



**LOTS 51 AND 52 (86-88) MORPHETT ROAD,
GLENGOWRIE
By SAJC**

FOR CONSULTATION

Proprietary Information Statement

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HAVE YOUR SAY

This Code Amendment is on consultation from 13 February 2023 to 26 March 2023 (6 weeks).

During this time you are welcome to lodge a written submission about any of the changes proposed in this Code Amendment.

Submissions can be provided via one of the following:

- a) Online on the SA Planning Portal
(URL: https://plan.sa.gov.au/have_your_say/general_consultations)



Use your smart phone to scan this code

- b) Via email to engagement@futureurban.com.au
- c) Via post to:
Attn: Michael Osborn
Morphett Road, Glengowrie Code Amendment
Future Urban
Level 1/74 Pirie Street
ADELAIDE SA 5000

1. WHAT IS THE PLANNING AND DESIGN CODE?

The Planning and Design Code (the Code) sets out the rules that determine what landowners can do on their land.

For instance, if you want to build a house, the Code rules will tell you how high you can build and how far back from the front of your land your house will need to be positioned. The Code will also tell you if any additional rules apply to the area where your land is located. For example, you might be in a high bushfire risk area or an area with specific rules about protecting native vegetation.

1.1 Planning and Design Code Framework

The Code is based on a framework that contains various elements called overlays, zones, sub zones and general development policies. Together these elements provide all the rules that apply to a particular parcel of land. An outline of the Code Framework is available on the SA Planning Portal.

1.2 Overlays

Overlays contain policies and maps that show the location and extent of special land features or sensitivities, such as heritage places or areas of high bushfire risk. They may apply across one or more zones. Overlays are intended to be applied in conjunction with the relevant zone. However, where policy in a zone conflicts with the policy in an overlay, the overlay policy overrides the zone policy.

1.3 Zones

Zones are areas that share common land uses and in which specific types of development are permitted. Zones are the main element of the Code and will be applied consistently across the state.

For example, a township zone for Andamooka can be expected to apply to similar townships like Carrieton. Each zone includes information (called classification tables) that describes the types of development that are permitted in that zone and how they will be assessed.

1.4 Sub zones

Sub zones enable variation to policy within a zone, which may reflect local characteristics. An example is Port Adelaide centre, which has many different characteristics to typical shopping centres due to its maritime activities and uses.

1.5 Technical and Numeric Variations

Different Technical and Numeric Variations (TNVs) apply spatially across various areas of the state. The data in these layers populate policies within a zone, subzone, overlay or general development policies. While a technical and numeric variation may spatially apply at a particular location, it has no work to do unless it is specifically referenced in the relevant Code policies. Assessment provisions in the Code can reference TNVs to provide for local variation in the policy.

1.6 General Development Policies

General development policies outline functional requirements for development, such as the need for car parking or wastewater management. While zones determine what development can occur in an area, general development policies provide guidance on how development should occur.

1.7 Amending the Planning and Design Code

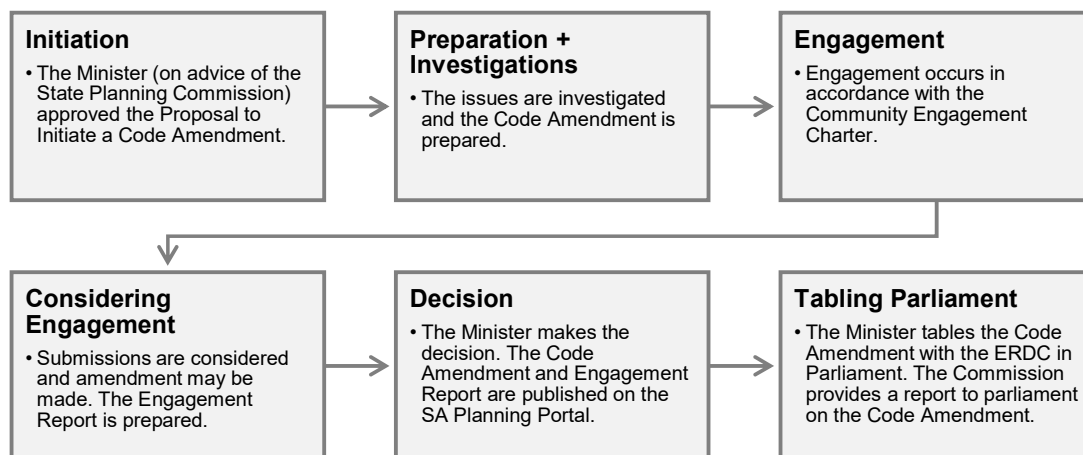
The Planning, Development and Infrastructure Act 2016 (the Act) provides the legislative framework for undertaking amendments to the Code. With approval of the Minister for Planning (the Minister) a Council, Joint Planning Board, Government Agency or private proponent may initiate an amendment to the Code and undertake a Code Amendment process.

An approved Proposal to Initiate will define the scope of the Amendment and prescribe the investigations which must occur to enable an assessment of whether the Code Amendment should take place and in what form.

The State Planning Commission (the Commission) is responsible under the Act for ensuring the Code is maintained, reflects contemporary values relevant to planning, and readily responds to emerging trends and issues.

The Commission provided independent advice to the Minister for Planning on the Proposal to initiate this Code Amendment. The Commission will also provide a report on the Code Amendment (including compliance with the Community Engagement Charter) at the final stage of the Code Amendment process. A summary of this process is provided in **Figure 1** below.

Figure 1.1 Summary of the Code Amendment Process



2. WHAT IS PROPOSED IN THIS CODE AMENDMENT?

2.1 Need for the Amendment

The South Australian Jockey Club (SAJC) (the 'Designated Entity') are proposing to amend the Planning and Design Code (the 'Code Amendment') as it relates to land at 86-88 Morphett Road Glengowrie, referred to as the 'Affected Area' and shown in **Figure 2.1** below.

Morphettville Racecourse is 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, resulted in the identification that more than seven hectares of land at Morphettville was no longer required for racing purposes.

The Affected Area is located within the Recreation Zone but is physically separated from the wider part of the Zone and Racecourse by Morphett Road. The land is now largely disused by the SAJC and is positioned directly adjacent to existing residential development to the south, and service and infrastructure to the north and west.

Rezoning the Affected Area to the 'Urban Neighbourhood Zone' would create a policy framework which is primarily intended to support medium scale/medium to high density residential led mixed use development.

The SAJC intends to use revenue generated by the land sale to provide essential funding for the planned infield development of the racecourse, which is intended to include:

- Racing infrastructure, including a below track access tunnel, tables and maintenance shed; and
- Sporting infrastructure, including ovals and pavilions, for community access and use.

In considering the rationale to rezone the Affected Area from the Recreation Zone to the Urban Neighbourhood Zone, there are several key influencing factors, including:

- the rezoning represents an opportunity to better utilise surplus racecourse land in this inner metropolitan Adelaide suburb;
- the rezoning 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;
- the Urban Neighbourhood Zone substantially broadens the range of uses which could be accommodated on the Affected Area;
- the Affected Area is presently underutilised and is locationally well suited to accommodate the range of uses anticipated in the Urban Neighbourhood Zone, noting this zone is already established directly adjacent;
- the Affected Area is reasonably well separated from any established residential area, with the only residential type zone with any interface with the Affected Area located to the immediate south (Suburban Neighbourhood Zone).

2.2 Affected Area

The Affected Area is shown in the map at **Appendix 1** and in **Figure 2.1** below. The property address is known as 86-88 Morphett Road Glengowrie, within the City of Marion.

The allotments are legally described as:

- Allotment 51 in Deposited Plan 51196 and Certificate of Title Volume 5709 Folio 134; and

- Allotment 52 in Deposited Plan 51196 and Certificate of Title Volume 6051 Folio 410.

The Affected Area is located to the west of the existing racecourse but is separated from it by Morphett Road. The Adelaide to Glenelg tram line crosses Morphett Road, approximately 200 metres to the north of the Affected Area. Morphett Road is a State Maintained Road. Morphett Road intersects with Anzac Highway (also a State Maintained Road), approximately 300 metres to the north.

