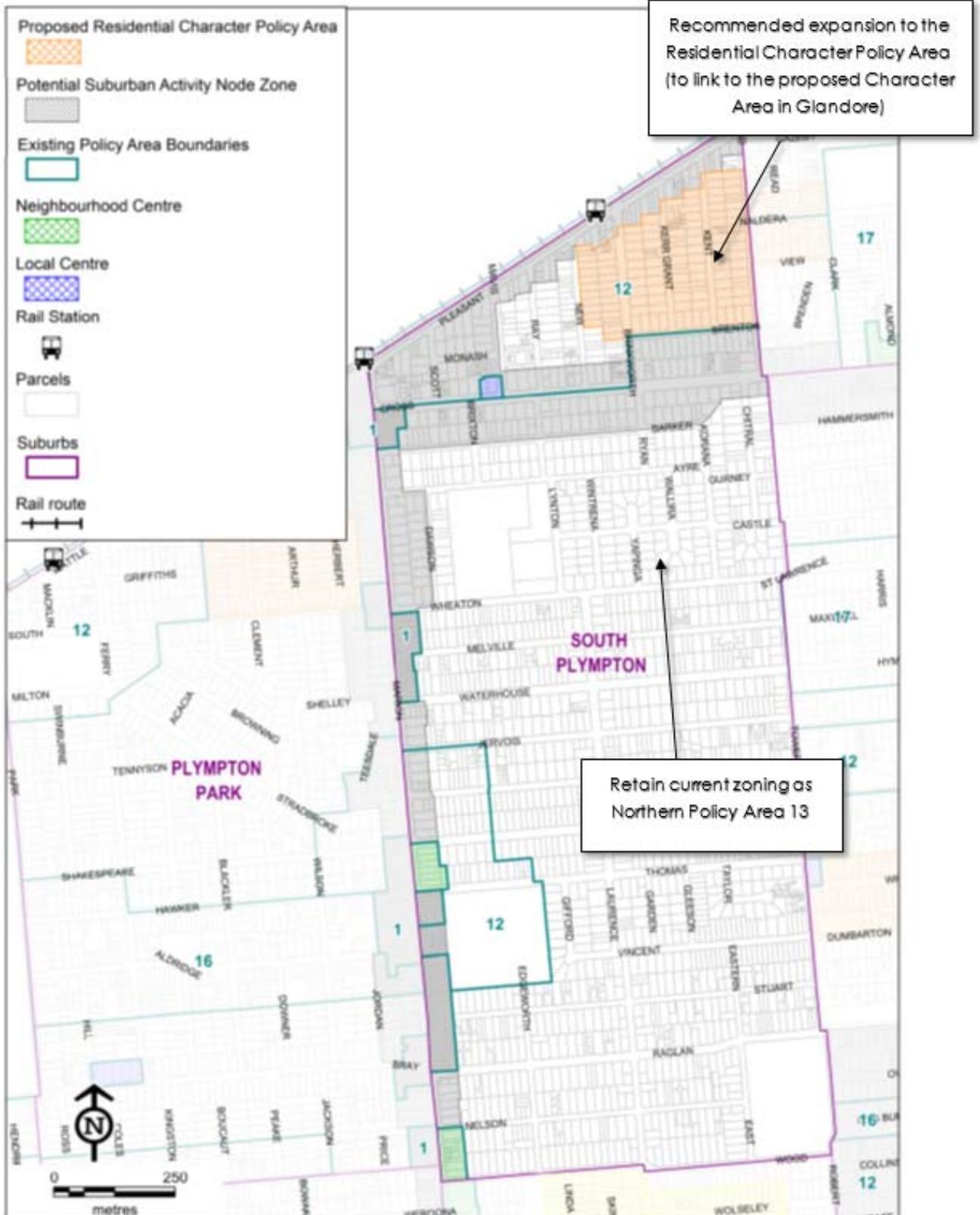
AERIAL PHOTO: RECOMMENDED RESIDENTIAL CHARACTER POLICY AREA



SUMMARY MAP: : POTENTIAL RESIDENTIAL CHARACTER POLICY AREA

South Plympton

DRAFT: For discussion only
Version: 8 March 2017



ASCOT PARK INNER SUBURB ANALYSIS

INTRODUCTION

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

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

This analysis reviews the identified area within the suburb of Ascot Park to assess its suitability for a lower density policy area. The locality for review has been identified in Figure 1 below.

