

# Development Plan Amendment

By the Minister

## Marion Council West Torrens Council Development Plans

### **Morphettville Racecourse Development Plan Amendment**

***For Approval***

Declared by the Minister for Planning to be an approved amendment  
under Section 26 (8), of the *Development Act 1993*

.....  
Signature

.....  
Date of Gazette



Government of South Australia  
Department of Planning,  
Transport and Infrastructure



## Approval DPA

### Background

The Morphettville Racecourse Development Plan Amendment (DPA) by the Minister amends the Marion (Council) Development Plan and the West Torrens (Council) Development Plan.

This DPA was undertaken as a DPA process B, which included:

- An Initiation Document agreed on 20 October 2016
- A DPA released for concurrent agency, council and public consultation from 5 September 2017 and 3 November 2017
- A Public Meeting conducted by the State Planning Commission (the Commission) Public Meeting Subcommittee (the Subcommittee) on 15 November 2017.

### Consultation

A total of twenty-five public submissions, two council submissions and nine agency submissions were received in relation to the DPA during the consultation period. Four verbal submissions were made as scheduled at the Public Meeting and the Subcommittee chose to hear another three verbal submissions.

### Approval Stage

Based on a review of all submissions and the recommendations of the Commission, the following key changes have been made to the Amendment:

A. In relation to **traffic management**, that:

- i. Lands that are not central to the development, not be rezoned to minimise traffic impacts to Morphett Road. Specifically, that land fronting the western side of Morphett Road owned by the SAJC and various private allotments further south which will retain their existing Racecourse (Morphettville) Zone and Residential Zone respectively. However, land containing the Department tram barns is supported for rezoning to Industry Zone - Infrastructure Policy Area.

B. In relation to **building heights**, that:

- i. Urban Core Zone policy (PDC24) addressing over-height provisions / incentives be removed.
- ii. Undercroft car parking and roof top gardens be reflected in policy as part of standard building design.

C. In relation to **interface impacts**, that:

- i. The Noise and Air Emissions Overlay be applied to the Urban Core Zone to provide additional policy guidance for sensitive development in the affected area
- ii. Policy for the Urban Core Zone be strengthened to require that sensitive land uses be located and designed in a manner that is cognisant of potential environmental impacts and that enables nearby recreational, entertainment, commercial, industrial or infrastructure activities to continue operations without prejudice
- iii. Land uses in the Urban Core Zone, adjacent the Industry Zone – Infrastructure Policy Area 23, be of a non-sensitive nature.

Amendment Instructions Table				
<b>Name of Local Government Area:</b> City of Marion				
<b>Name of Development Plan:</b> Marion Council Development Plan				
<b>Name of DPA:</b> Morphettville Racecourse DPA				
<p><i>The following amendment instructions (at the time of drafting) relate to the Marion Council Development Plan consolidated on 15 August 2019.</i></p> <p><i>Where amendments to this Development Plan have been authorised after the aforementioned consolidation date, consequential changes to the following amendment instructions will be made as necessary to give effect to this amendment.</i></p>				
Amendment Instruction Number	Method of Change	Detail what in the Development Plan is to be amended, replaced, deleted or inserted.	Is Renumbering required (Y/N)	Subsequent Policy cross-references requiring update (Y/N) if yes please specify.
<b>COUNCIL WIDE / GENERAL SECTION PROVISIONS</b> (including figures and illustrations contained in the text)				
Amendments required: <b>Yes</b>				
<b>Advertising</b>				
1.	Insert	In the heading above PDC25, the words ‘, Urban Core’	N	N
<b>Medium and High Rise Development (3 or More Storeys)</b>				
2.	Replace	The entire section ‘ <b>Medium and High Rise Development (3 or More Storeys) general module</b> with the contents of <b>Attachment A</b>	N	N
<b>Orderly and Sustainable Development</b>				
3.	Insert	within PDC 10, after the last dot point the following point:  <a href="#"><u>Concept Plan Map Mar/10 – Morphettville Racecourse</u></a>	N	N
<b>ZONE AND/OR POLICY AREA AND/OR PRECINCT PROVISIONS</b> (including figures and illustrations contained in the text)				
Amendments required: <b>Yes</b>				
<b>Urban Core Zone</b>				
4.	Insert	Contents of <b>Attachment B</b> immediately after the ‘Suburban Activity Node Zone’	N	N

**Morphettville Racecourse DPA**  
**by the Minister**  
**Marion Council Development Plan - Amendment Instructions Table**

Industry Zone - Infrastructure Policy Area 24						
5.	Insert	A New Infrastructure Policy Area contained in <b>Attachment C</b> immediately after 'Winery policy Area 8'	Y	N		
TABLES						
Amendments required: <b>Yes</b>						
Table Mar/2A –Off Street Vehicle Parking Requirements for Designated Areas						
6.	Replace	With the contents of <b>Attachment D</b>	N	N		
MAPPING (Structure Plans, Overlays, Enlargements, Zone Maps, Policy Area & Precinct Maps)						
Amendments required: <b>Yes</b>						
Map Reference Table						
7.	Insert	Under the heading 'Zone Name' in alphabetical order, the words 'Urban Core' and corresponding Maps Mar/2, Mar/5	N	N		
8.	Insert	Under the heading 'Policy Area Name' in numerical order of policy maps, the words 'Infrastructure Policy Area 24' and corresponding map number Mar/2	N	N		
9.	Insert	'Mar/2' in the Overlay Map Numbers for 'Affordable Housing' and 'Noise and Air Emissions'	N	N		
10.	Insert	in the sub-table 'Concept Plan Maps' the following entry at the end of the table: <table><tr><td>Morphettville Racecourse</td><td>Concept Plan Map Mar/10</td></tr></table>	Morphettville Racecourse	Concept Plan Map Mar/10	N	N
Morphettville Racecourse	Concept Plan Map Mar/10					
Map(s)						
11.	Replace	Council Index Map with the contents of <b>Attachment E</b>	N	N		
12.	Replace	Location Map Mar 2, Zone Map Mar/2 and Policy Area Map Mar/2 with the contents of <b>Attachment F</b>	N	N		
13.	Insert	New Overlay Map Mar/2 – Noise and Air Emissions and new Overlay Map Mar/2 – Affordable Housing the contents of <b>Attachment G</b>	N	N		
14.	Insert	New Concept Plan Map Mar/10 – Morphettville Racecourse the contents of <b>Attachment H</b>	N	N		

**General Section Policies: Medium and High Rise Development (3 or more storeys)**





## Medium and High Rise Development (3 or More Storeys)

### OBJECTIVES

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

### PRINCIPLES OF DEVELOPMENT CONTROL

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

#### Design and Appearance

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

**11 Buildings should:**

- (a) achieve a comfortable human scale at ground level through the use of elements such as variation in materials and form, building projections and elements that provide shelter (for example awnings, verandas, and tree canopies)
- (b) be designed to reduce visual mass by breaking up the building façade into distinct elements
- (c) ensure walls on the boundary that are visible from public land include visually interesting treatments to break up large blank facades.

**12 Buildings should reinforce corners through changes in setback, materials or colour, roof form or height.**

**13 Materials and finishes should be selected to be durable and age well to minimise ongoing maintenance requirements. This may be achieved through the use of materials such as masonry, natural stone, prefinished materials that minimise staining.**

**14 Balconies should be integrated into the overall architectural form and detail of the development and should:**

- (a) utilise sun screens, pergolas, louvres, green facades and openable walls to control sunlight and wind
- (b) be designed and positioned to respond to daylight, wind, and acoustic conditions to maximise comfort and provide visual privacy
- (c) allow views and casual surveillance of the street while providing for safety and visual privacy of nearby living spaces and private outdoor areas
- (d) be of sufficient size, particularly depth, to accommodate outdoor seating.

**Street Interface**

**15 Development facing the street should be designed to provide attractive, high quality and pedestrian friendly street frontage(s) by:**

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

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

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

#### Building Separation and Outlook

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

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

#### Dwelling Configuration

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

- 25 Dwellings with 3 or more bedrooms, should, where possible, have the windows of habitable rooms overlooking internal courtyard space or other public space.

#### Adaptability

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

#### Environmental

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

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

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

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

#### Site Facilities and Storage

- 32 Dwellings should provide a covered storage area of not less than 8 cubic metres in one or more of the following areas:
- (a) in the dwelling (but not including a habitable room)
  - (b) in a garage, carport, outbuilding or **an on-site communal facility and be conveniently located and screened from view from streets and neighbouring properties.**
- 33 Development should provide a dedicated area for the on-site collection and sorting of recyclable materials and **refuse, green organic waste and wash-bay facilities for the ongoing maintenance of bins.** This area should be screened from view from public areas so as to not detract from the visual appearance of the ground floor.
- 34 Where the number of bins to be collected kerbside is 10 or more at any one time, provision should be made for on-site commercial collection.
- 35 The size of lifts, lobbies and corridors should be sufficient to accommodate movement of bicycles, strollers, mobility aids and visitor waiting areas.

#### Zone Interface

- 36 Unless separated by a public road or reserve, development site(s) adjacent to any zone that has a primary purpose of accommodating low rise (1-2 storey) residential activity should incorporate deep soil zones along the common boundary to enable medium to large trees to be retained or established to assist in screening new buildings of 3 or more storeys in height.
- One way of achieving this is for development comprising building elements of three or more storeys in height to be setback at least 6 metres from a zone boundary, and incorporate a deep soil zone area capable of accommodating medium to large trees with a canopy spread of not more than 8 metres when fully mature.

*(\*Text in red denotes new or amended policy)*



**Zone Policies: (New) Urban Core Zone**





## Urban Core Zone

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

### OBJECTIVES

- 1 A mixed use zone accommodating a mix of employment generating land uses and medium to high density residential development in close proximity to a high frequency public transport corridor.
- 2 Development within a mixed use environment that is compatible with surrounding development and which does not unreasonably compromise the amenity of the zone or any adjoining residential zone.
- 3 Smaller dwellings, including innovative housing designs, located close to local services and public transport stops.
- 4 Mixed use development integrated with a high quality public realm that promotes walking, cycling, public transport patronage and positive social interaction.
- 5 A zone that provides a spatial separation, or transitions down, in scale and intensity to adjacent lower density residential zones and areas.
- 6 Development that contributes to the desired character of the zone.

### DESIRED CHARACTER

This zone supports housing at medium and high densities and a range of dwelling types which are conveniently located in proximity to high frequency public transport services, recreation, commercial, shop, office and other mixed use activities. Development within this zone will result in significant employment generating activity closely aligned to nearby public transport infrastructure and services.

Medium and high density housing, primarily in the form of row dwellings, residential flat buildings and mixed use buildings, will be developed in the zone. Overall, the zone is intended to achieve an average net residential site density of 200 dwellings per hectare. Development in proximity to Industrial Zones will consist of non-residential land uses to limit environmental impacts.

The zone will focus around a central Core Area where development intensities and heights will be at their greatest and transition down to a scale and intensity that is compatible with neighbouring developments.

Overlooking, overshadowing and noise impacts will be moderated through good design, setbacks and noise attenuation techniques. Impacts on adjoining zones will also be addressed through appropriate building envelopes, transition of building heights, design and location of windows and balconies, and use of landscaping. Buildings will also be designed to maximise solar access within the development site.

Development in the zone will achieve high quality, contemporary urban design, reflective of its role as a premier development and an event destination. The visual massing and height of buildings will be progressively reduced towards the interface with lower density residential development and will reflect the desired character of the locality while incorporating contemporary designs. Urban design will reflect the 'grid' format of the surrounding residential areas. Buildings will contribute to the provision of a coherent public realm by articulating buildings with setbacks, canopies, modelled façades and balconies that make use of light and shade, and by providing architectural detail. Development adjacent existing public roads, tramways, civic and open spaces should be orientated to face those accessways. Development should be designed to take advantage of key views to the Adelaide Hills

and coastal areas, open spaces, the Morphetville Racecourse, as well as existing roadways, tramline and bikeways to optimise safety of the vicinity and amenity for residents.

Development in proximity to the tramline will be designed to avoid any detrimental impacts on the efficiency of tram operations, cyclists on the Mike Turtur Bikeway and / or the safety of pedestrians. Tram corridors, and the Bikeway, will be separated from pedestrian areas through grade-separation and / or other appropriate means.

The site will continue to play host to major events, separate to or in conjunction with the adjacent racecourse. All development will be located and designed to be cognisant of and mitigate the impacts of crowd management, parking and accessibility, and ensure community safety. Development in proximity to horse keeping, racing or handling areas will be additionally designed to protect inhabitants from the negative impacts of associated noise, odour and waste. In addition, sensitive development in proximity to the equine activities, major events infrastructure and tram infrastructure (including the tram barns) will be located and designed in a manner that will enable existing and envisaged land uses to operate without prejudice. This may include the incorporation of open space, fencing and / or landscaping to reduce the impacts of activities that result in noise, air quality or waste management.

A significant emphasis will be placed on the provision of landscaping, including mature trees, to soften built form, provide pedestrian shade, urban biodiversity, and streetscape amenity. The streetscape will be further improved with the provision of landscaping, public art and street furniture to assist in establishing a sense of place within the zone for the enjoyment and benefit of users.

Wide footpaths and cycling routes with extensive landscaping will be provided throughout the zone and integrate with existing bikeways and walkways in the vicinity, including the Mike Turtur Bikeway. A hierarchy of public open space throughout the zone, including small pocket parks and formal plazas will enable a variety of experiences and functions, including play and activation and incorporate stormwater management functions where appropriate. Buildings will be designed to encourage the development of active land uses at street level along key thoroughfares as well as ensuring that open space areas have access to sunlight throughout the year.

Access will be provided from secondary road frontages and rear access ways and mitigate impacts on nearby Anzac Highway. Controlled pedestrian crossings points will be focussed and consolidated at key locations. On-site parking areas, including a park'n'ride facility, will be consolidated, shared and, where possible, not visible from the street or public spaces.

Morphettville Racecourse will be developed to showcase water sensitive urban design as part of its master planned development. Where practical, stormwater disposal from the zone or individual development sites within the zone will be managed to June 2017 levels, and incorporate water sensitive urban design systems at the site and building level, including the harvest, treatment, storage and reuse of stormwater. Harvested stormwater will improve the aesthetic and functional value of open spaces and public access ways.

### **Core Area**

The Core Area will provide the greatest intensity of land use and activity in the zone with a mix of residential, commercial and employment generating activities integrated with adjacent public transit stops. The Core Area will be focused around a central plaza area that includes a tram stop and will be framed by active building frontages, public art, community facilities, open space and landscaping. Open and amenable pedestrian and cycle access will be provided throughout the Core Area and linking to surrounding destinations, including bus stops surrounding roadways.

The Core Area will continue to accommodate activities associated with Morphetville Racecourse, particularly for race meetings. Within the Core Area, development associated with horse racing activities, including the spectator stadiums, an equine promenade area, mounting yards, race day stables, parade rings, race day administration, bars and betting facilities, will be incorporated in a manner that is cognisant of the role of the site as the premier facility for horse racing in the state.

Building height will be limited to a maximum of 12 storeys in the centre of the Core Area. Development, particularly adjacent to a fixed transit stop, will be mixed both vertically and horizontally, with non-residential uses encouraged on the ground floor to create visual interest and invite personal

interaction on street frontages. The exterior storage or display of goods will not compromise pedestrian movement.

Neighbourhood scale retail activity is envisaged within the Core Areas of the zone, containing in the order of 5500 square metres of retail floor space in addition to other business and community facilities.

Student and aged accommodation, serviced apartments and affordable housing are also strongly encouraged in the Core Area to assist in delivering an overall mix of residential activity in this area.

### Transition Area

The Transition Area will provide a buffer between the Core Area and adjacent residential areas with development taking the form of high quality medium density housing where the range of housing will provide for a diverse community. Buildings in the Transition Area will front the public streetscape, have a maximum height of 4 storeys and respond to the context, scale and intensity of existing development in the vicinity.

There will be some provision for mixed use activities of a local scale that does not negatively impact on the predominant residential character of the area.

## 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
  - emergency services
  - licensed premises
  - nursing home
  - office
  - pre-school
  - recreation area
  - residential flat building
  - retirement village
  - shop or group of shops
  - supported accommodation.
- 2 The following additional types of development, or combination thereof, are envisaged within the Core Area of the zone, identified on [Concept Plan Map Mar/10 – Morphettville Racecourse](#):
  - conference facilities
  - clubrooms
  - entertainment venue
  - hall
  - hotel
  - indoor recreation centre
  - place of worship
  - restaurant
  - spectator stand
  - horse racing activities and facilities ancillary to horse racing activities including promenade area, mounting yards, race day stables and parade rings
  - special events
  - tourist accommodation.
- 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 Mar/10 – Morphettville Racecourse](#).
- 5 Core Areas should be developed to include a range of land uses that are high pedestrian generators, directly promote public transport use and provide opportunities for multi-purpose trips.
- 6 Core Areas should incorporate integrated public open spaces, sport and recreation facilities, and community areas that act as social hubs for communal activity.
- 7 Except in Core Areas where a higher intensity of development is envisaged, non-residential development should comprise uses that:
  - (a) are of local or neighbourhood scale
  - (b) encourage walking to local shopping, community services and other activities
  - (c) do not detrimentally impact on the amenity of nearby residents.
- 8 Shop or groups of shops should have the following gross leasable areas in the order of:

Designated area	Shop or group of shops (square metres)
Core Area	5500
Transition Area	500
Areas not designated as one of the above	1000

## Form and Character

- 9 Development should be consistent with the desired character for the zone.
- 10 Residential development (other than residential development in mixed use buildings), should achieve a minimum net residential site density in accordance with the following, except where shown on [Concept Plan Map Mar/10 – Morphettville Racecourse](#):

Designated area	Minimum net residential site density
Core Area	200 dwellings per hectare net
Transition Area	70 dwellings per hectare net
Areas not designated as one of the above	150 dwellings per hectare net

- 11 In Transition Areas, development should deliver a built form that provides the transition between an intense core of development and neighbouring lower intensity development.

## Design and Appearance

- 12 In Core Areas:
  - (a) the ground and first floors of buildings 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 shops, 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 to promote active street frontages and maximise passive surveillance.

- 13 Except in Core Areas, development of three or more storeys in height should ensure that:
- (a) north-facing windows to habitable rooms of existing dwelling(s) on the same allotment, and on adjacent allotments, 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 buildings receives direct sunlight for a minimum of 2 hours between 9.00 am and 3.00 pm on 21 June to at least the smaller of the following:
    - (i) half of the existing ground level open space
    - (ii) 35 square metres of the existing ground level open space (with at least one of the area's dimensions measuring 2.5 metres).
- 14 Buildings should address public open space and defined pedestrian and cycle routes as illustrated in [Concept Plan Map Mar/10 – Morphettville Racecourse](#).
- 15 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.
- 16 Buildings should predominantly provide vehicle access via a side street or rear lane access way.
- 17 Side streets and rear lane access ways should be designed to:
- (a) provide space between buildings that reduces building mass and creates a more interesting public realm
  - (b) achieve active frontages at a lower intensity than the primary street frontage.

## Building Envelope

### Building Height

- 18 Except where airport building height restrictions prevail, building heights (excluding any rooftop located mechanical plant or equipment) should be consistent with the following parameters:

Designated area	Minimum building height	Maximum building height
Core Area	4 storeys	12 storeys and up to 48.5 metres
Transition Area	2 storey	4 storeys and up to 16.5 metres
Any area not designated by the above	2 storeys	6 storeys and up to 24.5 metres

### Setbacks from the Primary Road Frontage

- 19 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
Core Area	No minimum
Transition Area	2 metres
Any area not designated by the above	2 metres

### Setbacks from side boundaries

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

Designated area	Minimum setback from side boundaries
Core Area	No minimum
Transition Area	0.9 metres
Any area not designated by the above	0.9 metres

### Other Setbacks

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

Setback parameter	Value
Minimum setback from secondary road frontage	0.9 metres
Minimum setback from a rear 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	6 metres where the subject land directly abuts an allotment of a different zone 3 metres in all other cases, except where development abuts the wall of an existing or simultaneously constructed building on the adjoining land

### Land Division

- 22 A traditional street grid pattern should be reinforced in any comprehensive development of areas for mixed use activity to maintain clear sightlines and ensure maximum connectivity.

23

- 24 Wherever practicable, land division and site amalgamation should:

- create allotments that vary in size and are suitable for a variety of residential and commercial uses
- improve the level of integration associated with the design and layout of buildings, vehicle parking areas, access points and landscaping, including retention of existing trees.

## PROCEDURAL MATTERS

### Complying Development

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

### Non-complying Development

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

Form of development	Exceptions
Fuel depot	
General industry	
Public service depot	
Road transport terminal	
Service trade premises	
Special industry	
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 of (except where the development is classified as non-complying), are designated:

Category 1	Category 2
Advertisement	All forms of development not listed as Category 1.
Aged persons accommodation	
All forms of development that are ancillary and in association with residential development	
All forms of development that are ancillary and in association with racecourse activities within the Core Area, identified on identified on <a href="#">Concept Plan Map Mar/10 – Morphettville Racecourse</a>	
Consulting room	
Dwelling	
Educational establishment	
Emergency services	
Hotel where located within the Core Area	
Indoor recreation facility	
Nursing home	
Office	
Pre-school	
Primary school	
Residential flat buildings	
Retirement village	
Shop or group of shops where located:	
(a) within the Core Area of less than 5500 square metres	
(b) within the Transition Area of less than 500 square metres	
(c) outside of the Designated Areas with a gross leasable area of 1000 square metres or less.	
Supported accommodation	
Tourist accommodation	



**(New) Industry Zone - Infrastructure Policy Area 24**



## Infrastructure Policy Area 24

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

### OBJECTIVES

- 1 Primarily, a policy area for the provision of infrastructure.
- 2 Infrastructure facilities and land required for infrastructure facilities preserved from the encroachment of incompatible land uses.
- 3 Development that contributes to the desired character of the policy area.

### DESIRED CHARACTER

The policy area comprises the land that has developed to accommodate the service and management of public and associated infrastructure that services the Adelaide-Glenelg tramline.

Development should be of a high standard of appearance, and be designed and sited to minimise potential impacts on the amenity of the locality. Development will minimise potential impacts upon and be compatible with the surrounding locality considering access, building location, structure and design. Structures, buildings and unsightly activities will be screened, and buildings, parking and driveway areas softened or enhanced by landscaping.

Future development of the policy area will require consideration of acoustic impacts, with suitable treatments to be provided if the new development/s detrimentally impact on the adjoining areas to a greater amount than the protection offered by the existing treatments.

### PRINCIPLES OF DEVELOPMENT CONTROL

#### Land Use

- 1 The following forms of development are envisaged in the policy area:
  - electricity substation
  - public service depot
  - tramway infrastructure.

#### Form and Character

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



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



## 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
Urban Core Zone	None
District Centre Zone Local Centre Zone Neighbourhood Centre Zone Regional Centre Zone	<p>Any part of the development site is located in accordance with at least one of the following:</p> <ol style="list-style-type: none"> <li>(a) within 200 metres of any section of road reserve along which a bus service operates as a high frequency public transit service<sup>(2)</sup></li> <li>(b) within 400 metres of a bus interchange<sup>(1)</sup> that is part of a high frequency public transit service<sup>(2)</sup></li> <li>(c) within 400 metres of an O-Bahn interchange<sup>(1)</sup></li> <li>(d) within 400 metres of a passenger rail station<sup>(1)</sup> that is part of a high frequency public transit service<sup>(2)</sup></li> <li>(e) within 400 metres of a passenger tram station<sup>(1)</sup></li> <li>(f) within 400 metres of the Adelaide Parklands.</li> </ol>

<sup>(1)</sup> 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

<sup>(2)</sup> 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 <b>Designated Areas</b> (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 <a href="#">Concept Plan Map Mar/8 – Tonsley Park</a> of the <b>Suburban Activity Node Zone</b>	3 spaces per 100 square metres of gross leasable floor area	5 spaces per 100 square metres of gross leasable floor area
<b>Urban Core Zone</b>	3 spaces per 100 square metres of gross leasable floor area 1.5 spaces per 100 square metres of gross leasable floor area above ground floor level other than for a shop	3 spaces per 100 square metres of gross leasable floor area

**TABLE 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 <a href="#">Concept Plan Map Mar/8 – Tonsley Park</a> of the <b>Suburban Activity Node Zone</b>	0.25 per studio (no separate bedroom) 0.75 per 1 bedroom dwelling 1 per 2 bedroom dwelling 1.25 per 3 + bedroom dwelling	0.25 per dwelling
Transition Area/Any other area not designated on <a href="#">Concept Plan Map Mar/8 – Tonsley Park</a> of the <b>Suburban Activity Node Zone</b>	0.5 per studio (no separate bedroom) 1 per 1 bedroom dwelling 1.5 per 2 bedroom dwelling 2 per 3 + bedroom dwelling	0.25 per dwelling



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

Location of development	Rate for each dwelling based on number of bedrooms per dwelling	Plus number of required visitor parking spaces
<b>Urban Core Zone</b>	1 per studio or 1 bedroom dwelling, except within 200 metres of a transit stop where the car parking rate should be 0.75 car parking spaces 1 per 2 bedroom dwelling 1.25 per 3+ bedroom dwelling	0.25 per dwelling

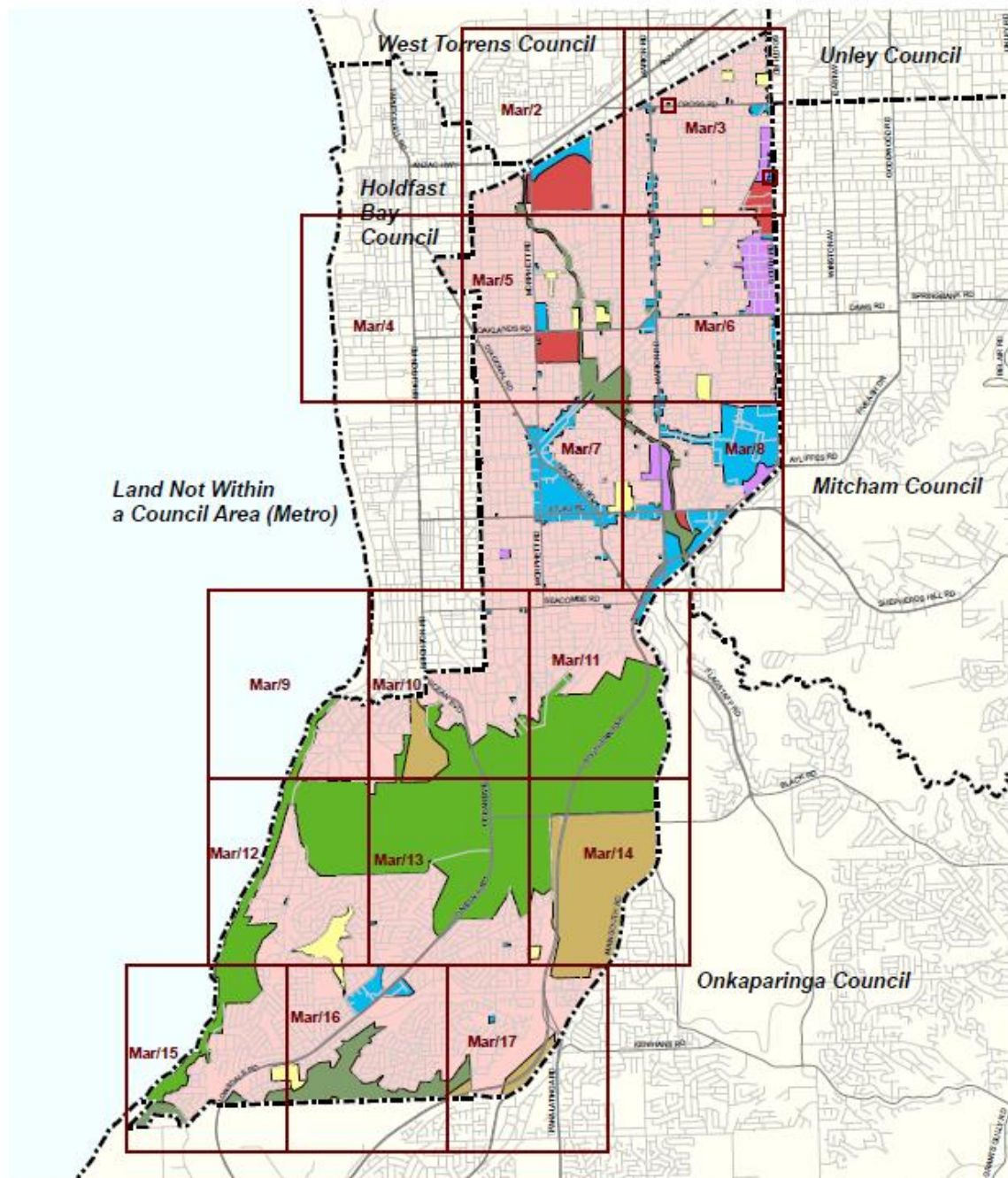
**TABLE 3: Row, semi-detached and detached dwellings**

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

**TABLE 4: Tourist accommodation**

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





For the purposes of the Development Plan unless otherwise clearly indicated, the zone/policy area/precinct boundaries depicted on or intended to be fixed by Maps Mar/1 to Map Mar/18 inclusive shall be read as conforming in all respects (as the case may require) to the land division boundaries, to the centre line of roads or drain reserves or to the title boundaries, or to imaginary straight lines joining the positions defined by survey or by the measurements shown on the said maps against which the said zone/policy area/precinct boundaries are shown or otherwise indicated.

