

Southern Suburbs Residential Policy Code Amendment

Engagement Summary Report

Section 73(7) of the *Planning, Development and Infrastructure Act 2016*

Contents

1	Purpose	1
2	Introduction.....	1
3	Engagement Approach	2
3.1	Engagement Activities	3
3.2	Mandatory Requirements.....	6
4	Engagement Outcomes	6
4.1	Summary and distribution.....	6
4.2	Key Themes.....	9
4.3	Response to key themes and further investigations	11
5	Evaluation of Engagement	16
5.1	Performance Indicators for Evaluation	16
5.2	Evaluation against the Charter principles.....	17
6	Refer to the Minister for Planning and Local Government	25
	Attachments	25
	Attachment 1 – Analysis of landscape coverage across recent developments.	26
	Attachment 2 - Summary of Community Written Submissions.....	34
	Attachment 3: - Summary of Agency Written Submissions.....	239
	Attachment 4 - Evaluation Results	244
	Attachment 5 – Copy of Submissions Received	267

1 Purpose

This report has been prepared by the City of Marion (the Designated Entity) for consideration by the Minister for Planning and Local Government (the Minister) in adopting the *Southern Suburbs Residential Policy Code Amendment* (the Code Amendment).

The report details the engagement that has been undertaken, the outcomes of the engagement including a summary of the feedback made and the response to the feedback and the changes to the Code Amendment. In addition, the report evaluates the effectiveness of the engagement and whether the principles of the Community Engagement Charter have been achieved.

2 Introduction

The intent of the Southern Suburbs Residential Policy Code Amendment is to provide for additional housing to accommodate population growth, as well as housing diversity in locations where access to public transport, services and infrastructure exists.

The origins of the Code Amendment stem back from the Housing Diversity Development Plan Amendment (DPA) completed by Council in 2019. The zoning for the southern suburbs was split from that DPA by the Minister for Planning, and then the ability to finalise the rezoning of the southern suburbs was placed on hold (by the Department) pending the implementation of the Planning and Design Code.

The Code Amendment sought to revise the residential policies for the residential areas south of Seacombe Road, specifically:

- applying the Hills Neighbourhood Zone to areas of Sheidow Park, Trott Park, O'Halloran Hill and Seacliff Park (west of Ocean Boulevard) which are currently in the Suburban Neighbourhood Zone and have no policy guiding management of sloping land in these localities;
- applying reduced minimum site areas and frontage widths for residential development that is aligned to, and increases with the gradient of the land; and
- applying the Noise and Air Emission Overlay to those properties fronting Ocean Boulevard and Main South Road to mitigate impacts of these sources on new residential development.

The Code Amendment covers a substantial area comprising all neighbourhood zoned land south of Seacombe Road covering 9 suburbs and is identified on the map below.



Figure 1: Affected Area

3 Engagement Approach

The process for amending a designated instrument (including the process to amend the Planning and Design Code) is set out in the *Planning, Development and Infrastructure Act 2016* (the Act). The Act requires public engagement to take place in accordance with the Community Engagement Charter.

The Designated Entity prepared an engagement plan (the Engagement Plan) to apply the principles of the Community Engagement Charter. The purpose of this engagement was to inform and consult relevant landowners and stakeholders on the proposed changes to the zoning and minimum site areas and frontage widths of the Affected Areas as well as the application of the Noise and Air Emissions Overlay to ensure the proposed changes are legible, considered and are reflective of the feedback (where appropriate) in the Code Amendment process.

The primary audience for the engagement of this Code Amendment are the affected landowners and occupiers of properties within the affected area and adjacent landowners. However, Council also engaged with key stakeholders with an interest in the development of neighbouring residential areas, particularly Boral for the Linwood Quarry, as well as other interested parties, such as utility agencies and neighbouring councils.

3.1 Engagement Activities

Mailout to Landowners

A letter and accompanying flyer outlining the rationale and key changes proposed by the Code Amendment was posted to each of the landowners across the affected area. This equated to approximately 12,500 letters which were distributed by private contractor. The letter and accompanying flyer described the reason for the Code Amendment, the specific properties it related to, what policy changes are proposed, where to get further information (including a date and time of the relevant community drop-in sessions) and how to make a submission.

The mailout resulted in several follow up phone calls and face-to-face meetings with residents to explain in more detail the rationale for the proposed amendment and how the proposal affects their property and implications of the potential policy changes.

During the consultation period it was brought to council's attention that some residents did not receive the letter that was distributed. Where this occurred, additional letterbox drops were undertaken by council staff to the relevant streets.

In response to this issue with the mailout, as well as to cater for the high level of interest in the Code Amendment, the consultation period was extended for a further two weeks (original close on 23 October 2023 extended to 10 November 2023).

Making Marion Consultation Page and Mapping Tool

A Making Marion page (Council's consultation platform) was prepared which outlined the changes, the rationale for the changes, identified the affected area, and provided downloads for information sheet, the complete Code Amendment Report, as well as the Engagement Plan, along with mapping showing where the three different gradient categories within the policy applied across the affected area, as well as the extent of the Interface Management Overlay. Additional FAQs were also included on the page, along with a survey which sought to understand the level of support for the policy issues identified in the Code Amendment.

An interactive mapping tool accessible from the Making Marion page was created which allowed users to look up their address to determine if their property was affected by the proposed Code Amendment and, the current and proposed policies applicable to the property.

The Making Marion page received 2782 visits during the consultation period, with 1027 downloads / FAQ visits and 243 surveys completed.

Key updates to information of clarification, advising of the extension of the consultation period, as well as additional drop-in sessions were placed on the Making Marion page during the engagement process.

SA Planning Portal

The Code Amendment was placed on the SA Planning Portal, with basic information, a copy of the Code Amendment Report and Engagement Plan. Participants were encouraged to visit the Making Marion page for more information and to complete the survey which enabled a greater level of detail than that available from the Portal.

Mailout to Agencies, MPs and Councils

Letters were also sent to the following key agencies, community groups and members of Parliament:

- Department for Investment and Trade (PLUS)
- Department for Transport and Infrastructure
- Department for Environment and Water
- SA Housing Authority
- Renewal SA
- utility providers including SA Water, SA Power Networks, APA, Epic Energy and NBN Co
- Local Government Association of SA
- City of Onkaparinga
- City of Holdfast Bay
- 5049 Coastal Community Association South Australia
- Ms Erin Thomson MP, Member for Davenport
- Mr David Speirs MP, Member for Black
- Ms Louise Miller-Frost MP (member for Boothby)
- Ms Amanda Rishworth MP (Member for Kingston)

Drop-in Sessions

The following drop-in sessions were held across the consultation period:

- 20 September 2023, 3pm to 5pm and 6:30pm – 8:30pm, Cove Civic Centre
- 12 October 2023, 3pm – 5pm and 6:30pm – 8:30pm, Sturt Road Administration Centre

As a result of concerns about some members of the public not being aware of the Code Amendment (related to the issue with the mailout), as well as the large interest being generated, two additional drop-in sessions were held at the following days and locations:

- 19 October 2023, 6pm to 7pm, Sturt Road Administration Centre
- 31 October 2023, 6pm to 7pm, Cove Civic Centre

The two drop-in venues were selected as being conveniently accessible to each of the two different communities of the southern suburbs (being those north and south of the escarpment).

Sessions were held in the afternoon and also during evenings, to provide flexibility for people's different availability during the day.

Staff were available to answer questions of those who attended, as well as speak to a series of information posters on display which documented:

- the current and proposed zoning extents
- the current and proposed Technical and Numerical Variations (minimum site areas and frontage widths)
- the extent of the slope categories as they apply across the affected area.
- the extent of the proposed Noise and Air Emissions Overlay.

Following requests arising from feedback received and earlier drop-in sessions, mapping demonstrating the theoretical development potential of the policy change against the existing development potential were also produced for the additional drop-in sessions, in response to claims and misinformation as to the resultant housing and development that the policy would encourage.

Copies of the Code Amendment Report were available for attendees to review and take, along with hard copy survey sheets for those not comfortable / wanting to utilise the online survey tool.

A total of 87 people attended the drop-in sessions overall.

Signage Banners

In response to the issues with the mail out, as well as the extension of the consultation period, a number of banners were placed on the road verges within the affected area promoting the consultation of the Code Amendment (and confirming the new closing period) and directing people to the Making Marion page via QR code.

Social Media

Consultation on the Code Amendment was promoted on Council's social media accounts with access to over 13 000 followers. Council made 13 posts relating to the Code Amendment which occurred to announce the consultation of the Code Amendment, as well as reminders for each of the Drop-in sessions, advising of the extension of the consultation period and a reminder that consultation was closing. There were noticeable spikes in visitation to the Making Marion page following each of the posts. A paid socials campaign was also held, with the effectiveness to the campaigns outlined below.

Organic Socials

Posts	Impression	Reactions
13	5782	13
Reach	Engagements	Engagement Rate
4974	37	0.64%

Paid Social

Link Clicks	Impressions	Reach
532	28878	8258

Consultation Extended

Southern Suburbs Residential Policy Code Amendment

Consultation has been extended and will now close at **5pm Friday 10 November**.

For information on the proposed code amendment and access to the online survey, scan the QR code or visit:

makingmarion.com.au/southernsuburbs



If you have any questions or require a hardcopy survey please call **8375 6600** or email communityengagement@marion.sa.gov.au

A great place to live:
marion.sa.gov.au



Display at Hallett Cove Civic Centre

A table display with copies of the information flyer and hard copies of the survey was placed at the entry to the Cove Civic Centre facility for all visitors to view and, if desired, make a submission. This was in place for the entirety of the consultation period, with only a handful of hard copy submissions made at this location.

Petition and Standardised Objection Form

Whilst not part of Council's engagement activities, a resident was distributing a petition and standardised prefilled objection form to residents throughout the affected area.

Whilst in some instances this drew residents' attention to the Code Amendment, it also had the negative effect of spreading misinformation about the proposed policy change and made it difficult for council to control the messaging of the Code Amendment, particularly within the suburb of Seaview Downs, but to some degree Seacombe Heights, Seacliff Park and Marino (as word and fear spread). This is reflected in the level of submissions received in these locations relative to other suburbs covered by the Code Amendment. Notwithstanding this, not all submissions from these locations were considered to be misinformed to warrant their position unrepresentative of the key concerns of the community in these locations.

3.2 Mandatory Requirements

The following mandatory engagement requirements have been met:

- Notice and consultation with Council/s (via letter to the City of Holdfast Bay and the City of West Torrens being two nearest Council boundaries)
- Notice and consultation with the Local Government Association (via letter/email)
- Notice and consultation with Owners and Occupiers of Land which is Specifically Impacted (letter and enclosed flyer).

4 Engagement Outcomes

4.1 Summary and distribution

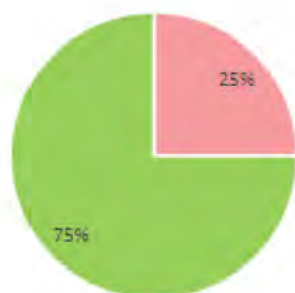
Overall, 471 public submissions were received in response to the consultation of the Amendment by council. This comprises:

- 243 surveys directly from Making Marion
- 45 Plan SA Portal submissions
- 47 emails, letters or hard copy surveys
- 1 petition comprising 146 signatures from residents within Seaview downs only (noting that several of these also made a separate submission and so were not duplicated in overall count).

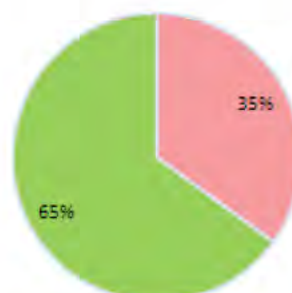
The bulk of submissions were against the Code Amendment, including when the petition signatories are removed from consideration in the overall count.

Including petition feedback (471 submissions)

Excluding petition feedback (330 submissions)



Support Do not support



Support Do not support

The distribution of submissions shows a strong representation from the northern parts of the Affected Area where policy change was greatest, and also subject to the distribution of the petition and standardised objection form (of which 14 were received) amongst residents. The remainder of the suburbs had far lower representation of the submissions made. The distribution of submissions across the affected area, and outside, is identified in the Maps below.

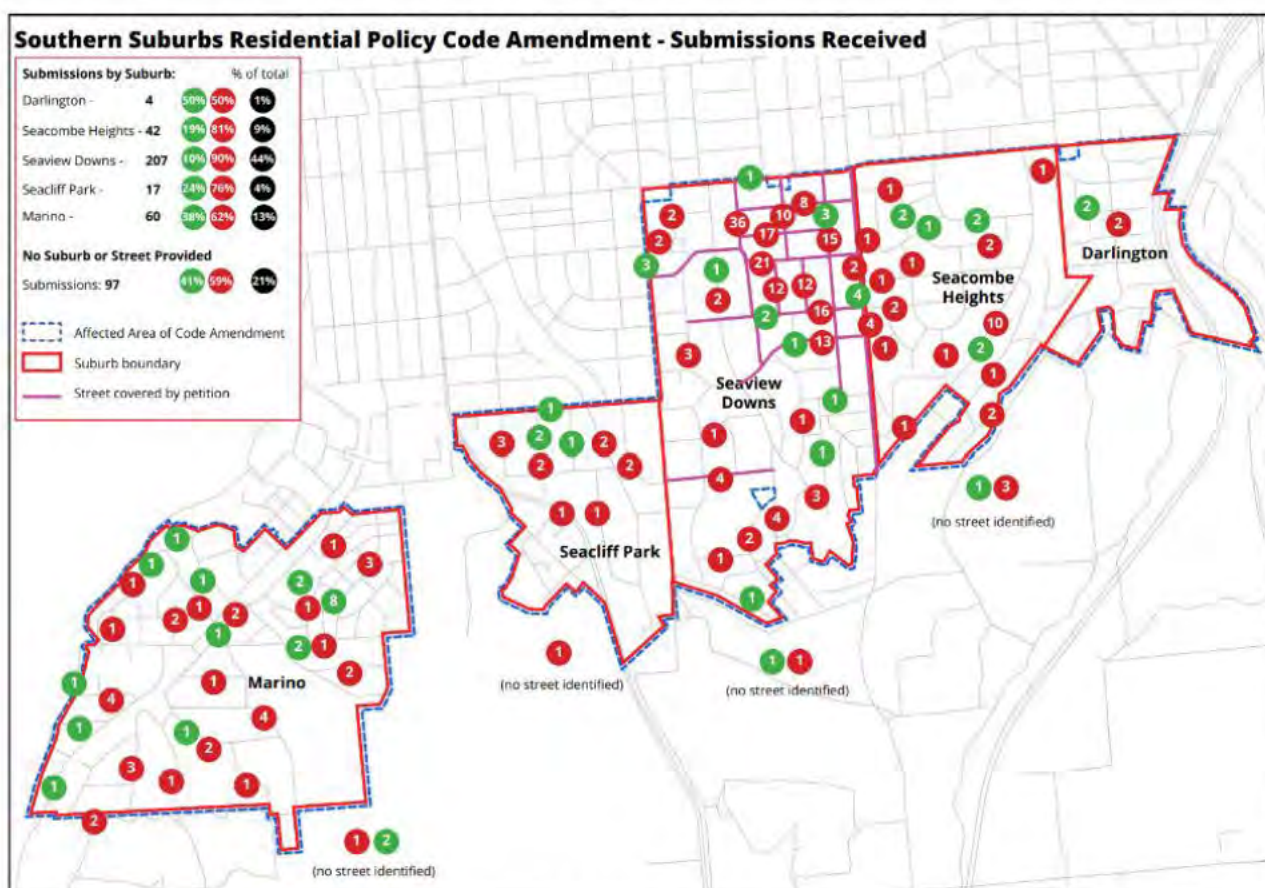


Figure 2: Distribution of Submissions – northern areas

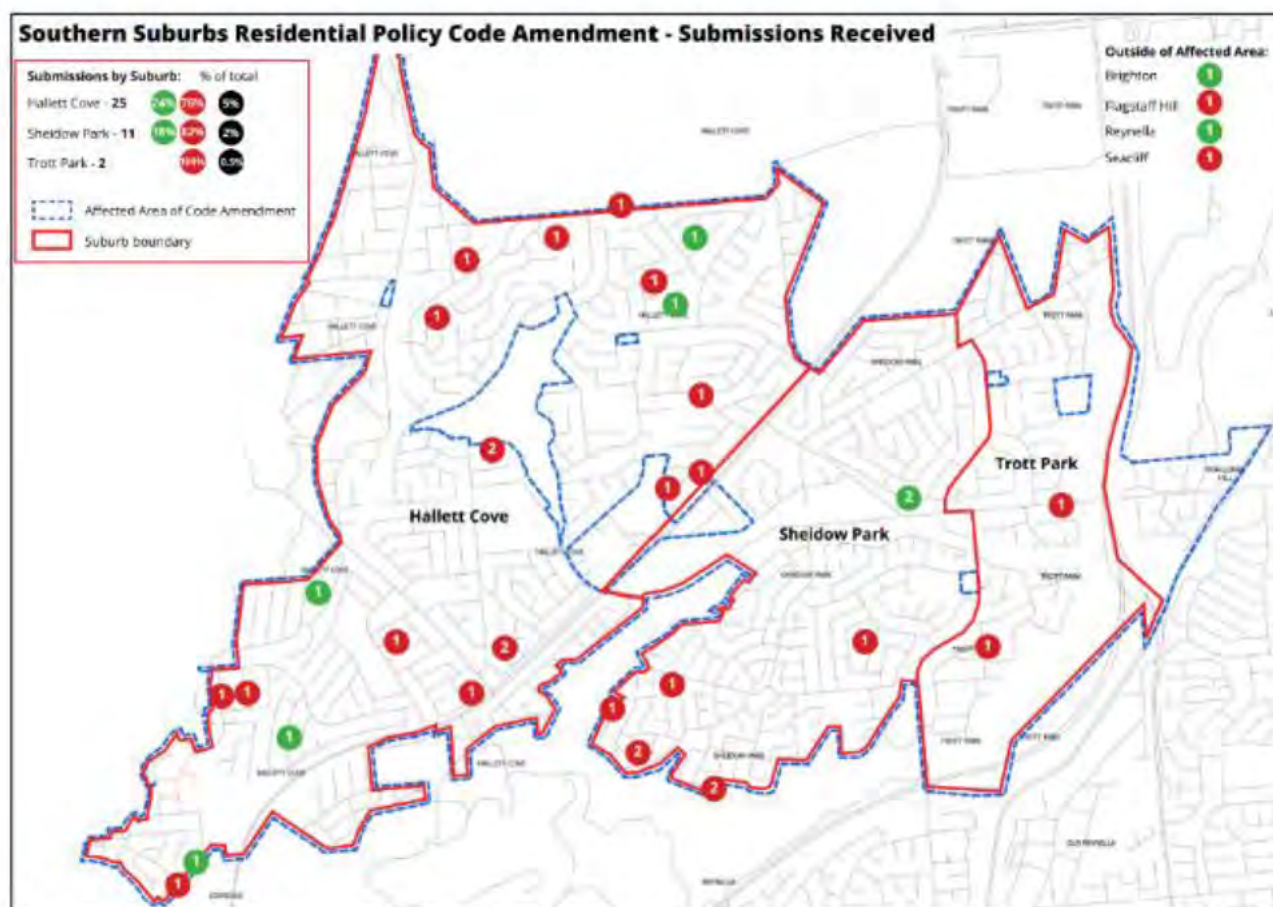


Figure 3: Distribution of submissions – southern areas

A total of 6 submissions were received from agencies, adjoining Councils or Members of Parliament. The majority of these submissions either had no comments to make or raised no objections to the Amendment, but identified key aspects of relevance to their interests, including:

- potential interface impacts of an EPA licenced activity in Lonsdale to the southern portion of the affected area
- forecast planning and investment in infrastructure provision taking into account future growth potential identified by the amendment, but potential augmentation charges possibly being requested for future development as part of application processes
- support provision of affordable housing and council's encouragement for its inclusion within developments
- specific concerns raised by the community to local members of Parliament reflective of the common themes identified within the public submissions.

The agency feedback has no implications requiring a policy response in finalising the Code Amendment.

4.2 Key Themes

Key themes arising from the submissions are summarised below.

4.2.1 Supportive of amendment

Those in support of the amendment often did not express any additional commentary, although several indicated the following points reflective of the intent of the Code Amendment:

Housing supply and diversity

- There is a need to accommodate additional housing supply to support population growth occurring, particularly considering current shortages.
- There is a need to provide opportunities for existing housing to be redeveloped with new housing that better suit modern needs.

Suitability of these locations

- These locations contain housing from the 1950s and 60s which do not suit modern living requirements and are on large blocks, meaning they are suitable for new infill housing at increased densities.
- These locations have good access to local services such as schools and centres, and also public transport.

4.2.2 Those against the amendment

The following key themes arose from those who expressed concern about the proposed amendment.

Lot sizes and frontage widths are too small and housing types not consistent with development pattern

- Allotment sizes are too small and will result in congestion and overdevelopment.
- Row dwellings, group dwellings and residential flat buildings are completely out of character with the area and recent examples in neighbouring infill suburbs demonstrate that they generally result in poor design and quality outcomes.
- A range of alternative minimum lot sizes are suggested ranging from 400m² to 600m² but several suggesting 500m².
- Many existing residents selected this location and neighbourhood because of the large blocks and inability to further subdivide (relates principally to suburbs of Seaview Downs, Seacombe Heights, Marino and Seacliff Park).
- These allotments provide increasingly fewer opportunities to have big yards for families and children to play and this should not be lost (relates principally to suburbs of Seaview Downs, Seacombe Heights, Marino and Seacliff Park).
- Development potential of these locations will price out potential families establishing in these locations as they will be competing with developers.

Loss of character / need for character protection

- Changes will significantly alter the character of the neighbourhoods through a range of impacts (trees, front yards, closer housing etc) (relates principally to suburbs of Seaview Downs, Seacombe Heights, Marino and Seacliff Park).
- These neighbourhoods comprise valued quality architecture from the 1950's, 60's and 70's that will be lost from demolition.
- New development will be bland and reduced quality of design and construction.

Additional traffic and on-street parking issues with safety and amenity

- Roads are currently busy with on street parking which creates congestion and issues with safety. This is heightened within sloping areas where people park on streets instead of steep driveways and where roads are narrow and winding.
- Additional infill development will further worsen on-street parking due to additional driveways (loss of on-street parking) as well as lack of parking used or provided for new development.
- New dwellings should be required to provide at least 3 off-street parking spaces.
- Key junctions along Secombe Road (Morphett Road and South Road) are already failing with stationary traffic at multiple times throughout the day and this will exacerbate this.
- Local streets servicing the neighbourhoods (suburbs of Seaview Downs, Seacombe Heights, Marino and Seacliff Park) have limited through routes and so rely on a handful of key collector streets which are already very busy.
- There is insufficient investigation within the Code Amendment demonstrating capacity and strategic plan for potential upgrades of road network and junctions as a result of the development facilitated by the Code Amendment.

Loss of tree canopy and green space and impact on habitat and urban heat

- There are no controls for the retention of trees on the land and this is an important part of the character of these locations.
- Loss of trees will significantly increase urban heat loads in these locations (relates principally to suburbs of Seaview Downs, Seacombe Heights, Marino and Seacliff Park).
- Loss of trees will impact greatly in existing habitat for birdlife, lizards and biodiversity and cannot be replaced by monoculture of street trees (relates principally to suburbs of Seaview Downs, Seacombe Heights, Marino and Seacliff Park).
- Loss of trees will impact on views to suburbs of Seaview Downs, Seacombe Heights, Marino and Seacliff Park from the plains areas as part of the hills face.

Infrastructure capacity for additional dwellings.

- Existing utility infrastructure was not designed to accommodate additional housing and population and is currently struggling with many current problems (relating principally to power, water and sewer).
- Existing social infrastructure is currently at capacity and additional populations will further exacerbate issues with access (principally raised in relation to schools and medical facilities).
- There is insufficient investigation within the Code Amendment demonstrating capacity and strategic plan for potential upgrade of infrastructure as a result of the development facilitated by the Code Amendment.

Stormwater management impacts of additional building areas.

- Infill development will significantly increase stormwater run-off which will impact on current stormwater systems which are not designed to handle increased volumes. Currently have problems in some locations and this is potentially a larger issue with greater sloping areas.
- There is insufficient investigation within the Code Amendment demonstrating capacity and strategic plan for potential upgrade of stormwater infrastructure to cater for additional development facilitated by the Code Amendment.

Loss of Amenity associated with views, shadowing, privacy and noise.

- Infill development will result in increased impacts on amenity of existing properties by virtue of:
 - Walls on boundaries

- Overshadowing
- Overlooking
- Loss of views
- Additional noise impacts

Focus on growth should be more strategic and targeted and the "one-size-fits-all" approach is not appropriate.

- Council should accommodate population growth to strategic sites and corridors as outlined within the 30 Year Plan for Greater Adelaide and the Greater Adelaide Regional Plan Discussion Paper. This is preferred to general infill and will result in better outcomes.
- There are other locations in greenfields areas (in other Councils) that can accommodate increased densities as part of master planned developments which are also more affordable.
- The 'Southern Hills' suburbs Seaview Downs, Seacombe Heights, Marino, Seacliff Park and Darlington have vastly different characteristics than those suburbs further south and so should be treated differently from a policy perspective.

4.3 Response to key themes and further investigations

The following further investigations and were undertaken after closure of the public consultation period.

4.3.1 Suitability of proposed lot sizes and frontage widths

The northern areas (being the suburbs of Seaview Downs, Seacombe Heights, Seacliff Park, Marino and Darlington) represented the largest change to density within the Code Amendment, and as such, not surprisingly, the strongest response from the community. It is clear from the feedback, that there is a desire for the retention of larger minimum allotment sizes from those proposed during consultation for these locations. Comparison of density policies for the neighbourhoods in adjacent Council areas with comparable characteristics indicates a wide range of minimum allotment sizes, including:

- 360m² - 390m² within O'Halloran Hill, Bedford Park and Flagstaff Hill (City of Onkaparinga)
- 425m² - 500m² within Clapham, Panorama and Lower Mitcham (Mitcham Council)
- 700m² - 1200m² within the Pasadena, Panorama, Lynton (Mitcham Council).

A number of submissions made alternative suggestions to minimum allotment sizes, including some that suggested 500m² is a more appropriate size to respond to the established pattern of allotments in this location but allow some limited development. A number of alternative options were considered and analysed to understand potential impact and rate of development across the northern suburbs of the affected area.

However, given the strength of the response from the community, Council felt it appropriate to maintain the existing minimum site areas and frontage widths in place for these and all other locations within the affected area.

Similarly, a clear direction from feedback is the desire to limit development in the future to those that better align with the established development pattern in these neighbourhoods – street facing developments such as detached dwellings and semi-detached dwellings. This has arisen from experience of poorly designed and constructed row dwellings and residential flat buildings north of Seacombe Road, notwithstanding the different frontage width and minimum site areas that apply for the General Neighbourhood Zone's in these locations.

There is some merit in the concerns relating to housing typologies and how this will potentially significantly alter the pattern of development and established character of these neighbourhoods. In response to these community concerns, the retention of detached dwellings and group dwellings, as contained within the existing 'technical and numerical variations' (TNVs) for the northern suburbs of the affected area, would maintain the predominant development pattern, noting that these also best manage the sloping land context. The other parts of the affected area already provide for a range of dwelling types, and so are not impacted.

4.3.2 Loss of character and its need for protection

A large part of the concern about loss of character was related to the potential for row dwellings, group dwellings and residential flat buildings, but also related to frontage widths, front yards and the spaces around buildings, as well as housing styles of the established housing stock. It is clear from feedback that the community values the nature of front yard spaces and widths associated with these locations which speaks to a visual appearance that contributes to the established streetscape.

There is a fine balance required to provide opportunities for street facing development (to avoid hammerhead style development) and maintain frontage widths that support landscaped front yards. There may be scope in increasing the required frontage widths for detached dwellings in these locations, provided it does not negate the ability for any development to occur, and this will be largely dependent on the characteristics of the allotments in these locations. The retention of existing TNVs for the northern areas of the affected area, as resolved by Council, would maintain these attributes that are valued.

Other elements that typically contribute to character include setbacks, building levels and site coverage and these remain consistent whether a site is accommodating one or more dwellings. The existing building height limit is 2 building levels or 9 metres, and the Code Amendment does not seek to change this. The Hills Neighbourhood Zone supports front setbacks that are contextual with the streetscape and so would support more appropriate design responses. Site coverage, side setbacks and rear setbacks are all core policy within the Code for this Zone and so this Code Amendment has no flexibility to alter these policies.

It is important to note that these locations have not been previously identified as having the attributes to support the application of a Character Area overlay (in the same way other areas such as Glandore do). The Character Area Overlay requires high levels of consistency in character attributes for designation. The northern suburbs of the affected area comprises variability of housing stock, building eras and styles, such that no definitive character attribute relating to building style, era or form exists within any meaningful grouping of areas. Similarly, while there is some degree of consistency in front setbacks derived from older planning policy in place at the time, the variability in frontage widths and nature of slope across the area means that the rhythm and spacing dwellings buildings, and in some areas orientation and positioning on the site, varies across different parts of the area. As such, further reinforcement and protection through the application of the Character Area Overlay is considered unwarranted, notwithstanding that this would also fall outside of the agreed scope of the Code Amendment.

4.3.3 Additional traffic and on-street parking impacts

The impacts of on-street parking and additional traffic volumes within the local road network attracted by infill development was one of the largest concerns raised by the community. These are derived from experiences of general infill development occurring in areas of Warradale, Dover Gardens and Seacombe Gardens and have informed the community's views of how infill impacts on these issues.

The requirements for on-site car parking for dwellings (including the number and sizing) is core policy set within The Code and cannot be altered by Council as part of this Code Amendment. On-street parking requirements for dwellings relate principally to bedroom numbers more so than dwelling types for detached and semi-detached dwellings, with a minimum of 2 required for 2 bedrooms or more (the majority of new dwellings built). Only one of these needs to be covered (i.e. a garage or carport). Quite often dwelling applications exceed these minimum requirements (double garaging and driveways). Notwithstanding this, as core Code Policy, the Code Amendment cannot seek amendments to increase minimum on-site vehicle parking requirements for dwellings as it is outside of the scope of the Amendment.

Many problems associated with infill development is not necessarily related to the number of parking spaces provided on sites (in most instances there are between 2 to 4 spaces), but rather the use of garaging for vehicle parking instead of storage. This is a behavioural issue that cannot be controlled or managed through the Code Amendment. It is noted that several policy changes are muted to the Code (as part of the Expert Panel's recommendations into the Planning Reform Implementation Review) which seeks to address minimum vehicle parking sizes for garaging and carports (increasing in size to accommodate larger ute and SUVs), as well as minimum storage capacities for dwellings, which may aid in ensuring garaging for future development is used for the parking of vehicles, avoid the need / desire to park on-street.

Concerns about increased on-street parking, emphasised by reduced capacity for on-street parking from increased driveway crossovers was also highlighted in the feedback. The introduction of The Code also introduced policy which seeks to ensure that any infill land division supports the retention of on-street parking and specifically requires the retention of 1 on-street car park for every 3 dwellings proposed, as well as criteria around clearance from street furniture and street trees. In this regard, the Code Amendment would not require further policy support to address this issue.

Concerns about the adequacy of the local street networks, and key intersections, particularly interfacing with Seacombe Road and Morphett Road were key concerns raised in the feedback. A high-level assessment of the anticipated traffic volumes arising from the potential future development from the Code was included in the Code Amendment investigations.

The assessment was based on a typically accepted assumption around the extent of sites developed (40%) from the theoretical development potential arising from the policy. This rate was derived from that used by the state in land supply forecasting for infill development and deemed appropriate. The anticipated demands were considered by Council's engineers, taking into account existing local road network capacity.

The assessment undertaken confirmed that the local road network can accommodate the anticipated traffic volumes, without compromising the road service levels (not considering resident amenity), acknowledging that there are both local and some collector road functions within the northern areas of the affected area (where the bulk of these concerns were raised). The assessment did identify that key road junctions will, over time, require upgrades, and this would be factored into any Local Area Traffic Management Plan as development occurs.

Several concerns were raised that additional on-street parking would compromise safety and emergency vehicle access. These concerns are unfounded, and road function can be suitably managed through local traffic management. In most cases, the local streets are of a sufficient width to accommodate parking and service vehicle access (as occurs now with waste collection). It is acknowledged that some locations have higher slopes, and this can create challenges, however these can be managed into future (as they are now).

4.3.4 Loss of tree canopy and green spaces

The loss of tree canopy (both regulated and non-regulated trees) often results from the redevelopment of sites, and this occurs whether the redevelopment is for a single dwelling or multiple dwellings. This concern has arisen from the experience of recent infill development within surrounding neighbourhoods and is difficult for Council to control given limitations in development controls associated with trees that are not Regulated trees. This, however, does not imply that development should be prevented from occurring at all.

The concerns have however also been based on the loss of garden spaces more generally to front yards and rear yards because of smaller allotments, and this recognised given the nature of infill development will reduce these areas. These concerns relate to impacts on character, as well as impacts on amenity (for occupants) and urban heat effects for the site and neighbourhood more broadly.

A brief analysis of some recent detached dwellings on single allotments in this location has been undertaken to examine how this translates and compares to infill development in adjacent locations and can be found within Attachment 1.

Perhaps surprisingly, the analysis found that the level of canopy cover and loss of vegetated spaces across sites can be just as pronounced for larger allotments with single dwellings, than it can for infill development sites. This is because more contemporary development (including those single dwellings on allotments) is typically resulting in larger buildings on sites which, combined with larger outbuildings, paved spaces and swimming pools (in some instances), similarly results in reduced landscaped spaces to historic patterns of development.

In this regard, the Code provides the following measures to limit loss of garden spaces (which is core policy and cannot be amended within the scope of this Code Amendment) including:

- site coverage (which the Hills Neighbourhood Zone is set at 40% for sites less than 1:8 and 50% for sites greater than 1:8)
- minimum impervious areas and deep soil zones as follows:
 - 10% - 25% based on the size of the allotments proposed in this area.
 - minimum of 30% of land forward of the building line and front boundary
 - deep soil zone of either 10m² or 7% of the area for the planting of a tree (depending on the size of the allotment)

The challenges of maintaining and increasing canopy cover and pervious spaces within our urban environments go beyond Code Policy and require a range of other measures, most notably education, to ensure vegetation and its benefits to amenity and microclimate, are valued by our community.

4.3.5 Adequacy of infrastructure capacity

Concern relating to existing infrastructure's capacity to handle additional demands from housing related to both utility infrastructure, as well as social infrastructure (particularly medical related facilities in the area). These concerns are unfounded as the additional demand arising from new housing established over time within the affected area is forecast by service providers and built into their planning and capital works programmes. For the southern parts of the affected area, the changes are marginal and would in fact likely reduce additional dwellings, so have no direct impact on the capacity of infrastructure.

Importantly, the Code Amendment included direct engagement with all utility providers, receiving a submission from Epic Energy and SA Water. None expressed concern with the Code Amendment's implications for their networks.

In any event, the decision to retain existing TNVs for the affected area will have no implications on infrastructure demand and augmentation needs beyond the existing potential development scenario.

4.3.6 Stormwater management impacts on the network

Concerns related to the ability of the existing stormwater network to manage the additional loads derived from additional impervious surfaces generated by infill housing development, and in particular a lack of detail in investigations that support statements indicating that the network can accommodate future development.

Management of stormwater run-off onto Council's stormwater system will be required as a result of the potential increased impervious areas that result from infill development. The Code has policies in place to ensure that Council's assessment staff (and engineers), ensure that resultant development achieves appropriate detention of stormwater. In this regard, there is no additional policy coverage needed to address this policy issue by the Code Amendment.

The assessment of potential future demands was identified utilising an assumed 40% of theoretical development of the affected areas. Once again, the biggest rate of change proposed is within the northern suburbs of the affected area, as the southern parts already can accommodate the potential increases in density sustained by the policy. The assessment determined that over time, there will need to be some management of capacity of stormwater, particularly surface waters, given the sloping nature of these sites, and potentially require the careful management of driveway crossovers to avoid overtopping into properties on the low side of the road. This is a design issue and can be managed a development application stages and as part of the broader stormwater network management.

In any event, the decision to retain existing TNVs for the affected area will have no implications on stormwater capacity and augmentation needs beyond the existing potential development scenario.

4.3.7 Loss of amenity to existing dwellings

Concerns over amenity arose principally from the fear of two storey development, buildings being in closer proximity to boundaries (and boundary walls), as well as the potential loss of views from properties, particularly those further up the hill of the northern parts of the Affected area.

The design of development will need to address issues on amenity of both occupants and neighbours, particularly when it comes to aspects such as, building on boundaries, building heights / two storey development, overlooking and overshadowing, outlook, natural ventilation, noise, etc. These design and amenity issues are addressed by existing Core policy in the Zone (boundary walls, building heights) and other parts of the Planning and Design Code (Design in Urban Areas and Interface between land uses modules). These matters are as likely to apply to single dwellings on allotments than a site that is proposed for two dwellings, and as such, the Code Amendment is not seen as needing to provide any further policy support addressing these matters.

It should also be noted that the construction of two storey buildings and walls on the boundary are currently supported by the zone and have been by previous Development Plans for over 20 years. As Core policy, these measures and criteria cannot be changed by Council and are not considered unreasonable (particularly as both 2 level buildings and boundary walls already exist within the affected areas).

4.3.8 Prioritising growth in strategic locations

Feedback indicated that either population growth should not be supported, or should occur in other locations in greenfield areas or at strategic sites adjacent to the rail corridor or Marion centre. Notwithstanding that population growth is outside of the control of council, there is a strategic imperative of the State government to accommodate increased housing and, in particular, a compact urban form, so as to avoid further encroachment into valuable environment and food production areas (which are legislatively protected).

There is merit in arguments which seek the focus for population growth within strategic locations, being those with excellent access to frequent public transport, a full range of services and facilities, as well as open space areas. In many respects, the previous Housing Diversity DPA supported this notion, and this is also reflected within the 30 Year Plan for Greater Adelaide.

It should be noted that much of the southern areas covered by the Code Amendment already facilitate minimum allotment sizes that support infill development and, as such, these concerns were more representative of those within the northern areas where the rate of change proposed was larger.

There is a planning merit in supporting increased densities in these parts of the southern suburbs in that they are typically well positioned locations that have good access to services and facilities that support the local population (and increases in catchment populations would support further expansion and investment into these facilities / services). They also have access to infrastructure, open spaces, and proximity to major employment nodes for the region, being Flinders University, Tonsley, Marion Centre and Lonsdale.

It is however acknowledged that parts of these northern suburbs of the affected area do pose challenges for public transport access, notably:

- they are in some instances some distance from either fixed transit or a bus route (noting also that for these locations the bus routes are not frequent); and
- the topography in this location increases the ease and comfort of access to these services and arguably, support reduced walking distances from these services.

Council will separately continue to plan for strategic infill sites and corridors, as outlined within the 30 Year Plan for Greater Adelaide and forecast within the Greater Adelaide Regional Plan. This may include more defined extents of these locations where better excess of reliable public transport is available (these cover mainly suburbs of Hallett Cove and Marino, given the proximity of the Adelaide – Seaford rail line). This future analysis falls outside of this Code Amendment process.

5 Evaluation of Engagement

To ensure the principles of the Community Engagement Charter (the Charter) are met, an evaluation of the engagement process for the Code Amendment has occurred.

5.1 Performance Indicators for Evaluation

The minimum mandatory performance indicators have been used to evaluate engagement on the Code Amendment. These measures help to gauge how successful the engagement has been in meeting the Charter's principles for good engagement.

Evaluation of Engagement by Community Members

The minimum mandatory performance indicators required an evaluation of responses from members of the community on the engagement. This includes an evaluation of whether (or to what extent) community members felt:

1. That the engagement **genuinely sought** their input to help shape the proposed Code Amendment.
2. **Confident their views were heard** during the engagement.
3. They were given an adequate **opportunity to be heard**.
4. They were given **sufficient information** so that they could take an informed view.
5. **Informed** about why they were being asked for their view, and the way it would be considered.

This evaluation was undertaken through:

- inclusion of a question within the survey on the Making Marion page seeking clarification as to whether the information and intent of the Code Amendment were understood.
- an evaluation survey poster that participants were asked to complete when leaving each of the Drop-in Sessions.
- an evaluation survey provided to all who made a submission on the Code Amendment accompanied by an email confirming key feedback themes and Council's resolution on the amendment in response to the public feedback.

Evaluation of Engagement by the Designated Entity

A further evaluation of the engagement process is required to be undertaken by (or on behalf of) the Designated Entity. The minimum performance indicators require an evaluation by the Designated Entity of whether (or to what extent) the engagement:

1. Occurred early enough for feedback to genuinely influence the planning policy, strategy or scheme.
2. Contributed to the substance of the final draft Code Amendment.
3. Reached those identified as communities or stakeholders of interest.
4. Provided feedback to community about outcomes of engagement.
5. Was reviewed throughout the process and improvements put in place, or recommended for future engagement.

The evaluation of the engagement was undertaken by David Barone, Senior Strategic and Policy Planner and Matthew Green, Community Engagement Coordinator, both from the City of Marion (the Designated Entity). The results of the evaluation are contained in Attachment 4 to this Engagement Report.

5.2 Evaluation against the Charter principles

The following is a summary of the evaluation of the engagement against the five principles of the Charter. The evaluation survey was completed by participants who attended the drop-in sessions (87 people), as well as 58 of the 330 respondents to provide feedback (contact details of petition signatories were not provided). The full results of the evaluation surveys can be found in Attachment 4 to this Engagement Report.

(1) Engagement is genuine

People had faith and confidence in the engagement process.

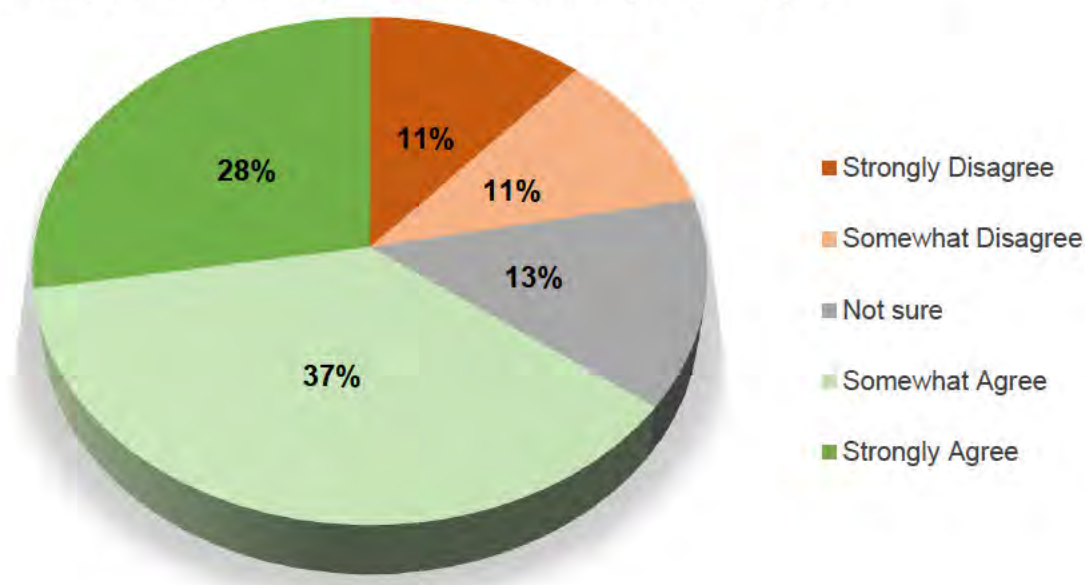
The feedback from respondents was mostly in agreement that the engagement was genuine in seeking the community's input into the proposal, with just under two thirds of respondents either strongly agreeing or somewhat agreeing to the statement. This was despite the issue associated with the original mailout. Once aware of the amendment, participants felt that Council was genuine in seeking feedback (evidenced by strong support within the drop-in session feedback), and the resultant decision by Council perhaps reinforced this position for the bulk of the community (noting several of those in support felt aggrieved that the feedback received genuinely reflected the views of the broader public who did not engage in the process).