Dwelling Age

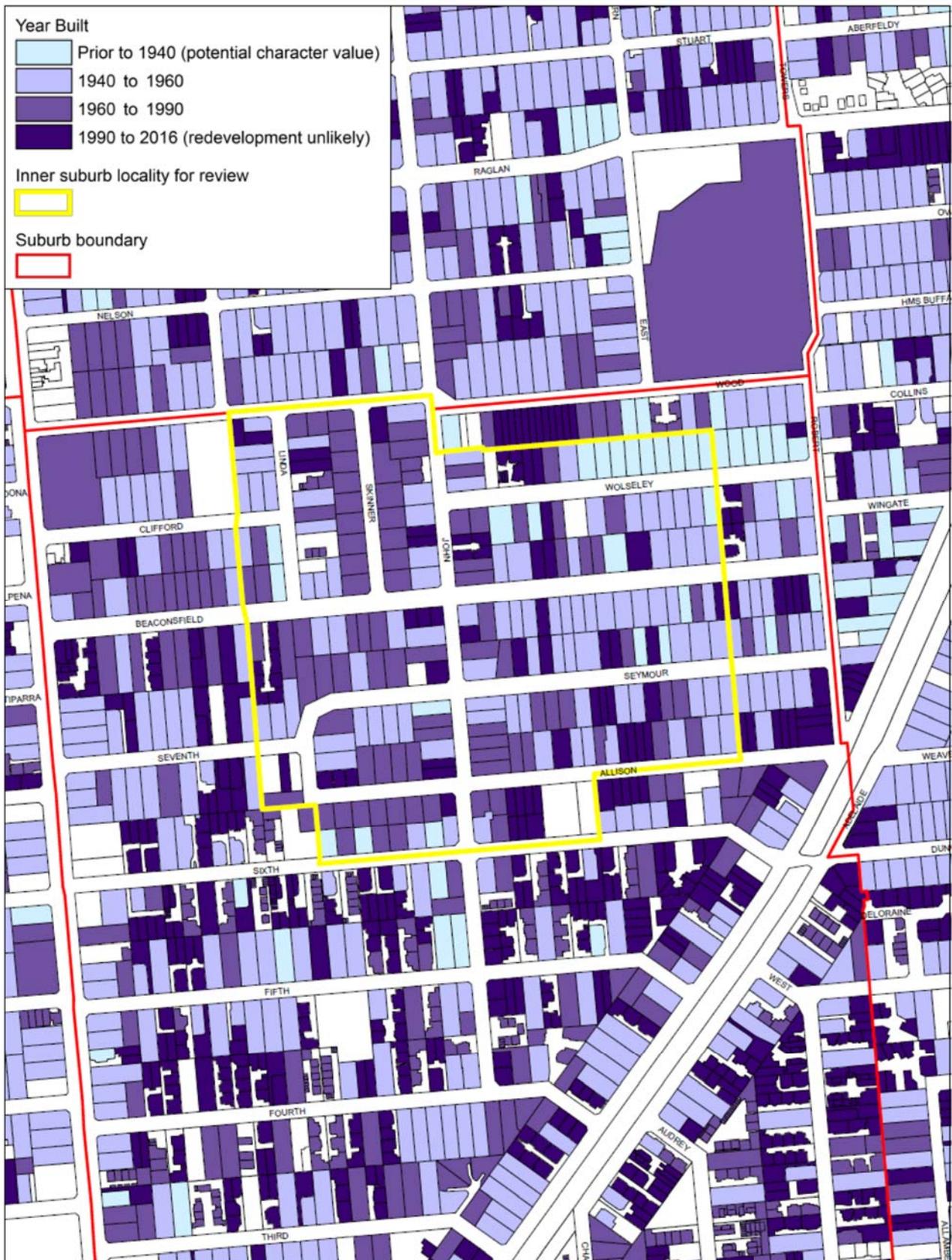


Figure 1. Thematic map illustrating dwelling age and locality for review



DWELLING STOCK

The locality contains a relatively even mix of housing stock across the housing eras from post-1940 to the present. There is also a small number of pre-1940s housing.

Housing stock built pre 1990 comprises predominantly single storey detached dwellings.

The housing constructed after 1990 is generally infill development replacing existing stock with 2 or 3 new dwellings; being predominantly one and two storey detached and semi-detached dwellings, and a number of row dwellings.

There is a significant variation in site areas and frontages within the locality, including both the pre-1990 constructed properties as well as more recent infill. Common dimensions for pre-1990 properties include: 12m x 40m (480m²), 16m x 40m (640m²), 18m x 28m (504m²) and 18m x 40m (720m²).

>= Min	< Max	%	#
1,800	1,940	8%	22
1,940	1,960	33	91
1,960	1,990	36	97
1,990	2,016	23	63

Figure 2. Dwelling age in locality for review

PATTERN OF ALLOTMENTS

Apart from the differences in dimensions, the allotments are predominantly regular in shape, reflective of the common grid street pattern.

SETBACKS

Setbacks in the locality for the pre-1990 building stock generally ranges between 7m and 9m. More recent infill development ranges between 5m and 7m. Some streets have more uniform setbacks than others.

STREETSCAPING/VEGETATION

Streetscapes vary throughout the locality. Some streets have a good covering of mature street trees, providing pleasant streetscapes, more recent plantings are evident in others, whilst others are relatively sparsely planted and are in need of enhancement. The most densely vegetated streets comprise a mix of both street trees and mature vegetation in the front yards of original housing stock.

LAND USES

The locality is predominantly residential in nature. A church is located at the western end of Wolseley Tce. An electricity sub-station abuts a number of properties at the north western boundary of the locality.

OPEN SPACE

A Council reserve of around 2000m² in area is located at the southern end of the locality between Allison Street and Sixth Avenue. It abuts a Scout Hall just outside the locality.



Alison St – housing stock generally from 1960-1990 but with more recent infill



Seymour Tce – mix of housing ages from post 1940 to recent infill development



Beaconsfield Tce – mix of housing ages from post 1940 to recent infill development



Skinner St – Predominantly 1960-1970s housing



Wolseley Tce- mix of housing ages from pre 1940 to recent infill development + Church



Linda St – mix of housing ages from pre 1940 to recent infill development – 6 unit development at southern end of street

CONCLUSION

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

As mentioned previously, common dimensions for pre 1990 properties within the locality include: 12m x 40m (480m²), 16m x 40m (640m²), 18m x 28m (504m²) and 18m x 40m (720m²).

Under the current Northern Policy Area 13 minimum site area, frontage and depth requirements are as follows: Detached (375m²/12m/20m), Semi-detached (320m²/9m/20m), Row dwellings (250m²/7m/20m) and Residential flat buildings and Group dwellings (300m²/20m/45m). A majority of pre 1990 properties in the locality are too small for redevelopment; being either, too small in site area, too small in frontage, or not deep enough (residential flat buildings and group dwellings).

A mapping analysis reveals that of the 273 existing dwellings in the locality between 37 (13.5%) and 42 (15.4%) properties meet the dimensional requirements for other forms of dwelling type in the Policy Area. The dominant form of redevelopment would be semi-detached (or detached under the Residential Code) with a few allotments of a width suitable for row dwellings.

When using the frontage and site area criteria for the proposed Marion Plains Policy Area of 10metres and 350m² the mapping analysis reveals that 13 (4.8%) allotments are of a size that have potential for redevelopment.

