

Development Plan Amendment

By the Minister

Norwood Payneham & St Peters (City), Unley (City), Burnside (City) and West Torrens Council Development Plans

Inner and Middle Metropolitan Corridor (Design) Development Plan Amendment

For Approval

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



.....
Minister's Signature

19 DEC 2017

.....
Date of Gazette

Approval DPA

Background

The Inner and Middle Metropolitan Corridor (Design) Development Plan Amendment (DPA) by the Minister amends the Norwood Payneham & St Peters (City), Unley (City), Burnside (City) and West Torrens Council Development Plans.

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

- An Initiation Document agreed on 22 February 2017
- A DPA released for concurrent agency, council and public consultation from 30 May 2017 to 25 July 2017
- Four (4) Public Meetings conducted by the State Planning Commission (SPC) Public Meeting Panel (in conjunction with the Inner and Middle Metropolitan [Sites] DPA) on 8, 15, 21 and 24 August 2017 at the Sage Hotel, Adelaide.

Consultation

A total of thirty-three (33) public submissions were received on the DPA during the consultation period. This included five (5) Council submissions. Four (4) agency submissions were also received in relation to the DPA and eight (8) verbal submissions were made at the Public Meetings.

Approval Stage

Based on a review of all submissions and in consideration of the recommendations of the SPC, a number of alterations have been made to the Amendment. This includes the following general changes to the affected Development Plans:

- (a) Removal of a requirement (in a 'Design and Appearance' PDC in the Medium and High Rise Development general module) which would have restricted the use of paint as a suitable building façade treatment for upper building levels. The decision was made on the basis that paint is considered to be a versatile (multi-purpose) building material and product.
- (b) A range of other minor alterations have been made to the DPA in accordance with those identified in the Summary of Submissions tables.
- (c) A list of additional design matters identified in Council submissions for further consideration as part of the [Design] DPA will instead be further explored as part of the preparation of the new Planning and Design Code.

Amendment Instructions Table

Name Of Local Government Area: City of Burnside

Name of Development Plan: Burnside (City) Development Plan

Name of DPA: Inner and Middle Metropolitan Corridor (Design) DPA

The following amendment instructions (at the time of drafting) relate to the Burnside (City) Development Plan consolidated on 30 May 2017.

Where amendments to this Development Plan have been authorised after the aforementioned consolidation date, consequential changes to the following amendment instructions will be made as necessary to give effect to this amendment.

To give effect to the amendments authorised for interim operation on 30 May 2017, except where varied as follows:

Amendment Instruction Number	Method of Change	Detail what in the Development Plan is to be amended, replaced, deleted or inserted. If applicable, detail what material is to be inserted and where. Use attachments for large bodies of material.	Is Renumbering required (Y/N)	Subsequent Policy cross references requiring update (Y/N)
COUNCIL WIDE / GENERAL SECTION PROVISIONS (including figures and illustrations contained in the text)				
Amendments required: Yes				
Design and Appearance				
1.	Insert	In PDC 26 under the sub-heading “ Relationship to the Street and Public Realm ”, the following after part (d): “(f) including awnings, eaves, verandahs or similar, to the street where setbacks and ground floor uses allow.”	N	N
Medium and High Rise Development (3 or More Storeys)				
2.	Insert	In Objective 65 the following text in part (f) after the words “.....high quality fit for purpose landscaping”: “, green walls and roofs”	N	N
3.	Delete	From PDC 212 under the sub-heading “ Design and Appearance ”, the following text: “, and avoiding painted surfaces particularly above ground level”	N	N
4.	Insert	In PDC 213 under the sub-heading “ Design and Appearance ” the following text in part (a) directly after “louvres” and before “and openable walls”: “, green facades”	N	N

**Inner and Middle Metropolitan Corridor (Design) DPA
by the Minister
Amendment Instructions Table (Burnside (City) Development Plan)**

5.	Replace	<p>PDC 214 under the sub-heading of “Street Interface” with the following updated PDC:</p> <p>“214 Development facing the street should be designed to provide attractive, high quality and pedestrian friendly street frontage(s) by:</p> <ul style="list-style-type: none"> (a) incorporating active uses such as shops or offices, prominent entry areas for multi-storey buildings (where it is a common entry), habitable rooms of dwellings, and areas of communal public realm with public art or the like where consistent with the Zone and / or Policy Area provisions (b) providing a well landscaped area that contains a deep soil zone space for a medium to large tree in front of the building (except in a High Street Policy Area or other similar location where a continuous ground floor façade aligned with the front property boundary is desired). <p>One way of achieving this is to provide a 4 metre x 4 metre deep soil zone area in front of the building.</p> <ul style="list-style-type: none"> (c) designing building façades that are well articulated by creating contrasts between solid elements (such as walls) and voids (for example windows, doors and balcony openings) (d) positioning services, plant and mechanical equipment (such as substations, transformers, pumphooms and hydrant boosters, car park ventilation) in discreet locations, screened or integrated with the façade (e) ensuring ground, undercroft, semi-basement and above ground parking does not detract from the streetscape (f) minimising the number and width of driveways and entrances to car parking areas to reduce the visual dominance of vehicle access points and impacts on street trees and pedestrian areas.” 	N	N
6.	Insert	<p>In PDC 219 under the sub-heading of “Street Interface” the following text directly after “design features such as the” and before “, elevation of ground floors...”:</p> <p style="text-align: center;">“orientation”</p>		
7.	Replace	<p>The design technique under PDC 219 with the following:</p> <p>“One way of achieving this is for ground floor level dwellings in multi-storey developments to be raised by up to 1.2 metres (provided access is not compromised where relevant)”</p>		

**Inner and Middle Metropolitan Corridor (Design) DPA
by the Minister
Amendment Instructions Table (Burnside (City) Development Plan)**

8.	Insert	<p>In PDC 221 under the sub-heading of “Building Separation and Outlook” the following text directly after “visual outlook to public,” and before “or private open space”:</p> <p>“communal”</p>		
9.	Delete	<p>From PDC 233 under the sub-heading of “Site Facilities and Storage” , the following text:</p> <p>“commercial”</p>		

Amendment Instructions Table				
Name Of Local Government Area: City of Norwood Payneham and St Peters				
Name of Development Plan: Norwood Payneham and St Peters (City) Development Plan				
Name of DPA: Inner and Middle Metropolitan Corridor (Design) DPA				
<p><i>The following amendment instructions (at the time of drafting) relate to the Norwood Payneham and St Peters (City) Development Plan consolidated on 30 May 2017.</i></p> <p><i>Where amendments to this Development Plan have been authorised after the aforementioned consolidation date, consequential changes to the following amendment instructions will be made as necessary to give effect to this amendment.</i></p> <p><i>To give effect to the amendments authorised for interim operation on 30 May 2017, except where varied as follows:</i></p>				
Amendment Instruction Number	Method of Change	Detail what in the Development Plan is to be amended, replaced, deleted or inserted. If applicable, detail what material is to be inserted and where. Use attachments for large bodies of material.	Is Renumbering required (Y/N)	Subsequent Policy cross references requiring update (y/N)
COUNCIL WIDE / GENERAL SECTION PROVISIONS (including figures and illustrations contained in the text)				
Amendments required: Yes				
Medium and High Rise Development (3 or More Storeys)				
1.	Insert	In Objective 64 the following text in part (f) after the words “.....high quality fit for purpose landscaping”: “ , green walls and roofs”	N	N
2.	Delete	From PDC 265 under the sub-heading “ Design and Appearance ”, the following text: “ , and avoiding painted surfaces particularly above ground level”	N	N
3.	Insert	In PDC 266 under the heading of “ Design and Appearance ”, the following text in part (a) directly after “louvres” and before “and openable walls...”: “ , green facades”	N	N

Inner and Middle Metropolitan Corridor (Design) DPA
by the Minister

Amendment Instructions Table: Norwood, Payneham and St Peters (City) Development Plan

4.	Replace	<p>PDC 267 under the sub-heading of “Street Interface” with the following updated PDC:</p> <p>“214 Development facing the street should be designed to provide attractive, high quality and pedestrian friendly street frontage(s) by:</p> <ul style="list-style-type: none"> (a) incorporating active uses such as shops or offices, prominent entry areas for multi-storey buildings (where it is a common entry), habitable rooms of dwellings, and areas of communal public realm with public art or the like where consistent with the Zone and / or Policy Area provisions (b) providing a well landscaped area that contains a deep soil zone space for a medium to large tree in front of the building (except in a High Street Policy Area or other similar location where a continuous ground floor façade aligned with the front property boundary is desired). <p>One way of achieving this is to provide a 4 metre x 4 metre deep soil zone area in front of the building</p> <ul style="list-style-type: none"> (c) designing building façades that are well articulated by creating contrasts between solid elements (such as walls) and voids (for example windows, doors and balcony openings) (d) positioning services, plant and mechanical equipment (such as substations, transformers, pumphooms and hydrant boosters, car park ventilation) in discreet locations, screened or integrated with the façade (e) ensuring ground, undercroft, semi-basement and above ground parking does not detract from the streetscape (f) minimising the number and width of driveways and entrances to car parking areas to reduce the visual dominance of vehicle access points and impacts on street trees and pedestrian areas.” 	N	N
5.	Insert	<p>In PDC 272 under the sub-heading of “Street Interface” the following text directly after “design features such as the” and before “, elevation of ground floors...”:</p> <p>“orientation”</p>	N	N
6.	Replace	<p>The design technique under PDC 272 with the following:</p> <p>“One way of achieving this is for ground floor level dwellings in multi-storey developments to be raised by up to 1.2 metres (provided access is not compromised where relevant)”</p>	N	N

Inner and Middle Metropolitan Corridor (Design) DPA
by the Minister

Amendment Instructions Table: Norwood, Payneham and St Peters (City) Development Plan

7.	Insert	In PDC 274 under the sub-heading of “ Building Separation and Outlook ” the following text directly after “visual outlook to public,” and before “or private open space”: “communal”		
8.	Delete	From PDC 286 under the sub-heading of “ Site Facilities and Storage ” , the following text: “commercial”	N	N

Amendment Instructions Table

Name of Local Government Area: City of Unley

Name of Development Plan: Unley (City) Development Plan

Name of DPA: Inner and Middle Metropolitan Corridor (Design) DPA

The following amendment instructions (at the time of drafting) relate to the Unley (City) Development Plan consolidated on 4 July 2017.

Where amendments to this Development Plan have been authorised after the aforementioned consolidation date, consequential changes to the following amendment instructions will be made as necessary to give effect to this amendment.