Feedback provided to this evaluation question indicated that the additional banners placed within the affected area further supported the intent for seeking feedback from the community, however, that the engagement process was being undertaken, despite the outcome being a foregone conclusion. Whilst this is perhaps an unfair assessment (particularly given the final decision of Council), it potentially speaks to the language and possible defensiveness of content and those staff within the drop-in sessions.

A major concern for those who did not agree with the statement was the reversal of the decision to proceed with changes to allotment sizes and frontage widths on the basis of the feedback received. The perception being that it did not meaningfully represent the views of the broader community within the affected area, and possibly misinformed by the information being distributed through the standardised submission template and petition.

This viewpoint is challenged, given many that did engage directly with the process made relevant commentary that was not based solely on the incorrect perception created by the misinformation distributed. These matters were clarified and responded to, both on the Making Marion website, within communication at the drop-in sessions and individual phone calls and counter discussions held with participants. It is also evidenced by the content of the responses, which were largely suitably informed about the proposal with concerns relevant to the issues generated by the proposal.

Evaluation Statement:
I feel the engagement genuinely sought my input to help shape the proposal



(2) Engagement is inclusive and respectful

Affected and interested people had the opportunity to participate and be heard.

The feedback to this evaluation statement was largely supportive (63%), perhaps reflective of the outcome of Council's decision, despite the principal concern about the engagement raised within the community being the claimed lack of awareness of the Code Amendment. Participants, once aware of the amendment, felt that they had the ability to have a say and make their views heard, and that these were taken on board by Council.

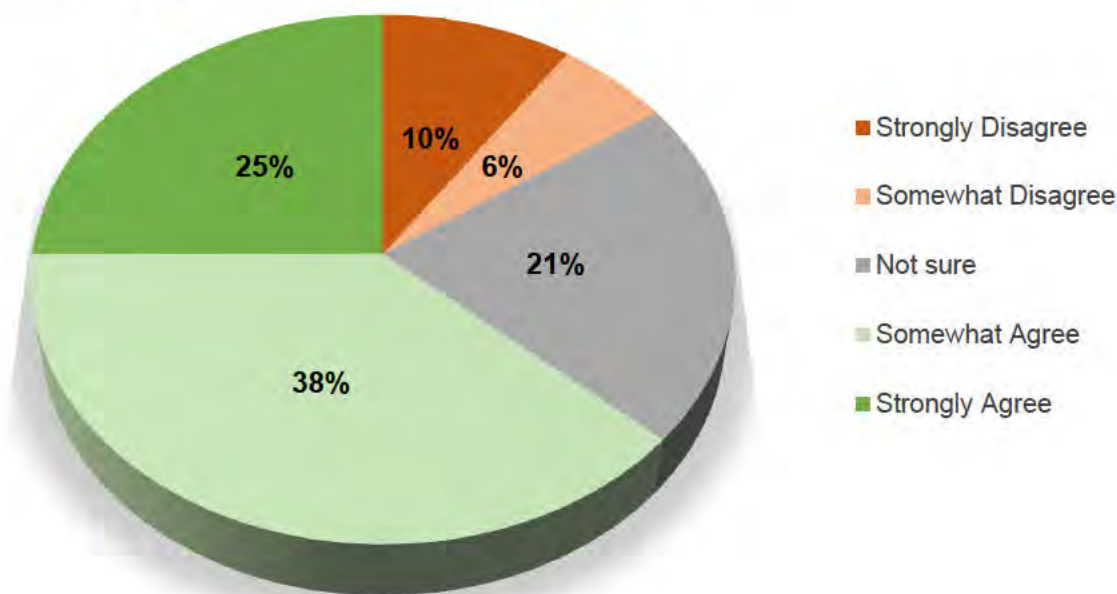
Several factors contributed to the ability for people to become aware and have a say:

- social media posts were effective in making recipients aware of the amendment and the issues at play, with noticeable spikes in visitation to Making Marion after each social media post
- the placement of banners across the affected area, although it is recognised that this was late in the consultation process, it did spur additional queries and submissions.

It is noted that several participants in the process who supported the Code Amendment remain aggrieved at Council's decision not to proceed with changes to the minimum site areas and frontage widths for the affected areas. This is driven by the assertion the low response rate (approximately 2.6% of all who were notified in writing) means that the feedback was not representative of the broader community position, and therefore, misinformed Council's decision on the Code Amendment. This position is not supported as it cannot be assumed that all who did not make a submission supported the amendment.

Evaluation Statement:

I am confident my views were heard during the engagement



(3) Engagement is fit for purpose

People were effectively engaged and satisfied with the process.

People were clear about the proposed change and how it would affect them.

Three quarters of respondents supported the notion that they were given ample opportunity to be heard. This is perhaps reflective of the extension of the consultation period, plus the two additional drop-in sessions, one of which was heavily attended by residents of the northern suburbs of the affected area. Feedback to this evaluation statement included the potential for a workshop where one could engage in pros and cons of the proposal, noting that the drop-in sessions provided an opportunity to engage in this discussion (and did for many participants).

Two thirds of respondents felt that they were given sufficient information to take an informed view of the proposal. Some of the feedback within the consultation survey indicated that some found it difficult to understand the technical aspects of the Code Amendment. Common aspects that were raised that could have better informed people were:

- more information and clarity about gradient levels for sites and how they are determined for a site
- maps and information showing what the amendments meant for developability of sites across the areas
- lack of detailed investigations relating to infrastructure impacts and implications of the additional development potential (quantitative analysis).

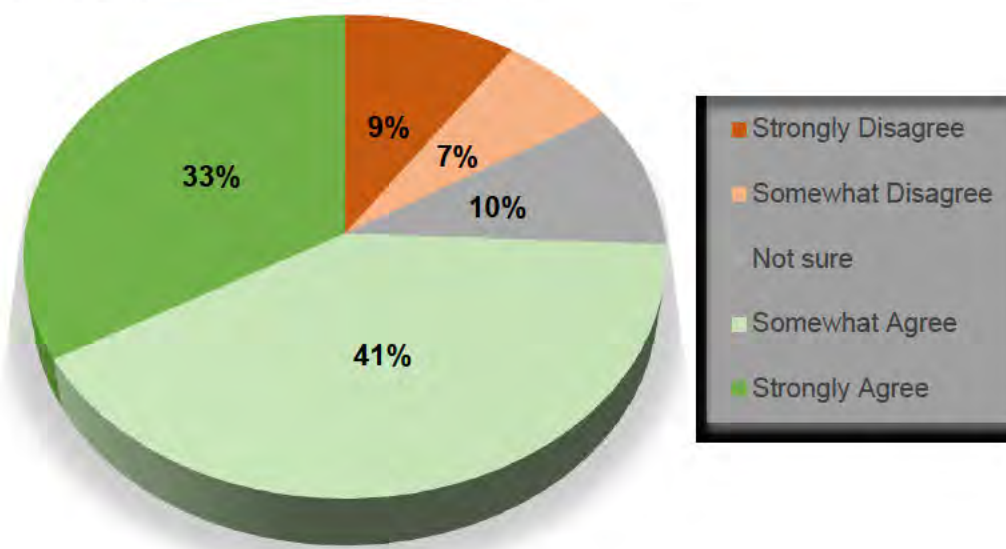
Some found the comparison between the current and proposal policy difficult to navigate and understand, given the variations across the different areas and people not necessarily being aware of what applied to them now. Despite having the mapping tool available, this does not seem to have been used, or readily understood by those participants, and perhaps required a more nuanced messaging across the different areas for easier and clearer understanding of implications.

The lack of information and clarity on infrastructure capacity, as well as what the proposals meant on the ground, reinforced fear within the community, given other examples of infill development in neighbouring areas were readily referenced by opponents in their correspondence. Some of this concern was policy based (principally housing types not wanted), however, could have been alleviated with the distribution of mapping that indicates:

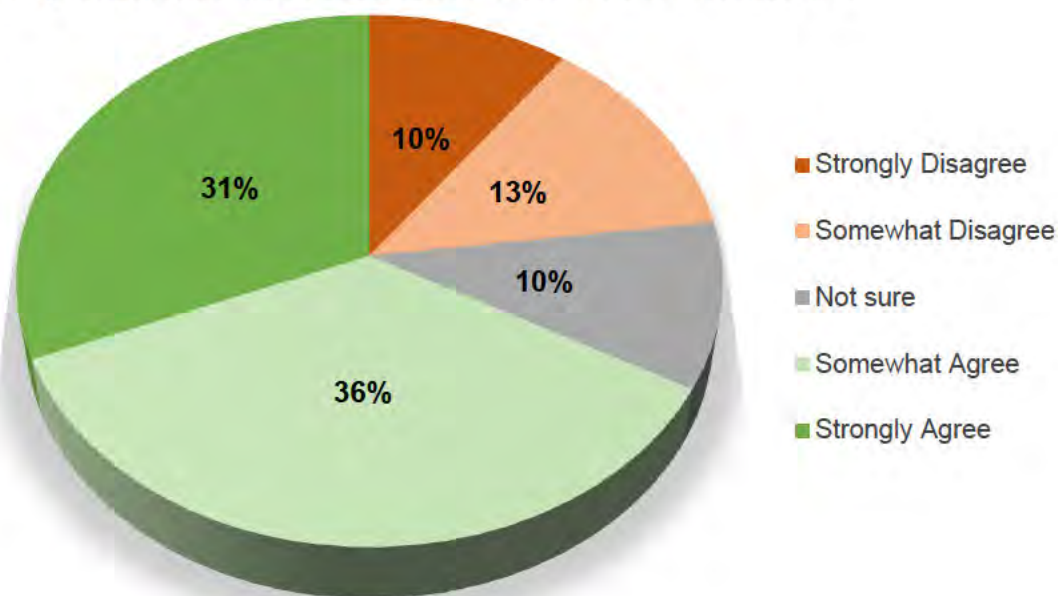
- most future development would only be detached and semi-detached due to the nature of sites and the policy; and
- not all locations would be able to be developed (ie it would not allow every site to be developed)

This perhaps would have been most useful for the southern areas of the affected area, where development potential in many locations would actually be reduced as a result of the amendment (submissions did not necessarily reflect an awareness of this fact).

Evaluation Statement:
I was given an adequate opportunity to be heard



Evaluation Statement:
I was given sufficient information so that I could take an informed view



(4) Engagement is informed and transparent

All relevant information was made available, and people could access it.

People understood how their views were considered, the reasons for the outcomes and the final decision that was made.

Whilst the response to the evaluation statement was mostly supportive (66%), there was a lot of feedback from those who did not agree with the statement (17% of responders). These related

principally to some lack in information within both the engagement materials and investigations supporting the Code Amendment which related to:

- assumptions and qualitative data around infrastructure, traffic and stormwater considerations
- identification of how the amendment would impact properties across the affected area, (the theoretical development potential)
- rationale for the 40% assumption made in determine potential impacts (could have been further explained to better understand and rationalise).

This may have fuelled some of the rationale and fear associated with the proposed amendments, particularly for the northern suburbs of the affected area.

A key criticism of Council was that the original letter may have been mistaken as junk mail, despite containing the Marion Council branded envelope and "Important Information, please read" within the address line. This is likely to have led to the perception that many did not receive the letter (although this is the case for some locations).

Visitation to Making Marion was 2782 views, with over 1,000 downloads of documents, implying a potential for occupants to become informed about the proposal. This translated to nearly 10% of visitations resulting in surveys being completed.

Some felt that the weight given to submissions in making the final decision was not adequately communicated by Council in correspondence during the consultation phase of the process, and that this would have mobilised certain individuals to push the support case more strongly within the broader community.

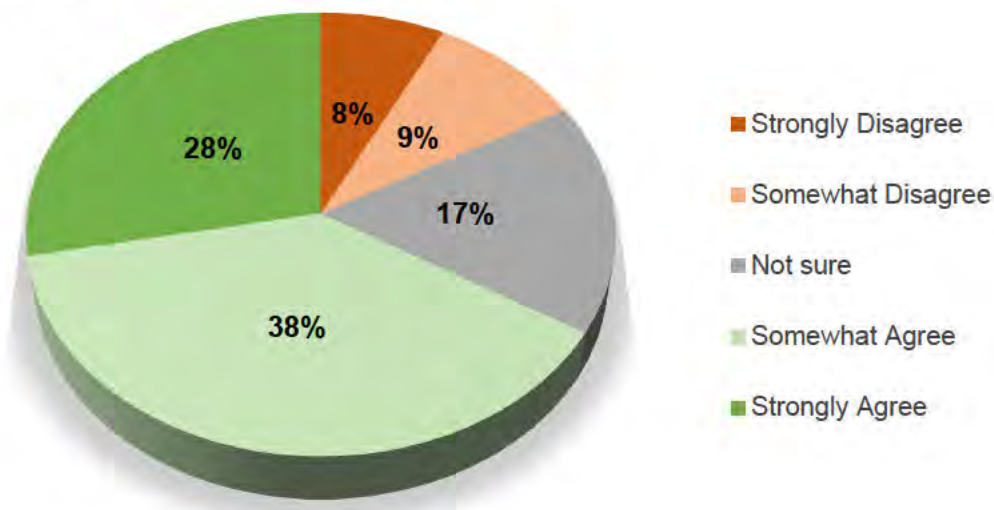
The scope of influence was clearly articulated in the information flyer accompanying the letter as well as the Making Marion content (along with coverage in the Engagement Plan itself). The Making Marion content also included information about what will be done with the feedback received, and this was also included in the landing page for those who submitted surveys through Making Marion.

Those who provided evaluation feedback and were in support of the changes indicated that there was a lack of clarity in rationale for the reversal of the Code Amendment by Council, particularly given a lack of opportunity to explore and engage on alternative policy approaches was afforded to the community. This is noted, given that the decision of Council reflects the majority of the feedback received as part of the consultation process, notwithstanding any planning merits that existed for the Code Amendment, or the alternative policy options tabled and discussed at the Council meeting.

Similarly, those in support felt that the information within the amendment and supporting consultation materials did not adequately explain the strategic reasons supporting the Code Amendment, and its alignment to the State Strategic planning directions. It was also felt that the against campaign put a strong argument forward that was not countered by Council.

As a designated entity, it is not Council's role to advocate any one side as part of a debate that occurs within the community. The rationale for the amendment and its consistency with strategic documents are included within the Amendment report, although this could have been more clearly been summarised as part of the Making Marion content, and information flyer.

Evaluation Statement:
I felt informed about why I was being asked for my view and the way it would be considered



(5) Engagement processes are reviewed and improved

The engagement was reviewed, and improvements recommended.

There was a need to review and adapt during the consultation session as a result of:

- issues associated with original mailout meaning some residents did not receive letters or received them late, with deliveries occurring for a period of 2 – 3 weeks following the original intended scheduled date (as a result of resourcing issues with the private direct mail company)
- the spread of some misinformation by residents within selected areas (principally Seaview Downs and Seacombe Heights)
- the large level of interest and concerns from those who are not supportive of the proposed amendment.

Council responded to the above issues by:

- undertaking additional letterbox drops to several streets as it became clear that residents had not received letters (typically in response to several residents in a street advising of this situation);
- extending the consultation period an additional 2 weeks to account for those who received their letters later than the rest;
- holding an additional two drop-in sessions (one each at a northern venue and a southern venue for convenience), to reflect that some residents did not have the opportunity to attend these, or had insufficient notice of them due to letter delivery delays;
- preparation and placement of A1 signs at key locations around the effected area to notify people of the amendment, the extension to the consultation period and with a QR Code and web address for the Making Marion page where they could get further information and make a submission. These signs were left in place until the closure of the consultation period (approximately 3 weeks);

- additional social media posts advertising Code Amendment and extended consultation period
- updating of information on Making Marion in response to some inaccurate representation of facts within the petition and standardised submission forms being distributed around Seaview Downs, Seacombe Heights and Marino.
- Preparation of mapping that provided details of the potential additional theoretical development that could occur across each suburb within the affected area (compared to existing policy);

There are several lessons learnt from the engagement process that influenced people's ability to be involved, framed their attitudes to the amendment, and fostered further uncertainty about the proposed policy changes. These future improvements are summarised below:

Notification and distribution of information

- Letters directly addressed to land owners / occupiers should be used to ensure that it is not confused with junk mail.
- Whilst this attracts a significant cost for a mailout of the magnitude of that required for the Code Amendment (12,500 properties), it may have enabled "cut-through" and removed the perception of procedural unfairness and angst caused by the mailout, which meant Council was immediately defending the process.
- Utilise Australia Post mail delivery services instead of a private direct mail delivery service. In this instance, the private firm was used as Australia Post advised that capacity was limited at the time due to the mass mailout for the Constitutional Referendum that was occurring concurrently. This created issues due to the unreliability of service, both in terms of delivery locations that were missed, but also the ongoing delays in deliveries due to resourcing difficulties.
- Placement of signage banners in key locations within the affected area was a useful tool in making people aware of the Code Amendment and perhaps should have been deployed from the beginning. They have been proven effective at subsequent engagement activities of this type. Reliance was instead placed on materials at council venues, but this provided limited exposure and coverage compared to signage banners.

Messaging and ease of understanding of information.

- Providing greater clarity in messaging about why the amendment was proposed, and its strategic alignment and importance within consultation documents would have helped people understand the intent of the proposal
- Improved clarity in expression and wording to use less jargon, so it is more relatable to those likely to be reviewing the materials is very important
- This is a challenge for complex planning related issues and Planning and Design Code structure which requires the use of specific terminology.
- Consultation materials should be tested within the organisation (through non-planners) as well as with council members (as part of their briefings) to ensure that they are easily understood.
- Given the complexity of how the amendment differed across the 5 different areas, and the implications of the rate of changes, specifically tailoring communication and consultation materials to each of the 5 different areas may have been more relatable and easier to understand for residents/landowners.

Ensuring that all relevant reasonable consultation information is available from the outset

- Spatial information (mapping) that clearly displays the implications of the proposed amendment would have been a great benefit to participants and should have been available at the start of the consultation period.
- Given the previous delays in progressing the Code Amendment due to resource changes, consultation for this Code Amendment was scheduled to avoid further delays.
- The required timeframes for consultation, combined with resource limitations meant that the map was unable to be made available at the start of the consultation period. This has since been addressed, and will more than likely form a more central part of the investigations and engagement materials into the future.
- Making more detailed technical investigations available for people to review, should they choose to, will aid in further supporting transparency. Inclusion as either separate standalone supporting reports within the Making Marion documents section, or as appendices to the Code Amendment Report itself, will facilitate access to these.
- Building more content into the FAQs within Making Marion that go further in addressing some of the detail that people may potentially be seeking about the amendment.
- In this instance, responses to the key questions and issues that were likely to arise, and were known, would have been useful in at least providing an opportunity to appease these issues with some participants, (noting not all would accept or agree with these).

6 Refer to the Minister for Planning and Local Government

On 26 March 2024 the Designated Entity approved the Code Amendment to be furnished to the Minister for Planning.

Attachments

- 1 Additional Investigation: Site Landscaping Analysis Case Studies
- 2 Summary of Written Submissions
- 3 Summary of Agency Submissions
- 4 Evaluation Results
- 5 Copy of Submissions Received

Attachment 1 – Analysis of landscape coverage across recent developments.

The Purpose of this Analysis

The aim of this analysis is to gain a better understanding of the impacts of infill development on landscaping across sites, in response to concerns about potential impacts from infill development.

Methodology

The methodology for this analysis was to focus on recent developments within the affected area of the Code Amendment's northern suburbs, along with recent one into two land divisions that have occurred in the suburbs immediately north of Seacombe Road (as comparison locations – any often referenced in discussions at Community Drop-in sessions).

Importantly, the review was focussing on the types of infill development to that being preferred for the future development of the affected areas, and not those housing types that the community opposes (row dwellings, group dwellings and residential flat buildings). This is important in that many of the recent development examples north of Seacombe Road are in fact in the form of other housing types at densities that are more than those proposed as part of the Code Amendment.

Measurement of garden spaces was undertaken on the basis of two aspects which impact on the established character of locations (and in response to Code policies that exist governing this issue)

- as a ratio / percentage of the overall site
- as a ratio / percentage of space forward of the dwelling and street frontage)

Measurements of areas was determined from aerial photography within GIS against site area data. Measured landscaped areas included garden beds, lawns, treed areas, but did not include road verges (outside of the property boundary). Notwithstanding forming part of private open space areas, paved spaces, outbuildings/veranda's/patios and swimming pools were not included in the calculation.

Observations from analysis

Observations of the single dwellings on conventional (large) allotments examples include:

- Landscaped areas typically range from 11% to 41%, but are mostly in the 20 – 25% range
- Proportion of front yards that are landscaped range from 14% to 54%, with most in the order of 30%-40%. Variation relates to driveway widths (single versus double) and use of front yard for additional parking spaces.
- Most sites have a tree on them (even if small), with some sites containing three or more. But not all sites contain trees, despite room for them (perhaps a reflection of values of owner than ability of the site).

Observations of the detached and semi-detached dwellings on infill allotments include:

- Landscaped areas typically range from 17% to 36%, but are mostly in the 28 – 36% range.
- Smaller allotments typically have lower landscape ranges, with lots in the order of 430 – 450m² having higher ranges.
- Proportion of front yards that are landscaped range from 32% to 60%, with most in the order of 48%-56% which is surprisingly high. Variation relates to driveway widths (single versus double).
- Most sites have no tree on them despite room for them (perhaps a reflection of values of owner than ability of the site). A few sites accommodate multiple trees, including some large mature trees, demonstrating it is possible to plant on smaller sites.

Findings from analysis

- The proportion of landscaped areas between an infill sized allotment and single dwelling conventional allotments is surprisingly similar, if not marginally in favour of infill sites.
- There are many other aspects to development of sites that have a greater influence to the extent of landscaped space than the dwelling and site size alone. These include:
 - extent of paved spaces (not development and cannot be controlled)
 - number and size of outbuildings (more likely on larger allotments)
 - presence of pools (more likely on larger allotments).
- The larger allotments were more likely to have trees planted on them than for infill allotments. The lack of trees on infill sites is however, not considered to be as a direct result of the lack of space, as some sites contained them (and more than 1), but rather the owner's wishes.
- Surprisingly, the proportion of landscaped areas to front yards from the samples selected was higher for the infill examples, however, this is likely to be a direct result of the presence of predominantly double garaging for the single dwelling sites (including very wide driveways), versus single garaging for most of the infill development sites. There is planning policy which prevents double garaging for narrower fronted sites (less than 12m), however, this does not apply where examples are two building levels, and this could significantly influence outcomes along street frontages for infill sites. The larger the infill site, the easier it will be to accommodate a single storey dwelling.
- In most cases for infill development, the percentage of landscaping achieves or exceeds the minimum percentage (25%) identified by the Planning and Design Code for sites over 450m². For the larger single dwelling allotments, most did not achieve this as a result of additional areas put in place post approval (i.e. paving and outbuildings).
- The majority of the examples examined, were assessed and approved prior to the Planning and Design Code. The Code now provides for minimum impervious areas, deep root zones for the planting of a tree, as well as minimum percentages of front yards as landscaped spaces (30%). These policies are considered to provide sufficient guidance to retain an adequate percentage of landscaping reflective of recent development within the affected area.

Attachment 1: Site Analysis – Single Dwellings

	20% Landscaped 37% Front yard landscape No trees Site: 865m² Landscape Areas: 175m²
	24% Landscaped 45% Front yard landscape 1 tree Site: 755m² Landscape Areas: 182m²
	34% Landscaped 54% Front yard landscape 1 or 2 trees Site: 735m² Landscape Areas: 250m²
	41% Landscaped 54% Front yard landscape No trees (but still being landscaped) Site: 1050m² Landscape Areas: 432m²



11% Landscaped
14% Front yard landscape
No trees

Site: 767m²
Landscape Areas: 83m²



23% Landscaped
32% Front yard landscape
3 trees

Site: 1025m²
Landscape Areas: 235m²

	20% Landscaped 23% Front yard landscape 1 tree Site: 697m² Landscape Areas: 138m²
	23% Landscaped 32% Front yard landscape 3 trees Site: 1025m² Landscape Areas: 235m²
	19% Landscaped 41% Front yard landscape 1 tree Site: 832m² Landscape Areas: 128m²

Attachment 2: Site Analysis - Infill dwellings

	House 1 20% Landscaped 48% Front yard landscape No trees Site: 353m² Landscape Areas: 70m² House 2 17% Landscaped 56% Front yard landscape No trees Site: 443m² Landscape Areas: 76m²
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	House 1 35% Landscaped 55% Front yard landscape 5 trees Site: 431m² Landscape Areas: 151m² House 2 36% Landscaped 53% Front yard landscape 4 trees Site: 447m² Landscape Areas: 164m²
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	House 1 22% Landscaped 59% Front yard landscape 2 trees Site: 363m² Landscape Areas: 111m² House 2 29% Landscaped 60% Front yard landscape 1 tree Site: 372m² Landscape Areas: 108m²
	House 1 28% Landscaped 33% Front yard landscape No tree Site: 441m² Landscape Areas: 127m² House 2 22% Landscaped 32% Front yard landscape No tree Site: 390m² Landscape Areas: 85m²

Attachment 2 - Summary of Community Written Submissions

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
1	Paul K [REDACTED] <i>Making Marion</i>		1.1 Supports.	Noted, however, this is not representative of the significant majority of those who made submissions.	Nil
2	Suzy [REDACTED] <i>Making Marion</i>		2.1 Supports.	Noted, however, this is not representative of the significant majority of those who made submissions.	Nil
			2.2 Favours increased services to support growth	Noted, but this is outside of the scope of the Code Amendment. The Hills Neighbourhood Zone provides for a range of supporting small-scale services that supports the population.	
3	Rob [REDACTED] <i>Making Marion</i>	Density / Lot Sizes	3.1 Concerned that the changes to zoning and development/land-use type will decrease residential desirability.	Noted. This is also a concern from the majority of the community responses received. Large spaces, vegetation and frontage widths in particular are identified as being valued and a distinct difference from other areas further north of Seacombe Road, along with larger allotments that exist in this location.	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area.
		Infrastructure / Services	3.2 Concerned the increase in dwellings will put extra pressure on services which are at a capacity (mentions Marion Shopping centre, Flinders Medical Centre, and increased traffic concerns).	Potential increases in population have taken into account future impacts on infrastructure, and this can be planned into future upgrades and asset replacement by both Council and utilities.	

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
			3.3 Believes that the proposal does not support the community.	Disagree. Increased population provides further support and rationale for infrastructure and service investment into the future.	
4	Kevin [REDACTED] <i>Making Marion</i>	Housing Congestion	4.1 Neither supports nor opposes the proposals to minimum site gradients and area. 4.2 Concerns over the approval of row/group dwellings leading to increased congestion to the Hills Face Zone area surrounding Tarnham Road Reserve and Seacombe High School	Noted. Significant concern from the community has been expressed in relation to these housing types being incongruous to the established housing pattern in the area, and also supporting wat are often poor design and amenity outcomes.	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area, particularly limiting housing types in the Seaview Downs, Seacombe Heights area.
5	Sue Asser [REDACTED] <i>Making Marion</i>		5.1 Neither supports nor opposes the proposals to minimum site gradients and area.	Noted	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area.
			5.2 Opposes infill in Hills Face Zone due to existing narrow roads and potential loss of green cover.	Noted. This was a clear feedback from the community. Most roads in the area are of sufficient width to carry additional traffic loads, but some, particularly l the higher slopes, have a large reliance on 2 or 3 collector streets for access.	
6	Paul [REDACTED]	Traffic Infrastructure / Services	6.1 Concerns over infill leading to increased traffic congestion and pressure on services/amenities.	Noted, however analysis indicated that traffic volumes could be accommodated within the road network, noting that some intersection upgrades will be required over time.	Nil

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No.	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
	<i>Making Marion</i>		6.2 Preserve Hills Face Zone existing character. Opposing minimum site areas and frontage widths.	Noted. This was a strong position of the community through responses, noting this reflected largely locations at Seacombe Heights, Seaview Downs and Marino.	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area.
7	Knpacc [REDACTED] <i>Making Marion</i>		7.1 Does not support Code Amendment 7.2 Opposes increased housing types and decrease in allotment sizes. 7.3 Preserve zoning in area.	Noted. This was a strong position of the community through responses and was a position agreed to by Council.	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area.
8	Peter [REDACTED] <i>Making Marion</i>		8.1 Supports 8.2 Indicates maps should clearly portray existing site gradients.	Noted, however, this is not representative of the significant majority of those who made submissions. Mapping showing gradient scales across the area were provided as part of engagement materials, but cannot be included within the Code or SAPPAs.	Nil
9	RTLloyd [REDACTED] <i>Making Marion</i> Letter Submission	Lot sizes and frontage width	9.1 Strongly opposes the consolidation of zones and changes to site area. Surprised that this change in policy is proposed again following it was rejected previously by the community. 9.2 The amendment ignores the fact that people bought into the area with current zoning and conditions and that suburbs have different aspects involving views and	Noted. This was a strong position of the community through responses, noting this reflected largely locations at Seacombe Heights, Seaview Downs and Marino. It is noted that the City of Mitcham maintains similar minimum allotment sizes to exiting. A comparative analysis was undertaken within the investigations, and the City of Onkaparinga has similar minimum lot sizes within the Hills	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area.

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No.	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
			contribute to a different way to the overall amenity of the city. 9.3 Similar suburbs and Zone in Mitcham (Bedford Park, Bellevue Heights, Pasadena and Panorama) have minimum site areas of 700m² and there is no intent to change that within the Mitcham Council.	Neighbourhood Zone to those proposed. The City of Mitcham's position relative to the policy is irrelevant to the Code Amendment, noting that they did not make a submission on the Code Amendment.	
		Loss of character	9.4 Suburbs of Darlington, Seacombe Heights, Seaview Downs, Seacliff Park and Marino contribute to the Hills Face Zone to ensure character of the hills was not lost to the plains.	It is acknowledged that parts of the affected area in the listed suburbs adjoin the Hills Face Zone, however, the vast majority of these areas are not readily visible from the plains (the lower slopes in particular). The assertion that the policy in place sought to maintain the character of the Hills Face Zone is challenged, the existing policy supports two storey buildings forms, and potentially very large buildings with the allowable site coverage as well as a full range of colours and finishes.	Nil
		Infrastructure	9.5 This type of development will place severe demands on all types of services, noting we are facing severe power issues in the future. High demand for electricity caused by high density housing has been blamed for blackouts in Prospect.	Potential increases in demand in utility infrastructure is planned into the system on account of development potential, with upgrades undertaken as required. All utilities were consulted, and none raised concerns about the capacity of the network to accommodate the additional development potential provided by the Code Amendment. Comparing the range of growth to prospect (which is high density and very different to that proposed), is inaccurate. The planning for	Nil

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No.	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
				growth within the existing infrastructure utility networks Issues associated with demand for power are region based, and relate to broader network issues (nation and statewide), and are outside of the impacts of the Code Amendment.	
		Focus growth in other strategic locations	9.6 Focus should be on strategic infill sites in accordance with the GARP discussion paper and reducing reliance on single dwelling subdivisions as stated by the UDIA. This has occurred in the northern part of the Council area as a result of Housing Diversity DPA and has resulted in lost opportunities to get proper density and alternative housing types. 9.7 Intelligent use of high-rise development in appropriate locations such as Oaklands Park, Tonsley, Seacliff Park and Edwardstown (former Hills site), could deliver attractive convenient housing linked to public transport and amenities without impacting the traditional remaining suburbs. This provides housing diversity	Noted and agree in part, however, the GARP Discussion Paper acknowledges that general infill will continue to have a role to play in supporting future housing needs across Adelaide. Broader assessment of strategic opportunities for accommodating growth sits outside of the scope of this Code Amendment and will be undertaken as part of the GARP preparation. There was valid planning rationale for pursuing the Code Amendment, noting that it differed from the policy previously proposed as part of the Housing Diversity Code Amendment (which was not finalised for the affected areas due to the implementation of the Planning and Design Code).	Nil
		Traffic and Parking	9.8 More off-street parking needs to be required for additional housing density, as many houses are increasingly shared, and with more cars than typically catered for by current policy. Observed many cars for each property in this neighbourhood,	Parking ratios are set by the Code and outside of the scope of the code Amendment. They are consistent for dwellings across all residential neighbourhoods. On-street congestion relates to the non-use of garaging for vehicle parking and this is outside of the scope of this Code Amendment. While it is noted that some	Nil

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
			including caravans and boats parks on roads.	housing occupants will have more than two vehicles, this is not likely to be common, and can still be accommodated by development on smaller allotments and frontages (double garage and driveways can accommodate four vehicles).	
		Loss of vegetation	9.9 Suburbs of the hills face provide a green screen due to the significant number of trees that have established over time. These will be removed and significant areas of green space will be lost. This is represented by urban heat mapping showing differentiation between north and south of Seacombe Road.	Noted that established trees exist within parts of the areas on the slopes south of Seacombe Road. Whilst increases in densities leads to potential increases in impervious areas, trends indicate that this also applies to single house developments and requires broader education about benefits of landscaping and canopy cover, which is outside of scope of this Code Amendment. Code policy provides for minimum landscaped areas and the planting of at least 1 tree for each dwelling. It should also be noted that the extent of site coverage within the policy will remain the same, meaning there is currently scope for dwellings to reduce tree canopy for these locations.	Nil
		Loss of open space	9.10 Potential for relatively unquantified social impacts from traditional family play spaces being removed or moved onto streets and impacts on mental health due to frustration with the urban environment and high-density living conditions, including higher crime rates.	These are unqualified statements and are challenged. The affected area has access to open space within 500m walking distance that provide for play spaces, should larger areas be required for this form of play.	Nil

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
			9.11 There are currently opportunities for people to remain in Marion in close proximity to their previous home if they wish to downsize – examples include Seacombe Gardens, Dover Gardens and Seacliff Village. New downsized homes are comparable in price to a larger lot, even with potential for subdivision.	Noted, however there is a distinct lack of diversity within the affected area (particularly northern areas), and the amendment represents an opportunity to provide additional diversity. The provision of affordable housing is a key challenge and outside of the scope of this Code Amendment. However, land value forms a large part of the cost of housing.	Nil
			9.12 Traditional neighbourhoods have always been family friendly and reduction in family dwellings are having impacts. Subdivision potential pushes up pricing making it less accessible for families and they are forced to live in courtyard homes. 9.13 Increasing attractiveness for investors and rental outcomes results in diminished pride in property maintenance and affects streetscape and overall amenity of neighbourhoods. Neighbourhoods north of Seacombe Road are evidence of this impact.	Noted, however, the nature of families and households is changing rapidly with a large proportion of households with one or two people (and no children), and so are their expectations and needs. The amendment sought to provide some additional opportunities to diversify housing types and sizes in these locations. The planning system does not seek to control the tenure of housing and as such whether investors develop within certain locations or not is irrelevant to the merits of the Amendment. Notwithstanding this, provision of rental accommodation is important across all areas of the city as a form of housing supply, particularly where tight rental markets currently exist and affordability for purchase continues to be out of reach for younger people.	Nil
10	Vala Vinogradoff	Lot sizes and frontage widths	10.1 Does not support the consolidation of the zone across the affected area	Noted. This was a strong position of the community through responses, noting this	Maintain the existing minimum lot sizes and frontage widths

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No.	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
	<i>Making Marion</i> <i>Letter submission</i>		10.2 Does not support the minimum site areas and frontage widths proposed for the selected zone across the different dwelling types and gradient ranges. 10.3 When built at 91 Braeside Avenue, there was strict requirements for building materials and colours landscaping and ratio of building to land. 10.4 Many residents of these neighbourhoods purchased on the basis of the space and land sizes and the fact that the zoning provided protection to this.	reflected largely locations at Seacombe Heights, Seaview Downs and Marino. It is noted that 91 Braeside Avenue sits within the Hills Face Zone which is not subject to the Code Amendment, and the requirements for new dwellings within this location and zone will remain in place. Notwithstanding this, the stated position on policy and concerns in reference to broader neighbourhood is acknowledged.	for the different areas across the affected area.
			10.5 Concerned that the basis for the amendment appears to be on the basis of requests from some landowners.	The Amendment stems out of the previous Housing Diversity DPA which sought to address housing supply and stock diversity throughout the entire Council area. Whilst some residents are seeking the ability to subdivide their sites, and support the change in zoning, this is not the basis for preparing the Code Amendment.	Nil
		Special character areas	10.6 These suburbs have a unique and special character and should be protected from further development. Their characteristics contribute to neighbourhood identity, and they should be protected for the diversity they add (as difference to infill areas north of Seacombe Road). New properties on large blocks continue the tradition of character and neighbourhood spatiality with front gardens, no or low fencing and single or double driveways for	Disagree that the northern parts of the affected area support a unique and special character. Whilst there are packets of large blocks in the area, overall, the sizes reflect those in other neighbourhoods north of Seacombe Road, and other parts of Adelaide. The housing stock is varied and so is the variation in frontage widths and side setbacks, noting that the spacing between buildings is not dissimilar to other locations. Similarly, front landscaping, driveway	Nil

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
			garage or carport. There is a regularity of space between buildings that contributes to amenity and airflow. 10.7 Do not want Council to impose similar conditions to the General Neighbourhood Zones in these locations.	treatments and fencing vary across the area, and are not dissimilar to other locations. The sloping nature of this location is the largest differentiator to those north of Seacombe Road, and this is represented through the Hills Neighbourhood Zone designation, and the representation of different minimum lot sizes and frontage widths as the slopes increase. Council was not seeking a policy setting that was reflected within the General Neighbourhood Zone, noting that frontage widths, site coverage and setback criteria would have been different. The Hills Neighbourhood Zone also seeks more contextual development outcomes from the General Neighbourhood Zone(which recognises and emerging or changing character).	
		Infrastructure Stormwater Management Social infrastructure	10.8 The assertion that existing infrastructure supports infill is challenged as stormwater runoff and impervious surfaces has increased, power demand has increase and heat islands have increased. These cannot be disregarded by lumping them collectively together – each street is unique and a standard response does not address this concern. Infill negates the required outcome of managing sewerage, energy efficiency and open space.	The benefit of infill development is the utilisation of existing infrastructure, making the most of its presence, instead of needing to establish new infrastructure at a higher cost to the community than where existing infrastructure needs to be augmented or expanded (in the case of social infrastructure). Council acknowledges that over time, existing infrastructure will need to be maintained and upgraded to cater for demand and capacity limitations, as well as more generally as a result of its useful life. For utility infrastructure, increased loads are factored into system	Nil

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
			10.9 Increased density will place greater pressure on existing infrastructure that was not designed for the amendment proposal. There are already areas of Seaview Downs that don't cope with sewerage and stormwater. 10.10 Building houses close to each other with no gardens and increased concrete surfaces add to the problems of water run-off and reduce water soakage.	planning and maintenance at a catchment level, and so assessments are undertaken at this level and not street-by-street. Utility agencies have not indicated a concern with current or future capacity for utility infrastructure as part of the Code Amendment consultation. Increases in pervious surfaces are noted as a result of infill development, however, this is also the case more generally as attitudes change to the extent of garden spaces desired and watering costs (for example increased paving areas and use of artificial lawns) on larger sites also contribute to additional runoff. New development however has the potential to have the stormwater flows identified and retained to achieve pre-development flows, and this is supported by Planning and Design Code policy in place (and does not require additional policy coverage by the Code) (the other changes are not development and cannot be controlled by the planning system).	
			10.11 Don't see empty-nesters and retirees as challenges and drivers for the need for change. Downsizing is an option for the elderly, but no at the expense of changing neighbourhood character.	Noted. They are one aspect of the changing needs and desires of the community into the future. Even the desires within this cohort have diverse needs and expectations and lifestyle preferences, and so it is understood that downsizing may not be desired for all, but having the option is the intent of the Amendment. There are other, broader strategic	Nil

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
				goals that support the amendment (not just downsizing).	
		Loss of vegetation	10.12 Subdivision will create fragmentation of natural habitats and reduced green spaces. With smaller sized trees and lawns will disappear as they have on the northern side of Seacombe Road. 10.13 Losing large blocks, gardens and tree canopies does not support the reduction of urban heat.	Disagree that land division will impact on natural habitats, as most residential properties do not contain natural habitats, but rather heavily modified environments with limited natural habitat value (further reinforced with presence of predators such as dogs and cats). Notwithstanding this, loss of canopy and landscaped areas is noted, however, in this regard the Amendment seeks to maintain a consistent site coverage policy, meaning the level of site coverage across sites whether they are large or small is no different. In addition, recent analysis has identified that the levels of green space and canopy cover for new development, regardless of allotment size (ie single dwelling on a large allotment) achieves a reduced level of landscape and canopy cover from existing situations. This is derived from larger building footprints for modern development, increased paved areas, larger outbuildings, installation of swimming pools and double driveways servicing developments. There is a broader educational need in regard to the value and benefit of canopy and green spaces to the amenity of spaces, as well as reducing heat loads for locations. The Planning and Design Code provides minimum impervious areas for development	Nil

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
				sites, as well as a requirement for the planting of a tree for each dwelling on the site. These are core policies, and the Code Amendment cannot make adjustments to the percentages or tree canopy planting (or retention) requirements for new development (the State does not support amendment to core Code policy).	
		Traffic and Parking	10.14Disagree with engineering report that the roads will cope with increased volume. Council needs to demonstrate the predicted increase in the average ratio of cars based on the development potential and impact on road use, on-street parking. Existing infill that has occurred cannot be discounted. 10.15Exiting Braeside Ave at Seacombe Road has become dangerous due to heavier traffic along Seacombe Road as a viable connection between South Road and Brighton Road. Seacombe Heights and Seaview Downs residents have difficulties during morning and afternoon school peak periods to get out onto Seacombe Road (including from Miller Street). There is insufficient space at these junctions to create upgrades.	Disagree. The assessment undertaken to determine road capacities and junction upgrade needs has been derived from existing road traffic flows, as well forecast traffic volumes derived from the anticipated number of additional dwellings (assuming up to 40% of theoretically developable allotments are actually developed). It is acknowledged that on-street parking trends for infill development north of Seacombe Road has led to increased on-street parking. This is a symptom of occupant behaviour rather than inadequacy in parking, as evidenced by empty garaging being used for other purposes than parking. The Planning and Design Code provides policy for ensuring adequate parking is accommodated on site (typically two or more spaces, depending on the number of bedrooms). It also includes policy seeking to ensure the retention of on-street parking – an addition to the Code and not in place when many of the developments in Seacombe Gardens / Dover Gardens occurred.	Nil

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
				Intersection capacities are noted and are regularly monitored to ensure a safe level of operation. Where demands are increased such that the level of service for the intersection drops to an unacceptable level, upgrades are undertaken and this will continue to occur as traffic flows change over time (be that from infill development or other factors). Council's engineers have not raised concerns about the ability to upgrade junctions, noting that, as an arterial road, Seacombe Road if required, upgrades can utilise compulsory acquisition powers of the Commissioner of Highways, as has occurred for many junctions around metropolitan Adelaide.	
			10.16 Do not see proposal promoting ecologically sustainable development.	Noted, this is not the sole objective of the Code Amendment (given reference was derived from Council's Strategic Plan), noting that environmental performance of housing has been placed mostly within the ambit of the Building Code, with housing requiring achievement of minimum star ratings, and that this is increasing for approvals from October 2024. At a broader level, supporting a more compact urban form is sustainable in the use of land and resources, and better supports use of public transport investment and active transport infrastructure.	Nil

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
			10.17Supports the Noise and Air Emissions Overlay.	Noted	Nil
11	Dougieb [REDACTED] <i>Making Marion</i> x2		11.1Does not support the Code Amendment 11.2Preserve existing zoning in area.	Noted. This was a strong position of the community through responses and was a position agreed to by Council.	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area.
			11.3 Neither supports nor opposes Overlay application	Noted.	Nil
			11.4Potential impact on rental prices and benefit to property developers	This is not a consideration of planning policy, noting that additional housing would address current shortages being experienced (although the planning system has no control over the tenure of housing).	Nil
12	j.conner [REDACTED] <i>Making Marion</i>		12.1Neither supports nor opposes zone consolidation	Noted.	Nil
			12.2Opposes changes to site area, potential neighbourhood cramping	Noted. This was a strong position of the community through responses and was a position agreed to by Council.	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area.
			12.3Neither supports nor opposes Overlays and minimum site areas.	Noted	Nil
13	Hayden hbutcher1994@gmail.com		13.1Opposes site area minimums and potential increase in dwellings.	Noted. This was a strong position of the community through responses and was a position agreed to by Council.	Maintain the existing minimum lot sizes and frontage widths for the different