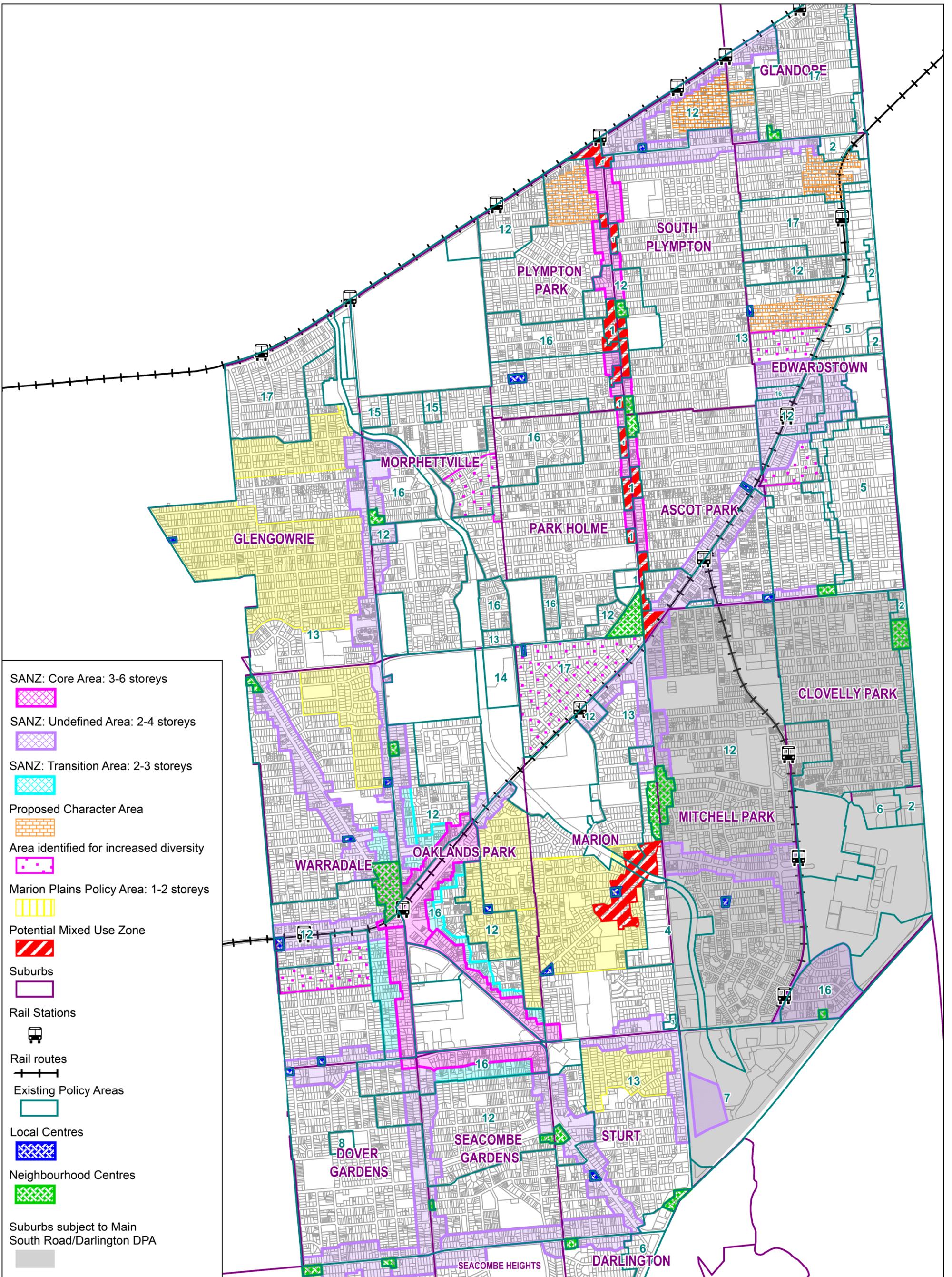
As the housing stock in the locality is of varied eras and therefore building designs, and the quality of tree planting varies also, there appears to be little distinct cohesive streetscape character. The one exception is Skinner Street which has housing stock built almost entirely around the 1960s/1970s.

As the number of properties in the locality with potential for redevelopment (under the current zoning) is relatively low (around 15%), and the streetscape character is relatively fragmented, there appears to be little benefit in rezoning the locality to Marion Plains as the form of dwellings possible and resultant urban form would be similar. It is therefore recommended that the locality is not considered for rezoning and remains in the Northern Policy Area.

RECOMMENDATION: NO CHANGE TO CURRENT POLICY

Housing Diversity DPA

Potential re-zoning based on SOI and investigations as of March 2017



Appendix 9

Northern Policy Area 13

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

OBJECTIVES

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

DESIRED CHARACTER

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

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

The desired character is an attractive residential environment containing low ~~to medium~~ density dwellings ~~of a variety of architectural styles, but~~ at a higher density ~~and generally a lesser setback from the primary road frontage~~ compared to that typical of the original dwelling stock in the area.

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

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

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

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

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

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

Appendix 9

Amalgamation of properties is desirable where it will facilitate appropriately designed [low-to-medium-density](#) development.

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

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

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

- affordable housing
- dwelling ~~including a residential flat building~~
- supported accommodation.

Form and Character

2 Development should not be undertaken unless it is consistent with the desired character for the policy area.

3 [Residential development in a battle-axe configuration should not be developed unless all of the following can be satisfied:](#)

(a) [a "handle" of at least 4.6 metres width is provided that gives access to the rear of the site, comprising a driveway of 3.0 metres minimum width and landscaping strips of 0.8 metres minimum width along both sides of the driveway](#)

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(ed) [all dwellings are sited to ensure that they are at least partially visible from the street frontage](#)

(de) [fencing along the battle-axe driveway between the primary road frontage and the main face of the dwelling closest to the street is avoided or minimised in height and constructed of a suitable material to maintain an open landscaped character](#)

(ef) [dwellings are set back an appropriate distance from the battle-axe driveway.](#)

4 A dwelling should have a minimum site area (and in the case of residential flat buildings and group dwellings, an average site area per dwelling) and a frontage to a public road and site depth not less than that shown in the following table:

Dwelling Type	Minimum Site Area (square metres)	Minimum Frontage Width		Minimum Site Depth (metres)
		Other Road (metres)	Arterial Road (metres)	
Detached	375-350	129	12	20
Semi-detached	320-350	99	12	20
Group	300-350	20	20	45
Residential flat building	300-350	20	20	45
Row	250-300	78	12	20

Commented [RH1]: Different site dimensions for detached and semi-detached dwellings are irrelevant given that the Residential Code applies across the majority of the Northern Policy Area 13, which applies semi-detached dwelling site dimensions to both detached and semi-detached dwellings

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

Appendix 9

- 6 Residential development located on land within 60 metres of **Marion Road Policy Area 1, South Road Policy Area 2, Sturt/Marion Road Corner Policy Area 3, Industry Commerce Policy Area 4, Industry/Commerce Edwardstown Policy Area 5 and Light Industry Policy Area 6** should incorporate appropriate noise attenuation measures noise sensitive rooms and private open spaces should be located away from potential noise sources.
- 7 Residential development on land abutting of **Marion Road Policy Area 1, South Road Policy Area 2, Sturt/Marion Road Corner Policy Area 3, Industry Commerce Policy Area 4, Industry/Commerce Edwardstown Policy Area 5 and Light Industry Policy Area 6**, should provide for a continuous solid wall or fence of at least 2 metres in height along the abutting boundary.
- 8 Bedroom windows that face the boundary of **Marion Road Policy Area 1, South Road Policy Area 2, Sturt/Marion Road Corner Policy Area 3, Industry Commerce Policy Area 4, Industry/Commerce Edwardstown Policy Area 5 and Light Industry Policy Area 6** should be setback at least 3 metres from this boundary.

-

Appendix 9

Table Mar/2 - Off Street Vehicle Parking Requirements

The following off street vehicle parking requirements apply except where otherwise stated in [Table Mar/2A - Off Street Vehicle Parking Requirements for Designated Areas](#).