The land is approximately 1.5 hectares in size and is currently used as a car parking area, commercial (Oliver's Pet and Plants), and horse stables. Some vegetation exists along the Morphett Road frontage and there are no regulated trees on the land. There is an easement of 5.24m in width located adjacent and parallel to the Morphett Road frontage.

The surrounding locality contains the following key land uses and zoning:

- Morphettville Racecourse to the immediate east of the subject land, across Morphett Road (Recreation Zone);
- The Torrens Connect Glengowrie Tram depot to the immediate west (Infrastructure Zone);
- Sturt River corridor further west (Open Space Zone); and
- Glengowrie Ambulance Station and Morphettville Veterinary Clinic to the south (Suburban Neighbourhood Zone).

The Morphettville/Glengowrie Horse Related Activities Code Amendment is another Code Amendment that is currently being pursued on land directly adjacent to the Affected Area. The City of Marion is leading that Code Amendment. The Morphettville/Glengowrie Horse Related Activities Code Amendment affects residential land to the south of the racecourse, which previously contained a zoning policy that provided the opportunity for the stabling of horses and residential use on the same property. The City of Marion is considering changes to the zoning of the subject land that will provide the opportunity for residential development at higher densities to be constructed.

While the two Code Amendments have a common association with the development of the racecourse, the Code Amendments are very different in nature and have differing policy and development outcomes.

More information on the Morphettville/Glengowrie Horse Related Activities Code Amendment can be found on the PlanSA website: https://plan.sa.gov.au/have_your_say/general_consultations.

Figure 2.1 *Affected Area and Locality*

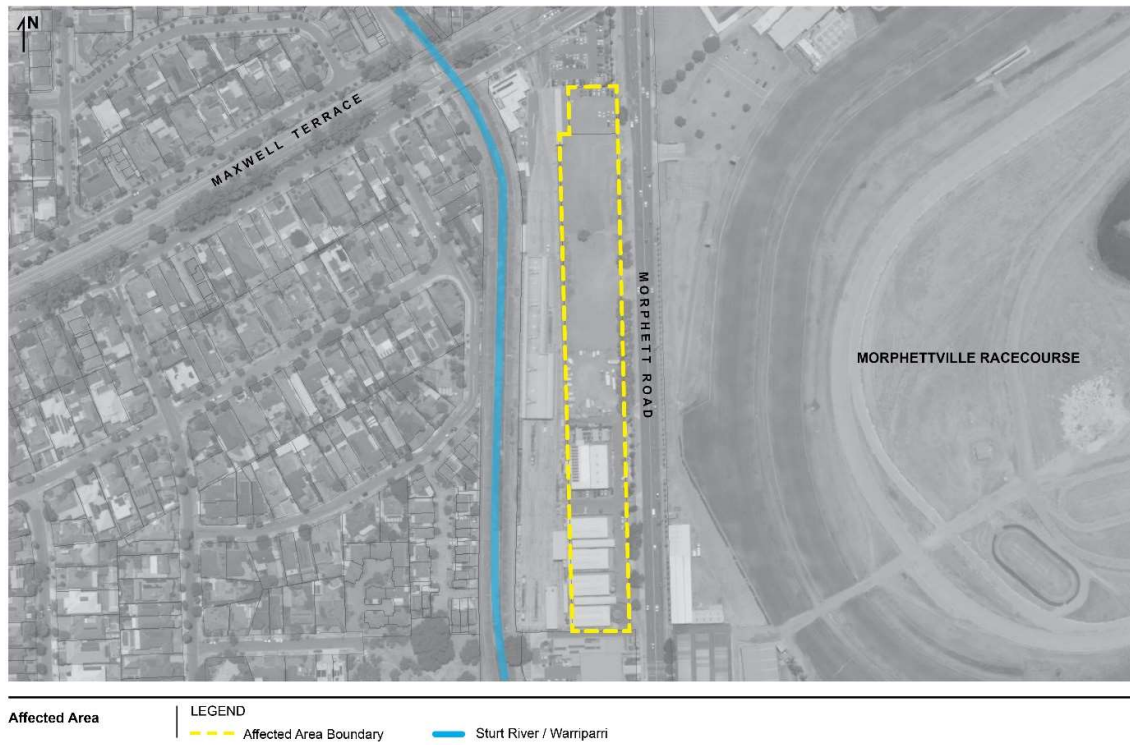


Figure 2.2 Images of the existing locality



The Affected Area from the north



SA Ambulance depot adjacent to Affected Area



Morphettville Racecourse opposite the Affected Area



Existing pet store at the Affected Area



Existing stables on the Affected Area



View of Morphett Road opposite the Affected Area

2.3 Summary of Proposed Policy Changes

2.3.1 Current Code Policy

The Zone

The Affected Area is currently located in the Recreation Zone and within the following Overlays:

- Airport Building Heights (Regulated) (All structures over 15 metres) Overlay;
- Advertising Near Signalised Intersections Overlay;
- Building Near Airfields Overlay;
- Future Road Widening Overlay;
- Hazards (Flooding – Evidence Required) Overlay;
- Key Railway Crossings Overlay;
- Prescribed Wells Area Overlay;
- Regulated and Significant Tree Overlay;
- Traffic Generating Development Overlay;
- Urban Transport Routes Overlay; and
- Water Resources Overlay.

The Recreation Zone predominantly seeks provision of a range of accessible recreational facilities.

A copy of the policies that apply within the Recreation Zone are available in **Appendix 2**.

A summary of the Overlays that apply to the Affected Area, their Desired Outcome and their impact on the development of the Affected Area are summarised in **Table 2.1** below.

Table 2.1 Summary of Overlays relating to the Affected Area

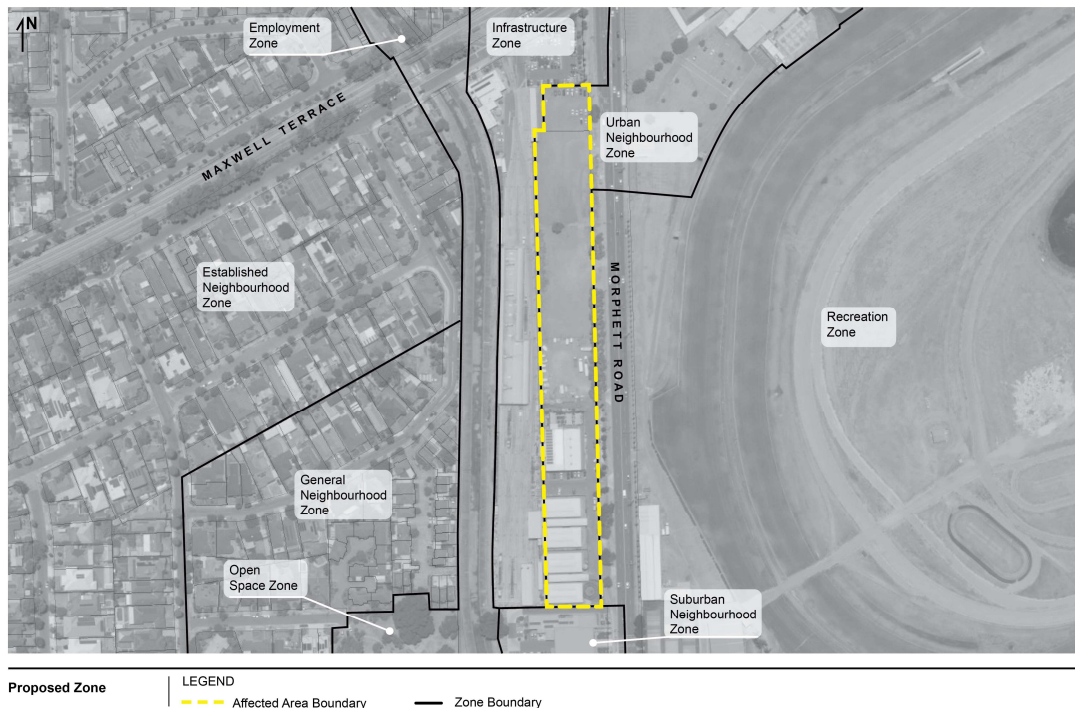
Overlay	Desired Outcome	Impact on Development
Airport Building Heights (Regulated) (All structures over 15 metres)	Seeks to manage potential impacts of building height on the operational and safety requirements of registered airfields.	Building height and exhaust stacks must not pose a hazard to the operation of the airfield (overlay will include guidance on height limits).
Advertising Near Signalised Intersections	Seeks to create a safe road environment by reducing driver distraction at key points of conflict on the road.	Illuminated, flashing or moving advertisement displays near signalised intersections should not cause an unreasonable distraction to road users.
Building Near Airfields	Seeks to manage potential impacts on the operational and safety requirements of registered airfields.	Siting of building should be adequately separated from runways and other take-off/landing facilities. Outdoor lighting should be considered in relation to any hazard caused to aircraft operations.
Future Road Widening	Seeks to ensure development will not compromise efficient delivery of future road widening requirements.	Development is located and designed to minimise its impact on future road widening requirements.