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No.	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
	Making Marion				areas across the affected area.
	Dave [REDACTED] Making Marion	Traffic Housing Congestion	14.1 Opposes changes to zoning in Hallett Cove area 14.2 Opposing infill, compromise to quality of life, increased traffic, parking, and decreased space. 14.3 Neither supports nor opposes Overlay application	Noted. This was a strong position of the community through responses and was a position agreed to by Council. Noted	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area. Nil
15	Dean [REDACTED] Making Marion		15.1 Minimum site area needs to support housing/cost crisis 15.2 Neither supports nor opposes Overlay application	Noted, however, this is not representative of the significant majority of those who made submissions. Noted	Nil Nil
16	Kate Wilsmore [REDACTED] Making Marion	Traffic Parking Space	16.1 Resides in Seacombe Heights and near Seaview High School are concerned about the potential increase in traffic and on street parking with increase dwellings to area 16.2 Concerned over land sizes and obstruction to views in hill region	Noted, however, this is not representative of the significant majority of those who made submissions. Noted and disagree that the policy would impact on views from properties to the neighbourhoods in question. The Code has limited controls in the consideration of views, and the proposed policy would not seek to change this position.	Nil Nil

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
			16.3Neither supports nor opposes Overlays and minimum site areas.	Noted	Nil
17	Sean [REDACTED] <i>Making Marion</i>		17.1Supports	Noted, however, this is not representative of the significant majority of those who made submissions.	Nil
18	J M G [REDACTED] <i>Making Marion</i>		18.1Fully supports the Code Amendment. Thinks current lot sizes compared to neighbouring areas is inconsistent and unfair. 18.2Neither supports nor opposes Overlay.	Noted, however, this is not representative of the significant majority of those who made submissions and Council has agreed to the position of the majority of responses.	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area.
		Infrastructure / Services	18.3Acknowledges the need for additional infrastructure/services to support proposal	Forward planning for infrastructure would take into account additional demands arising from future development, and upgrades will occur as required. Additional population has the capacity to support increased / improved services.	Nil
19	Alana [REDACTED] <i>Making Marion</i>		19.1Supports	Noted, however, this is not representative of the significant majority of those who made submissions.	Nil
20	Larissa	Lot size and frontage width	20.1 Does not support the consolidation of the zone across the affected area 20.2 Does not support the minimum site areas and frontage widths proposed	Noted. This was a strong position of the community through responses, noting this reflected largely locations at Seacombe Heights, Seaview Downs and Marino.	Maintain the existing minimum lot sizes and frontage widths for the different

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No.	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
	<i>Making Marion</i> <i>Letter submission</i>		for the selected zone across the different dwelling types and gradient ranges. 20.3 Sought to live in Seaview Downs due to large lots, open spaces and the character of the suburb, whilst also knowing the zoning provides protection from further division.		areas across the affected area.
			20.4 While housing stock in the areas has aged, does not mean houses are of a design or size that no longer meet the needs of residents. Existing residents are able to extend or renovate. Similarly new houses can be built on existing blocks to replenish supply. 20.5 While the intent is to provide a greater choice of housing, these are already available in Seacombe Gardens, Dover Gardens and Sturt. The loss of larger homes on larger blocks reduces the availability of larger family oriented homes and allotments and will potential prevent renewal of these neighbourhoods with younger families (replacing those older residents downsizing). 20.6 Don't understand how encouraging financial gain through increasing capital to site value ratio for developers and investors is in the interest of existing residents.	- The assertion that new housing on smaller allotments does not cater for families and only accommodated "developers and investors" is rejected. They are a viable housing alternative to those not seeking large allotments and wishing to take advantage of the locational proximity to existing services and facilities. They will still service families, as well as a broader cross section of household types (noting that over time the proportion of nuclear family household types has decreased, being replaced by lone and couples only households). There are a range of factors that influence the ability for young families to establish, and price point is a key aspect of this. Land value is the biggest determinant of property pricing, and the large lots in these neighbourhoods may in fact, make it less affordable for young families to buy into these locations. - The vast majority of housing across the Council is in fact single homes on large allotment 700m² or greater, and this is unlikely to be challenged by the Code	Nil

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
				Amendment. While it is acknowledged that some infill housing and reduction in lot sizes will occur across locations within the affected area, as for other locations, this will not translate to all properties (the increase in slopes serves to prevent many allotments from achieving the criteria). The reference to the capital to site value ratio is made in reference to those locations and properties that are more likely to be developed over time (be they by residents, investors or developers). It is used to understand where evolution of housing stock is more likely.	
		Traffic and Parking	20.7 An increase in traffic and access issues on streets with on-street parking have been noticed in suburbs north of Seacombe Road as a result of infill development. 20.8 No traffic modelling to support statements that the local streets can accommodate traffic. There is no correlation of negative amenity impact and the relationship of the uptake of 40% of development potential. 20.9 No traffic modelling has been undertaken to understand the impact on intersections with Miller Street and Braeside Avenue intersections with Seacombe Road already considered to be difficult and dangerous to navigate. Seacombe High School is already a bottleneck during these times.	The potential increase in on-street parking arising from infill development is noted and acknowledged. This does not arise from a lack of off-street parking provided by development, but in most instances relates to the lack of usage of car parking on the site by occupants (both garage and driveways). This is a behavioural issue and also relates often to the lack of suitable storage in dwellings. The ability to change on street parking and storage requirements for development is unfortunately outside of the scope of this amendment provided by the Minister for Planning. Council does not feel that the potential for additional housing should be prevented on the basis of this and is aware of other measures being put in place to support increased use of on-site parking.	Nil

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
			20.10 Impacts from infill are not only from increases in on-street parking, but also loss of on-street parking by virtue of increased crossovers.	- The Code includes policy that seeks to maximise retention of on-street parking, noting that this will continue to be an ongoing challenge where infill occurs. There is a need to balance development patterns and housing forms with those that are more contextual to the established pattern of development and in this instance, that is street facing development versus group dwellings and residential flat building which have reduced crossover extents, but bring a range of other negative impacts. - The assumptions that informed the assessment of the capacity of the local road networks were determined based on the 40% of the theoretical development potential across the affected area. This represents the percentage commonly used by the state government to forecast future housing supply (noted this should have been better explained within the investigations). The focus for investigations at this level is no road function and safety, more so than amenity, noting that several roads within the affected area perform a collector road function, supporting a higher capacity as an acceptable design level. - Individual intersection upgrade needs and designs will be dependant on the overall spatial distribution and timing of development across the affected area, noting that in some locations, these triggers may be sooner than others, based on	

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
				existing volumes and capacities. Council undertakes Local Ara Traffic Management regularly, and responds to the future needs of junctions based on performance levels.	
		Loss of vegetation	20.11 Noticeable loss of tree coverage and vegetation from infill development in areas north of Seacombe Road. 20.12 An important character attribute of Seaview Downs and Seacombe Heights is the presence of mature trees and large garden spaces, particularly along street frontages. The amendment will threaten this character and result in loss of tree canopy and vegetation. 20.13 Whilst Council cannot control the degree of imperviousness applied to allotments that isn't development (nor retention of trees that are not Regulated), infill development supports removal moreso than larger allotments.	- Agree that there are limited controls for Council to maintain tree canopy outside of Regulated Trees. This applies to both larger allotments and infill housing developments, and so the assertion that the amendment alone will be responsible for the loss of canopy cover and landscaped spaces is challenged. - Case study assessment of recent single house (on larger allotment) development in the affected areas, along with recent infill development revealed little difference between the two different housing forms when it came to vegetated areas and trees. Surprisingly, it found similarities in the level of landscaped spaces on the sites. This was determined by larger building footprints for modern housing (including larger outdoor dining / alfresco areas which are typically paved), larger outbuildings than historically built, swimming pools as well as use of artificial grass in some instances. - While it is acknowledged that new development typically leads to loss of canopy cover through site clearing, this	Nil

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
				appears to be more an education priority than legislative measure as to the value of trees. It should be noted that the older infill and single lot developments did contain trees in most instances (not all), implying that in time canopy cover can return (but agree would be better if it wasn't lost as much to start with). The assertion that no new development should occur on the basis of potential loss of vegetation is considered unreasonable and does not address other strategic aims (such as provision of housing and addressing shortages).	
		Stormwater Management	20.14 Increases in stormwater runoff have been observed when we have rainfall events. 20.15 Detention tanks as a solution do not assist with existing dwellings and without supporting modelling, the assertion that potential dwellings will cause unmanageable overload of the existing stormwater infrastructure based on the forecast development potential (also not justified) is not accepted. Detention tanks are a short term solution to delay the release of stormwater, they don't reduce it. 20.16 In high intensity rainfall events the streets of Seacombe Heights and Seaview Downs already observe large volumes of stormwater run-off.	Disagree. The role of detention tanks is in the lengthening of the period from which stormwater enters downstream systems, and so reducing the peak demand on the stormwater system at any given time. While it is acknowledged that they do not apply to existing dwellings and only for new development, this assists in spreading the outflows of stormwater into the stormwater network. Minimum pervious spaces also assist in the management of stormwater, noting that recent case study identified that this issues is not isolated to infill development and more a representative of attitudes and modern demands and expectations on sites. This is a broader consideration in the future panning of stormwater infrastructure capacities and upgrades, as is the potential impacts of climate change on weather events.	Nil

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
				• Council's stormwater network is continually monitored, and upgrades undertaken to increase capacity (and ideally also water quality) as required. • All areas experience high areas of run-off in high intensity rainfall events, such is the nature of established stormwater systems. It is acknowledged that the sloping nature of sites and streets provides additional complexities, however this is managed through the network design process, along with crossover designs to ensure overland flows do not lead to flooding of private properties.	
			20.17 Concerned about timing of consultation and consultation period not being sufficient time for residents to understand and make submissions. Also concerned that developers and certain landowners have been aware of this intention since 2019 at the expense of most other residents. 20.18 Concerned that period between Housing Diversity Dpa and this Code Amendment allowed informed parties (developers) to take advantage of potential changes by purchasing properties and sitting on them.	• Disagree. The 2019 Housing Diversity DPA was a public document and the intent to compete tat process following the implementation of the Planning and Design Code was public through the Proposal to Initiate. The Code Amendment's consultation period ran for a two-month period which is sufficient time for residents to be informed and make a submission (evidenced by the response received). The fact that the consultation was extended a further two weeks is further evidence of the suitability of the consultation period. • The pre-emptive or speculative decisions of certain landowners or developers does not speak to the merits of the Code Amendment, nor do they influence council's	Nil

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
				aims in achieving a greater degree of housing diversity across the entire council area. The approach by land owners to change the zoning should not be read as having directly influenced the desire to undertake the Code Amendment.	
		Ecologically Sustainable Development / Strategic Growth	20.19 Concerned that intent of development in support of sustainable development outcomes is being confused with what one may expect in the city CBD, not somewhere like Seaview Downs. 20.20 The 30 Year Plan for Greater Adelaide seeks to focus increasing density at strategic location close to public transport, as well as delivering infill development that is sensitively interfaced with existing suburbs.	- Disagree. The development policy is not one that seeks medium or high density development, nor anything outside of low scale development and in this instance is considered to be contextual to the neighbourhood character, noting that the intent is not to preserve character, but manage and complement. The Hills Neighbourhood Zone has policy settings that support this, more so than the General Neighbourhood Zone found in other locations, which supports a greater degree of change and an emerging new character. Council is however very limited in its scope for local policy inputs that address localised policy content, noting that the extent of variation of the sit area for the affected area's northern portions is largest. - The affected areas are still considered to be suitable to support increased densities, given their proximity to activity centres, jobs, open space areas and public transport (including fixed rail at Marino). It should be noted that the 30 Year Plan for Greater Adelaide does speak to increasing housing mix, affordability and competitiveness and supporting a range of housing types and	Nil

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
				tenures, including small lot housing types, infill housing and renewal opportunities (policy 36, 37).	
		Loss of special character	20.21 Believes that Seaview Downs and Seacombe Heights should be considered as having special character that is worthy of protection by additional zoning rules, such as the character overlay and this is reflected by the views, vistas and pattern of development and vegetation of these neighbourhoods. Similar areas have been granted this protection by the City of Mitcham)	- Noted but this is outside of the scope of this Code Amendment. - Disagree that these locations are worthy of the application of the Character Overlay. Such locations require demonstration of a character that is unique to Adelaide, and comprising of a high level of consistency in particular attributes that attain a special character that is different to other suburbs / neighbourhoods in Adelaide. Council has previously investigated the extent of potential character areas across the Council area and determined these locations did not achieve the relevant criteria. - The application of locations within the City of Mitcham have no relevance to this location, noting that in those circumstances, there were significantly higher proportions of pre, interwar and post-war / austerity character housing and specific styles (such as Villas, Bungalows and Art Deco styles), far more consistent development patterns (derived from consistent frontage widths, front and side setbacks), and a stronger presence of mature mostly native landscaping and vegetation as dominant elements within streetscapes (on both private land and within the streetscape for Eden Hills).	Nil

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
			20.22 Support the Noise and Air Emissions Overlay	Noted	Nil
21	gmh5700 [REDACTED] <i>Making Marion</i>	Lot sizes and frontage widths	21.1 Preserve existing site areas. 21.2 Opposes Overlays and minimum site areas.	Noted. This was a strong position of the community through responses and was a position agreed to by Council.	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area.
22	Shane [REDACTED] <i>Making Marion</i>		22.1 Supports	Noted, however, this is not representative of the significant majority of those who made submissions.	Nil
23	Manu [REDACTED] <i>Making Marion</i>		23.1 Supports	Noted, however, this is not representative of the significant majority of those who made submissions.	Nil
24	Steve Strickland	Lot sizes and frontage widths	24.1 Does not support the Code Amendment 24.2 Preserve existing zoning in area.	Noted. This was a strong position of the community through responses and was a position agreed to by Council.	Maintain the existing minimum lot sizes and frontage widths for the different

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
	[REDACTED] <i>Making Marion</i>				areas across the affected area.
			24.3 Neither supports nor opposes Overlay application	Noted	Nil
25	Paul [REDACTED] <i>Making Marion</i>		25.1 Supports	Noted, however, this is not representative of the significant majority of those who made submissions.	Nil
26	Haylie [REDACTED] <i>Making Marion</i>	Traffic Safety Open Space	26.1 Concerned over increased traffic, decreased open space, and increased hazard risks	Noted that there would be increased traffic generated by additional housing, but this can be suitably accommodated by the road network. Concerns about loss of open space (rear yards) is noted and key feedback from the majority of the community and council supports retention of current site areas (noting that site coverage across the Hills Neighbourhood Zone will remain the same, and Suburban Neighbourhood Zone potentially slightly higher where slopes are greater).	Nil

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
		Biodiversity	26.2Potential impacts to surrounding wildlife	Disagree that policy change in this location would impact deleteriously on wildlife and habitat, which is already limited due to nature of rear yards (while some tree exist, they are likely of limited wildlife habitat value).	Nil
			26.3Neither supports nor opposes minimum site areas proposal.	Noted	Nil
27	Paul [REDACTED] <i>Making Marion</i>		27.1Supports	Noted, however, this is not representative of the significant majority of those who made submissions.	Nil
28	Tracey [REDACTED] <i>Making Marion</i>	Lot sizes and frontage widths	28.1Does not support the Code Amendment 28.2Preserve existing zoning in area.	Noted. This was a strong position of the community through responses and was a position agreed to by Council.	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area.
			28.3Neither supports nor opposes zoning consolidation proposal.	Noted.	Nil
29	Darlington11 [REDACTED] <i>Making Marion</i>		29.1Supports Suggests clarification on the potential subdivisions or dwelling types to areas.	Noted, however, this is not representative of the significant majority of those who made submissions.	Nil

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
30	Nick Chandra [REDACTED] <i>Making Marion</i>		30.1 Supports	Noted, however, this is not representative of the significant majority of those who made submissions.	Nil
31	Kate [REDACTED] <i>Making Marion</i>		31.1 Supports the Code Amendment	Noted, however, this is not representative of the significant majority of those who made submissions.	Nil
32	Scott [REDACTED] <i>Making Marion</i>		32.1 Supports the Code Amendment	Noted, however, this is not representative of the significant majority of those who made submissions.	Nil
33	Ekaterina Briffa [REDACTED] <i>Making Marion</i>		33.1 Supports the Code Amendment	Noted, however, this is not representative of the significant majority of those who made submissions.	Nil

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
34	John [REDACTED] <i>Making Marion</i>	Lot sizes and frontage widths	34.1 Preserve existing site areas (around Cove Road, Hallett Cove / Marino) 34.2 Suggests that increasing density should be concentrated around train stations and public transport hubs	Noted. This was a strong position of the community through responses and was a position agreed to by Council. Noted and agree with zoning already achieving this for most locations, but less so for the southern suburbs. The community feedback indicates that this is not supported for these locations.	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area.
		Traffic Safety	34.3 Concerns over potential increase in traffic congestion and safety of residents	Noted but disagree that additional traffic volumes would create danger for residents, as these matters can be addressed through Local Area Traffic Management, which will include upgrades to junctions.	Nil
			34.4 Respondent neither supports nor opposes the proposals to minimum site area and frontage.	Noted	Nil
		Infrastructure/Services	34.5 Need for additional services/amenities, social infrastructure	Noted and this would be programmed into future planning for locations as population growth occurs over time.	Nil
35	Don [REDACTED] <i>Making Marion</i>		35.1 Supports the Code Amendment	Noted, however, this is not representative of the significant majority of those who made submissions.	Nil

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
36	Steve H [REDACTED] <i>Making Marion</i>		36.1 Opposes proposal	Noted. This was a strong position of the community through responses and was a position agreed to by Council.	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area.
37	Dave [REDACTED] <i>Making Marion</i>		37.1 Neither supports nor opposes zoning consolidation, minimum site area and frontage width proposals.	Noted	Nil
38	Judy [REDACTED] <i>Making Marion</i>		38.1 Supports	Noted, however, this is not representative of the significant majority of those who made submissions.	Nil
39	John [REDACTED]		39.1 Supports zone consolidation and Overlay 39.2 Neither supports nor opposes minimum site area and frontage width proposals	Noted.	Nil
			39.3 Opposes minimum site area application over concerns associated with infill	Noted. This was a strong position of the community through responses and was a position agreed to by Council.	Maintain the existing minimum lot sizes and frontage widths for the different

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
	<i>Making Marion</i>				areas across the affected area.
40	David Hansen [REDACTED] <i>Making Marion</i>		40.1 Supports	Noted, however, this is not representative of the significant majority of those who made submissions.	Nil
41	Peter [REDACTED] <i>Making Marion</i>		41.1 Preserve existing zoning in area.	Noted. This was a strong position of the community through responses and was a position agreed to by Council.	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area.
			41.2 Opposing high density in area	Noted, but disagree that proposed policy supports high density which is defined by the Code.	Nil
42	Heath Kingham [REDACTED]		42.1 Neither supports nor opposes zoning consolidation	Noted	Nil
			42.2 Preserve existing zoning in area.	Noted. This was a strong position of the community through responses and was a position agreed to by Council.	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area.

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
	(Submitted twice) <i>Making Marion</i>	Parking Space	42.3Concerns over increase in on street parking	Noted that there will likely be an increase in on-street parking, but the local road network is able to accommodate this.	Nil
43	mfollows [REDACTED] <i>Making Marion</i>	Biodiversity	43.1Concern over surrounding native environment	Disagree that policy change in this location would impact deleteriously on habitat and natural environment. Most rear yards have some, but limited vegetation, and the extent of site coverage within the policy will not change as a result of the amendment.	Nil
			43.2Preserve existing zoning in area.	Noted. This was a strong position of the community through responses and was a position agreed to by Council.	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area.
			43.3Neither supports nor opposes Overlay application	Noted	Nil
44	rhosk5g [REDACTED] <i>Making Marion</i>		44.1Supports proposal	Noted, however, this is not representative of the significant majority of those who made submissions.	Nil
		Infrastructure/S ervices	44.2Concerned about impacts associated with infill and insufficient infrastructure	Potential increases in demand in utility infrastructure is planned into the system on account of development potential, with upgrades undertaken as required.	Nil
45	Tony		45.1Neither supports nor opposes Overlay application	Noted	Nil

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
	Making Marion				
46	Ashley Cockburn Making Marion		46.1 Neither supports nor opposes zoning consolidation & Overlay application 46.2 Opposes minimum site area and frontage width proposals	Noted Noted. This was a strong position of the community through responses and was a position agreed to by Council.	Nil Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area.
47	Rick Making Marion		47.1 Supports the Code Amendment	Noted, however, this is not representative of the significant majority of those who made submissions.	Nil
48	Kerry Making Marion		48.1 Supports the Code Amendment	Noted, however, this is not representative of the significant majority of those who made submissions.	Nil

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
			49.1 Opposes minimum site area and frontage width proposals	Noted. This was a strong position of the community through responses and was a position agreed to by Council.	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area.
			49.2 Neither supports nor opposes Overlay application	Noted	Nil
50	Kristen [REDACTED] <i>Making Marion</i>		50.1 Opposes zoning consolidation, minimum site area and frontage width proposals	Noted. This was a strong position of the community through responses and was a position agreed to by Council.	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area.
51	Gail Weyre [REDACTED] <i>Making Marion</i>		51.1 Concerns over increased dwellings to area. Opposing minimum site area	Noted. This was a strong position of the community through responses and was a position agreed to by Council.	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area.
		Green cover Climate Change	51.2 Concerns over potential loss of greenery and heat-island effect	Noted. Whilst increases in densities leads to potential increases in impervious areas, trends indicate that this also applies to single house developments and requires broader education about benefits of landscaping and canopy	Nil

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
				cover, which is outside of scope of this Code Amendment.	
			51.3Neither supports nor opposes Overlay application	Noted	Nil
52	thuybregts [REDACTED] <i>Making Marion</i>		52.1Opposes zoning consolidation, minimum site area and frontage width proposals	Noted. This was a strong position of the community through responses and was a position agreed to by Council.	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area.
			52.2Neither supports nor opposes Overlay application	Noted	Nil
53	LM [REDACTED] <i>Making Marion</i>	Infrastructure/S services	53.1Concern over existing infrastructure capacity & upgrades/maintenance to services (sewage facilities)	Potential increases in demand in utility infrastructure is planned into the system on account of development potential, with upgrades undertaken as required.	Nil
			53.2Opposed to the decreasing of site area and frontage width 53.3Preserve existing zoning in area.	Noted. This was a strong position of the community through responses and was a position agreed to by Council.	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area.
54	Ray [REDACTED]		54.1Supports	Noted, however, this is not representative of the significant majority of those who made submissions.	Nil

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
	<i>Making Marion</i>		54.2Neither supports nor opposes Overlay application	Noted	Nil
55	Norma [REDACTED] <i>Making Marion</i>		55.1Opposed to increased dwellings in area	Noted. This was a strong position of the community through responses and was a position agreed to by Council.	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area.
			55.2Opposes zoning consolidation	Noted but disagree. Consolidation of zoning provides a consistent suite of policies and greater policy coverage to address sloping land, earthworks and retaining walls in locations where this is likely to form part of developments. Note that this is different to minimum site areas and frontage widths which will now be maintained as existing.	Nil
			55.3Neither supports nor opposes minimum site area and frontage width proposals & Overlay application.	Noted	Nil
56	Ailinh [REDACTED] <i>Making Marion</i>		56.1Supports the Code Amendment 56.2Neither supports nor opposes Overlay application	Noted, however, this is not representative of the significant majority of those who made submissions.	Nil

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
57	Anthony [REDACTED] <i>Making Marion</i>		57.1 Opposed to the decreasing of site area and frontage width (suggests 15m minimum)	Noted. This was a strong position of the community through responses and was a position agreed to by Council.	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area.
		Traffic Housing Congestion Safety	57.2 Concern over increased traffic congestion and potential 'slumification'.	Completely reject the notion that increased densities and infill development sought will lead to 'slumification'. Additional traffic volumes can be accommodated within local road network and specific intersections upgraded as demand arises.	Nil
		Green cover / urban heat island	57.3 Concerns over potential loss of greenery and heat-island effect.	Noted. Whilst increases in densities leads to potential increases in impervious areas, trends indicate that this also applies to single house developments and requires broader education about benefits of landscaping and canopy cover, which is outside of scope of this Code Amendment.	Nil
			57.4 Neither supports nor opposes Overlay application	Noted	Nil
58	David Bradley [REDACTED] [REDACTED]		58.1 Neither supports nor opposes minimum site area 58.2 Indicates that the allotments at 39 <i>Davenport Terrace Seaview Downs</i> potential site for proposed increase in density	Noted and agree somewhat, however retention of existing site areas and frontage widths was a strong position of the community through responses and was a position agreed to by Council.	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area.

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
	Making Marion				
59	Dottie (Submitted twice) Making Marion		59.1 Neither supports nor opposes zoning consolidation 59.2 Suggests minimum site area of 500m ²	Noted and agree somewhat, however retention of existing site areas and frontage widths was a strong position of the community through responses and was a position agreed to by Council despite presentation of alternative options, including 500m ² minimum site areas..	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area.
		Parking and traffic	59.3 Concern over increased traffic congestion and hazards risk with increased density to areas (mentions Alderman Avenue)	Additional traffic volumes can be accommodated within local road network and specific intersections upgraded as demand arises.	Nil
60	Jen Suburb HALLETT COVE, SA		60.1 Opposes zoning consolidation due to housing congestion in area	Disagree that consolidation of zoning should not occur to prevent additional housing, noting that references to housing congestion in neighbouring areas relates specifically to the General Neighbourhood Zone (different Zone).	Nil
		Lot Sizes and Frontages	60.2 Opposes minimum site area and frontage width proposals	Noted. This was a strong position of the community through responses and was a position agreed to by Council.	Maintain the existing minimum lot sizes and frontage widths for the different

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
	<i>Making Marion</i>				areas across the affected area.
		Parking	60.3Indicates need for minimum 2 car parking space to limit on street congestion.	The Code currently requires 2 spaces per dwelling. Issue is usage of garaging which is beyond the scope of the Code Amendment.	Nil
61	Lou Louise [REDACTED] [REDACTED] [REDACTED] <i>Making Marion</i>	Parking and Traffic	61.1Indicates concern over already congested on-street parking allocation with proposed increase to density	Disagree that existing streets are already congested, noting that some major junctions will over time require upgrades to accommodate additional traffic volumes. Engineering advice indicates that the local street network can accommodate additional traffic volumes.	Nil
			61.2Neither supports nor opposes Overlay application	Noted	Nil
62	Anonymous <i>Posted form</i>	Lot size and frontage widths	62.1Opposes zoning consolidation 62.2Preserve existing zoning in area. 62.3Neither supports nor opposes minimum site area and frontage width proposals	Noted. This was a strong position of the community through responses and was a position agreed to by Council.	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area.
		Traffic and Parking	62.4Concerned over dwelling carparking space being inadequate and increasing on-street congestion.	Parking ratios are set by the Code and outside of the scope of the code Amendment. They are consistent for dwellings across all residential neighbourhoods. On-street congestion relates	Nil

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
				to the non-use of garaging for vehicle parking and this is outside of the scope of this Code Amendment.	
			62.5 Suggests building level maximum at 2 levels	This is the current maximum and is not being changed as part of the Code Amendment.	Nil
63	John & Helen Muscat [REDACTED] [REDACTED] [REDACTED] <i>Email submission</i>	Loss of character	63.1 Loss of Character and Heritage due to change in zoning allowing higher density development	Disagree that the affected area displays any historic or special character attributes that require either protection of careful management.	Nil
		Traffic and Parking	63.2 Traffic congestion and threat to neighbourhood safety.	Additional traffic volumes can be accommodated within local road network and specific intersections upgraded as demand arises.	Nil
		Infrastructure Capacity	63.3 Concern over existing infrastructure ability to accommodate increase in density.	Potential increases in demand in utility infrastructure is planned into the system on account of development potential, with upgrades undertaken as required.	Nil
			63.4 Concern over potential community disruption from increased population to area.	Reject that additional dwellings will lead to impacts on community cohesion. This is completely unfounded.	Nil
		Loss of amenity	63.5 Expressed concern over potential environmental degradation and loss of views from increased density.	Most of the affected area has been developed at some point and has limited environmental value (although noting canopy vegetation is of value). The loss of views is not a valid planning consideration in the rezoning of land and, in reality can occur with the current policies in place.	Nil

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
64	SA Mokin [REDACTED] [REDACTED] [REDACTED] <i>Making Marion</i>		64.1 Supports the Code Amendment	Noted, however, this is not representative of the significant majority of those who made submissions.	Nil
65	Anthony J [REDACTED] [REDACTED] [REDACTED] <i>Making Marion</i>		65.1 Supports the Code Amendment	Noted, however, this is not representative of the significant majority of those who made submissions.	Nil
66	Sam [REDACTED] [REDACTED] [REDACTED]		66.1 Supports the Code Amendment	Noted, however, this is not representative of the significant majority of those who made submissions.	Nil

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
	<i>Making Marion</i>				
67	Martina [REDACTED] [REDACTED] [REDACTED] <i>Making Marion</i>		67.1 Supports the Code Amendment (Prefer maximum land divisions of 1 into 2.)	Noted, however, this is not representative of the significant majority of those who made submissions.	Nil
68	janamates [REDACTED] [REDACTED] [REDACTED] <i>Making Marion</i>	Lot size and frontage widths	68.1 Opposes zoning consolidation 68.2 Opposes minimum site area across different locations 68.3 Preserve existing zoning in area. Case by case development assessment.	Noted, and the retention of different minimum site areas and frontage widths across different areas of the affected area was broadly supported by the community. Each proposal would need to be assessed on a case by case basis on its merits, however, without policy support, would not necessarily support subdivision.	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area.

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
69	Peter    <i>Making Marion</i>	Lot size and frontage widths	69.1 Opposes zoning consolidation, minimum site area and frontage width proposals 69.2 Loss of character, prefers the minimum site area remain at 840m ²	Noted. This was a strong position of the community through responses and was a position agreed to by Council. Note that the affected area does not display any historic or special character attributes that require either protection of careful management.	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area.
		Parking and Traffic	69.3 Concern over on-street congestion and emergency access (<i>retain quarter acre blocks</i>)	Additional traffic volumes can be accommodated within local road network and specific intersections upgraded as demand arises. Roads are sufficient widths to accommodate emergency vehicles and on-street parking, and can be locally managed over time.	Nil
			69.4 Increase density around major shopping areas instead	Noted. The Code policy already focusses major housing growth and increases in densities around major centres and corridors.	Nil
70	Melinda  	Lot sizes and frontage widths	70.1 Opposes zoning consolidation, minimum site area and frontage width proposals	Noted. This was a strong position of the community through responses and was a position agreed to by Council.	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area.
			70.2 Neither supports nor opposes Overlay application	Noted	Nil

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
	██████████ Making Marion	Traffic and Parking	70.3Concerns over increased traffic and potential 'slumification' (<i>like in Dover Gardens – suggests minimum 2 car spaces per allotment</i>)	Completely reject the notion that increased densities and infill development sought will lead to 'slumification'. Additional traffic volumes can be accommodated within local road network and specific intersections upgraded as demand arises. Parking ratios already require at least 2 parking spaces per dwelling.	Nil
		Poor building quality	70.4Developer and builders' contribution to congestion and poor dwelling build 70.5Council to blame for poor building outcomes that aren't eco-friendly.	Disagree that developers contribute to congestion from lack of parking. Parking ratios are consistent across all areas for residential development and are largely met by approved developments. Issues with congestion are as a result of residents not parking within garaging and driveways, which is outside of the scope of the Code Amendment. Disagree that Council is to blame sustainability of housing, as this is deemed to be an issues addressed through the Building Code of Australia, with rules established by the SA Government.	Nil
71	Adam B ██████████ ██████████	Lot sizes and frontage widths	71.1Opposes zoning consolidation, minimum site area and frontage width proposals.	Noted. This was a strong position of the community through responses and was a position agreed to by Council.	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area.

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No.	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
	██████████ Making Marion		71.2 Neither supports nor opposes Overlay application	Noted	nil
		Parking and traffic	71.3 Concern over potential population increase leading to congestion	Additional traffic volumes can be accommodated within local road network and specific intersections upgraded as demand arises.	Nil
72	danicolin ██████████ ██████████ ██████████ Making Marion		72.1 Supports	Noted, however, this is not representative of the significant majority of those who made submissions.	Nil
73	Mel ██████████ ██████████ ██████████ Making Marion	Lot sizes and frontage widths	73.1 Opposes minimum site area and frontage width proposals. Against the subdividing of blocks to accommodate more dwellings	Noted. This was a strong position of the community through responses and was a position agreed to by Council.	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area.
			73.2 Neither supports nor opposes the zoning consolidation and Overlay application.	Noted	Nil

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
74	Giselle Duffy [REDACTED] [REDACTED] [REDACTED] <i>Making Marion</i>		74.1Support 74.2Outdated and underdeveloped suburbs will benefit from increase in housing	Noted, however, this is not representative of the significant majority of those who made submissions.	Nil
75	Greg [REDACTED] [REDACTED] [REDACTED] <i>Making Marion</i>	Lot sizes and frontage widths	75.1Opposes zoning consolidation, minimum site area and frontage width proposals. 75.2Concern over the reduction in allotment sizing and potential increase in population to area (<i>suggests dwelling area of 400m²</i>).	Noted. This was a strong position of the community through responses and was a position agreed to by Council.	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area.
			75.3Suggests focus on improving existing areas to better the lives of existing residents	Noted, but suggestion falls outside of the scope of a Code Amendment.	Nil
			75.4Neither supports nor opposes the Overlay application.	Noted	nil
76	Figi [REDACTED]	Lot size and frontage width	76.1Opposes zoning consolidation, minimum site area and frontage width proposals. 76.2Preserve existing zoning in area.	Noted. This was a strong position of the community through responses and was a position agreed to by Council.	Maintain the existing minimum lot sizes and frontage widths for the different

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
	[REDACTED] [REDACTED] <i>Making Marion</i>				areas across the affected area.
		Traffic and Parking	76.3 Concern over Mostyn Road carrying capacity with potential increase in population to area.	Additional traffic volumes can be accommodated within local road network and specific intersections upgraded as demand arises.	Nil
			76.4 Neither supports nor opposes the Overlay application.	Noted	nil
77	Charmaine Laattoe [REDACTED] [REDACTED] [REDACTED] <i>Making Marion</i>		77.1 Neither supports nor opposes the Overlay application.	Noted	Nil
78	TG [REDACTED]	Lot size and frontage width	78.1 Opposes minimum site area and frontage width proposals	Noted. This was a strong position of the community through responses and was a position agreed to by Council.	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area.

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
	[REDACTED] [REDACTED]	Landscaping	78.2Concern over the minimum site areas and impacts to greening of suburbs.	Noted. The site coverage and requirements for minimum landscaped area will not change as part of the Code Amendment.	Nil
79	Cameron Price [REDACTED] [REDACTED] [REDACTED] <i>Making Marion</i>		79.1Supports	Noted, however, this is not representative of the significant majority of those who made submissions.	Nil
80	Amanda [REDACTED] [REDACTED] [REDACTED] <i>Making Marion</i>	Lot sizes and frontage widths	80.1Opposes zoning consolidation, minimum site area and frontage width proposals.	Noted. This was a strong position of the community through responses and was a position agreed to by Council.	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area.
		Traffic and Parking	80.2 Concern over increased traffic congestion to area	Additional traffic volumes can be accommodated within local road network and specific intersections upgraded as demand arises.	Nil
			80.3Concern for children safety and greenspaces due to potential increase in population to area	Disagree that increases in population will create risk to safety as increased usage and presence	Nil

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No.	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
				within streets increases safety and visibility of unsavoury behaviour.	
			80.4Neither supports nor opposes the Overlay application.	Noted	Nil
81	Niomi [REDACTED] [REDACTED] [REDACTED] <i>Making Marion</i>	Lot sizes and frontage widths	81.1Opposes zoning consolidation, minimum site area and frontage width proposals	Noted. This was a strong position of the community through responses and was a position agreed to by Council.	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area.
		Traffic and Parking	81.2Concern over potential subdivisions and increase in traffic	Additional traffic volumes can be accommodated within local road network and specific intersections upgraded as demand arises.	Nil
82	Max Eddy [REDACTED] [REDACTED] [REDACTED] <i>Making Marion</i>	Lot sizes and frontage widths	82.1Opposes zoning consolidation, minimum site area, frontage width and Overlay application proposals.	Noted. This was a strong position of the community through responses and was a position agreed to by Council.	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area.
		Traffic and Parking	82.2Concern over traffic	Additional traffic volumes can be accommodated within local road network and specific intersections upgraded as demand arises.	Nil

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
83	Markus [REDACTED] [REDACTED] [REDACTED] <i>Making Marion</i>	Lot Size and frontage	83.1 Opposes zoning consolidation, minimum site area and frontage width proposals. Neither supports nor opposes the Overlay application. 83.2 Preserve existing zoning in area.	Noted. This was a strong position of the community through responses and was a position agreed to by Council.	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area.
84	Cam [REDACTED] [REDACTED] [REDACTED] <i>Making Marion</i>	Lot Size and frontage	84.1 Opposes zoning consolidation, 84.2 Preserve existing zoning in area.	Noted. This was a strong position of the community through responses and was a position agreed to by Council.	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area.
		Traffic and Parking Amenity	84.3 Overlooking and congestion concerns	Additional traffic volumes can be accommodated within local road network and specific intersections upgraded as demand arises. Overlooking policies are already in place to address these matters and the Code Amendment does not need to change these.	Nil
			84.4 Neither supports nor opposes the minimum site area and frontage width proposals.	Noted	Nil

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
85	rigor_balboa0s [REDACTED] [REDACTED] [REDACTED] <i>Making Marion</i>	Lot sizes and frontage widths	85.1 Opposes zoning consolidation, minimum site area and frontage width proposals.	Noted. This was a strong position of the community through responses and was a position agreed to by Council.	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area.
		Traffic and parking	85.2 Concern over potential congestion	Additional traffic volumes can be accommodated within local road network and specific intersections upgraded as demand arises.	Nil
		Landscaping	85.3 Reduced green space	Whilst increases in densities leads to potential increases in impervious areas, trends indicate that this also applies to single house developments and requires broader education about benefits of landscaping and canopy cover, which is outside of scope of this Code Amendment. Code policy provides for minimum landscaped areas and the planting of at least 1 tree for each dwelling.	Nil
		Infrastructure	85.4 Strain on infrastructure	Potential increases in demand in utility infrastructure is planned into the system on account of development potential, with upgrades undertaken as required.	Nil
		Amenity	85.5 Decreased privacy	Overlooking policies are already in place to address these matters and the Code Amendment does not need to change these.	Nil

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
86	Nathan Saxty [REDACTED] [REDACTED] [REDACTED] Making Marion	Lot sizes and frontage widths	86.1 Opposes zoning consolidation, minimum site area and frontage width proposals. 86.2 Proposes block sizes at 750m ²	Noted. This was a strong position of the community through responses and was a position agreed to by Council.	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area.
		Landscaping	86.3 Concern for surrounding wildlife	Noted but unsubstantiated. Development within what is already established suburban lots will not impact on wildlife in surrounding reserves and open spaces. Most sites whilst containing trees, offer limited habitat value to wildlife.	Nil
87	Matt [REDACTED] [REDACTED] [REDACTED] Making Marion		87.1 Supports	Noted, however, this is not representative of the significant majority of those who made submissions.	Nil
88	katienikolic87 [REDACTED] [REDACTED]		88.1 Policy changes are not easily understood. 88.2 Neither supports nor opposes the zoning consolidation, minimum site area and frontage width proposals	Noted.	Nil

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
	Making Marion	Traffic and Parking	88.3Concern over potential congestion	Additional traffic volumes can be accommodated within local road network and specific intersections upgraded as demand arises.	Nil
89	Pete Making Marion	Lot size and frontage width	89.1Neither supports nor opposes the zoning consolidation and Overlay application. Opposes minimum site area and frontage width proposals.	Noted. This was a strong position of the community through responses and was a position agreed to by Council.	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area.
90	Adel Making Marion	Lot size and frontage width	90.1Opposes the zoning consolidation, minimum site area and frontage width and Overlay application proposals.	Noted. This was a strong position of the community through responses and was a position agreed to by Council.	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area.
	Making Marion	Traffic and parking	90.2Concern over potential vehicle and population congestion	Additional traffic volumes can be accommodated within local road network and specific intersections upgraded as demand arises.	Nil

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
91	Steven Bills [REDACTED] [REDACTED] [REDACTED] <i>Making Marion</i>		91.1 Neither supports nor opposes the Overlay application.	Noted	Nil
			91.2 Supports rest of proposal	Noted, however, this is not representative of the significant majority of those who made submissions.	Nil
92	Andrea Baker [REDACTED] <i>SA planning portal</i>	Lot size and frontage width	92.1 Preserve existing zoning in area.	Noted. This was a strong position of the community through responses and was a position agreed to by Council.	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area.
93	Anita Ritau [REDACTED] <i>SA planning portal</i>	Lot size and frontage width	93.1 Opposes proposal 93.2 Preserve existing zoning in area.	Noted. This was a strong position of the community through responses and was a position agreed to by Council.	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area.
94	Ann-Marie O'Connor [REDACTED] <i>SA planning portal</i>	Lot size and frontage width	94.1 Opposes proposal	Noted. This was a strong position of the community through responses and was a position agreed to by Council.	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area.

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
		Infrastructure	94.2Need supplementary infrastructure	Potential increases in demand in utility infrastructure is planned into the system on account of development potential, with upgrades undertaken as required. This also applies to social infrastructure for surrounding community.	Nil
		Environment	94.3Concern over coastal environment	Concern noted but unfounded. The Amendment does not cover sensitive coastal environment as it is already developed for residential areas. Stormwater management policies in the Code seek to address runoff capacity and quality.	Nil
95	Anthony Players [REDACTED] <i>SA planning portal</i>		95.1 Supports	Noted, however, this is not representative of the significant majority of those who made submissions.	Nil
96	Ben Scudds [REDACTED] <i>SA planning portal</i>		96.1Supports 96.2Suggests 1:8 gradient Detached and Semi-Detached dwellings minimum site area of 300m ²	Noted, however, this is not representative of the significant majority of those who made submissions.	Nil

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No.	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
97	Bidhya Laxmi Shrestha [REDACTED] [REDACTED] [REDACTED] SA planning portal		97.1 Supports (Looking subdivide in the future)	Noted, however, this is not representative of the significant majority of those who made submissions.	Nil
98	Calli McIntosh [REDACTED] SA planning portal		98.1 Opposes proposal. (2 storey dwellings on 300m ²)	Noted, however, this is not representative of the significant majority of those who made submissions.	Nil
99	Candace Brosnan [REDACTED] [REDACTED] [REDACTED] Submitted twice	Lot size and frontage widths	99.1 Opposes proposal. (Proposes minimum land size be reduced by no more than 20%.)	Noted. This was a strong position of the community through responses and was a position agreed to by Council.	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area.
		Traffic and Parking	99.2 Concern over potential vehicle and population congestion	Additional traffic volumes can be accommodated within local road network and specific intersections upgraded as demand arises.	Nil

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
	SA planning portal	Infrastructure	99.3 Potential Subdivision placing pressure on ageing infrastructure	Potential increases in demand in utility infrastructure is planned into the system on account of development potential, with upgrades undertaken as required.	Nil
		Loss of amenity Loss of landscaping	99.4 Concerned about loss of amenity through: Overshadowing Noise, air and water pollution Heat mapping Habitat loss Loss of privacy Land value of smaller lots	Overshadowing and overlooking policies are already in place to address these matters and the Code Amendment does not need to change these. Noted. Whilst increases in densities leads to potential increases in impervious areas, trends indicate that this also applies to single house developments and requires broader education about benefits of landscaping and canopy cover, which is outside of scope of this Code Amendment. Code policy provides for minimum landscaped areas and the planting of at least 1 tree for each dwelling.	Nil
100	Chantal Yeend [REDACTED] SA planning portal	Lot size and frontage width	100.1 Opposes proposal. (Minimum site area 450m ²)	Noted. This was a strong position of the community through responses and was a position agreed to by Council.	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area.
		Loss of Amenity	100.2 Privacy concerns	Overshadowing and overlooking policies are already in place to address these matters and the Code Amendment does not need to change these.	Nil

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No.	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
101	Dominic Larvin [REDACTED] [REDACTED] <i>SA planning portal</i>	Lot size and frontage width	101.1 Opposes proposal	Noted. This was a strong position of the community through responses and was a position agreed to by Council.	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area.
		Loss of Amenity	101.2 Overlooking and overshadowing concerns	Overshadowing and overlooking policies are already in place to address these matters and the Code Amendment does not need to change these.	Nil
		Traffic and Parking	101.3 Concern over potential vehicle congestion	Additional traffic volumes can be accommodated within local road network and specific intersections upgraded as demand arises.	Nil
102	Geoffrey Matters [REDACTED] [REDACTED] [REDACTED] <i>SA planning portal (x2)</i>	Lot size and frontage width	102.1 Purchased in this area because of lifestyle amenity it provides created by space, relatively quiet streets and neighbours not sitting on top of you. This is contrasted by recent poorly executed medium/high density infill through Dover Gardens and Seacombe Gardens areas which have resulted in loss of privacy and loss of suburban character due to such small and unrealistic land parcels.	Noted. This was a strong position of the community through responses and was a position agreed to by Council. It should be noted however, that the areas being compared contain different zone policies and as a result different minimum site areas and frontage widths, such that they are denser in nature. They also do not provide for larger setbacks in sloping site locations.	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area.