Form of Development	Number of Required Car Parking Spaces
Accommodation	
Aged care retirement home	1 per unit
Display home	Assess on needs basis
Dwelling	
Detached Semi-detached Row Group Residential flat building	2 per dwelling containing up to 3 bedrooms (or rooms capable of being used as bedrooms), one of which is to be covered. 3 per dwelling containing 4 or more bedrooms (or rooms capable of being used as bedrooms), one of which is to be covered. Plus, in the case of 3 or more group and residential flat buildings, 1 visitor space per 3 dwellings.
Group Residential flat building	1.5 per dwelling one of which is to be covered plus 1 visitor space per 3 dwellings.
Guesthouse or hostel	1 per 3 beds
Multiple dwelling	0.7 per bedroom
Nursing home	1 per 4 beds
Serviced apartment	1 per room plus 1 per employee
Tourist accommodation in the form of a bed and breakfast establishment	1 per guest room plus 1 per employee
Commercial	
Auction depot	1 per 100 square metres plus 2 spaces
Bank	5 per 100 square metres
Bulky goods outlet	4 per 100 square metres
Call centre	Assess on needs basis
Motor repair station	2 per 100 square metres or 4 per service bay (whichever provides the greater number of spaces).
Motor showroom	2 per 100 square metres
Office	4 per 100 square metres
Petrol filling station	6 per service bay plus 5 per 100 square metres retail floor area
Post office	7 per 100 square metres
Service trade premise	4 per 100 square metres
Shop	5 per 100 square metres (where located within a centre). 7 per 100 square metres (where not located within a centre).

Appendix 9

Form of Development	Number of Required Car Parking Spaces
Used car lot or vehicle sales yard	2 per 100 square metres of total site area
Video store	6 per 100 square metres
Community and Civic	
Child care centre	1 per 4 children
Civic administration office	4 per 100 square metres
Community centre	10 per 100 square metres
Educational institution	
Pre-school, primary school and ~ 1/full time employee plus 1 space for policy position secondary school	1 per full time employee plus 1 space for wheelchair users plus an additional 10 per cent of the total for visitors.
Tertiary institution	0.6 per full time student plus 0.2 per part time student.
Library	4 per 100 square metres
Meeting hall	1 per 5 seats
Place of worship	1 per 3 seats
Industry	
Industry (exclusive of office component)	
up to 200 square metres total floor area	2 per 100 square metres
plus between 200 and 2000 square metres total floor area	additional 1.33 per 100 square metres
plus greater than 2000 square metres total floor area	additional 0.67 per 100 square metres
Labour intensive industry (inclusive of office component)	0.75 per employee
Office component	3.3 per 100 square metres
Medical	
Consulting room	10 per 100 square metres
Hospital	2.5 per bed
Medical centre or day surgery	10 per 100 square metres
Recreation	
Amusement machine centre	7 per 100 square metres
Bowling club	10 per bowling green
Cinema complex	1 per 3 seats
Concert hall or theatre	1 per 3 seats
Conference facility	Assess on needs basis

Appendix 9

Form of Development	Number of Required Car Parking Spaces
Entertainment multiplex	Assess on needs basis
Exhibition hall	Assess on needs basis
Hotel or tavern	
Public bar	1 per 2 square metres
lounge or beer garden	1 per 6 square metres
Dining room	1 per 3 seats
Gaming room	1 per 2 machines
Accommodation	Assess on needs basis
Indoor recreation centre or gymnasium	Assess on needs basis
Night club or late night venue	Assess on needs basis
Restaurant	1 per 3 seats or 1 per 15 square metres (whichever provides the greater number of spaces).
Restaurant in the form of a fast food/ family restaurant	
Without dine-in and drive through facilities only	12 per 100 square metres
With dine-in facilities only but no drive through	1 per 5 square metres (internal and external seating) or 1 per 2 seats (internal seating)—(whichever provides the greater number of spaces).
With dine-in and drive through facilities	1 per 3 square metres (internal and external seating) or 1 per 2 seats (internal seating)—(whichever provides the greater number of spaces). (A car queuing area for a maximum of 12 cars is also required, to be assessed on a needs basis; there should also be at least 4 car spaces back from the ordering point.)
Squash or tennis court	4 per court (Additional spaces may be required if spectator seating is proposed.)
TAB facility	8 per 100 square metres
Other	
Funeral parlour	4 per 100 square metres plus 1 per 4 seats where a chapel is also involved
Interchange/transport station	Assess on needs basis
Radio and TV studio	5 per 100 square metres

Site Dimension Analysis of Existing Northern Policy Area 13

Site area over 640 and frontage over 18
(meets criteria for 2 semi-detached dwellings)



Site area over 750 and frontage over 21
(meets criteria for 3 row dwellings)



Site area over 900 and frontage over 20
(meets criteria for 3 group/residential flat dwellings)



Parcels (do not meet subdivision criteria)



Reserve



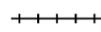
Existing Policy Areas



Suburbs



Rail line



Rail station



Note:

24.3% of allotments meet frontage and site area criteria for 2 detached/semi-detached dwellings

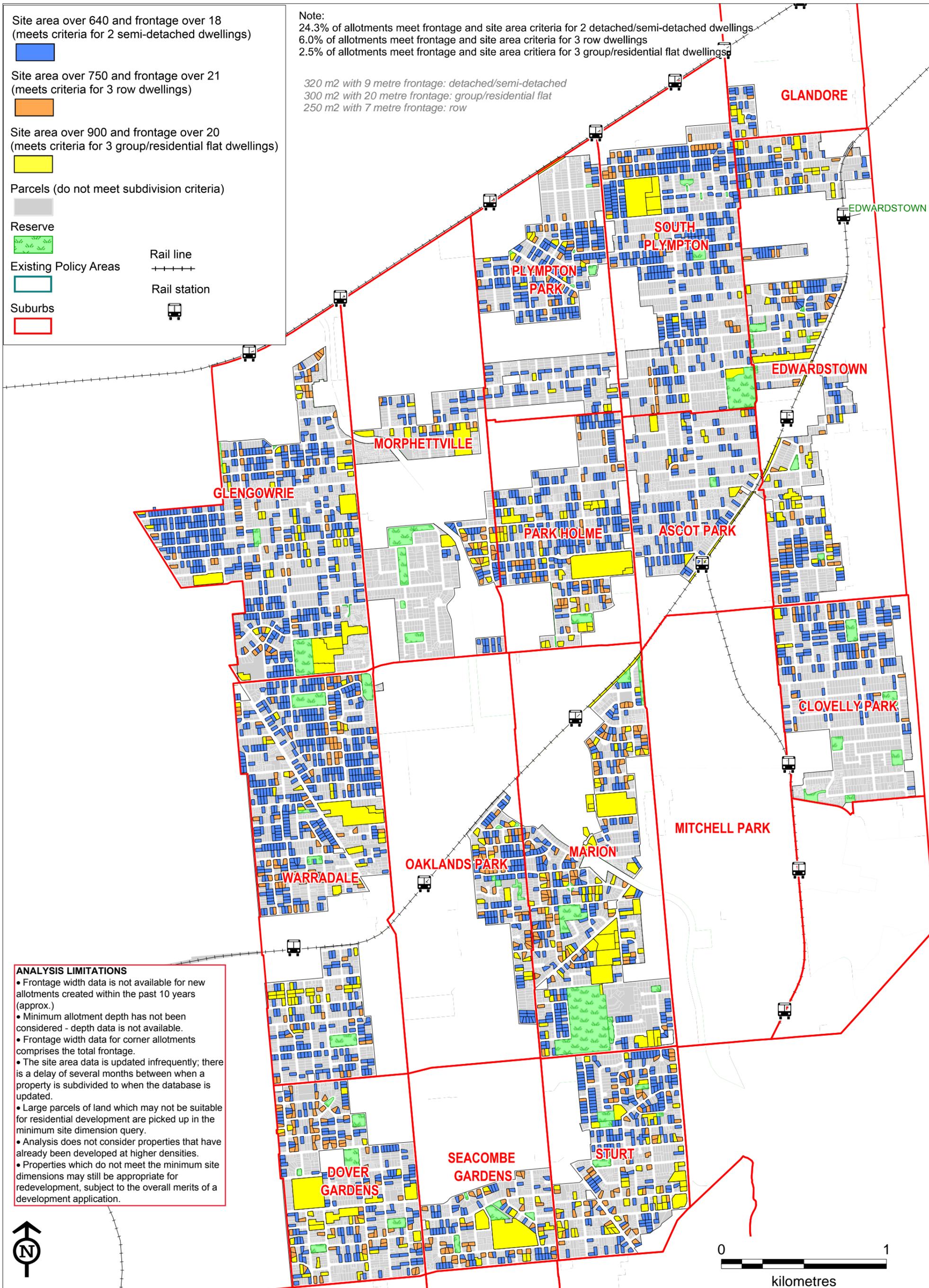
6.0% of allotments meet frontage and site area criteria for 3 row dwellings