## Council Index Map

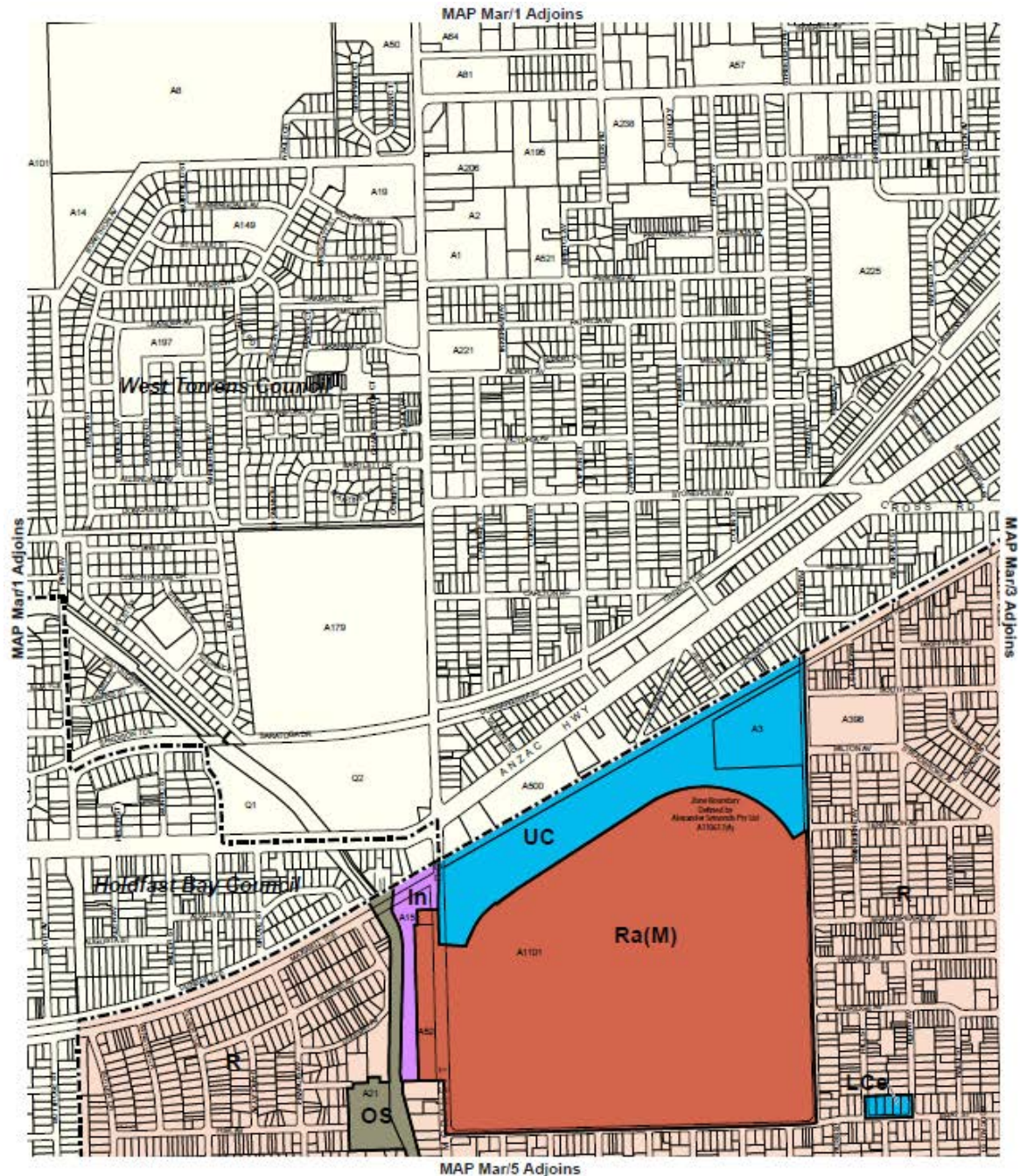






- ## Location Map Mar/2





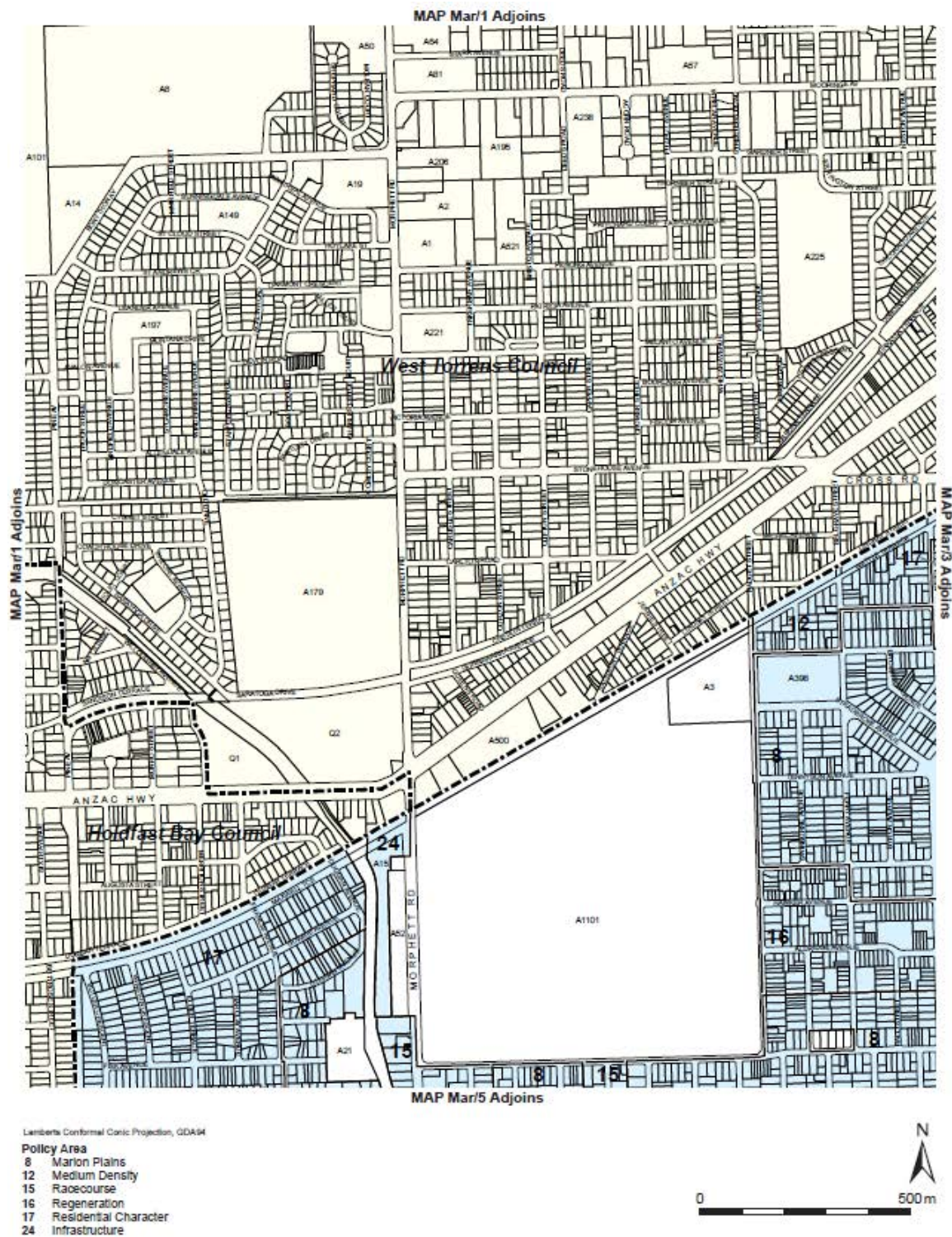
Lambert Conformal Conic Projection, GDA94

- Zones**
- In Industry
  - LCe Local Centre
  - OS Open Space
  - Ra(M) Racecourse (Morphettville)
  - R Residential
  - UC Urban Core
  - Zone Boundary
  - Development Plan Boundary

## Zone Map Mar/2

MARION COUNCIL





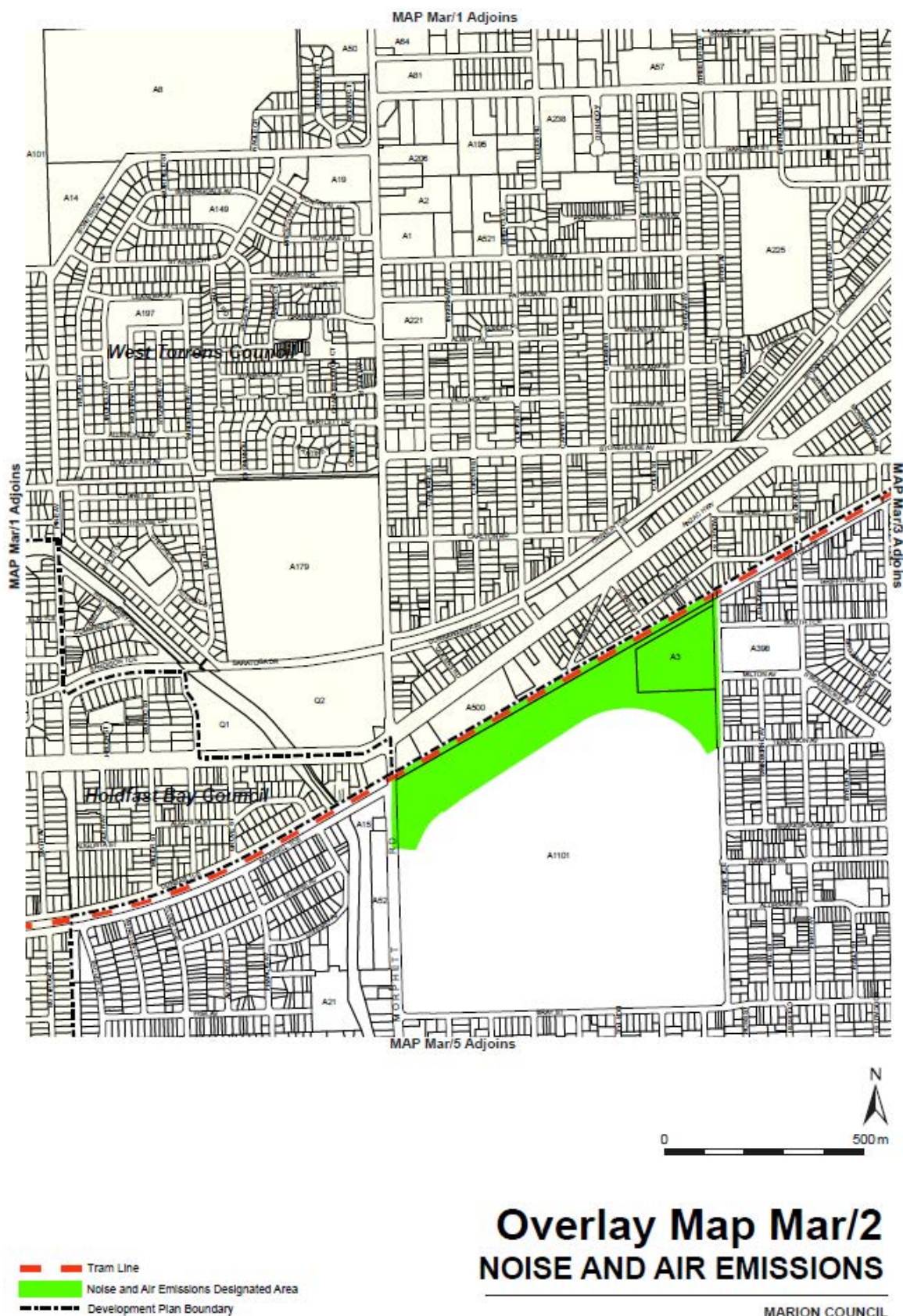
## Policy Area Map Mar/2

Policy Area Boundary  
Development Plan Boundary

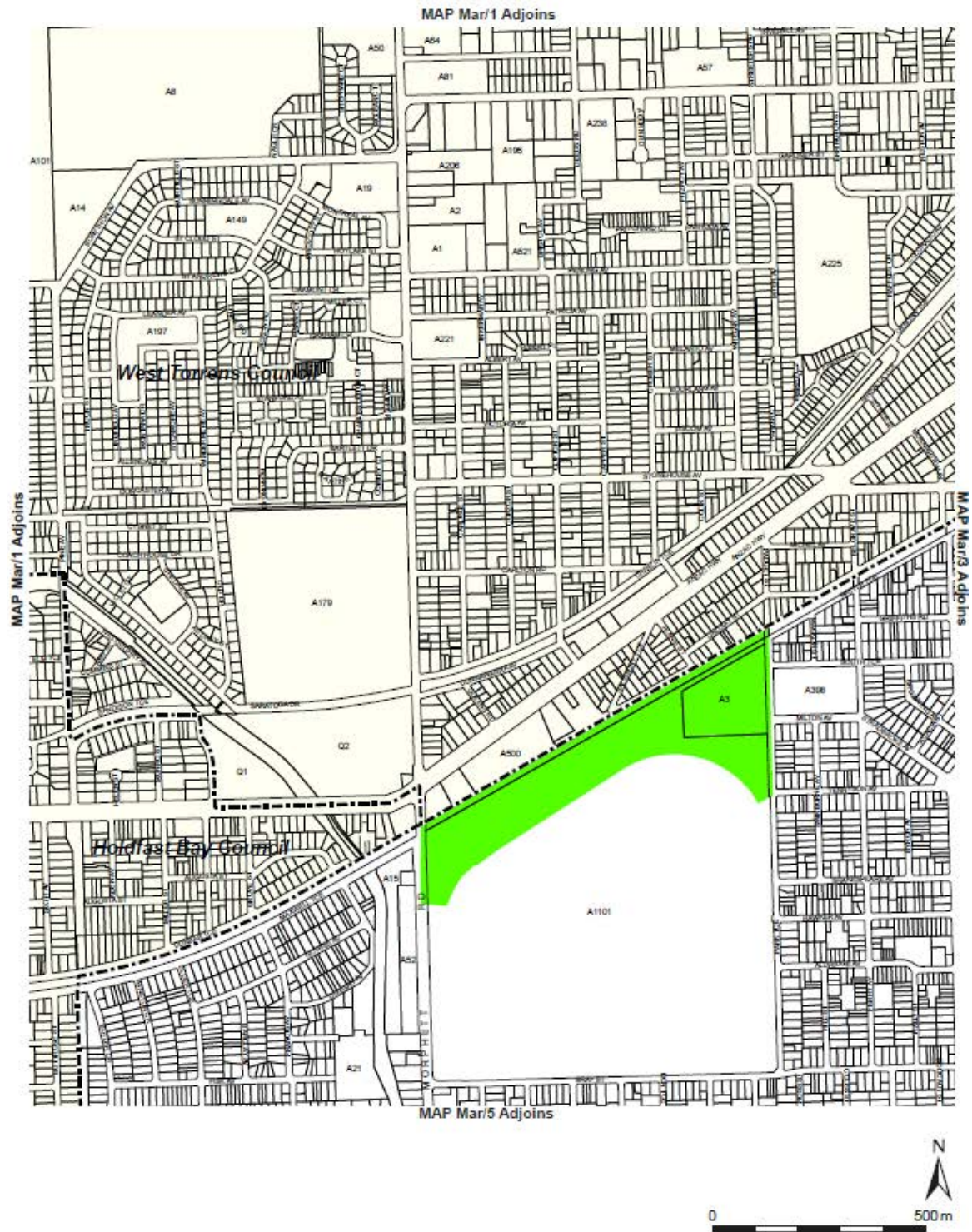
MARION COUNCIL







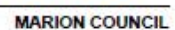




Affordable Housing Designated Area  
 Development Plan Boundary

## Overlay Map Mar/2 AFFORDABLE HOUSING

MARION COUNCIL







Morphettville Racecourse DPA  
by the Minister

**West Torrens Council Development Plan - Amendment Instructions Table**

Amendment Instructions Table				
<b>Name of Local Government Area:</b> City of West Torrens				
<b>Name of Development Plan:</b> West Torrens Council Development Plan				
<b>Name of DPA:</b> Morphettville Racecourse DPA				
<p><b>The following amendment instructions (at the time of drafting) relate to the West Torrens Sturt Council Development Plan consolidated on 12 July 2018.</b></p> <p><b>Where amendments to this Development Plan have been authorised after the aforementioned consolidation date, consequential changes to the following amendment instructions will be made as necessary to give effect to this amendment.</b></p>				
Amendment Instruction Number	Method of Change	Detail what in the Development Plan is to be amended, replaced, deleted or inserted.	Is Renumbering required (Y/N)	Subsequent Policy cross-references requiring update (Y/N) if yes please specify.
<b>COUNCIL WIDE / GENERAL SECTION PROVISIONS (including figures and illustrations contained in the text)</b>				
Amendments required: <b>Yes</b>				
<b>Advertising</b>				
1.	Insert	In the heading above PDC 23, the words ' , Urban Core'	N	N
<b>Orderly and Sustainable Development</b>				
2.	Insert	within PDC 8, after point (cc) the following point: (cd) <a href="#">Concept Plan Map WeTo/26 – Morphettville Racecourse</a>	N	N
<b>ZONE AND/OR POLICY AREA AND/OR PRECINCT PROVISIONS (including figures and illustrations contained in the text)</b>				
Amendments required: <b>Yes</b>				
<b>Urban Core Zone</b>				
3.	Insert	Contents of <b>Attachment A</b> immediately after the 'Residential Zone – Torrensville East Conservation Policy Area 33'	N	N

**Morphettville Racecourse DPA**  
**by the Minister**  
**West Torrens Council Development Plan - Amendment Instructions Table**

TABLES				
Amendments required: <b>Yes</b>				
Table WeTo/6 –Off Street vehicle parking requirements for Urban Corridor Zone				
4.	Replace	Replace <i>Table WeTo/6 –Off Street Vehicle Parking Requirements for Designated Areas</i> with the contents of <b>Attachment B</b>	N	N
MAPPING (Structure Plans, Overlays, Enlargements, Zone Maps, Policy Area & Precinct Maps)				
Amendments required: <b>Yes</b>				
Map Reference Table				
5.	Insert	Under the heading ‘Zone Name’ in alphabetical order, the words ‘Urban Core’ and corresponding Map WeTo/14	N	N
6.	Delete	In the listing for ‘Precinct 1 – Intersection’, delete reference to Map ‘WeTo/14’	N	N
7.	Insert	‘WeTo/14’ in the Overlay Map Numbers for ‘Noise and Air Emissions’	N	N
8.	Insert	In the sub-table ‘Concept Plan Maps’ the following entry at the end of the table: <div><div>Morphettville Racecourse</div><div>Concept Plan Map WeTo/26</div></div>	N	N
Map(s)				
9.	Delete	Precinct Map WeTo/14	N	N
10.	Replace	Zone Map WeTo/14, Policy Area Map WeTo/14 and Overlay May WeTo/14 – Affordable Housing with the contents of <b>Attachment C</b> .	N	N
11.	Insert	Overlay Map WeTo/14 – Noise and Air Emissions and Overlay Map WeTo/14 – Strategic Transport Routes the contents of <b>Attachment D</b> .	N	N
12.	Insert	Concept Plan Map WeTo/26 - Morphettville Racecourse the contents of <b>Attachment E</b> .	N	N

**Zone Policies: (New) Urban Core Zone**





## Urban Core Zone

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

### OBJECTIVES

- 1 A mixed use zone accommodating a mix of employment generating land uses and medium to high density residential development in close proximity to a high frequency public transport corridor.
- 2 Development within a mixed use environment that is compatible with surrounding development and which does not unreasonably compromise the amenity of the zone or any adjoining residential zone.
- 3 Smaller dwellings, including innovative housing designs, located close to local services and public transport stops.
- 4 Mixed use development integrated with a high quality public realm that promotes walking, cycling, public transport patronage and positive social interaction.
- 5 A zone that provides a spatial separation, or transitions down, in scale and intensity to adjacent lower density residential zones and areas.
- 6 Development that contributes to the desired character of the zone.

### DESIRED CHARACTER

This zone supports housing at medium and high densities and a range of dwelling types which are conveniently located in proximity to high frequency public transport services, recreation, commercial, shop, office and other mixed use activities. Development within this zone will result in significant employment generating activity closely aligned to nearby public transport infrastructure and services.

Medium and high density housing, primarily in the form of row dwellings, residential flat buildings and mixed use buildings, will be developed in the zone. Overall, the zone is intended to achieve an average net residential site density of 200 dwellings per hectare. Development in proximity to Industrial Zones will consist of non-residential land uses to limit environmental impacts.

The zone will focus around a central Core Area where development intensities and heights will be at their greatest and transition down to a scale and intensity that is compatible with neighbouring developments.

Overlooking, overshadowing and noise impacts will be moderated through good design, setbacks and noise attenuation techniques. Impacts on adjoining zones will also be addressed through appropriate building envelopes, transition of building heights, design and location of windows and balconies, and use of landscaping. Buildings will also be designed to maximise solar access within the development site.

Development in the zone will achieve high quality, contemporary urban design, reflective of its role as a premier development and an event destination. The visual massing and height of buildings should be progressively reduced towards the interface with lower density residential development and will reflect the desired character of the locality while incorporating contemporary designs. Urban design will reflect the 'grid' format of the surrounding residential areas. Buildings will contribute to the provision of a coherent public realm by articulating buildings with setbacks, canopies, modelled façades and balconies that make use of light and shade, and by providing architectural detail. Development adjacent existing public roads, tramways, civic and open spaces should be orientated to face those accessways. Development should be designed to take advantage of key views to the

Adelaide Hills and coastal areas, open spaces, the Morphettville Racecourse, as well as existing roadways, tramline and bikeways to optimise safety of the vicinity and amenity for residents.

Development in proximity to the tramline will be designed to avoid any detrimental impacts on the efficiency of tram operations, cyclists on the Mike Turtur Bikeway and / or the safety of pedestrians. Tram corridors, and the Bikeway, will be separated from pedestrian areas through grade-separation and / or other appropriate means.

The site will continue to play host to major events, separate to or in conjunction with the adjacent racecourse. All development will be located and designed to be cognisant of and mitigate the impacts of crowd management, parking and accessibility, and ensure community safety. Development in proximity to horse keeping, racing or handling areas will be additionally designed to protect inhabitants from the negative impacts of associated noise, odour and waste. In addition, sensitive development in proximity to the equine activities, major events infrastructure and tram infrastructure (including the tram barns) will be located and designed in a manner that will enable existing and envisaged land uses to operate without prejudice. This may include the incorporation of open space, fencing and / or landscaping to reduce the impacts of activities that result in noise, air quality or waste management.

A significant emphasis will be placed on the provision of landscaping, including mature trees, to soften built form, provide pedestrian shade, urban biodiversity and streetscape amenity. The streetscape will be further improved with the provision of landscaping, public art and street furniture to assist in establishing a sense of place within the zone for the enjoyment and benefit of users.

Wide footpaths and cycling routes with extensive landscaping will be provided throughout the zone and integrate with existing bikeways and walkways in the vicinity, including the Mike Turtur Bikeway. A hierarchy of public open space throughout the zone, including small pocket parks and formal plazas will enable a variety of experiences and functions, including play and activation and incorporate stormwater management functions where appropriate. Buildings will be designed to encourage the development of active land uses at street level along key thoroughfares as well as ensuring that open space areas have access to sunlight throughout the year.

Anzac Highway is a strategic route and its function as a major transport corridor will be protected with minimal on-street vehicle parking and access points. Access will be provided from secondary road frontages and rear access ways. Controlled pedestrian crossings points will be focussed and consolidated at key locations. On-site parking areas, including a park'n'ride facility, will be consolidated, shared and, where possible, not visible from the street or public spaces.

Morphettville Racecourse will be developed to showcase water sensitive urban design as part of its master planned development. Where practical, stormwater disposal from the zone or individual development sites within the zone will be managed to June 2017 levels, and incorporate water sensitive urban design systems at the site and building level, including the harvest, treatment, storage and reuse of stormwater. Harvested stormwater will improve the aesthetic and functional value of open spaces and public access ways.

### **Core Area**

The Core Area will provide the greatest intensity of land use and activity in the zone with a mix of residential, commercial and employment generating activities integrated with adjacent public transit stops. The Core Area will be focused around a central plaza area that includes a tram stop and will be framed by active building frontages, public art, community facilities, open space and landscaping. Open and amenable pedestrian and cycle access will be provided throughout the Core Area and linking to surrounding destinations, including bus stops surrounding roadways.

The Core Area will continue to accommodate activities associated with Morphettville Racecourse, particularly for race meetings. Within the Core Area, development associated with horse racing activities, including the spectator stadiums, an equine promenade area, mounting yards, race day stables, parade rings, race day administration, bars and betting facilities, will be incorporated in a manner that is cognisant of the role of the site as the premier facility for horse racing in the state.

Building height will be limited to a maximum of 12 storeys in the centre of the Core Area with a maximum of 6 storeys fronting Anzac Highway. Development, particularly adjacent to a fixed transit

stop, will be mixed both vertically and horizontally, with non-residential uses encouraged on the ground floor to create visual interest and invite personal interaction on street frontages. The exterior storage or display of goods will not compromise pedestrian movement.

Neighbourhood scale retail activity is envisaged within the Core Areas of the zone, containing in the order of 5500 square metres of retail floor space in addition to other business and community facilities.

Student and aged accommodation, serviced apartments and affordable housing are also strongly encouraged in the Core Area to assist in delivering an overall mix of residential activity in this area.

### Transition Area

The Transition Area will provide a buffer between the Core Area and adjacent residential areas with development taking the form of high quality medium density housing where the range of housing will provide for a diverse community. Buildings in the Transition Area will front the public streetscape, have a maximum height of 4 storeys and respond to the context, scale and intensity of existing development in the vicinity.

There will be some provision for mixed use activities of a local scale that does not negatively impact on the predominant residential character of the area.

## 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
- emergency service facility
- licensed premises
- nursing home
- office
- pre-school
- recreation area
- residential flat building
- retirement village
- shop or group of shops
- supported accommodation.

2 The following additional types of development, or combination thereof, are envisaged within the Core Area of the zone, identified on [Concept Plan Map WeTo/26 – Morphettville Racecourse](#):

- conference facilities
- clubrooms
- entertainment venue
- hall
- hotel
- indoor recreation centre
- place of worship
- restaurant
- spectator stand
- horse racing activities and facilities ancillary to horse racing activities including promenade area, mounting yards, race day stables and parade rings
- special events
- tourist accommodation.

- 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 WeTo/26 – Morphettville Racecourse](#).
- 5 Core Areas should be developed to include a range of land uses that are high pedestrian generators, directly promote public transport use and provide opportunities for multi-purpose trips.
- 6 Core Areas should incorporate integrated public open spaces, sport and recreation facilities, and community areas that act as social hubs for communal activity.
- 7 Except in Core Areas where a higher intensity of development is envisaged, non-residential development should comprise uses that:
  - (a) are of local or neighbourhood scale
  - (b) encourage walking to local shopping, community services and other activities
  - (c) do not detrimentally impact on the amenity of nearby residents.
- 8 Shop or groups of shops should have the following gross leasable areas in the order of:

Designated area	Shop or group of shops (square metres)
Core Area	5500
Transition Area	500

#### Form and Character

- 9 Development should be consistent with the desired character for the zone.
- 10 Residential development (other than residential development in mixed use buildings), should achieve a minimum net residential site density in accordance with the following, except where shown on [Concept Plan Map WeTo/26 – Morphettville Racecourse](#):

Designated area	Minimum net residential site density
Core Area	200 dwellings per hectare net
Transition Area	70 dwellings per hectare net

- 11 In Transition Areas, development should deliver a built form that provides the transition between an intense core of development and neighbouring lower intensity development.

#### Design and Appearance

- 12 In Core Areas:
  - (a) the ground and first floors of buildings 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 shops, 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 to promote active street frontages and maximise passive surveillance.

- 13 Except in Core Areas, development of three or more storeys in height should ensure that:
- (a) north-facing windows to habitable rooms of existing dwelling(s) on the same allotment, and on adjacent allotments, 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 buildings receives direct sunlight for a minimum of 2 hours between 9.00 am and 3.00 pm on 21 June to at least the smaller of the following:
    - (i) half of the existing ground level open space
    - (ii) 35 square metres of the existing ground level open space (with at least one of the area's dimensions measuring 2.5 metres).
- 14 Buildings should address public open space and defined pedestrian and cycle routes as illustrated in [Concept Plan Map WeTo/26 – Morphettville Racecourse](#).
- 15 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.
- 16 Buildings should predominantly provide vehicle access via a side street or rear lane access way.
- 17 Side streets and rear lane access ways should be designed to:
- (a) provide space between buildings that reduces building mass and creates a more interesting public realm
  - (b) achieve active frontages at a lower intensity than the primary street frontage.

## Building Envelope

### Building Height

- 18 Except where airport building height restrictions prevail, building heights (excluding any rooftop located mechanical plant or equipment) should be consistent with the following parameters:

Designated area	Minimum building height	Maximum building height
Core Area	4 storeys	12 storeys and up to 48.5 metres
Transition Area	2 storey	4 storeys and up to 16.5 metres

### Setbacks from the Primary Road Frontage

- 19 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
Core Area	No minimum
Transition Area	2 metres

### Setbacks from side boundaries

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

Designated area	Minimum setback from side boundaries
Core Area	No minimum
Transition Area	0.9 metres

### Other Setbacks

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

Setback parameter	Value
Minimum setback from secondary road frontage	0.9 metres
Minimum setback from a rear 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	6 metres where the subject land directly abuts an allotment of a different zone  3 metres in all other cases, except where development abuts the wall of an existing or simultaneously constructed building on the adjoining land

### Land Division

- 22 A traditional street grid pattern should be reinforced in any comprehensive development of areas for mixed use activity to maintain clear sightlines and ensure maximum connectivity.
- 23 Wherever practicable, land division and site amalgamation should:
- (a) create allotments that vary in size and are suitable for a variety of residential and commercial uses
  - (b) improve the level of integration associated with the design and layout of buildings, vehicle parking areas, access points and landscaping, including retention of existing trees.

## PROCEDURAL MATTERS

### Complying Development

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

### Non-complying Development

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

Form of development	Exceptions
Fuel depot	
General industry	
Public service depot	
Road transport terminal	
Service trade premises	
Special industry	
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 of (except where the development is classified as non-complying), are designated:

Category 1	Category 2
Advertisement	All forms of development not listed as Category 1.
Aged persons accommodation	
All forms of development that are ancillary and in association with residential development	
All forms of development that are ancillary and in association with racecourse activities within the Core Area, identified on identified on <a href="#">Concept Plan Map WeTo/26 – Morphettville Racecourse</a>	
Consulting room	
Dwelling	
Educational establishment	
Emergency Services	
Hotel where located within the Core Area	
Indoor recreation facility	

Category 1	Category 2
Nursing home	
Office	
Pre-school	
Primary school	
Residential flat buildings	
Retirement village	
Shop or group of shops where located:	
(a) within the Core Area of less than 5500 square metres	
(b) within the Transition Area of less than 500 square metres.	
Supported accommodation	
Tourist accommodation	



**Table WeTo/6 – Off Street Vehicle Parking Requirements for Designated Areas**



## Table WeTo/6 - 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 table below.

### Designated Areas

- 2 The following are Designated Areas:

Designated Area	Conditions
Urban Core Zone	None
Urban Corridor Zone	None
District Centre Zone Local Centre Zone Neighbourhood Centre Zone	Any part of the development site is located in accordance with at least one of the following: <ol style="list-style-type: none"> <li>(a) within 200 metres of any section of road reserve along which a bus service operates as a high frequency public transit service<sup>(2)</sup></li> <li>(b) within 400 metres of a bus interchange<sup>(1)</sup> that is part of a high frequency public transit service<sup>(2)</sup></li> <li>(c) within 400 metres of an O-Bahn interchange<sup>(1)</sup></li> <li>(d) within 400 metres of a passenger rail station<sup>(1)</sup> that is part of a high frequency public transit service<sup>(2)</sup></li> <li>(e) within 400 metres of a passenger tram station<sup>(1)</sup></li> <li>(f) within 400 metres of the Adelaide Parklands.</li> </ol>

<sup>(1)</sup> 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

<sup>(2)</sup> 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 development and parking condition 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 condition applicable to Designated Areas for at least two different public transit modes.

## VEHICLE PARKING RATES TABLES

**Table 1: Non-residential development excluding tourist accommodation**

Location of development	Desired minimum number of vehicle parking spaces	Maximum number of vehicle parking spaces
<b>All <i>Designated Areas</i> (unless otherwise stated)</b>	3 spaces per 100 square metres of gross leasable floor area	6 spaces per 100 square metres of gross leasable floor area
<b>Urban Core Zone</b>	3 spaces per 100 square metres of gross leasable floor area 1.5 spaces per 100 square metres of gross leasable floor area above ground floor level other than for a shop	3 spaces per 100 square metres of gross leasable floor area
<b>Boulevard Policy Area 34 within the Urban Corridor Zone</b>	3 spaces per 100 square metres of gross leasable floor area	5 spaces per 100 square metres of gross leasable floor area
<b>High Street Policy Area 35 within the Urban Corridor Zone</b>	3 spaces per 100 square metres of gross leasable floor area	5 spaces per 100 square metres of gross leasable floor area

**Table 2: Tourist accommodation**

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

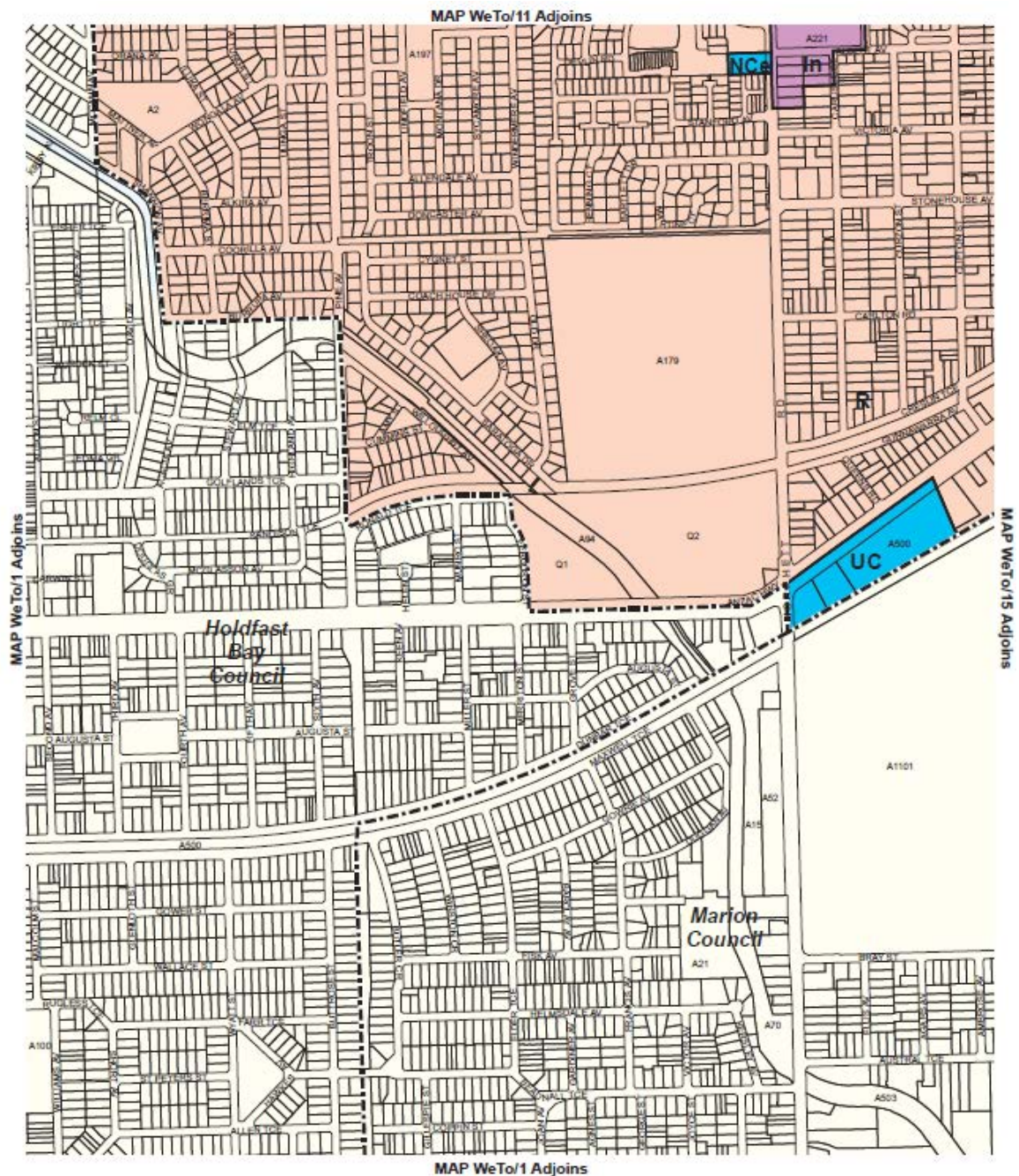
*Table WeTo/6 - Off Street Vehicle Parking Requirements for Designated Areas***Table 3: Residential development, in the form of residential flat buildings and residential development in multi-storey buildings**

Location of development	Rate for each dwelling based on number of bedrooms per dwelling	Plus number of required visitor parking spaces
<b>Urban Core Zone</b>	1 per studio or 1 bedroom dwelling, except within 200 metres of a transit stop where the car parking rate should be 0.75 car parking spaces 1 per 2 bedroom dwelling 1.25 per 3+ bedroom dwelling	0.25 per dwelling
<b>Boulevard Policy Area 34 within the Urban Corridor Zone</b>	0.25 per studio (no separate bedroom) 0.75 per 1 bedroom dwelling 1 per 2 bedroom dwelling 1.25 per 3 + bedroom dwelling	0.25 per dwelling
<b>High Street Policy Area 35 within the Urban Corridor Zone</b>	0.25 per studio (no separate bedroom) 0.75 per 1 bedroom dwelling 1 per 2 bedroom dwelling 1.25 per 3 + bedroom dwelling	0.25 per dwelling
<b>Transit Living Policy Area 36 within the Urban Corridor Zone</b>	0.5 per studio (no separate bedroom) 1 per 1 bedroom dwelling 1.5 per 2 bedroom dwelling 2 per 3 + bedroom dwelling	0.25 per dwelling
<b>Business Policy Area 37 within the Urban Corridor Zone</b>	0.5 per studio (no separate bedroom) 1 per 1 bedroom dwelling 1.5 per 2 bedroom dwelling 2 per 3 + bedroom dwelling	0.25 per dwelling

**Table 4: Row, semi-detached, group and detached dwellings**

Location of development	Number of bedrooms, or rooms capable of being used as a bedroom	Number of required vehicle parking spaces
<b>Urban Core Zone</b>	1 or 2 bedrooms	1
	3 + bedrooms	2
<b>Urban Corridor Zone</b>	1 or 2 bedrooms	1
	3 + bedrooms	2





Lambert Conformal Conic Projection, GDA94



- Zones**
- In Industry
  - NCE Neighbourhood Centre
  - R Residential
  - UC Urban core
  - Zone Boundary
  - Development Plan Boundary