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No.	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
	<i>Email</i>		102.2 The hills zone should not go down this path but be put in a zone that is forever protected and beautified.	Disagree that the affected area displays any special character attributes that require either protection or careful management.	
		Traffic and parking	102.3 Streets are congested in infill areas with traffic and parking is more often extremely difficult. Many of the garages approved are simply not functional with vehicles needing to be parked on the street.	Parking ratios are set by the Code and outside of the scope of the code Amendment. They are consistent for dwellings across all residential neighbourhoods. On-street congestion relates to the non-use of garaging for vehicle parking and this is outside of the scope of this Code Amendment where minimum garage sizes are set by the state.	Nil
		Stormwater	102.4 The management of additional stormwater run-off is also a problematic issue.	Council's stormwater system has capacity for additional volumes, but will over time require augmentation and upgrades, in response to development outcomes, and asset replacement needs.	Nil
			102.5 Disappointing that this is still being pursued following previous opposition from community in 2019 consultation.	The previous proposal had a different policy approach and Council is obligated to engage with its community about alternate policy options.	Nil
103	George Mitsioulis [REDACTED] <i>SA planning portal</i>		103.1 Supports Code amendment and suggests potential for smaller site areas (200-300m ²).	Noted, however, this is not representative of the significant majority of those who made submissions.	Nil

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No.	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
104	Henri Jay [REDACTED] <i>SA planning portal</i>	Lot size and frontage widths	104.1 Opposes proposal 104.2 Preserve existing zoning in area. (<i>Land value and views</i>)	Noted. This was a strong position of the community through responses and was a position agreed to by Council.	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area.
105	James Brosnan [REDACTED] <i>SA planning portal</i> (x2)	Lot size and frontage width	105.1 Opposes proposal. (<i>Proposes minimum land size be reduced by no more than 20%.</i>)	Noted. This was a strong position of the community through responses and was a position agreed to by Council.	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area.
		Traffic and Parking	105.2 Concern over potential vehicle and population congestion	Additional traffic volumes can be accommodated within local road network and specific intersections upgraded as demand arises.	Nil
		Infrastructure	105.3 Potential Subdivision placing pressure on ageing infrastructure	Potential increases in demand in utility infrastructure is planned into the system on account of development potential, with upgrades undertaken as required.	Nil
106	James Lenne [REDACTED] <i>SA planning portal</i>		106.1 Supports	Noted, however, this is not representative of the significant majority of those who made submissions.	Nil

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
107	Jason Hodge [REDACTED] <i>SA planning portal</i>		107.1 Supports	Noted, however, this is not representative of the significant majority of those who made submissions.	Nil
108	Jo-anne Casson [REDACTED] <i>SA planning portal</i>		108.1 Opposes proposal. 108.2 Overcrowding concerns	Noted. This was a strong position of the community through responses and was a position agreed to by Council.	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area.
		Infrastructure	108.3 Potential strain to local infrastructure	Potential increases in demand in utility infrastructure is planned into the system on account of development potential, with upgrades undertaken as required.	Nil
109	Jodi Rowland [REDACTED] <i>SA planning portal</i>		109.1 Supports	Noted, however, this is not representative of the significant majority of those who made submissions.	Nil
110	Kevin Rowley [REDACTED] <i>SA planning portal</i>		110.1 Supports	Noted, however, this is not representative of the significant majority of those who made submissions.	Nil

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
111	Les Harris [REDACTED] Submitted four times SA planning portal (2) Making Marion(2)		111.1 Supports	Noted, however, this is not representative of the significant majority of those who made submissions.	Nil
112	Luke Scott [REDACTED] [REDACTED] SA planning portal		112.1 Supports	Noted, however, this is not representative of the significant majority of those who made submissions.	Nil
113	Martin Turner [REDACTED] SA planning portal	Lot size and frontage widths	113.1 Opposes proposal. (Subdivisions and smaller lot sizes)	Noted. This was a strong position of the community through responses and was a position agreed to by Council.	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area.

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
114	Matt Davey [REDACTED] SA planning portal	Lot sizes and frontage widths	114.1 Opposes proposal (Overcrowding concerns)	Noted. This was a strong position of the community through responses and was a position agreed to by Council.	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area.
115	Michael Rowland [REDACTED] [REDACTED] portal		115.1 Supports	Noted, however, this is not representative of the significant majority of those who made submissions.	Nil
116	Mikayla Kells [REDACTED] SA planning portal		116.1 Supports	Noted, however, this is not representative of the significant majority of those who made submissions.	Nil
117	Nicole Choda [REDACTED] SA planning portal		117.1 Opposes proposal (Overcrowding and noise pollution concerns)	Noted. This was a strong position of the community through responses and was a position agreed to by Council.	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area.

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
118	Nicole Westbury [REDACTED] SA planning portal		118.1 Opposes proposal (Overcrowding and land size concerns)	Noted. This was a strong position of the community through responses and was a position agreed to by Council.	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area.
119	Patrick Foley [REDACTED] SA planning portal		119.1 Supports	Noted, however, this is not representative of the significant majority of those who made submissions.	Nil
120	Paul McAneney [REDACTED] SA planning portal		120.1 Supports	Noted, however, this is not representative of the significant majority of those who made submissions.	Nil

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
121	Rebecca Seehars [REDACTED] <i>SA planning portal</i>		121.1 Supports	Noted, however, this is not representative of the significant majority of those who made submissions.	Nil
122	Rosie Bartlett [REDACTED] <i>SA planning portal</i>	Lot size and frontage width Ca parking and Traffic	122.1 Opposes proposal (<i>Congestion and land size/value concerns</i>)	Noted. This was a strong position of the community through responses and was a position agreed to by Council.	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area.
124	Sheralee Cunrow [REDACTED] [REDACTED] <i>SA planning portal</i>	Traffic and Parking	124.1 Opposes proposal 124.2 Congestion and strain to local infrastructure	Noted. This was a strong position of the community through responses and was a position agreed to by Council.	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area.

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
125	Sienna Orde [REDACTED] <i>SA planning portal (x2)</i>		125.1 Supports	Noted, however, this is not representative of the significant majority of those who made submissions.	Nil
126	Steven Follows [REDACTED] [REDACTED] <i>SA planning portal</i>	Lot size and frontage widths	126.1 Opposes proposal 126.2 Land sizes and overcrowding	Noted. This was a strong position of the community through responses and was a position agreed to by Council.	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area.
			126.3 Environmental concerns	Disagree that development result in environmental degradation.	Nil
127	Surya Shrestha [REDACTED] [REDACTED] [REDACTED] <i>SA planning portal</i>		127.1 Supports	Noted, however, this is not representative of the significant majority of those who made submissions.	Nil

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No.	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
128	Tia Guest [REDACTED] [REDACTED] <i>SA planning portal</i>	Lot size and frontage width	128.1 Opposes proposal (smaller lot sizes)	Noted. This was a strong position of the community through responses and was a position agreed to by Council.	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area.
		Traffic and parking	128.2 Vehicular congestion concerns	Additional traffic volumes can be accommodated within local road network and specific intersections upgraded as demand arises.	Nil
129	Troy Rowland [REDACTED] [REDACTED] <i>SA planning portal</i>		129.1 Supports	Noted, however, this is not representative of the significant majority of those who made submissions.	Nil
130	Vicky Fagan [REDACTED] [REDACTED] <i>SA planning portal</i>		130.1 Opposes proposal	Noted. This was a strong position of the community through responses and was a position agreed to by Council.	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area.
			130.2 Views and overcrowding concerns	The loss of views is not a valid planning consideration in the rezoning of land and, in	Nil

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
				reality can occur with the current policies in place. Additional traffic volumes can be accommodated within local road network and specific intersections upgraded as demand arises.	
131	Craig Orde [REDACTED] [REDACTED] [REDACTED] <i>Email submission</i> <i>Making Marion</i>		131.1 Supports	Noted, however, this is not representative of the significant majority of those who made submissions.	Nil
132	Anne Nightingale [REDACTED] <i>Email submission</i>		132.1 Opposes proposal 132.2 Concerned about additional traffic volumes form dwellings	Additional traffic volumes can be accommodated within local road network and specific intersections upgraded as demand arises.	Nil
			132.3 No coverage of how rising sea levels will affect homes.	Noted, the potential for rising sea levels as a result of climate change will not impact the affected area due to the nature of the topography in these locations.	Nil

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
133	Boral  <i>Email submission</i>		133.1 The quarry is an important, long-term supply of resource for construction materials, (one of largest in Adelaide) and also includes a licensed concrete batching plant. Further introduction of housing in proximity to the quarry can increase the risk of conflict.	The importance of the quarry is noted, however, the perception that the Code Amendment will create a further encroachment into the separation between residential development and the quarry is unfounded, as it covers sites where existing residential development has occurred.	Nil
			133.2 Maintaining a buffer is the most effective manner in reducing conflicts with mining operations. Consideration be given to the Resource Extraction Protection Overlay with a 1000m radius around Linwood Quarry. If not favoured, then a secondary position is the application of the Interface Management Overlay.	The application of the Mineral Extraction Protection Overlay is noted, but is considered to fall outside of the scope of the Code Amendment. Boral is free to pursue this amendment, upon agreement with the Minister for Planning, as a designated entity. Similarly, the application of the Interface Management Overlay in this instance is not considered warranted, given the extent of separation of dwellings currently with the quarry operations (and this can also be pursued by Boral through its own Code Amendment).	Nil
135	Karen Bostock 		135.1 Opposes proposal	Noted. This was a strong position of the community through responses and was a position agreed to by Council.	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area.
		Infrastructure	135.2 Local infrastructure strain	Potential increases in demand in utility infrastructure is planned into the system on	Nil

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No.	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
	Email submission Making Marion			account of development potential, with upgrades undertaken as required.	
		Parking and Traffic	135.3 Concern over potential vehicular and population congestion	Additional traffic volumes can be accommodated within local road network and specific intersections upgraded as demand arises.	Nil
136	Barbara & Jake Jansen		136.1 Opposes proposal	Noted	Nil
	Email submission		136.2 Reduced Private open space	Disagree. The private open space requirements for dwellings at the sizes accommodated within the proposed policy would be the same as for existing dwellings. It is noted that generally rear yards will be smaller in area for infill development, however, there remains a requirement for minimum landscape area and provision for planting of a tree per dwelling.	Nil
			136.3 Local infrastructure strain	Potential increases in demand in utility infrastructure is planned into the system on account of development potential, with upgrades undertaken as required.	Nil
137	Paul Macchia		137.1 Supports	Noted, however, this is not representative of the significant majority of those who made submissions.	Nil

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
	<i>Email submission</i>				
138	Adelaide Development Company [REDACTED] [REDACTED] <i>Email submission</i>		138.1 Supports 138.2 Amendment will lead to more appropriate planning outcomes and provide much needed affordable housing through rejuvenation of current housing stock. 138.3 Minimum lot sizes and frontage widths across different grades will maintain existing neighbourhood character while providing much needed land supply to market. 138.4 The Amendment supports growth of communities in locations where there are established services and facilities, as well as frequent high capacity public transport options.	Noted and many of the comments made are supported. However, this is not representative of the significant majority of those who made submissions, and Council has agreed to the direction sought by the majority of submissions received.	Nil
139	Daryl Sandercock [REDACTED] [REDACTED] <i>Email Submission</i>		139.1 Opposes proposal for up to four times the current density and options to build two storey residential flat buildings.	Noted. This is a misrepresentation of the nature of the amendments, and therefore an inaccurate position. Nevertheless, maintaining current site areas and frontage widths was a strong position of the community through responses and was a position agreed to by Council	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area.
		Loss of Amenity	139.2 Concerns about overshadowing due to increased proximity of housing, as well as additional noise from increased density, as well as impact on privacy and views.	Overshadowing and overlooking policies are already in place to address these matters and the Code Amendment does not need to change these. As are setbacks, and thus, the potential impacts of a single dwelling on a site or two	Nil

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No.	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
				dwelling on site would be the same and assessed on a case by case basis. The loss of views is not a valid planning consideration in the rezoning of land and, can occur with the current policies in place.	
		Stormwater	139.3 Increased pollution in stormwater and increased run-off from impermeable surfaces, particularly where lower than street level	Council's stormwater system has capacity for additional volumes, but will over time require augmentation and upgrades, in response to development outcomes, and asset replacement needs.	Nil
		Loss of vegetation	139.4 Increased heat loads from loss of trees canopy and green space, as well as loss of biodiversity.	Noted. Whilst increases in densities leads to potential increases in impervious areas, trends indicate that this also applies to single house developments and requires broader education about benefits of landscaping and canopy cover, which is outside of scope of this Code Amendment. Code policy provides for minimum landscaped areas and the planting of at least 1 tree for each dwelling.	Nil
		Traffic and Parking	139.5 Capacity of existing roads, particularly Seacombe Road and Morphett Road intersection already having delays	Additional traffic volumes can be accommodated within local road network and specific intersections upgraded as demand arises. This will include major junctions such as Morphett and Seacombe Roads (which rest with the state not Council).	Nil
		Infrastructure	139.6 Lack of capacity of local infrastructure, including medical facilities	Potential increases in demand in utility infrastructure is planned into the system on	Nil

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
				account of development potential, with upgrades undertaken as required. Increased population supports investment in upgrades to existing social infrastructure and local services.	
		Traffic and Parking	139.7 On-street parking impacting traffic flows and already restricted for vulnerable people and compromising safety for pedestrians and access for service and emergency vehicles.	Disagree that existing streets are already congested, noting that some major junctions will over time require upgrades to accommodate additional traffic volumes. Engineering advice indicates that the local street network can accommodate additional traffic volumes. All streets are able to accommodate parking and service / emergency vehicle access, and local area traffic management will need to continue to manage this into the future. Cars parked in streets aids in slowing traffic and in fact aids in safety, noting visibility needs to be appropriately managed through parking restrictions in inappropriate locations (no different to current situation).	Nil
		Social cohesion	139.8 Low-cost residential flat buildings between owner -occupiers high cost properties will cause social tensions and lower property values.	This assertion is completely rejected. As is the assumption that new housing would be "low-cost". The reality is this location would support a higher value product due to the locations and elevation in parts.	Nil
140	Steven Clarke [REDACTED]		140.1 Opposes proposal for up to four times the current density and options to build two storey residential flat buildings.	Noted. This is a misrepresentation of the nature of the amendments, and therefore an inaccurate position. Nevertheless, maintaining current site areas and frontage widths was a strong position of the community through	Maintain the existing minimum lot sizes and frontage widths for the different

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
	<i>Email submission</i> <i>Making Marion</i>			responses and was a position agreed to by Council	areas across the affected area.
		Loss of Amenity	140.2 Concerns about overshadowing due to increased proximity of housing, as well as additional noise from increased density, as well as impact on privacy and views.	Overshadowing and overlooking policies are already in place to address these matters and the Code Amendment does not need to change these. As are setbacks, and thus, the potential impacts of a single dwelling on a site or two dwellings on site would be the same and assessed on a case by case basis. The loss of views is not a valid planning consideration in the rezoning of land and, can occur with the current policies in place.	Nil
		Stormwater	140.3 Increased pollution in stormwater and increased run-off from impermeable surfaces, particularly where lower than street level	Council's stormwater system has capacity for additional volumes, but will over time require augmentation and upgrades, in response to development outcomes, and asset replacement needs.	Nil
		Loss of vegetation	140.4 Increased heat loads from loss of trees canopy and green space, as well as loss of biodiversity.	Noted. Whilst increases in densities leads to potential increases in impervious areas, trends indicate that this also applies to single house developments and requires broader education about benefits of landscaping and canopy cover, which is outside of scope of this Code Amendment. Code policy provides for minimum landscaped areas and the planting of at least 1 tree for each dwelling.	Nil

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
		Traffic and Parking	140.5 Capacity of existing roads, particularly Seacombe Road and Morphett Road intersection already having delays	Additional traffic volumes can be accommodated within local road network and specific intersections upgraded as demand arises. This will include major junctions such as Morphett and Seacombe Roads (which rest with the state not Council).	Nil
		Infrastructure	140.6 Lack of capacity of local infrastructure, including medical facilities	Potential increases in demand in utility infrastructure is planned into the system on account of development potential, with upgrades undertaken as required. Increased population supports investment in upgrades to existing social infrastructure and local services.	Nil
		Traffic and Parking	140.7 On-street parking impacting traffic flows and already restricted for vulnerable people and compromising safety for pedestrians and access for service and emergency vehicles.	Disagree that existing streets are already congested, noting that some major junctions will over time require upgrades to accommodate additional traffic volumes. Engineering advice indicates that the local street network can accommodate additional traffic volumes. All streets are able to accommodate parking and service / emergency vehicle access, and local area traffic management will need to continue to manage this into the future. Cars parked in streets aids in slowing traffic and in fact aids in safety, noting visibility needs to be appropriately managed through parking restrictions in inappropriate locations (no different to current situation).	Nil
		Social cohesion	140.8 Low-cost residential flat buildings between owner -occupiers high cost	This assertion is completely rejected. As is the assumption that new housing would be "low-	Nil

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
			properties will cause social tensions and lower property values.	cost". The reality is this location would support a higher value product due to the locations and elevation in parts.	
141	Nicolle Snell [REDACTED] [REDACTED] [REDACTED] <i>Email Submission</i> <i>Making Marion</i>		Opposes proposal for up to four times the current density and options to build two storey residential flat buildings.	Noted. This is a misrepresentation of the nature of the amendments, and therefore an inaccurate position. Nevertheless, maintaining current site areas and frontage widths was a strong position of the community through responses and was a position agreed to by Council	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area.
		Loss of Amenity	141.1 Concerns about overshadowing due to increased proximity of housing, as well as additional noise from increased density, as well as impact on privacy and views.	Overshadowing and overlooking policies are already in place to address these matters and the Code Amendment does not need to change these. As are setbacks, and thus, the potential impacts of a single dwelling on a site or two dwellings on site would be the same and assessed on a case by case basis. The loss of views is not a valid planning consideration in the rezoning of land and, can occur with the current policies in place.	Nil
		Stormwater	141.2 Increased pollution in stormwater and increased run-off from impermeable surfaces, particularly where lower than street level	Council's stormwater system has capacity for additional volumes, but will over time require augmentation and upgrades, in response to development outcomes, and asset replacement needs.	Nil
		Loss of vegetation	141.3 Increased heat loads from loss of trees canopy and green space, as well as loss of biodiversity.	Noted. Whilst increases in densities leads to potential increases in impervious areas, trends indicate that this also applies to single house developments and requires broader education	Nil

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
				about benefits of landscaping and canopy cover, which is outside of scope of this Code Amendment. Code policy provides for minimum landscaped areas and the planting of at least 1 tree for each dwelling.	
		Traffic and Parking	141.4 Capacity of existing roads, particularly Seacombe Road and Morphett Road intersection already having delays	Additional traffic volumes can be accommodated within local road network and specific intersections upgraded as demand arises. This will include major junctions such as Morphett and Seacombe Roads (which rest with the state not Council).	Nil
		Infrastructure	141.5 Lack of capacity of local infrastructure, including medical facilities	Potential increases in demand in utility infrastructure is planned into the system on account of development potential, with upgrades undertaken as required. Increased population supports investment in upgrades to existing social infrastructure and local services.	Nil
		Traffic and Parking	141.6 On-street parking impacting traffic flows and already restricted for vulnerable people and compromising safety for pedestrians and access for service and emergency vehicles.	Disagree that existing streets are already congested, noting that some major junctions will over time require upgrades to accommodate additional traffic volumes. Engineering advice indicates that the local street network can accommodate additional traffic volumes. All streets are able to accommodate parking and service / emergency vehicle access, and local area traffic management will need to continue to manage this into the future. Cars parked in streets aids in slowing traffic and in fact aids in safety, noting visibility needs to be appropriately	Nil

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
				managed through parking restrictions in inappropriate locations (no different to current situation).	
		Social cohesion	141.7 Low-cost residential flat buildings between owner -occupiers high cost properties will cause social tensions and lower property values.	This assertion is completely rejected. As is the assumption that new housing would be "low-cost". The reality is this location would support a higher value product due to the locations and elevation in parts.	Nil
142	Sonia Turton [REDACTED] [REDACTED] [REDACTED] Email submission Making Marion		poses proposal for up to four times the current density and options to build two storey residential flat buildings.	Noted. This is a misrepresentation of the nature of the amendments, and therefore an inaccurate position. Nevertheless, maintaining current site areas and frontage widths was a strong position of the community through responses and was a position agreed to by Council	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area.
		Loss of Amenity	142.1 Concerns about overshadowing due to increased proximity of housing, as well as additional noise from increased density, as well as impact on privacy and views.	Overshadowing and overlooking policies are already in place to address these matters and the Code Amendment does not need to change these. As are setbacks, and thus, the potential impacts of a single dwelling on a site or two dwellings on site would be the same and assessed on a case by case basis. The loss of views is not a valid planning consideration in the rezoning of land and, can occur with the current policies in place.	Nil
		Stormwater	142.2 Increased pollution in stormwater and increased run-off from impermeable surfaces, particularly where lower than street level	Council's stormwater system has capacity for additional volumes, but will over time require augmentation and upgrades, in response to	Nil

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
				development outcomes, and asset replacement needs.	
		Loss of vegetation	142.3 Increased heat loads from loss of trees canopy and green space, as well as loss of biodiversity.	Noted. Whilst increases in densities leads to potential increases in impervious areas, trends indicate that this also applies to single house developments and requires broader education about benefits of landscaping and canopy cover, which is outside of scope of this Code Amendment. Code policy provides for minimum landscaped areas and the planting of at least 1 tree for each dwelling.	Nil
		Traffic and Parking	142.4 Capacity of existing roads, particularly Seacombe Road and Morphett Road intersection already having delays	Additional traffic volumes can be accommodated within local road network and specific intersections upgraded as demand arises. This will include major junctions such as Morphett and Seacombe Roads (which rest with the state not Council).	Nil
		Infrastructure	142.5 Lack of capacity of local infrastructure, including medical facilities	Potential increases in demand in utility infrastructure is planned into the system on account of development potential, with upgrades undertaken as required. Increased population supports investment in upgrades to existing social infrastructure and local services.	Nil
		Traffic and Parking	142.6 On-street parking impacting traffic flows and already restricted for vulnerable people and compromising safety for pedestrians and access for service and emergency vehicles.	Disagree that existing streets are already congested, noting that some major junctions will over time require upgrades to accommodate additional traffic volumes. Engineering advice indicates that the local street network can accommodate additional	Nil

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
				traffic volumes. All streets are able to accommodate parking and service / emergency vehicle access, and local area traffic management will need to continue to manage this into the future. Cars parked in streets aids in slowing traffic and in fact aids in safety, noting visibility needs to be appropriately managed through parking restrictions in inappropriate locations (no different to current situation).	
		Social cohesion	142.7 Low-cost residential flat buildings between owner -occupiers high cost properties will cause social tensions and lower property values.	This assertion is completely rejected. As is the assumption that new housing would be "low-cost". The reality is this location would support a higher value product due to the locations and elevation in parts.	Nil
143	Jessie Barclay [REDACTED] [REDACTED] [REDACTED] <i>Email Submission (x2)</i>		opposes proposal for up to four times the current density and options to build two storey residential flat buildings.	Noted. This is a misrepresentation of the nature of the amendments, and therefore an inaccurate position. Nevertheless, maintaining current site areas and frontage widths was a strong position of the community through responses and was a position agreed to by Council	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area.
		Loss of Amenity	143.1 Concerns about overshadowing due to increased proximity of housing, as well as additional noise from increased density, as well as impact on privacy and views.	Overshadowing and overlooking policies are already in place to address these matters and the Code Amendment does not need to change these. As are setbacks, and thus, the potential impacts of a single dwelling on a site or two dwellings on site would be the same and assessed on a case by case basis.	Nil

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
				The loss of views is not a valid planning consideration in the rezoning of land and, can occur with the current policies in place.	
		Stormwater	143.2 Increased pollution in stormwater and increased run-off from impermeable surfaces, particularly where lower than street level	Council's stormwater system has capacity for additional volumes, but will over time require augmentation and upgrades, in response to development outcomes, and asset replacement needs.	Nil
		Loss of vegetation	143.3 Increased heat loads from loss of trees canopy and green space, as well as loss of biodiversity.	Noted. Whilst increases in densities leads to potential increases in impervious areas, trends indicate that this also applies to single house developments and requires broader education about benefits of landscaping and canopy cover, which is outside of scope of this Code Amendment. Code policy provides for minimum landscaped areas and the planting of at least 1 tree for each dwelling.	Nil
		Traffic and Parking	143.4 Capacity of existing roads, particularly Seacombe Road and Morphett Road intersection already having delays	Additional traffic volumes can be accommodated within local road network and specific intersections upgraded as demand arises. This will include major junctions such as Morphett and Seacombe Roads (which rest with the state not Council).	Nil
		Infrastructure	143.5 Lack of capacity of local infrastructure, including medical facilities	Potential increases in demand in utility infrastructure is planned into the system on account of development potential, with upgrades undertaken as required. Increased population supports investment in upgrades to existing social infrastructure and local services.	Nil

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
		Traffic and Parking	143.6 On-street parking impacting traffic flows and already restricted for vulnerable people and compromising safety for pedestrians and access for service and emergency vehicles.	Disagree that existing streets are already congested, noting that some major junctions will over time require upgrades to accommodate additional traffic volumes. Engineering advice indicates that the local street network can accommodate additional traffic volumes. All streets are able to accommodate parking and service / emergency vehicle access, and local area traffic management will need to continue to manage this into the future. Cars parked in streets aids in slowing traffic and in fact aids in safety, noting visibility needs to be appropriately managed through parking restrictions in inappropriate locations (no different to current situation).	Nil
		Social cohesion	143.7 Low-cost residential flat buildings between owner -occupiers high cost properties will cause social tensions and lower property values.	This assertion is completely rejected. As is the assumption that new housing would be "low-cost". The reality is this location would support a higher value product due to the locations and elevation in parts.	Nil
144	Dr Judith Bruton [REDACTED] [REDACTED] [REDACTED]		Opposes proposal for up to four times the current density and options to build two storey residential flat buildings.	Noted. This is a misrepresentation of the nature of the amendments, and therefore an inaccurate position. Nevertheless, maintaining current site areas and frontage widths was a strong position of the community through responses and was a position agreed to by Council	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area.
		Loss of Amenity	144.1 Concerns about overshadowing due to increased proximity of housing, as well	Overshadowing and overlooking policies are already in place to address these matters and	Nil

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No.	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
	<i>Email Submission</i>		as additional noise from increased density, as well as impact on privacy and views.	the Code Amendment does not need to change these. As are setbacks, and thus, the potential impacts of a single dwelling on a site or two dwellings on site would be the same and assessed on a case by case basis. The loss of views is not a valid planning consideration in the rezoning of land and, can occur with the current policies in place.	
		Stormwater	144.2 Increased pollution in stormwater and increased run-off from impermeable surfaces, particularly where lower than street level	Council's stormwater system has capacity for additional volumes, but will over time require augmentation and upgrades, in response to development outcomes, and asset replacement needs.	Nil
		Loss of vegetation	144.3 Increased heat loads from loss of trees canopy and green space, as well as loss of biodiversity.	Noted. Whilst increases in densities leads to potential increases in impervious areas, trends indicate that this also applies to single house developments and requires broader education about benefits of landscaping and canopy cover, which is outside of scope of this Code Amendment. Code policy provides for minimum landscaped areas and the planting of at least 1 tree for each dwelling.	Nil
		Traffic and Parking	144.4 Capacity of existing roads, particularly Seacombe Road and Morphett Road intersection already having delays	Additional traffic volumes can be accommodated within local road network and specific intersections upgraded as demand arises. This will include major junctions such as Morphett and Seacombe Roads (which rest with the state not Council).	Nil

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
		Infrastructure	144.5 Lack of capacity of local infrastructure, including medical facilities	Potential increases in demand in utility infrastructure is planned into the system on account of development potential, with upgrades undertaken as required. Increased population supports investment in upgrades to existing social infrastructure and local services.	Nil
		Traffic and Parking	144.6 On-street parking impacting traffic flows and already restricted for vulnerable people and compromising safety for pedestrians and access for service and emergency vehicles.	Disagree that existing streets are already congested, noting that some major junctions will over time require upgrades to accommodate additional traffic volumes. Engineering advice indicates that the local street network can accommodate additional traffic volumes. All streets are able to accommodate parking and service / emergency vehicle access, and local area traffic management will need to continue to manage this into the future. Cars parked in streets aids in slowing traffic and in fact aids in safety, noting visibility needs to be appropriately managed through parking restrictions in inappropriate locations (no different to current situation).	Nil
		Social cohesion	144.7 Low-cost residential flat buildings between owner -occupiers high cost properties will cause social tensions and lower property values.	This assertion is completely rejected. As is the assumption that new housing would be "low-cost". The reality is this location would support a higher value product due to the locations and elevation in parts.	Nil
145	Dr Dean Bruton [REDACTED]		Opposes proposal for up to four times the current density and options to build two storey residential flat buildings.	Noted. This is a misrepresentation of the nature of the amendments, and therefore an inaccurate position. Nevertheless, maintaining	Maintain the existing minimum lot sizes and frontage widths

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
	Email Submission			current site areas and frontage widths was a strong position of the community through responses and was a position agreed to by Council	for the different areas across the affected area.
		Loss of Amenity	145.1 Concerns about overshadowing due to increased proximity of housing, as well as additional noise from increased density, as well as impact on privacy and views.	Overshadowing and overlooking policies are already in place to address these matters and the Code Amendment does not need to change these. As are setbacks, and thus, the potential impacts of a single dwelling on a site or two dwellings on site would be the same and assessed on a case by case basis. The loss of views is not a valid planning consideration in the rezoning of land and, can occur with the current policies in place.	Nil
		Stormwater	145.2 Increased pollution in stormwater and increased run-off from impermeable surfaces, particularly where lower than street level	Council's stormwater system has capacity for additional volumes, but will over time require augmentation and upgrades, in response to development outcomes, and asset replacement needs.	Nil
		Loss of vegetation	145.3 Increased heat loads from loss of trees canopy and green space, as well as loss of biodiversity.	Noted. Whilst increases in densities leads to potential increases in impervious areas, trends indicate that this also applies to single house developments and requires broader education about benefits of landscaping and canopy cover, which is outside of scope of this Code Amendment. Code policy provides for minimum landscaped areas and the planting of at least 1 tree for each dwelling.	Nil

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
		Traffic and Parking	145.4 Capacity of existing roads, particularly Seacombe Road and Morphett Road intersection already having delays	Additional traffic volumes can be accommodated within local road network and specific intersections upgraded as demand arises. This will include major junctions such as Morphett and Seacombe Roads (which rest with the state not Council).	Nil
		Infrastructure	145.5 Lack of capacity of local infrastructure, including medical facilities	Potential increases in demand in utility infrastructure is planned into the system on account of development potential, with upgrades undertaken as required. Increased population supports investment in upgrades to existing social infrastructure and local services.	Nil
		Traffic and Parking	145.6 On-street parking impacting traffic flows and already restricted for vulnerable people and compromising safety for pedestrians and access for service and emergency vehicles.	Disagree that existing streets are already congested, noting that some major junctions will over time require upgrades to accommodate additional traffic volumes. Engineering advice indicates that the local street network can accommodate additional traffic volumes. All streets are able to accommodate parking and service / emergency vehicle access, and local area traffic management will need to continue to manage this into the future. Cars parked in streets aids in slowing traffic and in fact aids in safety, noting visibility needs to be appropriately managed through parking restrictions in inappropriate locations (no different to current situation).	Nil
		Social cohesion	145.7 Low-cost residential flat buildings between owner -occupiers high cost	This assertion is completely rejected. As is the assumption that new housing would be "low-	Nil

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
			properties will cause social tensions and lower property values.	cost". The reality is this location would support a higher value product due to the locations and elevation in parts.	
146	Kristen Kuchez [REDACTED] [REDACTED] <i>Email Submission</i>		Opposes proposal for up to four times the current density and options to build two storey residential flat buildings.	Noted. This is a misrepresentation of the nature of the amendments, and therefore an inaccurate position. Nevertheless, maintaining current site areas and frontage widths was a strong position of the community through responses and was a position agreed to by Council	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area.
		Loss of Amenity	146.1 Concerns about overshadowing due to increased proximity of housing, as well as additional noise from increased density, as well as impact on privacy and views.	Overshadowing and overlooking policies are already in place to address these matters and the Code Amendment does not need to change these. As are setbacks, and thus, the potential impacts of a single dwelling on a site or two dwellings on site would be the same and assessed on a case by case basis. The loss of views is not a valid planning consideration in the rezoning of land and, can occur with the current policies in place.	Nil
		Stormwater	146.2 Increased pollution in stormwater and increased run-off from impermeable surfaces, particularly where lower than street level	Council's stormwater system has capacity for additional volumes, but will over time require augmentation and upgrades, in response to development outcomes, and asset replacement needs.	Nil
		Loss of vegetation	146.3 Increased heat loads from loss of trees canopy and green space, as well as loss of biodiversity.	Noted. Whilst increases in densities leads to potential increases in impervious areas, trends indicate that this also applies to single house developments and requires broader education	Nil

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
				about benefits of landscaping and canopy cover, which is outside of scope of this Code Amendment. Code policy provides for minimum landscaped areas and the planting of at least 1 tree for each dwelling.	
		Traffic and Parking	146.4 Capacity of existing roads, particularly Seacombe Road and Morphett Road intersection already having delays	Additional traffic volumes can be accommodated within local road network and specific intersections upgraded as demand arises. This will include major junctions such as Morphett and Seacombe Roads (which rest with the state not Council).	Nil
		Infrastructure	146.5 Lack of capacity of local infrastructure, including medical facilities	Potential increases in demand in utility infrastructure is planned into the system on account of development potential, with upgrades undertaken as required. Increased population supports investment in upgrades to existing social infrastructure and local services.	Nil
		Traffic and Parking	146.6 On-street parking impacting traffic flows and already restricted for vulnerable people and compromising safety for pedestrians and access for service and emergency vehicles.	Disagree that existing streets are already congested, noting that some major junctions will over time require upgrades to accommodate additional traffic volumes. Engineering advice indicates that the local street network can accommodate additional traffic volumes. All streets are able to accommodate parking and service / emergency vehicle access, and local area traffic management will need to continue to manage this into the future. Cars parked in streets aids in slowing traffic and in fact aids in safety, noting visibility needs to be appropriately	Nil

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
				managed through parking restrictions in inappropriate locations (no different to current situation).	
		Social cohesion	146.7 Low-cost residential flat buildings between owner -occupiers high cost properties will cause social tensions and lower property values.	This assertion is completely rejected. As is the assumption that new housing would be "low-cost". The reality is this location would support a higher value product due to the locations and elevation in parts.	Nil
147	Simon Tiessem [REDACTED] [REDACTED] <i>Email Submission</i>		Opposes proposal for up to four times the current density and options to build two storey residential flat buildings.	Noted. This is a misrepresentation of the nature of the amendments, and therefore an inaccurate position. Nevertheless, maintaining current site areas and frontage widths was a strong position of the community through responses and was a position agreed to by Council	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area.
		Loss of Amenity	147.1 Concerns about overshadowing due to increased proximity of housing, as well as additional noise from increased density, as well as impact on privacy and views.	Overshadowing and overlooking policies are already in place to address these matters and the Code Amendment does not need to change these. As are setbacks, and thus, the potential impacts of a single dwelling on a site or two dwellings on site would be the same and assessed on a case by case basis. The loss of views is not a valid planning consideration in the rezoning of land and, can occur with the current policies in place.	Nil
		Stormwater	147.2 Increased pollution in stormwater and increased run-off from impermeable surfaces, particularly where lower than street level	Council's stormwater system has capacity for additional volumes, but will over time require augmentation and upgrades, in response to	Nil

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
				development outcomes, and asset replacement needs.	
		Loss of vegetation	147.3 Increased heat loads from loss of trees canopy and green space, as well as loss of biodiversity.	Noted. Whilst increases in densities leads to potential increases in impervious areas, trends indicate that this also applies to single house developments and requires broader education about benefits of landscaping and canopy cover, which is outside of scope of this Code Amendment. Code policy provides for minimum landscaped areas and the planting of at least 1 tree for each dwelling.	Nil
		Traffic and Parking	147.4 Capacity of existing roads, particularly Seacombe Road and Morphett Road intersection already having delays	Additional traffic volumes can be accommodated within local road network and specific intersections upgraded as demand arises. This will include major junctions such as Morphett and Seacombe Roads (which rest with the state not Council).	Nil
		Infrastructure	147.5 Lack of capacity of local infrastructure, including medical facilities	Potential increases in demand in utility infrastructure is planned into the system on account of development potential, with upgrades undertaken as required. Increased population supports investment in upgrades to existing social infrastructure and local services.	Nil
		Traffic and Parking	147.6 On-street parking impacting traffic flows and already restricted for vulnerable people and compromising safety for pedestrians and access for service and emergency vehicles.	Disagree that existing streets are already congested, noting that some major junctions will over time require upgrades to accommodate additional traffic volumes. Engineering advice indicates that the local street network can accommodate additional	Nil

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
				traffic volumes. All streets are able to accommodate parking and service / emergency vehicle access, and local area traffic management will need to continue to manage this into the future. Cars parked in streets aids in slowing traffic and in fact aids in safety, noting visibility needs to be appropriately managed through parking restrictions in inappropriate locations (no different to current situation).	
		Social cohesion	147.7 Low-cost residential flat buildings between owner -occupiers high cost properties will cause social tensions and lower property values.	This assertion is completely rejected. As is the assumption that new housing would be "low-cost". The reality is this location would support a higher value product due to the locations and elevation in parts.	Nil
148	Barry & Stephanie Potts [REDACTED] [REDACTED] [REDACTED] <i>Email Submission</i>		148.1 Overshadowing and privacy concerns	Overshadowing and overlooking policies are already in place to address these matters and the Code Amendment does not need to change these.	Nil
			148.2 Noise and air pollution	Disagree that the Code Amendment would result in a level of noise or air pollution that would impact on the amenity of neighbourhoods. There is simply no evidence to support such an assertion.	Nil
			148.3 Traffic and parking concerns	Additional traffic volumes can be accommodated within local road network and specific intersections upgraded as demand arises. Parking ratios are set by the Code and outside of the scope of the code Amendment.	Nil

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
				They are consistent for dwellings across all residential neighbourhoods. On-street congestion relates to the non-use of garaging for vehicle parking and this is outside of the scope of this Code Amendment.	
			148.4 Potential threat to biodiversity	Noted. Whilst increases in densities leads to potential increases in impervious areas, trends indicate that this also applies to single house developments and requires broader education about benefits of landscaping and canopy cover, which is outside of scope of this Code Amendment. Code policy provides for minimum landscaped areas and the planting of at least 1 tree for each dwelling.	Nil
149	Amy Kirkup [REDACTED] [REDACTED] [REDACTED] <i>Email Submission</i>		Opposes proposal for up to four times the current density and options to build two storey residential flat buildings.	Noted. This is a misrepresentation of the nature of the amendments, and therefore an inaccurate position. Nevertheless, maintaining current site areas and frontage widths was a strong position of the community through responses and was a position agreed to by Council	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area.
		Loss of Amenity	149.1 Concerns about overshadowing due to increased proximity of housing, as well as additional noise from increased density, as well as impact on privacy and views.	Overshadowing and overlooking policies are already in place to address these matters and the Code Amendment does not need to change these. As are setbacks, and thus, the potential impacts of a single dwelling on a site or two dwellings on site would be the same and assessed on a case by case basis.	Nil

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
				The loss of views is not a valid planning consideration in the rezoning of land and, can occur with the current policies in place.	
		Stormwater	149.2 Increased pollution in stormwater and increased run-off from impermeable surfaces, particularly where lower than street level	Council's stormwater system has capacity for additional volumes, but will over time require augmentation and upgrades, in response to development outcomes, and asset replacement needs.	Nil
		Loss of vegetation	149.3 Increased heat loads from loss of trees canopy and green space, as well as loss of biodiversity.	Noted. Whilst increases in densities leads to potential increases in impervious areas, trends indicate that this also applies to single house developments and requires broader education about benefits of landscaping and canopy cover, which is outside of scope of this Code Amendment. Code policy provides for minimum landscaped areas and the planting of at least 1 tree for each dwelling.	Nil
		Traffic and Parking	149.4 Capacity of existing roads, particularly Seacombe Road and Morphett Road intersection already having delays	Additional traffic volumes can be accommodated within local road network and specific intersections upgraded as demand arises. This will include major junctions such as Morphett and Seacombe Roads (which rest with the state not Council).	Nil
		Infrastructure	149.5 Lack of capacity of local infrastructure, including medical facilities	Potential increases in demand in utility infrastructure is planned into the system on account of development potential, with upgrades undertaken as required. Increased population supports investment in upgrades to existing social infrastructure and local services.	Nil

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
		Traffic and Parking	149.6 On-street parking impacting traffic flows and already restricted for vulnerable people and compromising safety for pedestrians and access for service and emergency vehicles.	Disagree that existing streets are already congested, noting that some major junctions will over time require upgrades to accommodate additional traffic volumes. Engineering advice indicates that the local street network can accommodate additional traffic volumes. All streets are able to accommodate parking and service / emergency vehicle access, and local area traffic management will need to continue to manage this into the future. Cars parked in streets aids in slowing traffic and in fact aids in safety, noting visibility needs to be appropriately managed through parking restrictions in inappropriate locations (no different to current situation).	Nil
		Social cohesion	149.7 Low-cost residential flat buildings between owner -occupiers high cost properties will cause social tensions and lower property values.	This assertion is completely rejected. As is the assumption that new housing would be "low-cost". The reality is this location would support a higher value product due to the locations and elevation in parts.	Nil
150	kas09@bigpond.com <i>Making Marion</i>	Traffic and Parking Bushfire risk	150.1 Opposes proposal 150.2 Concern over potential population and vehicular congestion and increasing bushfire risk.	Additional traffic volumes can be accommodated within local road network and specific intersections upgraded as demand arises. Bushfire risk is noted, but for the affected areas (based on the Draft Statewide Hazards Bushfire Code Amendment), will only relate to Urban Interface risks, where access to water supply	Nil

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
				will likely to be applicable to future housing development.	
151	Chris J [REDACTED] [REDACTED] [REDACTED] <i>Making Marion</i>	Traffic and Parking	151.1 Potential traffic increase along Davenport Tce/Seacombe Rd 151.2 Safety crossing on Arthur St/Brighton Rd intersection	Additional traffic volumes can be accommodated within local road network and specific intersections upgraded as demand arises. Specific local intersection function and accessibility is an ongoing management issue addressing safety, regardless of the Code Amendment's approval or not.	Nil
			151.3 Neither supports nor opposes Overlay Application	Noted	Nil
152	Gareth [REDACTED] [REDACTED] [REDACTED]	Lot sizes and frontage widths	152.1 Opposes proposal. 152.2 Preserve existing zoning in Seacliff Park (larger lot sizes, frontage)	Noted. This was a strong position of the community through responses and was a position agreed to by Council.	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area.
			152.3 Neither supports nor opposes Overlay Application	Noted	Nil

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
153	Hope [REDACTED] [REDACTED] [REDACTED] <i>Making Marion</i> (x2)		153.1 Supports	Noted, however, this is not representative of the significant majority of those who made submissions.	Nil
154	Ingrid [REDACTED] [REDACTED] [REDACTED] <i>Making Marion</i>		154.1 Supports	Noted, however, this is not representative of the significant majority of those who made submissions.	Nil
155	Elise [REDACTED] [REDACTED] [REDACTED] <i>Making Marion</i>	Lot sizes and frontage widths Loss of character	155.1 Opposes proposal (preserve character of area)	Noted. This was a strong position of the community through responses and was a position agreed to by Council.	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area.