Hazards (Flooding – Evidence Required)	Adopts a precautionary approach to mitigate potential impacts from potential flood risk.	Where the entry of flood waters is likely to result in undue damage to the building, development should be sited, designed and constructed to minimise the risk of entry of potential floodwaters.
Key Railway Crossings	Seeks to ensure safe, efficient and uninterrupted operation of key railway crossings.	Site access should not interfere or impact on the safe operation of a railway crossing.
Prescribed Wells Area	Sustainable water use in prescribed wells areas.	Development involving horticulture, forms of agriculture, industry and forestry are provided with a lawful, sustainable and reliable water source that does not place undue strain on water resources.
Regulated and Significant Tree	Seeks to conserve regulated and significant trees to provide aesthetic and environmental benefits and mitigate tree loss.	Controls removal of regulated and significant trees. The Overlay also includes further controls in relation to tree damaging activities.
Traffic Generating Development	Aims to ensure the safe and efficient vehicle movement to and from urban transport routes and major urban transport routes.	Design of access points and on-site queueing should be sited and designed to accommodate the type and volume of traffic likely to be generated by the development and not impact the State Maintained Road network.
Urban Transport Routes	Aims to provide safe and efficient operation, and access to and from Urban Transport Routes for all road users.	Development should be designed to allow safe entry and exit, including appropriate sight lines, corner cut offs, spacing, and minimising traffic flow interference.
Water Resources	Seeks to protect the quality of surface waters in South Australia.	Development that increases surface water run-off should include a suitably sized strip of vegetated land on each side of a watercourse.

2.3.2 Proposed Code Policy

The proposed rezoning of the Affected Area is shown in **Figure 2.3** below.

Figure 2.3 *Affected Area and Proposed Zoning*



The Code Amendment proposes the following changes:

- Rezone the Affected Area to the Urban Neighbourhood Zone;
- Retain the following Overlays to the Affected Area:
 - » Airport Building Heights (Regulated) (All structures over 15 metres) Overlay;
 - » Advertising Near Signalised Intersections Overlay;
 - » Building Near Airfields Overlay;
 - » Future Road Widening Overlay;
 - » Hazards (Flooding – Evidence Required) Overlay;
 - » Key Railway Crossings Overlay;
 - » Prescribed Wells Area Overlay;
 - » Regulated and Significant Tree Overlay;
 - » Traffic Generating Development Overlay;
 - » Urban Transport Routes Overlay; and
 - » Water Resources Overlay.
- Apply the following Overlays to the Affected Area:
 - » Affordable Housing Overlay; and
 - » Noise and Air Emissions Overlay.
- Apply the following Technical and Numeric Variations (TNVs) to the Affected Area:
 - » Maximum Building Height of 8 levels

- » Buildings constructed within a building envelope provided by a 30 degree plane measured from a height of 3m above natural ground level at the boundary of an allotment used for residential purposes within a neighbourhood-type zone.

A copy of the Urban Neighbourhood Zone and Overlay policies that are proposed to apply to the Affected Area are contained in **Appendix 3**.

The General Development Policies that will apply to the Affected Area are contained within Part 4 – General Development Policies of the Code and can be accessed via the following link:
https://code.plan.sa.gov.au/home/browse_the_planning_and_design_code?code=browse

3. WHAT ARE THE NEXT STEPS FOR THIS CODE AMENDMENT?

3.1 Engagement

Engagement on the Code Amendment must occur in accordance with the Community Engagement Charter principles, which required that:

- engagement is genuine
- engagement is inclusive and respectful
- engagement is fit for purpose
- engagement is informed and transparent
- engagement processes are reviewed and improved.

An Engagement Plan has been prepared for this Code Amendment to ensure that engagement will be conducted and measured against the principles of the Charter. For more information on the Community Engagement Charter go to the SA Planning Portal at (www.plan.sa.gov.au).

A summary of the engagement that is occurring for this Code Amendment is as follows:

letters sent to adjacent landowners and occupiers, the Council, City of Holdfast Bay, relevant State agencies, utility providers, local members of parliament and the Local Government Association;

information will be provided to the public generally via the PlanSA Have Your Say website; and

interested parties will have the opportunity to provide a written submission via the PlanSA Have Your Say website and by post or email to Future Urban.

3.2 How can I have my say on the Code Amendment?

There are several ways in which you can provide feedback on the Code Amendment. This includes:

- a) Online on the SA Planning Portal
(URL: https://plan.sa.gov.au/have_your_say/general_consultations)



Use your smart phone to scan this code

- b) Via email to engagement@futureurban.com.au
- c) Via post to:
Attn: Michael Osborn
Morphett Road, Glengowrie Code Amendment
Future Urban
Level 1/74 Pirie Street
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3.3 What changes to the Code Amendment can my feedback influence?

Aspects of the Code Amendment which stakeholders and the community can influence (i.e. are negotiable) are:

- Whether the Urban Neighbourhood Zone is the most appropriate Zone for the Affected Area;
- Whether the investigations undertaken as part of the Code Amendment are sufficient to consider the impact of the rezoning on the surrounding area; and
- Whether the Overlays and 'Technical and Numeric Variations' applied address key matters stakeholders would like to see future development meet.

Aspects of the project which stakeholders and the community cannot influence (i.e. are not negotiable) are:

- The geographic extent of the Code Amendment (i.e. the Affected Area);
- The residential intent of the Urban Neighbourhood Zone; and
- The policy wording within the Planning and Design Code.

3.4 What will happen with my feedback?

The Proponent is committed to undertaking consultation in accordance with the principles of the Community Engagement Charter and is genuinely open to considering the issues raised by people in the community.

All formal submissions will be considered by the Proponent when determining whether the proposed Amendment is suitable and whether any changes should be made.

Each submission will be entered into a register and you will receive an email acknowledging receipt of your submission. Your submission will be published on the SA Planning Portal. Personal addresses, email and phone numbers will not be published; however, company details will be.

The Proponent will consider the feedback received in finalising the Code Amendment and will prepare an Engagement Report which will outline what was heard during consultation and how the proposed Code Amendment was changed in response to submissions.

The Engagement Report will be forwarded to the Minister, and then published on the SA Planning Portal.

3.5 Decision on the Code Amendment

Once the Engagement Report is provided to the Minister, the Commission may provide further advice to the Minister, at the Minister's request, if the Code Amendment is considered significant.

The Minister will then either adopt the Code Amendment (with or without changes) or determine that the Code Amendment should not proceed. The Minister's decision will then be published on the SA Planning Portal.

If adopted, the Code Amendment will be referred to the Environment Resources and Development Committee of Parliament (ERDC) for their review. The Commission will also provide the Committee with a report on the Code Amendment, including the engagement undertaken on the Code Amendment and its compliance with the Community Engagement Charter.

4. ANALYSIS

4.1 Strategic Planning Outcomes

4.1.1 Summary of Strategic Planning Outcomes

The Code Amendment has had regard to the Strategic Planning Outcomes of the State and the City of Marion, including:

- increasing opportunities for infill development, diverse housing choice and land supply within the urban area of metropolitan Adelaide;
- infill development that is accessible and provides opportunities for walkability and diverse transport options;
- future development of the Affected Area that will have regard to its environmental impact; and
- the provision of infrastructure (roads, stormwater, sewer etc) that will provide for the future needs of residential use of the Affected Area.