To give effect to the amendments authorised for interim operation on 30 May 2017, except where varied as follows:

Amendment Instruction Number	Method of Change	Detail what in the Development Plan is to be amended, replaced, deleted or inserted. If applicable, detail what material is to be inserted and where. Use attachments for large bodies of material.	Is Renumbering required (Y/N)	Subsequent Policy cross references requiring update(Y/N)
COUNCIL WIDE / GENERAL SECTION PROVISIONS (including figures and illustrations contained in the text)				
Amendments required: Yes				
Design and Appearance				
1.	Insert	In PDC 16 under the sub-heading of “ Relationship to the Street and Public Realm ” the following after part (d): “(f) including awnings, eaves, verandahs or similar, to the street where setbacks and ground floor uses allow.”	N	N
Medium and High Rise Development (3 or More Storeys)				
2.	Insert	In Objective 5 the following text in part (f) after the words “.....high quality fit for purpose landscaping”: “, green walls and roofs”	N	N
3.	Delete	From PDC 6 under the sub-heading “ Design and Appearance ”, the following text: “, and avoiding painted surfaces particularly above ground level.”	N	N

**Inner and Middle Metropolitan Corridor (Design) DPA
by the Minister
Amendment Instructions Table: Unley (City) Development Plan**

4.	Insert	In PDC 7 under the sub-heading of “ Design and Appearance ”, the following text in part (a) directly after “louvres” and before “and openable walls...”: “green facades”	N	N
5.	Replace	PDC 8 under the sub-heading “ Street Interface ”, with the following updated PDC: “8 Development facing the street should be designed to provide attractive, high quality and pedestrian friendly street frontage(s) by: (a) incorporating active uses such as shops or offices, prominent entry areas for multi-storey buildings (where it is a common entry), habitable rooms of dwellings, and areas of communal public realm with public art or the like where consistent with the Zone and / or Policy Area provisions (b) providing a well landscaped area that contains a deep soil zone space for a medium to large tree in front of the building (except in a High Street Policy Area or other similar location where a continuous ground floor façade aligned with the front property boundary is desired). One way of achieving this is to provide a 4 metre x 4 metre deep soil zone area in front of the building (c) designing building façades that are well articulated by creating contrasts between solid elements (such as walls) and voids (for example windows, doors and balcony openings) (d) positioning services, plant and mechanical equipment (such as substations, transformers, pumphooms and hydrant boosters, car park ventilation) in discreet locations, screened or integrated with the façade (e) ensuring ground, undercroft, semi-basement and above ground parking does not detract from the streetscape (f) minimising the number and width of driveways and entrances to car parking areas to reduce the visual dominance of vehicle access points and impacts on street trees and pedestrian areas.”	N	N
6.	Insert	In PDC 13 under the sub-heading of “ Street Interface ” the following text directly after “design features such as the” and before “, elevation of ground floors...”: “orientation”	N	N
7.	Replace	The design technique under PDC 13 with the following: “One way of achieving this is for ground floor level dwellings in multi-storey developments to be raised by up to 1.2 metres (provided access is not compromised where relevant)”	N	N

**Inner and Middle Metropolitan Corridor (Design) DPA
by the Minister
Amendment Instructions Table: Unley (City) Development Plan**

8.	Insert	In PDC 15 under the sub-heading of “ Building Separation and Outlook ” the following text directly after “visual outlook to public,” and before “or private open space”: “communal”	N	N
9.	Delete	From PDC 27 under the sub-heading of “ Site Facilities and Storage ”, the following text: “commercial”	N	N

Amendment Instructions Table

Name Of Local Government Area: City of West Torrens

Name of Development Plan: West Torrens Council Development Plan

Name of DPA: Inner and Middle Metropolitan Corridor (Design) DPA

The following amendment instructions (at the time of drafting) relate to the West Torrens Council Development Plan consolidated on 30 May 2017.

Where amendments to this Development Plan have been authorised after the aforementioned consolidation date, consequential changes to the following amendment instructions will be made as necessary to give effect to this amendment.

To give effect to the amendments authorised for interim operation on 30 May 2017, except where varied as follows:

Amendment Instruction Number	Method of Change	Detail what in the Development Plan is to be amended, replaced, deleted or inserted. If applicable, detail what material is to be inserted and where. Use attachments for large bodies of material.	Is Renumbering required (Y/N)	Subsequent Policy cross references requiring update(Y/N) i
COUNCIL WIDE / GENERAL SECTION PROVISIONS (including figures and illustrations contained in the text)				
Amendments required: Yes				
Design and Appearance				
1.	Insert	In PDC 16 under the sub-heading of “ Relationship to the Street and Public Realm ” the following after part (d): “(f) including awnings, eaves, verandahs or similar, to the street where setbacks and ground floor uses allow.”	N	N
Medium and High Rise Development (3 or More Storeys)				
2.	Insert	In Objective 5 the following text in part (f) after the words “.....high quality fit for purpose landscaping”: “, green walls and roofs”	N	N
3.	Delete	From PDC 6 under the sub-heading “ Design and Appearance ”, the following text: “, and avoiding painted surfaces particularly above ground level”	N	N

**Inner and Middle Metropolitan Corridor (Design) DPA
by the Minister
Amendment Instructions Table: West Torrens Council Development Plan**

4.	Insert	In PDC 7 under the sub-heading of “ Design and Appearance ” the following text in part (a) directly after “louvres” and before “and openable walls...”: “, green facades”	N	N
5.	Replace	PDC 8 under the heading of “Street Interface” with the following updated PDC: “8 Development facing the street should be designed to provide attractive, high quality and pedestrian friendly street frontage(s) by: (a) incorporating active uses such as shops or offices, prominent entry areas for multi-storey buildings (where it is a common entry), habitable rooms of dwellings, and areas of communal public realm with public art or the like where consistent with the Zone and / or Policy Area provisions (b) providing a well landscaped area that contains a deep soil zone space for a medium to large tree in front of the building (except in a High Street Policy Area or other similar location where a continuous ground floor façade aligned with the front property boundary is desired). One way of achieving this is to provide a 4 metre x 4 metre deep soil zone area in front of the building (c) designing building façades that are well articulated by creating contrasts between solid elements (such as walls) and voids (for example windows, doors and balcony openings) (d) positioning services, plant and mechanical equipment (such as substations, transformers, pumprooms and hydrant boosters, car park ventilation) in discreet locations, screened or integrated with the façade (e) ensuring ground, undercroft, semi-basement and above ground parking does not detract from the streetscape (f) minimising the number and width of driveways and entrances to car parking areas to reduce the visual dominance of vehicle access points and impacts on street trees and pedestrian areas.”	N	N
6.	Insert	In PDC 13 under the sub-heading of “ Street Interface ” the following text directly after “design features such as the” and before “, elevation of ground floors...”: “orientation”	N	N
7.	Replace	The design technique under PDC 13 with the following: “One way of achieving this is for ground floor level dwellings in multi-storey developments to be raised by up to 1.2 metres (provided access is not compromised where relevant)”	N	N

Inner and Middle Metropolitan Corridor (Design) DPA
by the Minister
Amendment Instructions Table: West Torrens Council Development Plan

8.	Insert	In PDC 15 under the sub-heading of “ Building Separation and Outlook ” the following text directly after “visual outlook to public,” and before “or private open space”: “communal”		
9.	Delete	From PDC 27 under the sub-heading of “ Site Facilities and Storage ” , the following text: “commercial”		

Development Plan Amendment

By the Minister

Burnside (City)
Norwood, Payneham & St Peters (City)
Unley (City)
West Torrens Council Development Plans Affected

Inner and Middle Metropolitan Corridor (Design) Development Plan Amendment

Executive Summary and Analysis

For Consultation



Government of South Australia

Department of Planning,
Transport and Infrastructure

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by the Minister
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DEVELOPMENT PLAN AMENDMENT SUMMARY

INTRODUCTION

The Minister for Planning has released the Inner and Middle Metropolitan Corridor (Design) Development Plan Amendment (DPA) for consultation.

The DPA proposes to update planning policies applicable to medium and high rise developments in those areas zoned “Urban Corridor” in 2013 to:

- Improve the design quality and integration with nearby low scale residential areas.
- Provide better outcomes for the streetscapes and the public realm.
- Improve the form and appearance of new developments.
- Provide better relationships between nearby medium and high rise developments.

The amendment is in operation on an interim (temporary) basis for 12 months from 30 May 2017. This means that the policy changes are in effect while the Minister consults with the community and considers the amendment. Interim operation is only used when it is considered necessary to ensure orderly and proper development in the area affected by the DPA.

Inner and Middle Metropolitan Corridor (Sites) DPA

This DPA has been released for consultation concurrently with the Inner and Middle Metropolitan Corridor (Sites) DPA, which proposes to rezone a number of strategic sites or areas along important transit corridors identified in *The 30-Year Plan for Greater Adelaide*.

Refer to the SA Planning Portal at:

www.saplanningportal.sa.gov.au/en/consultation for an overview of this DPA.

Design Guidelines (Draft for Consultation)

Both the above DPAs have also been released in conjunction with the Design Guidelines (Draft for Consultation), which have been drafted as an aspirational, best practice guide that supports high quality design outcomes beyond the minimum statutory requirements.

Refer to:

<http://www.odasa.sa.gov.au> for an overview of these draft guidelines.

HAVE YOUR SAY

The Development Plan Amendment is on consultation for eight weeks.

Submissions are due on Tuesday 25 July 2017.

Submissions are to be addressed to:

The Presiding Member, DPAC, c/- Department of Planning, Transport and Infrastructure:

- by post: GPO Box 1815, Adelaide SA 5001, or
- by website: www.saplanningportal.sa.gov.au/en/consultation

The Development Policy Advisory Committee is an independent committee appointed by the Minister for Planning. Its role is to receive and consider submissions on the DPA and provide advice to the Minister for Planning.

The Committee will hold a public meeting on **Tuesday 8 August 2017** if submitters identify on their submissions that they would like to present a submission verbally.

If you would like more information on the DPA two public information sessions will be held on:

- **Thursday 15 June 2017** from 4.00pm to 6.30pm at Don Pyatt Hall, 175 The Parade Norwood (entrance off George Street), or
- **Thursday 22 June 2017** from 4.00pm to 6.30pm at the Latvian Hall, 4 Clark Street, Wayville.

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

Public submissions will be made available on **Wednesday 26 July 2017** following the consultation period unless marked confidential.

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

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

THE AREA AFFECTED BY POLICY CHANGE

This DPA proposes to change planning policy at the General (Council-wide) level which applies to the Urban Corridor Zone and related Policy Areas that were introduced by the Inner Metropolitan Growth [Stage 1] DPAs in 2013. These locations are described below:

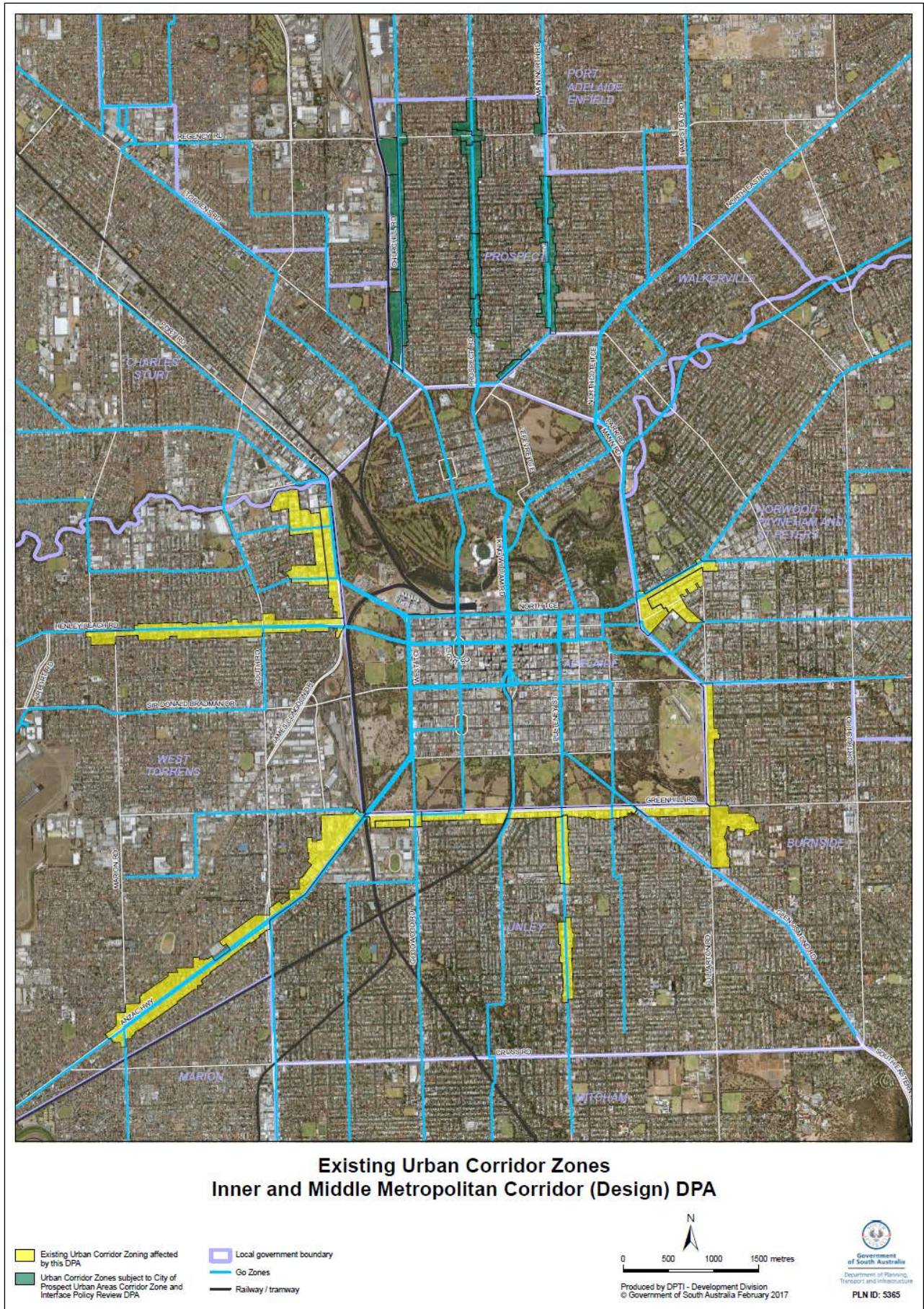
Council Area	General level (Council/City Wide Provisions)	Zone Affected	Policy Areas Affected
Burnside	<ul style="list-style-type: none"> Design and Appearance of Land and Buildings Medium and High Rise Development (3 or More Storeys) 	<ul style="list-style-type: none"> Urban Corridor 	<ul style="list-style-type: none"> Boulevard Policy Area Transit Living (Glenside) Policy Area
Norwood Payneham and St Peters	<ul style="list-style-type: none"> Design and Appearance of Land and Buildings Medium and High Rise Development (3 or More Storeys) 	<ul style="list-style-type: none"> Urban Corridor 	<ul style="list-style-type: none"> Boulevard Policy Area Business Policy Area High Street Policy Area
Unley	<ul style="list-style-type: none"> Design and Appearance Medium and High Rise Development (3 or More Storeys) 	<ul style="list-style-type: none"> Urban Corridor 	<ul style="list-style-type: none"> Boulevard (Greenhill Road) Policy Area High Street (Unley Road) Policy Area
West Torrens	<ul style="list-style-type: none"> Design and Appearance Medium and High Rise Development (3 or More Storeys) 	<ul style="list-style-type: none"> Urban Corridor 	<ul style="list-style-type: none"> Boulevard Policy Area 34 High Street Policy Area 35 Transit Living Policy Area 36 Business Policy Area 37