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No.	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
156	JJ [REDACTED] [REDACTED] [REDACTED] <i>Making Marion</i>		156.1 Supports	Noted, however, this is not representative of the significant majority of those who made submissions.	Nil
157	Sheamus [REDACTED] [REDACTED] [REDACTED] <i>Making Marion</i>		157.1 Supports	Noted, however, this is not representative of the significant majority of those who made submissions.	Nil
158	Susan [REDACTED] [REDACTED] [REDACTED]		158.1 Opposes proposal	Noted. This was a strong position of the community through responses and was a position agreed to by Council.	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area.
		Parking and traffic	158.2 Traffic congestion	Additional traffic volumes can be accommodated within local road network and	Nil

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No.	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
	Making Marion			specific intersections upgraded as demand arises.	
		Loss of landscape	158.3 Open spaces and green spaces decline	Noted. Whilst increases in densities leads to potential increases in impervious areas, trends indicate that this also applies to single house developments and requires broader education about benefits of landscaping and canopy cover, which is outside of scope of this Code Amendment. Code policy provides for minimum landscaped areas and the planting of at least 1 tree for each dwelling.	Nil
			158.4 Undesired residential development	Noted and disagree. Additional housing in these locations will help renew aging housing stock, provide for smaller housing on smaller allotments and be attractive to a range of people at different stages of their lifecycle (including those locally seeking to downsize).	Nil
159	Queen		159.1 Neither supports nor opposes proposal	Noted	Nil
		Traffic and parking	159.2 Street parking concerns	Parking ratios are set by the Code and outside of the scope of the code Amendment. They are consistent for dwellings across all residential neighbourhoods. On-street congestion relates to the non-use of garaging for vehicle parking and this is outside of the scope of this Code Amendment.	Nil
	Making Marion				

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
160	Clare Turton [REDACTED] [REDACTED] [REDACTED] <i>Making Marion</i>	Loss of landscaping	160.1 Opposes proposal 160.2 Green spaces decline	Noted. Whilst increases in densities leads to potential increases in impervious areas, trends indicate that this also applies to single house developments and requires broader education about benefits of landscaping and canopy cover, which is outside of scope of this Code Amendment. Code policy provides for minimum landscaped areas and the planting of at least 1 tree for each dwelling.	Nil
		Traffic and parking	160.3 Traffic congestion	Parking ratios are set by the Code and outside of the scope of the code Amendment. They are consistent for dwellings across all residential neighbourhoods. On-street congestion relates to the non-use of garaging for vehicle parking and this is outside of the scope of this Code Amendment.	Nil
161	Dave [REDACTED] [REDACTED] [REDACTED] <i>Making Marion</i>	Loss of character	161.1 Opposes proposal 161.2 Preserve character of area	Noted. This was a strong position of the community through responses and was a position agreed to by Council.	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area.
		Parking and Traffic	161.3 Street parking concerns and Traffic congestion	Parking ratios are set by the Code and outside of the scope of the code Amendment. They are consistent for dwellings across all residential neighbourhoods. On-street congestion relates to the non-use of garaging for vehicle parking and this is outside of the scope of this Code Amendment.	Nil

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
162	Yasmin [REDACTED] [REDACTED] [REDACTED] <i>Making Marion</i>		162.1 Supports	Noted, however, this is not representative of the significant majority of those who made submissions.	Nil
163	CK [REDACTED] [REDACTED] [REDACTED] <i>Making Marion</i>		163.1 Neither supports nor opposes proposal	Noted	Nil
164	Lauren [REDACTED] [REDACTED] [REDACTED]		164.1 Opposes proposal (against subdivision)	Noted. This was a strong position of the community through responses and was a position agreed to by Council.	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area.

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
	<i>Making Marion</i>				
165	Abigail [REDACTED] [REDACTED] [REDACTED] <i>Making Marion</i>		165.1 Supports	Noted, however, this is not representative of the significant majority of those who made submissions.	Nil
166	Matt [REDACTED] [REDACTED] [REDACTED] <i>Making Marion</i>		166.1 Opposes proposal (against subdivision)	Noted. This was a strong position of the community through responses and was a position agreed to by Council.	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area.
167	Ross [REDACTED] [REDACTED]	Lot sizes and frontage widths	167.1 Opposes proposal 167.2 Against smaller lots and increased residential density.		

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
	Making Marion				
168	kesting		168.1 Supports	Noted, however, this is not representative of the significant majority of those who made submissions.	Nil
169	Amelia Making Marion		169.1 Supports	Noted, however, this is not representative of the significant majority of those who made submissions.	Nil
170	Sian Making Marion		170.1 Supports	Noted, however, this is not representative of the significant majority of those who made submissions.	Nil

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
171	Danielle [REDACTED] [REDACTED] [REDACTED] <i>Making Marion</i>		171.1 Opposes proposal	Noted. This was a strong position of the community through responses and was a position agreed to by Council.	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area.
			171.2 Neither supports nor opposes Overlay Application	Noted	Nil
172	Tania [REDACTED] [REDACTED] [REDACTED] <i>Making Marion</i> (x2)		172.1 Supports	Noted, however, this is not representative of the significant majority of those who made submissions.	Nil
173	Elizabeth [REDACTED] [REDACTED] [REDACTED]		173.1 Supports	Noted, however, this is not representative of the significant majority of those who made submissions.	Nil

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
	<i>Making Marion</i>				
174	Lena [REDACTED] [REDACTED] [REDACTED] <i>Making Marion</i>		174.1 Opposes proposal 174.2 Against subdivision	Noted. This was a strong position of the community through responses and was a position agreed to by Council.	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area.
			174.3 Neither supports nor opposes Overlay Application	Noted	Nil
175	Tina [REDACTED] [REDACTED] [REDACTED] <i>Making Marion</i>		175.1 Neither supports nor opposes proposal	Noted	Nil
			175.2 Policy changes are not easily understood. Had additional questions about intended outcome of proposals effects on own property	Noted, queries addressed through discussion.	Nil
176	Daniel [REDACTED]		176.1 Opposes proposal	Noted. This was a strong position of the community through responses and was a position agreed to by Council.	Maintain the existing minimum lot sizes and frontage widths for the different

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
	██████████ ██████████ <i>Making Marion</i>		176.2 Neither supports nor opposes Overlay Application	Noted	areas across the affected area. Nil
177	Paul ██████████ ██████████ ██████████ <i>Making Marion</i>	Lot sizes and frontage widths	177.1 Opposes proposal 177.2 Does not support smaller lots and increased residential density	Noted. This was a strong position of the community through responses and was a position agreed to by Council.	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area.
		Infrastructure	177.3 Strain on existing infrastructure, including social infrastructure	Potential increases in demand in utility infrastructure is planned into the system on account of development potential, with upgrades undertaken as required. This also applies to social infrastructure where increases in population support further investment in upgrades.	Nil
		Traffic and Parking	177.4 Does not support increase in people and traffic with roadways already struggling to cope.	Disagree that existing streets are already congested, noting that some major junctions will over time require upgrades to accommodate additional traffic volumes. Engineering advice indicates that the local street network can accommodate additional traffic volumes.	Nil
			177.5 Neither supports nor opposes Overlay Application	Noted	Nil

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No.	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
178	Declan [REDACTED] [REDACTED] [REDACTED] <i>Making Marion</i>		178.1 Supports	Noted, however, this is not representative of the significant majority of those who made submissions.	Nil
179	Suzanne Thomas [REDACTED] [REDACTED] [REDACTED] <i>Making Marion</i>	Lot sizes and frontage widths	179.1 Opposes proposal. 179.2 Against smaller lots and increased residential density	Noted. This was a strong position of the community through responses and was a position agreed to by Council.	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area.
			179.3 Lot sizes will force two storey houses and with 9 m height would be ridiculous	Noted, however, the zone already provides for 2 storey housing (and has for several decades). The policy will not change that, noting that a single dwelling can be built at that height, and at the same distance from the boundary to any on a smaller allotment.	Nil
			179.4 Concerned about loss of property values	Property values are not a consideration in the preparation of policy for our urban areas. In any event, the assertion that property values will decline is challenged, given that the proposal may open up opportunities for additional development.	Nil

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
180	Bartholomew [REDACTED] [REDACTED] [REDACTED] <i>Making Marion</i>		180.1 Opposes proposal 180.2 Supports the Noise and Air Emissions Overlay	Noted Noted	Nil Nil
181	Carmel [REDACTED] [REDACTED] [REDACTED] <i>Making Marion</i>		181.1 Supports Neither supports nor opposes Overlay Application	Noted, however, this is not representative of the significant majority of those who made submissions.	Nil
182	justin.ne [REDACTED] [REDACTED] [REDACTED] <i>Making Marion</i>		182.2 Opposes proposal	Noted	Nil
183	Steeles		183.1 Opposes proposal 183.2 Cash grab to build ghettos.	Disagree.	Nil

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
	Making Marion	Traffic and Parking	183.3 Will cause massive traffic issues and block streets.	Additional traffic volumes can be accommodated within local road network and specific intersections upgraded as demand arises. Parking ratios are set by the Code and outside of the scope of the code Amendment. They are consistent for dwellings across all residential neighbourhoods. On-street congestion relates to the non-use of garaging for vehicle parking and this is outside of the scope of this Code Amendment.	Nil
184	Emily Making Marion		184.1 Opposes proposal	Noted. This was a strong position of the community through responses and was a position agreed to by Council.	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area.
		Traffic and Parking	184.2 Concerned about parking on streets as experienced in Dover Gardens, and traffic impacts on roads.	Additional traffic volumes can be accommodated within local road network and specific intersections upgraded as demand arises. Parking ratios are set by the Code and outside of the scope of the code Amendment. They are consistent for dwellings across all residential neighbourhoods. On-street congestion relates to the non-use of garaging for vehicle parking and this is outside of the scope of this Code Amendment.	Nil
		Infrastructure	184.3 Concerned about suitability of infrastructure to handle additional	Potential increases in demand in utility infrastructure is planned into the system on	Nil

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
			demands of population, including social infrastructure.	account of development potential, with upgrades undertaken as required.	
		Lot sizes and frontage widths	184.4 Should be consistent with Mitcham which has larger site areas.	Noted and disagree that there is a need to match Mitcham's minimum site areas. There is large variation in the minimum site areas and frontage widths across all Hills Neighbourhood Zones and analysis of adjacent Council areas demonstrated this. The suggested policy sought to respond to characteristics of this location and the lower sloping extents for parts of the area.	Nil
185	Julio [REDACTED] [REDACTED] [REDACTED] <i>Making Marion</i>	Lot sizes and frontage widths	185.1 Does not support minimum site areas and frontage widths	Noted. This was a strong position of the community through responses and was a position agreed to by Council.	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area.
			185.1 Neither supports nor opposes zoning and Overlay application	Noted	Nil
187	Angus [REDACTED] [REDACTED]		187.1 Opposes proposal 187.2 More information is needed about how much land will be affected by infill and increased traffic and infrastructure impacts.	Noted. This was a strong position of the community through responses and was a position agreed to by Council. Information was provided which addresses these issues.	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area.

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
	██████████ Making Marion		187.3 Two separate zones are needed based on development history and distinctive topographic differences between the two sections	Disagree. There remains similar topographical constraints for these locations in that they are sloping and/ or undulating and warrants the consistency of zoning. The consistency between minimum lot sizes and frontage widths is noted, however, it should be noted that for Hallett Cove, this is largely consistent with those proposed.	Nil
			187.4 Consider a state heritage area or heritage overlay that restricts urban infill and protects unique residential subdivision created in 1970's and 1980's around geological conservation park	Noted and disagree. Qualification of Heritage Area or heritage overlay requires assessment and consistency with specific criteria within the Heritage Places Act or the Planning, Development and Infrastructure Act. IT is highly unlikely that Hallett Cove would achieve these criteria, (notwithstandding the listing of the Conservation Park itself). Regardless, this is outside of the scope of this Code Amendment.	Nil
			187.5 Air quality issues from the Linwood Quarry continues to be an issue for residents adjoining the boundary.	Noted, however, these issues remain appropriately managed and increasing the potential dwelling numbers in these location would not alter this.	Nil
			187.6 Neither supports nor opposes zoning and Overlay application	Noted	Nil
188	Laroche ██████████ ██████████	Lot size and frontage widths	188.1 Opposes minimum site area and frontage width.	Noted. This was a strong position of the community through responses and was a position agreed to by Council.	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area.

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No.	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
	██████████ Making Marion	Loss of vegetation	188.2 Vegetation and tree canopy loss due to subdivision	Noted. Whilst increases in densities leads to potential increases in impervious areas, trends indicate that this also applies to single house developments and requires broader education about benefits of landscaping and canopy cover, which is outside of scope of this Code Amendment. Code policy provides for minimum landscaped areas and the planting of at least 1 tree for each dwelling.	Nil
			188.3 Supports the Noise and Air Emissions Overlay	Noted	Nil
189	Please consider liveability ██████████ ██████████ ██████████ Making Marion	Lot sizes and frontage widths Traffic and Parking	189.1 Opposes proposal 189.2 Concern over Infill will take away the feel of the neighbourhood. Infill appropriate on flat areas but not Hallett Cove. 189.3 Site area and frontages are too small, suggests Detached house 1:8 minimum frontage 18m/700m²; 1:4 20m. Semi-detached 1:8 15m; 1:4 18m. Group dwelling/blocks 24/26m. 189.4 On-street parking concerns due to narrow frontages, and slope of land with people not parking in driveways due to slope. 189.5 Supports the Noise and Air Emissions Overlay	Noted. This was a strong position of the community through responses and was a position agreed to by Council. Parking ratios are set by the Code and outside of the scope of the code Amendment. They are consistent for dwellings across all residential neighbourhoods. On-street congestion relates to the non-use of garaging for vehicle parking and this is outside of the scope of this Code Amendment. Noted	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area. Nil Nil

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
190	Local resident [REDACTED] [REDACTED] [REDACTED] <i>Making Marion</i>		190.1 Opposes proposal	Noted. This was a strong position of the community through responses and was a position agreed to by Council.	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area.
		Traffic and parking	190.2 Traffic and street parking concerns, and thinks all sites should provide 3 parking spaces.	Additional traffic volumes can be accommodated within local road network and specific intersections upgraded as demand arises. Parking ratios are set by the Code and outside of the scope of the code Amendment. They are consistent for dwellings across all residential neighbourhoods. On-street congestion relates to the non-use of garaging for vehicle parking and this is outside of the scope of this Code Amendment.	Nil
		Stormwater	190.3 Runoff down the hill can become dangerous in rain onto the main roads and will increase if development occurs.	Council's stormwater system has capacity for additional volumes, but will over time require augmentation and upgrades, in response to development outcomes, and asset replacement needs.	Nil
			190.4 Supports the Noise and Air Emissions Overlay	Noted	Nil
191	Natasha [REDACTED]		191.1 Supports	Noted, however, this is not representative of the significant majority of those who made submissions.	Nil

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
	██████████ ██████████████████ Making Marion				
192	Kara Corey ██████████████████ ██████████████████ ██████████████████ Making Marion	Lot sizes and frontage widths	192.1 Opposes proposal 192.2 Don't make lots smaller keep them the same.	Noted. This was a strong position of the community through responses and was a position agreed to by Council.	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area.
			192.3 Neither supports or opposed Noise and Air Emissions Overlay	Noted	Nil
193	Simon ██████████████████ ██████████████████ ██████████████████ Making Marion	Lot size and frontage widths	193.1 Opposes proposal Land sizes considered too small for dwellings, and sufficient play space for children.	Noted. This was a strong position of the community through responses and was a position agreed to by Council.	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area.
		Traffic and Parking	193.2 Traffic and street parking concerns associated with smaller lots, based on recent example.	Additional traffic volumes can be accommodated within local road network and specific intersections upgraded as demand arises.	Nil

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
				Parking ratios are set by the Code and outside of the scope of the code Amendment. They are consistent for dwellings across all residential neighbourhoods. On-street congestion relates to the non-use of garaging for vehicle parking and this is outside of the scope of this Code Amendment.	
			193.3 Supports the Noise and Air Emissions Overlay	Noted	Nil
194	Mark [REDACTED] [REDACTED] [REDACTED] <i>Making Marion</i>	Lot size and frontage widths	194.1 Opposes proposal 194.2 Against smaller lots and high density housing in area.	Noted. This was a strong position of the community through responses and was a position agreed to by Council.	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area.
		Traffic and Parking	194.3 Traffic and street parking concerns	Additional traffic volumes can be accommodated within local road network and specific intersections upgraded as demand arises. Parking ratios are set by the Code and outside of the scope of the code Amendment. They are consistent for dwellings across all residential neighbourhoods. On-street congestion relates to the non-use of garaging for vehicle parking and this is outside of the scope of this Code Amendment.	Nil
			194.4 Neither supports or opposed Noise and Air Emissions Overlay	Noted	Nil

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
195	Kevin [REDACTED] [REDACTED] [REDACTED] <i>Making Marion</i>		195.1 Supports 195.2 This amendment has been delayed for years and Council needs to show leadership.	Noted, however, this is not representative of the significant majority of those who made submissions.	Nil
196	Matt Shorten [REDACTED] [REDACTED] [REDACTED] <i>Making Marion</i>		196.1 Supports, Proximity to train stations and new Seacliff Village shopping precinct makes sense to increase densities in Marino. 196.2 Neither supports nor opposes zoning and Overlay application	Noted, however, this is not representative of the significant majority of those who made submissions.	Nil
197	Kazza [REDACTED] [REDACTED] [REDACTED]		197.1 Opposes proposal (against smaller lots)	Noted. This was a strong position of the community through responses and was a position agreed to by Council.	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area.
		Traffic and parking	197.2 Traffic and street parking concerns, make 2 off street parking spaces mandatory as cars are choking streets.	Off-street parking for 2 or more vehicles is a requirement for dwellings. While no single policy is mandatory, Council often insists that	Nil

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
	<i>Making Marion</i>			these are achieved (and the majority are for development). Disagree that existing streets are already congested, noting that some major junctions will over time require upgrades to accommodate additional traffic volumes. Engineering advice indicates that the local street network can accommodate additional traffic volumes.	
			197.3Does not support Noise and Air Emissions Overlay. People who buy on main roads have no right to complain about traffic.	Disagree with this position and policy seeks to improve design standards for new development into the future.	Nil
198	Clare [REDACTED] [REDACTED] [REDACTED] <i>Making Marion</i>	Lot sizes and frontage widths	198.1Do not support smaller allotment sizes. Believes should be at least 500m ² to balance subdivision with management of traffic issues.	Noted. This was a strong position of the community through responses and was a position agreed to by Council.	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area.
		Traffic and parking	198.2Traffic and street parking concerns based on what has occurred in areas to north (safety concerns - theft).	Parking ratios are set by the Code and outside of the scope of the code Amendment. They are consistent for dwellings across all residential neighbourhoods. On-street congestion relates to the non-use of garaging for vehicle parking and this is outside of the scope of this Code Amendment.	Nil

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
199	J [REDACTED] [REDACTED] [REDACTED] <i>Making Marion</i>	Lot size and frontage	199.1 Supports the rezoning to the Hills Neighbourhood Zone 199.2 Opposes minimum site area and frontage width which are considered too small for the area. 199.3 The appeal of this area is the space and size of the blocks.	Noted. This was a strong position of the community through responses and was a position agreed to by Council.	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area.
		Traffic and Parking	199.4 Streets won't be able to handle extra parking and extra congestion points getting on and off main roads. Traffic capacity of roads is already congested.	Disagree that existing streets are already congested, noting that some major junctions will over time require upgrades to accommodate additional traffic volumes. Engineering advice indicates that the local street network can accommodate additional traffic volumes.	Nil
			199.5 Supports the Noise and Air Emissions Overlay	Noted	Nil
200	Helpful citizen [REDACTED] [REDACTED] [REDACTED] <i>Making Marion</i>	Lot size and frontage width	200.1 Opposes proposal 200.2 Does not support zoning and policy consolidation of minimum site areas and frontage widths. 200.3 Suburbs adjacent Seacombe Road are somewhat different in character to those south of Majors Road.	Noted. This was a strong position of the community through responses and was a position agreed to by Council.	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area.
			200.4 Original Hills Face Zone intent was to preserve natural and rural landscape and this area was intended to contribute to this landscape backdrop.	Disagree. Proposal does not impact Hills Face Zone, and the original policy intent was for low density residential development, but not necessarily for landscape qualities, but more in response to slope constraints. The policy intent sought to provide some opportunities for infill development, but less so within higher sloping	Nil

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
				areas, specifically in response to the slope challenges.	
		Traffic and Parking	200.5 Traffic and street parking concerns	Additional traffic volumes can be accommodated within local road network and specific intersections upgraded as demand arises.	Nil
		Loss of landscaping	200.6 Concern over potential green and open space loss and its contribution to this areas landscape backdrop to the hills from the plains.	Noted. Whilst increases in densities leads to potential increases in impervious areas, trends indicate that this also applies to single house developments and requires broader education about benefits of landscaping and canopy cover, which is outside of scope of this Code Amendment. Code policy provides for minimum landscaped areas and the planting of at least 1 tree for each dwelling. Disagree that development will impact landscape backdrop of the hills from the plains, as there is already heavy built form intrusion.	Nil
		Stormwater	200.7 Concern about increase in impervious areas and stormwater run-off and extra demands on the stormwater system which are backed up at times.	Council's engineers have confirmed that the stormwater system has capacity for additional volumes, but will over time require augmentation and upgrades, in response to development outcomes, and asset replacement needs.	Nil
		Loss of amenity	200.8 Concerned about additional overlooking resulting from additional dwellings.	Overshadowing and overlooking policies are already in place to address these matters and the Code Amendment does not need to change these.	Nil

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
			200.9 Neither supports nor opposes minimum site area and Overlay application	Noted	Nil
201	Harry [REDACTED] [REDACTED] [REDACTED] <i>Making Marion (x2)</i>		201.1 Supports	Noted, however, this is not representative of the significant majority of those who made submissions.	Nil
202	Ashton [REDACTED] [REDACTED] [REDACTED] <i>Making Marion</i>	Lot size and frontage width	202.1 Does not support reduced lot sizes and frontage widths	Noted. This was a strong position of the community through responses and was a position agreed to by Council.	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area.
		Loss of amenity	202.2 Concern over potential loss of privacy with infill	Overshadowing and overlooking policies are already in place to address these matters and the Code Amendment does not need to change these.	Nil
203	Dallas	Lot size and frontage width	203.1 Opposes proposal 203.2 Potential housing saturation 203.3 This will create more problems than it will solve.	Noted. This was a strong position of the community through responses and was a position agreed to by Council.	Maintain the existing minimum lot sizes and frontage widths for the different

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
	[REDACTED] [REDACTED] [REDACTED] <i>Making Marion</i>		203.4 Neither supports nor opposes Overlay application	Noted	areas across the affected area. Nil
204	nkesting [REDACTED] [REDACTED] [REDACTED] <i>Making Marion</i>		204.1 Supports	Noted, however, this is not representative of the significant majority of those who made submissions.	Nil
205	brettlewis [REDACTED] [REDACTED] [REDACTED] <i>Making Marion</i>		205.1 Supports	Noted, however, this is not representative of the significant majority of those who made submissions.	Nil
206	LLCoolj [REDACTED]	Housing types	206.1 Opposes proposal 206.2 There is a total lack of justification for radical change in density for the former Hills policy area, and what this	Noted. This was a strong position of the community through responses and was a position agreed to by Council.	Maintain the existing minimum lot sizes and frontage widths for the different

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
	██████████ ██████████ Making Marion	Lot size and frontage widths	means for development potential in the affected area. 206.3 Policy supports housing types that are joined, whereas current policy only envisage housing that maintains separation.	Disagree that there is a lack of justification, although lack of clear information within the report about development potential is noted, and this information was provided at consultation. The desire is to support more diverse housing types, particularly where slope can be appropriately managed. The built form of semi-detached housing from the street is often very little in difference to a detached house, as they will both take up the most of the frontage width. The bulk and scale, massing and how the development responds to slope, will be assessed on a case by case basis, and the Hills Neighbourhood zone provides sufficient policy support to encourage housing forms that work with the land topography.	areas across the affected area.
			206.4 Conflict between Desired Objective of Zone and minimum site areas allowed which are not low density but medium density.	Disagree, the minimum allotment sizes would still fall within what the Code would determine to be a low net residential density – sites above 285m² (albeit at the lower end of this definition).	Nil
		Traffic and parking	206.5 Traffic and street parking concerns as a result of additional development it is unclear how Council resolved this without having this information.	Additional traffic volumes can be accommodated within local road network and specific intersections upgraded as demand arises.	Nil
		Loss of vegetation	206.6 The land forms support an increase in loss of tree canopy, without any	Noted. Whilst increases in densities leads to potential increases in impervious areas, trends indicate that this also applies to single house	Nil

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No.	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
			strategic analysis of what impacts this will have.	developments and requires broader education about benefits of landscaping and canopy cover, which is outside of scope of this Code Amendment. Code policy provides for minimum landscaped areas and the planting of at least 1 tree for each dwelling.	
			206.7 Supports the Noise and Air Emissions Overlay	Noted	Nil
207	Ali Parker [REDACTED] [REDACTED] [REDACTED] <i>Making Marion</i>	Lot size and frontage width	207.1 Does not support minimum lot sizes and frontage widths 207.2 Increasing density of houses that are already too small and too close in this suburb. 207.3 Don't feel change needs to be made and strongly oppose increasing land in established areas.	Noted. This was a strong position of the community through responses and was a position agreed to by Council.	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area.
			207.4 Increased vermin and public health risk	Disagree.	Nil
		Loss of vegetation	207.5 Increased heat due to potential loss of green space	Noted. Whilst increases in densities leads to potential increases in impervious areas, trends indicate that this also applies to single house developments and requires broader education about benefits of landscaping and canopy cover, which is outside of scope of this Code Amendment. Code policy provides for minimum landscaped areas and the planting of at least 1 tree for each dwelling.	Nil
		Lot size and frontage widths	207.6 Neither support or oppose Noise and Air Emissions Overlay	Noted	Nil

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
208	mojobunny88 [REDACTED] [REDACTED] [REDACTED] [REDACTED] <i>Making Marion</i>		208.1 Opposes proposal 208.2 Marino is a unique landscape with big blocks, minimal subdivision. 208.3 Proposal will ruin the streetscape	Noted. This was a strong position of the community through responses and was a position agreed to by Council.	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area.
		Infrastructure	208.4 Create pressure in Infrastructure that already get blocked.	Blocked pipes are not sign of infrastructure under strain, but an everyday reality. Potential increases in demand in utility infrastructure is planned into the system on account of development potential, with upgrades undertaken as required.	Nil
			208.5 Greater noise in the valley and hilly suburb where noise echoes.	Noted, however, do not agree that additional housing will create a discernible increase in noise that would result in reduced amenity.	Nil
		Traffic and parking	208.6 Lack of infrastructure – parking at train stops and Schofield Road access is already chaos in morning.	Disagree that existing streets are already congested, noting that some major junctions will over time require upgrades to accommodate additional traffic volumes. Engineering advice indicates that the local street network can accommodate additional traffic volumes. Schofield Road junction will be upgraded as part of the Seacliff Village development.	Nil
			208.7 Neither support or oppose Noise and Air Emissions Overlay	Noted	Nil

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
209	Nick [REDACTED] [REDACTED] [REDACTED] <i>Making Marion</i>		209.1 Supports the Code Amendment	Noted, however, this is not representative of the significant majority of those who made submissions.	Nil
210	Robert Mack [REDACTED] [REDACTED] [REDACTED] <i>Making Marion</i>		210.1 Supports Code Amendment 210.2 Thinks it is long overdue and agrees with larger allotments for steeper gradients. 210.3 Fifties style detached dwellings on large allotments are ready for considered land divisions which should enhance the amenity of these areas.	Noted, however, this is not representative of the significant majority of those who made submissions.	Nil
211	Barry Santry [REDACTED] [REDACTED] [REDACTED]		211.1 Supports the Code Amendment	Noted, however, this is not representative of the significant majority of those who made submissions.	Nil

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
	<i>Making Marion</i>				
212	w00topia [REDACTED] [REDACTED] [REDACTED] <i>Making Marion</i>		212.1 Does not support the Code Amendment	Noted. This was a strong position of the community through responses and was a position agreed to by Council.	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area.
			212.2 Supports the application of the Noise and Air Emissions Overlay	Noted	Nil
213	Alex Filpenko [REDACTED] [REDACTED] [REDACTED] <i>Making Marion</i>		213.1 Supports the Code Amendment 213.2 Encourage the provision for development	Noted, however, this is not representative of the significant majority of those who made submissions.	Nil
214	Jan [REDACTED] [REDACTED]	Lot sizes and frontage width	214.1 Does not support the Code Amendment 214.2 Proposed block sizes are too small to be in keeping with the suburb and are unsuitable.	Noted. This was a strong position of the community through responses and was a position agreed to by Council.	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area.

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
	██████████ Making Marion (x2)				
215	Chloe ██████████████████ ██████████ ██████████ Making Marion	Lot size and frontage width	215.1 Does not support 215.2 The size of the blocks and the aesthetic created by this is one of the big appeals of the suburb. This amount of subdivision is not in keeping with the look and feel of the current suburb.	Noted. This was a strong position of the community through responses and was a position agreed to by Council.	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area.
		Infrastructure	215.3 There is limited infrastructure and no clear plans that would support increased infrastructure needs for that kind of increase in population.	Potential increases in demand in utility infrastructure is planned into the system on account of development potential, with upgrades undertaken as required.	Nil
		Loss of amenity	215.4 Concern about potential decrease in appeal of properties and impact on the outlook from properties. 215.5 There will be incursion in people's sense of privacy and being built on top of	The loss of views is not a valid planning consideration in the rezoning of land and, in reality can occur with the current policies in place. Overshadowing and overlooking policies are already in place to address these matters and the Code Amendment does not need to change these.	Nil
			215.6 Understand the need to consider population growth but should not be to detriment of existing people living in the area.	Noted	Nil

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
			215.7 This amendment was proposed before and the community said no, so listen to the feedback this time.	Noted.	Nil
216	Antmar [REDACTED] [REDACTED] [REDACTED] <i>Making Marion</i>	Lot size and frontage width	216.1 Does not support 216.2 Allowing 300m ² blocks is gross overdevelopment of extremely small blocks and in particular sloping land. Considers existing block sizes to be suitable. But supports 350m ² .	Noted. This was a strong position of the community through responses and was a position agreed to by Council.	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area.
		Filling and building heights	216.3 Concerned about filling of land to reduce slope and resultant heights of a 9 m building. There should be no filling of land.	The building heights are not proposed to change as part of the Code Amendment, and the Hills Neighbourhood Zone reinforces the need to consider land form and minimise earthworks and retaining walls heights.	Nil
		Traffic and Parking	216.4 Streets are already congested and where will excess vehicles par safely.	Disagree that existing streets are already congested, noting that some major junctions will over time require upgrades to accommodate additional traffic volumes. Engineering advice indicates that the local street network can accommodate additional traffic volumes.	Nil
217	Carmel [REDACTED] [REDACTED]		217.1 Supports Code Amendment	Noted, however, this is not representative of the significant majority of those who made submissions.	Nil

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
	Making Marion				
218	Darren Making Marion	Lot size and Frontage width	218.1 Does not support. 218.2 Leave it as is. Why overcrowd when there's room elsewhere.	Noted. This was a strong position of the community through responses and was a position agreed to by Council.	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area.
		Traffic and Parking	218.3 Will put more pressure on already strained roads and parking on streets will be a nightmare.	Disagree that existing streets are already congested, noting that some major junctions will over time require upgrades to accommodate additional traffic volumes. Engineering advice indicates that the local street network can accommodate additional traffic volumes.	Nil
			218.4 Nothing to be gained for residents, property values will drop.	Disagree. Amendment would provide opportunity for those residents wanting to downsize to utilise this ability and stay within their neighbourhood. Disagree that proposal would have negative impacts on property values, nevertheless, this is not a consideration in the merits of the proposed Amendment.	Nil

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
219	KeepTheTrees [REDACTED] [REDACTED] [REDACTED] <i>Making Marion</i>	Loss of vegetation	219.1 Neither support or do not support. 219.2 There needs to be a lot more context around quality of development. Concerned about loss of trees and vegetation, walkable open space and sustainability of housing.	Noted. The Code provides policy which aims to address design attributes of development, linked to building massing, scale, articulation and design interest. These are set by the State and part of core Code policy and cannot be altered or added to by Council. Similarly, sustainability of housing forms part of the Building Code Assessment and falls outside of the planning assessment framework (other than orientation of allotments). Whilst increases in densities leads to potential increases in impervious areas, trends indicate that this also applies to single house developments and requires broader education about benefits of landscaping and canopy cover, which is outside of scope of this Code Amendment. Code policy provides for minimum landscaped areas and the planting of at least 1 tree for each dwelling.	Nil
220	Heather [REDACTED] [REDACTED] [REDACTED]	Lot sizes and frontage widths	220.1 Does not support 220.2 Why put multiple condominiums into already established family area already beginning to see the effects of overcrowding when there is Seacliff Village development (Villawood) to occur to accommodate these housing forms.	Noted. This was a strong position of the community through responses and was a position agreed to by Council. Note that the housing forms at Seacliff Village development are at a significantly higher density to those that would have been enabled as part of the Code Amendment.	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area.

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
	<i>Making Marion</i>				
221	David Bradley [REDACTED] [REDACTED] [REDACTED] <i>Making Marion</i>		221.1 Supports the Code Amendment 221.2 Lives on large block with old house. Suburbs is stifled by large blocks for one family and the elderly to maintain. 221.3 Believes 350m² is a good size allotment and 10m frontage is good for restricting overdevelopment.	Noted this was the intent of the code Amendment, however, this is not representative of the significant majority of those who made submissions	Nil
			221.4 New influx of younger families as older residents move to other locations will be good for suburb.	Noted. Council cannot control or guarantee the types of households who would take advantage of new housing opportunities, however, the cost of land in these locations may inhibit younger families from establishing in these locations.	Nil
222	Brendon [REDACTED] [REDACTED] [REDACTED] <i>Making Marion</i>		222.1 Does not support Code Amendment	Noted. This was a strong position of the community through responses and was a position agreed to by Council.	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area.

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
223	Gazbar [REDACTED] [REDACTED] [REDACTED] <i>Making Marion</i>		223.1 Neither support or do not support as I don't understand what is means to my property.	Noted.	Nil
224	Amy Kirkup [REDACTED] [REDACTED] [REDACTED] <i>Making Marion</i>		224.1 Does not support the Code Amendment	Noted, however, this is not representative of the significant majority of those who made submissions.	Nil
225	Kinga [REDACTED] [REDACTED] [REDACTED]	Lot size and frontage widths	225.1 Supports the Code Amendment 225.2 Parcel shapes in Marino are not typical rectangles and some frontages will not meet new criteria despite being large. Has this been considered	Noted, however, this is not representative of the significant majority of those who made submissions.	Nil

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
	<i>Making Marion</i> (x2)				
226	Egoistis Grafiokratis [REDACTED] [REDACTED] [REDACTED] <i>Making Marion</i>	Lot size and frontage widths	226.1 Does not support Code Amendment 226.2 The Code Amendment is convoluted, and the intent is simply to increase densities across suburbs 226.3 Abandon proposal or exclude Seacombe Heights.	Noted. This was a strong position of the community through responses and was a position agreed to by Council.	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area.
227	Alfish [REDACTED] [REDACTED] [REDACTED] <i>Making Marion</i>	Lot size and frontage widths	227.1 Does not support Code Amendment 227.2 We still need some areas where you can have and enjoy some space around houses and not living ton top of each other. 227.3 It's a beautiful hidden gem up here and would hate for it to be ruined.	Noted. This was a strong position of the community through responses and was a position agreed to by Council.	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area.
228	Tracey144 [REDACTED] [REDACTED]		228.1 Supports the Code Amendment given proximity to schools, kindergartens, shops it makes sense given the housing shortage to provide opportunities for subdivision of these very large blocks.	Noted, however, this is not representative of the significant majority of those who made submissions.	Nil

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No.	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
	Making Marion				
229	Jesse Solomon Making Marion	Loss of character Traffic and Parking	229.1 Does not support. 229.2 Will ruin the appeal of Seaview Downs. It's a quiet area with larger blocks and unique houses. 229.3 More houses will mean more traffic 229.4 Has lived in Dover Gardens and Brighton where new development has ruined neighbourhoods. Does not want the same here.	Noted. This was a strong position of the community through responses and was a position agreed to by Council. Additional traffic volumes can be accommodated within local road network and specific intersections upgraded as demand arises. Noted, however these locations would have different Zoning and smaller minimum allotment sizes and frontage widths that would support more row dwellings, group dwellings and residential flat buildings.	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area. Nil Nil
230	Daz Making Marion		230.1 Does not support Code Amendment. Don't let developers ruin our awesome suburb.	Noted. This was a strong position of the community through responses and was a position agreed to by Council.	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area.