4.1.2 Consistency with the State Planning Policies

State Planning Policies define South Australia's planning priorities, goals and interests. They are the overarching umbrella policies that define the state's interests in land use. There are 16 State Planning Policies and six special legislative State Planning Policies.

These policies are given effect through the Code, with referral powers assigned to relevant Government Agencies (for example, the Environmental Protection Agency for contaminated land). The Code (including any Code Amendments) must comply with any principle prescribed by a State Planning Policy.

This Code Amendment is considered to be consistent with the State Planning Policies as shown in **Appendix 4**.

4.1.3 Consistency with the Regional Plan

The directions set out in Regional Plans provide the long term vision and set the spatial patterns for future development within a region. This can include land use integration, transport infrastructure and the public realm.

The Commission has identified that the existing volumes of the South Australian Planning Strategy, prepared under the *Development Act 1993*, will apply until such time as the new Regional Plans are prepared and adopted. The current Regional Plan application for the Code Amendment is the 30-Year Plan for Greater Adelaide – 2017 amendment (the '30-Year Plan'). Refer to the SA Planning Portal for more information on the Commission's program for implementing Regional Plans throughout South Australia.

Where there is conflict between a Regional Plan and the SPPs, the State Planning Policies will prevail.

This Code Amendment is consistent with the 30-Year Plan as shown in **Appendix 4**.

4.1.4 Consistency with other key strategic policy documents

The Code Amendment is consistent with the City of Marion Community Vision Towards 2040, in particular the theme of 'Liveable' which encourages aspires to create a well-planned, safe and welcoming, with high quality and environmentally sensitive housing. The Strategic Plan 2019-2029 forms part of a suite of plans that focus Council's contribution to the Community Vision.

This Code Amendment is consistent with the relevant objectives in this strategic policy document as shown in **Appendix 4**.

4.2 Infrastructure planning

The following infrastructure planning is relevant to this Code Amendment:

Council Infrastructure Planning	Response/Comment
Stormwater	Existing stormwater infrastructure is located adjacent to the Affected Area. On-site detention is likely to be required to manage stormwater resulting from the future development of the Affected Area.
Government Agency Infrastructure Planning	Response/Comment
SA Water (Water)	SA Water has sufficient water supply to cater for the future development of the Affected Area. Some augmentation and booster may be required for future development of the Affected Area.
SA Water (Sewer)	Wastewater management infrastructure (sewer) is available adjacent the Affected Area. Some augmentation to sewer infrastructure may be required for future development of the Affected Area.
Commissioner of Highways/Department of Infrastructure and Transport	<p>The Code Amendment also ensures that the relevant policies managing future traffic movements, carparking and the like are provided for the Affected Area to guide future development and manage impacts on the State Maintained Roads.</p> <p>The South Australian Jockey Club and the Department for Infrastructure and Transport are parties to a Deed which identifies required road infrastructure works for future development in the adjacent Urban Neighbourhood Zone.</p>
Other	Response/Comment
Electricity	Electricity infrastructure is available adjacent the Affected Area. Some augmentation of the electricity infrastructure may be required for future development.
Telecommunications	Services and coverage is available to the Affected Area. Limited augmentation to existing telecommunication services is expected if required for future development.
Gas	Gas is available to the Affected Area. Some augmentation to existing infrastructure may be required for future development.

The above upgrades to infrastructure can be economically provided to the Affected Area by the Proponent through future development, as such no further agreements or other arrangements are required to fund the infrastructure. Infrastructure assets that will ultimately be vested with the Council will be subject to further agreement with the Council to ensure that relevant infrastructure is consistent with Council requirements.

Water, electricity and gas will be provided by the relevant service providers with associated costs for connections to be met by the Proponent.

4.3 Investigations

4.3.1 Investigations undertaken

The extent of investigations that have been undertaken as part of the Code Amendment process have been agreed by the Minister in the Proposal to Initiate.

The investigations undertaken for the Code Amendment include:

- Updated Preliminary Site Investigation, including environmental site history and limited soil investigation by FMG Engineering (**Appendix 5**);
- Preliminary Infrastructure Assessment by FMG Engineering (**Appendix 6**);
- Acoustic Assessment by Sonus (**Appendix 7**);
- Traffic Assessment by MFY (**Appendix 8**); and
- Planning review of proposed Zone and existing and proposed Overlays to the Affected Area.
- The following table provides a summary of the investigations that have been undertaken to inform this Code Amendment:

Investigation	Outcomes/Recommendations
Updated Preliminary Site Investigation (PSI)	<p>The current land sensitivity of the Affected Area is classified as “Class 6” (commercial class 1) and it is proposed that the land sensitivity of the site change to “Class 2” (Residential class 2). The PSI provides an assessment of the potential contaminants of concern in soil that may pose an unacceptable risk to future users of the Affected Area.</p> <p>FMG Engineering (FMG) advanced a total of 15 soil boreholes, to a maximum depth of 2.0m BGL. The soil boreholes were targeted to assess the potentially contaminating activities identified within the Environmental Site History undertaken by FMG in 2014. A total of 45 soil samples from the boreholes were submitted for a range of analysis. An additional grab sample was collected and analysed from under the paved area in the stables for heavy metals analysis. Five samples were also collected for the identification of potential asbestos containing material (ACM).</p> <p>In summary, potentially contaminating activities confirmed to have occurred at the Affected Area include the following:</p> <ul style="list-style-type: none"> • Motor vehicles in the unsealed storage area and car parking areas; • Importation and placement of fill across the site; and • Stabling of horses. <p>Unconfirmed potentially contaminating activities inferred to have occurred at the Affected Area include lead and asbestos underground services beneath the site.</p> <p>Off-site sources of potential contamination identified within the investigation include former markets gardens south of the Affected Area along with the tram depot and tram lines located along the western boundary of the Affected Area.</p> <p>The Conceptual Site Model has identified that there are potential human health and environmental receptors at the Affected Area. These include the future site users, construction and maintenance workers and residents. Based upon the</p>

	<p>findings of the PSI, FMG considers that there is a low risk presented to the identified human health receptors associated with the Affected Area. Hence no further investigation is warranted.</p> <p>Recommended Policy Change</p> <p>No policy change proposed. Site Contamination in Part 4 – General Development Policies and Part 9.1 Referral Body: Environment Protection Authority Referrals of the Code to continue to apply to the Affected Area.</p>
Preliminary Infrastructure Assessment	<p>FMG Engineering (FMG) undertook a service infrastructure investigation to obtain preliminary, high-level assessment of the existing infrastructure in the area to support the proposed Code Amendment.</p> <p>Stormwater</p> <p>The City of Marion noted the following requirements for the stormwater management of the Affected Area:</p> <ul style="list-style-type: none"> • Drain whole development directly to Morphett Road drain • Post-development flows should be detained to predevelopment levels (no greater than the capacity of • the existing drainage system to receive) • 15mm of first flush rainfall from the roof area to be retained/reused on site. • FFL would need to be either 300mm above 1%AEP or 500mm above Sturt Drain, whichever is greater. • In any case HGL would need to demonstrate no back-up of flows into the property. <p>The volume of detention storage required to comply with the requirement above will vary depending on future development outcomes for the Affected Area, however on the basis of the assumptions of 30% impervious area for pre-development, and 70% impervious for post-development. It is anticipated that total site stormwater detention requirement could be in the order of 193m³ to restrict 1% post-development flow back to 10% AEP pre-development peak flow rates. This assumes all runoff can be intercepted and detained at ground level, and either pumped or gravity fed into the existing Morphett Road drainage infrastructure.</p> <p>Council also requires improvement to stormwater quality being discharged from the Affected Area. The quality of the runoff discharged from the site can be improved through the installation of proprietary water quality improvement devices or incorporation of biofiltration and raingardens within above ground stormwater basins. Water quality outcomes will be assisted through the Council requirement for the first 15mm of runoff to be intercepted for retention, reuse (assumed also infiltration is an acceptable outcome).</p> <p>Flood Water Management</p> <p>A review of publicly available flood study data (Waterconnect.sa.gov.au) suggests the Affected Area is not subject to known flood risk due to the 1 in 100 chance Marion Floodplain (2013 Flood mapping).</p> <p><u>Stormwater Summary</u></p> <p>The future development of the Affected Area can reasonably be accommodated provided the following stormwater infrastructure is designed and constructed to comply with Council requirements:</p> <ol style="list-style-type: none"> 1. Detention storage – ground level basin or underground storage in the order of 193m³, sized / sited to allow for direct discharge into the Council Network in Morphett Road, preferably by gravity;