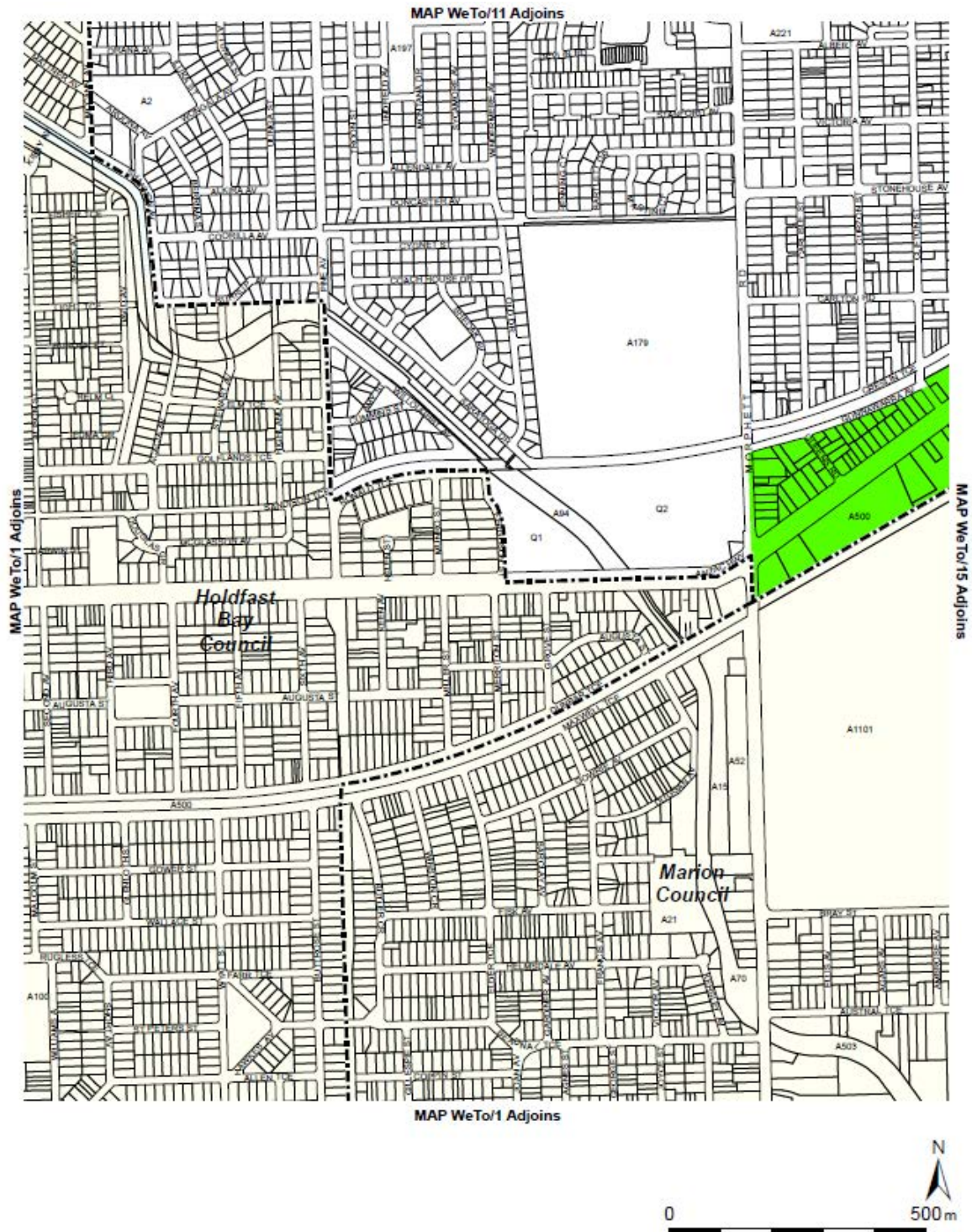
## Zone Map WeTo/14

WEST TORRENS COUNCIL





WEST TORRENS COUNCIL





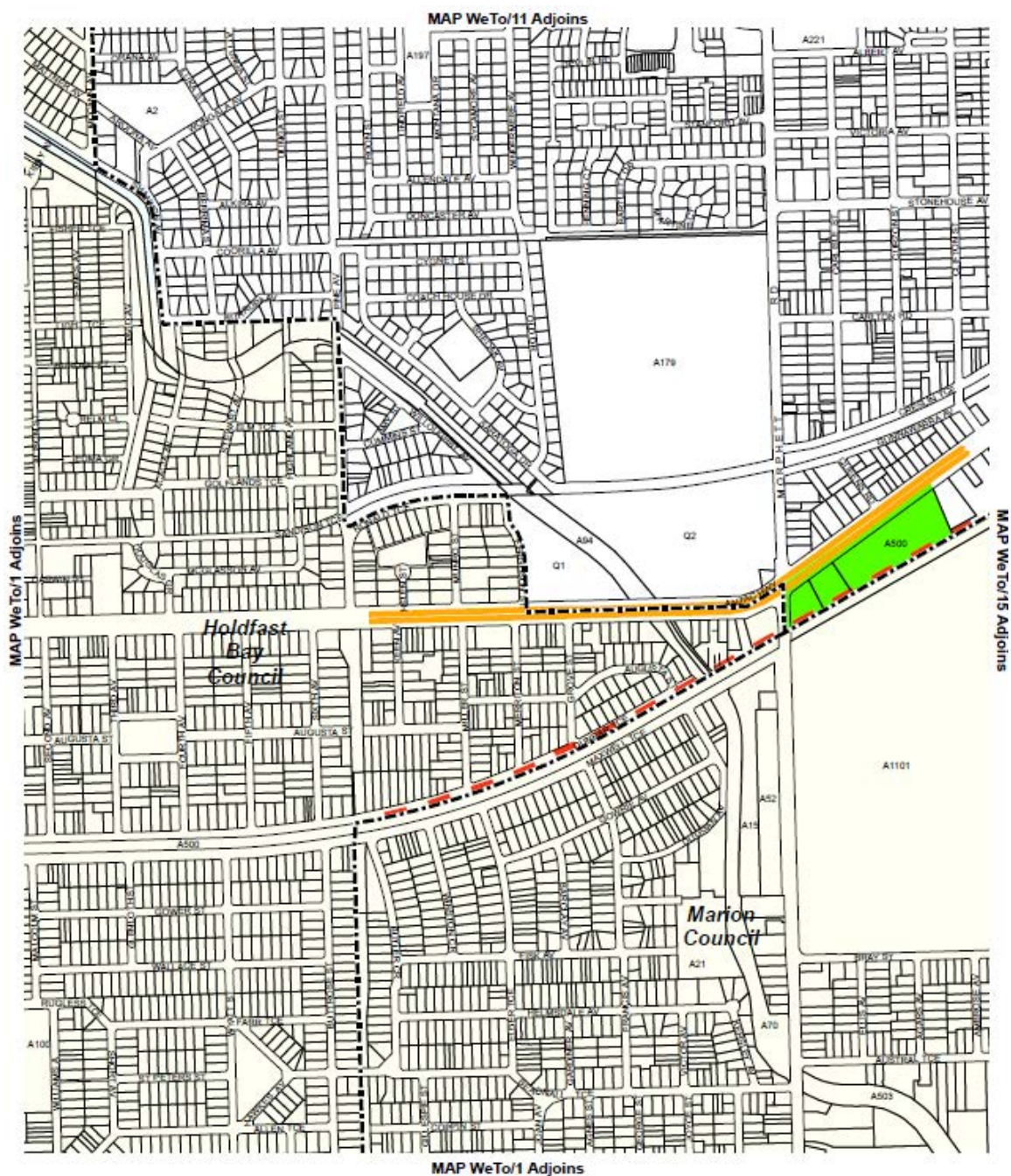
## Overlay Map WeTo/14 AFFORDABLE HOUSING

 Affordable Housing Designated Area  
 Development Plan Boundary

WEST TORRENS COUNCIL





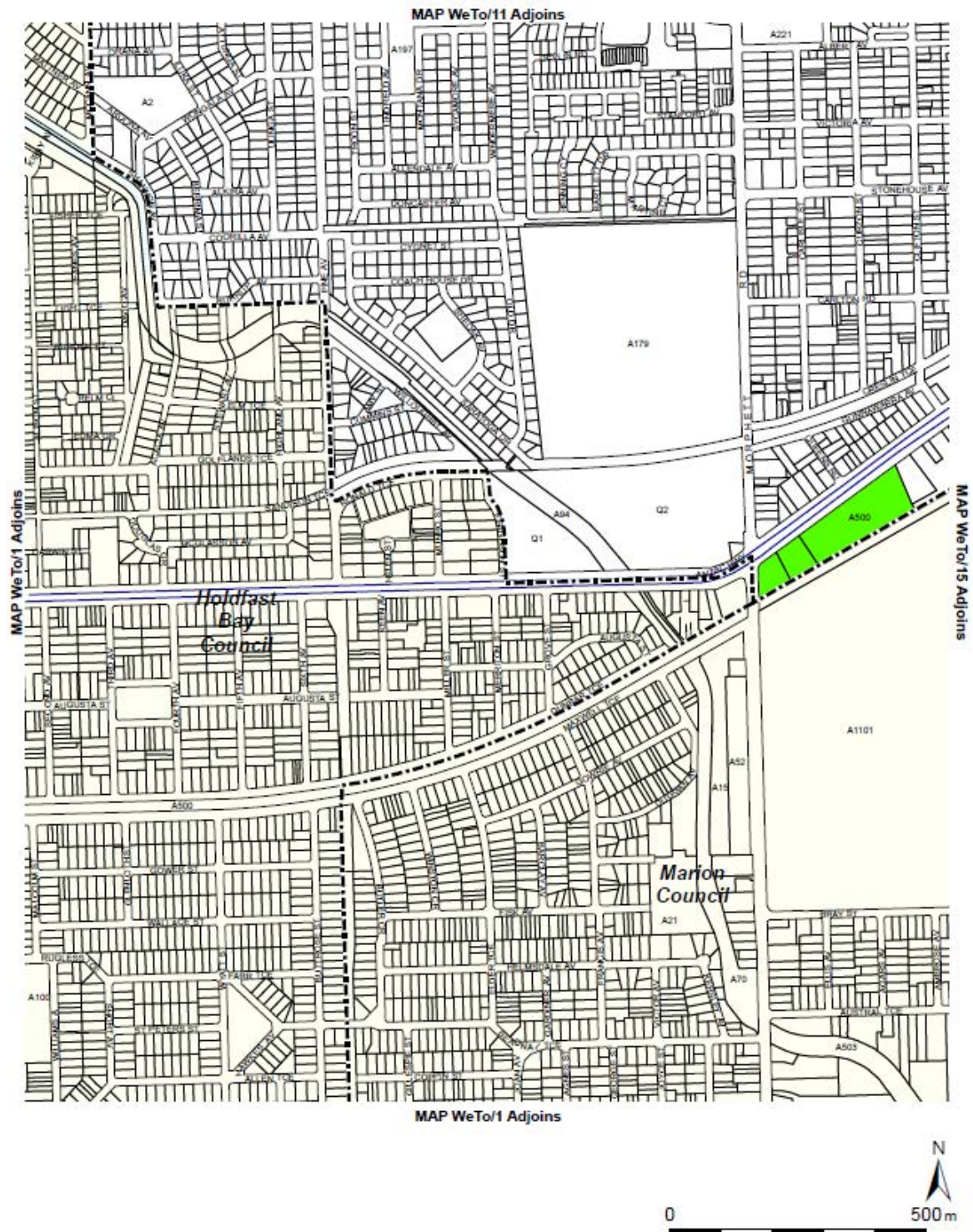


- Tram Line
- Designated Road: type B road
- Noise and Air Emissions Designated Area
- - - - Development Plan Boundary



## Overlay Map WeTo/14 NOISE AND AIR EMISSIONS

WEST TORRENS COUNCIL

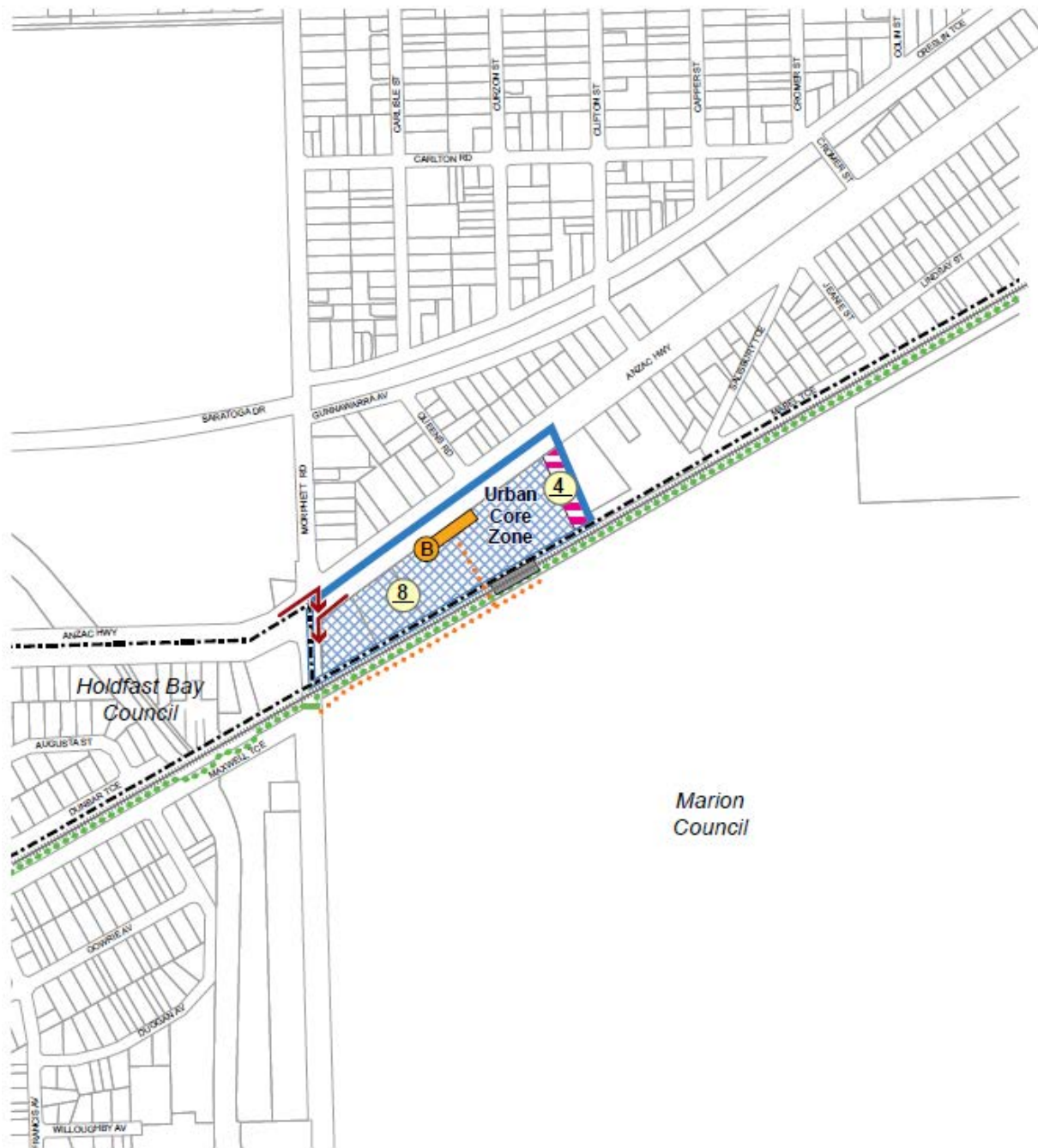




## Overlay Map WeTo/14 STRATEGIC TRANSPORT ROUTES

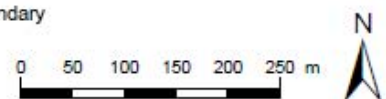
-  Strategic Transport Route
-  Strategic Transport Routes Designated Area
-  Development Plan Boundary

WEST TORRENS COUNCIL



- 8 Maximum building height (storeys)
- Transition Area
- Core Area
- ➔ Right-in Only
- B Bus Stop (indented off-road)
- - - - - Mike Turtur Bikeway
- - - - - Potential Pedestrian/Cycle Access
- - - - - Tram Line
- Potential Future Tram Stop

- Urban Core Zone Boundary
- Development Plan Boundary



## Concept Plan Map WeTo/26

### MORPHETTville RACECOURSE

WEST TORRENS COUNCIL



# Development Plan Amendment

By the Minister

**Marion Council**  
**West Torrens Council**  
Development Plans

**Morphettville Racecourse Development Plan  
Amendment**

*Executive Summary and Analysis*

*For Consultation*



Government of South Australia

Department of Planning,  
Transport and Infrastructure





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THE AMENDMENT		

## DEVELOPMENT PLAN AMENDMENT SUMMARY

### 1 INTRODUCTION

The Minister for Planning has released the Morphettville Racecourse Development Plan Amendment (DPA) for consultation.

The DPA proposes changes to the area around the Morphettville Racecourse to facilitate population growth and economic development. In particular, it proposes a new zoning framework to facilitate the creation of a new inner urban mixed use neighbourhood integrated with a new permanent tram stop and upgraded racing facilities.

*This Summary is for information only and does not form part of the formal Amendment to the Development Plan.*

#### HAVE YOUR SAY

**The Development Plan Amendment (DPA) is on consultation for eight weeks.**

**Submissions are due on 1 November 2017.**

**The Chair, State Planning Commission, c/- Department of Planning, Transport and Infrastructure:**

- **by post: GPO Box 1815, Adelaide SA 5001, or**
- **by website: [www.saplanningportal.sa.gov.au/en/consultation](http://www.saplanningportal.sa.gov.au/en/consultation)**

The State Planning Commission has been established to act as the state's principal planning advisory and development body. The Commission will provide advice to the Minister on the DPA.

The Commission will hold a public meeting on **15 November 2017**, where a submission indicates that a person wishes to be heard.

If you would like more information on the DPA, a public information session will be held on:

**Saturday 7 October 2017 from 11.00 am to 1.30 pm  
at The Highway  
Function Room 1  
290 Anzac Highway, Plympton**

Or you can contact the Department for Planning, Transport and Infrastructure on **7109 7007**.

Public submissions will be made available on **2 November 2017** following the consultation period, unless marked confidential.

Following receipt of the Commission's advice, the Minister will decide whether to approve, amend or refuse the DPA.

*This Summary is for information only and does not form part of the formal Amendment to the Development Plan.*

## 2 THE AREA AFFECTED BY POLICY CHANGE

The area affected by this DPA comprises approximately 26 hectares of land to the north and west of the Morphettville Racecourse within the suburbs of Morphettville, Camden Park and Glengowrie as indicated in the Figure 1 below.

**Figure 1**



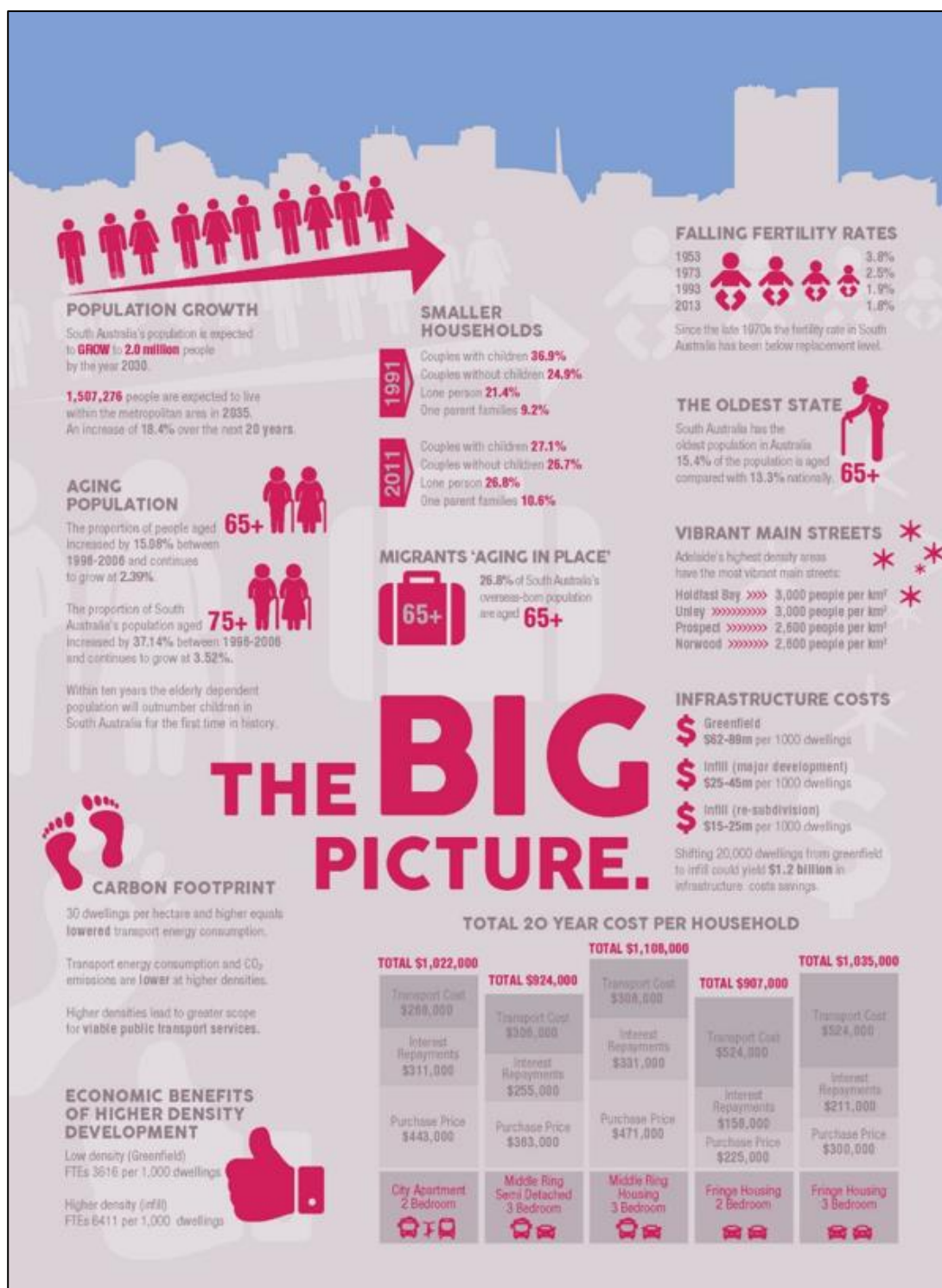


### 3 WHY WE ARE CHANGING PLANNING POLICY

This review of the planning policies provides an opportunity to better utilise surplus racecourse land in this inner metropolitan Adelaide suburb.

It supports the urban regeneration and renewal goals in *The 30-Year Plan for Greater Adelaide 2017* to better utilise established urban areas and encourage economic and population growth particularly in proximity to major transport corridors. General trends and directions for urban planning are summarised in the following Figure 2.

Figure 2



Looking specifically at the locality, we are responding to the considerable changes that have occurred for horse racing in South Australia. With the conclusion of racing at Cheltenham and Victoria Park, Morphettville Racecourse has been confirmed as the premier facility and focus for thoroughbred racing and associated hospitality activities in metropolitan Adelaide. Consolidation of the racing activities, including the provision of a new inner track at the Morphettville Racecourse combined with changes in horse keeping and stabling, has resulted in over seven hectares of land at Morphettville that is no longer required for racing purposes. This DPA looks at the potential of this underutilised land and adjacent land to contribute to the provision of new housing and employment within established urban areas, particularly given the close proximity of the Glenelg Tramway, Anzac Highway and pedestrian/cycle networks.

The current zoning for this area requires updating to reflect changing land use needs and to facilitate contemporary mixed-use developments combined with diverse housing forms at medium to high densities so as to maximise the development opportunities that are presented.

#### 4 SUMMARY OF THE ZONE CHANGES

The DPA is proposing to make changes to the Development Plan for the **Marion** and **West Torrens** Councils including:

##### **Marion Council Development Plan**

- Introduce a new **Urban Core Zone** from the South Australian Planning Policy Library (SAPPL) to apply to:
  - approximately 15 hectares of Racecourse (Morphettville) zoned land and
  - approximately 2.4 hectares of Residential zoned land.
- Introduce a new **Infrastructure Policy Area** from the SAPPL within the existing Industry Zone to apply to the land currently zoned Commercial and containing the tram barns and infrastructure (approximately 1.5 hectares)
- Apply the **Affordable Housing** and **Noise and Air Emission Overlays** to the proposed new Urban Core Zone areas.

##### **West Torrens Council Development Plan**

- Introduce a new **Urban Core Zone** from the SAPPL to apply to approximately 2.7 hectares of Commercial zoned land.
- Apply the **Affordable Housing** and **Noise and Air Emission Overlays** to the proposed new Urban Core Zone areas.

#### 5 LEGISLATIVE REQUIREMENTS

The DPA has been prepared in accordance with requirements of the *Development Act, 1993* (Act) and the *Development Regulations 2008*. The Act provides the legislative framework for undertaking amendments to a Development Plan. The Act allows either the relevant council or, under prescribed circumstances, the Minister for Planning to amend a Development Plan.

In this case, the Minister is undertaking the amendment because he is of the opinion that the matter is of significant social, economic or environmental importance (Section 24(1)(g) of the Act).

Prior to the preparation of this DPA, the Minister received advice from a person or persons holding prescribed qualifications pursuant to section 26(3) of the Development Act 1993.

## ANALYSIS

### 1 BACKGROUND

In 2014, the South Australian Jockey Club (SAJC) commenced a Master Plan for its approximately 65 hectare land holding comprising the Morphettville Racecourse and associated facilities. In consultation with relevant local councils and Government service providers, a concept for future development of surplus SAJC was formulated.

In May 2016, the **City of Marion** and the **City of West Torrens** resolved to support a request to the Minister for Planning to undertake a DPA to facilitate the proposed development of surplus SAJC owned land.

In October 2016, the Minister for Planning initiated investigations into the Morphettville Racecourse DPA on the basis that the amendment is appropriate because of the significant social, economic and environmental importance of the matter. The scope of the DPA was broadened to investigate additional surrounding land with the aim of ensuring a consistent policy approach in the locality, enhancing the growth of an important employment generating activity and creating a new inner urban, walkable, transport connected neighbourhood offering a range of new housing and employment choices.

It is noted that whilst the Master Plan is put forward as potential direction for the DPA, investigations underpinning the DPA and the final directions proposed by the DPA are not limited to that proposed by the Master Plan. The DPA is considered as an independent process taking considering the potential development directions as well as social and environmental considerations.

### 2 THE STRATEGIC CONTEXT AND POLICY DIRECTIONS

Various strategic documents have been considered in preparing this DPA, including strategies by the Commonwealth that guide the formation of Australian cities; overarching State Government Strategic Plans and plans produced by local government. Refer to the References / bibliography list for a comprehensive list of all publications considered. Additional information about the South Australian Planning system and links to relevant key strategic and demographic documents can be found at <http://saplanningportal.sa.gov.au/home>.

The Strategies and Plans that are most pertinent to planning policy are summarised below as they have a direct influence on the planning policy directions proposed in this DPA

Key findings of other Strategic Plans of relevance have been summarised in *Appendix 1 – Strategic Objectives and Priorities*.

#### 2.1 Consistency with The 30-Year Plan for Greater Adelaide

*The Planning Strategy* presents current State Government policy for development in South Australia based on key economic, social and environmental imperatives. It seeks to guide and coordinate State Government activity in the construction and provision of services and infrastructure. It also indicates directions for future development to the community, the private sector and local government.

*The 30-Year Plan for Greater Adelaide 2017* (the Plan) is the relevant volume of the Planning Strategy for South Australia and applies to areas affected by this DPA. The Plan has been prepared by the Government to guide the community, local government, business and industry and is consistent with South Australia's Strategic Plan.

The 2017 update identifies 6 targets, underpinned by a range of policies that will help measure progress on delivering a new urban form and how Greater Adelaide will become a more liveable, sustainable and competitive place:

1. Containing our urban footprint and protecting our resources
2. More ways to get around
3. Getting active
4. Walkable neighbourhoods
5. A green liveable city

6. Greater housing choice.

More specifically, the following targets of the Plan are supported by the DPA.

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

One of the principle strategies of *the Plan* is to increase population growth within the inner and middle ring suburbs of Adelaide through infill and uplift. Population projections for South Australia (<http://www.dpti.sa.gov.au/planning/population>) provide a snap shot of some of the important reasons why a more diverse range of infill housing is needed:

- South Australia's population is expected grow to 2.0 million by 2041
  - Within the next few years the elderly dependent population will outnumber children in South Australia for the first time
  - 63% of households are single or two person, and only 23% of dwellings are one or two bedroom
- (<http://www.abs.gov.au/>)

The Plan identifies the role of the North-South corridor, including the upgrade to the Darlington interchange as a key lever to unlock development opportunity, noting that it will improve connectivity between Tonsley and the Flinders precinct. Hand in hand with this major project comes the opportunity to provide for increased housing and community development opportunities in terms of a diversity of housing as well as commercial, retail and other investment activities.

Targets and policies of The Plan that are of particular relevance to this DPA are detailed in *Appendix 1 – Strategic Objectives and Priorities*.

## 2.2. Integrated Transport and Land Use Plan for South Australia (2015)

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

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

The affected area is located within an area identified in ITLUP as 'Middle Adelaide' and is located close to the area considered to be 'Inner Adelaide'. Key directions for Inner and Middle Adelaide are:

- A sharper focus on inner Adelaide to boost the central city as a creative, lively and energetic area where more people want to live and businesses want to locate.
- Making bold choices – bringing a network of tram networks back to Adelaide, called AdeLINK and refocusing our transport system to support and actively encourage mixed-use medium density, vibrant communities and business growth in inner and middle urban areas.

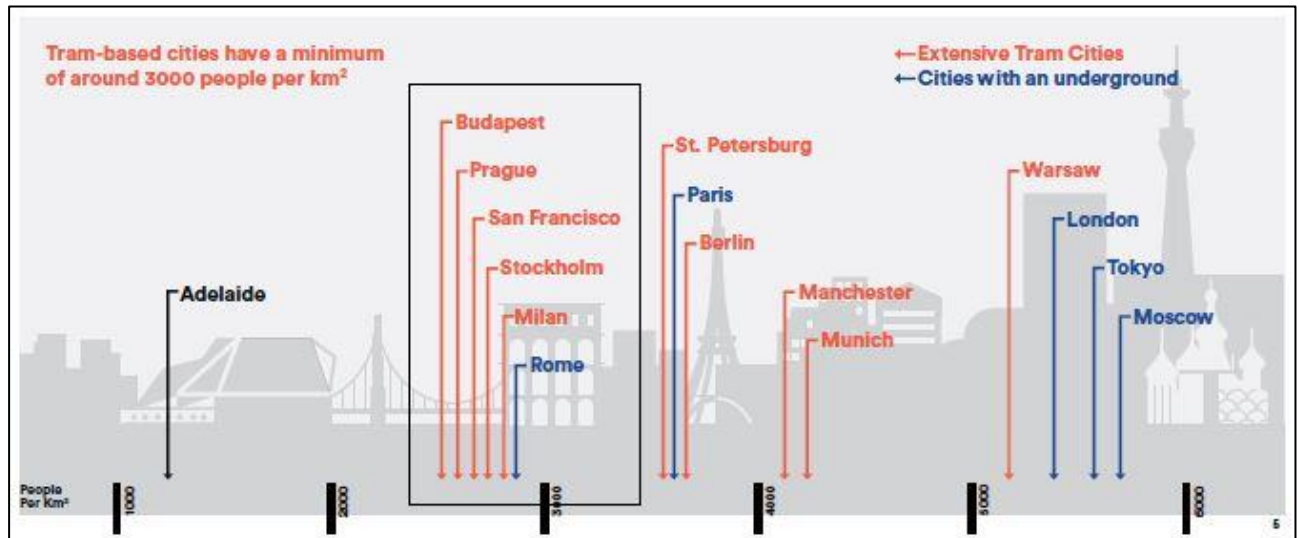
In ITLUP, trams have a key role in developing Adelaide as a vibrant city that attract people for business and social reasons. Tram infrastructure has the potential to stimulate private investment activity to attract higher density living and mixed use development along inner city corridors.

Accessibility to public transport and population densities, in essence, are interrelated and can influence the demand and usage of public transport and success in reducing car dependency, particularly for inner suburban areas. As can be seen in **Figure 3**, cities with better light rail and higher public transport use than Adelaide



generally have a population density of at least 3000 people per square kilometre. In comparison, Adelaide's average population density is less than 1500 people per square kilometre. To make quality transport more viable and cost effective, it is important that population density be increased along these strategic tram corridors.

**Figure 3 – Population density – comparison of overseas cities**



Other key improvements to the transport network identified in ITLUP that are relevant to Middle Adelaide and the affected area are as follows:

- A redesigned and modernised bus network with improved frequency, coverage and directness of bus services that focus on major activity centres; improved and expanded feeder services to train services; development of 'super stops' at strategic activity centres; and increased park and ride car parking capacity.
- Improved cycling and walking connections to public transport stations and stop,; to activity centres and other key destinations, to expand the catchment of these services and facilities.

This area already benefits from the provision of a quality tram service and is well placed to demonstrate the types of transit oriented development that is being encouraged, namely mixed use commercial and medium to high density residential development. Additionally the area has the potential to facilitate the provision of enhanced park n ride facilities and to capitalise on the use of the existing pedestrian and cycle facilities.

### 2.3. Related Development Plan Amendments

Consideration has been given to the following Development Plan Amendments that are currently also being undertaken. This includes consideration of Council led DPAs and other DPAs being conducted by the Minister for Planning.

- **City of West Torrens Development Plan Amendments**

The City of West Torrens is not currently undertaking any Development Plan Amendments that are relevant to this DPA.

- **City of Marion Development Plan Amendments**

The City of Marion is proposing a new *Housing Diversity Development Plan Amendment* which will seek to provide for greater housing diversity across the Council area and in particular will target key infill opportunities in the southern portion of Council including along rail and tram lines; propose mixed use zoning around Oakland Station for uplift associated with the infrastructure upgrade; review zoning along Marion Road. Policy amendments will potentially affect land in the vicinity of the racecourse but are not anticipated to result in changes to the broader residential land use.

The City of Marion has drafted a Statement of Intent that the Minister is currently considering. If approved, Council will undertake investigations and propose zoning and policy amendments to the Marion (City) Development Plan.