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
231	Fastfredo [REDACTED] [REDACTED] [REDACTED] <i>Making Marion</i>	Lot sizes and frontage widths.	231.1 Does not Support 231.2 There is no alternative in Adelaide to Marino. Tree lined gullies that are home to Koalas and Yellow Tailed Black Cockatoo, uninterrupted views of sea and city by nearly every resident. Marino is unique in that it backs onto Conservation Park and gullies support large Eucalyptus trees. 231.3 Must not be turned unto suburb of multi-unit housing development	Noted. This was a strong position of the community through responses and was a position agreed to by Council. Disagree that Marin is unique in its character, although note landforms create some challenges (and opportunities) and the intended variation in land size and frontage width aligned to slope aimed to address this.	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area.
		Stormwater Management / Infrastructure	231.4 Gullies will not be able to handle stormwater run-off and we already experience multiple water/sewerage shut-offs by SA Water with broken valves at Nimboya/Newland junction.	Noted. Infrastructure repairs at times are not unusual and do not speak to limited capacities. Potential increases in demand in utility infrastructure is planned into the system on account of development potential, with upgrades undertaken as required. Council's stormwater system has capacity for additional volumes, but will over time require augmentation and upgrades, in response to development outcomes, and asset replacement needs.	Nil
			231.5 Development of these fragile gullies of southern Marino must never happen	Noted. Most of these gully properties are already developed for housing, but the nature of the current allotments already allows for development of these sites within the current policy. As these are steeply sloping sites with vegetation, they would require careful management of slopes and are highly unlikely	Nil

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
				to be favourably developed at maximum densities.	
		Parking and Traffic	231.6 Neighbours currently park cars in streets due to steep nature of blocks and streets are narrow. Subdivision would double, triple or even quadruple cars parked in the streets.	Disagree. Redevelopment of sites would in fact enable more appropriate accommodation of garaging and driveways on site, and address some of the existing issues for the steeper sloping sites.	Nil
		Bushfire Risk	231.7 Concerns about evacuation from fire within Conservation Park and capacities of road network / junctions to manage the additional traffic volumes.	Noted, however additional traffic volumes can be accommodated within local road network and specific intersections upgraded as demand arises. In the event of emergency circumstances, the evacuation of sites will likely be managed by emergency services. A separate Hazards Bushfire Management Code Amendment by the State is addressed fire risk and supporting policy, and this is outside of the scope	Nil
232	Michael Brown [REDACTED] [REDACTED] [REDACTED]		232.1 Does not support 232.2 Concerned about increasing number of housing in the area and would prefer to leave as is.	Noted. This was a strong position of the community through responses and was a position agreed to by Council.	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area.
			232.3 Having a lot of recurring infrastructure issues with water and digital connectivity. Greater housing will also add to failing stormwater.	Noted. Infrastructure repairs at times are not unusual and do not speak to limited capacities. Potential increases in demand in utility infrastructure is planned into the system on	Nil

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
	<i>Making Marion</i>			account of development potential, with upgrades undertaken as required. Council's stormwater system has capacity for additional volumes, but will over time require augmentation and upgrades, in response to development outcomes, and asset replacement needs.	
233	SB [REDACTED] [REDACTED] [REDACTED] <i>Making Marion</i>		233.1 Do not support 233.2 The area does not have the infrastructure to accommodate more housing (existing issues with stormwater and sewerage systems).	Noted. Infrastructure repairs at times are not unusual and do not speak to limited capacities. Potential increases in demand in utility infrastructure is planned into the system on account of development potential, with upgrades undertaken as required. Council's stormwater system has capacity for additional volumes, but will over time require augmentation and upgrades, in response to development outcomes, and asset replacement needs.	Nil
			233.3 On street parking has become an increasing problem which will only become worse with more housing.	Disagree that existing streets are already congested, noting that some major junctions will over time require upgrades to accommodate additional traffic volumes. Engineering advice indicates that the local street network can accommodate additional traffic volumes.	Nil
			233.4 More housing means less trees and birdlife.	Noted. Whilst increases in densities leads to potential increases in impervious areas, trends indicate that this also applies to single house	Nil

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
				developments and requires broader education about benefits of landscaping and canopy cover, which is outside of scope of this Code Amendment. Code policy provides for minimum landscaped areas and the planting of at least 1 tree for each dwelling.	
234	Deborah [REDACTED] [REDACTED] [REDACTED] <i>Making Marion</i>	Traffic and Parking	234.1 Does not support 234.2 Concerns about on street parking which is an increasing problem that causes congestion in streets.	Disagree that existing streets are already congested, noting that some major junctions will over time require upgrades to accommodate additional traffic volumes. Engineering advice indicates that the local street network can accommodate additional traffic volumes.	Nil
		Loss of vegetation	234.3 Concerned about prospect of trees being cleared from residential blocks to provide space for infill housing. This includes street trees not just private blocks based on experience at Park Holme.	Noted. Whilst increases in densities leads to potential increases in impervious areas, trends indicate that this also applies to single house developments and requires broader education about benefits of landscaping and canopy cover, which is outside of scope of this Code Amendment. Code policy provides for minimum landscaped areas and the planting of at least 1 tree for each dwelling.	Nil
		Lot sizes and frontage width	234.4 Would like to see impact of infill development on infrastructure being addressed as part of any approved Code Amendment.	Potential increases in demand in utility infrastructure is planned into the system on account of development potential, with upgrades undertaken as required.	Nil

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
			234.5 Does not agree that the one size fits all approach is wise and that there should be consideration of quantifiable variations in aspects of policies.	Noted. This was a strong position of the community through responses and was a position agreed to by Council.	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area.
235	Milena [REDACTED] [REDACTED] [REDACTED] <i>Making Marion</i>		235.1 Neither supports nor does not support application of the Hills Neighbourhood Zone 235.2 Does not support minimum site areas and frontage widths proposed by Code Amendment	Noted. This was a strong position of the community through responses and was a position agreed to by Council.	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area.
236	Gosia [REDACTED] [REDACTED] [REDACTED] <i>Making Marion</i>		236.1 Support the code Amendment	Noted, however, this is not representative of the significant majority of those who made submissions.	Nil

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
237	Bianca [REDACTED] [REDACTED] [REDACTED] <i>Making Marion</i>	Stormwater	237.1 Does not support 237.2 Concerned about locations on hills for further subdivision particularly with regard to issues with stormwater in a system that already cannot cope.	Council's stormwater system has capacity for additional volumes, but will over time require augmentation and upgrades, in response to development outcomes, and asset replacement needs.	Nil
		Parking and Traffic	237.3 Car parking is a major concern with many small streets difficult to navigate with cars parked on both sides and not enough spaces in driveways for multiple cars.	Parking ratios are set by the Code and outside of the scope of the code Amendment. They are consistent for dwellings across all residential neighbourhoods. On-street congestion relates to the non-use of garaging for vehicle parking and this is outside of the scope of this Code Amendment. Disagree that existing streets are already congested, noting that some major junctions will over time require upgrades to accommodate additional traffic volumes. Engineering advice indicates that the local street network can accommodate additional traffic volumes.	Nil
		Lot sizes and frontage width	237.4 Homes in small spaces does not fit with this area which includes lots of green spaces and yards.	Noted. This was a strong position of the community through responses and was a position agreed to by Council.	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area.
		Loss of Amenity	237.5 Building closer together increases noise levels for neighbours with less space to disperse.	Disagree, Setbacks remain consistent, and additional dwellings will not make perceptible difference to noise levels within a streetscape.	Nil

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
238	Summa [REDACTED] [REDACTED] [REDACTED] <i>Making Marion</i>		238.1 Supports Code Amendment 238.2 With proximity to the beach, Marion, public transport, Glenelg, golf course, schools, Marino should be able to accommodate for a higher density population.	Noted, however, this is not representative of the significant majority of those who made submissions.	Nil
239	Chris Woodhouse [REDACTED] [REDACTED] [REDACTED] <i>Making Marion</i>	Lot size and frontage width Loss of character	239.1 Does not support 239.2 Moved into the area specifically for large blocks and enjoy the privacy the large blocks provide. We enjoy the ability to grow vegetables and flowers in backyards and the community created by swapping produce. 239.3 Increasing density will completely change the character of the neighbourhood.	Noted. This was a strong position of the community through responses and was a position agreed to by Council.	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area.
		Traffic and Parking	239.4 Increased traffic and parking and noise.	Additional traffic volumes can be accommodated within local road network and specific intersections upgraded as demand arises.	Nil
			239.5 Do not agree that the 1:8 or less slope is sufficiently flat enough to support further subdivision.	Disagree. Parts of the affected area share the same slope characteristics as other locations north of Seacombe Road, and can suitably accommodate infill development.	Nil;

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No.	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
240	JLM [REDACTED] [REDACTED] [REDACTED] <i>Making Marion</i>		240.1 Does not support Code Amendment	Noted. This was a strong position of the community through responses and was a position agreed to by Council.	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area.
241	AK [REDACTED] [REDACTED] [REDACTED] <i>Making Marion</i>		241.1 Supports the Code Amendment	Noted, however, this is not representative of the significant majority of those who made submissions.	Nil
242	Meghan O'Rourke [REDACTED] [REDACTED] [REDACTED]		242.1 Does not Support	Noted. This was a strong position of the community through responses and was a position agreed to by Council.	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area.
		Loss of character	242.2 Changes will have a significant impact on the character of the areas. Showcasing architectural styles from 50's, 60's and 70's. Have been	Disagree that the affected area displays any historic or special character attributes that require either protection of careful management. It is noted that existing housing	Nil

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
	 Making Marion Email Submission		concerned about the level of infill in Seacombe Gardens which are badly planned, low spec/badly constructed high density buildings which are bland and result in loss of current housing stock with valued architectural qualities.	stock would be replaced with new housing, but this is typical of renewal that occurs when sites become economical for redevelopment (whether for a single dwelling or two dwellings). The Planning and Design Code contains policies which address design, taking into account bulk, scale, articulation and design interest, noting that Council cannot govern a specific “style” other than seeking complementary development outcomes.	
		Traffic and Parking	242.3 Increased density will cause additional cars to be parked in the street	Parking ratios are set by the Code and outside of the scope of the code Amendment. They are consistent for dwellings across all residential neighbourhoods. On-street congestion relates to the non-use of garaging for vehicle parking and this is outside of the scope of this Code Amendment. Additional traffic volumes can be accommodated within local road network and specific intersections upgraded as demand arises.	Nil
		Loss of vegetation	242.4 Larger steeper sites are full of significant trees and green space. A lack of large trees and open areas of greenery for infill will cause these suburbs to become barren concrete areas full of hard built surfaces and this will be exacerbated with climate change resulting increased summer temperatures. Replacement plantings	Whilst increases in densities leads to potential increases in impervious areas, trends indicate that this also applies to single house developments and requires broader education about benefits of landscaping and canopy cover, which is outside of scope of this Code Amendment. Code policy provides for minimum	Nil

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
			are tokenistic minimal plantings. This will increase effects of climate change with increased summer temperatures.	landscaped areas and the planting of at least 1 tree for each dwelling.	
243	Bobdog [REDACTED] [REDACTED] [REDACTED] <i>Making Marion</i>		243.1 Supports the Code Amendment	Noted, however, this is not representative of the significant majority of those who made submissions.	Nil
244	Ryan [REDACTED] [REDACTED] [REDACTED] <i>Making Marion</i>	Lot sizes and frontage widths	244.1 Does not support the Code Amendment 244.2 Will ruin area and its appeal of decent sized family blocks.	Noted. This was a strong position of the community through responses and was a position agreed to by Council.	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area.
		Traffic and Parking	244.3 Road will become an issue with subdivision creating overcrowding of nearby suburbs like Marion shopping centre.	Additional traffic volumes can be accommodated within local road network and specific intersections upgraded as demand arises.	Nil

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
245	Reneej2023 <i>Making Marion</i>	Lot sizes and frontage widths	245.1 Does not support Code Amendment 245.2 350m ² is ridiculous. Suburbs of Warradale, Seacombe Gardens and Dover Gardens show overcrowding which exists from these amendments. 245.3 Suggests keeping slopes less than 1:8 to 500m ² which will allow development without completely changing the liveability and family appeal of these suburbs.	Noted, but disagree. These suburbs are demonstrating development that are smaller in site area, and therefore a direct comparing is not appropriate. Notwithstanding this, retaining current densities was a strong position of the community through responses and was a position agreed to by Council.	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area
		Traffic and Parking	245.4 Major traffic increases and parking availability issues exist in those neighbourhoods which will be replicated here.	Disagree that existing streets are already congested, noting that some major junctions will over time require upgrades to accommodate additional traffic volumes. Engineering advice indicates that the local street network can accommodate additional traffic volumes.	Nil
		Loss of Amenity	245.5 Seacliff Park already deals with a great deal of overshadowing from houses on sloping blocks.	Noted. Policies relating to overshadowing and setbacks will not be altered by the Code Amendment and form part of the Core Policy within the Code set by the State. Their alteration remains outside of the scope of the Code Amendment., however, there4 amendment is not considered necessary and these matters will need to be assessed on a case-by-case basis, not different for a single dwelling on a site.	Nil

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No.	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
		Loss of vegetation	245.6 Reduced yard spaces have impacts on young people and Council is not proposing any more green space or playgrounds. Leading to increasing rates of obesity in children. Smaller block sizes do not support healthy lifestyle.	Noted, however this arguably related to a broader range of factors and is well outside of the scope of the Code Amendment.	Nil
		Sustainability/ quality	245.7 The proposed amendments do not support Council's "Liveable" goal. How does this achieve environmentally sensitive housing?	Disagree. Lot size and frontage width do not prevent the achievement of a sustainable housing outcome. The Planning and Design Code has limited capacity to insist on sustainable development outcomes, as this is something that has been placed within the Building Code. Liveability relates to accessible services and transport options, and denser urban settlements have long demonstrated greater sustainability than sprawling cities, and the Code Amendment supports this more compact urban form.	Nil
246	Ashley Quigley [REDACTED] [REDACTED] [REDACTED] <i>Making Marion</i>		246.1 Does not support Code Amendment 246.2 Plenty of other land in South Australia without having to encroach on what is already there and well established.	Noted. The intent of the Code Amendment was to provide additional housing within the urban footprint, to avoid further intrusion into food production and environmental areas to the south and north of Adelaide. This also supports investment in public transport and other infrastructure to support increased population catchments.	Nil

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
247	J [REDACTED] [REDACTED] [REDACTED] <i>Making Marion</i>		247.1 Does not support Code Amendment	Noted. This was a strong position of the community through responses and was a position agreed to by Council.	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area.
248	PatF [REDACTED] [REDACTED] [REDACTED] <i>Making Marion</i>		248.1 Supports the Code Amendment	Noted, however, this is not representative of the significant majority of those who made submissions.	Nil
249	Brian [REDACTED] [REDACTED] [REDACTED] <i>Making Marion</i>		249.1 Does not support Code Amendment	Noted. This was a strong position of the community through responses and was a position agreed to by Council.	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area.
		Traffic and Parking	249.2 Additional traffic and cars parked in the street.	Parking ratios are set by the Code and outside of the scope of the code Amendment. They are consistent for dwellings across all residential neighbourhoods. On-street congestion relates	Nil

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No.	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
				to the non-use of garaging for vehicle parking and this is outside of the scope of this Code Amendment. Additional traffic volumes can be accommodated within local road network and specific intersections upgraded as demand arises.	
			249.3 Effect on valuation of property.	Property values are not a factor in determining the merits of a Code Amendment. The assertion that values will be depreciated is not supported in any event.	Nil
250	Kerri [REDACTED] [REDACTED] [REDACTED] <i>Making Marion</i>	Lot size and frontage width	250.1 Does not support Code Amendment 250.2 Do not want to see all suburbs of Marion ruined like Seacombe Gardens etc. Leave as is.	Noted. This was a strong position of the community through responses and was a position agreed to by Council.	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area.
		Traffic and Parking	250.3 No consideration of long-term future of areas having decent sized blocks for family homes, infrastructure and cars parked on crowded streets.	Disagree that these areas cannot maintain family homes. The vast majority (70%) of housing in Marion LGA is detached housing on conventional allotments (700m ² or more), and this will remain the case despite the Code Amendment.	Nil
251	Anthony [REDACTED]	Lot size and frontage widths	251.1 Does not support Code Amendment 251.2 Bought in this area to have space around house and overcrowding will destroy views in many areas.	Noted. This was a strong position of the community through responses and was a position agreed to by Council.	Maintain the existing minimum lot sizes and frontage widths for the different

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
	Making Marion				areas across the affected area.
		Traffic and parking	251.3 Concerns about traffic and impacts on roads needing upgrading.	Additional traffic volumes can be accommodated within local road network and specific intersections upgraded as demand arises.	Nil
			251.4 Will lower value of existing properties.	Property values are not a factor in determining the merits of a Code Amendment. The assertion that values will be depreciated is not supported in any event.	Nil
252	Chris9449 Making Marion		252.1 Supports the Code Amendment. Proposal will allow for revitalisation of existing neighbourhoods and create new housing typologies which are better suited to modern lifestyles. 252.2 Sections of Marion are severely lacking diversity in housing stock which prevents many residents being able to downsize into accommodation that suits their requirements. Many people entrenched into their community do not have the ability to adapt their housing needs when circumstances change under the current zoning restrictions. The flexibility to subdivide and establish smaller homes on current allotments will allow many residents to remain in their community into the future.	Noted and agree, however, this is not representative of the significant majority of those who made submissions.	Nil

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
253	Alistair [REDACTED] [REDACTED] [REDACTED] Seacombe Heights <i>Making Marion</i>	Lot size and frontage width	253.1 Does not support Code Amendment 253.2 Smaller blocks are bad for the environment. 253.3 Split blocks with multiple houses look ugly and are a strain on resources.	Noted. This was a strong position of the community through responses and was a position agreed to by Council. Disagree that smaller blocks are bad for the environment or a strain on resources. Smaller urban footprints in fact are less resource intensive and more sustainable urban structures.	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area.
		Loss of vegetation	253.4 It will make for a lot less trees, grass and greenery.	Noted. Whilst increases in densities leads to potential increases in impervious areas, trends indicate that this also applies to single house developments and requires broader education about benefits of landscaping and canopy cover, which is outside of scope of this Code Amendment. Code policy provides for minimum landscaped areas and the planting of at least 1 tree for each dwelling.	Nil
254	Louise [REDACTED] [REDACTED] [REDACTED] <i>Making Marion</i>		254.1 Do not support the Code Amendment 254.2 This will destroy access, views and the look and feel of the suburb.	Noted. This was a strong position of the community through responses and was a position agreed to by Council.	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area.
		Loss of character	254.3 Oversight on housing built in neighbouring areas being completely out of character is non existent.	Disagree that this is the case, particularly as the policy context fir these areas envisages an emerging new character and this is purposeful in the policy. This is different to the Hills Neighbourhood Zone. It is also important to note that Council cannot dictate housing	Nil

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No.	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
				“styles” and more contemporary housing has a different look to established housing, noting a need to be complementary to surrounding housing. The Hills Neighbourhood Zone has a far stronger policy setting for considering this than the neighbouring GNZ, noting that there is also a diverse range of housing styles in the affected area.	
		Infrastructure	254.4 There is not enough infrastructure in the area to support the number of new dwellings this change will result in.	Potential increases in demand in utility infrastructure is planned into the system on account of development potential, with upgrades undertaken as required.	Nil
255	Lisa Miller [REDACTED] [REDACTED] [REDACTED] <i>Making Marion</i>	Lot size and frontage widths	255.1 Does not support the Code Amendment 255.2 You don't need to consolidate the rules across the three different residential zones. 255.3 Much of the housing in the suggested suburbs is older homes that are well maintained and extended where residents happily abide. These large blocks with smaller homes could be turned into large family homes where they can park their cars in their own driveway, water can soak into the ground and not race down a hill to flood others. 255.4 Purchased into the area because of spacious blocks and no cramped neighbours. Create suburbs that	Noted. This was a strong position of the community through responses and was a position agreed to by Council. Noted. The amendment will not create a mono-housing typology and will likely retain significant areas where single housing on large lots will continue to prevail. Other economic aspects in these locations would drive this, along with slope and cost of developing sites further. There is also benefit in providing some diversity in housing across areas to cater for the different needs and demands of a broad section of the community.	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area.

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
			people buy into such as at Seacliff – don't make existing residents pay. 255.5 Not everyone wants to live in a shoebox. How about you have suburbs that offer different types of living.		
		Traffic and Parking	255.6 Streets are not designed to take all the extra cars. New houses only allow for 2 cars and in reality only 1 as most use garage for storage. Then there is no street frontage and nowhere to put bins out that the truck can get to.	Parking ratios are set by the Code and outside of the scope of the code Amendment. They are consistent for dwellings across all residential neighbourhoods. On-street congestion relates to the non-use of garaging for vehicle parking and this is outside of the scope of this Code Amendment. Disagree that existing streets are already congested, noting that some major junctions will over time require upgrades to accommodate additional traffic volumes. Engineering advice indicates that the local	Nil

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No.	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
				street network can accommodate additional traffic volumes.	
		Stormwater	255.7 The flat streets already get flooded when it rains due to being surrounding by big gradient hills. New development will significantly add to stormwater runoff.	Council's stormwater system has capacity for additional volumes, but will over time require augmentation and upgrades, in response to development outcomes, and asset replacement needs. New development will need to provide for stormwater detention as part of any new system being installed on the site, to mitigate downstream impacts.	Nil
256	Covermum [REDACTED] [REDACTED] [REDACTED] <i>Making Marion</i>	Lot size and frontage width	256.1 Does not support the Code Amendment 256.2 Concerned about size of blocks getting smaller.	Noted, however, for Hallett Cover, the changes to minimum lot sizes are marginal and, in places with higher slopes, actually increasing.	Nil
		Traffic and Parking	256.3 Concerned about parking in these areas is getting harder.	Parking ratios are set by the Code and outside of the scope of the code Amendment. They are consistent for dwellings across all residential neighbourhoods. On-street congestion relates to the non-use of garaging for vehicle parking and this is outside of the scope of this Code Amendment.	Nil
			256.4 Lack of play areas for growing children.	Disagree. Established neighbourhoods are supporting by existing open space areas, and the affected areas do not contain shortage of open space and play areas, noting that all of these areas have access to open space within 500m walking distance.	Nil

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
		Loss of vegetation	256.5 Total concrete jungle look of suburbs and lack of trees.	Noted. Whilst increases in densities leads to potential increases in impervious areas, trends indicate that this also applies to single house developments and requires broader education about benefits of landscaping and canopy cover, which is outside of scope of this Code Amendment. Code policy provides for minimum landscaped areas and the planting of at least 1 tree for each dwelling.	Nil
257	Micth [REDACTED] [REDACTED] [REDACTED] <i>Making Marion</i>		257.1 Does not support Code Amendment	Noted. This was a strong position of the community through responses and was a position agreed to by Council.	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area.
			257.2 No reason to change area for wealth and gain. This will lower values, increase crime and become a suburb with a bad name. There is land at Wasleys and Hackham that can be used which is more affordable.	Reject claims made that development would support crime and impact negatively on property values. The intent of the amendment was to provide additional housing within well-served neighbourhoods, utilising existing infrastructure, rather than contribute to additional infill development taking up valuable for production land and at additional cost to the community through new infrastructure provision	Nil

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
258	Ross [REDACTED] [REDACTED] [REDACTED] <i>Making Marion</i>		258.1 Does not support Code Amendment 258.2 Thinly disguised attempt to raise more rates, ensure more cars parked on streets and downgrade our standard of living.	Noted. This was a strong position of the community through responses and was a position agreed to by Council.	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area.
259	Sogaca [REDACTED] [REDACTED] [REDACTED] <i>Making Marion</i>	Lot size and frontage width	259.1 Does not support the Code Amendment. Keep it as is. 259.2 Charm of Seacombe Heights is big blocks and spacious housing and serenity which why people live here. The character of the suburb will be destroyed. 259.3 Lots at 350m ² are too small. Make them at least 500m ² . 259.4 Front yards are very characteristic of suburb and there should not be any fencing to the front of new housing to maintain open / wide feel. 259.5 Leave frontage widths at 20m and allow building single storey housing behind. 10m frontage is the policy I fear the most and will have biggest impact.	Noted. This was a strong position of the community through responses and was a position agreed to by Council. Alternative minimum allotment sizes (including 500m ²) were considered and presented, however, the position of the community was strongly in favour of retention of existing minimum lot sizes, particularly for the northern areas of the Affected Area. There is no coherent consistency in character in the affected areas, including the northern areas such that preventing fencing forward of dwellings is justified. Concern about frontage width is noted, however there is scope for narrower frontages and still maintaining the development pattern	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area.

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
				in this location, noting that in some locations, the wide frontages aid in achieving this. The policy currently allows for two storey housing, and this was not proposed to be changed.	
		Parking and Traffic	259.6 Ensure that parking for at least 2 cars on the property and mandatory driveway is required for new development if going ahead.	Parking ratios are set by the Code and outside of the scope of the code Amendment. They are consistent for dwellings across all residential neighbourhoods. On-street congestion relates to the non-use of garaging for vehicle parking and this is outside of the scope of this Code Amendment. The policy currently achieves that sought.	Nil
		Infrastructure	259.7 Local services (social infrastructure) are at capacity in the area and there is poor public transport connections available.	Provisioning for infrastructure, including social infrastructure, will occur in response to population needs, be that increases in population, or changes in the makeup of the population (aging or additional children etc). Additional population supports further investment I the provision of additional services and infrastructure.	Nil

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
				Noted that those locations further up the slopes in the northern parts of the affected area will not have the same level of access to public transport frequency, but still have access to public transport. Other locations, such as along Seacombe Road and the Adelaide – Seaford Rail line have excellent public transport access.	
			259.8 Concerned about disputes as a result of retaining walls and boundary fencing. 259.9 Changing in gradients and potential for 11.5m boundary wall will impinge on character and create interface issues.	Noted, however these are not relevant to the merits of the Code Amendment, noting that policy relating to boundary development will not be changing as a result of the policy changes proposed (ie development can currently build to these criteria).	Nil
		Loss of Amenity	259.10 Shadowing from two storey houses will further impinge on access to natural light.	Overshadowing and overlooking policies are already in place to address these matters and the Code Amendment does not need to change these.	Nil
		Loss of landscaping	259.11 Concern about potential loss of tree canopy.	Noted. Whilst increases in densities leads to potential increases in impervious areas, trends indicate that this also applies to single house developments and requires broader education about benefits of landscaping and canopy cover, which is outside of scope of this Code Amendment. Code policy provides for minimum landscaped areas and the planting of at least 1 tree for each dwelling.	Nil

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
260	Dylehma [REDACTED] [REDACTED] [REDACTED] <i>Making Marion</i>	Lot sizes and frontage widths	260.1 Does not support Code Amendment 260.2 Different zones have different characteristics aside from gradient. 260.3 Support increasing densities for Adelaide, but not in areas that are not suitable. Seacliff Village (for example) can plan effectively and provide adequate access and parking.	Noted. This was a strong position of the community through responses and was a position agreed to by Council. There is scope for infill development to occur in these neighbourhoods, in addition to other strategic locations which would support higher densities and more diverse housing types (such as those proposed at Seacliff Village)	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area.
		Bushfire Risk	260.4 Concerned about bushfire risk in this location particularly close to the conservation park. Driveway access is difficult in this location and shared for multiple residences. Additional density and cars sharing this will increase the risk of loss of life.	Noted, however additional traffic volumes can be accommodated within local road network and specific intersections upgraded as demand arises. In the event of emergency circumstances, the evacuation of sites will likely be managed by emergency services. A separate Hazards Bushfire Management Code Amendment by the State is addressed fire risk and supporting policy, and this is outside of the scope	Nil
		Traffic and Parking	260.5 Parking is limited as we have no street parking outside our house (and this is the situation along our street).	Disagree. Most of this street has on-street parking available and is of sufficient width (noting a small, limited section has less scope). Regardless, the Code provides for on-street parking for new housing.	Nil
261	Alana Stevens [REDACTED] [REDACTED]		261.1 Does not support Code Amendment	Noted. This was a strong position of the community through responses and was a position agreed to by Council.	Maintain the existing minimum lot sizes and frontage widths for the different

Engagement Summary



CITY OF

MARION

192

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
			revegetation of these areas to compensate for overall reduction in green space. As these areas likely to be more costly to develop, the cost ratio by isolating these seems a no brainer.	Amendment. Code policy provides for minimum landscaped areas and the planting of at least 1 tree for each dwelling.	
		Traffic and parking	263.5 Traffic and parking congestions	Parking ratios are set by the Code and outside of the scope of the code Amendment. They are consistent for dwellings across all residential neighbourhoods. On-street congestion relates to the non-use of garaging for vehicle parking and this is outside of the scope of this Code Amendment. Additional traffic volumes can be accommodated within local road network and specific intersections upgraded as demand arises.	Nil
		Stormwater Management	263.6 Particularly concerned about increased flood risk potential has not been addressed at all, particularly for future climate change events. Particularly worrying for catchments with steeper land gradient.	The Code provides for stormwater detention for all of the affected area (Stormwater Management Overlay), and therefore mitigates downstream impacts. Council's engineers have reviewed potential development capacities, and have confirmed that Council's stormwater system has capacity for additional volumes, but will over time require augmentation and upgrades, in response to development outcomes, and asset replacement needs.	Nil

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
264	Cdavis [REDACTED] [REDACTED] [REDACTED] <i>Making Marion</i>	Lot size and frontage width	264.1 Does not support Code Amendment 264.2 A more gradual decrease in size would be more appropriate, perhaps dropping to 600 instead of 350.	Noted. This was a strong position of the community through responses and was a position agreed to by Council. Alternative minimum allotment sizes (including 500m ²) were considered and presented, however, the position of the community was strongly in favour of retention of existing minimum lot sizes, particularly for the northern areas of the Affected Area.	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area.
265	David [REDACTED] [REDACTED] [REDACTED] <i>Making Marion</i>	Lot size and frontage width	265.1 Does not support Code Amendment 265.2 Families move to this suburb because it is quiet, safe friendly neighbourhood. Families move here because of the land size their children require 265.3 Focus more condensed areas on the flat locations where property values aren't priced on views.	Noted. This was a strong position of the community through responses and was a position agreed to by Council. Noted that lower slopes will be more favourable for infill development, due to lowest price points, as well as less complexity provided by slope, earthworks and retaining walls.	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area.
		Infrastructure	265.4 There is a lack of supporting infrastructure to coincide with development.	Potential increases in demand in utility infrastructure is planned into the system on account of development potential, with upgrades undertaken as required.	Nil
		Traffic and Parking	265.5 This may amplify already noticeable traffic noise (in response to Noise and Air Emissions Overlay)	Disagree. Potential future increases in traffic volumes along main arterial roads are not likely to alter the noise generated, but potentially the extent of time in which it is at peak, and therefore supports the introduction of the Overlay as proposed.	Nil

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
266	Badcouncil [REDACTED] [REDACTED] [REDACTED] <i>Making Marion</i>	Lot size and frontage width	266.1 Does not support Code Amendment 266.2 Leave everything as is. No more high density developments and no more land divisions. One house per existing block.	Noted. This was a strong position of the community through responses and was a position agreed to by Council.	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area.
267	Benjamin [REDACTED] [REDACTED] [REDACTED] <i>Making Marion</i>	Lot size and frontage width	267.1 Supports the Code Amendment 267.2 Minimum frontage could be reduced even further to accommodate more properties in the area.	Noted, however, this is not representative of the significant majority of those who made submissions.	Nil
268	Kim [REDACTED] [REDACTED] [REDACTED]	Lot size and frontage width	268.1 Does not support the Code Amendment. 268.2 Areas too small causing neighbours to be too close together and increased traffic and parking on street. The character of the area will be lost.	Noted. This was a strong position of the community through responses and was a position agreed to by Council. Additional traffic volumes can be accommodated within local road network and	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area.

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
	<i>Making Marion</i>			specific intersections upgraded as demand arises.	
269	John [REDACTED] [REDACTED] [REDACTED] <i>Making Marion</i>		269.1 Supports the Code Amendment. 269.2 The areas is getting a new community centre and has a train passing to the city and south which is a great asset that should not be missed.	Noted, however, this is not representative of the significant majority of those who made submissions.	Nil
			269.3 Increasing population density is great to have people enjoy the amenities such as beaches walkways parks etc. 269.4 There are plenty of reserves and parks that can be handle further development and newer homes will bring up the standard in the zones proposed to change.	Agree, these locations support increased population density which would utilise existing public infrastructure.	Nil
270	Simone [REDACTED] [REDACTED] [REDACTED] <i>Making Marion</i>	Lot size and frontage width	270.1 Does not support the Code Amendment 270.2 If 900m ² block can be divided four times, then definitely against this. Huge increase in population, traffic, parking availability, noise pollution, view obstruction etc. However if minimum block sizes remain over 500 or amendments made to provide better use of sloping land, that makes sense to me.	Noted. This was a strong position of the community through responses and was a position agreed to by Council. Alternative minimum allotment sizes (including 500m ²) were considered and presented, however, the position of the community was strongly in favour of retention of existing minimum lot sizes, particularly for the northern areas of the Affected Area.	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area.

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
271	T [REDACTED] [REDACTED] [REDACTED] <i>Making Marion</i>	Infrastructure	271.1 Does not support the Code Amendment 271.2 There is not enough infrastructure to cope with more people. Nothing has been upgraded in our street since we have been here more than 20 years ago.	Noted. This was a strong position of the community through responses and was a position agreed to by Council. Potential increases in demand in utility infrastructure is planned into the system on account of development potential, with upgrades undertaken as required.	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area.
272	Paul [REDACTED] [REDACTED] [REDACTED] <i>Making Marion</i>	Lot sizes and frontage width Traffic and Parking Infrastructure	272.1 Does not support the Code Amendment 272.2 Overcrowding of suburbs not designed for population. 272.3 Street parking, traffic pressure shopping, beach and park access, services hospitals etc.	Noted. This was a strong position of the community through responses and was a position agreed to by Council. Additional traffic volumes can be accommodated within local road network and specific intersections upgraded as demand arises. Potential increases in demand in utility and social infrastructure is planned into the system on account of development potential, with upgrades undertaken as required. Increased population in catchment supports further investment in facilities and services.	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area.
273	KevinR [REDACTED] [REDACTED]		273.1 Supports the Code Amendment	Noted, however, this is not representative of the significant majority of those who made submissions.	Nil

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
	Making Marion				
274	Darryl Making Marion		274.1 Supports the Code Amendment	Noted, however, this is not representative of the significant majority of those who made submissions.	Nil
275	Bob Making Marion	Lot size and frontage width Traffic and parking	275.1 Does not support Code Amendment 275.2 Don't want more blocks made smaller as will equal more cars In street and de-value the areas	Noted. This was a strong position of the community through responses and was a position agreed to by Council. Parking ratios are set by the Code and outside of the scope of the code Amendment. They are consistent for dwellings across all residential neighbourhoods. On-street congestion relates to the non-use of garaging for vehicle parking and this is outside of the scope of this Code Amendment	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area.

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
276	Luke [REDACTED] [REDACTED] [REDACTED] <i>Making Marion</i>		276.1 Supports the Code Amendment	Noted, however, this is not representative of the significant majority of those who made submissions.	Nil
277	Mirek [REDACTED] [REDACTED] [REDACTED] <i>Making Marion</i>		277.1 Supports the Code Amendment	Noted, however, this is not representative of the significant majority of those who made submissions.	Nil
278	Richard [REDACTED] [REDACTED] [REDACTED]		278.1 Does not support Code Amendment 278.2 Poorly regulated construction and Council who do not enforce building standards will inconvenience me and reduce values.	Disagree that Code Amendment will result in sub-standard development or reduced property values.	Nil

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
	<i>Making Marion</i>				
279	Lorraine [REDACTED] [REDACTED] [REDACTED] <i>Making Marion</i>	Lot size and frontage widths	279.1 Does not support the Code Amendment 279.2 Don't support overcrowding and believe it should stay as is.	Noted. This was a strong position of the community through responses and was a position agreed to by Council.	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area.
280	Scott [REDACTED] [REDACTED] [REDACTED] <i>Making Marion</i>	Lot size and frontage width Loss of vegetation Infrastructure	280.1 Does not support the Code Amendment 280.2 Reduced site frontage width will lead to higher density living. This means more buildings in the same amount of space and this is a huge factor in urban heating which is detrimental to the environment. 280.3 This is short sighted to disregard the environmental impact, not to mention the character and charm of the southern suburbs in pursuit of extra land sales. 280.4 Higher density living puts additional strain on resources.	Noted. This was a strong position of the community through responses and was a position agreed to by Council. Whilst increases in densities leads to potential increases in impervious areas, trends indicate that this also applies to single house developments and requires broader education about benefits of landscaping and canopy cover, which is outside of scope of this Code Amendment. Code policy provides for minimum landscaped areas and the planting of at least 1 tree for each dwelling, which is the same as per a single dwelling on the land.	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area.
281	Liv Urban [REDACTED]	Lot size and frontage width	281.1 Does not support Code Amendment 281.2 Will bring detrimental change to amenity of the area. Only blocks immediately adjacent to the rail	Noted. This was a strong position of the community through responses and was a position agreed to by Council.	Maintain the existing minimum lot sizes and frontage widths for the different

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
	[REDACTED] [REDACTED] <i>Making Marion</i>		corridor should have smaller block sizes. 281.3 Keep to above 500 square metres.		areas across the affected area.
			281.4 Sloping land has more problems, especially the way noise travels.	Noted. The policy sought to increase lot size and frontage width in response to increased slopes.	Nil
		Loss of vegetation	281.5 People are building larger houses and there is little area for living plants.	Noted. Whilst increases in densities leads to potential increases in impervious areas, trends indicate that this also applies to single house developments and requires broader education about benefits of landscaping and canopy cover, which is outside of scope of this Code Amendment. Code policy provides for minimum landscaped areas and the planting of at least 1 tree for each dwelling.	Nil
282	Rochelle [REDACTED] [REDACTED] [REDACTED] <i>Making Marion</i>	Lot size and frontage widths	282.1 Does not support Code Amendment 282.2 Suggest separating Darlington, Seacombe Hights, Seaview Downs, Seacliff and Marion (zone X) into a different zone to Sheidow Park, Trott Park and Hallett Cove (zone Y) as Zone Y block sizes are already able to be subdivided into 350-450m ² and Zone X areas are 700m ² so much greater rate of change and impact. They are different areas with different housing eras and different situations.	Noted. This was a strong position of the community through responses and was a position agreed to by Council.	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area.

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
	<i>Plan SA Portal</i>		282.3 Zone X also visible from the flats, so more impact on the skyline.		
	<i>Email Submission</i>	Parking and Traffic	282.4 Insufficient consideration of impact on on-street parking and new subdivisions should have provision for at least 3 off-street parking spaces. Street parking is already impacting traffic flow and reducing access for service and emergency vehicles. 282.5 Seacombe Road and Morphet Road intersection and South Road turning right already failing with traffic stationary multiple times a day	Parking ratios are set by the Code and outside of the scope of the code Amendment. They are consistent for dwellings across all residential neighbourhoods. On-street congestion relates to the non-use of garaging for vehicle parking and this is outside of the scope of this Code Amendment. Disagree that existing streets are already congested, noting that some major junctions will over time require upgrades to accommodate additional traffic volumes. Engineering advice indicates that the local street network can accommodate additional traffic volumes.	Nil
		Stormwater	282.6 Increased water run-off from impermeable surfaces which is already an issue across the city 282.7 Insufficient consideration of existing issues with stormwater to withstand a bigger population	Council's stormwater system has capacity for additional volumes, but will over time require augmentation and upgrades, in response to development outcomes, and asset replacement needs. This position was arrived at following advice from Council's engineers in response to the development potential of the affected areas (noting that many already provided for development and in some cases would retreat in some development potential).	Nil
		Loss of vegetation	282.8 Increased heat mapping from loss of tree canopy, green spaces and permeable surfaces	Noted. Whilst increases in densities leads to potential increases in impervious areas, trends indicate that this also applies to single house	Nil

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
				developments and requires broader education about benefits of landscaping and canopy cover, which is outside of scope of this Code Amendment. Code policy provides for minimum landscaped areas and the planting of at least 1 tree for each dwelling.	
			282.9 To be transparent and balanced a map of the potential development, in comparison to the existing development potential (as shown in the Code Amendment) should have been distributed. This is important in open and transparent engagement with the community. This would have highlighted the significant difference in policy change across the different areas.	Noted. This information was provided as part of the additional drop-in sessions, but it is acknowledged that this information upfront would have been useful in disseminating the information to the community more clearly.	Nil
283	Rosemary Miller [REDACTED] [REDACTED] [REDACTED] <i>Making Marion</i>	Stormwater Management	283.1 Does not support Code Amendment 283.2 Most of the land has a steep gradient and stormwater drainage is inadequate with more runoff.	Council's stormwater system has capacity for additional volumes, but will over time require augmentation and upgrades, in response to development outcomes, and asset replacement needs. This will include planning and design for locations on steeper slopes to handle surface flows.	Nil
		Traffic and Parking	283.3 Most streets cannot accommodate more parking.	Parking ratios are set by the Code and outside of the scope of the code Amendment. They are consistent for dwellings across all residential neighbourhoods. On-street congestion relates to the non-use of garaging for vehicle parking	Nil

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
				and this is outside of the scope of this Code Amendment. Disagree that existing streets are already congested, noting that some major junctions will over time require upgrades to accommodate additional traffic volumes. Engineering advice indicates that the local street network can accommodate additional traffic volumes.	
		Loss of Amenity	283.4 Some houses already built close to boundaries exacerbating noise disputes and problems with tree roots and retaining walls and fences. 283.5 Too many properties being overlooked causing problems with privacy.	These matters are matters for the management of development and not specific to Code policy, noting that the proposed policy does not seek to alter setback policy that exists within the affected area (core Code policy set by the state).	Nil
		Bushfire Risk	283.6 Some streets are located in fire danger zones.	Noted. The draft Statewide Bushfire Hazard Code Amendment identifies fire hazard risk ,and all affected areas sit within the Urban Interface in the proposed policy framework. The risks relate to adjacent land, no different to the current scenario, and the policy provisions would provide for appropriate protections, however, this falls outside of the scope of this Code Amendment and is subject to a separate process.	Nil
284	Mark Scott [REDACTED]	Lot sizes and frontage widths	284.1 Does not support Code Amendment 284.2 We bought here for the larger blocks, good houses and green spaces. This plan will reduce green areas and	Noted. This was a strong position of the community through responses and was a position agreed to by Council.	Maintain the existing minimum lot sizes and frontage widths for the different

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No.	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
	Making Marion	Traffic and Parking Loss of vegetation	increase traffic congestion. Look at north of Seacombe Road for example and ruin the character of the area.	Additional traffic volumes can be accommodated within local road network and specific intersections upgraded as demand arises. Whilst increases in densities leads to potential increases in impervious areas, trends indicate that this also applies to single house developments and requires broader education about benefits of landscaping and canopy cover, which is outside of scope of this Code Amendment. Code policy provides for minimum landscaped areas and the planting of at least 1 tree for each dwelling.	areas across the affected area.
			284.3 Consultation feels rushed and with a lack of information makes this feel like a foregone conclusion.	Disagree. Consultation period is two months and was extended. Council's decision confirms that policy was not a foregone conclusion	Nil
285	Sara Gage Making Marion Emailed Letter	Lots sizes and frontage widths Impacts on Character	285.1 Does not support the Code Amendment 285.2 The existing policy was developed to protect our hills facing zone from unwanted development that would alter the character of the area and existing residents have bought into the area on the contingency this provides. I did not just invest in a house, I invested in an area, and the policy setting is an important part of this. 285.3 The suburbs identified should not be grouped together as they do not exist	Noted. This was a strong position of the community through responses and was a position agreed to by Council. The different eras of development are acknowledged across the different locations covered by the Code Amendment, however none of the affected area displays any historic or special character attributes that would require either protection or careful management. Notwithstanding this, the intent of the gradation of lot sizes and frontage widths according to the grades, allows for more contextual development outcomes relative to landforms and slope, and this is supported by	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area.

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
			in a cohesive group and have different styles of development and lifestyle. The former Hills Policy Area identifies landscape character warranting protection from inappropriate development and earthworks, and set the 700m² block size. 285.4 Wants the existing rules to stay in place, but if alternative is needed, then suggests min 500m² /11m frontage for detached dwelling, 450m² /10m frontage for semi-detached dwelling and no row, group or residential flat building types be possible (as these go against character of area).	the Hills Neighbourhood Zone. This is a common characteristic across the neighbourhoods covered by the Code Amendment.	
			285.5 There are other undeveloped areas of southern Adelaide that can accommodate the types of dwelling proposed in the Code. New greenfield areas (Seaford Aldinga and Mount Barker for example) can potentially accommodate higher density housing and better manage issues of congestion, parking and overshadowing of existing homes. These locations are also more likely to be more affordable.	Noted and partly agree. These locations also have a role to play in providing for future growth, however, sole reliance on greenfield development is not an option and limited by the EFPA. The Code already contains policies which would provide for suitable car parking, setbacks and management of amenity issues such as overshadowing and overlooking. These, whether in a greenfield or infill context, are no different.	Nil
			285.6 Subdivision potential results in increased competition and drives up prices pushing out people who	There is a role for increasing densities in locations that have access to existing services and facilities to support the population and	Nil

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
			want large blocks and big backyards and this is devastating for young families.	utilise investment in existing public transport infrastructure.	
		Infrastructure	285.7 2019 consultation identified issues and this round has not resolved or identified solutions to infrastructure does not support developments.	Noted, but disagree. Assertion that infrastructure does not support development is unfounded, and Council's engineers have confirmed that stormwater and local road networks can accommodate additional growth, with specific augmentation works required over time, as demand increases.	Nil
		Parking and Traffic	285.8 Lacking of parking space in congested streets, safety concerns of reversing out of driveways obstructed by parked cars, visitors unable to park when visiting friends.	Disagree that existing streets are already congested, noting that some major junctions will over time require upgrades to accommodate additional traffic volumes. Engineering advice indicates that the local street network can accommodate additional traffic volumes. Parking ratios are set by the Code and outside of the scope of the code Amendment. They are consistent for dwellings across all residential neighbourhoods. On-street congestion relates to the non-use of garaging for vehicle parking and this is outside of the scope of this Code Amendment.	Nil
		Infrastructure	285.9 Local schools at capacity and unable to take children living in their zone	Disagree. There is scope for additional capacity within existing schools, noting that growth does not necessarily result in increase in children, with major growth in single and couple only	Nil

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
				households across the Council area, reflective of our aging population.	
		Loss of amenity	285.10 Noise concerns and lack of natural cooling / heating due to overcrowding and lack of airflow and shelter from plants results in increase in reliance on air conditioning. 285.11 Overshadowing of existing homes and lack of privacy due to sloping topography and lack of vegetation	Disagree that Overshadowing and overlooking policies are already in place to address these matters and the Code Amendment does not need to change these.	
		Loss of vegetation	285.12 Smaller blocks impact the nature environment by less vegetation and soft surface treatment and loss of habitat for fauna.	Noted. Whilst increases in densities leads to potential increases in impervious areas, trends indicate that this also applies to single house developments and requires broader education about benefits of landscaping and canopy cover, which is outside of scope of this Code Amendment. Code policy provides for minimum landscaped areas and the planting of at least 1 tree for each dwelling.	Nil
		Stormwater Management	285.13 Drainage issues with increased run-off due to gradients plus more impervious surfaces and less vegetation.	Council's stormwater system has capacity for additional volumes, but will over time require augmentation and upgrades, in response to development outcomes, and asset replacement needs. In addition, new development will need to provide for stormwater retention and detention, including re-use within the home.	Nil

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
			285.14 We have responsibility to retain these homes for future generations where people wish to raise their kids in the traditional Australian manner without having to relocate to the country. Once everything is subdivided we cannot go back.	Disagree that the amendment will result in loss of opportunities for conventional housing allotments to exist. Not all sites will or can be developed, and there are significant areas of larger lot housing across the entire metropolitan area for this housing. Our needs and desires are changing and diversifying, reflective of changes to our age structure and household formations, so question the desire for this lifestyle as representative of ongoing future lifestyle. Likely there is a need to accommodate a wider range of lifestyles, and hour housing stock does not represent this.	Nil
		Loss of open space	285.15 Parks and playgrounds , although valued, do not suffice all the needs of families with young children as lack of time for both parents limits their ability to access the parks (relying on yard spaces).	Noted, however this is not a matter that the planning system can address. Play spaces within individual properties can vary and still function to stimulate children. Reserves offer different opportunities and providing additional housing in proximity to established reserves supports their use, and further investment.	Nil
		Traffic and Parling	285.16 The areas south of Seacombe Road to Majors Road is not one that can be used as a general thoroughfare due to access constraints to the south and west (Brighton Road has limited access points). A large increase in dwelling numbers with potential proposed policy, together with increased on-street parking will place great pressure on Seacombe Road and the limited	The characteristics of this location's road network is noted, however, there are a range of collector roads in place to disperse traffic (and in reality this is not different to how many other areas function). Additional traffic volumes can be accommodated within local road network and specific intersections upgraded as demand arises.	Nil

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
			main streets connecting these neighbourhoods.		
			285.17 The proposition that elderly people are wishing to downsize and remain the same spot is poor reasoning. This is also short sighted and only providing benefit for a limited time. There already exists adequate courtyard homes in nearby areas that provides this style of housing.	The intention to diversify housing choices within neighbourhoods extends to more than just older people looking to downsize. It also speaks to single person households, those not wanting to maintain a large rear yard, as well as those who cannot afford a larger allotment. Diversity across all areas is sought to support diversity in communities.	Nil
			285.18 This area suffers cracking and soil movement. The nature of the soil, and sloping land, makes it inappropriate for additional dwellings.	Disagree. The soil qualities will not influence the ability for additional housing, and all housing would need to be appropriately engineered to manage movement and soil related issues (which are just as prevalent on the plains areas than the affected area).	Nil
286	The Munday's [REDACTED] [REDACTED] [REDACTED] Making Marion	Lot sizes and frontage widths	286.1 Does not support the Code Amendment 286.2 Does not support proposed subdivision allotment sizes and the inclusion of residential flats in the policy for Seaview Downs. 286.3 This change is not proposed in hills policy across other Council areas. Why is this area the only one under review 286.4 Thinks area support decent family sized homes and good-sized front and rear yards which is rare to find these days.	Noted. This was a strong position of the community through responses and was a position agreed to by Council. Council can only apply changes to their own area, and each Council is responsible for managing planning policy within their own council areas. There is variation in policy across the different Hills Neighbourhood Zones, and this is a reflection of the intentions of Council for these locations.	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area.