	<ol style="list-style-type: none"> 2. Install rainwater tank for reusing 15mm of first flush rainfall from roof area; and 3. Implementation of Water Sensitive Urban Design (WSUD) principles such as raingarden and landscape, or proprietary treatment systems, to achieve water quality outcomes. <p>Potable Water</p> <p>The Affected Area is surrounded by water mains. A 750 mm diameter supply main pipe (750 MSCL) and 100 mm diameter supply main pipe (100 CI) are located at Morphett Road.</p> <p>Obtaining adequate capacity to service future development will likely be feasible via the existing 750mm water main on Morphett Road as there are water valves and water meter supply on this water main alignment adjacent the Affected Area. SA Water capacity assessments were not available for this preliminary reporting stage. Other large developments within the vicinity of this site may already be driving upgrades to the supply volume and head available in the network.</p> <p>It is possible that there will be a need for booster pumps to assist with the supply demand of water should large development or low flows be encountered. Future development will require new internal water mains reticulation including water connections. It is also noted that there may be additional costs / infrastructure to meet fire code requirements.</p> <p>Future investigations to verify the capacity of the SA Water network at this location would include a flow test at the metered location.</p> <p>Sewer</p> <p>A major sewer line services the Affected Area. There is an existing 150 mm RC pipe along east boundary of the Affected Area on Morphett Road, typically, a main of this size would have capacity for future development on this site. This sewer increases to a 225mm main to the north, should there be minimal capacity in the existing 150mm pipe, a small extension of 225mm would likely mitigate any issue should existing capacity be a concern.</p> <p>Electrical</p> <p>The Affected Area is currently serviced by above ground power lines along Morphett Road (Electricity Pole).</p> <p>SA Power Networks (SAPN) were unable to provide an indication on the level of network augmentation required due to insufficient information on the proposed yield.</p> <p>It is recommended that an electrical engineer be engaged prior to project inception to provide detailed informed advice on expected demands and liaise with SAPN to confirm site requirements.</p> <p>Communications</p> <p>There is NBN infrastructure within the vicinity of the Affected Area and it is likely that this can be connected to, with new pit and pipe design to supplement the system internally. As per electrical plans, given the current commercial use case of the site, there is likely to be sufficient capacity to service the proposal.</p> <p>In addition to the NBN services on site, there are Telstra (approximate location and details of cable plan and duct plan) in the vicinity of the Affected Area.</p> <p>Gas</p> <p>There is an existing high pressure steel gas main adjacent to the Affected Area on Morphett Road which could potentially be adequate to service the future</p>
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	<p>development. Should gas service not be available, alternative power solutions (electrical) are available to service the Affected Area.</p> <p><u>Staging of Infrastructure Upgrades</u></p> <p>Whilst indicative in nature, the following opinions on how costs may be apportioned between the relevant stages, with some supplementary notes:</p> <p><i>Stormwater</i></p> <ul style="list-style-type: none"> • Provision of ~193 cubic metres of stormwater detention across the entire Affected Area, split proportionally (to impervious area) across each parcel if staged. • Potential for underground storage tank options to be considered, however generally considered more costly and to be avoided if space permits. • Construction of bio infiltration stormwater treatment (or proprietary filters), gross pollutant traps Morphett Road. <p><i>Water mains</i></p> <ul style="list-style-type: none"> • Flow test to be confirmed during detailed design, Booster/'s may be required depends on concept plans. <p><i>Electrical</i></p> <ul style="list-style-type: none"> • No firm advice provided, however a high-level approximation of demands suggest some augmentation may be required to provide sufficient electrical supply. <p><i>Communications</i></p> <ul style="list-style-type: none"> • Each building (stage) will require individual NBN connections, it is not anticipated significant augmentation works will be required. <p><i>Gas</i></p> <ul style="list-style-type: none"> • Gas line present at site frontage. Further information required from authority to confirm serviceability, however alternative power solutions (electrical) are available. <p>Recommended Policy Change</p> <p>Apply the Urban Neighbourhood Zone over the Affected Area.</p>
Acoustic Assessment	<p>The Acoustic Assessment has reviewed the Affected Area in the context of the proposed mixed use Urban Neighbourhood Zone. The existing noise sources have been identified as road traffic noise, and noise from the tram depot, including maintenance activities. Noise monitoring was carried out at the Affected Area for a 10-day period in June 2022. There was no recorded noise from tram maintenance activities during the monitoring period and so the results have been supplemented with SoundPLAN to provide modelling for this potential noise source.</p> <p>The report by Sonus has concluded that as part of the Code Amendment the Noise and Air Emissions Overlay should be applied to the Affected Area. This will require a medium level of acoustic treatment in accordance with the Ministerial Building Standard MBS 010.</p> <p>Recommended Policy Change</p> <p>Apply the Noise and Air Emissions Overlay over the Affected Area.</p>

	<p>No policy change proposed. Relevant policies from Part 4 – General Development Policies of the Code - Interface Between Land Uses to continue to apply to the Area Affected.</p>
Traffic Assessment	<p>The Affected Area was previously considered during detailed traffic investigations associated with future potential development on the Morphettsville Racecourse site. This review has confirmed that this earlier analysis can be referenced when considering the impacts associated with the Code Amendment.</p> <p>Access for the land will be consolidated and treatments proposed to facilitate turning to the site. This will provide for improved safety along Morphetts Road and a safe and convenient access to the site. An allowance for future widening of Morphetts Road within the racecourse land had previously been identified and this will facilitate the provision of a channelised right turn lane treatment at the access. An additional access could be provided at the northern end of the Affected Area but would be limited to left-in/left-out movements. An indicative concept of the access arrangements can be found in Appendix 8.</p> <p>The installation of signalised pedestrian crossings at the level tram crossing have improved safety for pedestrians crossing Morphetts Road. Investigations associated with a future grade separated facility of Morphetts Road and the tram line will inform future pedestrian facilities required.</p> <p>The South Australian Jockey Club and the Department for Infrastructure and Transport are parties to a Deed which identifies when road infrastructure works will be required for future development in the adjacent Urban Neighbourhood Zone. Preliminary liaison with DIT confirmed that the additional modelling would not be required to inform this Code Amendment. DIT did, however, identify that there may be a requirement for alterations to the Deed to incorporate the subject land. The mechanism by which the works are defined includes specifying development areas which trigger particular infrastructure works to which the potential traffic generation will relate. Subject to discussions with DIT, there may be a requirement to include the subject land as an additional area within the Deed.</p> <p><i>Morphett Road/tram crossing grade separation</i></p> <p>The SA Government has announced funding to complete investigatory works associated with the potential to grade separate the tram crossing and Morphetts Road. Such a project is significant and has the potential to impact the Affected Area if the level of Morphetts Road is to be altered.</p> <p>Preliminary discussions with DIT has identified that the option could demonstrate the tram line being raised. While there are substantial investigations to be completed to confirm a preferred scenario (and indeed a project), maintaining Morphetts Road at grade would have less impact on the Anzac Highway intersection. Further, should Morphetts Road be raised, negotiations in respect to land acquisition would be required, regardless of the zone.</p> <p>Recommended Policy Change</p> <p>Apply the Urban Neighbourhood Zone over the Affected Area.</p> <p>Retain the following Overlays over the Affected Area:</p> <ul style="list-style-type: none"> • Future Road Widening Overlay; • Key Railway Crossings Overlay;