The City of Marion has also commenced a *Recreation/Community Development Plan Amendment* that is examining the zoning of a number of major sports and community centre complexes throughout the Marion area, however, it does not apply to the Morphettville Racecourse. The DPA will review the zoning of one nearby sporting ground, the Morphettville Park Sporting Club, which is located approximately one kilometre south of the Morphettville Racecourse. The zoning of that sporting ground is currently Residential and is being considered for inclusion in a Community Zone/Recreation Policy Area to better reflect the envisaged uses for recreation activities.

This DPA and its likely policy review outcomes are not expected to impact upon the directions of the *Recreation/Community Development Plan Amendment* and it is considered that both DPAs can proceed separately without further consideration.

- **Development Plan Amendments by the Minister for Planning**

The Minister for Planning has recently released for consultation the *Inner and Middle Metropolitan Corridor (Design) DPA (Design DPA)* and the *Inner and Middle Metropolitan Corridor (Sites) DPA (Sites DPA)* which apply to the City of West Torrens but do not impact the area affected by this DPA.

The Design DPA does however include consideration of additional employment and residential development opportunities along transport corridors and will assist to achieve shared strategic objectives. The Design DPA proposes to introduce (at the General level) some new design policy related to the design of medium and high residential developments. These design policies will be relevant to future development proposals involving residential developments of 3 or more stories across the Council area. Apart from introducing these new improved policies, the DPAs have no other influence on the Morphettville Racecourse DPA.

#### **2.4. The State's Planning Policy Library**

The South Australian Planning Policy Library (SAPPL) provides the current 'benchmark' for amending land use policy and zoning in South Australia and has been used as a basis to frame proposed amendments contained in this DPA. The SAPPL is made up of a General Section, Overlays, Zones, Policy Areas and Precincts.

Both the **Marion Council** and **West Torrens** Council Development Plans are based on the format and content of the SAPPL. On this basis, changes to these two Development Plans are generally focussed on amendments at the Overlay and Zone levels, as the General Section provisions are already consistent with the SAPPL.

The following policies have been selected from the SAPPL for use in this DPA and are discussed in more detail under section 4.9.2 - *What Policy Currently Applies* and section 5 *Summary of Recommended Policy Changes*:

- Affordable Housing Overlay
- Noise and Air Emissions Overlay
- Urban Core Zone
- Industry Zone / Infrastructure Policy Area

### 3 INVESTIGATIONS PREVIOUSLY UNDERTAKEN

#### 3.1. Draft Master Plan - Towards a Master Plan, Geof Bone, April 2014

*Towards a Master Plan* identifies the opportunities for future development of the 7.3 hectares of identified surplus land at the Morphettville Racecourse. The report highlights the ability of the development of this site to meet a number of the Government's key policies as stated in *The 30-Year Plan*.

The report identifies an integrated medium to high density residential and mixed use precinct focussed around a new entrance and tram plaza with features including potential:

- Land mark building or entry from Anzac Highway
- Public transport interface for bus, tram and taxi
- Pedestrian connected plaza connecting each side of the tram line
- Plaza activated by a range of land uses to support new residents and transit customers
- Park 'n' ride facilities
- Potential bulky goods development.

#### 3.2. Infrastructure and Environmental Site History Investigation, FMG Engineering, March 2015

FMG Engineering was engaged by the South Australian Jockey Club (SAJC) to provide preliminary advice on infrastructure planning and environmental site history to assist in the development of a Master Plan for the Morphettville Racecourse.

This study considered 10.5 hectares of the area affected by this DPA, namely the 7.3 hectares of land surplus to the SAJC racing needs and the adjoining 3.2 hectare 'Magic Millions' site. While consideration was not given specifically to the entirety of land involved in this DPA, it does give a good indication of the likely infrastructure requirements and site conditions that are applicable to whole of the area being rezoned as it gave regard to the impact of an additional 2000 dwellings, 9000 square metres of new mixed use commercial uses and new vehicle parking for approximately 1000 vehicles. As the potential dwelling yield has since been revised down to be in the order of 1000 additional dwellings, the initial infrastructure assessment is considered to be more than adequately scaled to indicate infrastructure requirements for the overall area affected by the DPA.

The key findings of this study are summarised below.

##### 3.2.1 Environmental Site History and Land Contamination

The preparation of an environmental site history report is the recognised first step in the assessment of site suitability for redevelopment to identify potential sources of contamination that may pose risks for future development options, particularly where sensitive land uses are being considered such as residential. This involves a desktop study and site analysis to consider past and current uses that may lead to potential contamination.

As is to be expected with a large inner urban area with a variety of historical non-residential uses, there have been a number of potentially contaminating activities identified that require further assessment. Such uses include market gardening, stabling of horses, importation of land fill material, workshops and maintenance areas, petrol filling station and the storage of motor vehicles on unsealed surfaces.

FMG Engineers recommended a Preliminary Site Investigation (soil and groundwater testing) be undertaken.

As the degree of site contamination (and the most appropriate response) is directly related to the type of land use / development being considered, the final position on site contamination with this DPA is best determined at the development assessment stage when the sensitivity of the proposed land use can be considered more accurately against the established environmental conditions.

This matter is further addressed in *Section 4.9.2 – What Policy Currently Applies?*

### 3.2.2 Sewer

SA Water initially advised that the sewer network would require upgrades to accommodate the estimated residential population (5000 persons / 2000 dwellings). This population and dwelling yield was subsequently revised down to (2500 persons / 1000 dwellings). Subsequently SA Water have indicated that the existing sewer system has capacity to service the proposed developments without upgrade works.

Developer contributions will be required should augmentation and upgrades be required. These will be determined at any future development assessment stage.

### 3.2.3 Water (Potable)

Existing SA Water infrastructure in the locality will require augmentation with new link to the water mains required along the tram corridor and along Park Terrace. Developer contributions are expected to cover the costs of the augmentation and upgrades.

Costs and requirements to support proposed developments will be determined at any future development assessment stage and are generally the responsibility of the developer.

### 3.2.4 Water (Recycled – Non Potable)

Recycled water is not currently available in the area affected but there are two networks in the vicinity that have the potential to service the area in the future. The SA Water 'Glenelg to Adelaide Pipeline' (GAP) is located about 2.5 km away and the City of Marion system is about 1.5 km away.

While the provision of recycled water is not mandatory it is desirable and is proposed to be investigated further by the SAJC to support their proposals. SA Water has indicated that it considers this development to be a suitable to demonstrate water sensitive urban design and welcomes the opportunity investigate the provision of reclaimed water to the area.

### 3.2.5 Stormwater

While there is significant stormwater infrastructure in the locality, the envisaged development scenario is likely to require additional infrastructure including significant detention via tanks or underground storage with new drain links to the Sturt drain.

A Stormwater Management Strategy was undertaken to identify potential stormwater management requirements for the site. It identified that:

- Onsite retention of stormwater is preferred to the reduce impact on the Patawalonga system
- New outlets to the Sturt River Drains are not favoured
- There is limited capacity in the receiving stormwater network with the trunk drainage to the north not having adequate capacity in the 5 year ARI storm event, however further
- Discharging to the existing wetland is not considered feasible without significant augmentation and cost.

Both the Marion and West Torrens Development Plans contain policy in the General section to address infrastructure development in conjunction with development, including stormwater management.

Stormwater management requirements are generally determined at the development assessment stage when the final design is known and the impacts and responses can be accurately resolved. Costs are generally the responsibility of the developer.

### 3.2.6. Electricity

The area affected is serviced by SA Power Networks infrastructure including high voltage infrastructure in the tram corridor. Envisaged development will require augmentation of the existing networks with additional high voltage supplies and likely substation upgrades.

Costs and requirements to support proposed developments will be determined at any future development assessment stage and are generally the responsibility of the developer.

#### 3.2.7. Gas

There is currently no mains gas supply to the Morphettville Racecourse site but it is available subject to connection to the Australian Gas Network and provision of internal reticulation at the developer's expense.

#### 3.2.8 Telecommunications

There are existing fibre optic telecommunications services to and around the racecourse site.

The National Broadband Network (NBN) is not currently available in the area but would be eligible for connection in the future should the proposed development proceed.

## 4 WHAT ELSE DID WE CONSIDER / INVESTIGATE?

### 4.1 Heritage

Information about places of heritage value are captured in either the Development Plan for each council or protected under the *Aboriginal Heritage Act 1988*. The following is a review of heritage within and adjacent to the DPA investigation area.

#### 4.1.1 Indigenous

Development Plans affected by this DPA do not contain information about the location of objects and sites of Aboriginal heritage significance. Information about such sites and objects is maintained in a register (a Central Archive which includes the Register of Aboriginal Sites and Objects) managed by the Aboriginal Affairs and Reconciliation Division within the Department of State Development.

#### 4.1.2 Non Indigenous

Places of State and local heritage value are listed in tables found in each Development Plan. A review of each Development Plan found that there is only one heritage place located inside the DPA investigation area being the State Heritage Place described as the Old (1913) Grandstand at the Morphettville racecourse (79 Morphett Road, Morphettville contained within Certificate of Title Volume 5890 Folio 750)

The Development Plans for **Marion** and **West Torrens** councils contain up-to-date heritage planning policies under the section titled 'Heritage Places' which provides guidance for the assessment of proposals directly relating to a heritage place. There are also requirements under the 'Design and Appearance' section that seek to ensure development proposed near heritage places maintains the heritage values of such places and therefore provide a suitable basis to assess development proposals that may impact a heritage place and its values.

In addition to the above, a referral process exists under Schedule 8 of the *Development Regulations 2008* to the Minister administering the Heritage Places Act 1993 in relation to State Heritage Places.

### 4.2 Traffic Impact Assessment

A Traffic Investigation was undertaken by MFY, considering forecast traffic volumes and resultant impacts that could be generated by the site should development, as broadly envisaged by the DPA (taking into account the SAJC Master Plan). Due to the complexities surrounding the interaction of the Anzac Highway / Morphett Road intersection and the Morphett Road tram level crossing, further more detailed traffic investigations are currently underway to ensure that the area can operate safely and efficiently.

#### 4.2.1 Road network

The affected area has frontage to the following key roads:

- Anzac Highway – strategic arterial road that carries approximately 33,600 vehicles per day
- Morphett Road – arterial roads that carries approximately 24,400 vehicles per day
- Bray Street – collector road that intersects with Morphett Road and carries approximately 8,700 vehicles per day
- Park Terrace, South Terrace and Wattle Terrace – minor collector streets that intersect with the affected area.

The Report notes the following:

- The Morphett Road / Anzac Highway intersection appears to be near capacity during afternoon peak periods where cars turn left from Anzac Highway into Morphett Rod due to restrictions from the tram crossing. Also, the right turn on Anzac Highway (east bound) also exceeds storage length in the lane. Additional volumes associated with full development of the proposal would likely result in the intersection operating almost at capacity during peak times and during events at the racecourse on weekends.
- The proximity of the tram crossing on Morphett Road to the road intersection means there is insufficient queuing distance for southbound drivers

- The Morphett Road / Bray Street intersection will continue to operate within capacity and it not anticipated to affect the Ellis Avenue intersection
- A proposed Anzac Highway U-Turn facility was determined to operate within capacity
- Additional traffic will have limited impact on the Marion Road / Bray Street / Raglan Avenue intersection
- Minimal increases to existing delays / queue lengths already experienced to Marion Road / South Terrace intersection
- A proposed access point to the affected area via Morphett Road will not support right turns onto Morphett Road, however, will operate satisfactorily for other directions.

Overall, the report concludes that the road network will be able to sufficiently accommodate additional traffic volumes generated by the proposed development. However, it notes that additional analysis will be required should an upgrade for the Anzac Highway / Morphett Road intersection be considered in relation to existing and future queuing issues on the surrounding road network.

Further analysis at the development assessment stage will consider specific developments once they are finalised and their impacts more explicitly understood.

#### 4.2.2 Vehicle Parking

As part of the proposed rezoning, there is potential for a range of new use and development intensities, including the focus of the proposed tram stop. Minimum car parking provision and requirements have been therefore been reviewed to support the proposed developments.

These are set out in *Table Mar/2A* and *Table WeTo/6 - Off Street Vehicle Car Parking Requirements for Designated Areas* in the amendments of the DPA.

The tables reflect policy provision for the Urban Core Zone, including the Core, Transition and non-designated Areas, as set out in the SAPPL. The Table seeks to reduce parking provision requirements for development within proximity of high frequency bus services and tram stops to encourage use of public transport or other modes. In the same manner, parking requirements for residential dwellings in proximity to such services are also reduced.

#### 4.2.3 Park 'n' Ride

Existing SAJC car parking facilities west of Morphett Road are currently utilised as informal 'park 'n' ride' facilities for locals and commuters in the vicinity on a daily basis. The facilities are formally provided to support events held at the racecourse.

A two storey 'park 'n' ride' facility is proposed to support the development of the new tram stop on the eastern side of Morphett Road to support users of public transport.

Further details regarding its size, format and location will be determined at the development assessment stage.

#### Implications for this DPA

No major road infrastructure upgrades are required as a result of proposed developments.

Policies guiding parking provision have been updated to reflect the requirements of the intended development. An additional 'Park 'n' Ride' facility is anticipated to support the tram service that will be a major focus of development on the site.

#### 4.3 Public Transport

The DPA seeks to incorporate development with a public plaza which will incorporate the proposed tram stop on Anzac Highway. It is considered a valuable opportunity to maximise public transport for residents, visitors and racecourse patrons alike and reduce the need for private vehicles on the road.

The Traffic Investigations Report by MFY noted the following:



- The trams are currently used to capacity at peak times, providing no potential to increase patronage during peak periods
- There is limited capacity to increase the number of services during peak periods as tram services are governed by services on King William Street (CBD) and further. Any increase in services would have an additional impact on Morphett Road with increased use of boom gates
- There is some potential to increase patronage outside of the peak but it would need to increase carriage numbers
- The amalgamation of tram stops to the Racecourse tram stop, or increasing the service of the Racecourse stop as a permanent stop, would need to consider increased delays on the tram service caused by either an additional stop or the slowing of trains through the new plaza area for safety reasons
- Bus services to both Anzac Highway and Morphett Road have capacity for additional patronage and capacity to increase service provision, thereby supplementing tram services.

The Report highlighted that while there are examples of trams integrated with pedestrians all around the world, the integration of the public plaza with the tram line and station would need to carefully consider design and safety of pedestrians

Further consideration will be required at the development assessment stage when the development proposal is more certain. Both the Marion and West Torrens Development Plans are considered to adequately address development in relation to public transport.

#### **Implications for this DPA**

No change required as adequate policy already exists in the Marion and West Torrens Council Development Plans.

#### **4.4 Tram Overpass**

The SAJC Master Plan conceptually proposes a built form that includes a 'bridge' of residential apartment development over the Adelaide-Glenelg tramline. The indicative proposal does not propose that the structure be used as a pedestrian overpass.

Such development would be considered in detail at any future development application stage and would involve specific assessments including structural engineering and clearance assessments as well as building design that prevents objects being thrown or dropped onto the track. Detailed consideration of any such proposal by the Transport section of the Department of Planning, Transport and Infrastructure would also be required.

#### **4.5 Pedestrian and Cycle Links**

##### **4.5.1 Pedestrian facilities**

Pedestrian facilities within the area are limited to the crossing facilities at the signals and one adjacent the proposed tram crossing. A cycle link exists in the area that follows the existing tramline.

The DPA places significant emphasis on the provision of a pedestrian-friendly environment through active street frontages, landscaping and provision of pedestrian and cycle links that are safe and attractive throughout the site. The includes the provision of east-west cycle / pedestrian path through the site and a north-south pathway via the tram plaza to link from the racecourse to Anzac Highway.

The Traffic Investigations Report recommends that pedestrian cross facilities on the western side of Morphett Road and the racecourse, including a median to address pedestrian accessibility and safety.

#### **4.6 Airport Height Constraints**

The affected area is within Zone C requiring that all structures exceeding 15 metres (which equates to about 3- 4 stories) above existing ground level require a safety analysis to ensure that the building/structure does not pose a hazard to aircraft operations.

The policies ensuring appropriate assessment and referrals for structures exceeding the limits identified on the relevant maps (**Marion Council**: Overlay Map Mar/2 Building Constraints and **West Torrens Council**: Overlay Map WeTo/14 Development Constraints) already exist in the **Marion** and **West Torrens** Councils Development Plans in the Building Near Airfields General section.

#### Implications for this DPA

No change required as adequate policy already exists in the Marion and West Torrens Council Development Plans.

### 4.7 Population Growth and Projections

The population of South Australia continues to grow and its composition is changing. In the five year period between 2008 and 2013, the Greater Adelaide Region grew an average rate of 15,600 persons or 1.18 per cent per year. Population change is driven by natural increase (births and deaths) and net migration (overseas and interstate). Over the past 5 years, net migration has contributed an average of 9,713 persons per year, or 57 per cent of total growth in the Greater Adelaide Region.

In the same 5 year period, the Cities of Marion and West Torrens each experienced population increase of around 5000 persons and 3100 persons respectively. Comparatively these two Council area are ranked sixth and seventh (out of 68 Councils) in the State in terms of greatest population growth.

In 2015, the official population projections for the State and its regions were approved by State Cabinet and have subsequently been used for recently released *The 30-Year Plan for Greater Adelaide 2017*. The targets for housing and population have been lowered from previous estimates to reflect South Australia slower than predicted growth. The update targets for *The 30-Year Plan for Greater Adelaide 2017* now sit at 545,000 people and 248,000 dwellings for Greater Adelaide by 2045.

#### Implications for this DPA

The Marion and West Torrens Council areas have experienced higher than average population growth and are expected to continue to be attractive middle/inner urban areas for new residents. This DPA responds to the on-going demand for new housing to support predicted needs.

### 4.8 Housing and Land Supply

The Department for Transport, Planning and Infrastructure prepared a Housing and Land Supply Background Paper as an input to *The 30-Year Plan for Greater Adelaide 2017*. It includes an analysis of recent trends in housing supply. Some pertinent findings include the following.

In the past decade, a large amount of infill development has occurred in Mawson Lakes, Northgate and other major infill broad hectare sites. This supply is rapidly diminishing and the challenge now is to progress the identified major infill areas and continually identify opportunities to create more capacity.

Analysis of emerging trends and evidence suggests that greater numbers of people are choosing to live closer to the city in varied forms of housing. This has meant that there has been less pressure than assumed on the fringe and in townships.

Currently, approximately 70 per cent of Greater Adelaide's new housing growth is in established suburbs and this is growing. *The 30-Year Plan for Greater Adelaide 2017* sets a revised target to have 85% of all new dwellings built within the infill area of metropolitan Adelaide (as defined by the Greater Adelaide Capital City statistical area) by 2045.

#### Implications for this DPA

The area affected by this DPA is located in Middle Adelaide on a key transport corridor with capacity to accommodate significant infill development on currently underutilised land making it well suited for the proposed higher density and mixed use residential uses.

## 4.9 Household Structure

Adelaide has more people aged over 65 and its share of this group is growing faster than the Australian average. The number of group, lone person, single parent and couples without children has also increased and expected to intensify.

Two challenges facing housing provision is the ability to deliver more opportunities for young people to enter the housing market and also to allow for more 'ageing in place' for older people.

These factors combine and result in stronger demand for smaller, well designed homes (including aged care) next to services, public transport and shops. Middle Adelaide areas, including Marion and West Torrens Council areas, are experiencing more residential infill and 'ageing in place' than outer suburban areas. This trend is expected to continue. The existing provision of 3-4 bedroom detached houses and multi storey apartments needs to be supplemented with accessible, adaptable and affordable homes suitable for older persons or smaller (eg single person and couples without children) households.

### **Implications for this DPA**

Due to trends in the reduction in household size and our ageing population, the area affected is expected to continue to experience increased demand for smaller well designed housing located close to transport and services. The provision of medium and high density housing focused around transportation and services/shops will assist to meet present and future housing needs.

## 4.10 Social Infrastructure

### 4.10.1 Education

There are 11 schools, education establishments and kindergartens within proximity of the affected area. These include:

- Two kindergartens
- Four public primary schools
- Three private primary schools
- One private secondary school
- Two zoned public secondary schools
- 1 TAFE campus.

### 4.10.2 Health Services

There is a medical centre directly opposite the area affected and there may be scope within the proposed activity centre to provide for additional consulting rooms for medical and allied practitioners.

### 4.10.3 Recreation

There are approximately 12 ovals, reserves and recreation grounds within a 2 kilometre radius of the Affected Area.

These facilities provide for both active and passive recreation and organised and informal active pursuits. Two of the facilities (Plympton Sports and recreation Club and Camden Oval and recreation grounds are almost immediately adjacent the area affected.

Note that separate discussion regarding an open space proclamation is provided in section 4.9.3 below.

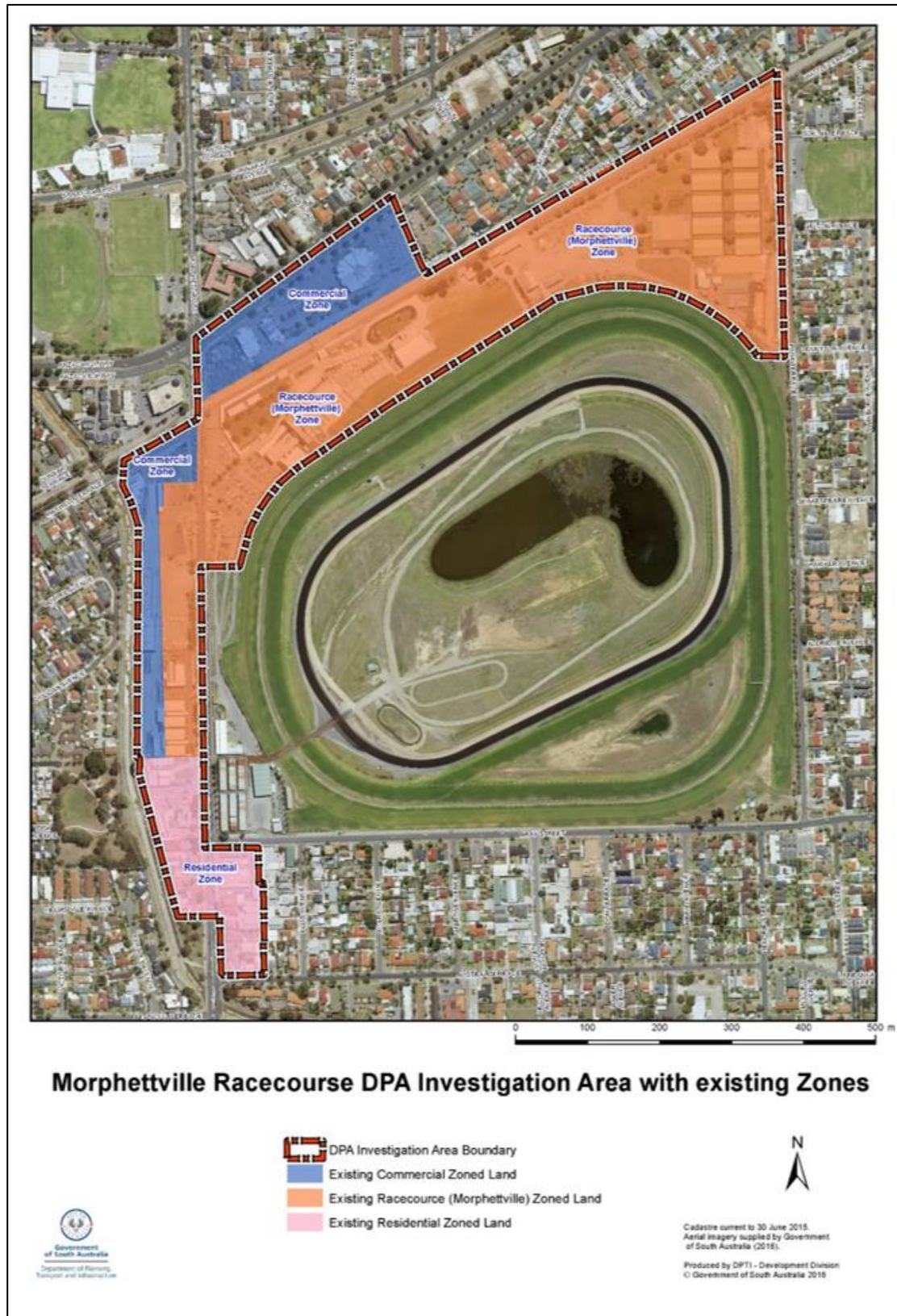
### **Implications for this DPA**

No changes are required as social infrastructure facilities and services in the vicinity are considered adequate to provide for any additional population growth which is consistent with the targets of *The 30 Year Plan for Greater Adelaide*.

#### 4.11 Existing Site Description

The current zoning of the investigation area is depicted below in Figure 4 below.

**Figure 4**



The land affected by this DPA is covered by two Council Development Plans with the majority being within the City of Marion, while the land to the north of the tramway and east of Morphett Road is within the City of West Torrens. The applicable zones are:

- Approximately 15 hectares of the Racecourse (Morphettville) Zone within the **Marion Council**
- Approximately 1.5 hectares of Commercial zoned land to the west of Morphett Road within the **Marion Council**
- Approximately 2.4 hectares of Residential Zoned land within the **Marion Council**
- Approximately 2.7 hectares of Commercial Zoned land between Anzac Highway and the Morphettville Racecourse within the **West Torrens Council**. This land is also included in the Arterial Roads Policy Area 1.

#### 4.11.1 Existing Built form, character and land use

Given the variety of existing land uses and resultant mixed character, the area affected is described below by each existing zone area.

- Racecourse (Morphettville) Zoned land (**Marion Council**)

This area contains a number of support facilities associated with the Morphettville Racecourse including the racecourse administration, grandstands, visitor facilities, stables and car parking areas, located between the tramway and the racecourse itself. The historic grandstand building, a newer grandstand and racing administration building are the most visually prominent built form in this locality with the tallest building being the newer grandstand at 19.4 metres in height. The existing built form is set back considerably from public roadways, walkways and bounded to the north by the tramway and thus is not visually dominant unless viewed from nearby.

In the north east corner of the Racecourse Morphettville Zone there is the 'Magic Millions' equestrian auction site and to its south, a TAFE campus that was purpose built to provide training in horse skills. These sites comprises a number of single storey steel clad stables and training facility buildings setback from Park Terrace. Both sites are screened by perimeter fencing and a number of mature trees along the road frontages.

The Racecourse (Morphettville) Zone extends to the west of Morphett Road and includes land used for vehicle and horse float parking, a single storey 'Pets and Plants' store and stables.

- Commercial Zoned (**Marion Council**)

This Zone of approximately 1.5 hectares in area contains tram infrastructure in the form of a modern single storey administrative building, tram depot/storage buildings set back within the site and staff vehicle parking area at the Maxwell Terrace frontage. This State Government owned site has security fencing, gates, lighting and overhead tram infrastructure along its road frontage resulting in a character of industrial infrastructure with restricted access.

- Commercial Zone - Arterial Roads Policy Area 1/ Precinct 1 Intersection land (**West Torrens Council**)

Located between Anzac Highway, the tramway and to the east of Morphett Road is an area of approximately 2.7 hectares of land containing a variety of land uses including a single storey McDonald's restaurant, two modern double storey office buildings, a large at grade vehicle parking area and 'The Junction' bar and bistro venue catering for functions/events, dining and gaming.

- Residential Zone - Racecourse Policy Area land (**Marion Council**)

This area lies to the south west of the racecourse and straddles Morphett Road. Existing development within this area includes single storey detached dwellings, several with associated stables, a large stable complex and an equine veterinary practice. The built form in this area, while single storey, has a greater level of site coverage with smaller allotments and many stable buildings built to boundary alignments and adjoining one another.



#### 4.11.2 What Policy Currently Applies?

##### General Policies

There are a number of policies located in the general section of both the **Marion** and **West Torrens** Council Development Plans that are relevant to the affected area and land uses proposed in this DPA.

- Interface

The DPA proposes the intensification of residential and mixed use development in an area that is proximate to low-medium residential development. In addition, the DPA may result in interface conflicts between residential and other sensitive developments with equine activities and major events / functions on the racecourse site.

Both the **Marion** and **West Torrens Council** Development Plans contain policies to deal with the issues that sometimes arise with the interface of two different land uses. These policies are applicable across the Council areas and cover issues such as noise, light spill, odour, traffic and hours of operation. Both Development Plans also contain policy regarding Animal Keeping (General section) which address horse keeping and its interface with both the built and natural environment.

These policies are particularly important in areas where a mix of uses is envisaged and are of particular relevance to this DPA where policy in the proposed new Urban Core Zone will provide for a mix of uses to occur alongside a fully functioning racecourse.

##### Implications for this DPA

It is considered that the existing Interface policies contained within the **Marion** and **West Torrens** Council Development Plans provide adequate tools for assessing the interface of future development.

- Design

The DPA proposes a significant change in built form for the affected area and it is critical that such development is undertaken in a manner that is considerate of environmental context and community values.

Both the **Marion** and **West Torrens** Council Development Plans contain policies that address design issues, including overlooking, privacy, private open space, building envelope and landscaping. These are predominantly located in the Design and Appearance and the Medium and High Rise Development (3 or More Storeys) general policies and are applicable to development throughout the Council areas. As discussed in section 2.4, the Government has recently released an updated set of policies relating to design for medium and high rise development as part of the Inner and Middle Metropolitan Corridor Design DPA.

##### Implications for this DPA

Introduce the new Medium and High Rise Development (3 or More Storeys) policies being introduced as part of the Inner and Middle Metropolitan Corridor Design DPA.

- Hazards (site contamination)

Both the **Marion** and **West Torrens** Council Development Plans contain policies that address a range of hazards that development should seek to avoid or mitigate as circumstances require including flooding, bushfire, salinity, site contamination etc. Site contamination policies, in particular, seek that development, including land division, should not be undertaken where site contamination has been identified and addressed as suitable for the proposed use.

**Implications for this DPA**

No change required as adequate policy already exists in the Marion and West Torrens Council Development Plans.

- Centres and Retail Development

Policies broadly addressing centres and retail development are provided in both the Marion and West Torrens Councils Development Plans. These policies apply council-wide and seek to ensure that shopping, entertainment, administrative, cultural and community facilities are integrated in centre and mixed use zones where they can be co-located with transport services and enable synergies of activity.

**Implications for this DPA**

No change required as adequate policy already exists in the Marion and West Torrens Council Development Plans.

- Advertisements

Both the **Marion** and **West Torrens** Council Development Plans contain policies that address signs and advertisements in the General section. These policies are applicable across the Council areas and cover issues regarding the location, siting, design, size and shape of advertisements or hoardings to mitigate impacts on the amenity of the vicinity.

**Implications for this DPA**

No change required as adequate policy already exists in the Marion and West Torrens Council Development Plans.

- Natural Resources (Water Sensitive Design)

These policies are particularly relevant when dealing with infill development that may result in increases in stormwater runoff to ensure these issues are considered at the development assessment stage. The policies are already contained in the **Marion** and **West Torrens** Council Development Plans and are applicable throughout the Council areas.

**Implications for this DPA**

Update the new Medium and High Rise Development (3 or More Storeys) policies as being introduced as part of the Inner and Middle Metropolitan Corridor Design DPA.

## **Overlay Policies**

- Affordable Housing Overlay

The Affordable Housing Overlay and policies already exist in both the **Marion** and **West Torrens** Council Development Plans. These policies provide guidance for the provision of affordable housing for developments comprising more than 20 dwellings.

Given that this DPA proposes policy to provide for medium to high density housing, it is considered reasonable to also encourage affordable housing. The DPA therefore proposes applying the Affordable Housing policies to the proposed new Urban Core zoned land.



**Implications for this DPA**

It is recommended that the Affordable Housing Overlay and policies be applied to the proposed new Urban Core zoned land.

- Noise and Air Emissions Overlay

The Noise and Air Emissions Overlay seeks to identify and provide policies for mixed use developments incorporating medium to high-density housing around major transit corridors (road and rail). In particular, it seeks to protect sensitive land uses (eg housing), from noise and air emissions generated by major transit corridors and land use by applying policies that address design, open space and building etc.

Neither the [Marion](#) nor [West Torrens](#) Council Development Plans have included this Overlay to this point. The DPA proposes to apply it to the entirety of the affected area, thereby amending both Development Plans.

**Implications for this DPA**

It is recommended that the Noise and Air Emissions Overlay and policies be applied to the proposed new Urban Core zoned land.

## Zone Policies

The increased reliance on infill and higher density housing to support the growing population has required a review of policy guiding the design and appearance of medium density development to ensure the development of attractive and safe neighbourhoods. As discussed in section 2.4 above, the Government has recently released an updated set of policies relating to design for medium and high rise development as part of the *Inner and Middle Metropolitan Corridor (Design) DPA* (on consultation until 25 July 2017). These design policies will be relevant to all future development proposals involving residential developments of 3 or more stories across the Council areas. In particular, the policies address:

- Context / relationship with surrounding development / features
- Street interface
- Interface with adjacent zones (transitional development formats)
- Balconies/window separation
- Building appearance / design.

- Racecourse (Morphettville) Zone ([Marion Council](#))

This Zone and its provisions were developed nearly 20 years ago and aimed to encapsulate all of the potential development scenarios of the racecourse, its visitor facilities and the associated stabling, training, exercise, breeding, sales and horse veterinary needs. The zone also allows for entertainment, cultural and spectator facilities associated with the racecourse.

While the core objectives for the zone have been achieved within the zone, associated horse stabling, veterinary services and to some extent entertainment and visitor facilities have occurred (or continued to remain) outside of the zone.

The Zone provisions have been successful and continue to provide adequate policy for the core equestrian facilities (racecourse, exercise and trackside stabling etc) but are limiting in respect to the implementation of the vision for medium density, mixed use development focused around the tram corridor.

#### **Implications for this DPA**

The existing Racecourse (Morphettville) Zone, while still relevant to the development of equestrian racetrack and horse related activities, is no longer appropriate nor satisfactory to facilitate medium density, mixed used development focused around the tramway corridor.

- **Residential Zone - Racecourse Policy Area** ([Marion Council](#))

The Residential Zone policies provide a broad basis for the provision of housing, associated residential structures and small scale non-residential uses such as child care, schools, health services. The Racecourse Policy Area 15 provides more specific guidance that this area is intended for detached dwellings in association with horse related activities including agistment, training and stables.