Note: The existing Urban Corridor Zones in the City of Prospect are not affected by this DPA but are subject to a DPA being prepared by the City of Prospect (The Urban Corridor Zone and Interface Policy Review DPA).

The location of the existing Urban Corridor Zones in Inner and Middle Metropolitan Adelaide are indicated in **Figure 1**:

The Inner and Middle Metropolitan Corridor (Design) DPA
 by the Minister
 Summary

Figure 1: Existing Urban Corridor Zones



WHY WE ARE CHANGING PLANNING POLICY

Since the Urban Corridor Zone was introduced into the affected Council Development Plans in 2013, approximately 125 development applications, \$738 million in investments and 2700 new dwellings have been assessed, approved or constructed in the zone (as of May 2017).

While the introduction of the zone has been successful in encouraging development along Prospect's main roads (ie Prospect Road, Churchill Road and Main North Road), there are a number of approved development examples which demonstrate that development outcomes could be further enhanced by a targeted DPA addressing a number of design matters.

In essence, the experience and knowledge gained from a number of recent Urban Corridor Zone developments now provides an opportunity to refine and improve those general (Council-wide) policies that apply to the Urban Corridor Zone.

THE STRATEGIC CONTEXT

The 30-Year Plan for Greater Adelaide (30-Year Plan) is the government's vision for the future of Adelaide over the next 30 years. The updated 30-Year Plan aims to increase the amount of infill development — houses built within the existing city footprint — compared to fringe development from a 50:50 annual split in 2010 to 85:15 split annually. The previous 2010 target of a 70:30 split has already been met. It also seeks to create inclusive, vibrant and liveable communities, sustain natural resources whilst endeavouring to protect the regional hinterlands and primary production areas of the urban fringe. The cost of infrastructure for fringe development is significantly higher than for infill. Smaller housing reduces our carbon footprint through reduced energy consumption and higher densities leads to viable public transport services.

It is well recognised that allowing for growth in inner and middle metropolitan areas has a number of important benefits:

- Supports a more efficient public transport network (including the electrification of rail network and new tram services).
- Provides much-needed housing choices for smaller households (particularly older people, young adults and small families).
- Reduces pressures for urban expansion into significant natural environments and food-producing areas (such as the Adelaide Hills and the Northern Adelaide Plains).
- Enables a larger number of people to enjoy the benefits offered by living close to jobs, public transit and other services.
- Makes the most of existing infrastructure, avoiding the need for expensive extensions on the urban fringe.

**The Inner and Middle Metropolitan Corridor (Design) DPA
by the Minister
Summary**

The scope of this DPA is therefore “not to turn back the clock” with respect to promoting alternative and higher density developments in the Urban Corridor Zone but rather to promote more appropriately designed medium to higher density development within the zone consistent with the key strategies of The 30-Year Plan Update below:



Figure 2: Key Strategies – 30 Year Plan for Greater Adelaide 2016 Update

SUMMARY OF POLICY CHANGES

After working in collaboration with the City of Prospect and other stakeholder groups (including the Office of Design and Architecture SA) and reviewing current development outcomes in the Urban Corridor Zone, the policy changes in this DPA will focus on making amendments to address the following key issues in the Medium and High Rise (3 or More Storeys) and Design and Appearance general modules:

Amendments to the Medium and High Rise Development (3 or more storeys) general module

Building Appearance

- New links for design to local context – proportions, materials, parapet heights etc.
- Provide greater sense of depth through provision of eaves, awnings, verandas etc.
- Reduce visual mass by breaking up facades into distinct elements.
- Balconies/window separation – 6 metre separation from balconies and habitable room windows between adjoining buildings.

Zone Interface

- Increased 6 metre setback where a medium rise building is directly adjacent to a zone boundary, so medium to large trees can be incorporated into a landscape buffer.
- Single or two storey building elements can still locate closer in accordance with current setback and building envelope.

Street Interface

- Provide interest at the street level by incorporating features such as:
 - shops / consulting rooms
 - habitable rooms
 - communal areas (eg bike storage)
 - prominent entry

- Provide well landscaped areas including deep root zone space (ie large trees).
- Screening services and mechanical equipment.
- Minimise width of driveways.
- Ensure carparking is screened.
- Designing facades to have good contrast using glass and solid elements.

Landscaping

- Stronger emphasis on on-site landscaping,
- Provide deep root soil landscaping or offset by use of planter boxes and green walls.

Amendments to the Design and Appearance General Module

In relation to the Design and Appearance general policies, the following minor amendments are proposed:

- Minimising overlooking by using appropriate site layout and building orientation and avoiding direct line of sight by offsetting balconies and windows.
- Strengthening the need for development to provide interesting and pedestrian friendly street frontages.

LEGISLATIVE REQUIREMENTS

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

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

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

ANALYSIS

1. BACKGROUND

1.1 STAGE 1 OF INNER METROPOLITAN GROWTH

In October 2013 the State Government introduced a package of planning reforms for the inner city suburbs to build on the success of reforms introduced for the Adelaide Central Business District (CBD) that laid the essential groundwork for the CBD's revitalisation.

This package was introduced to allow more people to enjoy the benefits of an inner city lifestyle in well-designed contemporary housing that reflects the way many people want to live, with access to public spaces, efficient public transport services and the vibrant lifestyle for which Adelaide is becoming renowned.

The planning package included:

- Rezoning of key areas for urban renewal in partnership with affected councils in the inner metropolitan area (through the Inner Metropolitan Growth [Stage 1] DPAs).
- Assessment of development applications in this area by the independent Development Assessment Commission for development over four storeys in height.
- An expanded role for the Government Architect, supported by the design review panel, to better respond to the community's need for high quality design in the rezoned areas where the Development Assessment Commission is the planning authority.

These changes have been successful to date. In the areas already zoned Urban Corridor, over \$700 million worth of proposals and more than 2700 residential apartments / dwellings (as at May 2017) have been assessed, approved or constructed (refer to **Appendix A** for an overview of these projects and breakdown by Council area).

1.2 DESIGN REVIEW

Design Review is now an essential part of the planning process within the City of Adelaide and those inner metropolitan locations zoned 'Urban Corridor' above 4 storeys in height. Referral of relevant development applications to the Government Architect was introduced through legislative changes in April 2012 as part of the governments Vibrant City initiative, and included the establishment of a design review service to inform advice from the Government Architect to the Development Assessment Commission (DAC).

For further information on the current design review process visit www.odasa.sa.gov.au.

1.3 REFINEMENT OF DESIGN POLICIES BASED ON EXPERIENCE

The above changes have been successful in stimulating the development of new forms of housing within the city and some inner metropolitan corridors. Many new residents are now enjoying the benefits of city living as indicated in the following New Invest Map (**Figure 3**) that can be found at:

www.saplanningportal.sa.gov.au/snapshot_sa/metropolitan_adelaide_investment.

With 125 development proposals involving more than 2700 residential apartments now assessed and many constructed, some refinement of design related planning policies have been identified. These refinements are now being introduced through this DPA and the Capital City Policy Review (Design Quality) DPA for the City of Adelaide.

**The Inner and Middle Metropolitan Corridor (Design) DPA
by the Minister
Analysis**

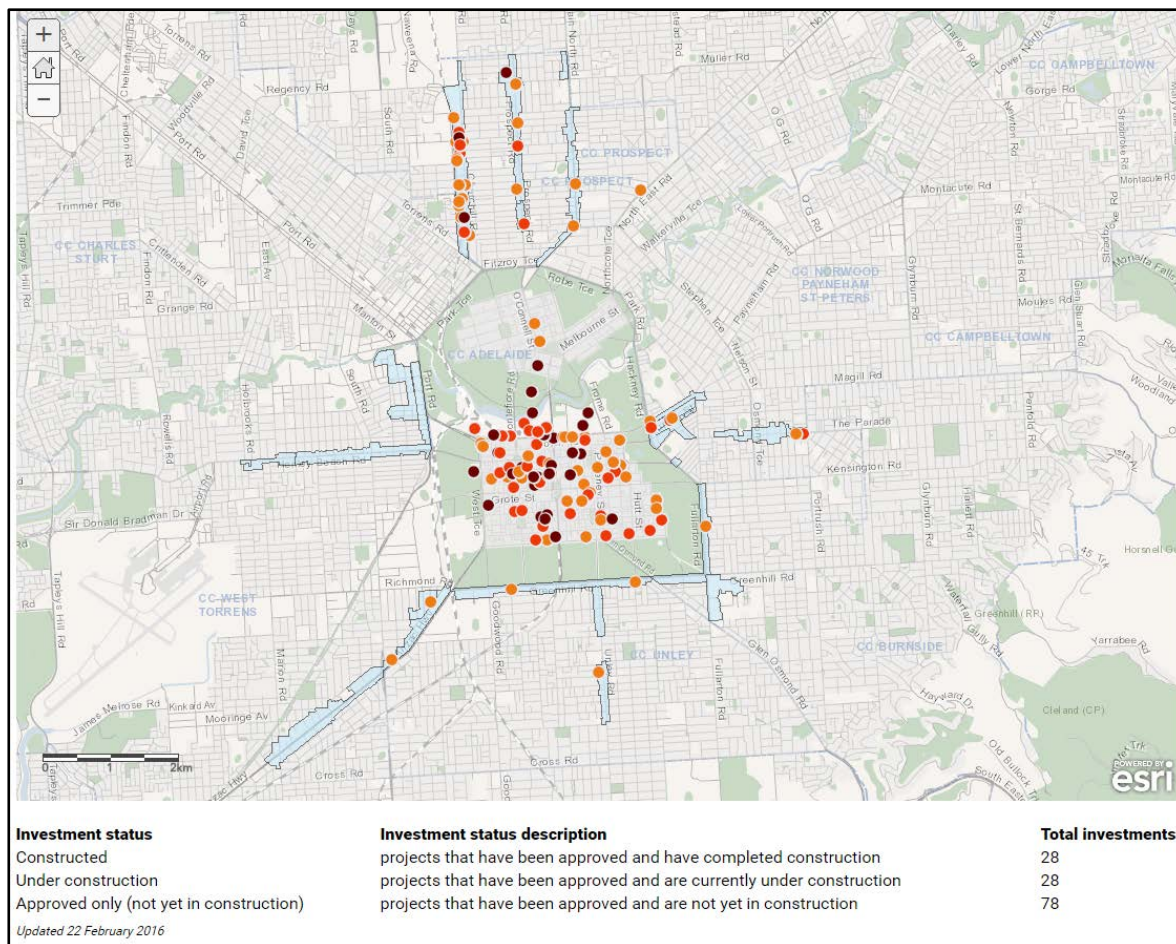


Figure 3: New Investment Map (Source: SA Planning Portal website)

1.4 DESIGN GUIDELINES (DRAFT FOR CONSULTATION) AND TRANSITION INTO A NEW PLANNING SYSTEM

The Design Guidelines (Draft for Consultation) have been established as an aspirational, best practice guide that supports high quality design outcomes beyond the minimum statutory requirements.