	<ul style="list-style-type: none"> • Traffic Generating Development Overlay; • Urban Transport Routes Overlay <p>Transport, Access and Parking in Part 4 – General Development Policies of the Code will continue to apply to the Affected Area.</p>
Review of Proposed Zone and Existing and Proposed Overlays to the Affected Area	<p>Zone Selection</p> <p>The Urban Neighbourhood Zone anticipates a range of mixed uses including residential with and other compatible businesses to service the local community. This could include shops, offices or consulting room services and facilities.</p> <p>The Urban Neighbourhood Zone envisages redevelopment of urban areas in close proximity to high frequency public transport corridors. The Affected Area is less than 200m from the Glenelg tram line and less than 400m from a Go-Zone bus stop on Anzac Highway.</p> <p>The Code has three other mixed use zones that have a residential focus, these are the Urban Corridor (Boulevard) Zone, Urban Corridor (Living) Zone and the Business Neighbourhood Zone. Urban Corridor zoning applies along Anzac Highway, however, not at the section of Anzac Highway closest to the Affected Area. Urban Corridor Zones cater for high densities and intensive development, over and above what is intended for the Affected Area and is therefore not considered suitable. The Business Neighbourhood Zone applies to areas with a mixture of small-scale businesses, interspersed with dwellings. This zone is also not considered suitable as it generally applies to established mixed use areas and does not provide as much flexibility in the range of envisaged uses</p> <p>Given that future development of the Affected Area is likely to result in predominately residential dwellings and some mixed use/retail/commercial outcomes, the Urban Neighbourhood Zone is considered the most appropriate zoning choice for the Affected Area. It is also consistent with zoning to the north of the Affected Area.</p> <p>Overlay Considerations</p> <p>No Overlays are proposed to be removed as part of the Code Amendment. Two additional Overlays are proposed; the Noise and Air Emissions Overlay and the Affordable Housing Overlay.</p> <p>The proposed Noise and Air Emissions Overlay will protect future residential amenity from adjacent noise generating uses. This could be achieved by:</p> <ol style="list-style-type: none"> a) placing buildings containing non-sensitive receivers (such as retail and commercial) between the emission source and sensitive receivers b) within individual buildings, placing rooms more sensitive to air quality and noise impacts (such as living rooms and bedrooms) further away from the emission source c) providing appropriate separation or erecting noise attenuation barriers, provided the requirements for safety, urban design and access can be met d) the use of building design elements such as podiums and jutting, deep or enclosed balconies (including with solid balustrades). <p>The proposed Overlays also provide the mechanisms by which proposed developments will be referred to appropriate referral bodies, as follows:</p>

- Airport Building Heights (Regulated) Overlay – All structures over 15 metres provides the referral trigger to the Adelaide Airport;
- Advertising Near Signalised Intersections Overlay, Future Road Widening Overlay, Major Urban Transport Routes Overlay and Traffic Generating Development Overlay provides the referral triggers to the Commissioner of Highways (Department of Infrastructure and Transport).
- Affordable Housing Overlay provides the referral trigger to the Minister responsible for administering the *South Australian Housing Trust Act 1995*. The Overlay includes incentives such as a 30% increase to the maximum building height where proposed development includes, among other things, 15% affordable housing. General development policies for development will continue to apply to the Affected Area. The general development policies include, but are not limited to, Design, Design in Urban Areas and Interface Between Land Use that provide development policies in relation to overshadowing, overlooking, noise etc.

Technical and Numeric Variations (TNV)

A Maximum Building Height TNV of 8 levels is sought for the Affected Area. There is currently no detailed development proposal for the Affected Area, however, the yield is expected to be in the order of 136 dwellings. The proposed maximum building height is considered suitable as the land is well situated with views to the hills and city while impacts to adjacent uses are minimised as there are no residential dwellings directly adjacent to the Affected Area.

To put into context, the adjacent Urban Neighbourhood Zone to north-east of the Affected Area has a Maximum Building Height TNV of 12 levels or 48.5 metres.

As the Affected Area adjoins the Suburban Neighbourhood Zone on the southern boundary, the 30 degree plane building envelope interface TNV will apply, however, the adjacent land is not used for residential purposes and will not be relevant.

Summary

The proposed Zone, Overlays and TNVs provide policies to manage future redevelopment in respect of land use, intensity, noise and emissions, traffic, access, building height and affordable housing.

General development policies for development will continue to apply to the Affected Area. The general development policies include, but are not limited to, Design in Urban Areas, Interface Between Land Uses and Transport, Access and Parking that provide relevant policy guidance.

The investigations confirm that the rezoning of the Affected Area and applicable Overlays and TNVs support the findings from the investigations including mitigating impacts from future development on the interface and consistent application of the proposed Code policy.

Recommended Policy Change

Apply the Urban Neighbourhood Zone to the Affected Area.

Apply the following Overlays to the Affected Area:

- Noise and Air Emissions Overlay
- Affordable Housing Overlay

	<p>Retain all policies within Part 4 General Development Policies of the Code.</p> <p>Relevant policies from Part 4 – General Development Policies of the Code to continue to apply to the Affected Area.</p>
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Further details on investigations undertaken in support of the Code Amendment are included in **Appendices 5 to 8**.

4.3.2 Recommended policy changes

The scope of the Code Amendment does not include the creation of new planning policy, and is limited to the spatial application of Zones, Subzones and Overlays or TNVs provided for under the published Planning and Design Code. The changes to the spatial application of Zones, Subzones and Overlays and technical and numerical variations are described in section 2.3.2 of this report.

Notwithstanding, the above investigations confirm that the policy contained within the Planning and Design Code is adequate to guide the future development of the Affected Area.

APPENDIX 1. AFFECTED AREA MAPPING

APPENDIX 2. CURRENT CODE POLICY

APPENDIX 3. PROPOSED CODE POLICY

APPENDIX 4. STRATEGIC PLANNING OUTCOMES

(1) STATE PLANNING POLICIES

The State Planning Policies (SPPs) require that the Principles of Good Planning are considered in the preparation of any designated instrument, including a Code Amendment.

SPP Key Principles

There are 16 SPPs that include Objectives, Policies and Principles for Statutory Instruments (including the Planning and Design Code). The most critical SPPs in the context of this Code Amendment are summarised below:

State Planning Policy		Code Amendment Outcome
1.	Integrated Planning <i>Objective: To apply the principles of integrated planning to shape cities and regions in a way that enhances our liveability, economic prosperity and sustainable future.</i>	
1.1	An adequate supply of land (well serviced by infrastructure) is available that can accommodate housing and employment growth over the relevant forecast period.	There is high demand in the Inner South Region of Greater Adelaide. This region produced the third largest amount of dwellings from General Infill development over the last ten years. The rezoning will facilitate further infill development in a desirable location, while also creating employment opportunities.
1.3	Plan growth in areas of the state that is connected to and integrated with, existing and proposed public transport routes, infrastructure, services and employment lands.	The Affected Area is well suited to accommodating residential development given the proximity to fixed line public transport (tram) and open space amenity in the broader locality.
1.7	Regenerate neighbourhoods to improve the quality and diversity of housing in appropriate locations supported by infrastructure, services and facilities.	The proposed rezoning will complement the outcomes delivered as part of the Morphettville Racecourse DPA which (via a Code translation) established the current Urban Neighbourhood Zone to the west, along the Anzac Highway Corridor. The Affected Area is well serviced with existing infrastructure.
2	Design Quality <i>Objective: To elevate the design quality of South Australia's built environment and public realm.</i>	
2.1	Promote best practice in the design of buildings, places and the public realm by applying the principles of Good Design.	The proposed Urban Neighbourhood Zone and General Development Policies within the Code contains numerous policies seeking appropriate design outcomes, with a particular

State Planning Policy		Code Amendment Outcome
		<p>focus on building form, setbacks, materiality and landscaping.</p> <p>The Affected Area is of a size and configuration that will provide flexibility of design options to satisfy the expectations of the Code.</p>
2.2	Promote best practice in access and inclusion planning in the design of buildings and places by applying the principles of Universal Design, Crime Prevention Through Environmental Design and Access and Inclusion.	The general provisions of the Code, relating to crime prevention and access, will continue to apply to the Affected Area. Future development of the Affected Area will need to have regard to these provisions.
2.3	The development of environmentally sustainable buildings and places by applying Water Sensitive Urban Design and energy efficiency design solutions.	Redevelopment of the Affected Area creates an opportunity for environmentally sustainable building features to be incorporated, such as double glazing, rainwater storage, soft landscaping and re-use and solar panels. The Code provides a policy environment that encourages these features.
2.10	Facilitate development that positively contributes to the public realm by providing active interfaces with streets and public open spaces.	The Zone and Overlays proposed for the Affected Area by this Code Amendment will facilitate development that positively contributes to the public realm and interface.
2.11	Manage the interface between modern built form of different scales with more traditional dwelling forms, including through the management of streetscape character, access to natural light, visual and acoustic privacy, massing and proportions.	The policies that are proposed to apply to the Affected Area through the Code Amendment provide direction in respect of interface management (for example through the building envelope that manages building height in proximity to interface boundaries). The Urban Neighbourhood Zone contains policies that encourage positive public realm outcomes.
6	<p>Housing Supply and Diversity</p> <p><i>Objective: To promote the development of well-serviced and sustainable housing and land choices where and when required.</i></p>	
6.1	A well-designed, diverse and affordable housing supply that responds to population growth and projections and the evolving demographic, social, cultural and lifestyle needs of our current and future communities.	The proposed Zone will enable the Affected Area to be developed for a range of medium-high density housing, responsive to the existing local market needs.