2.5% of allotments meet frontage and site area criteria for 3 group/residential flat dwellings

320 m2 with 9 metre frontage: detached/semi-detached

300 m2 with 20 metre frontage: group/residential flat

250 m2 with 7 metre frontage: row



ANALYSIS LIMITATIONS

- Frontage width data is not available for new allotments created within the past 10 years (approx.)
- Minimum allotment depth has not been considered - depth data is not available.
- Frontage width data for corner allotments comprises the total frontage.
- The site area data is updated infrequently; there is a delay of several months between when a property is subdivided to when the database is updated.
- Large parcels of land which may not be suitable for residential development are picked up in the minimum site dimension query.
- Analysis does not consider properties that have already been developed at higher densities.
- Properties which do not meet the minimum site dimensions may still be appropriate for redevelopment, subject to the overall merits of a development application.

Site Dimension Analysis of Potential Amended Northern Policy Area 13

Draft for Discussion: 1.3.17

Allotments with area over 700m² and frontage over 18m (meets criteria for 2 detached/semi-detached dwellings)



Allotments with area over 950m² and frontage over 20m (meets criteria for 3 group/residential flat dwellings)



Allotments over 900m² and frontage over 24m (meets criteria for 3 row dwellings)



Parcels (do not meet minimum site dimension criteria)



Rail station



Reserve



Rail line



Existing Policy Areas



Suburbs



Note:

19.7% of allotments meet minimum site dimensions for 2 detached/semi-detached dwellings

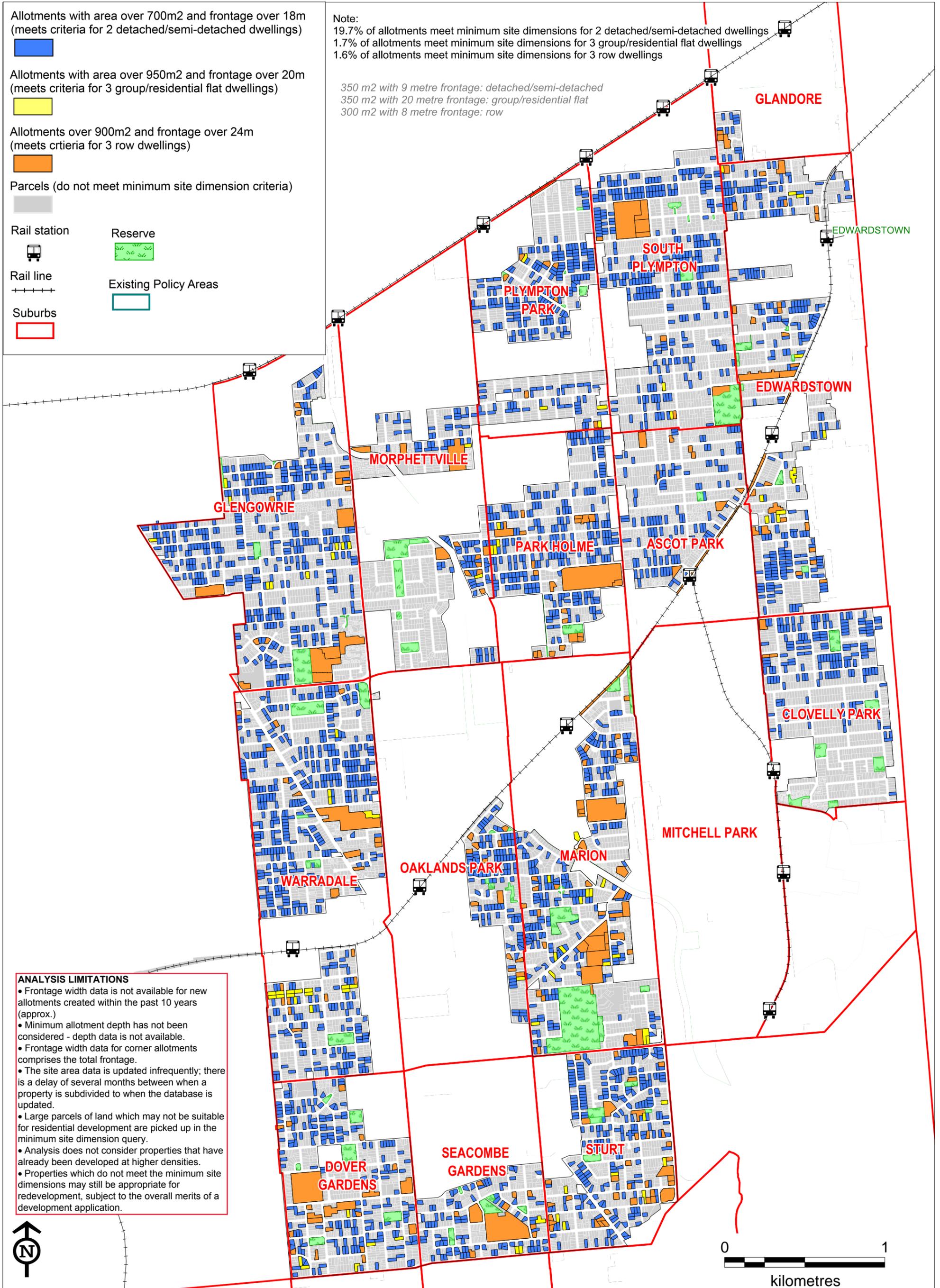
1.7% of allotments meet minimum site dimensions for 3 group/residential flat dwellings

1.6% of allotments meet minimum site dimensions for 3 row dwellings

350 m² with 9 metre frontage: detached/semi-detached

350 m² with 20 metre frontage: group/residential flat

300 m² with 8 metre frontage: row



ANALYSIS LIMITATIONS

- Frontage width data is not available for new allotments created within the past 10 years (approx.)
- Minimum allotment depth has not been considered - depth data is not available.
- Frontage width data for corner allotments comprises the total frontage.
- The site area data is updated infrequently; there is a delay of several months between when a property is subdivided to when the database is updated.
- Large parcels of land which may not be suitable for residential development are picked up in the minimum site dimension query.
- Analysis does not consider properties that have already been developed at higher densities.
- Properties which do not meet the minimum site dimensions may still be appropriate for redevelopment, subject to the overall merits of a development application.