Although the Design Guidelines do not have statutory role, they are intended to inform the development of any relevant DPAs that concern residential development and have a direct role to play in guiding the policies produced in this DPA.

While this DPA has been prepared under the existing *Development Act, 1993* it has been done so with transition to the new planning system in mind. In 2016, a major overhaul of the South Australia’s planning system began with the introduction of the new *Planning, Development and Infrastructure Act, 2016* that will be brought into operation over the next five years. This will include new approaches for development assessment and see the introduction of a Planning & Design Code.

These Design Guidelines are intended to underpin the operation of the future *Planning and Design Code* under the *Planning, Development and Infrastructure Act 2016* but are relevant now as the planning system begins to transition to the new format.

Further information on the *Design Guidelines (Draft for Consultation)* can be found at www.odasa.sa.gov.au.

2. THE STRATEGIC CONTEXT AND POLICY DIRECTIONS

2.1 CONSISTENCY WITH SOUTH AUSTRALIA'S STRATEGIC PLAN

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

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

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

Table 1: Strategic Plan Summary

Strategic Plan Priorities/Goals/Targets	Comment
Our Community	
Goal: New developments are people friendly, with open spaces and parks connected by public transport and bikeways.	The draft policy framework which will improve urban design outcomes in the Urban Corridor Zone supports pedestrian and cycle friendly environments.
Our Health	
Goal: We educate young people about healthy living.	The land use outcomes being sought through the DPA promote improved integration between housing and transport networks.
Target 82: Healthy weight Increase by 5 percentage points the proportion of South Australian adults and children at a healthy body weight by 2017	The DPA encourages a healthier lifestyle by creating well designed mixed use development adjacent pedestrian and cycle friendly environments where homes and work places are convenient located and connected.
Goal: We are physically active	
Target 83: Sport and recreation Increase the proportion of South Australians participating in sport or physical recreation at least once per week to 50% by 2020	

For further information visit www.saplan.org.au.

2.2 CONSISTENCY WITH THE PLANNING STRATEGY

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

The 30-Year Plan sets the vision for Greater Adelaide. In developing the 30-Year Plan, significant consultation was undertaken with councils, communities and key industry groups.

2.2.1 Growth Areas

The 30-Year Plan identifies growth areas along key corridors. These are indicated on the map below which combines the 30-Year Plan's 'Region Maps' that are relevant to the areas affected by this DPA (Maps E2, E3, and E5) – ie areas identified as *Transit Oriented Developments*, *Major Corridors*, or *Other Corridors*. The areas affected by this DPA, or through the Inner Metropolitan Growth (Stage 1) DPAs are all identified infill corridor location. This DPA is therefore aligning Development Plan policy with the 30-Year Plan's strategic directions, by continuing to locate infill in identified corridor locations.

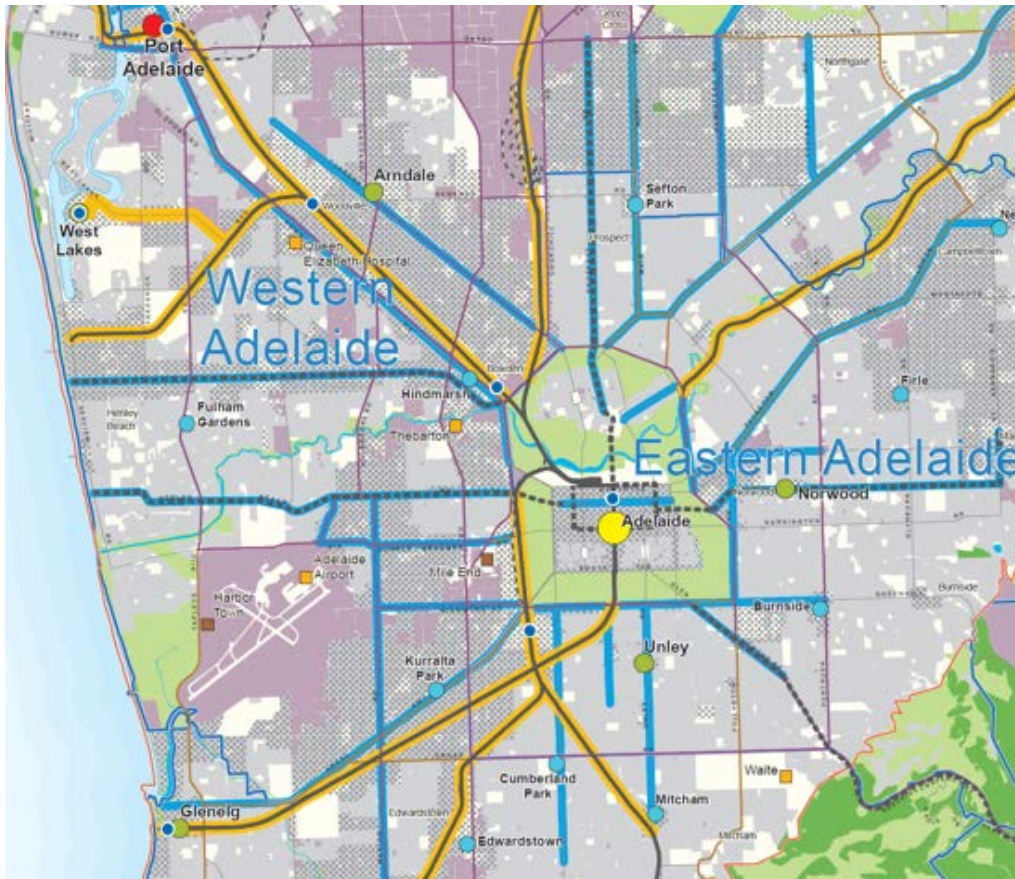


Figure 4: 30 Year Plan Combined Regions Map

- Transit-oriented developments
- Major corridor (fixed line current and planned)
- Other corridors

2.2.2 The 30-Year Plan Update (2017)

The recently approved update to the 30-Year Plan reinforces the themes of the current 30-Year Plan, taking into account experience since its 2010 release, and to complement the new planning system established through the *Planning, Development and Infrastructure Act 2016*.

The update provides a vision for the new urban form which provides relevant guidance on building scale in metropolitan Adelaide. Under the heading City Shaping (on page 14) commentary is provided in this regard:

Metropolitan Adelaide will be one to three storeys, complemented by four to six storeys along key transport boulevards that connect the city to the suburbs. Of course, there will be areas where taller buildings are envisaged such as the Adelaide CBD, Glenelg

foreshore, parts of the edges of the Adelaide Parklands, large redevelopment sites and where the interface with surrounding suburbs can be well managed. Challenges such as overlooking, access to sunlight and car parking will be addressed.

The 14 themes that underpin the 30-Year Plan (including a compact and carbon-efficient city; housing diversity and choice; accessibility; a transport-focussed and connected city; world-class design and vibrancy; and social inclusion and fairness) remain the same, although the number of targets have been condensed into six high level ones.

Five of the six targets are directly relevant to, and supported by, the DPA as follows:

Number	Target	Location
1 – Protecting our resources	85% of all new housing will be built in established urban areas by 2045	Metropolitan Adelaide
2 – Smarter Travel	60% of all new housing will be built within close proximity to quality public transport (rail, tram, O'Bahn and bus) by 2045	Metropolitan Adelaide
3 Getting Active	Increase the share of work trips made by active transport modes by 25% by 2045	Metropolitan, Middle and Outer Metro Adelaide
4 – Walkable neighbourhoods	Increase the share of work trips made by active transport modes by 25% by 2045	Inner and Middle Metro Adelaide
6 – Greater housing choice	Increase housing diversity by 25% to meet changing needs by 2045	Metropolitan Adelaide

This DPA particularly supports the provision of quality urban infill in the inner and middle metropolitan area.

Additional information about the South Australian Planning system and links to relevant key strategic and demographic documents can be found at:

<http://saplanningportal.sa.gov.au/home>.

2.3 INTEGRATED TRANSPORT AND LAND USE PLAN FOR SOUTH AUSTRALIA (2015)

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

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

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

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

**The Inner and Middle Metropolitan Corridor (Design) DPA
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Analysis**

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

Accessibility to public transport and population densities, in essence, are interrelated and can influence the demand and usage of public transport and success in reducing car dependency, particularly for inner suburban areas. As can be seen in **Figure 5**, cities with good light rail and higher public transport use than Adelaide generally have a population density of at least 3000 people per square kilometre. In comparison, Adelaide's average population density is less than 1500 people per square kilometre. To make quality transport more viable and cost effective, is important that population density be increased along these strategic tram corridors.

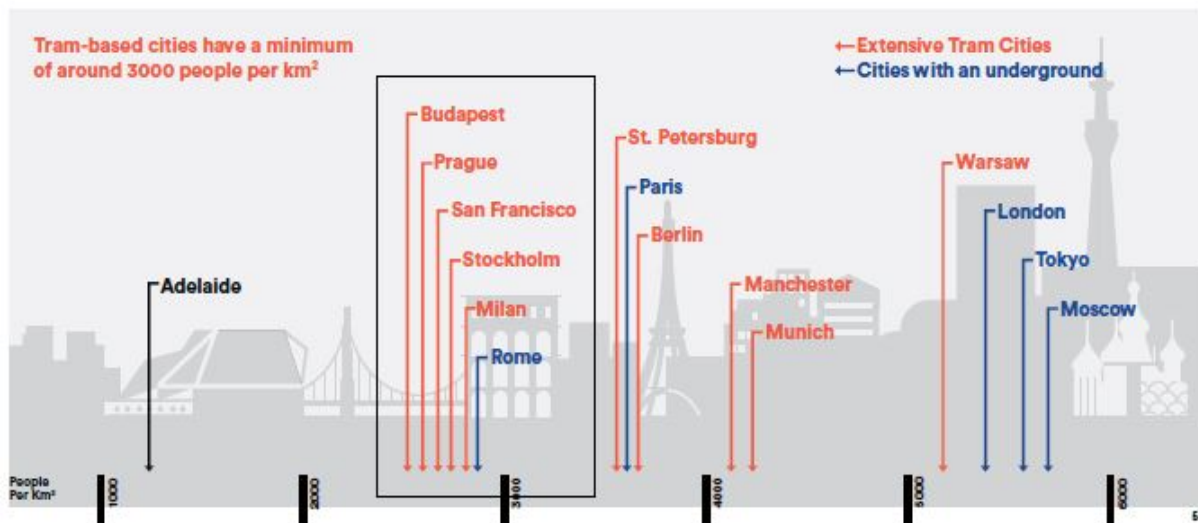


Figure 5 – Population density – comparison of overseas cities

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

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

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

For further details on ITLUP visit www.transportplan.sa.gov.au.

2.4 RELATED DEVELOPMENT PLAN AMENDMENTS

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

City of Prospect Development Plan Amendments

In conjunction with this DPA the City of Prospect has been preparing the Urban Corridor Zone and Interface Areas Policy Review and Development Plan Amendment (DPA).

The Cities of West Torrens, Unley, Norwood, Payneham & St Peters & Burnside Development Plan Amendments

These Councils are not currently undertaking any Development Plan Amendments that are relevant to this DPA.

Development Plan Amendments by the Minister for Planning

Alongside the release of this DPA the Minister for Planning has also released the Inner and Middle Metropolitan Corridor (Sites) DPA. This DPA rezones selected sites within areas identified as a second stage of corridor zoning to facilitate investment opportunities for sites where site characteristics such as size enable interface issues with adjoining housing is easier to manage. For further information on this DPA refer to:

www.saplanningportal.sa.gov.au/en/consultation.

2.5 THE STATE'S PLANNING POLICY LIBRARY

The South Australian Planning Policy Library (SAPPL) contains the State's standard zone and policy modules and development plan structure for the state.