State Planning Policy		Code Amendment Outcome
6.2	The timely supply of land for housing that is intergraded with, and connected to, the range of services, facilities, public transport and infrastructure needed to support the liveable and walkable neighbourhoods.	<p>The Affected Area is well connected to a range of services off Morphet Road (within 500m and 1km of the Affected Area) including schools (preschool to Y12), offices, restaurants, cafes, and fitness and health centres.</p> <p>The Affected Area is well connected to the City to Glenelg tram line and Stop 6 Morphet Road (Go-Zone), these are within 100m-250m of the northern boundary of the Affected Area.</p>
6.3	Develop healthy neighbourhoods that include diverse housing options; enable access to local shops, community facilities and infrastructure; promote active travel and public transport use; and provide quality open space, recreation and sporting facilities.	The rezoning will put policies in place that will encourage a walkable, healthy neighbourhood.
6.5	Locate higher density residential and mixed-use development in strategic centres and transport corridor catchments to achieve the densities required to support the economic viability of these locations and the public transport services.	The Affected Area is well located to accommodate medium-high density development as it is in close proximity to the public transport network at Anzac Highway (Go-Zone) and the City to Glenelg Tramway.
6.6	A diverse range of housing types within residential areas that provide choice for different household types, life stages and lifestyle choices.	The Zone envisages a mix of housing types and uses. The Affected Area has the potential to deliver a wide range of housing types.
6.7	Facilitate the provision of Affordable Housing through incentives such as planning policy bonuses or concessions (e.g. where major re-zonings are undertaken that increase development opportunities).	The Affordable Housing Overlay will be applied to the Affected Area to encourage the provision of affordable housing in any future development.
6.8	Ensure a minimum of 15% of new housing in all significant developments that meets the criteria for affordable housing.	The Affordable Housing Overlay requires 15% affordable housing to be provided, as a part of development application for 20 or more dwellings or residential allotments.
11	Strategic Transport Infrastructure	

State Planning Policy		Code Amendment Outcome
	<i>Objective: to integrate land use policies with existing and future transport infrastructure, services and functions to preserve and enhance safe, efficient and reliable connectivity for people and business.</i>	
11.1	Facilitate an efficient, reliable and safe transport network that connects business to markets and people to places (i.e. where they live, work, visit and recreate).	The Code Amendment will facilitate the orderly and economic redevelopment of the Affected Area incorporating a mix of land uses that can contribute towards connections between business and people to places.
11.2	Development that maximises the use of current and planned investment in transport infrastructure, corridors, nodes and services.	By enabling a more intensive redevelopment of the Affected Area, the Code Amendment, will optimise the current investment in transport infrastructure services. The Affected Area is capable of accommodating future road widening should it be required.
11.4	Minimise negative transport-related impacts on communities and the environment.	The Code Amendment has the potential to facilitate future development that will screen the adjoining residential land uses from Morphett Road. The Code Amendment also applies policies that manage transport-related impacts on future residential development and other sensitive uses that may be proposed for the Affected Area in the future.
11.5	Encourage development that supports the increased use of a wider variety of transport modes, including public transport, walking and cycling, to facilitate a reduced reliance on private vehicle travel and promote beneficial community health outcomes.	The Affected Area is located in reasonable proximity to the CBD. The location is therefore well suited to encourage the adoption of alternative modes of transport, such as cycling and walking, together with use of existing public transport. The Code Amendment facilitates medium-high density residential uses and other commercial uses that can be designed to take advantage of alternative modes of transport.
11.7	Identify and protect the operations of key transport infrastructure, corridors and nodes (passenger and freight).	The Affected Area is located within the Future Road Widening Overlay and future development will need to consider the future operations of the key infrastructure as necessary, including any upgrade to the Glenelg tram crossing on Morphett Road.
11.11	Encourage housing in metropolitan Adelaide in proximity to current and proposed fixed line (rail, tram, O-Bahn and high frequency bus routes).	The Affected Area is in close proximity to the City to Glenelg tramline and high frequency bus routes. The Code Amendment will encourage medium-high density residential

State Planning Policy		Code Amendment Outcome
		development in proximity to the existing public transport network.
15	<p>Natural Hazards</p> <p><i>Objective: to build the resilience of communities, development and infrastructure from the adverse impacts of natural hazards.</i></p>	
15.2	Locate and design development in accordance with a risk hierarchy of 'avoid', 'accommodate' and 'adapt'.	The Code Amendment establishes a policy setting designed to mitigate risks from natural hazards, for example appropriate stormwater management to mitigate risks of flooding.
15.4	Mitigate the impact of extreme heat events by designing public spaces and developments to create cooler microclimates through the use of green infrastructure and water sensitive urban design.	The Code Amendment retains policy which seeks development which adopts energy efficiency principles and incorporates landscaping and water sensitive urban design.
16	<p>Emissions and Hazardous Activities</p> <p><i>Objective: To protect communities and the environment from risks associated with emissions, hazardous activities and site contamination, whilst industrial development remains viable.</i></p>	
16.1	<p>Protect communities and the environment from risks associated with industrial emissions and hazards (including radiation) while ensuring that industrial and infrastructure development remains strong through:</p> <p>supporting a compatible land use mix through appropriate zoning controls</p> <p>appropriate separation distances between industrial sites that are incompatible with sensitive land uses</p> <p>controlling or minimising emissions or impacts are unavoidable, at the receiver.</p>	<p>The Affected Area abuts the Infrastructure Zone to the west. That zone presently accommodates the tram depot.</p> <p>An acoustic assessment has been undertaken to future development is appropriately mitigated against noise. The Noise and Air Emissions Overlay is also proposed to apply over the Affected Area.</p>

(2) REGIONAL PLANS

The Regional Plan – The 30 Year Plan for Greater Adelaide

The key policy themes of *The 30 Year Plan for Greater Adelaide* (the Regional Plan) 2017 Update which are most relevant to this Code Amendment are:

- Transit corridors, growth areas and activity centres;
- Design quality;
- Housing mix, affordability and competitiveness;
- The economy and jobs; and
- Transport.

The investigations undertaken to date and outlined in this Code Amendment, will ensure that the proposed rezoning is largely consistent with the key policies and targets of the Regional Plan as described below.