#### **Implications for this DPA**

A review of alternative options for part of the existing Residential Zone - Racecourse Policy Area, identifies that the existing policy framework remains best suited to this area of land in the short to medium term as it caters for a specific and ongoing need for which there is ongoing demand. There is therefore no policy change proposed as part of this DPA.

- **Commercial Zone** ([Marion Council](#))

These Zone provisions are consistent with those of the SA Planning Policy Library and commonly used for commercial areas across Adelaide. In this instance, however, the Zone is occupied entirely by the tram services depot. Given the site is likely to be required for tram infrastructure provision into the foreseeable future, it is proposed that it be rezoned to reflect this. The recommended zoning approach for such situations is to use the Industry Zone - Infrastructure Policy Area provision from the SA Planning Policy Library.

#### **Implications for this DPA**

The existing Commercial Zone containing tram services infrastructure would be more appropriately included within the Industry Zone - Infrastructure Policy Area based on the provisions from the SA Planning Policy Library.

- **Commercial Zone - Arterial Roads Policy Area 1 - Precinct 1 Intersection** ([West Torrens Council](#))

These Commercial Zone provisions are consistent with those of the SA Planning Policy Library and those used in the City of Marion Commercial Zone within the affected area. The zone envisages a variety of uses including bulky goods, consulting rooms, light industry, motor vehicle related businesses, offices, petrol filling stations, service trade premises, shops with less than 250 square metres of gross leasable area, store and warehouses.

There are additional planning policies expressed in the Arterial Roads Policy Area 1 and Precinct 1 Intersection. The Arterial Roads Policy Area 1 seeks a Desired Character with a wide range of commercial and light industrial uses, with Precinct 1 Intersection accommodating bulky goods and small scale offices. Principles of Development Control promote buildings of between 2 and 3 storeys with vehicle parking located behind buildings with landscaping adjoining the arterial road.

Concept Plans for a number of identified 'Prominent Development Sites' in the Arterial Roads Policy Area have been developed, however this locality (or any along Anzac Highway) has no such concept plan.

A number of principles of development control seek to limit the size and type of shops that are developed so as to not hinder the development or function of centres zones.

Residential flat buildings and row dwellings up to three storeys in height are envisaged in the Policy Area, with other forms of residential development considered on merit.

#### Implications for this DPA

Land within the existing Commercial Zone would be more appropriately included within a new Urban Core Zone to be introduced into the West Torrens Council Development Plan, based on the provisions from the SA Planning Policy Library.

#### Policy Contained in Tables

- Off Street Vehicle Car Parking Requirements

The area affected is located adjacent to both the Glenelg Tram line and also to a number of bus services including high frequency bus services along Anzac Highway. The proposed policy seeks the creation of a mixed use development designed around access to public transport and access to services that reduce the traditional needs for vehicles. Accordingly, there is capacity for reduced vehicle parking provision to be reflected in the relevant Development Plans.

Both the **Marion** and **West Torrens** Council Development Plans includes specific off street vehicle car parking requirements for development within particular zones and / or within a certain distance of high frequency transport, tram lines etc. Provisions guiding parking provisions need to be amended to reflect the introduction of the Urban Core Zone.

Parking requirements in relation to industrial development (new Industry Zone) are provided in existing *Table Mar/2 – Off Street Vehicle Parking Requirements*. These policies are considered appropriate and no amendments are proposed to this table.

#### Implications for this DPA

Parking provisions need to be introduced reflecting the application of the new Urban Core Zone via the table addressing Off Street Vehicle Parking requirements for Designated Areas in the **Marion Council Development Plan** (Table Mar/2A) and **West Torrens Council Development Plan** (Table WeTo/6).

#### 4.11.3 Open Space Proclamation

In 1958, a proclamation was made under the *Town Planning Act 1929-1957* to preserve certain land (owned by the SAJC) for open space purposes. It declared that the land subject to the Proclamation cannot be subdivided into allotments for residences, shops, factories or other like purposes (although this does not prevent development of such activities). The land was described as being:

- The whole of the land contained in partially cancelled certificates of title, register book volume 2309, folio 165, hundred of Adelaide, county of Adelaide
- The whole of land contained in certificate of title register book volume 2611, folio 11, being allotments 1 and 2 of the subdivision of portion of section 136 and closed road, hundred of Adelaide, county of Adelaide, laid out as Camden Park, which said allotments are bounded as in the plan deposited in lands Titles Office No. 6256.

The area affected by the Proclamation is depicted in **figures 5 and 6** and lies within the City of West Torrens.

The land affected by the Open Space Proclamation has been developed and contains the Junction Bar and Bistro and associated car parking.

As the land also holds significant potential for mixed use development purposes, it is considered that the benefits that the potential future development of this site could bring to the locality and to the State generally, justify the revocation of the Proclamation. Revocation of the Proclamation will provide greater development flexibility to this end.

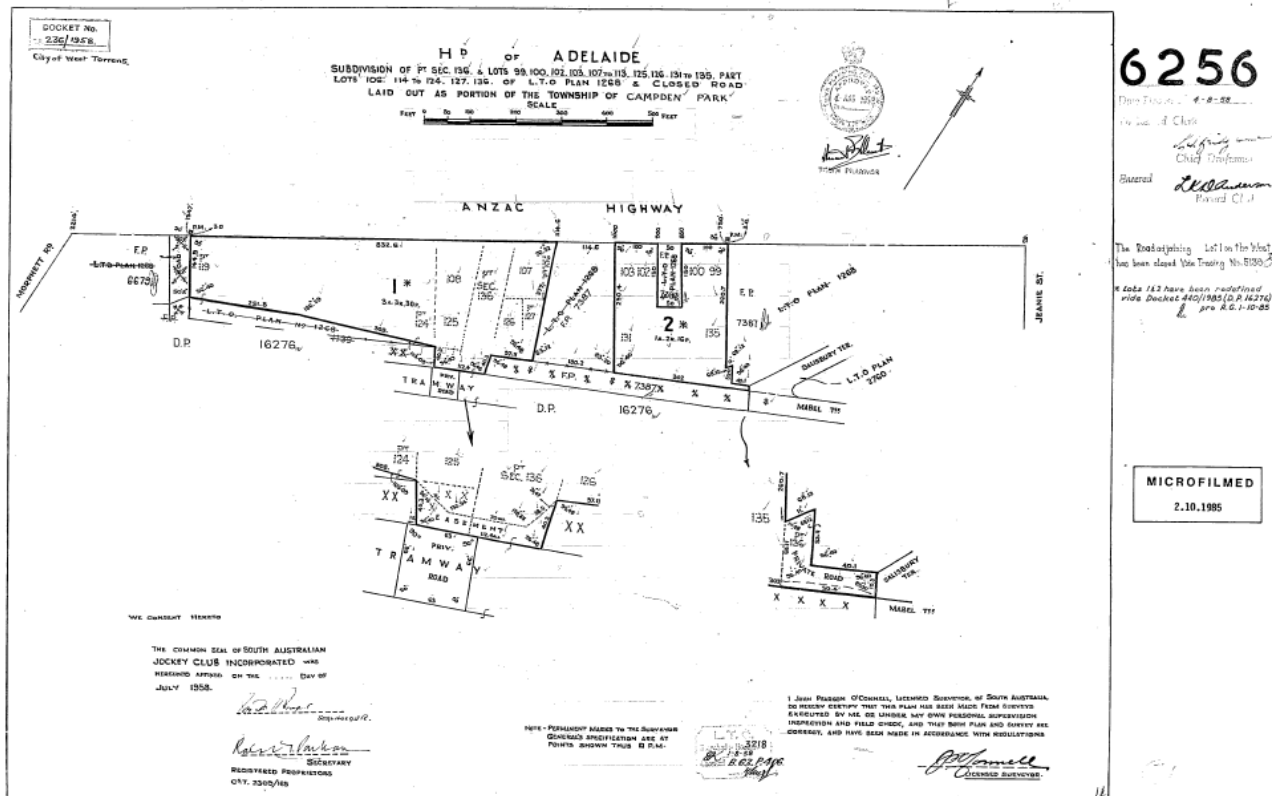
The 1958 Open Space Proclamation under the *Town Planning Act 1929-1957* will need to be revoked to enable development to be realised as envisaged by the DPA. The process to revoke the Proclamation is separate to the DPA process and does not need to be undertaken prior to the completion of the DPA. On this basis, the

**Morphettville Racecourse DPA**  
**by the Minister**  
**Analysis**

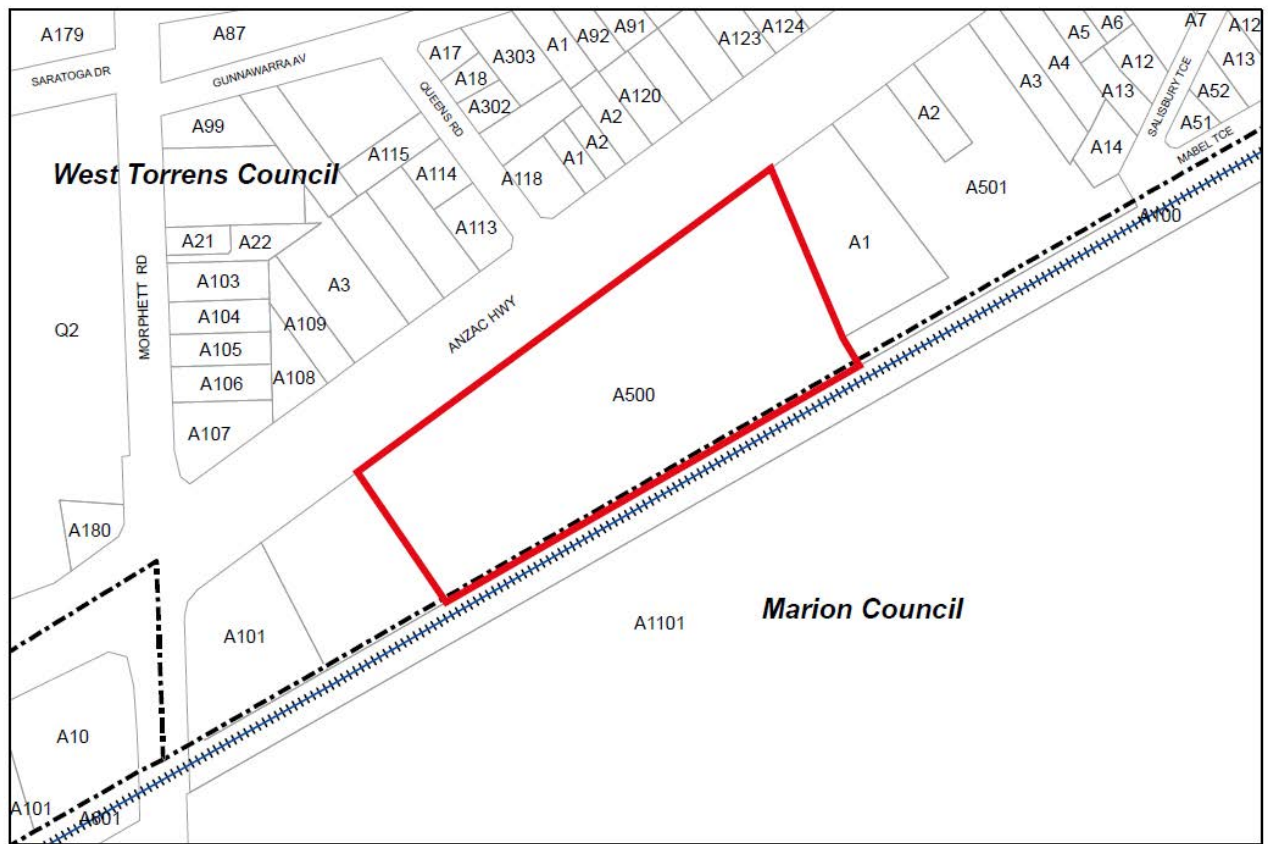
process to revoke the Open Space Proclamation will be undertaken at or soon after the approval of the DPA. Any processes undertaken to revoke the Proclamation will only address the area affected by this DPA.

The revocation process occurs under the *Development Act 1993* and requires that a report be prepared for Cabinet with a recommendation for the Governor to revoke the Proclamation. It is the intention of the SAJC to make a submission to the Minister for Planning outlining a justification for the revocation of this proclamation.

**Figure 5 – Proclamation of Open Space**



**Figure 6** – Overlay of Proclaimed Open Space over area affected by DPA.



## Morphettville Racecourse DPA Open Space

 Open Space cadastral parcel

0 20 40 60 80 100 m



## 5 SUMMARY OF RECOMMENDED POLICY CHANGES

### 5.1 **Marion Council** Development Plan Amendments

#### 5.1.1 General Section Amendments

- **Advertising module**
  - Amending PDC25 to reflect application to the new Urban Core Zone.
- **Medium and High Rise Development (3 or More Storeys) module**
  - Replacing module with updated policy guiding medium density residential developments.

#### 5.1.2 Zoning

- **Urban Core Zone**
  - Introduce a new Urban Core Zone that enables the development of employment generating land uses and medium to high residential and mixed use development in proximity to public transport corridors. The Urban Core Zone replaces part of the Racecourse (Morphettville) Zone and portion of the Residential Zone.
- **Industry Zone**
  - Replace the Commercial Zone with Industry Zone to reflect the dedicated infrastructure activities on the affected area.

#### 5.1.3 Policy Areas

- **Infrastructure Policy Area**
  - Introduce a new Infrastructure Policy Area with the Industry Zone to address the dedicated infrastructure activities on the affected area.

#### 5.1.4 Tables

- Replace **Table Mar/2A – Offstreet Vehicle Parking Requirements for Designated Areas** to include the new Urban Core Zone parking requirements.

#### 5.1.5 Maps and overlays

- **Overlays**
  - Introduce the following Overlay Maps and associated policies:
    - **Affordable Housing** – to provide for affordable housing in the new Urban Core Zone
    - **Noise and Air Emissions** – to provide for affordable housing in the new Urban Core Zone
- **Mapping**
  - Replace the following maps to reflect amended / new policy:
    - Council Index Map
    - Mar/2:
      - Location Map
    - Zone Map
      - Policy Area Map



- Mar/5:
  - Zone Map
  - Policy Area Map
- Concept Plan Map

## 5.2 West Torrens Council Development Plan Amendments

### 5.2.1 General Section Amendments

- **Advertising module**
  - Amend PDC25 to reflect application to the new Urban Core Zone
- **Medium and High Rise Development (3 or More Storeys) module**
  - Replace module with updated policy guiding medium density residential developments

### 5.2.2 Zoning

- **Urban Core Zone**
  - Introduce a new Urban Core Zone that enables the development of employment generating land uses and medium to high residential and mixed use development in proximity to public transport corridors. The new Urban Core Zone replaces the Commercial Zone in the affected area.

### 5.2.3 Tables

- Rename and amend **Table WeTo/6 – Offstreet Vehicle Parking Requirements for Urban Corridor Zone** to include the new Urban Core Zone parking requirements

### 5.2.4 Maps and overlays

- **Overlays**
  - Introduce the following Overlay Maps and associated policies:
    - **Affordable Housing** – to provide for affordable housing in the new Urban Core Zone
    - **Noise and Air Emissions** – to provide for affordable housing in the new Urban Core Zone
- **Mapping**
  - Replace the following maps to reflect amended / new policy:
    - Council Index Map
    - WeTo/14:
      - Zone Map
      - Policy Area Map
  - Delete Precinct Map WeTo/14 as no longer relevant
  - Concept Plan Map

## 6 STATEMENT OF STATUTORY COMPLIANCE

### 6.1 Section 26 of the Development Act 1993

Section 26 of the Development Act 1993 prescribes that the DPA must assess the extent to which the proposed amendment:

- (a) accords with the Planning Strategy
- (b) accords with other parts of the Development Plan
- (c) complements the policies in the Development Plans for adjoining areas

(d) satisfies the requirements prescribed by the Regulations.

#### 6.2 Accords with the Planning Strategy

Relevant strategies from the Planning Strategy are summarised in Section 2 and Appendix 1 of this document. It is the intent of the DPA to support the achievement of the Planning Strategy policies.

#### 6.3 Accords with other parts of the Development Plan

The policies proposed in this DPA are consistent with the format, content and structure of the Marion Council and the West Torrens Council.

#### 6.4 Complements the policies in the Development Plans for adjoining areas

The policies proposed in this DPA will not affect the Development Plans for adjoining areas.

#### 6.5 Satisfies the requirements prescribed by the Regulations

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

## 7 REFERENCES/BIBLIOGRAPHY

- **COMMUNITY PLAN**, City of Marion 2013
- **DELIVERING TRANSFORMING HEALTH – OUR NEXT STEPS**, Government of South Australia, 2015
- **EVALUATION DISTANCES FOR EFFECTIVE AIR QUALITY AND NOISE MANAGEMENT**, South Australian Environment Protection Authority, 2016
- **INFRASTRUCTURE AND ENVIRONMENTAL SITE HISTORY INVESTIGATION REPORT – FMG Engineering** (on behalf of South Australian Jockey Club) 2015
- **INTEGRATED TRANSPORT AND LAND USE PLAN**, Government of South Australia, 2015
- **MARION COUNCIL DEVELOPMENT PLAN**, Government of South Australia, Consolidated 28 April 2016
- **MORPHETTVILLE RACECOURSE AND ENVIRONS PLAN AMENDMENT REPORT**, City of Marion, August 1998
- **MORPHETTVILLE RACECOURSE TRANSIT ORIENTED DEVELOPMENT PROPOSAL TO GOVERNMENT**, South Australian Jockey Club Inc, 2015
- **OUR CITIES OUR FUTURE** - Commonwealth Government, 2011
- **SITE BASED STORMWATER MANAGEMENT STRATEGY**, FMG 2017 for the SAJC Inc.
- **SOUTH AUSTRALIA'S STRATEGIC PLAN**, Government of South Australia, 2011
- **STRATEGIC DIRECTIONS REPORT – City of Marion**, 2013
- **STRATEGIC DIRECTIONS REPORT – City of West Torrens**, 2008
- **STRATEGIC INFRASTRUCTURE PLAN FOR SOUTH AUSTRALIA**, Government of South Australia, 2011
- **STRATEGIC PLAN – TOWARDS 2040**, City of Marion, 20 May 2016
- **THE 30-YEAR PLAN FOR GREATER ADELAIDE 2017**, Department of Planning, Transport and Infrastructure, Government of South Australia 2017
- **TOWARDS A MASTER PLAN – South Australian Jockey Club Inc** 2014
- **TOWARDS 2025 COMMUNITY PLAN – City of West Torrens**
- **TRAFFIC INVESTIGATIONS – MORPHETTVILLE RACECOURSE DPA**, MFY Pty Ltd 2017
- **WEST TORRENS COUNCIL DEVELOPMENT PLAN**, Government of South Australia, May 2017

## 8 APPENDICES

### Appendix 1: strategic objectives & priorities

Commonwealth

#### **Our Cities Our Future (2011)**

Published by the Commonwealth Government, *Our Cities, Our Future* is an overarching strategy that provides directions for the future development of Australian cities. The vision for major Australian cities is for places that are resilient to future challenges such as climate change and an ageing population. Policies are expressed under three primary goals and associated objectives:

Goal	Objective
Productivity	<ol style="list-style-type: none"> <li>1. Improve labour and capital productivity</li> <li>2. Integrate land use and infrastructure</li> <li>3. Improve the efficiency of urban infrastructure</li> </ol>
Sustainability	<ol style="list-style-type: none"> <li>4. Protect and sustain our natural and built environments</li> <li>5. Reduce greenhouse gas emissions and improve air quality</li> <li>6. Manage our resources sustainably</li> </ol>
Liveability	<ol style="list-style-type: none"> <li>8. Facilitate the supply of appropriate mixed income housing</li> <li>9. Support affordable living choices</li> <li>10. Improve accessibility and reduce dependence on private vehicles</li> <li>11. Support community wellbeing</li> </ol>

To achieve these goals and objectives the strategy advocates changes to city form through large scale infrastructure investments that are geared towards higher density, transit-oriented development. The objective is to create liveable places that have a high quality of life through social and economic opportunities.

#### **DPA Response**

This DPA supports the goals and objectives above by improving productivity and livability within the Southern Adelaide region through changes that enhance opportunities for a range of employment and housing options in close proximity to major transport improvements.

State Government (other strategic documents)

#### **South Australia's Strategic Plan (2011)**

The South Australia's Strategic Plan (SASP) identifies the aspirations for South Australia and provides direction for the State Government and communicates these to business and community organisations to align their long term visions.

Consideration has been given to the various Targets set out under the six Priorities (Our Community, Our Prosperity, Our Environment, Our Health, Our Education and Our Ideas) established by the Strategic Plan.

South Australia's Strategic Plan (SASP) was updated in 2011 with regard, amongst other matters, to *The 30-Year Plan for Greater Adelaide*. The targets of SASP considered most relevant to this DPA are discussed in the following table.

**Table 1: Strategic Plan Summary**

Strategic Plan Priorities/Goals/Targets	Comment
<b>Our Community</b>	
<b>Goal: New developments are people friendly, with open spaces and parks connected by public transport and bikeways.</b>	The locality already benefits from high quality public transport and bikeway networks including the Glenelg tramway, frequent buses along Anzac Highway and Morphett Roads and the Adelaide to Glenelg shared use path (Mike Turtur Bikeway) and the West side Bikeway. A variety of local reserves, recreation grounds and sports clubs are conveniently located in close proximity to the area affected. In addition the metropolitan coastline and beaches are located within 2.5 kilometres.
<b>Goal: Everyone can afford to rent or buy a home.</b>  <b>Target 7: Affordable housing</b> South Australia leads the nation over the period to 2020 in the proportion of homes sold or built that are affordable by low and moderate income households  <b>Target 9: Aboriginal housing</b> Reduce overcrowding in Aboriginal households by 10% by 2014	The DPA adopts requirements for affordable housing in any areas where land use policy amendments create additional opportunities for housing diversity and choice.  Requirements for affordable housing are being included through two techniques consistent with the State's best practice Planning Policy Library – one by adopting policy for 15% affordable housing and the other by applying the Affordable Housing Overlay to mixed use development areas.
<b>Our Prosperity</b>	
<b>Goal: South Australia has a resilient, innovative economy.</b>  <b>Target 35: Economic growth</b> Exceed the national economic growth rate over the period to 2020	This DPA proposes to alter existing zoning to support opportunities for housing / accommodation and businesses to develop in an integrated fashion.  By expanding the land use choices, land owners and organisations can pursue development opportunities that might otherwise be forfeited under a stricter planning regime.  The DPA is proposing to create additional land use opportunities in a location that already provides (limited) business opportunities and by expanding land use choices including new residential offerings close to key transport.
<b>Goal: South Australia has a sustainable population</b>  <b>Target 45: Total population</b> Increase South Australia's population to 2 million by 2027	Aside for supporting business development and investment, the DPA also creates opportunities for housing and other forms of accommodation in the form of mixed use zoning and changes support greater housing diversity (including affordable housing).  Changes to the planning requirements that support mixed use developments and housing choice will assist in achieving this population target.
<b>Goal: All South Australians have job opportunities.</b>	The DPA proposes to replace some existing zones with zoning that better accommodates a wider range of land uses that can increase employment opportunities and

<p><b>Target 47: Jobs</b> Increase employment by 2% each year from 2010 to 2016</p>	<p>access to jobs, and thereby assist in achieving jobs targets.</p> <p>The DPA can build onto the established employment generators within the area and further enhance the location as an employment hub.</p>
<p><b>Target 56 – Strategic Infrastructure</b> Ensure the provision of key economic and social infrastructure accommodates population growth</p>	<p>A key consideration for the DPA is the potential development uplift that might be accommodated in and around transport connections and improved public transport services.</p> <p>The proposed changes create opportunities for mixed use developments and higher density housing that is conveniently located with respect to established regional scale services and areas of employment.</p>
<p><b>Our Environment</b></p>	
<p><b>Goal: We reduce our reliance on cars in the metropolitan area, by walking, cycling and increasing use of public transport.</b></p> <p><b>Target 63: Use of public transport</b> Increase the use of public transport to 10% of metropolitan weekday passenger vehicle kilometres travelled by 2018</p>	<p>The DPA proposes changes that will encourage housing diversity and increased population densities that can take advantage of improved transport networks, a new tram station and a park n ride interchange.</p>
<p><b>Goal: We want Adelaide to grow up more than out.</b></p> <p><b>Target 68: Urban development</b> By 2036, 70% of all new housing in metropolitan Adelaide will be being built in established areas</p>	<p>The DPA is consistent with this goal and target as it supports additional housing opportunities within an established urban setting and in a location that benefits from significant services, public transport links, and employment opportunities.</p> <p>New development will take into account locational circumstances, in particular, the intensification of development in this locality can proceed without impact established low rise housing as the area is generally separated from low rise housing.</p>
<p><b>Our Health</b></p>	
<p><b>Goal: We educate young people about healthy living.</b></p> <p><b>Target 82: Healthy weight</b> Increase by 5 percentage points the proportion of South Australian adults and children at a healthy body weight by 2017</p> <p><b>Goal: We are physically active</b></p> <p><b>Target 83: Sport and recreation</b> Increase the proportion of South Australians participating in sport or physical recreation at least once per week to 50% by 2020</p>	<p>The land use outcomes being sought through the DPA promote improved integration between housing and transport networks.</p> <p>The DPA encourages a healthier lifestyle by creating mixed use development adjacent pedestrian and cycle friendly environments where homes and work places are convenient located and connected.</p>

**South Australian Planning Strategy – The 30-Year Plan for Greater Adelaide (2017)**

The Plan sets 6 overarching targets which the DPA is considered met, as discussed below. In addition, the Plan identifies a range of policies that underpin how these targets can be achieved as well as action plans.

**Table ??? - The 30-Year Plan for Greater Adelaide (2017)**



<b>Planning Strategy Targets</b>	<b>Comment</b>
<b>1. Containing our urban footprint and protecting our resources</b>	
Target - 85% of all new housing in metropolitan Adelaide will be built in established urban areas by 2045	The DPA seeks to rezone established lands for infill development providing new housing opportunities in proximity to transport services as well as major employment generators. DPA promotes increased housing densities, medium to high rise developments, increased housing diversity to support the diversity of the population.
<b>2. More ways to get around</b>	
Target – 60% of all new housing in metropolitan Adelaide will be built within close proximity to current and proposed fixed line (rail, tram, O-Bahn and bus) and high frequency bus routes by 2045	The DPA seeks to exploit the benefits of the Darlington Upgrade Project and improved connections between Flinders and Tonsley by providing increased housing opportunities in proximity to these road and rail transport connections. In addition, the DPA places significant emphasis on accessible alternative transport modes such as walking and cycling.
<b>3. Getting active</b>	
Target - Increase the share of work trips made by active transport modes by residents of Inner, Middle and Outer Adelaide by 30% by 2045	The DPA promotes the use of active transport modes through the provision of walking and cycling access ways, as well as promoting mixed use development opportunities with residential, retail and commercial activities in proximity.
<b>4. Walkable neighbourhood</b>	
Target - Increase the percentage of residents living in walkable neighbourhoods in Inner, Middle and Outer Metropolitan* Adelaide by 25% by 2045	The DPA seeks to integrate residential development in conjunction with public transport service upgrades as well as mixed use development. Close proximity of transport, goods and services will encourage improved activity in the locality, increased sense of community and improved standard of living with improved accessibility to goods and services.
<b>5. A green liveable city</b>	
Target - Urban green cover is increased by 20% in metropolitan Adelaide by 2045	The DPA seeks to better protect the Warraparinga wetlands through dedicated Open Space Zoning. It also emphasises the provision of landscaping and amenable public spaces throughout residential and mixed use areas.
<b>6. Greater housing choice</b>	
Target - Increase housing choice by 25% to meet changing household needs in Greater Adelaide by 2045	A key output of the DPA is the provision of increased housing choices through the provision of medium to high density housing and medium to high rise developments. This, in conjunction with the traditional low density formats in the vicinity will provide an improved range of housing choices to reflect the diverse characteristics of the population.

The key policies from *The 30-Year Plan for Greater Adelaide* that underpin these targets are identified as follows:

Policy / Action	Comment
Transport corridors, growth areas and activity centres	
<b>P1</b> - Deliver a more compact urban form by locating the majority of Greater Adelaide’s urban growth within existing built-up areas by increasing density at strategic locations close to public transport. (Map 2)	<p>The DPA proposes the development of a medium to high density mixed use and residential area that optimises the transport corridor and services that are proposed to be upgraded in the area. The proposal is an opportunity to develop a new coordinated and master planned area with largely single ownership.</p> <p>This format of infill development seeks to better utilise physical and service infrastructure in the vicinity and reduce dependence on the private motor vehicle. The mixed use format is intended to promote active lifestyle, accessibility to goods and services, improved safety and community development. In turn, increased densities in proximity to services enables them to become increasingly economic viable.</p> <p>The DPA promotes a mix of housing diversity that provides a range of housing formats to meet the needs of a diverse community. Policy ensures that the mixture of uses and formats are cognisant of adjoining uses and formats to mitigate interface and conflicts.</p>
<b>P2</b> - Increase residential and mixed use development in the walking catchment of: <ul style="list-style-type: none"><li>• strategic activity centres</li><li>• appropriate transit corridors</li><li>• strategic railway stations.</li></ul>	
<b>P3</b> - Increase average gross densities of development within activity centres and transit corridor catchments from 15 to 25 dwellings per hectare to 35 dwellings per hectare.	
<b>P4</b> - Ensure that the bulk of new residential development in Greater Adelaide is low to medium rise with high rise limited to the CBD, parts of the Park Lands frame, significant urban boulevards, and other strategic locations where the interface with lower rise areas can be managed.	
<b>P5</b> - Encourage medium rise development along key transport corridors, within activity centres and in urban renewal areas that support public transport use.	
<b>P6</b> - Promote urban renewal opportunities and maximise the use of government-owned land to achieve higher densities along transit corridors.	
<b>P8</b> - Provide retail and other services outside designated activity centres where they will contribute to the principles of accessibility, a transit-focused and connected city, high quality urban design, and economic growth and competitiveness.	
<b>P10</b> - Allow for low-impact employment activities in residential areas, such as small-scale shops, offices and restaurants, where interface issues can be appropriately managed.	
Design Quality	
<b>P27</b> - Provide for transitions between higher density and multi-storey, mixed-use developments in activity centres, corridors and existing detached housing precincts.	The DPA includes policy that requires development to transition from the new, higher intensity development and adjacent, lower density residential areas, particularly where there is a change in zone.

Policy / Action	Comment
<b>P28</b> - Promote permeable, safe, attractive, accessible and connected movement networks (streets, paths, trails and greenways) in new growth areas and infill redevelopment areas that incorporate green infrastructure.	Development is required to consider the context of the local and the desired character of the locality.  This will maximise the amenity, health and safety of residents and the larger community, and to mitigate the negative impacts of noise and air quality, as well as quality of life issues such as privacy and access to sunlight at the interface of development.  The DPA, in the General section, will result in increased and improved emphasis on design of buildings, considering setbacks, height, landscaping and articulation to ensure that public space is amenable for the community as a whole.
<b>P29</b> - Encourage development that positively contributes to the public realm by ensuring compatibility with its surrounding context and provides active interfaces with streets and public open spaces.	
<b>P32</b> - Encourage higher density housing to include plantable space for trees and other vegetation where possible.	
<b>Housing mix, affordability and competitiveness</b>	
<b>P36</b> - Increase housing supply near jobs, services and public transport to improve affordability and provide opportunities for people to reduce their transport costs.	The DPA promotes an increased diversity of housing formats with a focus on medium density residential. This includes provision for affordable housing. This is intended to meet the needs of the increasingly diverse community in an area dominated by low rise, detached housing.  The large site, with majority single ownership, provides a significant opportunity for the development of a coordinated, mixed use and residential community in middle metropolitan Adelaide with access to a range of public transport services as well as open space and recreation facilities.
<b>P37</b> - Facilitate a diverse range of housing types and tenures (including affordable housing) through increased policy flexibility in residential and mixed-use areas, including: <ul style="list-style-type: none"><li>• ancillary dwellings such as granny flats, laneway and mews housing</li><li>• dependent accommodation such as nursing homes</li><li>• assisted living accommodation</li><li>• aged-specific accommodation such as retirement villages</li><li>• small lot housing types</li><li>• in-fill housing and renewal opportunities.</li></ul>	
<b>P40</b> - Use government-owned land and large underdeveloped or vacant sites as catalysts for stimulating higher density development and innovative building forms.	
<b>P45</b> - Promote affordable housing in well located areas close to public transport and which offers a housing mix (type and tenure) and quality built form that is well integrated into the community.	
<b>Health, wellbeing and inclusion</b>	
<b>P47</b> - Plan future suburbs and regenerate and renew existing ones to be healthy neighbourhoods that include: <ul style="list-style-type: none"><li>• diverse housing options that support affordability</li><li>• access to local shops, community services and facilities</li><li>• access to fresh food and a range of food services</li></ul>	The DPA proposes the development of a mixed use and residential development that provides access to daily goods and services for the needs of the local community. Pedestrian and cycle movement is encouraged throughout to maintain a healthy and safe environment, together with public transport accessibility to reduce private vehicle use.