Version 6 of the SAPPL was released in 2011 by introducing a set of five new zone modules, and supporting general council wide modules, particularly to encourage the growth of new neighbourhoods, targeted infill development around corridors and public transport stops, mixed use development and growth of employment lands. The new zone modules included the following:

- Urban Core Zone
- Urban Corridor Zone
- Urban Employment Zone
- Suburban Activity Node Zone
- Suburban Neighbourhood Zone.

These zones have been used in a number of Development Plans in key locations around Greater Adelaide since the updating of SAPPL. The use of the Urban Corridor Zone has principally been through the Inner Metropolitan Growth (Stage 1) DPAs.

2.5.1 SAPPL Council wide general provisions

In addition to the new zone modules, a range of general Council wide Modules (or parts) were introduced or updated which are relevant to multi storey mixed use development. These include the following general modules:

- Advertisements (advertising in Corridor Zones).
- Design and Appearance.
- Heritage Places (multi-storey additions to State or Local Heritage Places).
- Interface Between Land Uses (excluding Rural Interface).
- Medium and High Rise Development (3 or more storeys).
- Transportation and Access (vehicle parking and undercroft / basement parking for Corridor Zones).
- Overlays.

**The Inner and Middle Metropolitan Corridor (Design) DPA
by the Minister
Analysis**

In terms of the current DPA, the following general modules will be updated given their direct relevance to urban design matters for multi-storey mixed use development in the corridors:

Design and Appearance Module

The 30-Year Plan promotes strategically located growth areas for Greater Adelaide. To appropriately accommodate a new urban form based on higher density development, appropriate design policy is needed in Development Plans. Key issues addressed in the module include:

- Built form transitions between zones and policy areas.
- Contextual analysis (scale, height and siting).
- Relationship to the public realm (frontage, façade detailing and articulation).

Medium and High Rise Development (3 or more storeys)

This module is included to guide the design of multi-storey development, specifically in relation to:

- Creating a human scale design at ground level.
- Visually interesting and legible façade treatments and entries.
- Overlooking and overshadowing.
- Diversity of dwelling types.
- Communal site facilities and storage.

The other general policy modules listed above are not subject to further amendment through this DPA or the Inner and Middle Metropolitan Corridor (Sites) DPA.

In addition, no amendments are envisaged to be made to the Urban Corridor Zone and relevant Policy Area provisions.

2.6 COUNCIL STRATEGIC DIRECTION REPORTS

Section 30 of the *Development Act 1993* requires local government authorities to prepare a Strategic Direction Report (SDR) (for agreement by the Minister for Planning) every 5 years, or within 12 months of a change to the Planning Strategy. The SDR's outline how the Council intends to update its Development Plan in response to the above requirements. The following is an outline of the SDR's of those Councils affected by this amendment. The SDRs directions are generally consistent with the outcome of this DPA.

Burnside Council – SDR approved 2015

The City of Burnside Council SDR recognises the need to provide alternative forms of housing, particularly to provide for its relatively large ageing population. However limited opportunities are identified for this purpose in the report.

A Housing Diversity Scoping Paper & Directions Report leading into a DPA is identified in the Development Plan Program of the SDR.

Since lodgement of the SDR, a Mixed Use & Activity Centres DPA has been initiated by Council that is investigating mixed use infill opportunities for Kensington Road. A Housing Diversity DPA has also been initiated to investigate opportunities for greater housing diversity however the detail of where these areas may be located and their density is yet to be determined by Council.

Norwood Payneham & St Peters Council – Last SDR approved 2003

Council has focussed on implementing the directions of the 30-Year Plan through progressing its Kent Town and The Parade Strategic Growth DPA, which was part of the Inner Metropolitan Growth (Stage 1) DPAs.

Unley Council – SDR approved 2015

The City of Unley SDR contains a Strategic Analysis Plan which depicts a pattern of development that is generally consistent with the policy changes proposed for this DPA including:

- ‘Primary Villages’ intended for centre/mixed use/higher density.
- ‘Boulevard’ higher density areas for commercial, mixed use and residential.
- ‘Residential Regeneration’ areas.

The areas highlighted as ‘Primary Villages’ and ‘Boulevard’ & ‘Residential Regeneration’ generally reflect the areas identified as Corridors by this DPA, with some differences to boundary locations.

The DPA Program contained in the SDR includes a number of DPAs that include improving opportunities for infill and mixed use developments, some of which have been completed (Village Living & Desirable Neighbourhood DPA – Stage 3 -Inner Metro Growth Project & Village Living & Desirable Neighbourhoods (1) DPA).

West Torrens Council – SDR approved 2015

The West Torrens Council refers to it’s Towards 2025 Community Plan in its SDR which includes ‘Aspiration 3: A well designed built environment’. Two of the five year strategies identified to achieve this that are of relevance to this DPA are:

1. Promote a range of housing types and densities across the city, while conserving areas of high character value.
2. Facilitate mixed use developments at key centres.

Continued work on Sir Donald Bradman Drive, Marion Road and Richmond Road (key transit corridors in the City) is identified as a priority under the heading of ‘Built Environment’ in the Future Directions section of the SDR. The intent of the corresponding proposed Employment DPA is partially consistent with this DPA.

3. INVESTIGATIONS UNDERTAKEN TO INFORM THIS DPA

3.1 STAGE 2 OF CORRIDOR GROWTH - INNER AND MIDDLE METROPOLITAN CORRIDOR INFILL DEVELOPMENT PLAN AMENDMENT

The Inner and Middle Metropolitan Corridor Infill DPA was commenced in 2013 as the second stage of the Inner Metropolitan Growth DPAs and was proposing to rezone land in a number of targeted transit corridors to allow for mixed use medium density development. The DPA also set out to review policies for the Urban Corridor Zone following their use since 2010. Considerable investigations were undertaken before the DPA was placed on hold pending the review of the Planning Strategy. Much of the investigations are still relevant and have been reviewed to assist in informing this DPA and other current related DPAs.

**The Inner and Middle Metropolitan Corridor (Design) DPA
by the Minister
Analysis**

Investigations undertaken that are specifically relevant to the Inner and Middle Metropolitan Corridor (Design) DPA are outlined in greater detail below.

3.2 REVIEW OF EXISTING PLANNING POLICY

The *Inner Metropolitan Urban Growth DPA* (introduced in October 2013) established the current policy along key urban transit corridors. It introduced the Urban Corridor Zone and the four Policy Areas for that zone (Boulevard, High Street, Transit Living and Business Policy Areas) as well as Council wide provisions relating to Design and Appearance and Medium and High Rise Development (three or more storeys).

While there are some minor local variations across the affected Council areas, each existing Urban Corridor Zone and related Policy Area has been based on the current version of these policies published in the SAPPL.

In addition, to the review of the relevant general (Council-wide) modules as outlined earlier, the DPA has also reviewed the existing Urban Corridor Zone and associated Policy Area provisions to determine if there is a need for further targeted amendments to policy to address those design issues which have now been identified.

The Urban Corridor Zone and associated Policy Area provisions contain a range of policy requirements that are designed to ensure that impacts of new multi storey development on adjacent residential areas can be carefully and sensitively managed. These complement the general policies contained in the 'Medium and High Rise' and 'Design and Appearance' modules.

These include policies that specifically address:

- Access to light – where the design and location of new buildings are required to enable direct winter sunlight into adjacent dwellings and private open space, minimise the overshadowing of windows of main internal living areas ground-level private open space, and ensure that a prescribed amount of direct sunlight is preserved. The zone's 30 degree 'building envelope' policy matches the sun angle at the winter solstice, ensuring that adjacent land to the south (which is most sensitive to shadow impacts) is protected from loss of direct sunlight.
- Visual privacy – where new development is required to minimise overlooking of adjacent properties through a range of design measures and screening devices.
- Building scale - that ensures new development at the interface is low, and that taller building elements are sited towards the front of an allotment. This is achieved through operation of the building envelope policy as shown in the figure below.
- Building separation through setback requirements and building performance criteria which will ensure that a continuous wall of development won't occur.

The Urban Corridor Zone's Desired Character statement further reinforces this, stating:

'Development will be undertaken within defined building envelopes that manage the location and scale of buildings to achieve high quality urban design.... Buildings at the rear of the zone will provide an appropriate transition to development in adjacent lower intensity zones.'

'In general, the greatest height, mass and intensity of development will be focussed at the main road frontage, and will reduce in scale to transition down where there is an interface with low rise residential development in an adjacent residential zone. Buildings at the periphery of the zone will have an appropriate transition that relates to the height and setback of development in adjacent zones of a lower scale and intensity.'

'As development intensifies, some overlooking, overshadowing and noise impacts may occur within the zone but will be moderated through good design and noise attenuation techniques. Any

adverse impacts for adjoining zones will be minimised through appropriate building envelopes, transition of building heights, design and location of windows and balconies and use of landscaping.'

The existing policies contained in the Urban Corridor Zone are considered appropriate and do not require further amendment through this DPA. The current zone provisions provide the necessary foundation measures to ensure that interface impacts from new multi storey development in corridor locations can be sensitively and carefully managed through the assessment process.

3.3 RECENT DEVELOPMENT APPLICATIONS AND SUBSEQUENT DEVELOPMENT OUTCOMES

Since the introduction of the existing Urban Corridor Zones in October 2013 there have been 125 development proposals assessed involving more than 2700 residential apartments/dwellings with many now approved and constructed. (Refer to **Appendix A** for an overview of development application date and breakdown by Council area).

The following planning authorities have undertaken the majority of development assessment in the Urban Corridor Zone (to date):

- City of Prospect which has assessed more than 70 development applications involving over 850 dwellings.
- Development Assessment Commission which has assessed 33 applications involving over 1500 dwellings across five inner metropolitan council jurisdictions.
- The City of West Torrens which has assessed 10 proposals involving nearly 150 dwellings.

While other Council planning authorities have relevant experience and input, statistically there has been very few relevant formal Development Applications for medium and high rise development assessed by the Burnside, Norwood Payneham and St Peters and Unley Councils.

To provide an informed and balanced input, information about relevant experiences and design issue considerations has been gathered from a number of the above authorities with all Councils having had opportunity to provide input through the pre-consultation processes for this DPA.

In addition, this DPA has also been informed by the investigations undertaken for the City of Prospect Urban Corridor and Interface Areas Policy Review DPA which involved a series of workshops and discussions with a range of stakeholders including elected members, developers, the Urban Development Institute of Australia, local resident and environmental groups, consultants, inner metropolitan Councils and Department of Planning Transport and Infrastructure and Office of Design and Architecture SA (ODASA) staff. The outcomes of the City of Prospect review process are outlined in greater detail under Section 3.5 and 3.6 below.

3.4 REVIEW OF DESIGN GUIDELINES (DRAFT FOR CONSULTATION)

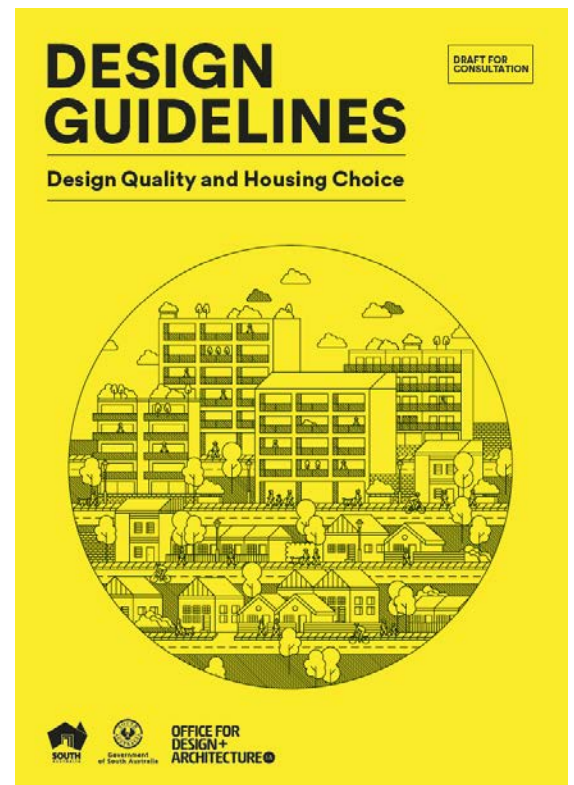
The Design Guidelines (Draft for Consultation) have been established as an aspirational, best practice guide that supports high quality design outcomes beyond the minimum statutory requirements. They are intended to inform the development of any relevant DPAs that concern residential development and have been prepared to guide the design of new housing to complement current and desired neighbourhood character and thus are directly relevant to this DPA. They have however been used to inform the policy prepared to respond to the identified issues rather than conducting a broader review of all residential policy.