Relevant Regional Plan and priorities identified	Code Amendment Outcome
<p>Transit Corridors, Growth Areas and Activity Centres</p> <p><i>P1. Deliver a more compact urban form by locating the majority of Greater Adelaide's urban growth within existing built-up areas by increasing density at strategic locations close to public transport.</i></p> <p><i>P2. Increase residential and mixed use development in the walking catchment of:</i></p> <ul style="list-style-type: none"> • strategic activity centres* • appropriate transit corridors • strategic railway stations. <p><i>P3. Increase average gross densities of development within activity centres and transit corridors catchments from 15 to 25 dwellings per hectare to 35 dwellings per hectare.</i></p> <p><i>P4. Ensure that the bulk of new residential development in Greater Adelaide is low to medium rise with high rise limited to the CBD, parts of the Park Lands frame, significant urban boulevards, and other strategic locations where the interface with lower rise areas can be managed.</i></p> <p><i>P5. Encourage medium rise development along key transport corridors, within activity</i></p>	<p>The Affected Area is presently underutilised, being developed at a low intensity and scale.</p> <p>The proposed rezoning will assist in the delivery of a more compact urban form in a location well serviced by public transport.</p> <p>The proposed Zone encourages a mix of land uses including commercial and residential development. Including medium-high density residential development.</p>

<p>centres and in urban renewal areas that support public transport use.</p> <p><i>A4. Rezone strategic sites to unlock infill growth opportunities that directly support public transport infrastructure investment.</i></p>	
<p>Design Quality</p> <p><i>P26. Develop and promote a distinctive and innovative range of building typologies for residential housing which responds to metropolitan Adelaide's changing housing needs, reflects its character and climate, and provides a diversity of price points.</i></p> <p><i>P27. Provide for transitions between higher density and multi-storey, mixed use developments in activity centres, corridors and existing detached housing precincts.</i></p> <p><i>P29. Encourage development that positively contributes to the public realm by ensuring compatibility with its surrounding context and provides active interfaces with streets and public open spaces.</i></p> <p><i>P32. Encourage higher density housing to include plantable space for trees and other vegetation where possible.</i></p>	<p>The Code Amendment seeks to introduce the Urban Neighbourhood Zone to the Affected Area which will facilitate a diverse range of a higher density mixed use development.</p> <p>Future development would need to respond to existing General Development Policies in the Planning and Design Code including;</p> <ul style="list-style-type: none"> • Design in Urban Areas • Interface Between Land Uses • Transport, Access and Parking
<p>Housing mix, Affordability and Competitiveness</p> <p><i>P36. Increase housing supply near jobs, services and public transport to improve affordability and provide opportunities for people to reduce their transport costs.</i></p> <p><i>P37. Facilitate a diverse range of housing types and tenures (including affordable housing) through increased policy flexibility in residential and mixed-use areas, including:</i></p> <ul style="list-style-type: none"> • ancillary dwellings such as granny flats, laneway and mews housing • dependent accommodation such as nursing homes • assisted living accommodation • aged-specific accommodation such as retirement villages • small lot housing types • in-fill housing and renewal opportunities <p><i>P42. Provide for the integration of affordable housing with other housing to help build social capital.</i></p>	<p>The Code Amendment will introduce an appropriate Zone to the Affected Area that is aimed at facilitating a range of residential accommodation. It is further anticipated that the Zone will be sufficiently flexible to enable a developer to deliver a variety of dwelling typologies in a medium-high density form which will respond to market preference and choice in this location.</p> <p>An increase in the supply of suitably zoned land will increase competition further facilitating the provision of affordable housing.</p>

<p><i>P43. Increase the supply of affordable housing through the provision of 15 per cent affordable housing in all new significant developments. These developments include surplus and residential government land projects; declared major developments and projects; and rezoned land that increases dwelling yield (including all new growth areas).</i></p> <p><i>P45. Promote affordable housing in well located areas close to public transport and which offers a housing mix (type and tenure) and quality built form that is well integrated into the community.</i></p>	
<p>Health, wellbeing and inclusion</p> <p><i>P49. Encourage more trees (including productive trees) and water sensitive urban landscaping in the private and public realm, reinforcing neighbourhood character and creating cooler, shady and walkable neighbourhoods and access to nature.</i></p>	<p>The Code Amendment maintains planning policy that encourages landscaping and water sensitive urban design in new development.</p>
<p>The economy and jobs</p> <p><i>P56. Ensure there are suitable land supplies for the retail, commercial and industrial sectors.</i></p>	<p>The desired outcome as outlined in the proposed Zone envisages mixed use development with a strong focus on employment to accommodate a diverse range of land uses, with medium-high density residential orientated towards a primary road corridor.</p>
<p>Transport</p> <p><i>P74. Ensure development does not adversely impact the transport function of freight and/or major traffic routes and maintains access to markets.</i></p> <p><i>P76. Improve the amenity and safety of public transport stops, stations and interchanges by improving their connections to adjacent development and encouraging mixed-use development and housing diversity in close proximity.</i></p> <p><i>P77. Ensure new housing (and other sensitive land uses) permitted in locations adjacent to airports and under flight paths or near major transport routes (road, rail and tram) mitigates the impact of noise and air emissions.</i></p>	<p>The Code Amendment seeks to ensure that provision for upgrading of Morphet Road and Anzac Highway intersection in the future through the application of the Future Road Widening Overlay.</p> <p>The Affected Area is in close proximity to existing public transport and a direct transport path within the City of Marion.</p> <p>The Code Amendment seeks to apply the Noise and Air Emissions Overlay to the whole of the Affected Area. This together with general development policy should ensure that future development is designed having regard to sensitive land uses and incorporates appropriate measures to mitigate from adverse impacts.</p>

Climate Change <ul style="list-style-type: none"> • <i>P105. Deliver a more compact urban form to:</i> <ul style="list-style-type: none"> • <i>protect valuable primary production land</i> • <i>reinforce the Hills Face Zone, character preservation districts and Environment and Food Production Areas</i> • <i>conserve areas of nature protection areas</i> • <i>safeguard the Mount Lofty Ranges Watershed</i> • <i>reduce vehicle travel and associated greenhouse gas emissions.</i> • <i>P107. Increase the proposition of low-rise medium-density apartment and attached dwellings to support carbon-effective living.</i> 	<p>The Code Amendment enables residential development to occur at medium densities that will contribute to a more compact urban form.</p>
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(3) OTHER STRATEGIC PLANS

The key policies and targets of the City of Marion *Strategic Plan 2019-2029* and City of Marion *Community Vision – Towards 2040* which are most relevant to this Code Amendment are:

Key Outcomes	Code Amendment Outcome
<p>Liveable</p> <p><i>10 Year Goal</i></p> <p><i>By 2029 we will have attractive neighbourhoods with diverse urban development, vibrant community hubs, excellent sporting facilities, open spaces and playgrounds.</i></p> <p><i>P4 We will seek to activate our city through quality streetscapes and place making initiatives to deliver vibrant and prosperous business precincts.</i></p> <p>Key Outcomes</p> <ul style="list-style-type: none"> • <i>Access to housing choices and services for a growing and diverse population</i> <p>Key challenges and opportunities</p> <ul style="list-style-type: none"> • <i>Housing choices are currently limited, particularly in the south. More housing options are required that cater for a</i> 	<p>The Code Amendment will contribute towards achieving the Liveable theme for the City of Marion Strategic Plan (Community Vision) by facilitating a wider range of housing choice in the locality, and a considerable improvement to the public realm through the redevelopment of the Affected Area.</p> <p>The Affected Area is well located, close to public transport and community facilities.</p>

<p><i>diversity of household types and people at different life stages</i></p> <p>Connected</p> <p><i>10 Year Goal</i></p> <p><i>By 2029 it will be easier and safer to move around our city which will have accessible services and plenty of walking and cycling paths. New technology and community facilities will better connect our community</i></p> <p><i>Key Outcomes</i></p> <ul style="list-style-type: none"> <i>A city that advocates improved public transport systems, linkages and networks that connect people to destinations</i> 	
<ul style="list-style-type: none"> Liveable By 2040 our city will be well planned, safe and welcoming, with high quality and environmentally sensitive housing, and where cultural diversity, arts, heritage and healthy lifestyles and celebrated. Prosperous By 2040 our city will be a diverse and clean economy that attracts investment and jobs, and creates exports in sustainable business precincts while providing access to education and skills development. 	<p>The Code Amendment will facilitate a mixed use environment that will create local jobs and healthy neighbourhoods, with connections to public transport and recreational facilities.</p>

APPENDIX 5. INVESTIGATIONS - UPDATED PRELIMINARY SITE INVESTIGATION

APPENDIX 6. INVESTIGATIONS - PRELIMINARY INFRASTRUCTURE ASSESSMENT

APPENDIX 7. INVESTIGATIONS - ACOUSTIC ASSESSMENT

APPENDIX 8. INVESTIGATIONS – TRAFFIC ASSESSMENT