Policy / Action	Comment
<ul style="list-style-type: none"><li>safe cycling and pedestrian-friendly streets that are tree-lined for comfort and amenity</li><li>diverse areas of quality public open space (including local parks, community gardens and playgrounds)</li><li>sporting and recreation facilities</li><li>walkable connections to public transport and community infrastructure.</li></ul>	Access to the racecourse and bikeways will provide supporting open space.
<b>P50</b> - Provide diverse areas of quality public open space in neighbourhoods (especially in higher density areas) such as local parks, community gardens, playgrounds, greenways and sporting facilities to encourage active lifestyles and support access to nature within our urban environment.	
<b>The economy and jobs</b>	
<b>P55</b> - Promote certainty to undertake development while at the same time providing scope for innovation.	The DPA provides for a mixed use development area that enables a range of land use activities to be undertaken. This, together with direct access to public transport and a local medium density residential population will increase economic certainty for investment purposes.
<b>P56</b> - Ensure there are suitable land supplies for the retail, commercial and industrial sectors.	
<b>P68</b> - Focus business clusters and manufacturing hubs around key transport infrastructure such as road, air, rail, sea terminals and intermodal facilities to maximise the economic benefits of export infrastructure.	
<b>Transport</b>	
<b>P75</b> - Increase the number of neighbourhoods, main streets and activity centres where place is given greater priority than vehicle movement by adopting a 'link and place' approach.	The DPA places significant emphasis on pedestrian, cycle movement in a zone where the majority of daily needs and services is intended to be made available. In addition, public transport accessibility will provide alternative mode for longer distances. On this basis, the DPA is able to justify a reduction for minimum parking requirements to reflect the viability of alternative transport modes.
<b>P76</b> - Improve the amenity and safety of public transport stops, stations and interchanges by improving their connections to adjacent development and encouraging mixed-use development and housing diversity in close proximity.	
<b>P78</b> - Improve, prioritise and extend walking and cycling infrastructure by providing safe, universally accessible and convenient connections to activity centres, open space and public transport (see Map 8).	
<b>P80</b> - Reduce car parking requirements in mixed-use areas near high frequency public transit services to encourage the use of alternative transport modes.	
<b>Infrastructure</b>	

Policy / Action	Comment
<p><b>P83</b> - Ensure that new urban infill and fringe and township development are aligned with the provision of appropriate community and green infrastructure, including:</p> <ul style="list-style-type: none"> <li>walking and cycling paths and facilities</li> <li>local stormwater and flood management including water sensitive urban design</li> <li>public open space</li> <li>sports facilities</li> <li>street trees</li> <li>community facilities, such as child care centres, schools, community hubs and libraries.</li> </ul>	<p>The DPA is based on extensive investigations regarding the capacity and provision of both physical and social infrastructure to support the development potential of the site.</p> <p>Existing policy in the DPA requires that infrastructure be provided to meet the requirements of the proposed development. No change is proposed to this direction.</p> <p>The investigations have generally concluded that any upgrades required can be accommodated but will be better determined at the development assessment stage. These will also generally be at the cost of the developer.</p>
<p><b>P84</b> - Design and locate community infrastructure to ensure safe, inclusive and convenient access for communities and individuals of all demographic groups and levels of ability.</p>	

Local Government

## City of Marion

### **Strategic Directions Report (2013)**

This need for this DPA is identified as a high priority that is required to facilitate the development of diverse housing and investigate mixed use development (including higher density housing) and optimise the use of accessible public spaces and spaces for sport, recreation, cultural and leisure activities.

The Strategic Directions Report also highlights problems of poor accessibility to shops and services for elderly residents and people with reduced mobility.

Strategic goals to improve accessibility and to guide development within the study area include:

- Enable community to access sustainable transport options.
- Provide a road and street network that promotes safe movement of all traffic.
- Provide or support equitable access for all to services and facilities.

### **DPA Response**

This DPA supports the principles listed above by encouraging the development of liveable, prosperous and innovative communities which are well connected to local areas, and the rest of Metropolitan Adelaide.

### **Community Plan Towards 2040**

The Community Plan identifies six themes to represent the shared values and aspirations that will guide how the City of Marion develops in line with the community's vision. The six themes include:

- Liveable
- Biophilic

- Engaged
- Prosperous
- Innovative
- Connected.

#### DPA Response

This DPA supports the principles listed above. The proposed amendments included within this DPA will promote liveable, engaged, prosperous and innovative lifestyles and connectivity to other destinations within Metropolitan Adelaide.

### City of West Torrens

#### Strategic Directions Report (2008)

This report provides directions to achieve a long term vision (is by 2025) and identifies a number of general issues that need to be addressed by Development Plan Amendments. While specific sites such as Morphettville are not identified there are three DPA topics that are relevant. They are a Housing Diversity DPA, Activity Centres Review DPA and Employment DPA.

The Housing Diversity DPA proposes to provide an appropriate range of housing options to meet future needs, including allowing for the elderly to 'age in place', to facilitate infill development and the identification of areas for medium and high density housing developments.

The Activity Centres Review DPA aims, amongst other matters, to promote public transport, reinforce concepts of Transit Oriented Development and develop locality appropriate car parking strategies.

The Employment DPA aims to provide a range of employment needs to meet future needs of local residents and will include consideration of identifying desirable locations for employment generating activities, promoting public transport use and reducing interface issues.

To date, Council has progressed some of the identified DPA priorities including a Better Development Plan DPA and two Housing Diversity DPAs (not applicable to this DPA area) but has not yet undertaken the Activity Centres Review or Employment DPAs.

#### DPA Response

This DPA is consistent with the general directions identified by Council and will assist to improve housing diversity, employment and activity centre services provision.

#### Towards 2025 Community Plan

The *Towards 2025 Community Plan* is West Torrens Council's strategic planning project to determine priorities for the city for the next two decades (called long term strategies), articulate community aspirations and outlines the five-year key strategies. Relevant provisions include:

Long-term strategies	Five-year strategies
Foster a sense of health and safety within the community.	Design, manage and maintain public places with community safety as a key priority.
Encourage new and existing development to incorporate environmentally sustainable designs and practices.	Provide developers with direction and advice on environmentally sustainable designs and practices.

Long-term strategies	Five-year strategies
	Review Council's Development Plan policies so that they reflect environmentally sustainable development principles.
Actively respond to the challenges of climate change.	Encourage the community to adopt climate-friendly behaviour and practices.
Facilitate residential development that meets the demographic and socio-economic needs and expectations of the community.	Promote a range of housing types and densities across the city, while conserving areas of high character value
Promote retail, commercial and industrial activity that is compatible with neighbouring land uses.	Support a range of developments by providing quality infrastructure and appropriately zoned land.  Facilitate mixed use developments at key centres.
Facilitate the safe and effective movement of people through the city.	Develop a network of pedestrian and cycling pathways, cycling lanes and road crossings that enable safe access to facilities.  Advocate for improved access to public transport services
Support the development and growth of local business.	Support the establishment of mixed use retail and service facilities at shopping complexes.
Foster a vibrant and inviting City.	Facilitate revitalisation of key sites and transport corridors into and within the city  Support the development of key localities that provide a mixture of business, recreational and social opportunities.
Promote sustainable population growth, attracting people from diverse backgrounds.	Facilitate population growth that is consistent with future land suitability and environmental capacity.

#### **DPA Response**

This DPA supports the strategies listed above by encouraging the development of new business and living opportunities in a coordinated mixed use development located to maximise the connection and use of public transport, walking and cycling facilities.





# Development Plan Amendment

By the Minister

Marion Council  
West Torrens Council  
Development Plans

**Morphettville Racecourse Development Plan  
Amendment**

The Amendment



Government of South Australia

Department of Planning,  
Transport and Infrastructure



Amendment Instructions Table				
<b>Name of Local Government Area:</b> City of Marion				
<b>Name of Development Plan:</b> Marion Council Development Plan				
<b>Name of DPA:</b> Morphettville Racecourse DPA				
<p><b><i>The following amendment instructions (at the time of drafting) relate to the Marion Council Development Plan consolidated on 28 April 2016.</i></b></p> <p><b><i>Where amendments to this Development Plan have been authorised after the aforementioned consolidation date, consequential changes to the following amendment instructions will be made as necessary to give effect to this amendment.</i></b></p>				
Amendment Instruction Number	Method of Change	Detail what in the Development Plan is to be amended, replaced, deleted or inserted.  If applicable, detail what material is to be inserted and where. Use attachments for large bodies of material.	Is Renumbering required (Y/N)	Subsequent Policy cross-references requiring update (Y/N) if yes please specify.
<b>COUNCIL WIDE / GENERAL SECTION PROVISIONS (including figures and illustrations contained in the text)</b>				
Amendments required: <b>Yes</b>				
<b>Advertising</b>				
15.	Insert	In the heading above PDC 25, the words ‘, Urban Core’	N	N
<b>Medium and High Rise Development (3 or More Storeys)</b>				
16.	Replace	The entire section ‘ <b>Medium and High Rise Development (3 or More Storeys) general module</b> ’ with the contents of <b>Attachment A</b>	N	N
<b>Orderly and Sustainable Development</b>				
1.	Insert	within PDC 10, after the last dot point the following point: <ul style="list-style-type: none"> <li><a href="#"><u>Concept Plan Map Mar/9 – Morphettville Racecourse</u></a></li> </ul>	N	N
<b>ZONE AND/OR POLICY AREA AND/OR PRECINCT PROVISIONS (including figures and illustrations contained in the text)</b>				
Amendments required: <b>Yes</b>				
<b>Urban Core Zone</b>				
17.	Insert	Contents of <b>Attachment B</b> immediately after the ‘Suburban Activity Node Zone’	N	N
<b>Industry Zone - Infrastructure Policy Area 22</b>				
18.	Insert	A New Infrastructure Policy Area contained in <b>Attachment C</b> immediately after ‘Winery policy Area 8’	Y	N

**Morphettville Racecourse DPA**  
**by the Minister**  
**Marion Council Development Plan - Amendment Instructions Table**

TABLES				
Amendments required: <b>Yes</b>				
<b>Table Mar/2A –Off Street Vehicle Parking Requirements for Designated Areas</b>				
19.	Replace	With the contents of <b>Attachment D</b>	N	N
<b>MAPPING (Structure Plans, Overlays, Enlargements, Zone Maps, Policy Area &amp; Precinct Maps)</b>				
Amendments required: <b>Yes</b>				
<b>Map Reference Table</b>				
20.	Insert	Under the heading 'Zone Name' in alphabetical order, the words 'Urban Core' and corresponding Maps Mar/2, Mar/5	N	N
21.	Insert	Under the heading 'Policy Area Name' in alphabetical order, the words 'Infrastructure Policy Area 22' and corresponding map number Mar/2	N	N
22.	Insert	'Mar/2' and 'Mar/5' in the Overlay Map Numbers for 'Affordable Housing' and 'Noise and Air Emissions'	N	N
2.	Insert	in the sub-table 'Concept Plan Maps' the following entry at the end of the table: <div><div>Morphettville Racecourse</div><div>Concept Plan Map Mar/9</div></div>	N	N
<b>Map(s)</b>				
23.	Replace	Council Index Map with the contents of <b>Attachment E</b>	N	N
24.	Replace	Zone Map Mar/2 and Policy Area Map Mar/2 with the contents of <b>Attachment F</b>	N	N
25.	Insert	New Overlay Map Mar/2 – Noise and Air Emissions and new Overlay Map Mar/2 – Affordable Housing with the contents of <b>Attachment G</b>	N	N
26.	Replace	Location Map Mar/5, Zone Map Mar/5 and Policy Area Map Mar/5 with the contents of <b>Attachment H</b>	N	N
27.	Insert	new Overlay Map Mar/5 – Noise and Air Emissions and new Overlay Map Mar/5 – Affordable Housing with the contents of <b>Attachment I</b>	N	N
28.	Insert	New Concept Plan Map Mar/9 – Morphettville Racecourse the contents of <b>Attachment J</b>	N	N

**General Section Policies: Medium and High Rise Development (3 or more storeys)**





## Medium and High Rise Development (3 or More Storeys)

### OBJECTIVES

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

### PRINCIPLES OF DEVELOPMENT CONTROL

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

#### Design and Appearance

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

**Marion Council**  
**General Section**  
**Medium and High Rise Development (3 or More Storeys)**

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

**Street Interface**

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

20 Entrances to multi-storey buildings should:

- (a) be oriented towards the street
- (b) be visible and clearly identifiable from the street, and in instances where there are no active or occupied ground floor uses, be designed as a prominent, accentuated and welcoming feature
- (c) provide shelter, a sense of personal address and transitional space around the entry
- (d) provide separate access for residential and non-residential land uses
- (e) be located as close as practicable to the lift and/or lobby access
- (f) avoid the creation of potential areas of entrapment.

21 To contribute to direct pedestrian access and street level activation, the finished ground level of buildings should be no more than 1.2 metres above the level of the footpath, except for common entrances to apartment buildings which should be at ground level or universally accessible.

22 Dwellings located on the ground floor with street frontage should have individual direct pedestrian street access.

23 The visual privacy of ground floor dwellings within multi-storey buildings should be protected through the use of design features such as the elevation of ground floors above street level, setbacks from street and the location of verandas, windows, porticos or the like.

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

#### Building Separation and Outlook

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

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

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

#### Dwelling Configuration

26 Buildings comprising more than 10 dwellings should provide a variety of dwelling sizes and a range in the number of bedrooms per dwelling.

27 Dwellings located on the ground floor with street frontage should have habitable rooms with windows overlooking the street or public realm.

28 Dwellings with 3 or more bedrooms, should, where possible, have the windows of habitable rooms overlooking internal courtyard space or other public space.

#### Adaptability

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

#### Environmental

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

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

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

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

#### Site Facilities and Storage

- 35 Dwellings should provide a covered storage area of not less than 8 cubic metres in one or more of the following areas:

- (a) in the dwelling (but not including a habitable room)
  - (b) in a garage, carport, outbuilding or **an on-site communal facility and be conveniently located and screened from view from streets and neighbouring properties.**
- 36 Development should provide a dedicated area for the on-site collection and sorting of recyclable materials and **refuse, green organic waste and wash-bay facilities for the ongoing maintenance of bins. This area should be screened from view from public areas so as to not detract from the visual appearance of the ground floor.**
- 37 **Where the number of bins to be collected kerbside is 10 or more at any one time, provision should be made for on-site commercial collection.**
- 38 **The size of lifts, lobbies and corridors should be sufficient to accommodate movement of bicycles, strollers, mobility aids and visitor waiting areas.**

#### **Zone Interface**

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

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

*(\*Text in red denotes new or amended policy)*



**Zone Policies: (New) Urban Core Zone**





## Urban Core Zone

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

### OBJECTIVES

- 1 A mixed use zone accommodating a mix of employment generating land uses and medium to high density residential development in close proximity to a high frequency public transport corridor.
- 2 Development within a mixed use environment that is compatible with surrounding development and which does not unreasonably compromise the amenity of the zone or any adjoining residential zone.
- 3 Smaller dwellings, including innovative housing designs, located close to local services and public transport stops.
- 4 Mixed use development integrated with a high quality public realm that promotes walking, cycling, public transport patronage and positive social interaction.
- 5 A zone that provides a spatial separation, or transitions down, in scale and intensity to adjacent lower density residential zones.
- 6 Development that contributes to the desired character of the zone.

### DESIRED CHARACTER

This zone supports housing at medium and high densities and a range of dwelling types which are conveniently located in proximity to high frequency public transport services, recreation, commercial, shop, office and other mixed use activities. Development within this zone will result in significant employment generating activity closely aligned to nearby public transport infrastructure and services.

Medium and high density housing, primarily in the form of row dwellings, residential flat buildings and mixed use buildings, will be developed in the zone. Overall, the zone is intended to achieve an average net residential site density of 200 dwellings per hectare.

The zone will focus around a central Core Area where development intensities and heights will be at their greatest and transition down to a scale and intensity that is compatible with neighbouring developments.

Overlooking, overshadowing and noise impacts will be moderated through good design, setbacks and noise attenuation techniques. Impacts on adjoining zones will also be addressed through appropriate building envelopes, transition of building heights, design and location of windows and balconies, and use of landscaping. Buildings will also be designed to maximise solar access within the development site.

Development in the zone will achieve high quality urban design, reflective of its role as a premier development and an event destination. Buildings will contribute to the provision of a coherent public realm by articulating buildings with setbacks, canopies, modelled façades and balconies that make use of light and shade, and by providing architectural detail. Development adjacent existing public roads or tramways should be orientated to face those accessways. Development should be designed to overlook open spaces, including the Morphettville Racecourse, as well as existing roadways, tramline and bikeways to optimise safety of the vicinity and amenity for residents.

Development in proximity to the tramline will be designed to avoid any detrimental impacts on the efficiency of tram operations, cyclists on the Mike Turtur Bikeway and / or the safety of pedestrians. Tram corridors, and the Bikeway, will be separated from pedestrian areas through grade-separation and / or other appropriate means.

The site will play host to major events, separate to or in conjunction with the adjacent racecourse, and as such, development will need to be cognisant of the impacts of crowd management, parking and accessibility, noise and community safety.

Development in proximity to horse keeping, racing or handling areas will be designed to protect inhabitants from the negative impacts of noise, odour and waste.

A significant emphasis will be placed on the provision of landscaping, including mature trees, to soften built form, provide pedestrian shade, urban biodiversity and streetscape amenity. The streetscape will be further improved with the provision of landscaping, public art and street furniture to assist in establishing a sense of place within the zone for the enjoyment and benefit of users.

Wide footpaths and cycling routes with extensive landscaping will be provided throughout the zone and integrate with existing bikeways and walkways in the vicinity, including the Mike Turtur bikeway. Public open space throughout the zone will include a range of forms and sizes including small pocket parks and formal plazas. Spaces will be designed as safe and attractive places for a range of community activities as well as water management. Buildings will be designed to encourage the development of active land uses at street level along key thoroughfares as well as ensuring that open space areas have access to sunlight throughout the year.

Access will be provided from secondary road frontages and rear access ways and mitigate impacts on nearby Anzac Highway. Controlled pedestrian crossings points will be focussed and consolidated at key locations. On-site parking areas, including a park'n'ride facility, will be consolidated, shared and, where possible, not visible from the street or public spaces.

### **Core Area**

The Core Area will provide the greatest intensity of land use and activity in the zone with a mix of residential, commercial and employment generating activities integrated with adjacent public transit stops. The Core Area will be focused around a central plaza area that includes a tram stop and will be framed by active building frontages, public art, community facilities and open space. Open and amenable pedestrian and cycle access will be provided throughout the Core Area and linking to surrounding destinations, including bus stops surrounding roadways.

The Core Area will continue to accommodate activities associated with Morphettville Racecourse, particularly for race meetings. Within the Core Area, development associated with horse racing activities, including the spectator stadiums, an equine promenade area, mounting yards, race day stables, parade rings, race day administration, bars and betting facilities, will be incorporated in a manner that is cognisant of the role of the site as the premier facility for horse racing in the state.

Building height will be limited to a maximum of 12 storeys in the centre of the Core Area with a maximum of 6 storeys fronting Morphett Road. Development, particularly adjacent to a fixed transit stop, will be mixed both vertically and horizontally, with non-residential uses encouraged on the ground floor to create visual interest and invite personal interaction on street frontages. The exterior storage or display of goods will not compromise pedestrian movement.

Neighbourhood scale retail activity is envisaged within the Core Areas of the zone, containing in the order of 5500 square metres of retail floor space in addition to other business and community facilities.

Student and aged accommodation, serviced apartments and affordable housing are also strongly encouraged in the Core Area to assist in delivering an overall mix of residential activity in this area.

### **Transition Area**

The Transition Area is approximately 20 metres deep and will provide a buffer between the Core Area and adjacent residential areas with development taking the form of high quality medium density housing where the range of housing will provide for a diverse community. Buildings in the Transition Area will front the public streetscape; have a maximum height of 4 storeys and respond to the context, scale and intensity of existing development in the vicinity.

There will be some provision for mixed use activities of a local scale that does not negatively impact on the predominant residential character of the area.

## 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
  - emergency services
  - licensed premises
  - nursing home
  - office
  - pre-school
  - residential flat building
  - retirement village
  - bulky goods in the non-designated Area of the zone, adjacent Morphett Road, identified on [Concept Plan Map Mar/9 – Morphettville Racecourse](#)
  - shop or group of shops
  - supported accommodation.
- 2 The following additional types of development, or combination thereof, are envisaged within the Core Area of the zone, identified on [Concept Plan Map Mar/9 – Morphettville Racecourse](#):
  - conference facilities
  - clubrooms associated with recreational and horse activities
  - entertainment venue
  - hall
  - hotel
  - indoor recreation centre
  - place of worship
  - restaurant
  - spectator stand
  - horse racing activities and facilities ancillary to horse racing activities including promenade area, mounting yards, race day stables and parade rings
  - special events
  - tourist accommodation.
- 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 Mar/9 – Morphettville Racecourse](#).
- 5 Core Areas should be developed to include a range of land uses that are high pedestrian generators, directly promote public transport use and provide opportunities for multi-purpose trips.
- 6 Core Areas should incorporate integrated public open spaces, sport and recreation facilities, and community areas that act as social hubs for communal activity.
- 7 Except in Core Areas where a higher intensity of development is envisaged, non-residential development should comprise uses that:
  - (a) are of local or neighbourhood scale
  - (b) encourage walking to local shopping, community services and other activities

(c) do not detrimentally impact on the amenity of nearby residents.

8 Shop or groups of shops should have the following gross leasable areas in the order of:

Designated area	Shop or group of shops (square metres)
Core Area	5500
Transition Area	500
Areas not designated as one of the above	1000

## Form and Character

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

10 Residential development (other than residential development in mixed use buildings), should achieve a minimum net residential site density in accordance with [Concept Plan Map Mar/9 – Morphettville Racecourse](#).

11 Residential development (other than residential development in mixed use buildings), should achieve a minimum net residential site density in accordance with the following, except where shown on [Concept Plan Map Mar/9 – Morphettville Racecourse](#):

Designated area	Minimum net residential site density
Core Area	200 dwellings per hectare net
Transition Area	70 dwellings per hectare net
Areas not designated as one of the above	150 dwellings per hectare net

12 Residential development in a mixed use building should achieve a minimum net residential site density of 60 dwellings per hectare.

13 In Transition Areas, development should provide a built form that provides the transition between an intense core of development and neighbouring lower intensity development.

## Design and Appearance

14 In Core Areas:

- (a) the ground and first floors of buildings 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 shops, 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 to promote active street frontages and maximise passive surveillance.

15 Except in Core Areas, development of three or more storeys in height should ensure that:

- (a) north-facing windows to habitable rooms of existing dwelling(s) on the same allotment, and on adjacent allotments, 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 buildings receives direct sunlight for a minimum of 2 hours between 9.00 am and 3.00 pm on 21 June to at least the smaller of the following:

- (i) half of the existing ground level open space
  - (ii) 35 square metres of the existing ground level open space (with at least one of the area's dimensions measuring 2.5 metres).
- 16 Buildings should address public open space and defined pedestrian and cycle routes as illustrated in [Concept Plan Map Mar/9 – Morphettville Racecourse](#).
- 17 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.
- 18 Buildings should predominantly provide vehicle access via a side street or rear lane access way.
- 19 Side streets and rear lane access ways should be designed to:
- (a) provide space between buildings that reduces building mass and creates a more interesting public realm
  - (b) achieve active frontages at a lower intensity than the primary street frontage.

## Building Envelope

### Building Height

- 20 Except where airport building height restrictions prevail, building heights (excluding any rooftop located mechanical plant or equipment) should be consistent with the following parameters:

Designated area	Minimum building height	Maximum building height
Core Area	4 storeys	12 storeys and up to 48.5 metres
Transition Area	2 storey	4 storeys and up to 16.5 metres
Any area not designated by the above	2 storeys	6 storeys and up to 24.5 metres

### 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
Core Area	No minimum
Transition Area	2 metres
Any area not designated by the above	2 metres

### Setbacks from side boundaries

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

Designated area	Minimum setback from side boundaries
Core Area	No minimum

Designated area	Minimum setback from side boundaries
Transition Area	0.9 metres
Any area not designated by the above	0.9 metres

### Other Setbacks

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

Setback parameter	Value
Minimum setback from secondary road frontage	0.9 metres
Minimum setback from a rear 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	6 metres where the subject land directly abuts an allotment of a different zone 3 metres in all other cases, except where development abuts the wall of an existing or simultaneously constructed building on the adjoining land

### Incentives

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

Form of development	Additional building height above maximum allowed height in the zone	Car parking reduction (rounded to the nearest whole number)
The development includes undercroft parking with access from a road located to the side or rear of the site	1 storey	10 per cent
A building including a rooftop garden that occupies a minimum 25 per cent of the building footprint area	1 storey	
Maximum accumulated allowance	For buildings 4 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	30 per cent



## Land Division

- 25 A traditional street grid pattern should be reinforced in any comprehensive development of areas for mixed use activity to maintain clear sightlines and ensure maximum connectivity.
- 26 A traditional street grid pattern should be reinforced in any comprehensive development of areas for mixed use activity to maintain clear sightlines and ensure maximum connectivity.
- 27 Wherever practicable, land division and site amalgamation should:
  - (a) create allotments that vary in size and are suitable for a variety of residential and commercial uses
  - (b) improve the level of integration associated with the design and layout of buildings, vehicle parking areas, access points and landscaping treatments.

## PROCEDURAL MATTERS

### Complying Development

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

### Non-complying Development

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

Form of development	Exceptions
Fuel depot	
General industry	
Public service depot	
Road transport terminal	
Service trade premises	In the non-designated Area of the zone, adjacent Morphett Road, identified on identified on <a href="#">Concept Plan Map Mar/9 – Morphettville Racecourse</a> .
Special industry	
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 of (except where the development is classified as non-complying), are designated:

Category 1	Category 2
Advertisement	All forms of development not listed as Category 1.

Category 1	Category 2
Aged persons accommodation	
All forms of development that are ancillary and in association with residential development	
All forms of development that are ancillary and in association with racecourse activities within the Core Area, identified on identified on <a href="#">Concept Plan Map Mar/9 – Morphettville Racecourse</a>	
Consulting room	
Dwelling	
Educational establishment	
Emergency services	
Hotel where located within the Core Area	
Indoor recreation facility	
Nursing home	
Office	
Pre-school	
Primary school	
Residential flat buildings	
Bulky goods in the Non Designated Area of the zone, adjacent Morphett Road, identified on identified on <a href="#">Concept Plan Map Mar/9 – Morphettville Racecourse</a>	
Retirement village	
Service Trade Premises in the Non Designated Area of the zone, adjacent Morphett Road, identified on identified on <a href="#">Concept Plan Map Mar/9 – Morphettville Racecourse</a>	
Shop or group of shops where located: <ul style="list-style-type: none"> <li>(a) within the Core Area of less than 5500 square metres</li> <li>(b) within the Transition Area of less than 500 square metres</li> <li>(c) outside of the Designated Areas with a gross leasable area of 1000 square metres or less.</li> </ul>	
Supported accommodation	
Tourist accommodation	

**(New) Industry Zone - Infrastructure Policy Area**



## Infrastructure Policy Area 22

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

### OBJECTIVES

- 1 Primarily, a policy area for the provision of infrastructure.
- 2 Infrastructure facilities and land required for infrastructure facilities preserved from the encroachment of incompatible land uses.
- 3 Development that contributes to the desired character of the policy area.

### DESIRED CHARACTER

The policy area comprises the land that has developed to accommodate the service and management of public and associated infrastructure that services the Adelaide-Glenelg tramline.

Development should be of a high standard of appearance, and be designed and sited to minimise potential impacts on the amenity of the locality. Development will minimise potential impacts upon and be compatible with the surrounding locality considering access, building location, structure and design. Structures, buildings and unsightly activities will be screened, and buildings, parking and driveway areas softened or enhanced by landscaping.

Future development of the policy area will require consideration of acoustic impacts, with suitable treatments to be provided if the new development/s detrimentally impact on the adjoining areas to a greater amount than the protection offered by the existing treatments.

### PRINCIPLES OF DEVELOPMENT CONTROL

#### Land Use

- 1 The following forms of development are envisaged in the policy area: drainage system, including stormwater retention basin
  - electricity substation
  - public service depot
  - tramway infrastructure
  - waste transfer depot.

#### Form and Character

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



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





## 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
Urban Core Zone	None
District Centre Zone	Any part of the development site is located in accordance with at least one of the following: <ol style="list-style-type: none"> <li>(a) within 200 metres of any section of road reserve along which a bus service operates as a high frequency public transit service<sup>(2)</sup></li> <li>(b) within 400 metres of a bus interchange<sup>(1)</sup> that is part of a high frequency public transit service<sup>(2)</sup></li> <li>(c) within 400 metres of an O-Bahn interchange<sup>(1)</sup></li> <li>(d) within 400 metres of a passenger rail station<sup>(1)</sup> that is part of a high frequency public transit service<sup>(2)</sup></li> <li>(e) within 400 metres of a passenger tram station<sup>(1)</sup></li> <li>(f) within 400 metres of the Adelaide Parklands.</li> </ol>
Local Centre Zone	
Neighbourhood Centre Zone	
Regional Centre Zone	

<sup>(1)</sup> 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

<sup>(2)</sup> 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 <b>Designated Areas</b> (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 <a href="#">Concept Plan Map Mar/8 – Tonsley Park</a> of the <b>Suburban Activity Node Zone</b>	3 spaces per 100 square metres of gross leasable floor area	5 spaces per 100 square metres of gross leasable floor area
<b>Urban Core Zone</b>	3 spaces per 100 square metres of gross leasable floor area 1.5 spaces per 100 square metres of gross leasable floor area above ground floor level other than for a shop	3 spaces per 100 square metres of gross leasable floor area

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

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

Location of development	Rate for each dwelling based on number of bedrooms per dwelling	Plus number of required visitor parking spaces
	bedroom dwelling 1.25 per 3+ bedroom dwelling	

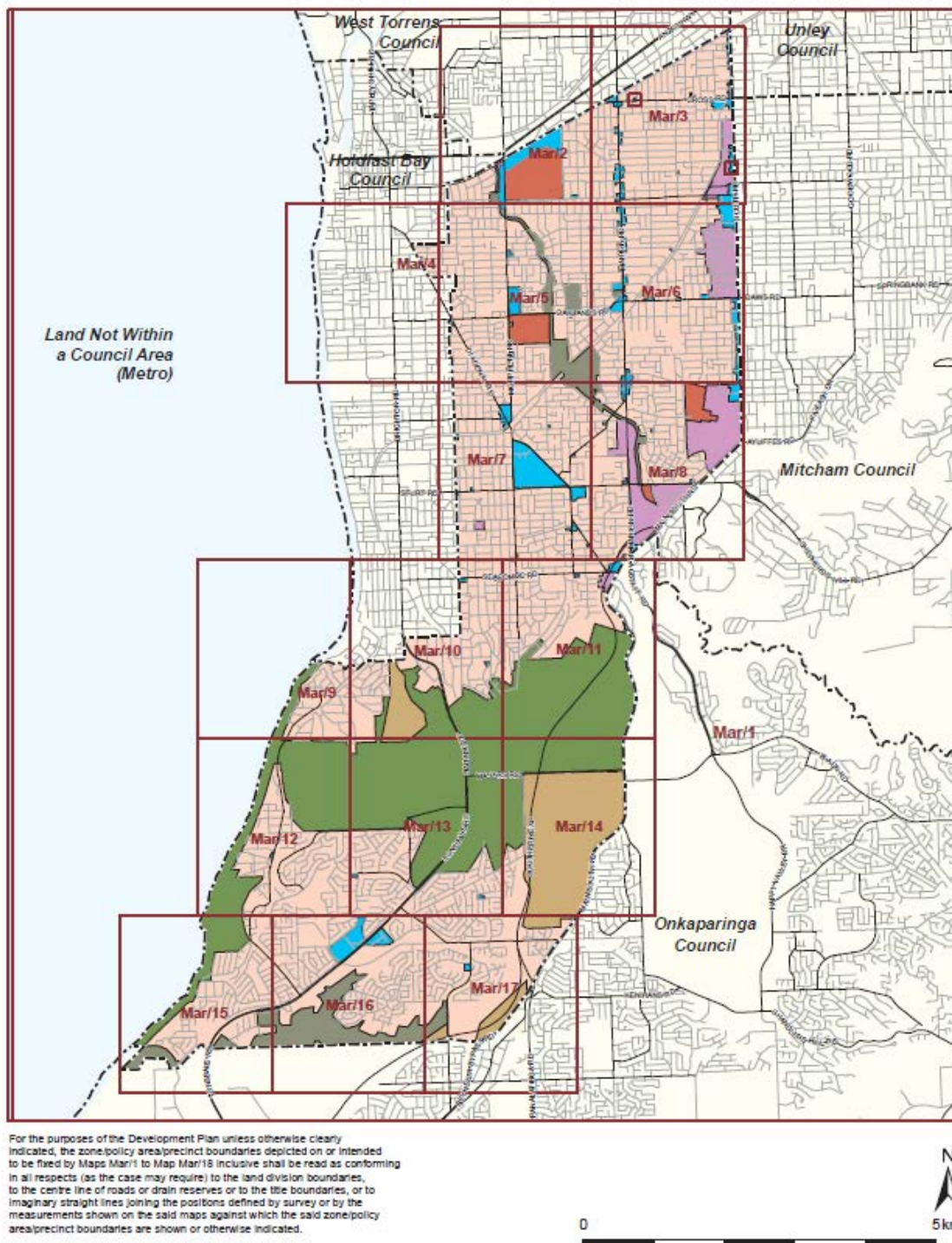
**TABLE 3: Row, semi-detached and detached dwellings**