The Design Guidelines are founded upon six Principles of Good Design and then express key design advice through six sections covering **Context, Movement, Building Form, Open Space and Landscape, Building Design and Appearance**. Each section has related design elements described with objectives and performance outcomes.

Each of the key design issues investigated in this DPA have been considered against the advice and directions of the Design Guidelines and is summarized in Section 4 to indicate the influence on the proposed policy changes.

ODASA considers good design to embody the following principles:

- Good design is contextual.
- Good design is durable.
- Good design is inclusive.
- Good design is sustainable.
- Good design adds value.
- Good design performs well.



3.5 REVIEW OF CITY OF PROSPECT URBAN CORRIDOR AND INTERFACE AREAS POLICY REVIEW DPA

The City of Prospect Urban Corridor and Interface Areas Policy Review DPA is examining similar design related matters to respond to issues experienced with recent urban corridor medium rise developments.

The City of Prospect has experienced the majority of the medium rise/mixed use development proposals within the Inner Metropolitan Area (outside of the City of Adelaide) with approximately 71 development applications involving 858 new dwellings being lodged between October 2013 and May 2017.

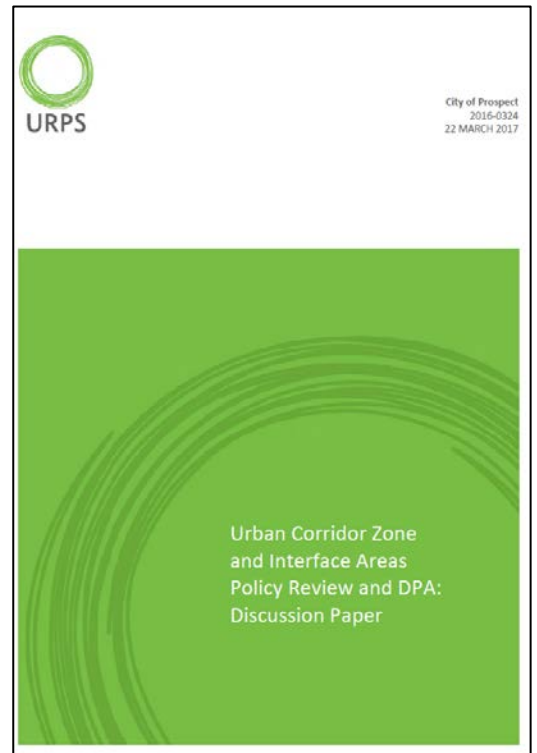
The City of Prospect has acknowledged that while the introduction of the Urban Corridor Zone has been successful in encouraging development there are a number of development examples that demonstrate that development outcomes could be further enhanced by a targeted DPA addressing a number of design matters.

The design issues have been identified through the following processes:

- Review of relevant Council strategic and Master Plan documents.
- Elected Members workshop with members of Council's Development Assessment Panel (DAP), March 2016.
- The Council (DAP) workshop with the Associate Government Architect, May 2016.
- Elected Members workshop June 2016.
- Council, DPTI and ODASA staff workshop June 2016.
- Review of Government Architect mandatory referral responses.
- Council staff review of Urban Corridor Zone developments.
- Council, Council's consultants (URPS) in partnership with DPTI held a series of workshops with key stakeholders (developers and UDIA, local resident and environmental groups, Inner Ring Councils and DAP/Elected Members) from October 2016 until December 2016.
- Elected member, Council (DAP) and staff, Council's consultants (URPS) and DPTI workshop March 2017.

The City of Prospect has documented and discussed these key design issues in greater detail as part of its *Urban Corridor Zone and Interface Areas Policy Review and DPA: Discussion Paper*. This Discussion Paper has in turn informed the drafting of this DPA.

The Discussion Paper has observed that while there are many examples of good quality higher density living, there are also a number of recurring design issues in the Urban Corridor Zone which require further attention.



The most common design issues identified (to date) by the City of Prospect are listed in **Table 2** below:

Amenity	Appearance	Performance
<u>Resident</u> <ul style="list-style-type: none"> • Inadequate / unusable open space • Skinny balconies too small to use • No soft landscape • Overlooking 	<u>Aesthetics</u> <ul style="list-style-type: none"> • Incompatible aesthetic • Too contemporary / modern • Ugly • Blank walls on boundary • Visible carparking (undercroft, at grade, podium) • Intrusive plant: ACs on balconies or roof 	<u>Operational</u> <ul style="list-style-type: none"> • Traffic movement and access • Too many cars / Not enough onsite parking • Visitor parking • Waste management • Durability
<u>Neighbourhood</u> <ul style="list-style-type: none"> • Loss of outlook / visual impact 	<u>Context</u> <ul style="list-style-type: none"> • Doesn't relate to context • Doesn't relate to streetscape • Too big, too tall, too bulky • Too brutal • Too urban • Too close to boundaries • Out of character • Visually dominant / overbearing • Different material palette / colours • Lacks visual interest • Lacks fine-grain detail / elements 	<u>Sustainability</u> <ul style="list-style-type: none"> • Loss of habitat / vegetation • Whole of life costs • Lack of housing diversity • Supporting social sustainability

Table 2: Recurring Design Issues identified in the City of Prospect Urban Corridor Zone and Interface Areas Policy Review and DPA: Discussion Paper

3.6 RECOMMENDED UPDATES TO THE CITY OF PROSPECT DEVELOPMENT PLAN

After consideration of the above feedback, the City of Prospect identified the following specific Development Plan issues that require additional policy guidance (noting that other issues were also identified but are beyond the scope of development plans/development policy):

1. Issues that are considered to be relevant to a number of Councils should be addressed by policy updates to the General Development Plan modules, while local issues should be addressed at the Zone / Policy Area.
2. Where appropriate, incorporate the recommend good design practices contained in the draft Residential Design Guidelines into Development Plan policy.
3. A performance assessment approach should be encouraged that provides examples of desired urban design / development outcomes.
4. Strengthen the requirement for active and interesting street frontages at ground level of all developments. Acceptable 'active' frontages may include the provision of ground level residential with direct street access, commercial floor space, larger lobby with communal space, and/or significant and visible bike parking facilities. The nature and quantum of the active ground level uses should be proportionate to the allotment width and or location (greater emphasis to wider sites and in particular corner locations in existing 'mainstreet' locations.)

5. Strengthen the requirement for landscape to the front of all properties, including the provision of adequate deep soil planting areas to support canopy trees.
6. Urban Corridor Zone allotments with rear or side common boundaries with low-density residential zones, should incorporate significant greater setbacks than the currently required 3 metres.
7. Allow semi-basement car parking to reduce extent of excavation and promote alternative approaches to the prevailing undercroft approach. Allow ground floor levels of residential development to be raised above natural ground level by a maximum of 1.2 metres to provide privacy but still ensure casual surveillance
8. Policies required that ensure there is appropriate design consideration regarding the location and integration of fire hydrants into developments.
9. Promote the use of commercial waste collection services for larger residential developments to minimise impact of bin storage/collection.
10. Ensure greater level of privacy between apartments and apartments to non-Urban Corridor Zone residential allotments facilitated primarily through adequate space between residences.
11. Consider introducing building separation provisions focussed on providing increased space between habitable rooms (or balconies) within a development and between adjoining properties.
12. Ensure storage cages (or similar) that need to be located in the garage area (were visible from the street or neighbouring properties) are fully enclosed with a non-permeable material.
13. Consider policies that potentially increase the height of developments to their street frontages (or thereabouts) subject to improved overall interface at rear and side boundaries. Potential measures include a reduction in height to the rear of properties (at Zone interface), and / or increased side and rear setbacks (or building separation provisions) to improve amenity and facilitate green court yards / light wells.
14. Consider zero side setbacks for the first 15-20 metres of development to reinforce desired street wall character, and maintain development yield and efficiencies (balancing reduced development area within the site resulting from other proposed amenity provisions such as setbacks and separation).

The amendments proposed by this DPA will be broadly consistent with the above recommendations of the City of Prospect - in terms of changes to Council-wide provisions. However, no changes are being considered for the Urban Corridor Zone at this time.

4. RECOMMENDED POLICY CHANGES

As a result of the investigations discussed in Section 3 of this report, a number of amendments to existing policies are considered necessary to better reflect the findings of the work undertaken. They build upon the current policies and provide additional design direction to achieve enhanced development outcomes.

These amendments are focussed on policies within the Medium and High Rise Development (3 or More Storeys) general module and, to a lesser extent, policies within the Design and Appearance general module.

In summary, the key amendments proposed relate to the following matters:

4.1 BUILDING APPEARANCE

Issues identified:

**The Inner and Middle Metropolitan Corridor (Design) DPA
by the Minister
Analysis**

- Lack of contextual design (incompatible aesthetic) in new development.
- Design matters:
 - General appearance (presence of blank walls and intrusive plant equipment on balconies and roofs)
 - Poor amenity (including visible car parking)
 - Poor internal and external layout
 - Overlooking concerns.

Figure 6: Design and impact of scale of development (Churchill Road, Prospect)



Source: City of Prospect Discussion Paper

Figure 7: Design and impact of wall on side boundary (Prospect Road, Prospect)



Source: City of Prospect Discussion Paper

Proposed Design Guidelines Approach

In terms of building appearance, the Design Guidelines (Draft for Consultation) provide the following level of guidance and response to the issues identified:

Context – Neighbourhood Analysis

Design Suggestions	Design Solutions
<ul style="list-style-type: none"> Neighbourhood analysis should be used to document the wider development and policy context. This defines the proposed site in terms of the wider community, built form character and pattern of development. 	

Context – Site Analysis

Design Suggestions	Design Solutions
<ul style="list-style-type: none"> Site analysis should be used to establish the immediate development context in order to guide the proposed design. The site analysis is an important communication tool for the designer, assessors and affected neighbours, as it will help determine likely impacts on local amenity. 	

Movement - Cars and Bicycles

Design Suggestions	Design Solutions
<ul style="list-style-type: none"> Minimise the number and width of vehicular cross-overs. 	
<ul style="list-style-type: none"> Where above ground car parking is proposed, floor heights should be suitable for latter conversion to commercial or residential use and street frontages provided with active uses such as residential or commercial offices. 	
<ul style="list-style-type: none"> Integrate podium level, or other above-ground enclosed parking into the building design to prevent visibility from primary street frontages. 	<ul style="list-style-type: none"> Conceal any above-ground parking from primary street frontages with active uses including dwellings or communal facilities.
<ul style="list-style-type: none"> Prioritise basement location when car parking is provided within buildings. 	<ul style="list-style-type: none"> Limit the protrusion of semi-basement car parking to 1.2 metres above finished ground level and incorporate landscaping adjacent the public realm.
<ul style="list-style-type: none"> Provide adequate floor-to-floor heights in car parking structures located within buildings to enable future adaptation to alternate uses. 	

Building Form - Building Separation

Design Suggestions	Design Solutions
<ul style="list-style-type: none"> • Provide sufficient separation to preserve amenity and enable equitable development potential on adjoining properties. 	<ul style="list-style-type: none"> • Ensure building separation distances result in spaces between buildings that are appropriate for their intended use, including opportunities for planting and solar access.
<ul style="list-style-type: none"> • Building separation 'line of sight' distances, may be reduced by techniques such as staggering opposite windows or provision of screens or blade walls. 	

Building Form - Street Setback

Design Suggestions	Design Solutions
<ul style="list-style-type: none"> • Use setbacks that enable a person on a balcony or at a window to easily see the street to improve passive surveillance. 	
<ul style="list-style-type: none"> • Provide setbacks that enable small gardens, terraces, or balconies close to the street to encourage social interaction between residents and the wider community. 	
<ul style="list-style-type: none"> • Consider upper level setbacks to reinforce the desired character of the buildings on the street, provide greater amenity and limit overshadowing. 	

