

Marion Plains Policy Area 10

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

OBJECTIVES

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

DESIRED CHARACTER

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

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

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

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

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

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

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

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

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

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

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

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

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

- affordable housing
- dwelling
- supported accommodation.

Form and Character

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

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

- (a) a “handle” of at least 4.6 metres width is provided that gives access to the rear of the site, comprising a driveway of 3.0 metres minimum width and landscaping strips of 0.8 metres minimum width along both sides of the driveway
- (b) all dwellings are sited to ensure that they are at least partially visible from the street frontage
- (c) fencing along the battle-axe driveway between the primary road frontage and the main face of the dwelling closest to the street is avoided or minimised in height and constructed of a suitable material to maintain an open landscaped character
- (d) dwellings are set back an appropriate distance from the battle-axe driveway.

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

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

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

6 Residential development located on land within 60 metres of **South Road Policy Area 1, Sturt/Marion Road Corner Policy Area 2, Industry Commerce Policy Area 4, Industry/Commerce Edwardstown Policy Area 5** and **Light Industry Policy Area 6** should incorporate appropriate noise attenuation measures noise sensitive rooms and private open spaces should be located away from potential noise sources.

7 Residential development on land abutting **South Road Policy Area 1, Sturt/Marion Road Corner Policy Area 2, Industry Commerce Policy Area 4, Industry/Commerce Edwardstown Policy Area**

- 5** and **Light Industry Policy Area 6** should provide for a continuous solid wall or fence of at least 2 metres in height along the abutting boundary.
- 8 Bedroom windows that face the boundary of **South Road Policy Area 1, Sturt/Marion Road Corner Policy Area 2, Industry Commerce Policy Area 4, Industry/Commerce Edwardstown Policy Area 5** and **Light Industry Policy Area 6** should be setback at least 3 metres from this boundary.