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

**TABLE 4: Tourist accommodation**

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

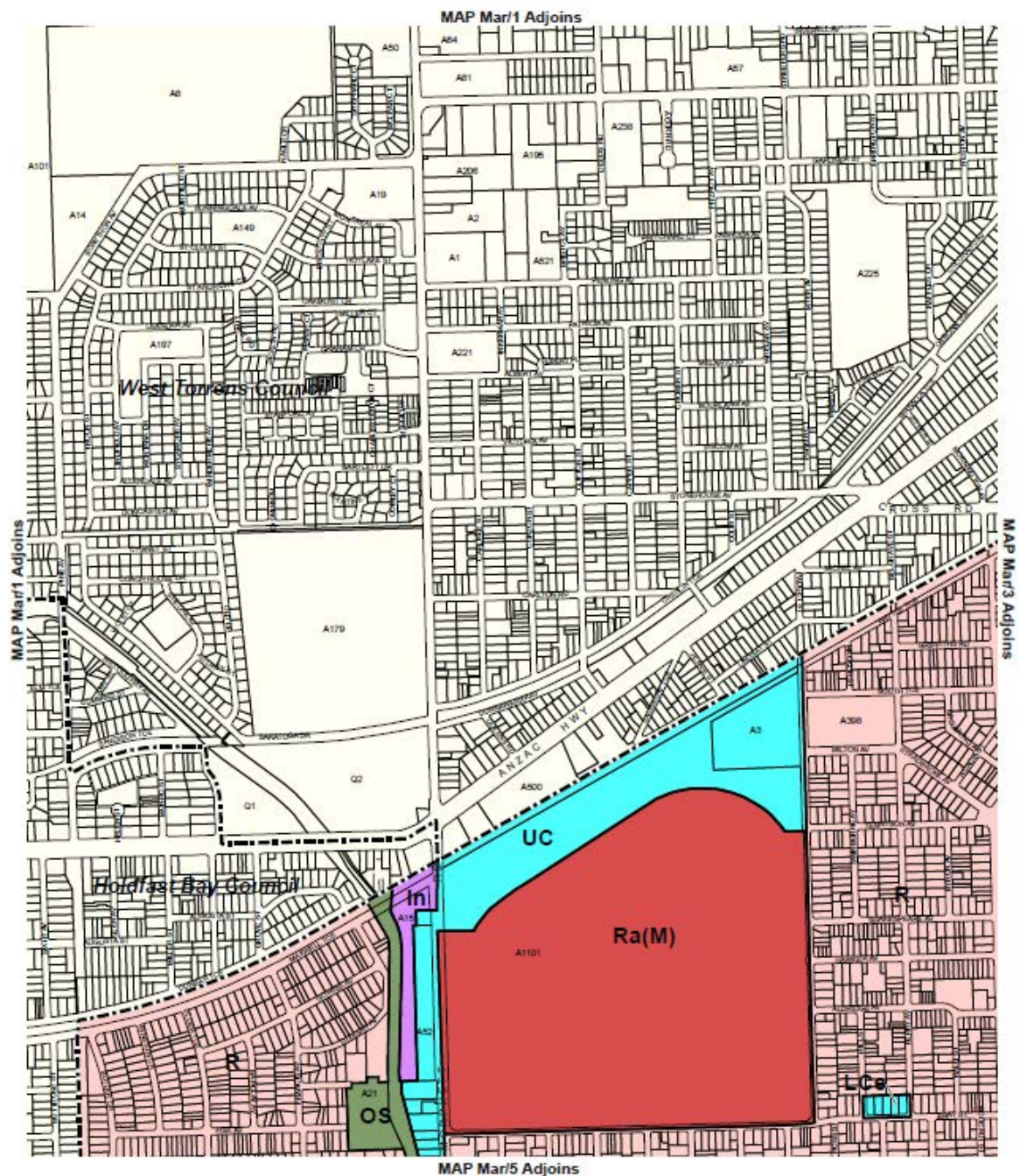




## Council Index Map







Lambert Conformal Conic Projection, GDA84

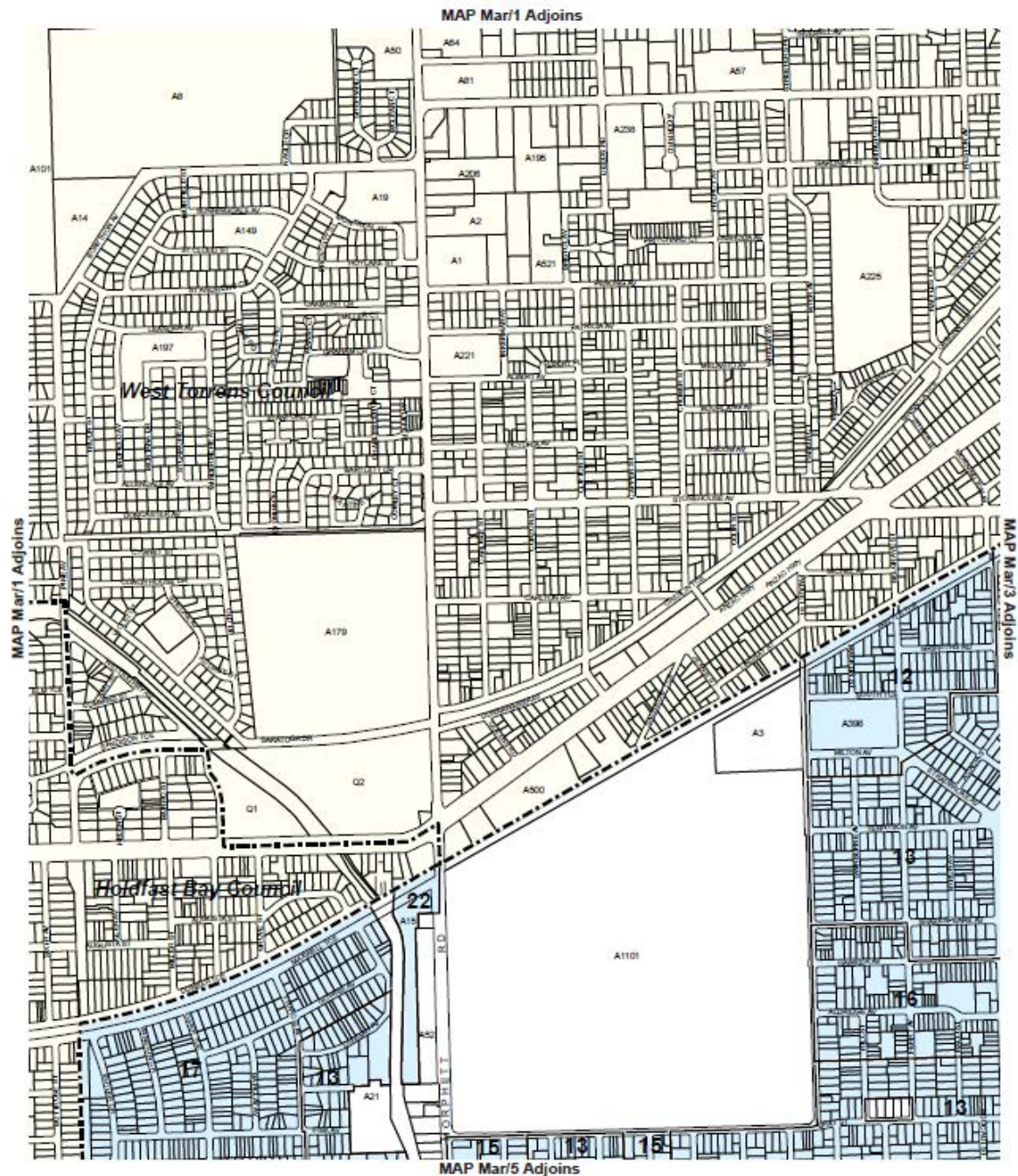


- Zones**
- In Industry
  - Lc Local Centre
  - Os Open Space
  - Ra(M) Racecourse (Morphettville)
  - R Residential
  - UC Urban Core
  - Zone Boundary
  - Development Plan Boundary

## Zone Map Mar/2

MARION COUNCIL



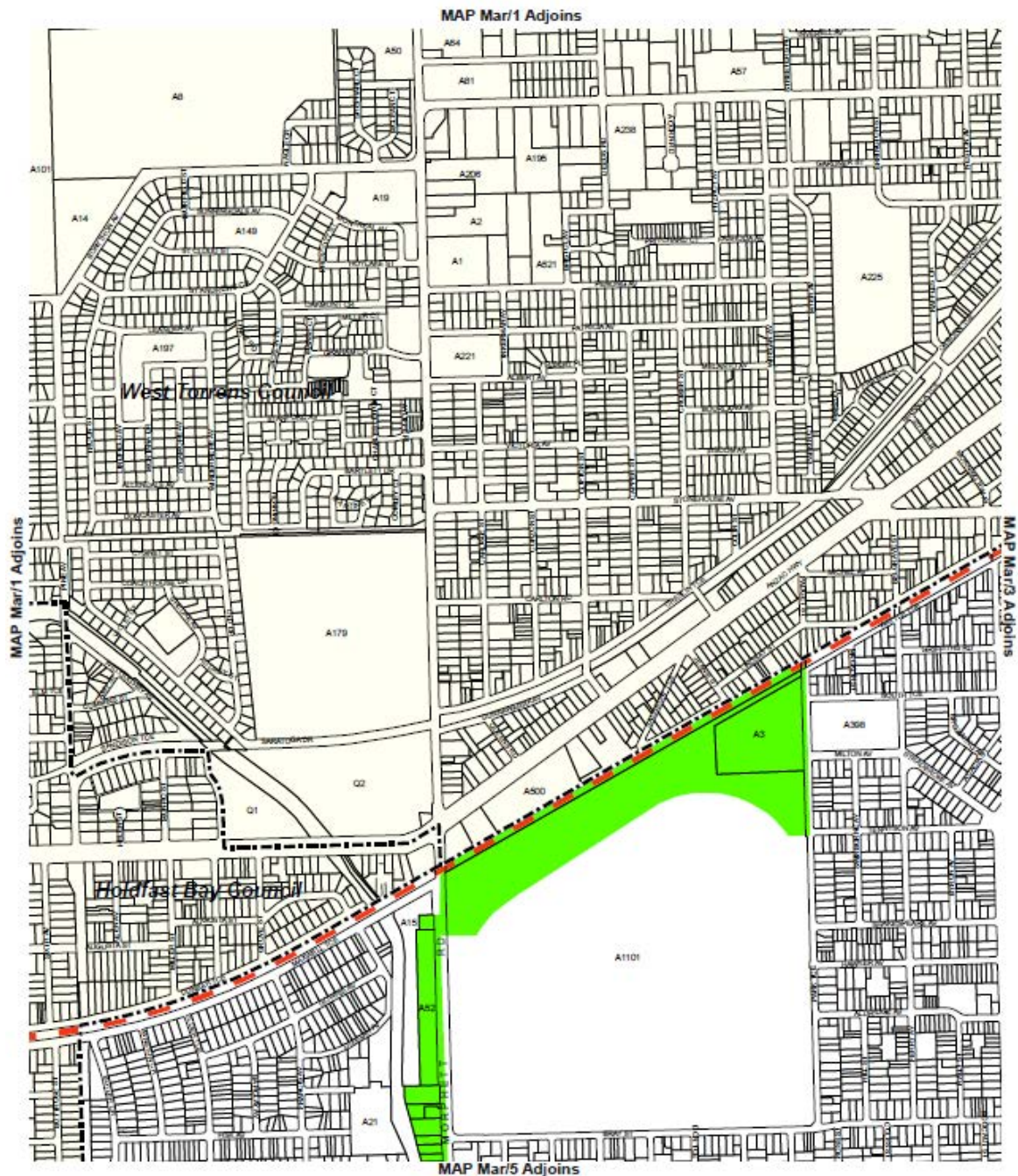


## Policy Area Map Mar/2

- Policy Area Boundary
- Development Plan Boundary

MARION COUNCIL



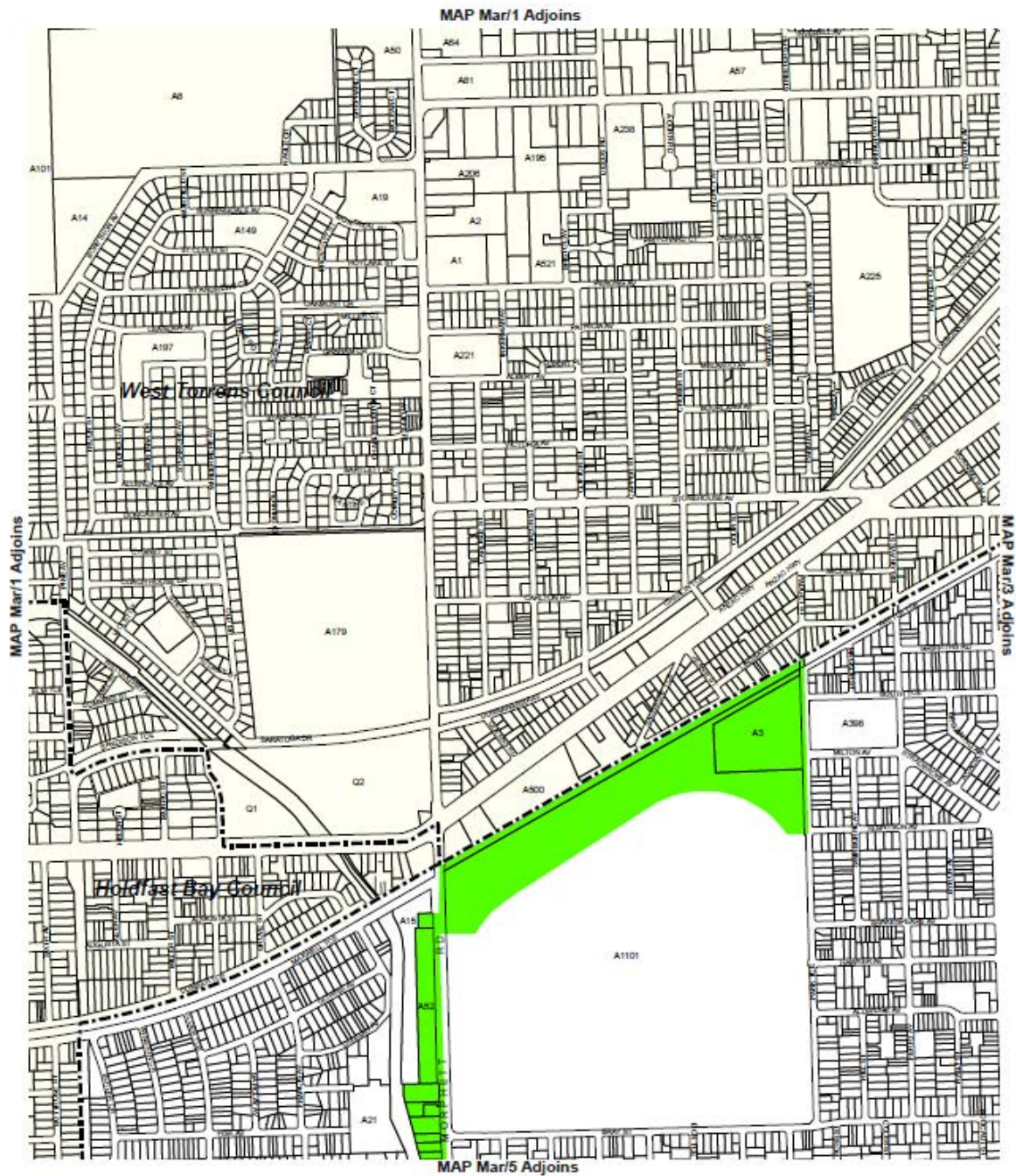




- Tram Line
- Noise and Air Emissions Designated Area
- Development Plan Boundary

## Overlay Map Mar/2 NOISE AND AIR EMISSIONS

MARION COUNCIL



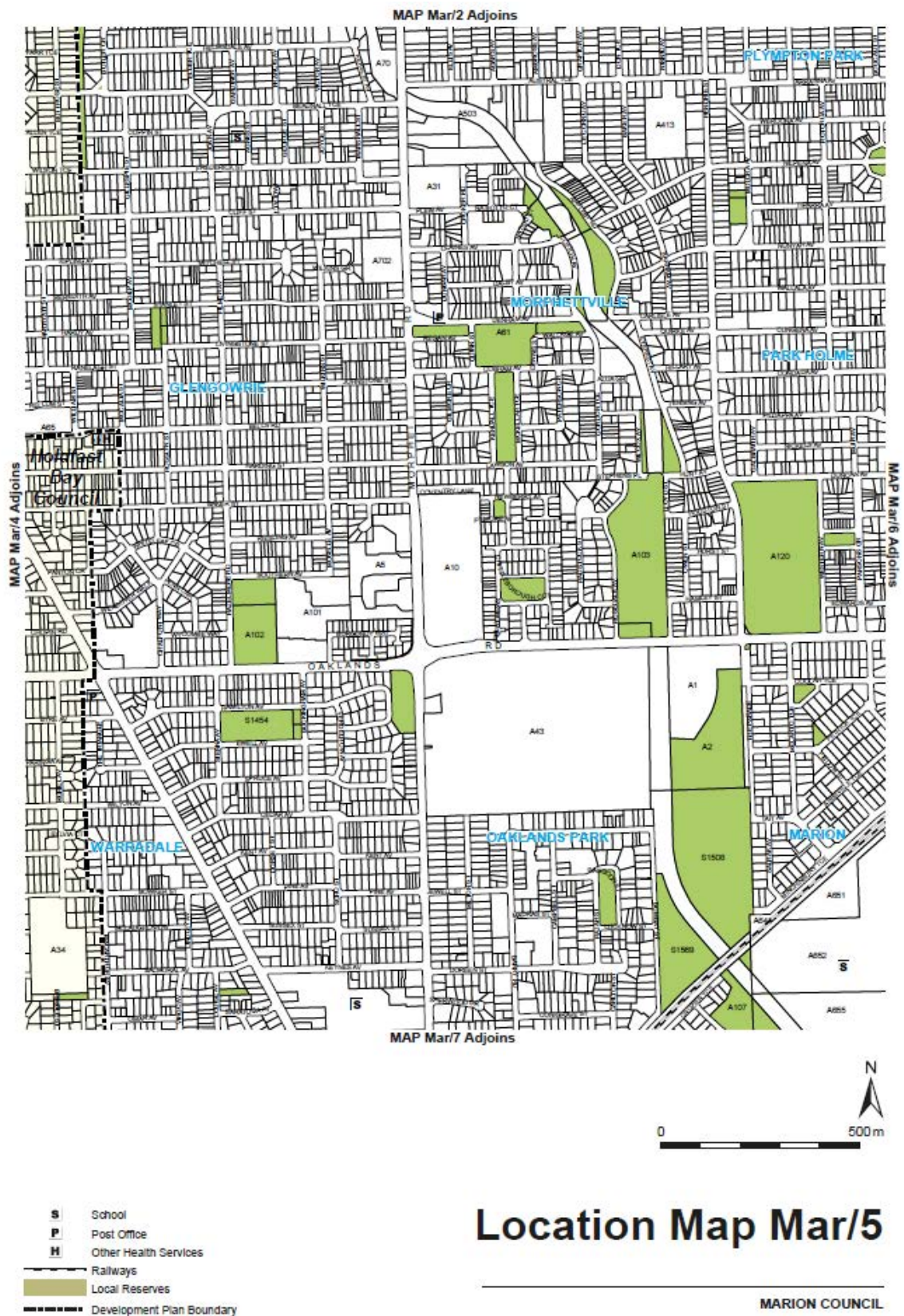


 Affordable Housing Designated Area  
 Development Plan Boundary

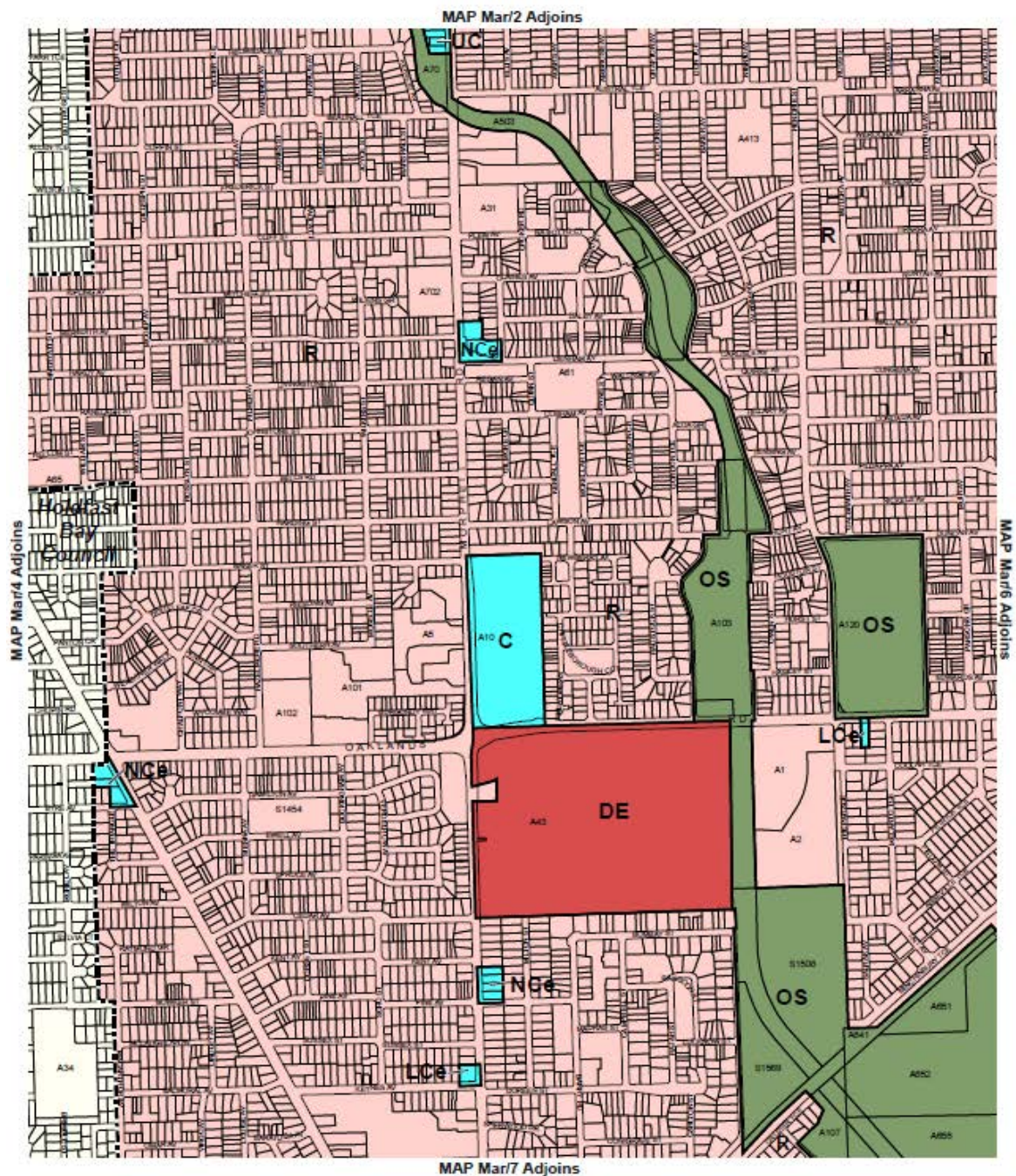
## Overlay Map Mar/2 AFFORDABLE HOUSING

MARION COUNCIL









Lambert Conformal Conic Projection, GDA94

#### Zones

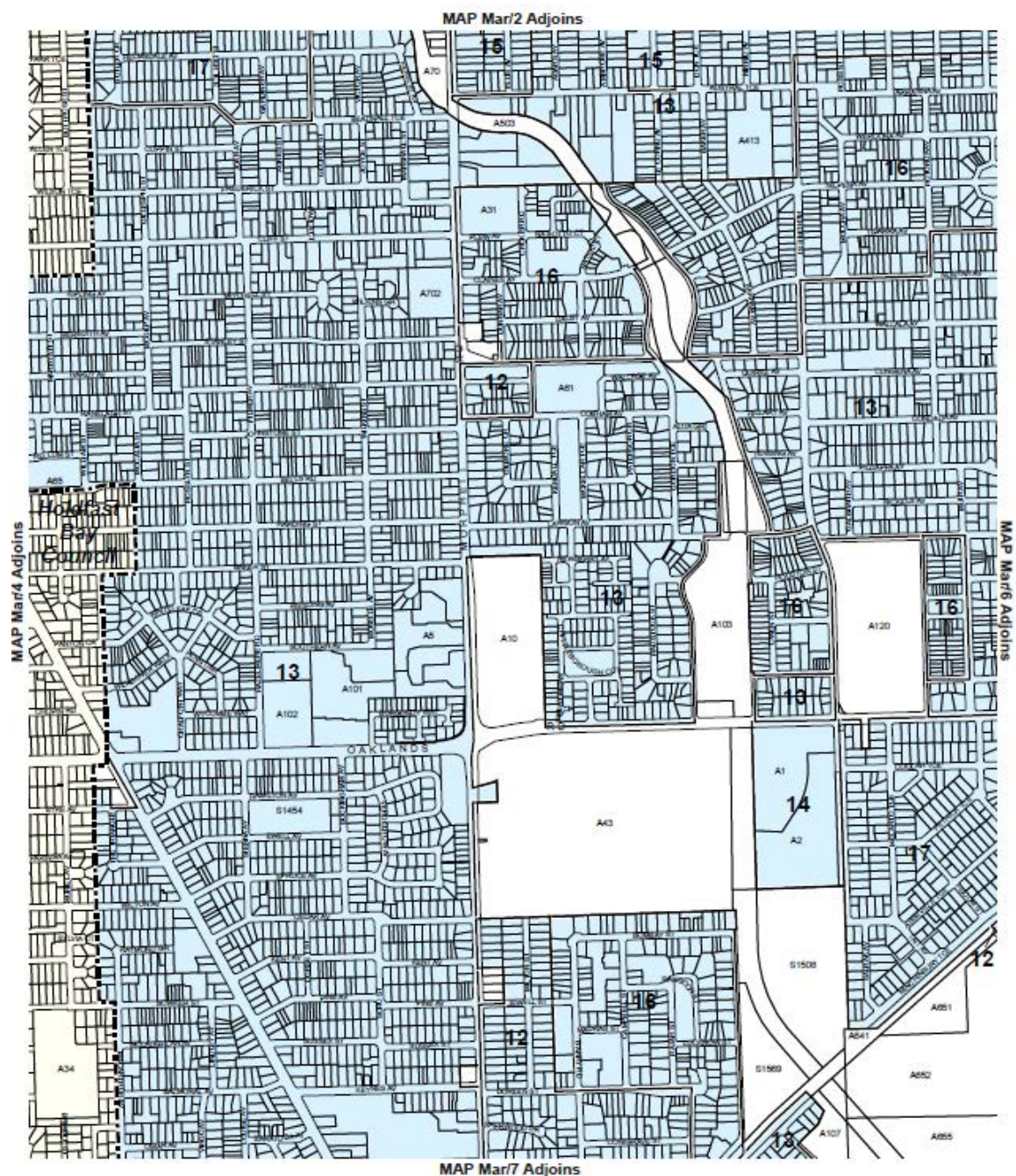
- Commercial
- Defence Establishment
- Local Centre
- Neighbourhood Centre
- Open Space
- Residential
- Urban Core
- Zone Boundary
- Development Plan Boundary



## Zone Map Mar/5

MARION COUNCIL





## Policy Area Map Mar/5

Policy Area Boundary  
Development Plan Boundary


MARION COUNCIL



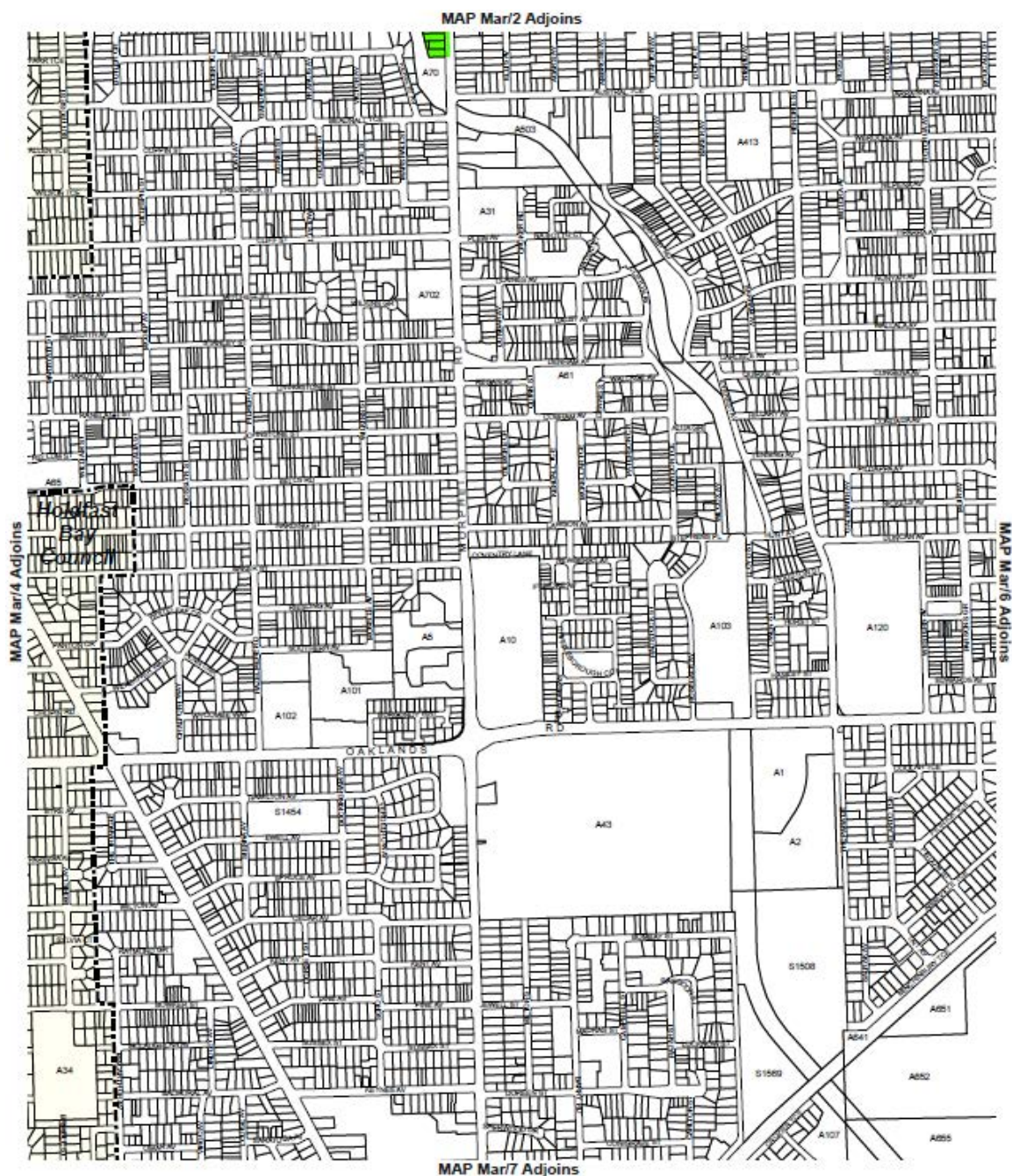






## MARION COUNCIL

 Noise and Air Emissions Designated Area  
 Development Plan Boundary

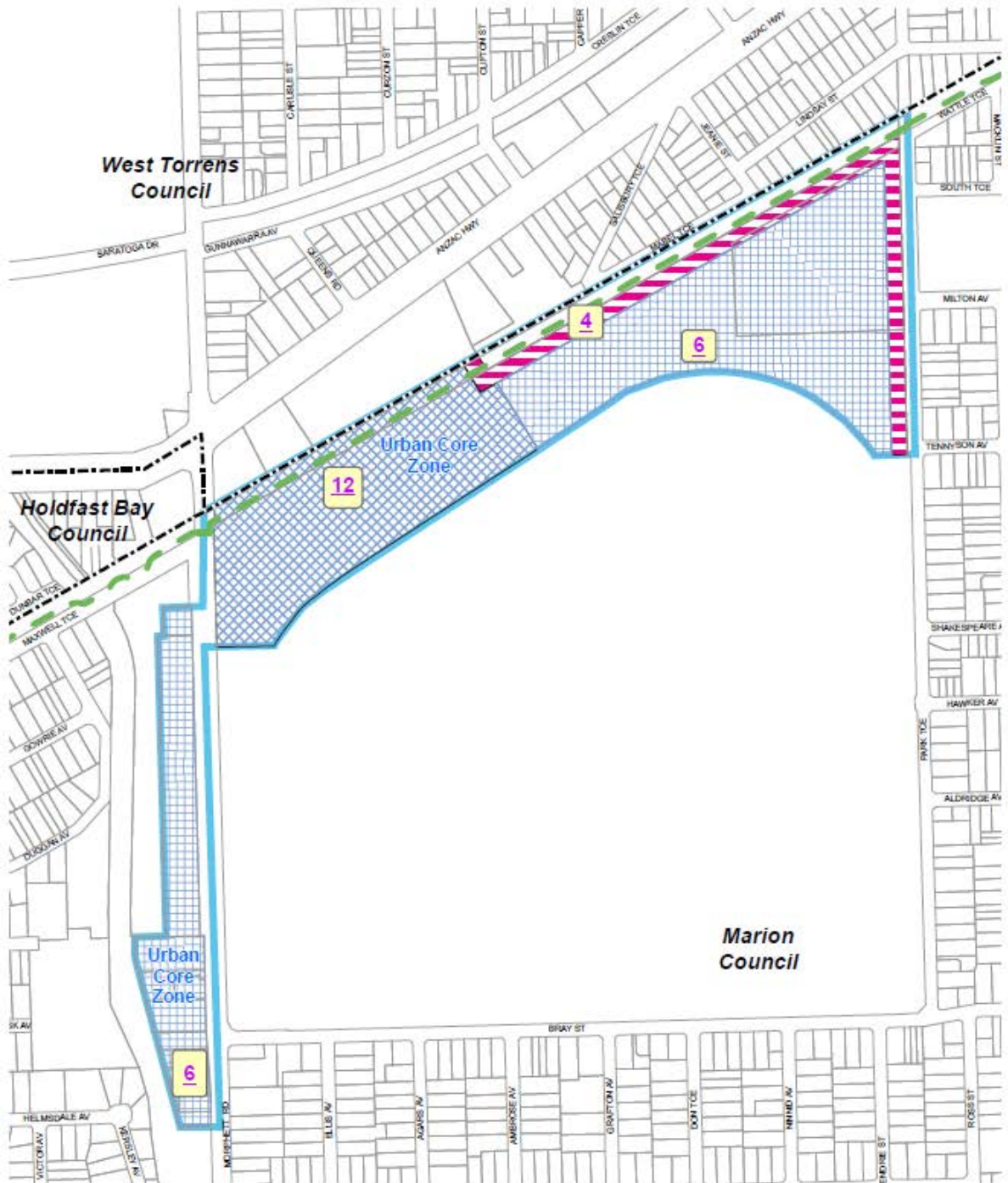




 Affordable Housing Designated Area  
 Development Plan Boundary

## Overlay Map Mar/5 AFFORDABLE HOUSING

MARION COUNCIL



- 12 Maximum building height (storeys)
- Transition Area
- Core Area
- Non designated areas
- Urban Core Zone Boundary
- Mike Turtur bikeway
- Development Plan Boundary

0 50 100 150 200 250 m



## Concept Plan Map Mar/9 MORPHETTville RACECOURSE

MARION COUNCIL





Amendment Instructions Table				
<b>Name of Local Government Area:</b> City of West Torrens				
<b>Name of Development Plan:</b> West Torrens Council Development Plan				
<b>Name of DPA:</b> Morphettville Racecourse DPA				
<p><i>The following amendment instructions (at the time of drafting) relate to the West Torrens Sturt Council Development Plan consolidated on 30 May 2016.</i></p> <p><i>Where amendments to this Development Plan have been authorised after the aforementioned consolidation date, consequential changes to the following amendment instructions will be made as necessary to give effect to this amendment.</i></p>				
Amendment Instruction Number	Method of Change	Detail what in the Development Plan is to be amended, replaced, deleted or inserted.	Is Renumbering required (Y/N)	Subsequent Policy cross-references requiring update (Y/N) if yes please specify.
<b>COUNCIL WIDE / GENERAL SECTION PROVISIONS</b> (including figures and illustrations contained in the text)				
Amendments required: <b>Yes</b>				
<b>Advertising</b>				
3.	Insert	In the heading above PDC 25, the words ‘, Urban Core’	N	N
<b>Medium and High Rise Development (3 or More Storeys)</b>				
4.	Replace	The entire section ‘ <b>Medium and High Rise Development (3 or More Storeys) general module</b> ’ with the contents of <b>Attachment A</b>	N	N
<b>Orderly and Sustainable Development</b>				
5.	Insert	within PDC 8, after point (bb) the following point: (cc) <a href="#"><u>Concept Plan Map WeTo/25 – Morphettville Racecourse</u></a>	N	N
<b>ZONE AND/OR POLICY AREA AND/OR PRECINCT PROVISIONS</b> (including figures and illustrations contained in the text)				
Amendments required: <b>Yes</b>				
<b>Urban Core Zone</b>				
6.	Insert	Contents of <b>Attachment B</b> immediately after the ‘Residential Zone – Torrensville East Conservation Policy Area 33’	N	N

**Morphettville Racecourse DPA**  
**by the Minister**  
**West Torrens Council Development Plan - Amendment Instructions Table**

Industry Zone - Infrastructure Policy Area						
TABLES						
Amendments required: <b>Yes</b>						
Table WeTo/6 –Off Street vehicle parking requirements for Urban Corridor Zone						
7.	Replace	Name of Table with the following: <i>Table WeTo/6 –Off Street Vehicle Parking Requirements for Designated Areas</i>	N	N		
8.	Replace	Replace <i>Table WeTo/6 –Off Street Vehicle Parking Requirements for Designated Areas</i> with the contents of <b>Attachment C</b>	N	N		
MAPPING (Structure Plans, Overlays, Enlargements, Zone Maps, Policy Area & Precinct Maps)						
Amendments required: <b>Yes</b>						
Map Reference Table						
9.	Insert	Under the heading ‘Zone Name’ in alphabetical order, the words ‘Urban Core’ and corresponding Map WeTo/14	N	N		
10.	Delete	In the listing for Precinct 1 Intersection, delete reference to Map ‘WeTo/14’	N	N		
11.	Insert	‘WeTo/14’ in the Overlay Map Numbers for ‘Noise and Air Emissions’	N	N		
12.	Insert	in the sub-table ‘Concept Plan Maps’ the following entry at the end of the table: <table><tr><td>Morphettville Racecourse</td><td>Concept Plan Map WeTo/25</td></tr></table>	Morphettville Racecourse	Concept Plan Map WeTo/25	N	N
Morphettville Racecourse	Concept Plan Map WeTo/25					
Map(s)						
13.	Delete	Precinct Map WeTo/14	N	N		
14.	Replace	Zone Map WeTo/14, Policy Area Map WeTo/14 and Overlay May WeTo/14 – Affordable Housing with the contents of <b>Attachment D</b> .	N	N		
15.	Insert	Overlay Map WeTo/14 – Noise and Air Emissions the contents of <b>Attachment E</b> .	N	N		
16.	Insert	Concept Plan Map WeTo/25 - Morphettville Racecourse the contents of <b>Attachment F</b> .	N	N		



**General Section Policies: Medium and High Rise Development (3 or more storeys)**



## Medium and High Rise Development (3 or More Storeys)

### OBJECTIVES

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

### PRINCIPLES OF DEVELOPMENT CONTROL

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

#### Design and Appearance

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

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

#### Street Interface

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

- (a) be oriented towards the street
  - (b) be visible and clearly identifiable from the street, and in instances where there are no active or occupied ground floor uses, be designed as a prominent, accentuated and welcoming feature
  - (c) provide shelter, a sense of personal address and transitional space around the entry
  - (d) provide separate access for residential and non-residential land uses
  - (e) be located as close as practicable to the lift and/or lobby access
  - (f) avoid the creation of potential areas of entrapment.
- 18 To contribute to direct pedestrian access and street level activation, the finished ground level of buildings should be no more than 1.2 metres above the level of the footpath, except for common entrances to apartment buildings which should be at ground level or universally accessible.
- 19 Dwellings located on the ground floor with street frontage should have individual direct pedestrian street access.
- 20 The visual privacy of ground floor dwellings within multi-storey buildings should be protected through the use of design features such as the elevation of ground floors above street level, setbacks from street and the location of verandas, windows, porticos or the like.
- One way of achieving this is for ground floor levels for multi storey residential developments to be raised by up to 1.2 metres (provided access is not compromised where relevant).