Building Form - Visual Privacy

Design Suggestions	Design Solutions								
<ul style="list-style-type: none"> • Use screening selectively to prevent overlooking but maintain outlook in appropriate areas. 	<ul style="list-style-type: none"> • Separate adjoining balconies or terraces with walls or screens. 								
	<ul style="list-style-type: none"> • Use the following table to provide minimum separation 'Line of sight' distances to achieve visual privacy: 								
	<table border="1"> <thead> <tr> <th>Room or space</th> <th>Distance between buildings</th> </tr> </thead> <tbody> <tr> <td>non-habitable</td> <td>3m</td> </tr> <tr> <td>bedroom, study or communal circulation</td> <td>4,5m</td> </tr> <tr> <td>habitable or balcony</td> <td>6m</td> </tr> </tbody> </table>	Room or space	Distance between buildings	non-habitable	3m	bedroom, study or communal circulation	4,5m	habitable or balcony	6m
Room or space	Distance between buildings								
non-habitable	3m								
bedroom, study or communal circulation	4,5m								
habitable or balcony	6m								

Appearance - Façade

Design Suggestions	Design Solutions
<ul style="list-style-type: none">• Ensure building façades contribute to an appropriate scale, rhythm and proportion that relates to the neighbourhood context.	
<ul style="list-style-type: none">• In repetitive building types such as row houses, provide variety, but maintain an overall consistency in expression, by using a family of materials or through repeated patterns of spacings.	
<ul style="list-style-type: none">• Place windows and doors, and use awnings, eaves, verandahs, or similar, to provide variation of light and shadow and contribute to a sense of depth in the façade.	
<ul style="list-style-type: none">• New development in established areas should respond to local built form characteristics, including materials, textures and colours.	

Figure 8: Well-designed dwelling façade and entry points (Bowden development)



Source: Design Guidelines (Draft for Consultation)

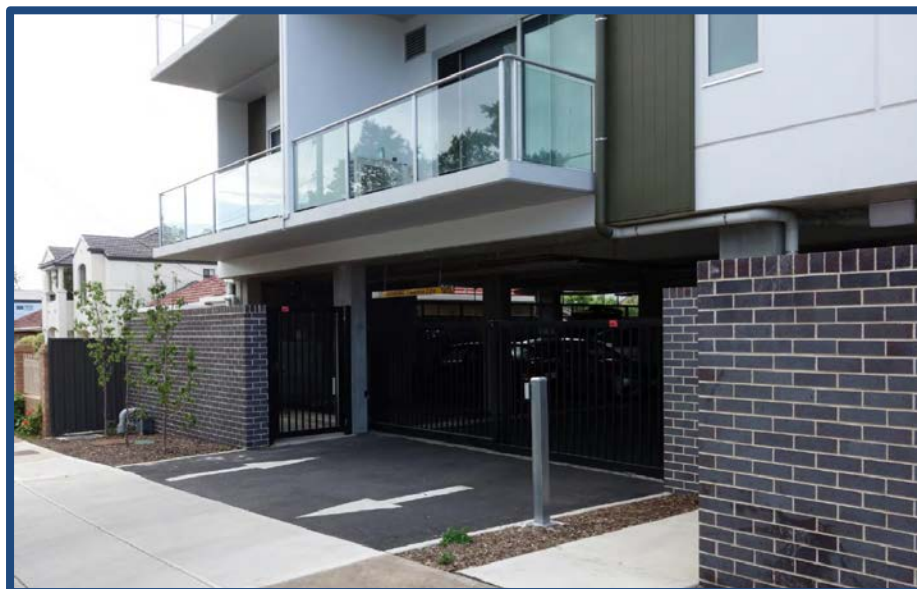
Appearance - Materials

Design Suggestions	Design Solutions
<ul style="list-style-type: none">• Primary external materials, such as wall cladding, should carefully respond to the existing and desired future character of a neighbourhood.	
<ul style="list-style-type: none">• Materials should be durable and age well, with minimal ongoing maintenance requirements.	
<ul style="list-style-type: none">• New developments in established areas should recognise local characteristics, building materials, textures and colours. These can be re-interpreted and incorporated into new buildings as a way to harmonise it with the locality.	

Appearance - Services

Design Suggestions	Design Solutions
<ul style="list-style-type: none">• Locate services discreetly to minimise visibility from public realm, communal open spaces, residences and adjoining properties.	

Figure 9: Poor ground level design outcome and minimum landscaping (Churchill Road, Prospect)



Source: City of Prospect Discussion Paper

Figure 10: Lack of privacy between balconies and balconies from street level (Churchill Road, Prospect)



Source: City of Prospect Discussion Paper

Recommended Policy Amendments

The following amendments are recommended to the Medium and High Rise development (3 or More Storeys) module to better address the above matters:

- Development to better respond to its surrounding context, including adjacent built form and the existing and desired character of the locality.
- Variation to the appearance of building facades while maintaining an overall coherency.
- Use of building elements to provide variation of light and shade to building facades.
- Buildings to provide a comfortable human scale at ground level.
- Use of durable building materials to minimise ongoing maintenance requirements.
- Integration of balconies into the overall architectural form of the development, with design elements and features to provide enhanced amenity, weather and acoustic protection and ease of use.
- Appropriate separation distances, or other design measures, to ensure visual and acoustic privacy and natural ventilation and light to habitable rooms, windows and balconies.
- Short range visual outlooks to open space from living rooms.

**Proposed New or Amended Objectives and Principles of Development Control –
Medium and High Rise Development (3 or More Storeys) general module:**

(*Text in red denotes new or amended policy)

OBJECTIVES

- # *Development that is contextual and responds to its surroundings, having regard to adjacent built form and character of the locality and the Desired Character for the Zone and Policy Area.*
- # *Development that integrates built form within high quality landscapes to optimize amenity, security and personal safety for occupants and visitors.*

PRINCIPLES OF DEVELOPMENT CONTROL

Design and Appearance

- # *Buildings should be designed to respond to key features of the prevailing local context within the same zone as the development. This may be achieved through design features such as vertical rhythm, proportions, composition, material use, parapet or balcony height, and use of solid and glass.*
- # *In repetitive building types, such as row housing, the appearance of building facades should provide some variation, but maintain an overall coherent expression such as by using a family of materials, repeated patterns, facade spacings and the like.*
- # *Windows and doors, awnings, eaves, verandas or other similar elements should be used to provide variation of light and shadow and contribute to a sense of depth in the building façade.*
- # *Buildings should:*
 - (a) *achieve a comfortable human scale at ground level through the use of elements such as variation in materials and form, building projections and elements that provide shelter (for example awnings, verandas, and tree canopies)*
 - (b) *be designed to reduce visual mass by breaking up the building façade into distinct elements*
 - (c) *ensure walls on the boundary that are visible from public land include visually interesting treatments to break up large blank facades.*
- # *Buildings should reinforce corners through changes in setback, materials or colour, roof form or height.*
- # *Materials and finishes should be selected to be durable and age well to minimise ongoing maintenance requirements. This may be achieved through the use of materials such as masonry, natural stone, prefinished materials that minimise staining, discolouring or deterioration, and avoiding painted surfaces particularly above ground level.*
- # *Balconies should be integrated into the overall architectural form and detail of the development and should:*
 - (a) *utilise sun screens, pergolas, louvres and openable walls to control sunlight and wind*
 - (b) *be designed and positioned to respond to daylight, wind, and acoustic conditions to maximise comfort and provide visual privacy*
 - (c) *allow views and casual surveillance of the street while providing for safety and visual privacy of nearby living spaces and private outdoor areas*
 - (d) *be of sufficient size, particularly depth, to accommodate outdoor seating.*

Building Separation and Outlook

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

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

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

Figure 11: Well sized and functional balconies (Lumina Apartments, Somerton Park)



Source: Design Guidelines (Draft for Consultation)

4.2 ZONE INTERFACE

Issues identified:

- Better transition to low rise residential areas sought.
- Side setbacks and building design presentation to adjoining zones needs further consideration.
- Solar access and landscape contribution important for adjoining areas.

Figure 12: Lack of built form and landscaping transition at the zone interface (Richman Avenue, Prospect)



Source: DPTI photo library

Figure 13: Reverse view of zone interface from St Helens Reserve (Prospect Road, Prospect)



Source: DPTI photo library

Proposed Design Guidelines Approach

In terms of zone interface, the Design Guidelines (Draft for Consultation) provides the following level of guidance and response to the issues identified:

Context – Neighbourhood Analysis

Design Suggestions	Design Solutions
<ul style="list-style-type: none">The interface between new and existing development is of utmost importance and must be managed carefully. This is of particular importance when there is a transition from a higher density zone to an existing, lower density zone. These interface considerations should be supported by appropriately considered built form transitions, high quality landscape and public realm design.	

Recommended Policy Amendments

The following amendments are recommended to the Medium and High Rise Development (3 or More Storeys) general module to address the above matters:

- Consideration of significant screening landscaping at the interface between low rise residential development in an adjoining Zone and new buildings of 3 or more storeys in height.

Proposed New Principle of Development Control – Medium and High Rise Development (3 or More Storeys) general module:

(*Text in red denotes new or amended policy)

PRINCIPLES OF DEVELOPMENT CONTROL

Zone Interface

New PDC #

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

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

4.3 STREET INTERFACE

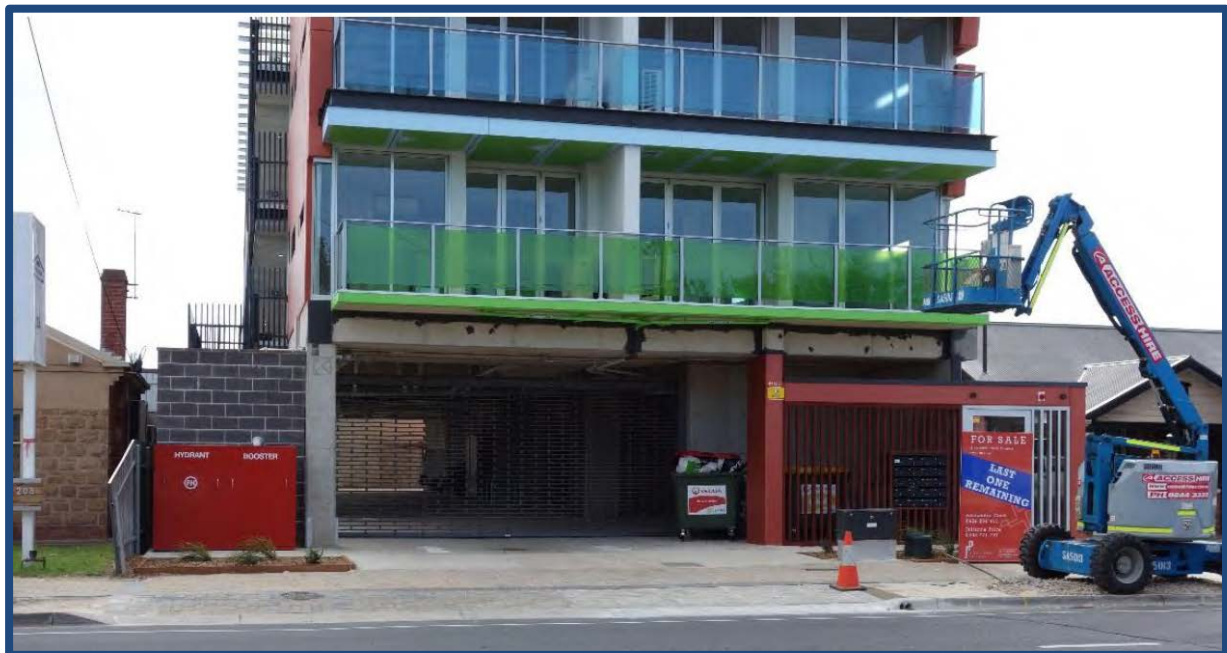
Issues identified:

- Impacts of new development on established streetscape.
- Interface between new development and the public realm.

**The Inner and Middle Metropolitan Corridor (Design) DPA
by the Minister
Analysis**

- Appropriateness of existing materials used in new development.