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
			286.5 Suggests concentrating development strategy towards open space near cement hill near Majors Road and Brighton Road first.	Noted, many of the locations identified are within the Hills Face zone, which is a protected state based zone aimed at protecting the backdrop to Adelaide's plains. It is not a residential type zone and inappropriate for accommodating housing growth.	Nil
			286.6 Concern that the policy promotes double storey housing if site coverage allows up to 50-60%. Hills Neighbourhood Zone should have stricter setback requirements than General Neighbourhood and Suburban Neighbourhood Zones.	Site coverage and building heights are not proposed to be changed by the Code Amendment and can already be established to these maximums by development. It should also be noted that 2 storey development has been facilitated within these locations for over 30 years, and is a reasonable housing format, with many examples in place already. Side and rear setbacks for part of the Core policy within the Suburban Neighbourhood zone and cannot be amended by Council. Notwithstanding this, the zone does cater for larger setbacks on slopes with increased gradients.	Nil
		Traff and Parking	286.7 Concerned about traffic management and if Seacombe Road is to be widened to account for the increased traffic flow. What infrastructure upgrades a re planned and when?	Additional traffic volumes can be accommodated within local road network and specific intersections upgraded as demand arises. This may include widening of Seacombe Road, but will be dependent on development take-up and trip volumes, not only from the affected area, but travelling through Seacombe Road from neighbouring locations.	Nil

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
287	Mel [REDACTED] [REDACTED] [REDACTED] <i>Making Marion</i>	Stormwater / Groundwater	287.1 Does not support Code Amendment 287.2 Groundwater may be further impacted with more buildings and works to grounds. Current issues will be increased to water catchment.	Disagree that additional dwellings will impact on groundwater any more than current development does. Whilst increases in densities leads to potential increases in impervious areas, trends indicate that this also applies to single house developments and requires broader education about benefits of landscaping and canopy cover, which is outside of scope of this Code Amendment. Code policy provides for minimum landscaped areas and the planting of at least 1 tree for each dwelling.	Nil
		Lot size and frontage width	287.3 Larger land sizes set this area apart from the rest. Small dwellings only benefit developers.	Disagree. There are similarly sized allotments across other locations, and smaller allotment sizes play a role in supporting those who do not seek a larger block or want to downsize but remain in place. Renewal of older housing stock is also of benefit to neighbourhood.	Nil
		Infrastructure	287.4 Local schools would also not be able to accommodate the additional numbers.	Disagree. There is scope for additional capacity within existing schools, noting that growth does not necessarily result in increase in children, with major growth in single and couple only households across the Council area, reflective of our aging population.	Nil
288	Rachel Miller [REDACTED]	Loss of vegetation Loss of character	288.1 Does not support Code Amendment 288.2 The changes will change the character of my street and suburb. We enjoy our large green spaces and quality living and not being surrounded by concrete jungle.	Noted. This was a strong position of the community through responses and was a position agreed to by Council.	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area.

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
		Lot size and frontage width	Higher density housing reduces this and biodiversity. We moved here for its low density housing.		
	Making Marion (x4)	Infrastructure	288.3 High density housing puts more strain on services, increased pollution and waste	Potential increases in demand in utility infrastructure is planned into the system on account of development potential, with upgrades undertaken as required. It should be noted that the proposal in no way proposes high density housing.	Nil
289	Luke Making Marion (x2)		289.1 Does not support Code Amendment	Noted	Nil

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
290	MKTMarino [REDACTED] [REDACTED] [REDACTED] Making Marion	Loss of amenity	290.1 Does not support the Code Amendment 290.2 Does not support smaller lots which would allow 2 storey buildings based on recent example of neighbour. Has resulted in overlooking and loss of privacy and increase in backyard noise.	Noted however these policies are not being changed as part of the Code Amendment. Existing zoning allows two storey development. Overshadowing and overlooking policies are already in place to address these matters and the Code Amendment does not need to change these.	Nil
		Loss of amenity	290.3 The street commands ocean views from most lots and needs more renovations or single house new builds not subdivision.	The loss of views is not a valid planning consideration in the rezoning of land and, in reality can occur with the current policies in place.	Nil
291	Annette Koch [REDACTED] [REDACTED] [REDACTED] Making Marion	Parking and Traffic	291.1 There are 4 cars to a property in many properties in this area. By default this leads to parking congestion in Angas Crescent which will be exacerbated by smaller block sizes. It's a busy feeder street and traffic behaviour is poor.	Parking ratios are set by the Code and outside of the scope of the code Amendment. They are consistent for dwellings across all residential neighbourhoods. On-street congestion relates to the non-use of garaging for vehicle parking and this is outside of the scope of this Code Amendment. Disagree that existing streets are already congested, noting that some major junctions will over time require upgrades to accommodate additional traffic volumes. Engineering advice indicates that the local street network can accommodate additional traffic volumes.	Nil

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
292	Dan Taylor [REDACTED] [REDACTED] [REDACTED] <i>Making Marion</i>	Lot size and frontage width Loss of Amenity	292.1 Does not support the Code Amendment 292.2 The change from 1800m ² to 900 ² (overall lot size needed to subdivide) is too much of a change. Would support 1400m ² as 700m ² per block would prevent congested development. 292.3 Lack of congestion in areas was strong part of appeal to purchasing here. 292.4 Concerned about small lots requiring building close to the fence line where views into your property result (Overlooking).	Noted. This was a strong position of the community through responses and was a position agreed to by Council. Side setbacks and overlooking policies are already in place to address these matters and the Code Amendment does not need to change these.	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area. Nil
293	Josceline [REDACTED] [REDACTED] [REDACTED] <i>Making Marion</i>	 Traffic and Parking Loss of vegetation	293.1 Does not support the Code Amendment 293.2 The slope gradients are determined in a way that makes them less sloped than what they are. The formula needs to change to favour the greater gradient. 293.3 It will create noise, more traffic on streets, less nature and neighbourhood problems	Disagree. The slope categories reflect a range of different gradients that cover the full range of slopes. They are set by the State within the Core module and cannot be changed (noting that the old Development Plan gradients across parts of the affected area were changed to align with those now in place). Additional traffic volumes can be accommodated within local road network and specific intersections upgraded as demand arises. Whilst increases in densities leads to potential increases in impervious areas, trends indicate that this also applies to single house developments and requires broader education	Nil Nil

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
				about benefits of landscaping and canopy cover, which is outside of scope of this Code Amendment. Code policy provides for minimum landscaped areas and the planting of at least 1 tree for each dwelling.	
294	Lily Senior [REDACTED] [REDACTED] [REDACTED] <i>Making Marion</i>	Loss of character.	294.1 Does not support Code Amendment 294.2 Zones should reflect the individual and unique character including the mid century history of some areas. Seaview Downs is a character suburb with unique houses. Allowing them to be demolished will destroy our suburb. Would like to see an emphasis on the retention of original dwellings and character first.	Disagree that the affected area displays any historic or special character attributes that require either protection of careful management.	Nil
			294.3 There are some allotments where a second dwelling could be built, but do not support not having protections for most blocks and detached dwellings that already exist.	It is likely that housing will reach a point where it will be economical to be demolished and replaced, either due to structural issues, condition or to better meet modern housing needs.	
		Lot size and frontage widths	294.4 If what it looks like north of Seacombe Road is any indication then it is very alarming.	Noted, however the allotments north of Seacombe Road are within the General Neighbourhood Zone which provides for smaller and narrower allotments, as well as more easily accommodated group dwellings, row dwellings and residential flat buildings. A direct comparison is misrepresents outcomes, noting that the hills Neighbourhood Zone seeks contextual development outcomes, whereas	Nil

Engagement Summary



CITY OF
MARION

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
296	Georgie and Shane Gossink [REDACTED] [REDACTED] [REDACTED] <i>Making Marion</i> <i>Email Submission</i>	Traffic and parking Loss of vegetation	296.1 Does not support the Code Amendment 296.2 Traffic congestion, school capacity, busy streets, environmental concerns for native birds and lizards, neighbourhood attractiveness.	Additional traffic volumes can be accommodated within local road network and specific intersections upgraded as demand arises. School infrastructure will respond to additional population and needs as they arise, like they do for all locations across Adelaide in response to rising and falling student populations. Disagree that the proposal will have deleterious impacts on native fauna, as there will still be habitat in place within local reserves, surrounding The code also requires the planting of a tree per dwelling, which will over time provide for some habitat (noting that there is currently no limitation on individual properties removing vegetation other than Regulated trees). As such, this is more of a values and education need in response to providing for improved biodiversity and habitat (lots of 400m² – 500m² can reasonably accommodate vegetation of this purpose).	Nil
297	Sophie [REDACTED]	Lot size and frontage width	297.1 Does not support the Code Amendment 297.2 One of the great joys of living in this area is that people aren't stuffed into tiny allotments. Where else within an hour of the CBD are large rear yards	Noted. This was a strong position of the community through responses and was a position agreed to by Council. Distancing needs of Covid noted, however, the housing formats provided for within the Code	Maintain the existing minimum lot sizes and frontage widths for the different

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
	██████████ ██████████ ██████████ Making Marion		possible. It is a unique selling point of the suburb. Leave it as it is. 297.3 With the need for personal space and distancing highlighted over the last three years, surely the move to decrease the minimum block size is counterintuitive.	Amendment would still facilitate sufficient spaces for individuals (ie they are not apartments with shared and common spaces).	areas across the affected area.
298	J.Paczynski ██████████ ██████████ ██████████ Making Marion	Lot size and frontage width Loss of amenity	298.1 Do not support the Code Amendment 298.2 Too dense with reduced privacy and other aspects of quality of living. 298.3 Just leave area as is too nice to be subdivided	Noted. This was a strong position of the community through responses and was a position agreed to by Council. Overlooking policies are already in place to address these matters and the Code Amendment does not need to change these.	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area.
299	Sam	Lot size and frontage	299.1 Does not support Code Amendment 299.2 Moved to this location of the larger allotments for a number of reason	Noted. This was a strong position of the community through responses and was a position agreed to by Council.	Maintain the existing minimum lot sizes and frontage widths for the different

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
		Loss of vegetation	299.3 – rear yards for kids to be active, large trees and garden. I like that the hills are covered by trees and would be shame to loose this appearance with boxy developments. 299.4 Remove the blanket approach and assess the very different areas.	Whilst increases in densities leads to potential increases in impervious areas, trends indicate that this also applies to single house developments and requires broader education about benefits of landscaping and canopy cover, which is outside of scope of this Code Amendment. Code policy provides for minimum landscaped areas and the planting of at least 1 tree for each dwelling.	areas across the affected area.
		Traffic and Parking	299.5 Quiet streets, less on-street parking and safe streets. The potential for more on-street parking is most concerned as we have winding street and from further down the hill where streets essentially become one-way.	Parking ratios are set by the Code and outside of the scope of the code Amendment. They are consistent for dwellings across all residential neighbourhoods. On-street congestion relates to the non-use of garaging for vehicle parking and this is outside of the scope of this Code Amendment. Disagree that existing streets are already congested, noting that some major junctions will over time require upgrades to accommodate additional traffic volumes. Engineering advice indicates that the local street network can accommodate additional traffic volumes.	Nil
300	Angela Whittle		300.1 Supports the Code Amendment 300.2 We need more housing in the southern residential area close to FMC, Flinders University, Seaview High School and large blocks are not the necessity they once were. Our lifestyles have changes	Noted, however, this is not representative of the significant majority of those who made submissions.	Nil

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
	<i>Plan SA Submission</i>		markedly since 1960s and this should help to have more housing on the market for young people.		
301	Ann-Marie O'Conner [REDACTED] <i>Plan SA Submission</i>		301.1 Does not support Code Amendment 301.2 Recent approach to high density is a bandaid approach to housing that is in the longer term detriment to the community.	Disagree. Infill development, including general infill development has a role to play in the provision of housing to accommodate population and household growth, and in a manner that prevents loss of productive farming and food production land, whilst also utilising existing infrastructure, reducing overall costs to the community.	Nil
		Infrastructure	301.3 Infrastructure doesn't cater well for the population boom	Potential increases in demand in utility infrastructure is planned into the system on account of development potential, with upgrades undertaken as required.	Nil
			301.4 Coastal area in particular will have significant impacts with this approach.	Disagree. Council's stormwater system will be managed and adapted to cater for additional catchment demands, noting that new development will need to provide for detention / retention tanks and support re-use of stormwater. It should also be noted that significant increases in imperviousness can occur now without Council control, and require broader education about the benefits of maintaining landscaped impervious areas.	Nil

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
302	Evan Scott [REDACTED] <i>Plan SA Submission</i>		302.1 Does not support Code Amendment 302.2 Should not be wrapped up in one zone. Seacombe Heights, Seaview Downs, Seaclyff Park and Marino should not be in the same zone as Sheidow Park, Trott Park and Hallett Cove. 302.3 The proposed policy will completely change the skyline from the flats.	Noted. This was a strong position of the community through responses and was a position agreed to by Council.	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area.
		Stormwater Management	302.4 Doesn't seem enough consideration of existing stormwater infrastructure to withstand bigger population. Increase in surface run-off which is already an issue for the city.	Council's stormwater system has capacity for additional volumes, but will over time require augmentation and upgrades, in response to development outcomes, and asset replacement needs. This was considered by Council's engineers as part of the investigations. It should also be noted that new development would also need to provide for stormwater detention and retention and reuse, so as to reduce downstream impacts.	Nil
		Traffic and Parking	302.5 No consideration for on-street parking impacts and new development should have at least 3 off-street car parks. Street parking is already impacting traffic flows and reducing access for service and emergency vehicles. 302.6 Seacombe road and Morphett Road intersection and South Road turning right onto Seacombe Road are already failing.	Parking ratios are set by the Code and outside of the scope of the code Amendment. They are consistent for dwellings across all residential neighbourhoods. On-street congestion relates to the non-use of garaging for vehicle parking and this is outside of the scope of this Code Amendment. Disagree that existing streets are already congested, noting that some major junctions will over time require upgrades to accommodate additional traffic volumes. Engineering advice indicates that the local	Nil

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
				street network can accommodate additional traffic volumes.	
		Loss of vegetation	302.7 Increase in heat island from loss of tree canopy and green spaces and permeable surfaces.	Noted. Whilst increases in densities leads to potential increases in impervious areas, trends indicate that this also applies to single house developments and requires broader education about benefits of landscaping and canopy cover, which is outside of scope of this Code Amendment. Code policy provides for minimum landscaped areas and the planting of at least 1 tree for each dwelling.	Nil
		Infrastructure	302.8 Local medical facilities are well over capacity.	Noted. The provision of social infrastructure will need to be accommodated over time to respond to changes in population. Increased population supports a commitment to expansion and investment in such infrastructure, noting current shortages relate to resourcing issues across a range of sectors.	Nil
303	Petko Stefanov  <i>Plan SA Submission</i>	Lot sizes and frontage widths	303.1 Does not support Code Amendment 303.2 Over-construction in suburban areas has become an issue which is negatively affecting liveability and the surrounding environment with no amenities or public infrastructure in the vicinity.	Noted. This was a strong position of the community through responses and was a position agreed to by Council.	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area.
		Open space	303.3 Our neighbourhoods need more parks and communal facilities, such as cafes and bike paths.	Noted. One rationale for infill development is proximity to existing parks and services, and accessibility to active travel infrastructure (as well as public infrastructure). The nature and function of these spaces will over time require	Nil

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
				review and renewal, to respond to changing community needs and desires.	
			303.4 This amendment is about lining pockets of developers.	Disagree and there is no basis for this allegation.	Nil
304	Scott Harris [REDACTED] <i>Plan SA Submission</i>		304.1 Supports the Code Amendment 304.2 Only fair that this goes through and believe that urban sprawl needs to stop. It will help housing shortages and create jobs.	Noted, however, this is not representative of the significant majority of those who made submissions.	Nil
			304.3 Hills face is a joke how it is separated from other areas while others get to do what they want. I would just like to split and have my block.	Noted however, there are specific characteristic of this area, particularly slope, which warrant careful and larger allotment sizes and frontage widths to better manage development outcomes.	Nil
305	Thomas Whittle [REDACTED] <i>Plan SA Submission</i>		305.1 Supports the Code Amendment 305.2 It will lead to more diverse population and the larger blocks no longer reflect modern lifestyle.	Noted, however, this is not representative of the significant majority of those who made submissions.	Nil
306	Nicole Mitchell [REDACTED]		306.1 Does not support the Code Amendment and provides a petition with 147 signatures from residents of Seaview Downs addressing the following issues.	Noted. This was a strong position of the community through responses and was a position agreed to by Council.	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area.

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
	<i>Plan SA Submission</i>	Loss of Amenity	306.2 Overshadowing by multi-storey housing in close proximity to existing homes. 306.3 Loss of privacy and views.	Overshadowing and overlooking policies are already in place to address these matters and the Code Amendment does not need to change these. The loss of views is not a valid planning consideration in the rezoning of land and, in reality can occur with the current policies in place.	Nil
		Stormwater management	306.4 Rapid stormwater flows on sloping streets impacting properties on lower sides of streets already being an issue 306.5 Increased pollution in stormwater	Council's stormwater system has capacity for additional volumes, but will over time require augmentation and upgrades, in response to development outcomes, and asset replacement needs. Overland flows within the street network will not be affected by the Code Amendment, noting that all new development is required to provide on-site stormwater detention and re-use storage to mitigate impacts from downstream flows	Nil
		Loss of vegetation	306.6 Increase in heat from loss of tree canopy, green space and permeable surfaces 306.7 Loss of habitat from tree and garden removal 306.8 Decrease in air quality from loss of green canopy and increased traffic driving uphill	Noted. Whilst increases in densities leads to potential increases in impervious areas, trends indicate that this also applies to single house developments and requires broader education about benefits of landscaping and canopy cover, which is outside of scope of this Code Amendment. Code policy provides for minimum landscaped areas and the planting of at least 1 tree for each dwelling.	Nil
		Traffic and Parking	306.9 Seacombe Road and Morphet Road intersection is already failing throughout times of the day	Disagree that the intersection is failing. Congestion during peak periods is not unusual	Nil

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
			306.10 On-street parking on steep streets is already impacting on traffic flows and entering and exiting properties with more traffic making compromising safety and passage of service and emergency vehicles	across metropolitan Adelaide and does not imply a failure of a junction or road network. Additional traffic volumes can be accommodated within local road network and specific intersections upgraded as demand arises. Disagree that existing streets are already congested. Engineering advice indicates that the local street network can accommodate additional traffic volumes and the local circumstances of each street can be managed, however the majority of streets are of sufficient width to allow for on street parking and service vehicle passage (which is why bins continue to be collected).	
		Infrastructure	306.11 Local medical facilities and services are already well over capacity	Noted. The provision of social infrastructure will need to be accommodated over time to respond to changes in population. Increased population supports a commitment to expansion and investment in such infrastructure, noting current shortages relate to resourcing issues across a range of sectors.	Nil
			306.12 Low-cost multi-storey residential flat buildings between owner occupied high-cost properties will cause social tensions and lower property values	Disagree with assertion that infill housing will result in social tensions and the implication that occupants of such housing are inferior or problematic. Property values are not a factor in determining the merits of a Code Amendment. The assertion	Nil

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
				that values will be depreciated is not supported in any event.	
307	Chris and Kathy Wyatt [REDACTED] <i>Hard Copy Form</i>		307.1 Support the Code Amendment	Noted, however, this is not representative of the significant majority of those who made submissions.	Nil
308	Pat Schinella [REDACTED] <i>Email Submission</i>		308.1 Supports the Code Amendment	Noted, however, this is not representative of the significant majority of those who made submissions.	Nil
			308.2 Results in positive outcomes in meeting modern housing requirements and provides existing residents options to downsize on their current allotment to better suit their requirements as they change.	Noted. Intent was to provide for evolution of housing stock over time to better accommodate contemporary housing needs and demands.	Nil
			308.3 Current Hills Neighbourhood Zone requirements are very restrictive and force current residents to age in place in accommodation that is excessive to their needs.	Noted. Intent was to provide opportunities for contextual infill development to occur, however, for this location, this was not a position shared by the vast majority of those who made submissions.	Nil
			308.4 Proposed minimum frontage and allotment sizing variations across site gradients is an intelligent provision to moderate overdevelopment as we saw in Warradale.	Agree.	Nil

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
309	Sofia [REDACTED] <i>Hard Copy Form</i>		309.1 Supports the Code Amendment.	Noted, however, this is not representative of the significant majority of those who made submissions.	Nil
310	Bob Couch [REDACTED] [REDACTED] <i>Hard copy Form</i>		310.1 Does not support Code Amendment 310.2 Just another play - jam more people into an already overpopulated state and country.	Disagree. There is likely to be population growth occurring within South Australia, and there is a need to proactively plan for housing populations. Disagree that this location is already overpopulated or too dense, given it is some of the least dense parts of metropolitan Adelaide.	Nil
311	Frankie Koch [REDACTED] [REDACTED] <i>Email Submission</i>		311.1 Does not support Code Amendment	Noted. This was a strong position of the community through responses and was a position agreed to by Council.	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area.
		Infrastructure Stormwater Management	311.2 Increased pressure on infrastructure such as roads, stormwater run-off and general road use. We have noticed more severe weather events and the stormwater system has not coped	Potential increases in demand in utility infrastructure is planned into the system on account of development potential, with upgrades undertaken as required.	Nil

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
			with these resulting in flooding of properties.	Council's stormwater system has capacity for additional volumes, but will over time require augmentation and upgrades, in response to development outcomes, and asset replacement needs. Ongoing management of the overland flows of street stormwater will need to be undertaken in response to trends in weather vents and sloping nature of sites in Marino, and this is no different whether infill development occurs or not. It should be noted that the sloping nature of the sites in Marino, and varied frontage widths implies that the level of infill development in higher locations is likely to be less than for other locations within the affected arfea.	
		Traffic and Parking	311.3 Steep nature of our sites, roads already accommodate lots of cars as some driveways are too steep to navigate so people just park in the street. This is causing congestion which together with the sweeping nature of our roads and poor driving behaviour, is increasing road risks.	Parking ratios are set by the Code and outside of the scope of the Code Amendment. They are consistent for dwellings across all residential neighbourhoods. Notwithstanding this, the redevelopment of sites offers the opportunity for suitable provision and access for vehicle parking on site – a requirement of the Code, and potentially improve steep driveways. On-street congestion relating to the non-use of garaging for vehicle parking is outside of the scope of this Code Amendment and forms part of a Local Area Traffic Management response.	Nil

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
		Loss of Amenity	311.4 General amenity of the existing housing stock will be diminished in terms of access, views, overlooking and overshadowing.	Overshadowing and overlooking policies are already in place to address these matters and the Code Amendment does not need to change these. The loss of views is not a valid planning consideration in the rezoning of land and, in reality can occur with the current policies in place.	Nil
312	Geoff Yeates [REDACTED] [REDACTED] <i>Email Submission</i>	Lot size and frontage width Loss of character	312.1 Does not support Code Amendment 312.2 The one size fits all approach does not align with the long-term goals of liveability, valuing nature and Engaged that Council espouses. The plan is not nuanced with areas far from main roads being treated the same as property fronting a transport corridor. Allowing higher density immediately adjacent the train line may be sensible, but not treating every street the same. 312.3 Changes will irrevocably change the character, liveability and sustainability of Marino.	Noted. This was a strong position of the community through responses and was a position agreed to by Council. The walkable distance from train stations and public transport is typically a 400m distance, which would cover the vast majority of Marino, and so the proposal was considered to support increased housing density and diversity in proximity to train stations.	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area.
		Traffic and Parking	312.4 Very low percentage of workers use the train and as such higher populations will likely place high traffic volumes on Cove Road, Newland Road and Schofield Road. The Report does not identify the problematic ingress onto Brighton Road, particularly with the proposed Seacliff Village	Additional traffic volumes can be accommodated within local road network and specific intersections upgraded as demand arises. Access at Schofield Road is acknowledged, and to be resolved as part of the Seacliff Village development, such that future development volumes would be able to e suitable and safely accommodated.	Nil

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
			development and any lack of serious traffic plan. 312.5 In quiet connected suburbs the street is not just for vehicles, but a place for informal play or recreation. Established infill locations shows many cars on streets, a lack of people and impersonal feeling of wall-to-wall houses. The streetscape becomes a car yard.	Parking ratios are set by the Code and outside of the scope of the code Amendment. They are consistent for dwellings across all residential neighbourhoods. On-street congestion relates to the non-use of garaging for vehicle parking and this is outside of the scope of this Code Amendment. Disagree that parking on street leads to reduced socialisation of communities / neighbours. If anything, it would increase the scope for interaction (as opposed to residents driving into garaging without seeing neighbours).	
		Loss of vegetation	312.6 With our poor planning rules, the loss of green cover will ensue, just as it has in areas of infill underway for some years. Flora and fauna in the area will diminish. Setting block sizes too small and allowing built structures to take up the block will increase summertime temperatures, lead to a less liveable area and force people into climate controlled spaces with afternoon sea breezes stymied by fences and concreted areas. 312.7 There are large variety of native birds and lizards which survive on trees that properties afford, with street trees providing nothing to food supply of these birds. 312.8 Keep block sizes higher (600m² plus) so green cover can be more than just mono cultural street trees. Enforce	Noted. However, the Code Amendment will maintain the same setbacks and site coverage requirements in place for the Hills Neighbourhood Zone, meaning these issues can arise now. Whilst increases in densities leads to potential increases in impervious areas, trends indicate that this also applies to single house developments and requires broader education about benefits of landscaping and canopy cover, which is outside of scope of this Code Amendment. Code policy provides for minimum landscaped areas and the planting of at least 1 tree for each dwelling. These matters are assessed on balance with the rang of other matters as part of any assessment (and this is no different to the current assessment context), and is the nature of planning assessment within the SA Planning system.	Nil

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
			25% green cover for new large developments.		
		Loss of amenity	312.9 Sloping land has a different acoustic to a flat area and noise travels easily along gullies and down slopes. The more dense we live, the more noise we make.	Noted, but disagree that increased densities will lead to a level of noise that would reduce amenity of living environments.	Nil
313	J Phillips [REDACTED] [REDACTED]	Lot size and frontage width	313.1 Does not support the Code Amendment. There should not be any encroachment into the Hills Neighbourhood Zone (former southern hills policy area)	Noted. This was a strong position of the community through responses and was a position agreed to by Council.	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area.
		Traffic and Parking	314.1 Problems I can see are smaller blocks, higher rates, increased traffic and parking problems.	Parking ratios are set by the Code and outside of the scope of the code Amendment. They are consistent for dwellings across all residential neighbourhoods. On-street congestion relates to the non-use of garaging for vehicle parking and this is outside of the scope of this Code Amendment. Additional traffic volumes can be accommodated within local road network and specific intersections upgraded as demand arises.	Nil
315	Joan Reeves [REDACTED]		315.1 Does not support the Code Amendment 315.2 Majority of communities in western society need a fair degree of space and privacy to be able to live in harmony with neighbours.	Disagree. Many locations outside of Australia (and within some parts of Australia), live in harmony at significantly higher densities.	Nil

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
	Letter	Traffic and Parking	315.3 New zoning should consider off-street parking for all residents cars. It is difficult at night or in rainy weather to navigate sloping suburban streets when cars are parked on both sides of the street. On-street parking also supports theft of vehicles and be a real anti-social issue.	All applications are required to demonstrate adequate parking for the demands of the occupants. Parking ratios are set by the Code and outside of the scope of the code Amendment. They are consistent for dwellings across all residential neighbourhoods. On-street congestion relates to the non-use of garaging for vehicle parking and this is outside of the scope of this Code Amendment.	Nil
		Loss of Amenity	315.4 Proximity of neighbours can lead to stress through loud noises, frequently playing loud music, trees too close to fencing and dogs.	Noted, however, these matters fall outside of the scope of a Code Amendment. Such issues can occur now within a single dwelling on an allotment and is not contingent on additional densities.	Nil
316	Lana Karaganova Hard copy form	Traffic and Parking	316.1 Does not support Code Amendment 316.2 There is a lack of on-street parking as streets are not wide enough in Hallett Cove and there are lots of cul-de-sacs. Entries and exits along Lonsdale Road are already busy at peak hours.	Disagree that existing streets are already congested, noting that some major junctions will over time require upgrades to accommodate additional traffic volumes. Engineering advice indicates that the local street network can accommodate additional traffic volumes. Parking ratios are set by the Code and outside of the scope of the code Amendment. They are consistent for dwellings across all residential neighbourhoods. On-street congestion relates to the non-use of garaging for vehicle parking and this is outside of the scope of this Code Amendment.	Nil

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
317	L Were [REDACTED] Hard copy form		317.1 Does not support Code Amendment 317.2 Bad for natural watercourse, native animals and habitat. 317.3 Unstable ground for housing.	Disagree that the amendment will have a negative impact on natural watercourses and local flora and fauna. Whilst it is noted that some vegetation and canopy cover may be lost as a result of additional impervious areas, this is potentially the case for single dwellings on existing allotments (where larger building footprints, and other rear yard treatments result in removal of vegetation). Disagree that soil conditions are unstable for housing, and this is evidenced by the presence of housing in the affected area for over 50 years.	Nil
318	Michelle and Mark Parsons [REDACTED] [REDACTED] [REDACTED] Hard copy form	Lot size and Frontage Widths	318.1 Does not support Code Amendment and would prefer no change to current rules for Seaview Downs. 318.2 Proposed block sizes are far too small. No block should be less than 500m ² anywhere and 800m ² on any slope. 318.3 Row dwellings or flat buildings should not be allowed. These result in total loss of green space are environmentally poor and poorly built.	Noted. This was a strong position of the community through responses and was a position agreed to by Council. Disagree that row dwellings and residential flat buildings result in poorly built outcomes or are unsustainable. However, acknowledge that these are not representative of the established development pattern of this location.	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area.
		Loss of character	318.4 Seaview Downs has some unique architecture that needs to be preserved.	Disagree that the affected area displays any historic or special character attributes that require either protection of careful management.	Nil
			318.5 Agree with consideration of slope in terms of block size.	Noted and agree.	Nil

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
			318.6 Possible ideas for increasing density include use of granny flats, or allowing 3 bed courtyard homes 500m ² and 15m frontage and single storey. There is demand for this. No single bedroom anything (except in granny flats).	Noted. Granny flats can be established on sites, and the Ancillary Accommodation Definitions Code Amendment effectively opens this avenue Disagree that no single bedroom dwellings should be avoided, as these provide affordable housing for those seeking smaller dwelling sizes. In any event, the planning system cannot mandate minimum bedroom numbers within dwellings (just as it cannot mandate maximum bedroom numbers).	Nil
319	Ursula Paczynski [REDACTED] [REDACTED]		319.1 Does not support Code Amendment. 319.2 Doesn't want to live in an area with multiple subdivisions as feel land will lose value.	Noted. This was a strong position of the community through responses and was a position agreed to by Council. Disagree that the amendment will have negative impact on property values, noting that this in itself is not a valid planning consideration in determining the merits of the Amendment.	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area.
	Letter	Loss of amenity	319.3 Feels that narrower blocks will impact on privacy where people can look into my windows and jump between roofs.	Overshadowing and overlooking policies are already in place to address these matters and the Code Amendment does not need to change these.	Nil

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
320	Sophie Haselgrove [REDACTED] [REDACTED] [REDACTED] <i>Email Submission</i>	Lot size and frontage width	320.1 Does not support the Code Amendment 320.2 The existing requirements of the current zone are too different to be so rapidly consolidated into one policy zone. For example halving allotment size and frontage width for the Hills and Worthing Mine areas will cause significant detrimental changes to character of these suburbs. 320.3 Suggests Council makes less dramatic changes regarding frontage widths	Noted. This was a strong position of the community through responses and was a position agreed to by Council.	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area.
		Loff of vegetation	320.4 Seeks minimum areas not covered by impervious materials (ie a minimum area of garden). Feel that the only outcome will be severe reduction in tree canopy and increases in urban heat island.	Noted. Whilst increases in densities leads to potential increases in impervious areas, trends indicate that this also applies to single house developments and requires broader education about benefits of landscaping and canopy cover, which is outside of scope of this Code Amendment. Code policy provides for minimum landscaped areas and the planting of at least 1 tree for each dwelling.	Nil
		Stormwater Management Traffic and Parking	320.5 No information as to whether other considerations were addressed, such as increased traffic on local roads and sustainable water management.	Disagree. The investigations considered the potential increased traffic volumes and impacts on the Council's stormwater system . Council's engineers determined that the local road networks can accommodate the anticipated traffic volumes, whilst also noting that some junctions will need to be upgraded over time in response to additional traffic. Similarly, some stormwater systems will need to be augmented to support capacity.	Nil

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
			320.6 Insufficient information on the noise and air emissions overlay to make an informed decision. Overlay seems more about making changes to properties rather than addressing the root cause (ie heavy vehicles and volumes of trucks).	Note. This is the intent of the Overlay as controlling the nature and types of vehicle movement on the arterial road network is outside of the control of the Code Amendment (and Council). Arterial roads perform an important function for movement of people and goods in cities, and so they need to co-exist with neighbourhoods. Managing impacts to improve amenity is what the Overlay seeks to achieve for new development.	Nil
321	Joyce and Christopher Gibson [REDACTED] [REDACTED] [REDACTED] <i>Email Submission</i>		321.1 Does not support Code Amendment. Request no changes to house block sizes for Seaview Downs, Seacombe Heights, Seacliff Park and Darlington).	Noted. This was a strong position of the community through responses and was a position agreed to by Council.	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area.
			321.2 Inadequate investigation has been conducted to determine and predict future traffic on Seacombe Road as the Torrens to Darlington motorway is still underway. Seacombe Rd will be a primary gateway road for traffic and the roundabout (with Morphett Road) is already an area with frequent collisions and a danger to students for Seacombe Heights bus stops. There are only 2 safe entry points onto Seacombe Road from these suburbs, being the Morphett Road roundabout and the traffic lights at Davenport Terrace.	Disagree. The investigations considered the potential increased traffic volumes. Council's engineers determined that the local road networks can accommodate the anticipated traffic volumes, noting the reliance on access to Seacombe Road for distribution of traffic for these neighbourhoods. It is acknowledged that some junctions will need to be upgraded over time in response to additional traffic, and this was included in the investigations. The nature and timing of these upgrades will be dependant o the rate of change within the affected areas, noting that take-up will be contingent on a range of factors (other locations across council	Nil

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No .	Author Address/email	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
			Additional hundreds of cars onto a road that we predict will be heavily busy have not been adequately tested, especially for the next 10 years.	indicate growth of approximately 1% per annum).	
			321.3 This area is 60-160m above sea level and wind speed is significantly higher than the lower areas of Council. Infill housing will result in reduction in tree canopy and street trees won't replace the buffering and protective effect from strong winds of mature trees.	Noted however disagree that infill housing will impact on winds flows impacts on amenity. Whilst increases in densities leads to potential increases in impervious areas, trends indicate that this also applies to single house developments and requires broader education about benefits of landscaping and canopy cover, which is outside of scope of this Code Amendment. Code policy provides for minimum landscaped areas and the planting of at least 1 tree for each dwelling.	Nil
			321.4 We wait on building codes which achieve more sustainable building outcomes (end black roofing, more environmentally friendly building materials) and so this is not the time to allow for more infill housing which will be around for the next 30 years.	Noted however these matters fall outside of the scope of the Code Amendment. Housing sustainability and environmental performance is addressed through the Building Code, and amendments that seek to increase sustainability outcomes will be implemented in late 2024.	Nil

Attachment 3: - Summary of Agency Written Submissions

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

No.	Author Address	Theme	Summarised comments	Response by City of Marion	Proposed Policy Amendment
1	Mr Adrian Tero Risk and Compliance Advisor Epic Energy Level 6, 70 Franklin Street, Adelaide		Epic Energy does not have any infrastructure located in this area and has no comment on the proposed amendment.	Noted	Nil
2	Ashleigh Baker EA Executive Director Member Services LGA SA GPO Box 2693 Adelaide		LGA has no specific feedback on the proposed Code Amendment.	Noted	Nil
3	Eric Wisgard Senior Manager, Affordable Housing and Market Solutions SA Housing Authority GPO Box 1669 Adelaide	Affordable housing	- The Authority has a keen interest in the development of more affordable housing in South Australia. - The Authority is supportive of the proposed amendment and notes that the Affordable Housing Overlay already applies to areas identified in the Code Amendment. - The Authority encourages Council to work with developers to provide affordable housing within their developments.	- Noted. The Code Amendment will maintain the overlay and does not seek to alter its application or policy content in any way. Indeed, the potential development supporting smaller allotments makes affordable housing more of an option within the affected area (noting this may be a challenge in some locations given the higher price point afforded by views and larger allotments). - Negotiation of affordable housing within developments falls as part of Council's development assessment process (noting it is not mandated within the SA Planning System), and falls outside of the scope of this Code Amendment.	Nil
4	Daniel Hoefel Senior Manager, Infrastructure Planning and Strategy SA Water GPO Box 1751 Adelaide	Infrastructure	SA Water's water and sewer networks are available however network augmentation may be required should the rezoning generate an increase in existing demands. Extent and nature of augmentation works required will depend on final scope and	Noted. It is expected that over time, some form of network augmentation may be required, as it increases with demands, either from the affected area, or surrounding locations. This is not unusual where renewal and infill development is forecast to occur. Forward planning for this is an important role	Nil

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

			layout of future developments and will need to comply with SA Water Technical Standards. - Waster security and infrastructure planning develops a framework to ensure resources are managed efficiently and have the capacity to meet customer demands. Future development potential of the proposed zoning will be incorporated into the future planning of the network. - Future advise on planning and infrastructure requirements may change and this area may be subject to an infrastructure augmentation charger in the future. - Developments should have no deleterious effects of the quality or quantity of source water, or the natural environments that rely on this water, and should avoid erosion, should not dam, interfere or obstruct a watercourse. - A range of other technical comments relating to infrastructure design requirements as part of land division and trade waste agreements are also made but relate to development application requirements and not policy measures.	of SA Water, as well as ESCOSA in allocating sufficient funding for this future investment. It is noted that there may be instances where an augmentation charge may be required for new connections, however this alone does not warrant a specific policy measure, nor an infrastructure deed or agreement. - The anticipated development from the Code Amendment would be unlikely to have any deleterious impact on groundwater source or erosion or interference with watercourses. In any event there is already existing policy within the Planning and Design Code, both at land division and dwelling levels to manage any potential impacts from development in this manner. Additional policy is not required as part of this Code Amendment. - Comments relating to development application matters and details are outside of the scope of a Code Amendment and are matters for any future development applications.	
5	Erin Thompson MP Member for Davenport	Infrastructure Parking and Traffic Loss of vegetation	- Rapid infill and associated population growth will place undue pressure on essential services, including stormwater and electricity - Developers stand to profit from infill development in this region while responsibility for critical infrastructure improvements will lie elsewhere. Is there a plan for upgrading infrastructure? - Without installation of additional and dedicated parking space, an increase in	The ongoing management of infrastructure rests with utility agencies, supported by appropriate state funding, and Escosa recommendations. Council is conscious of the need to appropriately service development and infill development has, over a long period of time, delivered the housing needed to support population growth and economic growth experienced by the state. This is increasingly of	Maintain the existing minimum lot sizes and frontage widths for the different areas across the affected area.