Site Dimension Analysis of Potential Amended Northern Policy Area 13 - Option 2

Draft for Discussion: 1.3.17

Allotments with area over 700m² and frontage over 20m
(meets criteria for 2 detached/semi-detached/group/RFB dwellings)



Allotments with area over 950m² and frontage over 20m
(meets criteria for 3 group/residential flat dwellings)



Allotments over 900m² and frontage over 27m
(meets criteria for 3 row dwellings)



Parcels (do not meet minimum site dimension criteria)



Rail line



Existing Policy Areas



Suburbs



Reserve

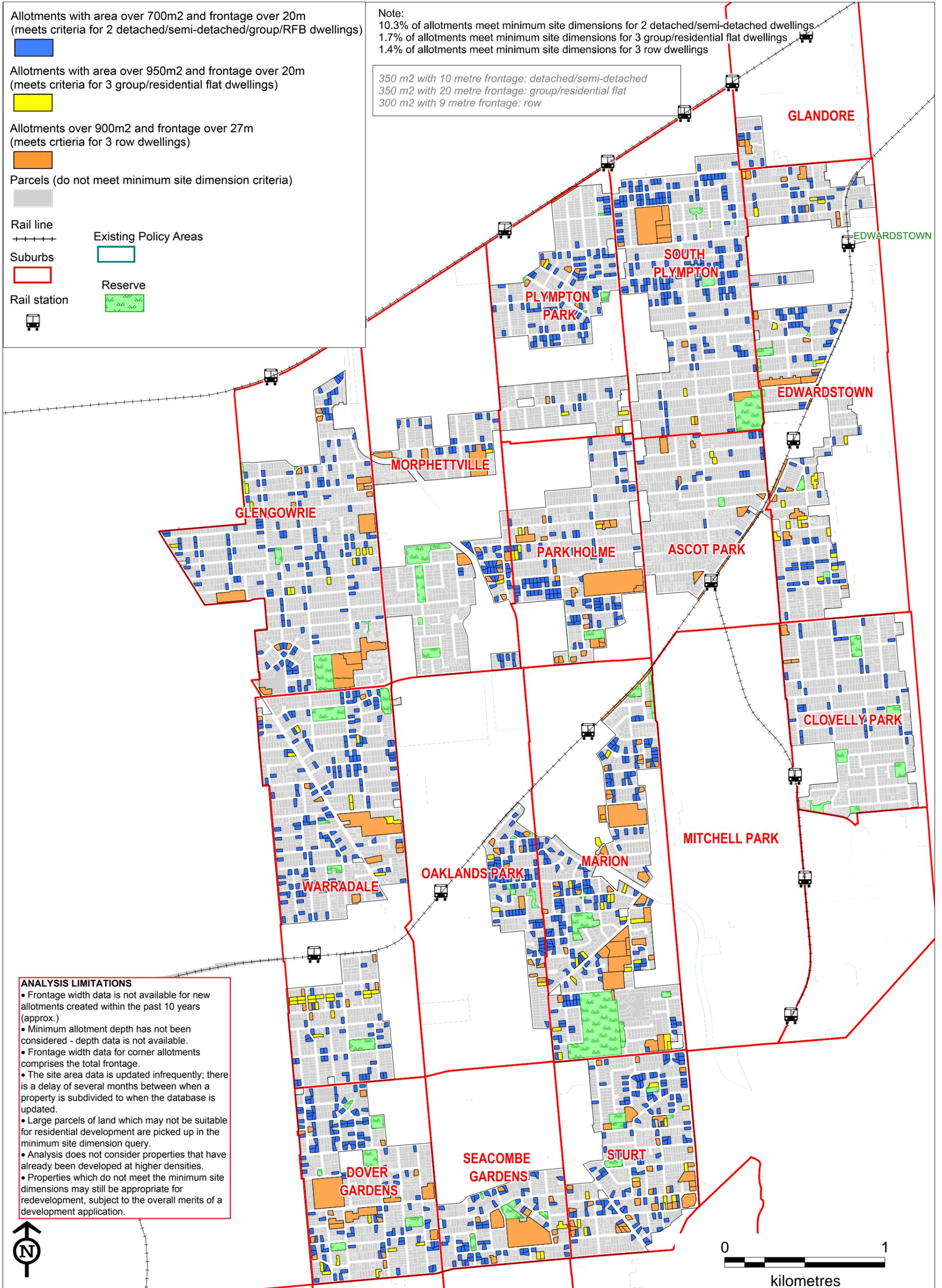


Rail station



Note:
10.3% of allotments meet minimum site dimensions for 2 detached/semi-detached dwellings
1.7% of allotments meet minimum site dimensions for 3 group/residential flat dwellings
1.4% of allotments meet minimum site dimensions for 3 row dwellings

350 m² with 10 metre frontage: detached/semi-detached
350 m² with 20 metre frontage: group/residential flat
300 m² with 9 metre frontage: row



ANALYSIS LIMITATIONS

- Frontage width data is not available for new allotments created within the past 10 years (approx.)
- Minimum allotment depth has not been considered - depth data is not available.
- Frontage width data for corner allotments comprises the total frontage.
- The site area data is updated infrequently; there is a delay of several months between when a property is subdivided to when the database is updated.
- Large parcels of land which may not be suitable for residential development are picked up in the minimum site dimension query.
- Analysis does not consider properties that have already been developed at higher densities.
- Properties which do not meet the minimum site dimensions may still be appropriate for redevelopment, subject to the overall merits of a development application.



**CITY OF MARION
URBAN PLANNING COMMITTEE MEETING
4 APRIL 2017**

Originating Officers: Rhiannon Hardy, Policy Planner

Manager: Richard Read, Acting Manager Development & Regulatory Services

General Manager: Abby Dickson, General Manager City Development

Subject: Housing Diversity Development Plan Amendment (DPA) – Suburban Activity Node Zone

Report Reference: UPC040417R7.4

REPORT OBJECTIVES/SUMMARY

This report continues investigations for the proposed Housing Diversity Development Plan Amendment (DPA) and furthers the directions identified in the Statement of Intent (SOI). The report identifies areas for up-zoning along transit corridors throughout the Council area, and also reviews the draft zone template for the Suburban Activity Node Zone (SANZ).