#### Building Separation and Outlook

- 21 Residential buildings (or the residential floors of mixed use buildings) should have habitable rooms, windows and balconies designed and positioned with adequate separation and screening from one another to provide visual and acoustic privacy and allow for natural ventilation and the infiltration of daylight into interior and outdoor spaces.
- One way of achieving this is to ensure any habitable room windows and/or balconies are separated by at least 6 metres from one another where there is a direct 'line of sight' between them and be at least 3 metres from a side or rear property boundary. Where a lesser separation is proposed, alternative design solutions may be applied (such as changes to orientation, staggering of windows or the provision of screens or blade walls, or locating facing balconies on alternating floors as part of double floor apartments), provided a similar level of occupant visual and acoustic privacy, as well as light access, can be demonstrated.
- 22 Living rooms should have a satisfactory short range visual outlook to public or private open space.

#### Dwelling Configuration

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

#### Adaptability

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

## Environmental

### 27 Multi-storey buildings should:

- (a) minimise detrimental micro-climatic and solar access impacts on adjacent land or buildings, including effects of patterns of wind, temperature, daylight, sunlight, glare and shadow
- (b) incorporate roof designs that enable the provision of photovoltaic cells and other features that enhance sustainability (including landscaping).

### 28 Green roofs (which can be a substitute for private or communal open space provided they can be accessed by occupants of the building) are encouraged for all new residential commercial or mixed use buildings.

### 29 Development of 5 or more storeys, or 21 metres or more in building height (excluding the rooftop location of mechanical plant and equipment), should be designed to minimise the risk of wind tunnelling effects on adjacent streets by adopting one or more of the following:

- (a) a podium at the base of a tall tower and aligned with the street to deflect wind away from the street
- (b) substantial verandas around a building to deflect downward travelling wind flows over pedestrian areas
- (c) the placement of buildings and use of setbacks to deflect the wind at ground level.

### 30 Deep soil zones should be provided to retain existing vegetation or provide areas that can accommodate new deep root vegetation, including tall trees with large canopies.

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

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

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

## Site Facilities and Storage

### 32 Dwellings should provide a covered storage area of not less than 8 cubic metres in one or more of the following areas:

- (a) in the dwelling (but not including a habitable room)
- (b) in a garage, carport, outbuilding or an on-site communal facility and be conveniently located and screened from view from streets and neighbouring properties.



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

#### Zone Interface

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

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

(\*Text in red denotes new or amended policy)



**Zone Policies: (New) Urban Core Zone**



## Urban Core Zone

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

### OBJECTIVES

- 1 A mixed use zone accommodating a mix of employment generating land uses and medium to high density residential development in close proximity to a high frequency public transport corridor.
- 2 Development within a mixed use environment that is compatible with surrounding development and which does not unreasonably compromise the amenity of the zone or any adjoining residential zone.
- 3 Smaller dwellings, including innovative housing designs, located close to local services and public transport stops.
- 4 Mixed use development integrated with a high quality public realm that promotes walking, cycling, public transport patronage and positive social interaction.
- 5 A zone that provides a spatial separation, or transitions down, in scale and intensity to adjacent lower density residential zones.
- 6 Development that contributes to the desired character of the zone.

### DESIRED CHARACTER

This zone supports housing at medium and high densities and a range of dwelling types which are conveniently located in proximity to high frequency public transport services, recreation, commercial, shop, office and other mixed use activities. Development within this zone will result in significant employment generating activity closely aligned to nearby public transport infrastructure and services.

Medium and high density housing, primarily in the form of row dwellings, residential flat buildings and mixed use buildings, will be developed in the zone. Overall, the zone is intended to achieve an average net residential site density of 200 dwellings per hectare.

The zone will focus around a central Core Area where development intensities and heights will be at their greatest and transition down to a scale and intensity that is compatible with neighbouring developments.

Overlooking, overshadowing and noise impacts will be moderated through good design, setbacks and noise attenuation techniques. Impacts on adjoining zones will also be addressed through appropriate building envelopes, transition of building heights, design and location of windows and balconies, and use of landscaping. Buildings will also be designed to maximise solar access within the development site.

Development in the zone will achieve high quality urban design, reflective of its role as a premier development and an event destination. Buildings will contribute to the provision of a coherent public realm by articulating buildings with setbacks, canopies, modelled façades and balconies that make use of light and shade, and by providing architectural detail. Development adjacent existing public roads or tramways should be orientated to face those accessways. Development should be designed to overlook open spaces, including the Morphettville Racecourse, as well as existing roadways, tramline and bikeways to optimise safety of the vicinity and amenity for residents.

Development in proximity to the tramline will be designed to avoid any detrimental impacts on the efficiency of tram operations, cyclists on the Mike Turtur Bikeway and / or the safety of pedestrians. Tram corridors, and the Bikeway, will be separated from pedestrian areas through grade-separation and / or other appropriate means.

The site will play host to major events, separate to or in conjunction with the adjacent racecourse, and as such, development will need to be cognisant of the impacts of crowd management, parking and accessibility, noise and community safety.

Development in proximity to horse keeping, racing or handling areas will be designed to protect inhabitants from the negative impacts of noise, odour and waste.

A significant emphasis will be placed on the provision of landscaping, including mature trees, to soften built form, provide pedestrian shade, urban biodiversity and streetscape amenity. The streetscape will be further improved with the provision of landscaping, public art and street furniture to assist in establishing a sense of place within the zone for the enjoyment and benefit of users.

Wide footpaths and cycling routes with extensive landscaping will be provided throughout the zone and integrate with existing bikeways and walkways in the vicinity, including the Mike Turtur bikeway. Public open space throughout the zone will include a range of forms and sizes including small pocket parks and formal plazas. Spaces will be designed as safe and attractive places for a range of community activities as well as water management. Buildings will be designed to encourage the development of active land uses at street level along key thoroughfares as well as ensuring that open space areas have access to sunlight throughout the year.

Anzac Highway is a strategic route and its function as a major transport corridor will be protected with minimal on-street vehicle parking and access points. Access will be provided from secondary road frontages and rear access ways. Controlled pedestrian crossings points will be focussed and consolidated at key locations. On-site parking areas, including a park'n'ride facility, will be consolidated, shared and, where possible, not visible from the street or public spaces.

### **Core Area**

The Core Area will provide the greatest intensity of land use and activity in the zone with a mix of residential, commercial and employment generating activities integrated with adjacent public transit stops. The Core Area will be focused around a central plaza area that includes a tram stop and will be framed by active building frontages, public art, community facilities and open space. Open and amenable pedestrian and cycle access will be provided throughout the Core Area and linking to surrounding destinations, including bus stops surrounding roadways.

The Core Area will continue to accommodate activities associated with Morphettville Racecourse, particularly for race meetings. Within the Core Area, development associated with horse racing activities, including the spectator stadiums, an equine promenade area, mounting yards, race day stables, parade rings, race day administration, bars and betting facilities, will be incorporated in a manner that is cognisant of the role of the site as the premier facility for horse racing in the state.

Building height will be limited to a maximum of 12 storeys in the centre of the Core Area with a maximum of 6 storeys fronting Anzac Highway and Morphett Road. Development, particularly adjacent to a fixed transit stop, will be mixed both vertically and horizontally, with non-residential uses encouraged on the ground floor to create visual interest and invite personal interaction on street frontages. The exterior storage or display of goods will not compromise pedestrian movement.

Neighbourhood scale retail activity is envisaged within the Core Areas of the zone, containing in the order of 5500 square metres of retail floor space in addition to other business and community facilities.

Student and aged accommodation, serviced apartments and affordable housing are also strongly encouraged in the Core Area to assist in delivering an overall mix of residential activity in this area.

### **Transition Area**

The Transition Area is approximately 20 metres deep and will provide a buffer between the Core Area and adjacent residential areas with development taking the form of high quality medium density housing where the range of housing will provide for a diverse community. Buildings in the Transition Area will front the public streetscape; have a maximum height of 4 storeys and respond to the context, scale and intensity of existing development in the vicinity.



There will be some provision for mixed use activities of a local scale that does not negatively impact on the predominant residential character of the area.

## 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
  - bulky goods in the non-designated Area of the zone, adjacent Morphett Road, identified on identified on [Concept Plan Map WeTo/25 – Morphettville Racecourse](#)
  - community centre
  - consulting room
  - dwelling
  - educational establishment
  - emergency service facility
  - licensed premises
  - nursing home
  - office
  - pre-school
  - residential flat building
  - retirement village
  - shop or group of shops
  - supported accommodation.
- 2 The following additional types of development, or combination thereof, are envisaged within the Core Area of the zone, identified on [Concept Plan Map WeTo/25 – Morphettville Racecourse](#):
  - conference facilities
  - clubrooms associated with recreational and horse activities
  - entertainment venue
  - hall
  - hotel
  - indoor recreation centre
  - place of worship
  - restaurant
  - spectator stand
  - horse racing activities and facilities ancillary to horse racing activities including promenade area, mounting yards, race day stables and parade rings
  - special events
  - tourist accommodation.
- 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 WeTo/25 – Morphettville Racecourse](#).
- 5 Core Areas should be developed to include a range of land uses that are high pedestrian generators, directly promote public transport use and provide opportunities for multi-purpose trips.
- 6 Core Areas should incorporate integrated public open spaces, sport and recreation facilities, and community areas that act as social hubs for communal activity.
- 7 Except in Core Areas where a higher intensity of development is envisaged, non-residential development should comprise uses that:
  - (a) are of local or neighbourhood scale

- (b) encourage walking to local shopping, community services and other activities
- (c) do not detrimentally impact on the amenity of nearby residents.

8 Shop or groups of shops should have the following gross leasable areas in the order of:

Designated area	Shop or group of shops (square metres)
Core Area	5500
Transition Area	500

### Form and Character

- 9 Development should be consistent with the desired character for the zone.
- 10 Residential development (other than residential development in mixed use buildings), should achieve a minimum net residential site density in accordance with [Concept Plan Map WeTo/25 – Morphettville Racecourse](#).
- 11 Residential development (other than residential development in mixed use buildings), should achieve a minimum net residential site density in accordance with the following, except where shown on [Concept Plan Map WeTo/25 – Morphettville Racecourse](#):

Designated area	Minimum net residential site density
Core Area	200 dwellings per hectare net
Transition Area	70 dwellings per hectare net

- 12 Residential development in a mixed use building should achieve a minimum net residential site density of 60 dwellings per hectare.
- 13 In Transition Areas, development should provide a built form that provides the transition between an intense core of development and neighbouring lower intensity development.

### Design and Appearance

- 14 In Core Areas:
- (a) the ground and first floors of buildings 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 shops, 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 to promote active street frontages and maximise passive surveillance.
- 15 Except in Core Areas, development of three or more storeys in height should ensure that:
- (a) north-facing windows to habitable rooms of existing dwelling(s) on the same allotment, and on adjacent allotments, 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 buildings receives direct sunlight for a minimum of 2 hours between 9.00 am and 3.00 pm on 21 June to at least the smaller of the following:
    - (i) half of the existing ground level open space

- (ii) 35 square metres of the existing ground level open space (with at least one of the area's dimensions measuring 2.5 metres).
- 16 Buildings should address public open space and defined pedestrian and cycle routes as illustrated in [Concept Plan Map WeTo/25 – Morphettville Racecourse](#).
- 17 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.
- 18 Buildings should predominantly provide vehicle access via a side street or rear lane access way.
- 19 Side streets and rear lane access ways should be designed to:
  - (a) provide space between buildings that reduces building mass and creates a more interesting public realm
  - (b) achieve active frontages at a lower intensity than the primary street frontage.

## Building Envelope

### Building Height

- 20 Except where airport building height restrictions prevail, building heights (excluding any rooftop located mechanical plant or equipment) should be consistent with the following parameters:

Designated area	Minimum building height	Maximum building height
Core Area	4 storeys	12 storeys and up to 48.5 metres
Transition Area	2 storey	4 storeys and up to 16.5 metres

### 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
Core Area	No minimum
Transition Area	2 metres

### Setbacks from side boundaries

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

Designated area	Minimum setback from side boundaries
Core Area	No minimum
Transition Area	0.9 metres

## Other Setbacks

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

Setback parameter	Value
Minimum setback from secondary road frontage	0.9 metres
Minimum setback from a rear 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	6 metres where the subject land directly abuts an allotment of a different zone  3 metres in all other cases, except where development abuts the wall of an existing or simultaneously constructed building on the adjoining land

## Incentives

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

Form of development	Additional building height above maximum allowed height in the zone	Car parking reduction (rounded to the nearest whole number)
The development includes undercroft parking with access from a road located to the side or rear of the site	1 storey	10 per cent
A building including a rooftop garden that occupies a minimum 25 per cent of the building footprint area	1 storey	
Maximum accumulated allowance	For buildings 4 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	30 per cent

## Land Division

- 25 A traditional street grid pattern should be reinforced in any comprehensive development of areas for mixed use activity to maintain clear sightlines and ensure maximum connectivity.
- 26 A traditional street grid pattern should be reinforced in any comprehensive development of areas for mixed use activity to maintain clear sightlines and ensure maximum connectivity.

27 Wherever practicable, land division and site amalgamation should:

- (a) create allotments that vary in size and are suitable for a variety of residential and commercial uses
- (b) improve the level of integration associated with the design and layout of buildings, vehicle parking areas, access points and landscaping treatments.

## PROCEDURAL MATTERS

### Complying Development

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

### Non-complying Development

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

Form of development	Exceptions
Fuel depot	
General industry	
Public service depot	
Road transport terminal	
Service trade premises	
Special industry	
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 of (except where the development is classified as non-complying), are designated:

Category 1	Category 2
Advertisement	All forms of development not listed as Category 1.
Aged persons accommodation	
All forms of development that are ancillary and in association with residential development	
All forms of development that are ancillary and in association with racecourse activities within the Core Area, identified on identified on <a href="#">Concept Plan Map WeTo/25 – Morphettville Racecourse</a>	

Category 1	Category 2
Consulting room	
Dwelling	
Educational establishment	
Hotel where located within the Core Area	
Indoor recreation facility	
Nursing home	
Office	
Pre-school	
Primary school	
Residential flat buildings	
Retirement village	
Shop or group of shops where located: <ul style="list-style-type: none"><li>(a) within the Core Area of less than 5500 square metres</li><li>(b) within the Transition Area of less than 500 square metres</li><li>(c) outside of the Designated Areas with a gross leasable area of 1000 square metres or less.</li></ul>	
Supported accommodation	
Tourist accommodation	



**Table WeTo/6 – Off Street Vehicle Parking Requirements for Designated Areas**



## Table WeTo/6 - 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 table below.

### Designated Areas

- 2 The following are Designated Areas:

Designated Area	Conditions
Urban Core Zone	None
Urban Corridor Zone	None
District Centre Zone Local Centre Zone Neighbourhood Centre Zone	Any part of the development site is located in accordance with at least one of the following: <ol style="list-style-type: none"> <li>(g) within 200 metres of any section of road reserve along which a bus service operates as a high frequency public transit service<sup>(2)</sup></li> <li>(h) within 400 metres of a bus interchange<sup>(1)</sup> that is part of a high frequency public transit service<sup>(2)</sup></li> <li>(i) within 400 metres of an O-Bahn interchange<sup>(1)</sup></li> <li>(j) within 400 metres of a passenger rail station<sup>(1)</sup> that is part of a high frequency public transit service<sup>(2)</sup></li> <li>(k) within 400 metres of a passenger tram station<sup>(1)</sup></li> <li>(l) within 400 metres of the Adelaide Parklands.</li> </ol>

<sup>(1)</sup> 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

<sup>(2)</sup> 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 development and parking condition 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 condition applicable to Designated Areas for at least two different public transit modes.

## VEHICLE PARKING RATES TABLES

**Table 1: Non-residential development excluding tourist accommodation**

Location of development	Desired minimum number of vehicle parking spaces	Maximum number of vehicle parking spaces
All <b>Designated Areas</b> (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
<b>Urban Core Zone</b>	3 spaces per 100 square metres of gross leasable floor area 1.5 spaces per 100 square metres of gross leasable floor area above ground floor level other than for a shop	3 spaces per 100 square metres of gross leasable floor area
<b>Boulevard Policy Area 34</b> within the <b>Urban Corridor Zone</b>	3 spaces per 100 square metres of gross leasable floor area	5 spaces per 100 square metres of gross leasable floor area
<b>High Street Policy Area 35</b> within the <b>Urban Corridor Zone</b>	3 spaces per 100 square metres of gross leasable floor area	5 spaces per 100 square metres of gross leasable floor area

**Table 2: Tourist accommodation**

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

**Table 3: Residential development, in the form of residential flat buildings and residential development in multi-storey buildings**

Location of development	Rate for each dwelling based on number of bedrooms per dwelling	Plus number of required visitor parking spaces
<b>Urban Core Zone</b>	1 per studio or 1 bedroom dwelling, except within 200 metres of a transit stop where the car parking rate should be 0.75 car parking spaces 1 per 2 bedroom dwelling 1.25 per 3+ bedroom dwelling	0.25 per dwelling
<b>Boulevard Policy Area 34 within the Urban Corridor Zone</b>	0.25 per studio (no separate bedroom) 0.75 per 1 bedroom dwelling 1 per 2 bedroom dwelling 1.25 per 3 + bedroom dwelling	0.25 per dwelling
<b>High Street Policy Area 35 within the Urban Corridor Zone</b>	0.25 per studio (no separate bedroom) 0.75 per 1 bedroom dwelling 1 per 2 bedroom dwelling 1.25 per 3 + bedroom dwelling	0.25 per dwelling
<b>Transit Living Policy Area 36 within the Urban Corridor Zone</b>	0.5 per studio (no separate bedroom) 1 per 1 bedroom dwelling 1.5 per 2 bedroom dwelling 2 per 3 + bedroom dwelling	0.25 per dwelling
<b>Business Policy Area 37 within the Urban Corridor Zone</b>	0.5 per studio (no separate bedroom) 1 per 1 bedroom dwelling 1.5 per 2 bedroom dwelling 2 per 3 + bedroom dwelling	0.25 per dwelling

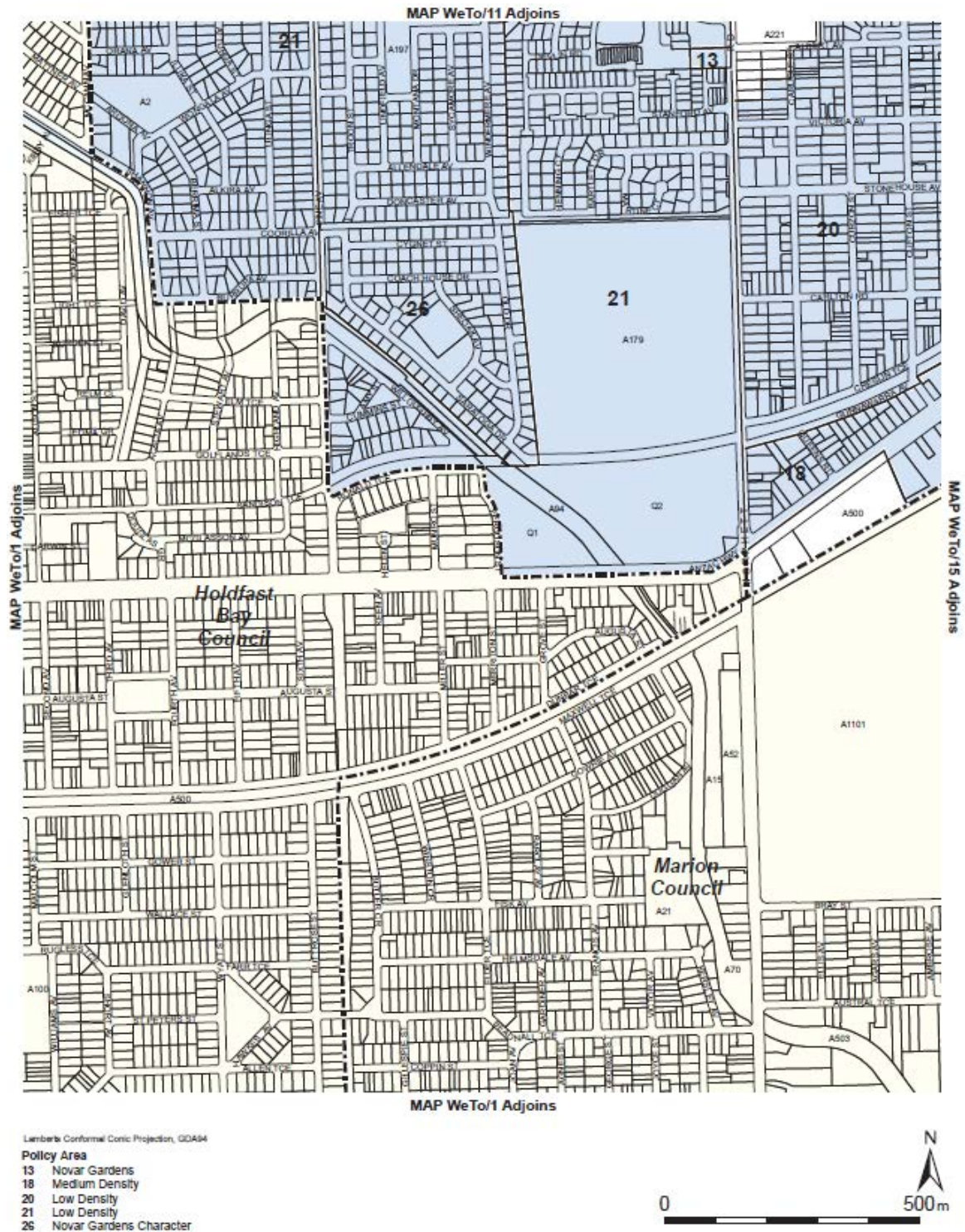
**Table 4: Row, semi-detached, group and detached dwellings**

Location of development	Number of bedrooms, or rooms capable of being used as a bedroom	Number of required vehicle parking spaces
<b>Urban Core Zone</b>	1 or 2 bedrooms	1
	3 + bedrooms	2
<b>Urban Corridor Zone</b>	1 or 2 bedrooms	1
	3 + bedrooms	2







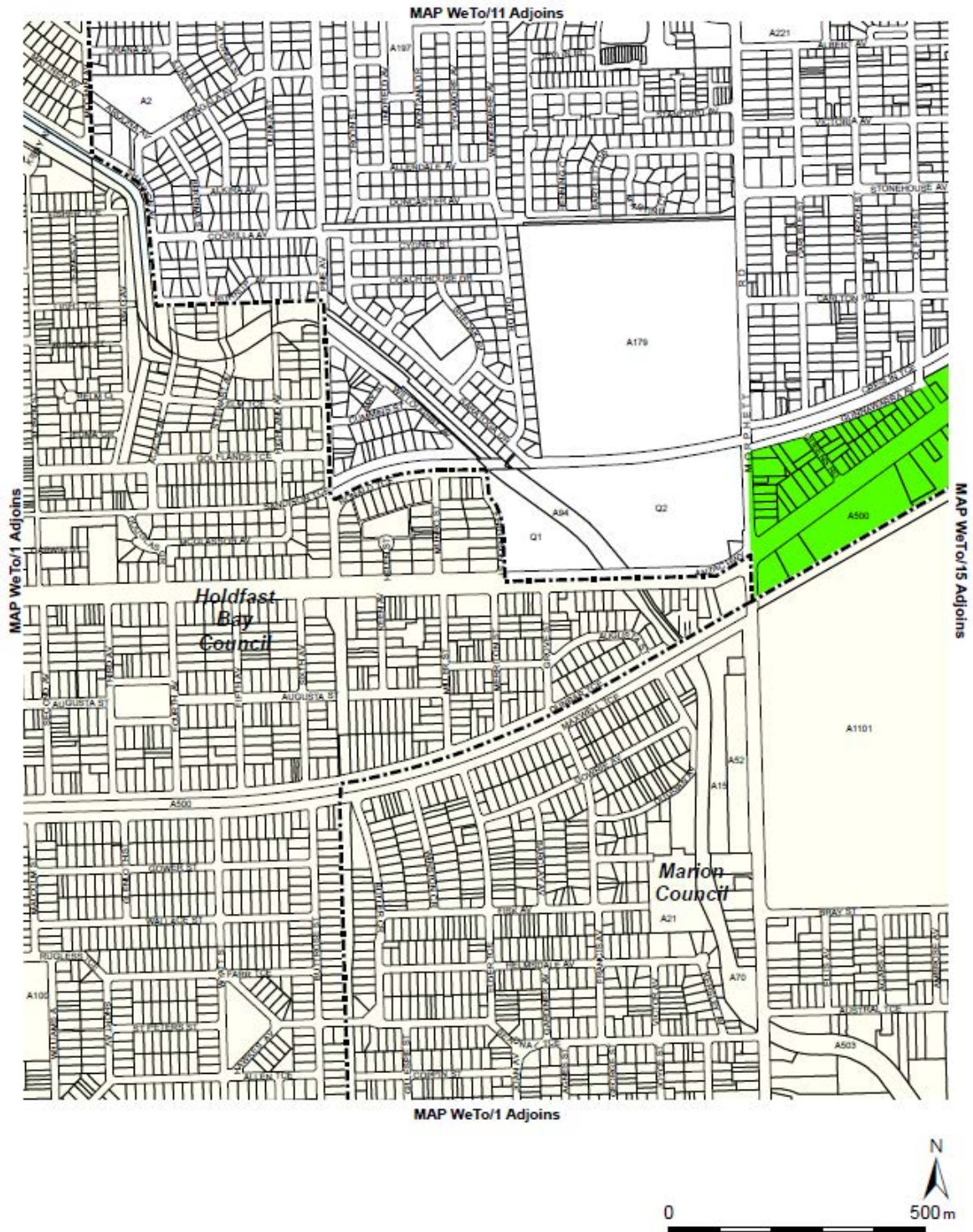


## Policy Area Map WeTo/14



**WEST TORRENS COUNCIL**






# Overlay Map WeTo/14

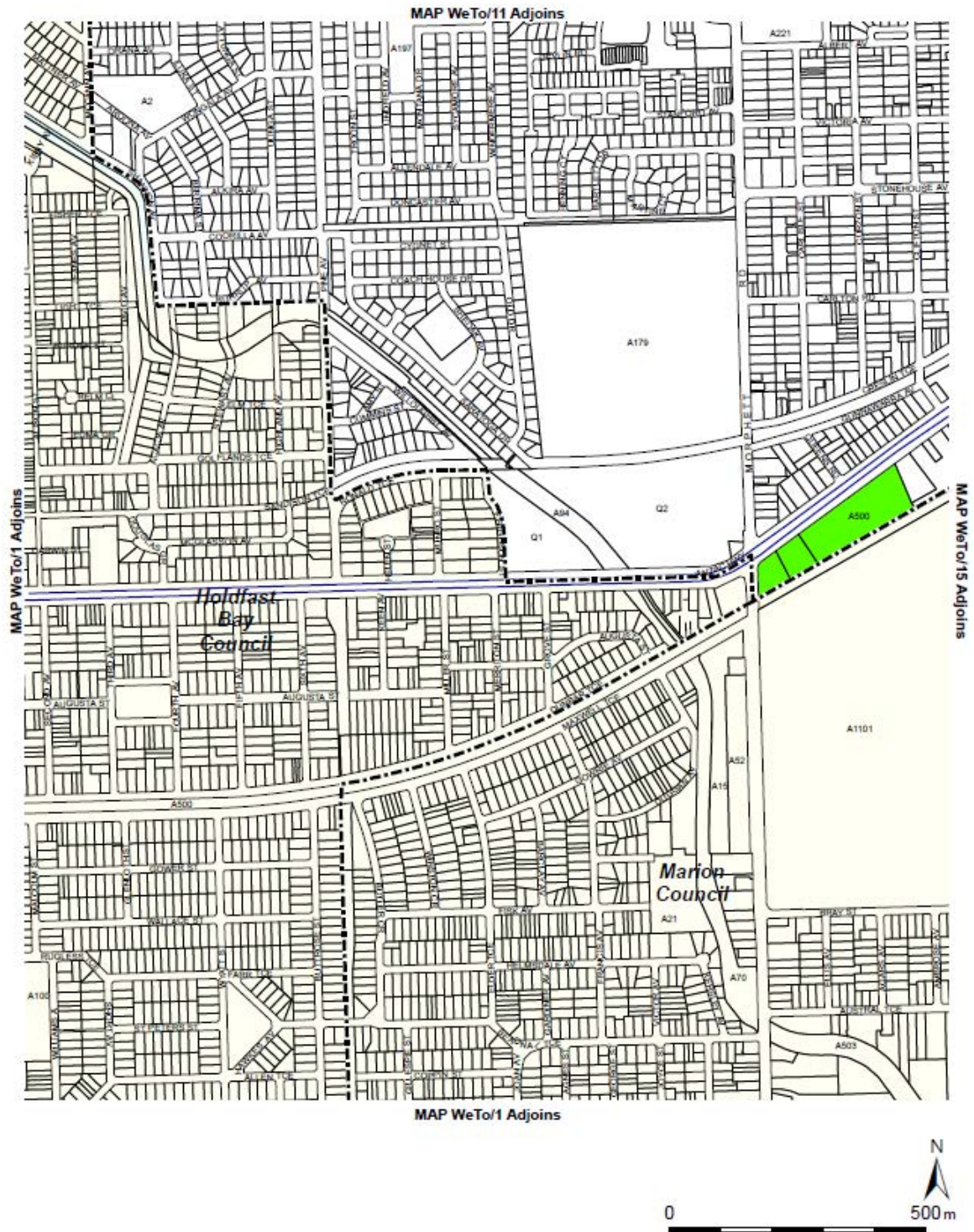
## AFFORDABLE HOUSING

WEST TORRENS COUNCIL

 Affordable Housing Designated Area  
 Development Plan Boundary







- Strategic Transport Route
- Strategic Transport Routes Designated Area
- Development Plan Boundary

## Overlay Map WeTo/14 STRATEGIC TRANSPORT ROUTES

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