Southern Suburbs Residential Policy Code Amendment

Engagement Summary

			congestion on residential roads can be expected with residents suggesting inadequate provision for off-street parking for development and residents observe observed increased on-road parking preventing emergency services at times. Additional crossovers will present an additional complexity. • Reduction in green verges due to increased driveways, together with loss of backyard spaces will contribute to urban heat island effects and will be to the detriment of new and existing residents. • Loss of green space will be permanent and not in line with Council's urban greening goals. • Residents note the different lot sizes and frontage widths for existing areas and disagree of the on size fit all approach being adopted for Seaview Downs, Seacombe Heights, Seacliff Park and Marino. • Two submissions made to me included for Council's review.	significance given the pressure facing housing access and affordability. It also serves to reduced pressure on our urban boundary and is fully aligned with state government's policy direction. • The Parking provisions for residential development are set within the Planning and Design Code by the state and the ability for Council adjust parking requirements for development does not exist within the new planning system (the Minister's endorsement of the Code Amendment explicitly states Council cannot seek amendments to core Code Policy). Notwithstanding this, many of the issues associated with on-street parking are related to the non-use of garaging and driveways for parking purposes, rather than the lack of provision based on demand. • Local access and safety in manoeuvring will be continually managed by Council, noting most of the streets in the affected area are of a sufficient width to accommodate on-street parking and the passing of service vehicles (including rubbish collection vehicles). • The challenges associated with the loss of green space and canopy over it noted, however Council has undertaken a study of recent development across single dwelling and infill development types and identify current trends cross both types of development are leading to loss of canopy and landscaped spaces. Whilst retention of	
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Southern Suburbs Residential Policy Code Amendment

Engagement Summary

				existing canopy is preferred, Council is limited in controlled canopy and vegetation that is not Regulated within the legislation, as it is also limited to how people manage their front and rear yards in terms of landscape coverage. The Code provides for minimum pervious areas and the planting of new trees which, together with carefully planted new street trees within verges, can together contribute to increased canopy cover into the future. • The community's position on the differences in characteristics and different policy across the different areas has been noted and Council has decided to retain existing site areas and frontage widths. • Letters have been noted and also received by Council. See public response table submissions 9 and 282.	
6	Renee Mitchell Director Planning and Regulatory Services City of Onkaparinga	Interface with Licensed Activity	• Have no objection to proposal in general and commend Council in its work. • One concern relates to housing in proximity of EPA licenced activity at 10 Meyer Road Lonsdale (Resource Co) which has caused complaints from residents due to dust, noise and odour. This is an authorised land use monitored by the EPA. • Whilst it is acknowledged that the amendment does maintains current minimum lot sizes and the age of housing means subdivision may be unlikely, City of Marion is encouraged to lift minimum lot sizes to restrict further land division in this location.	• Noted, however disagree. Existing sensitive uses are in place in this location and interface, and the activity needs to have regards to the impacts on these, regardless of whether additional dwellings are established or not. The further intensification, revision or expansion of the licensed activity will need to cater for the existing dwellings and put in place appropriate management measures to mitigate impacts. This can be monitored and enforced by the EPA as license coordinator / manager. • Regardless, the request is outside of the scope of the Code Amendment to increase minimum site areas in this location.	Nil

Southern Suburbs Residential Policy Code Amendment

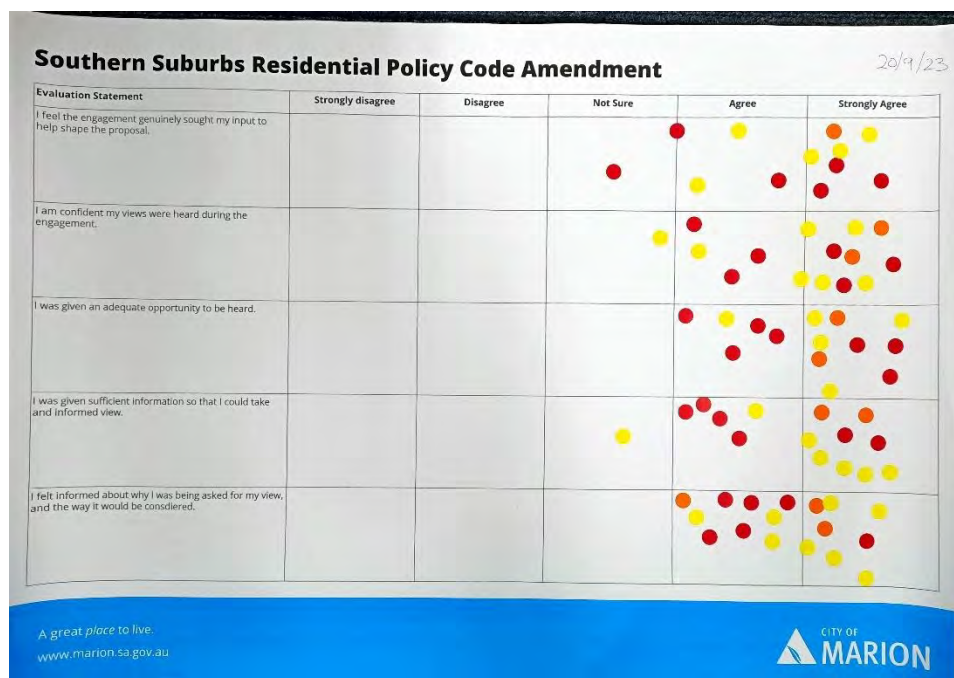
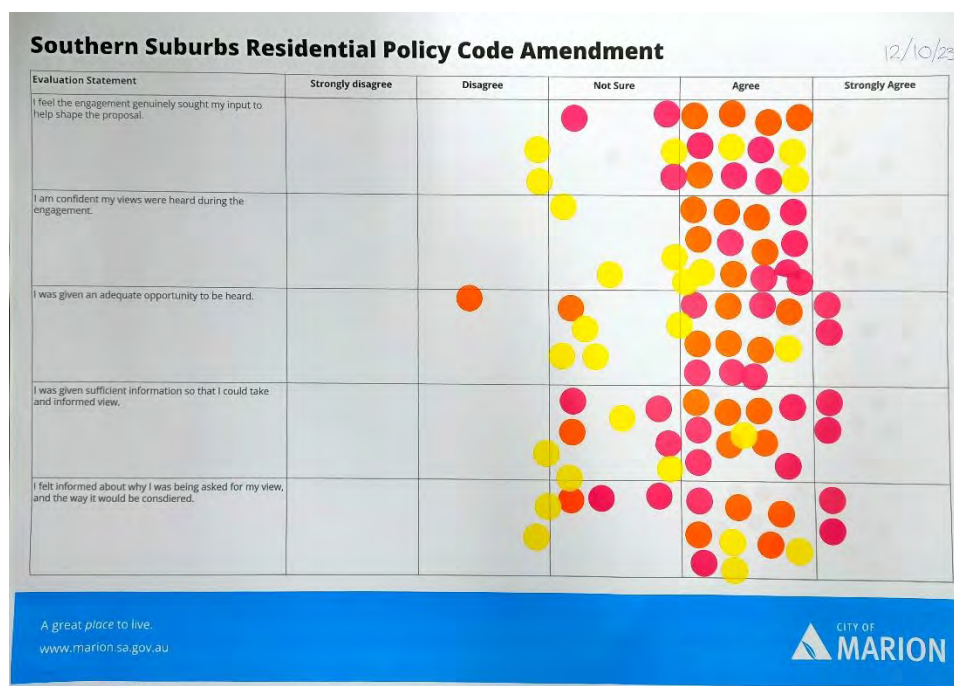
Engagement Summary

Attachment 4 - Evaluation Results

Results and Evaluation of Designated Entity's engagement

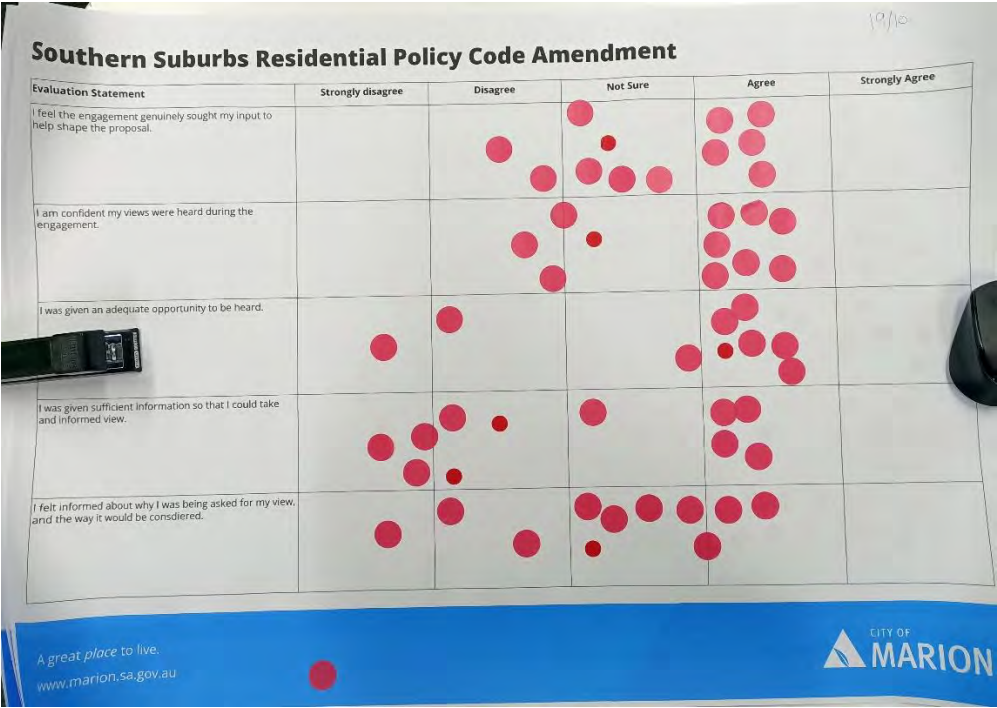
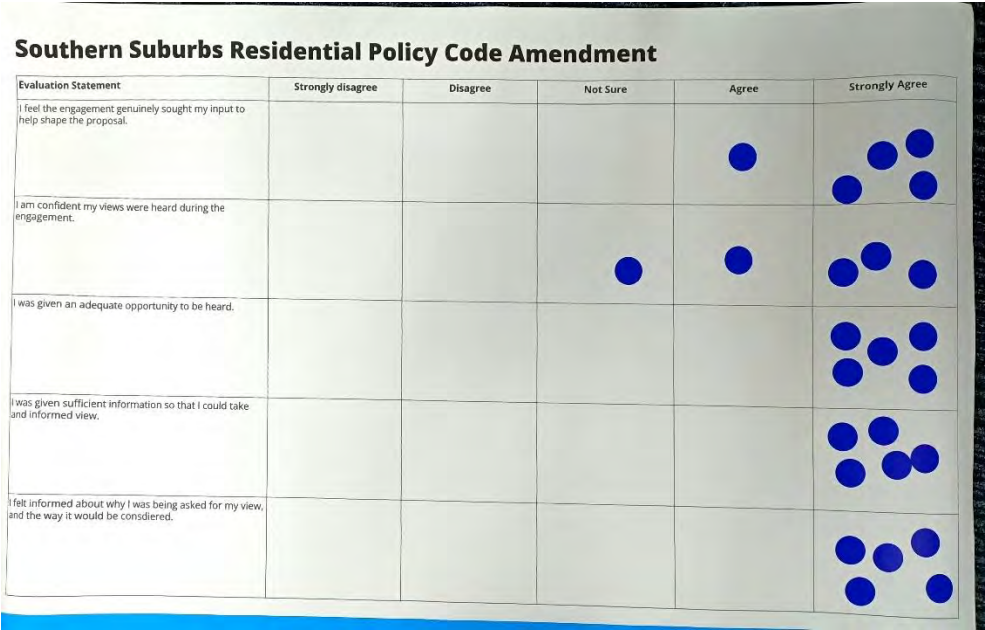
The engagement was evaluated by David Barone, Senior Strategic and Policy Planner and Matthew Green, Community Engagement Coordinator, with the City of Marion.

Feedback Posters - Drop-in Sessions



Southern Suburbs Residential Policy Code Amendment

Engagement Summary



Engagement Evaluation Survey

SURVEY RESPONSE REPORT

17 April 2024 - 16 May 2024

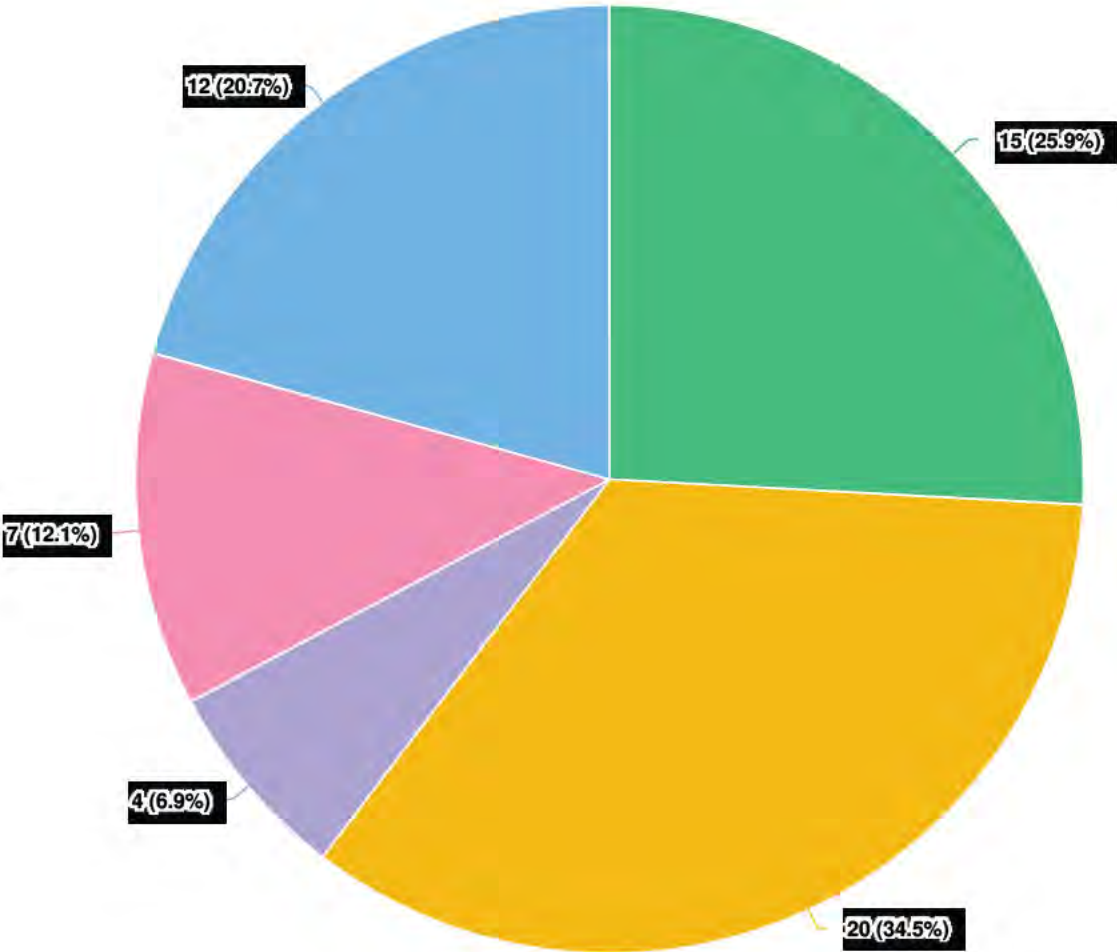
PROJECT NAME:

Southern Suburbs Residential Policy Code Amendment



SURVEY QUESTIONS

Q1 | I feel the engagement genuinely sought my input to help shape the proposal.



Question options

Strongly agree Somewhat agree Not sure Somewhat disagree Strongly disagree

Mandatory Question (58 response(s))
Question type: Radio Button Question

Q2 Please tell us why you feel this way

Anonymous

5/08/2024 05:24 PM

I live in a key area affected by the proposal. I never received any direct communication (no letterbox drop, mail, email etc), despite there apparently being some, and only heard about it through a community member posting to a local group (thank goodness they did). After the original closing date of the engagement (and after the date was extended), a sign was finally put at the top of the street. This was the only real, proactive communication I saw about this proposal from the council. It felt like the council was trying to hide the consultation from people in my area. Also, drop in sessions were held at Hallett Cove. As a resident of the Seaview Downs/Seacombe Heights area, I consider Hallett Cove to be a completely different area to us. I objected to having to travel so far out of my way to even be able to discuss the proposal with anyone. Why were there no consultations in the actual area that was primarily affected?

Anonymous

5/08/2024 05:43 PM

I felt it was rushed and not clear on who to engage with or how to really be heard. There was limited information to support an informed decision, which risked an emotional response.

Anonymous

5/08/2024 07:20 PM

I felt that the outcome reflected the council's requirement to satisfy the charter of the Planning, Development and Infrastructure Act 2016, but the outcome was a foregone conclusion that reflected the council's desire to satisfy its planning administration's prerogative.

Anonymous

5/08/2024 08:46 PM

I think it wasn't well enough explained to those not in favour

Anonymous

5/09/2024 09:09 PM

Never saw anything in public, only an email request.

Optional question (5 response(s), 53 skipped)

Question type: Essay Question

Q3 Please tell us why you feel this way

Anonymous

5/08/2024 05:03 PM

Because I don't agree with the outcome.

Anonymous

5/08/2024 05:05 PM

The only reason both my wife and I knew of the proposed changes from Marion was through word of mouth. Our household received no literature in regards to the proposed changes and saw nothing about it in local public places either. Pretty poor to not even receive a letter drop being local rate payers - it wasn't an isolated incident either, our neighbours as well as my parents residing at Hallett Cove had no idea about the proposed changes either as they had all received no notification either. I don't know if this is Marion Council being essentially incompetent in the public engagement process or if it was intentional not notifying the public due to the clear opposition of the majority of residents. Either way very poor form.

Anonymous

5/08/2024 05:19 PM

The community opposed the Southern Suburbs Code Amendment due to the unnecessary restrictions it imposed. The council still aim to rezone the area which will place unnecessary restrictions on landowners.

Anonymous

5/08/2024 05:30 PM

The council will not consider my opinion which is contrary to what they will do.

Anonymous

5/08/2024 07:09 PM

This consultation is the worst I've experienced from any Council, business or other entity I have had the displeasure of being misled by. You can't expect people to provide feedback on the engagement only when the council decision was made based on the misleading consultation feedback. The council decision being based solely on the consultation feedback was not communicated as the definitive data by which Council would move forward or not, with the code amendment. The consultation and engagement has been extremely misleading and a deplorable execution of service to myself and the broader community. Such is my disgust in what has occurred, I have emailed formal complaints requesting investigation and action from the: State Minister for Local Government State Minister for Planning and Federal MP for Housing

Anonymous

5/08/2024 07:59 PM

First of all you kept moving the goal posts so frequently over the past few years for the coast and then added the inland area up to darlington which was never in the original map location of the coast e.g. Marino and Hallett Cove. The coast should be a separate zone to Seacomber Heights and Darlington on the ease side of the train tracks. Its amazing how much time was spend for a loss of a proposal. Why don't you do it right and get a consultant to figure it out as the council I believe was voting and trying to sway by there own self interests. living in the area labeled Neighbourhood Hills. How profound the name is!

Anonymous

5/08/2024 08:09 PM

Council don't care what people think about this proposal. They have already made the decision to allow unsuitable development, so they can charge more rates, so they can give themselves a pay rise.

Anonymous

5/08/2024 09:40 PM

Adelaide council has done a 180 on the original idea they proposed ..once again. U have let us down and gone with minority... will not vote again for this government after 25 yrs of doing so ..just let the big developers get rich ..and the seacliff developers are a show of how money talks ... one can and no one else can..... people in seacliff /marino with same elevation can develop their block and lower blocks can't...us older people want to stay in our area but can't because of yr crap ... just wanted to downsize ...now I can't afford to and have to look after a big block that's too hard to maintain.. thanks marion council

Anonymous

5/10/2024 10:09 AM

No information available about general consensus of the public by

Anonymous

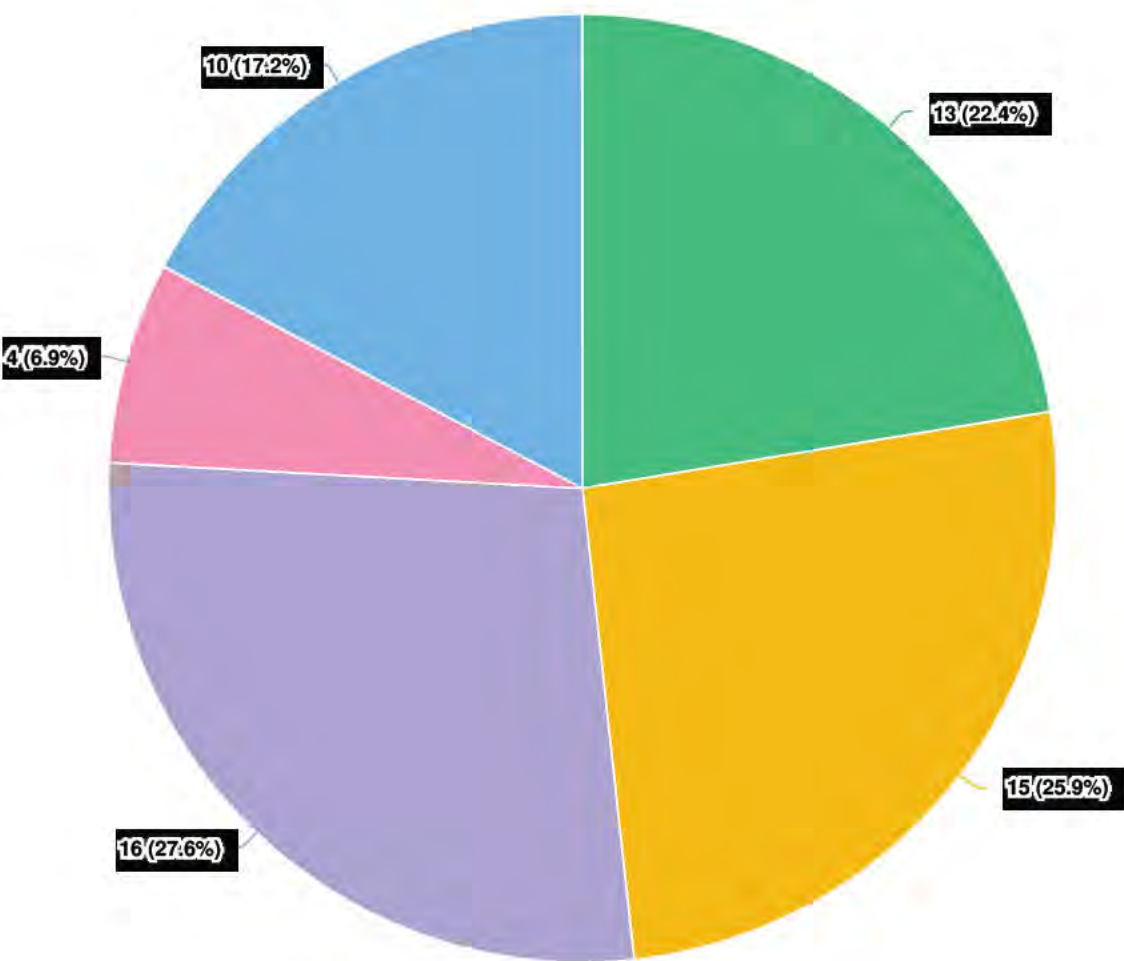
5/15/2024 04:14 PM

- The letterbox drop was not personally addressed and appeared to be junk mail. - Many residents did not receive a letter. This continued to be the case even after a second letterbox drop. - Given this has occurred on previous occasions, Councils ongoing decision to NOT send personally addressed correspondence indicates ensuring their rate payers are informed is not a Council priority. - Council failed to provide adequate letters for delivery to cover the number of homes in Seaview Downs. - I am still without notification of Councils decision despite submission of a Petition with 145 signatures opposing rezoning.

Optional question (10 response(s), 48 skipped)

Question type: Essay Question

Q4 | I am confident my views were heard during the engagement



Question options

Strongly agree Somewhat agree Not sure Somewhat disagree Strongly disagree

Mandatory Question (58 response(s))
Question type: Radio Button Question

Q5 Why do you feel your views were not heard?

Anonymous

5/08/2024 05:03 PM

As above

Anonymous

5/08/2024 05:24 PM

General cynicism about public bodies and their motives. I suspect the outcome with many surveys is a foregone conclusion and the "consultation" process is just to enable some administrative compliance boxes to be ticked.

Anonymous

5/09/2024 03:23 PM

there was no reference or thought given to how the proposed changes related or considered increasing hazard risks in the consultation or summary reports. issues relating increasing natural hazard risks in relation to resilience, risk reduction, response and recovery (ie. bushfire, flood, heatwave, storm surge etc). a key issue in marino and Hallet cove west of trainline is access including being able to safely enter, exit and evacuate these areas that have 1 road in and out.

Optional question (3 response(s), 55 skipped)

Question type: Essay Question

Q6 Why do you feel your views were not heard?

Anonymous

5/08/2024 05:12 PM

Clearly not heard as you allowed a small minority of wingers to influence your decision. You are so out of touch with reality you should all be sacked. House prices are out of control due to lack of supply yet you in your infinite wisdom decide that blocks like mine over 900sqm should not be subdividable. What a joke!

Anonymous

5/08/2024 05:19 PM

Hearing people's views but still going against what the community wants means that the community was not listened to.

Anonymous

5/08/2024 05:30 PM

No confidence in Council.

Anonymous

5/08/2024 05:35 PM

The decision was based on a small amount of a-posing residents vote. Not based on the number of residents who reside in the council district as a whole who majority did not object to proposal.

Anonymous

5/08/2024 07:09 PM

Council didn't re-consult the community on any alternative planning options. Instead they worked in secret to determine if some other code amendment could be approved. Transparency evaporated after the knee jerk reaction to consultation feedback.

Anonymous

5/08/2024 07:59 PM

I have been discussing the rezoning for nearly 10 years when it first started around 2015. Many people have changed and new people came in to council and don't even know much about the previous attempt which failed due to other reasons. Talks were about merging Marino with Holdfast Bay etc. Kris Hanna didn't help matters and yet he is still MAYor

Anonymous

5/08/2024 08:09 PM

As above, decision already made, rich councilors get richer, the suburbs turn into slums with gridlocked streets.

Anonymous

5/08/2024 09:10 PM

I submitted a written response for comment and I do not feel that feedback has been provided on the decision not to proceed

Anonymous

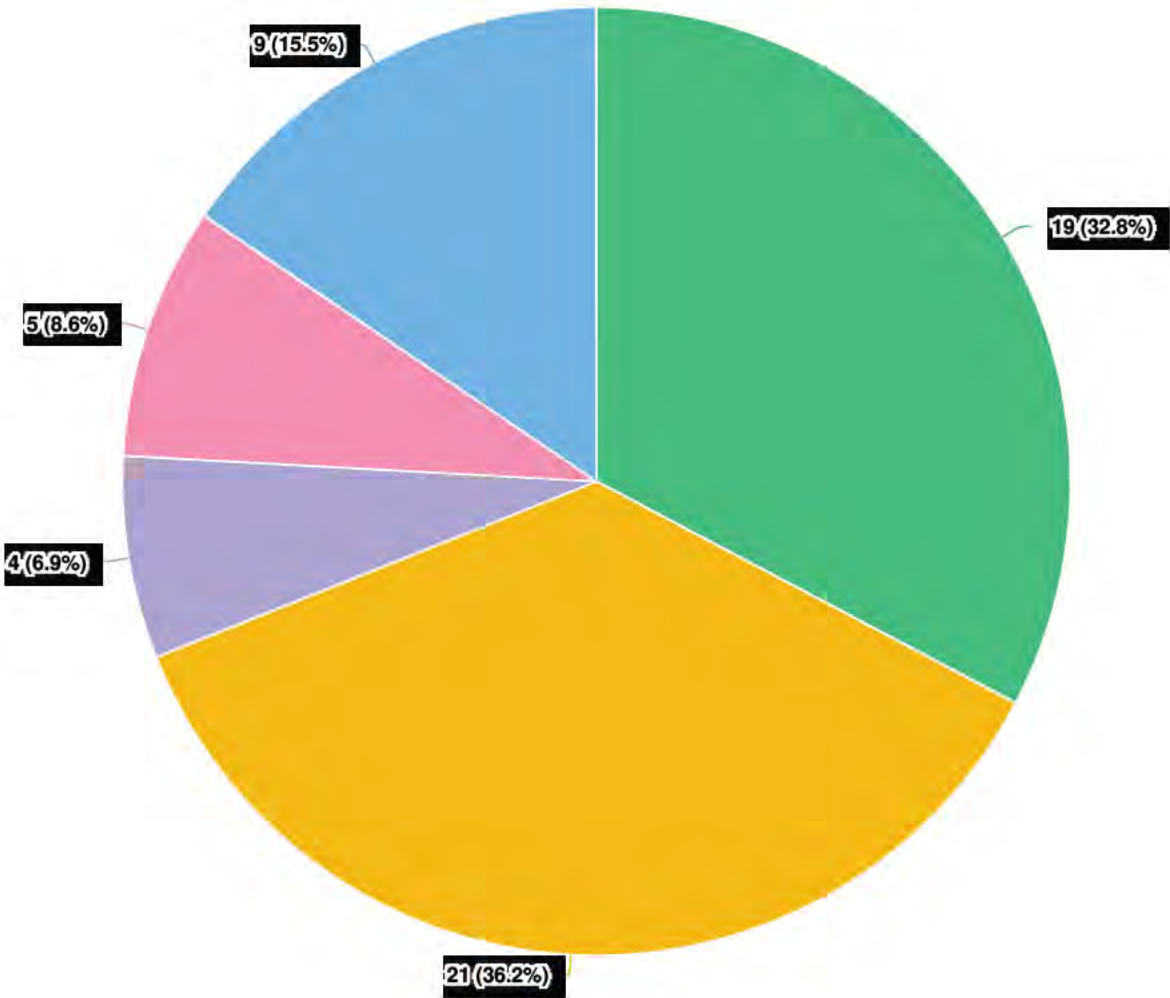
5/08/2024 09:40 PM

I backed up the ideas put forward and then some minority got what they want ...u all run scared ... gutless ...! U won't care what I say .. I'm not thr only one had a big chat with a local group and they agree even one that works with you ...said the same ..!

Optional question (9 response(s), 49 skipped)

Question type: Essay Question

Q7 | I was given an adequate opportunity to be heard



Question options

Strongly agree Somewhat agree Not sure Somewhat disagree Strongly disagree

Mandatory Question (58 response(s))
Question type: Radio Button Question

Q8 | What do you feel was needed for you to be heard?

Anonymous 5/08/2024 05:43 PM	More opportunities to engage and workshop the pros and cons. As a result it was a very siloed process.
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Anonymous 5/08/2024 08:46 PM	Unless everyone had time to go into the vouncil meeting the emails were vague
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Optional question (2 response(s), 56 skipped)
Question type: Essay Question

Q9 What do you feel was needed for you to be heard?

Anonymous

5/08/2024 05:19 PM

I was able to provide my views, but several Neighbours had not heard anything about the proposed amendments, so there were obviously issues in sharing this information within the community.

Anonymous

5/08/2024 05:24 PM

See above - - direct notification of residents who would be affected by the proposal - making sure each household in the primary affected areas was notified (even after we were told there were additional letterbox drops, we still didn't get anything) - more local engagement (having only 1 info session at Hallett Cove, and none in my local area, was very frustrating) - being told about the proposal before the closing date of the engagement

Anonymous

5/08/2024 07:09 PM

Call for a vote rather than consultation if making decisions primarily based on community feedback.

Anonymous

5/08/2024 07:59 PM

To my knowledge there were no online meetings , if there were I was not invited nor received invitations.

Anonymous

5/08/2024 08:09 PM

No one will read this. Corrupt council pretend to give people a voice - If the answers don't match their agenda the negative feedback disappears. Close Marion council merge with another council.

Anonymous

5/08/2024 09:40 PM

Don't do a 180 a something we need ...like the train crossing at Brighton...on one small group....!

Anonymous

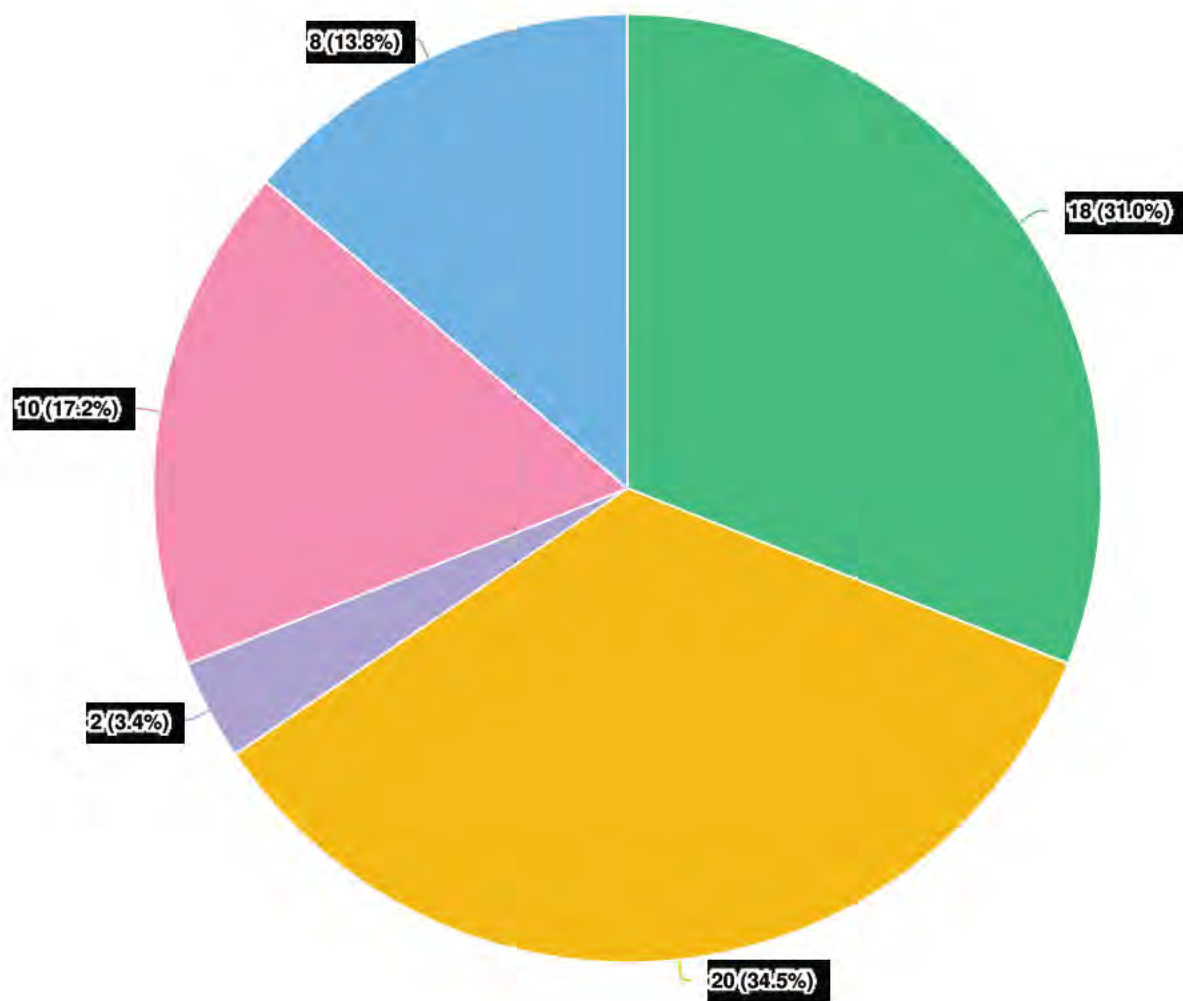
5/10/2024 10:09 AM

Council never follows the wishes of the ratepayers.

Optional question (7 response(s), 51 skipped)

Question type: Essay Question

Q10 I was given sufficient information so that I could take an informed view



Question options

- Strongly agree Somewhat agree Not sure Somewhat disagree Strongly disagree

Mandatory Question (58 response(s))
Question type: Radio Button Question

Q11 | What additional information do you think would have been helpful?

Anonymous

5/08/2024 04:31 PM

i SUBMITTED A LIST OF QUESTIONS ABOUT QUANTITATIVE IMPACTS AND SUCH AS HOW MANY NEW HOUSES, HOW MUCH COULD SERVICES GROW, WHAT WERE INVESTMENTS NEEDED BY COUNCIL TO PGRADE INFRASTRUCTURE. THESE WERE NOT PART OF INITIAL INFORMATION. IN SHORT INSUFFICIENT QUANTITATIVE ANALYSIS ON THE PROPOSED CHANGES. AS A CONSEQUENCE NO INFORMATION WAS AVAILABLE IN BRIEFING SESSIONS TO RATEPAYERS.

Anonymous

5/08/2024 04:35 PM

just being informed as to what was happening.

Anonymous

5/08/2024 05:24 PM

I had to seek out information myself, as I wasn't provided with anything from council notifying me of this proposal. There was information on the website once you were made aware of it. The slope ratio map was useful, but my block has 2 different ratios on it. There wasn't any information or guidance about what rules would apply in this situation. I'm still unclear on what impact the proposal would've had on my property, in terms of ability to subdivide.

Anonymous

5/08/2024 05:30 PM

To much gobblegoog so that the mere mortal cannot understand the proposal. You will do it anyway.

Anonymous

5/08/2024 08:08 PM

To be advised of the final outcome. Still not sure if the downsizing of blocks is a definite no.

Anonymous

5/08/2024 08:21 PM

From conversations I've had with other residents, the information provided was quite hard to understand. A much more user friendly approach would have helped the cause in my view. There was a strong campaign for the against but didn't seem like there much from council for the proposed positives to the amendment. A wasted opportunity if I'm being honest.

Anonymous

5/08/2024 08:46 PM

The information given wasn't very detailed

Anonymous

5/09/2024 03:25 PM

More information in plain language about slope of sites, detailed map showing blocks in this area which are deemed suitable for subdivision and more publicly eg in The Advertiser for older people who do not

have the internet or walk around the area. Most people I questioned knew nothing about this proposal.

Optional question (8 response(s), 50 skipped)

Question type: Essay Question

Q12 | What additional information do you think would have been helpful?

Anonymous

5/08/2024 05:35 PM

False information circulating amongst residents. Elderly residents gained signatures against proposal using false scare monger tactics. Eg. If we allow smaller developments, this will attract lower income residents which will result in more crime. I believe the proposed plan (block size) diagram she was door knocking with was also incorrect in regards to land size.

Anonymous

5/08/2024 05:43 PM

The process provided limited to no context about the significant strategic considerations associated with the proposal. More detailed contextual information should have been provided to highlight the characteristics of our region and how it fits in the broader Adelaide plan. The fact that we have a major public rail network, which traverses through the centre of our suburb was not highlighted, nor was the very close proximity to kindergartens and schools, major sporting complex (hockey/tennis), a new shopping precinct under construction, which will need higher density to survive and thrive and the fact that we're boarded to the West by an open coastline. All of these factors should have been more thoroughly contextualised and presented, perhaps drawing on more macro considerations and comparisons. I understand the survey was aiming to remain biased but as a result it garnered an emotional response as opposed to a more broadly considered one.

Anonymous

5/08/2024 07:09 PM

Was not informed that consultation feedback would be used as the key reason for decisions. Consultation appears to have been a non-mandatory vote. If the support vs no support feedback was communicated as the critical deciding factor I would have either: - Expected a voting / polling process to be formalised by Council and/or; - would have started my own 'pro / support the development amendment' petition that I'm sure would have received more signatures than the 'no' petition. In any consultation or feedback phase, human nature is in the vast majority of populations to: 1. complain if unhappy 2. Say nothing if happy

Anonymous

As indicated above I have been following this for 9 years and live

5/08/2024 07:59 PM

next to the border line of Holdfast Bay in Marino How much advertising was done. The survey taken was botched and a number of people missed in the first delivery. How do we know others were not missed. I vote for a check on all residents if they were aware of the consultation. ! I have spoken to many after the vote that said they did not know anything about it.

Anonymous

5/08/2024 08:09 PM

The information would have been biased, so council could fool the public into a change they do not want. Rich developers destroy existing suburbs to create McMansions and ghetto flats.

Anonymous

5/10/2024 10:09 AM

A report on what the public voted for.

Anonymous

5/13/2024 10:52 AM

The information provided was very one sided and somewhat confusing. The 'Level of Engagement' table in section 4, page 7 of the 'Community Engagement Plan' document downplayed the impact, stating that potential for community outrage is rated medium but that did not seem to match the feel I saw in the community. The 'Southern Suburbs Residential Policy - Code Amendment' document had an interesting map on page 19 which showed 'current development potential on existing policy across affected area'. This map showed there is already a lot of development potential in Shiedow Park, Trott Park and Hallett Cove and minimal potential in Seacombe Heights, Seaview Downs, Seacliff and Marino so the impact these changes would have on Seacombe Heights, Seaview Downs, Seacliff and Marino appears greater. I had to request a copy of the same map (a number of times) showing the development potential for the proposed policy and would like to know why that would not have been included in the consultation document? I believe that is misleading. The 'Charter Principle' stated that Engagement is informed and transparent & Engagement is reviewed and improved. The Engagement Approach under 'Inform' states Council will provide the public with balanced and objective information. To be transparent (and balanced), the map showing the potential development opportunities under the proposed policy should have been included and circulated to the public during this consultation. Information was delivered in a way that could be manipulating the audience: ie a pie chart showing that a larger% voted no and making that large piece of the pie green and a smaller% voted yes and making that piece of the pie red??? really? In what world is green no and red yes? This proposal should never have included the two areas as one - if this ever goes back for consultation it should be done as two seperate zones: Zone Shiedow Park, Trott Park and Hallett Cove which has minimal change to the block sizes. and then Zone Seacombe Heights, Seaview Downs, Seacliff and Marino where the impact of these

potential changes would have been a lot greater ie the change in block sizes is much more significant than the change in Zone Shiedow Park, Trott Park and Hallett Cove

Anonymous

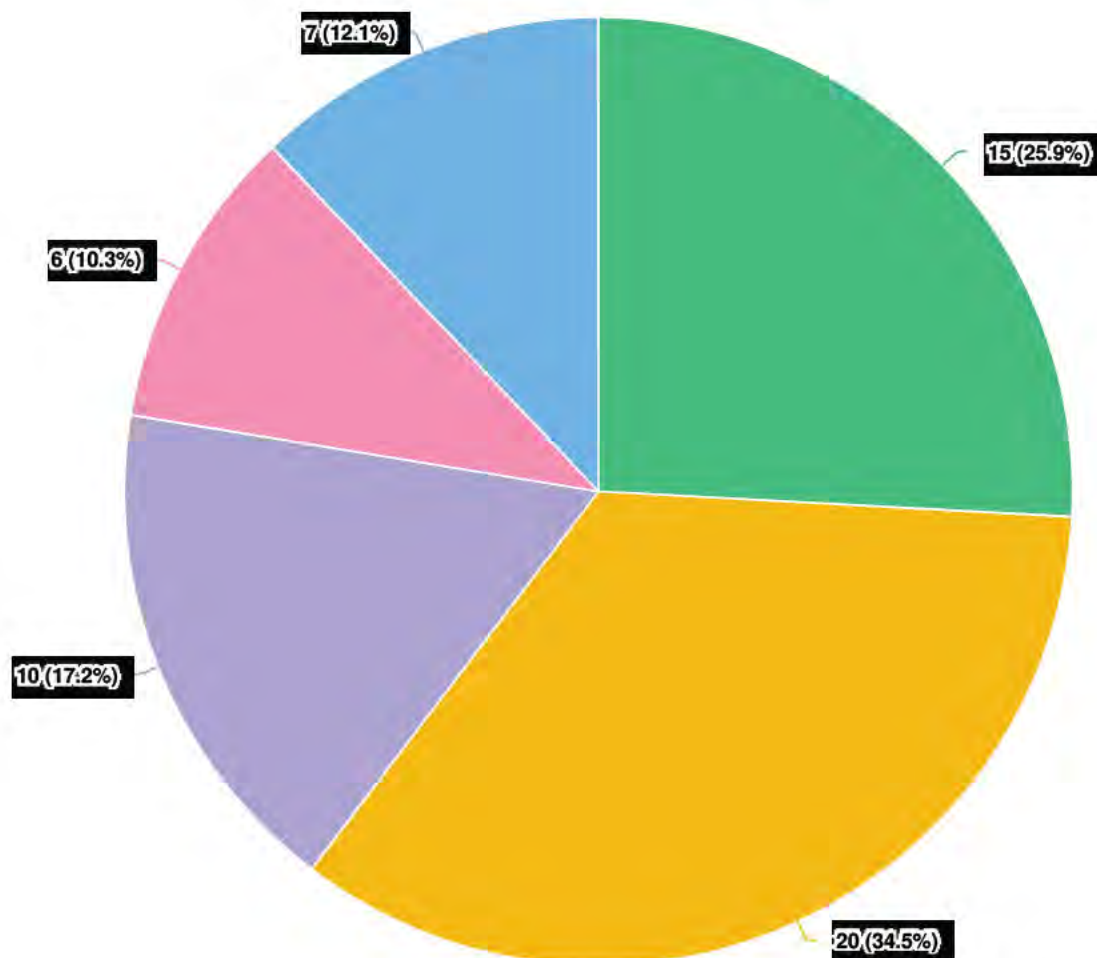
5/15/2024 04:14 PM

Aside from the need to ensure ALL households receive a letter, preferably by personally addressed post; the general language used was difficult for many residents to understand. They found it confusing about who was affected and what exactly was being proposed. As stated in my Petition, with the lack of clarity and no real appreciation of the scope of the proposal and its negative impacts, many felt no inclination to investigate. All described councils letter as vague in its intent.

Optional question (8 response(s), 50 skipped)

Question type: Essay Question

Q13 I felt informed about why I was being asked for my view and the way it would be considered.



Question options

Strongly agree Somewhat agree Not sure Somewhat disagree Strongly disagree

Mandatory Question (58 response(s))

Question type: Radio Button Question

Q14 | What would have assisted you in understanding why your were being informed and how your feedback would be considered?

Anonymous

5/08/2024 05:16 PM

The value of the different forms of feedback. For example, I completed the survey however it seems as though the qualitative data was highly valued in the decision. I wish I had attended the information night as perhaps this is where focus groups/qualitative data was taken. I had all the information I needed from the documents provided so didn't think it was necessary to attend.

Anonymous

5/08/2024 05:19 PM

Genuine consideration of the communities' views would have helped. Communities do not want smaller block sizes, and do not want restrictions on how they can develop the land that they own.

Anonymous

5/08/2024 05:35 PM

I feel council had already made up their mind, and asking residents for input was just a formality.

Anonymous

5/09/2024 03:25 PM

More detailed communication from written, Council and media sources.

Optional question (4 response(s), 54 skipped)

Question type: Essay Question

Q15 | What would have assisted you in understanding why your were being informed and how your feedback would be considered?

Anonymous

5/08/2024 05:30 PM

My feedback will not be considered. I have no confidence that the council would consider my opinion. This proposal will go through whether we like it or not.

Anonymous

5/08/2024 07:09 PM

A decision that aligned to Councils Strategic Plan and State Government housing development policy / direction. The feedback of a vast minority of the population in the affected area was considered in the decision making. My understanding was that council were making the amendment based on their strategic plan and State Government policy to increase housing availability in metropolitan Adelaide. The consultation feedback from 100 odd people who provided in factual reasoning to not proceed was then used to make a decision against Councils Strategic Plan and State Governments policy / direction on housing development.

Anonymous

5/08/2024 07:59 PM

To this day I have raised a lot of noise and obviously concerns yet I am still not heard. A Change of council and mayor are in good order as many are just too comfortable in their positions it seems.

Anonymous

5/08/2024 08:09 PM

As above, no one will read this. Data will probably be imported into AI or given to the work experience student 1 week out of uni, while corrupt councilors go out for a long lunch and exchange cash filled envelopes, from international developers.

Anonymous

5/10/2024 10:09 AM

No feedback provided at all

Anonymous

5/15/2024 04:14 PM

- The first step is to personally address all important correspondence such as rezoning proposals. - After that is achieved, plain language will help all rate payers to understand what is being proposed. - Giving a list of available avenues of response will further participation. Ensure those avenues all work; this was not the case. - Be prepared to accept ALL responses without prejudice. Thank you.

Optional question (6 response(s), 52 skipped)

Question type: Essay Question