RECOMMENDATION

DUE DATE

That the Urban Planning Committee:

- | | |
|---|---------------------|
| 1. Reviews and endorses the proposed “Suburban Activity Node Zone” draft policy and confirm which activity nodes/transit corridors are to be included in the zone. | 4 April 2017 |
|---|---------------------|

BACKGROUND

The Housing Diversity DPA SOI stated the following intentions with respect to increased residential density/diversity along transit corridors:

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

- *Explore opportunities to implement a higher density corridor for properties adjacent **Daws Road** in Ascot Park and Edwardstown. Potential zoning as an Urban Corridor Zone, Suburban Activity Node Zone or similar.*
- *Explore opportunities to implement a higher density corridor for properties adjacent **Cross Road** in South Plympton, Edwardstown and Glandore. Potential zoning as an Urban Corridor Zone, Suburban Activity Node Zone or similar.*
- *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.*
- *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.*
- *Explore opportunities to implement a higher density corridor for properties adjacent **Sturt Road** in Marion, Dover Gardens, Seacombe Gardens, Sturt and Warradale. Potential zoning as an Urban Corridor Zone, Suburban Activity Node Zone or similar.*
- *Encourage higher residential density and increased housing diversity for properties adjacent to **Seacombe Road** in Seacombe Gardens and Dover Gardens.*
- *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.”*

The Urban Planning Committee (UPC) have previously resolved to support application of the SANZ along transit corridors and activity nodes in Oaklands Park, Warradale, Seacombe Gardens and Dover Gardens. The continued policy investigations are presented in this report, and include application of the SANZ throughout the northern part of the Council area (see map in *Appendix 1*).

DISCUSSION

Application of the Suburban Activity Node Zone (SANZ)

The map in Appendix 1 illustrates potential locations for the SANZ in the northern part of the Council area, based on the areas identified in the SOI. The areas identified for inclusion in the SANZ have been selected based on whether the properties front the arterial road/railway line, or if a back-street runs parallel to the road/railway, the zone extends to that street. (The exception is the addition of Transition Areas adjacent the Core Areas to minimise potential impacts from buildings up to 6 storeys in the Core Area.)

However, the map in Appendix 1 has prioritised the potential SANZ areas, with some nodes/corridors identified as being more suitable than others.

The recent draft update to the *30 Year Plan for Greater Adelaide* identifies only the following roads/corridors within the City of Marion as transit corridor catchments for higher density (also see Figure 1):

- Seaford Railway Line
- Tonsley Railway Line
- Glenelg Tram Line
- Sturt Road (between Morphett Road and South Road)
- Morphett Road (between Sturt Road and Diagonal Road)
- Marion Road (north of Finnis Street)
- Dunrobin Road

- Finniss Street



Figure 1. Extract from the 30 Year Plan for Greater Adelaide 2016 Update – Draft for Consultation – “Map 2 — Activity centres and mass transit routes” P.39

In response to the 30 Year Plan directions, the UPC may wish to consider whether to include the following corridors in the SANZ (as they are not depicted as transit corridors in Figure 1):

1. Daws Road
2. Cross Road
3. Seacombe Road
4. Morphett Road (except between Sturt Road and the train line)
5. Diagonal Road (except between Sturt Road and the train line)
6. Sturt Road (west of Morphett Road)

These optional roads are identified on grey in Appendix 1.

Updates to the Draft Zone template for the Suburban Activity Node Zone (SANZ)

The draft SANZ template has been modified by staff in order to align with the draft SANZ being considered for the Main South Road/Darlington DPA. These changes include:

1. Introduction of Interface Height Provisions to limit building height relative to a 45-degree plane from the boundary of an adjoining zone (or 30 degrees from a southern boundary).
2. Remove the Incentives table.
3. Remove complying criteria.

The following suggested changes have also been included as tracked changes in Appendix 2 to improve the draft policy:

4. Increase maximum floor area in the Undefined Areas of the SANZ from 50 to 100 square metres for offices, and zero (not appropriate) to 100 square metres for shops, as Undefined Areas of the SANZ along arterial roads would still benefit from small-scale shops and offices on the ground floor of buildings.
5. Introduce maximum residential density in the Transition area of 70 dwellings per hectare (i.e. minimum site area of 143 m²).
6. No minimum rear setback required in the Core Area (as a Transition Area is provided surrounding the Core Area), and a minimum rear setback of 3 metres in the Undefined Area. (Interface Height Provisions will also control rear setback.)

7. State that setback provisions are superseded by any other relevant provisions of the zone (i.e. when building envelope or overshadowing provisions would require a greater setback).

Committee members are requested to consider and provide feedback on these policy suggestions.

CONCLUSION

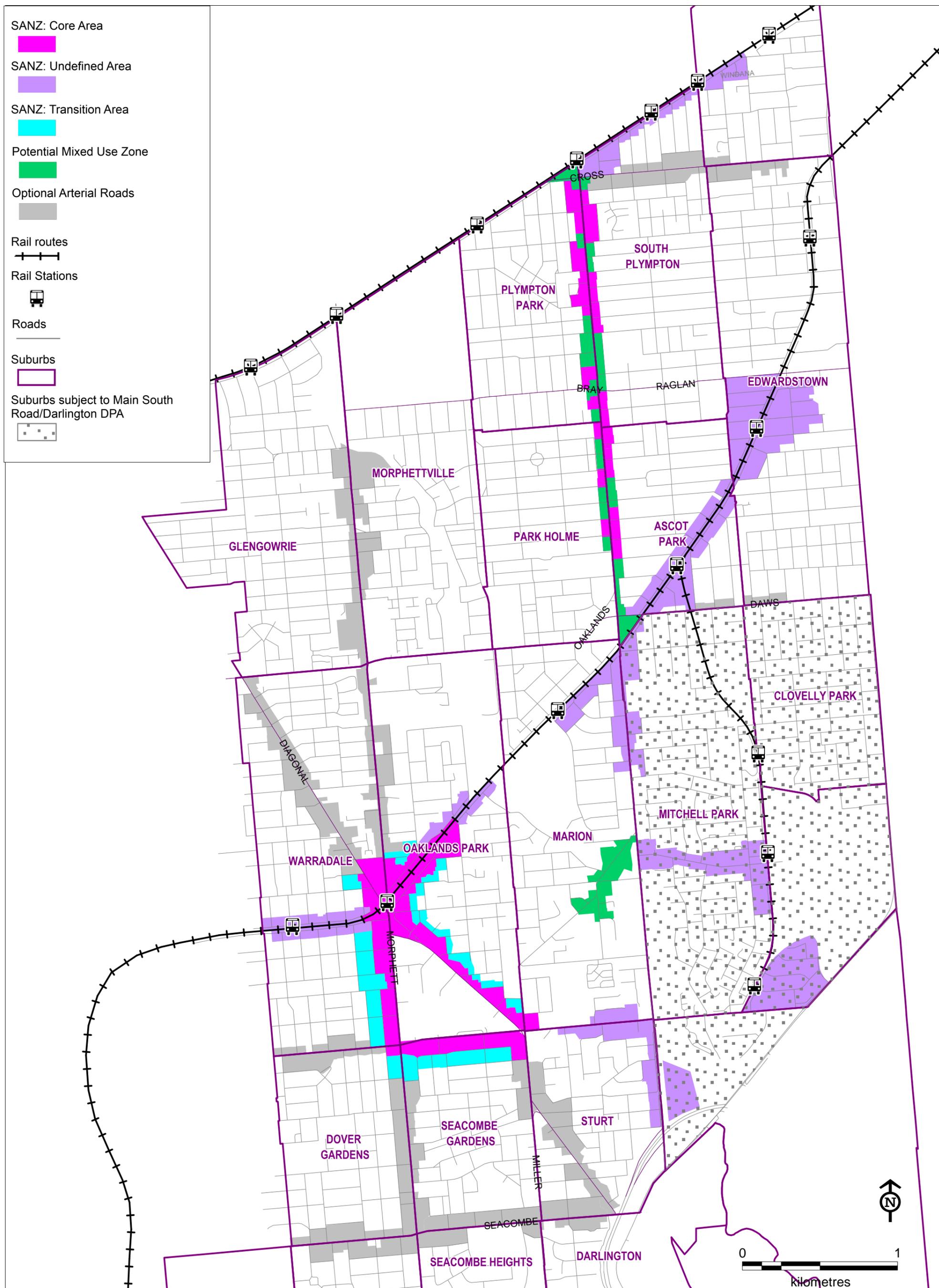
The UPC are requested to consider whether the areas proposed for inclusion in the SANZ appropriate (as illustrated in *Appendix 1*), and specifically, whether the following corridors should be included in the SANZ:

- Daws Road
- Cross Road
- Seacombe Road
- All of Morphett Road
- All of Diagonal Road
- All of Sturt Road?

APPENDICES

- Appendix 1: Maps illustrating potential areas for the SANZ
Appendix 2: Draft “Suburban Activity Node Zone” policy

Potential Suburban Activity Node Zone (SANZ)



Appendix 2

Suburban Activity Node Zone

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

OBJECTIVES

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

DESIRED CHARACTER

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

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

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

Appendix 2

- 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 <u>100</u>	Not appropriate, unless the development site faces the Urban Employment Zone, in which case <u>250/100</u>

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

Form and Character

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

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

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

14 In Core Areas:

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

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

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

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

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

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

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

Building Envelopes

Building Height

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

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

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

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

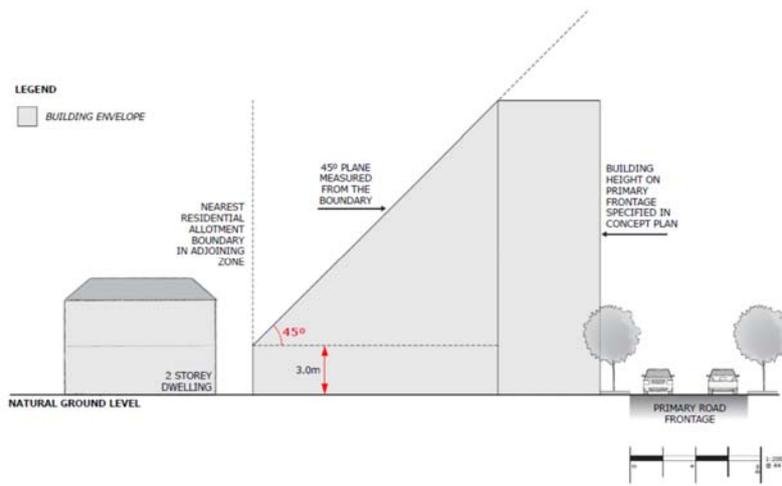
Appendix 2

Interface Height Provisions

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

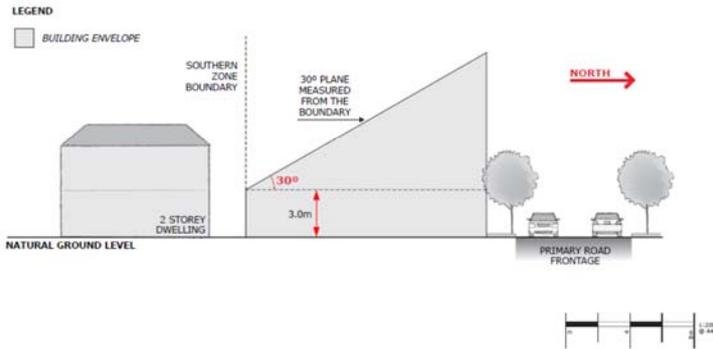
Commented [RH6]: These diagrams are being used in the MSR/Darlington DPA SANZ
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Figure 1



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

Figure 2



Setbacks from the Primary Road Frontage

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

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

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

Setbacks from Side Boundaries

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

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

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

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

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

Appendix 2

Other Setbacks

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

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

Design and Appearance

24 Masonry fences should be no more than 1.2 metres in height to maintain sight lines between buildings and the street, and to improve safety through passive surveillance.

25 To minimise overshadowing of sensitive uses outside of the zone and in the Transition Area, buildings should ensure that:

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

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

Commented [RH12]: As above

Incentives

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

Form of development	Additional building height above maximum allowed height in the zone	Car parking reduction (rounded to the nearest whole number)
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	

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

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

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

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

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

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

Land Division

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

PROCEDURAL MATTERS

Complying Development

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

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

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

Appendix 2

Non-complying Development

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

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

Public Notification

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

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

Category 1	Category 2
Advertisement Aged persons accommodation All forms of development that are ancillary and in association with residential development Community centre 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 Stormwater detention/retention basin	All forms of development not listed as Category 1 Any development listed as Category 1 and located directly adjacent to a different zone that: (a) exceeds maximum height in the Concept Plan Map XX/XX (b) exceeds the Building Envelope and Interface Height Provisions.

Commented [RH18]: Inserted from Urban Corridor Zone

DRAFT

Appendix 2

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

Interpretation

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

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

Designated Areas

2 The following are Designated Areas:

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

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

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

Applicable off-street vehicular parking requirements

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

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

TABLES: VEHICLE PARKING RATES

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

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

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

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

TABLE 3: Row, semi-detached and detached dwellings

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