Figure 14: Poor ground level design outcome, dominated by 6 metre crossover / driveway and predominance of service infrastructure with lack of landscaping (Churchill Road, Prospect)



Source: City of Prospect Discussion Paper

Proposed Design Guidelines Approach

In terms of street interface, the Design Guidelines (Draft for Consultation) provides the following level of guidance and response to the issues identified:

Building Form - Street Interface

Design Suggestions	Design Solutions
<ul style="list-style-type: none"> • Provide a habitable room at ground or first floor, with a window(s) facing toward the street. 	<ul style="list-style-type: none"> • Raise ground floor levels for dwellings and private open space, by up to 1.2 metres where appropriate, and without compromising equitable access, to enable passive surveillance of the public realm and visual privacy.
<ul style="list-style-type: none"> • On larger sites, substations, transformers, pump rooms and hydrant boosters should be in discreet locations, screened or integrated with the façade expression. 	
<ul style="list-style-type: none"> • Locate any car parking ventilation louvres to minimise visual prominence. 	

Refer to other relevant design suggestions and solutions from the Design Guidelines (Draft for Consultation) under the heading of Building Appearance above.

Recommended Policy Amendments

The following amendments are recommended to the Medium and High Rise Development (3 or More Storeys) general module to address the above matters:

- Development to enhance the public environment and providing activity and interest at street level.
- Enhanced night safety for common areas and entry points on the ground floor level of buildings.
- Enhanced visibility of entrances to buildings and avoiding potential areas of entrapment.
- Maintaining appropriate pedestrian access to buildings.
- Enhanced street interfaces through the use of design elements and treatments such as:
 - incorporating active areas at the street frontage
 - well landscaped areas with deep soil zones and space for medium to large trees
 - well articulated building facades
 - well screened locations for services, plant and mechanical equipment
 - screening of car parks from the street
 - minimising the number and width of access driveways/entrances to reduce visual dominance and impacts on pedestrian areas.
- Ground floor dwellings with street frontage having habitable rooms with windows overlooking the street.

Proposed New or Amended Principles of Development Control – Medium and High Rise Development (3 or More Storeys) general module:

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

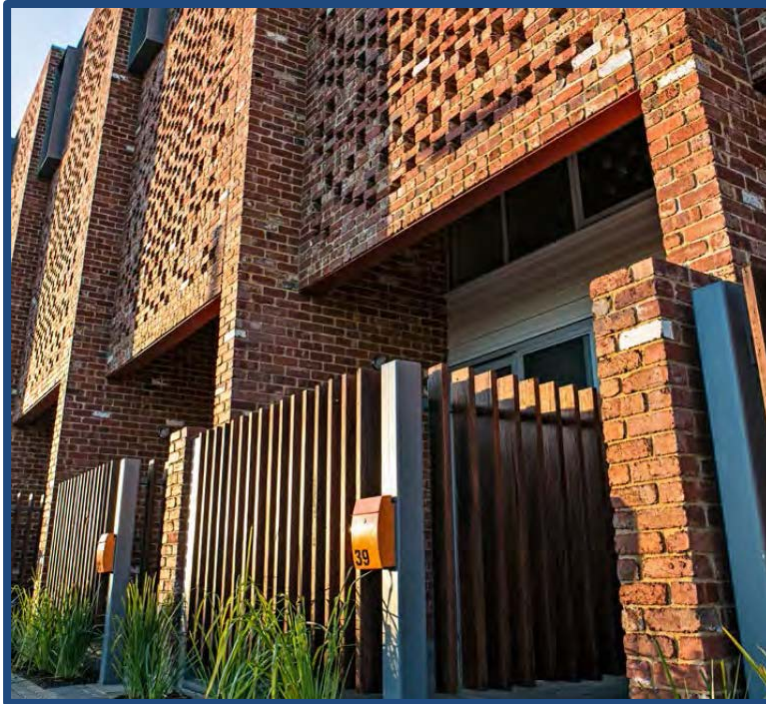
PRINCIPLES OF DEVELOPMENT CONTROL

Street Interface

- # *Development facing the street should be designed to provide attractive, high quality and pedestrian friendly street frontage(s) by:*
 - (a) *incorporating active uses such as shops or offices, prominent entry areas for multi-storey buildings (where it is a common entry), habitable rooms of dwellings, and areas of communal public realm with public art or the like where consistent with the Zone and / or Policy Area provisions*
 - (b) *providing a well landscaped area that contains a deep soil zone space for a medium to large tree in front of the building (except in a High Street Policy Area or other similar location where a continuous ground floor façade aligned with the front property boundary is desired). One way of achieving this is to provide a 4 metre x 4 metre deep soil zone area in front of the building*
 - (c) *designing building façades that are well articulated by creating contrasts between solid elements (such as walls) and voids (for example windows, doors and balcony openings)*
 - (d) *positioning services, plant and mechanical equipment (such as substations, transformers, pumprooms and hydrant boosters, car park ventilation) in discreet locations, screened or integrated with the façade*
 - (e) *ensuring ground, semi-basement and above ground parking does not detract from the streetscape*
 - (f) *minimising the number and width of driveways and entrances to car parking areas to reduce the visual dominance of vehicle access points and impacts on pedestrian areas.*
- # *Common areas and entry points of the ground floor level of buildings should be designed to enable surveillance from public land to the inside of the building at night.*
- # *Entrances to multi-storey buildings should:*
 - (a) *be oriented towards the street*
 - (b) *be visible and clearly identifiable from the street, and in instances where there are no active or occupied ground floor uses, be designed as a prominent, accentuated and welcoming feature*
 - (c) *provide shelter, a sense of personal address and transitional space around the entry*
 - (d) *provide separate access for residential and non-residential land uses*
 - (e) *be located as close as practicable to the lift and/or lobby access*
 - (f) *avoid the creation of potential areas of entrapment.*
- # *To contribute to direct pedestrian access and street level activation, the finished ground level of buildings should be no more than 1.2 metres above the level of the footpath, except for common entrances to apartment buildings which should be at ground level or universally accessible.*
- # *Dwellings located on the ground floor with street frontage should have individual direct pedestrian street access.*
- # *The visual privacy of ground floor dwellings within multi-storey buildings should be protected through the use of design features such as the elevation of ground floors above street level, setbacks from street and the location of verandas, windows, porticos or the like.*

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

Figure 15: Use of quality materials and details for dwelling façade and entry points (Bowden development)



Source: Design Guidelines (Draft for Consultation)

4.4 LANDSCAPING

Issues identified:

- Lack of durable landscaping (particularly deep soil plantings) in new development.

Figure 16: Minimal internal landscaping and variation in building design elements (Churchill Road, Prospect)



Source: City of Prospect Discussion Paper

Proposed Design Guidelines Approach

In terms of landscaping, the Design Guidelines (Draft for Consultation) provides the following level of guidance and response to the issues identified:

Open Space and Landscape - Landscape

Design Suggestions	Design Solutions
<ul style="list-style-type: none"> Use of trees of an appropriate scale to suit the context. 	<ul style="list-style-type: none"> Provide deep soil zones and incorporate trees at not less than the following rates:

Site Area	Min. deep soil	Min. dim	Trees/Deep Soil Zone
<300m ²	10m ²	1.5m	1 small tree/10m ² deep soil
300-1500m ²	7% site area	3m	1 medium tree/30m ² deep soil
>1500m ²	7% site area	6m	1 large or medium tree/60m ² deep soil

Definitions:

Small Tree
<6m Mature Height
<4m Canopy Spread

Medium Tree
6-12m Mature Height
4-8m Canopy Spread

Large Tree
>12m Mature Height
>8m Canopy Spread

- Provide deep soil zones in locations to enable maximum benefit from new or existing tree planting.
- Existing site features or constraints may prevent proposals from providing deep soil zones. Where a proposal does not achieve deep soil requirements, alternative forms of planting should be provided, such as in planters, green roofs, or vertical gardens.

Building Design - Private Open Space

Design Suggestions	Design Solutions
<ul style="list-style-type: none"> Incorporate deep soil zones or integrated planters to enable planting. 	

Recommended Policy Amendments

The following amendments are recommended to the Medium and High Rise Development (3 or More Storeys) general module to address the above matters:

- Built development being better integrated with landscaping to improve amenity and safety.
- Provision of deep soil zones to retain existing vegetation or to accommodate new deep root vegetation, including tall trees.
- Consideration of significant screening landscaping at the interface between low rise residential development in an adjoining Zone and new buildings of 3 or more storeys in height.

Proposed New or Amended Principles of Development Control – Medium and High Rise Development (3 or More Storeys) general module:

(*Text in red denotes new or amended policy)

<i>PRINCIPLES OF DEVELOPMENT CONTROL</i>			
<i>Environmental</i>			
#	<i>Multi-storey buildings should:</i>		
	<i>(a) minimise detrimental micro-climatic and solar access impacts on adjacent land or buildings, including effects of patterns of wind, temperature, daylight, sunlight, glare and shadow</i>		
	<i>(b) incorporate roof designs that enable the provision of photovoltaic cells and other features that enhance sustainability (including landscaping).</i>		
#	<i>Deep soil zones should be provided to retain existing vegetation or provide areas that can accommodate new deep root vegetation, including tall trees with large canopies.</i>		
	<i>One way of achieving this is in accordance with the following table:</i>		
<i>Site area</i>	<i>Minimum deep soil area</i>	<i>Minimum dimension</i>	<i>Tree/ deep soil zones</i>
<i><300m²</i>	<i>10m²</i>	<i>1.5 metres</i>	<i>1 small tree / 10m² deep soil</i>
<i>300-1500m²</i>	<i>7% site area</i>	<i>3 metres</i>	<i>1 medium tree / 30m² deep soil</i>
<i>>1500m²</i>	<i>7% site area</i>	<i>6 metres</i>	<i>1 large or medium tree / 60m² deep soil</i>
<i>Tree size and site area definitions</i>			
<i>Small tree</i>	<i>< 6 metres mature height and < less than 4 metres canopy spread</i>		
<i>Medium tree</i>	<i>6-12 metres mature height and 4-8 metres canopy spread</i>		
<i>Large tree</i>	<i>12 metres mature height and > 8 metres canopy spread</i>		
<i>Site area</i>	<i>The total area for development site, not average area per dwelling</i>		
#	<i>Deep soil zones should be provided with access to natural light to assist in maintaining vegetation health.</i>		

Figure 17: Apartment deep soil landscaping (Victoria)



Source: Design Guidelines (Draft for Consultation)

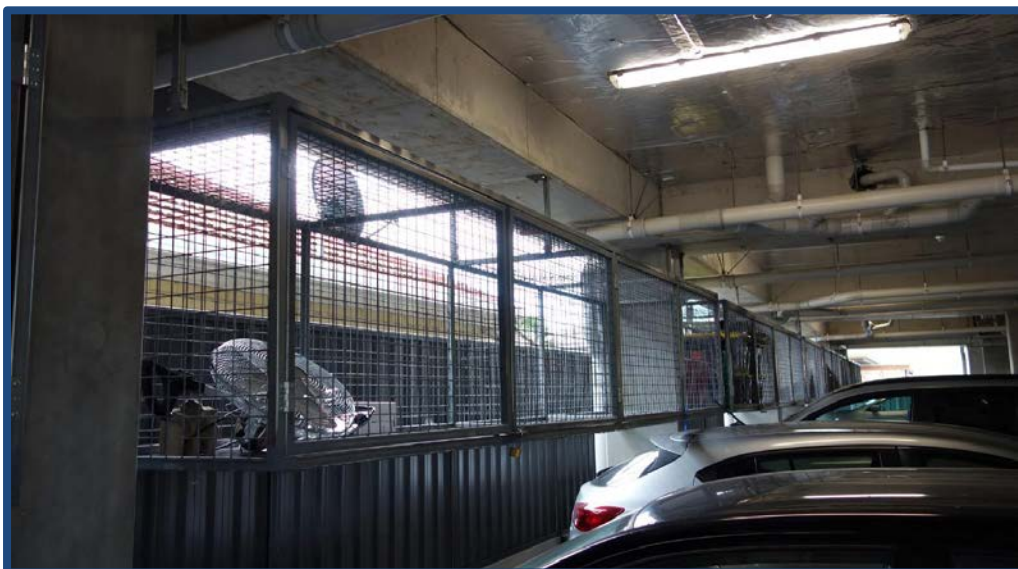
4.5 OTHER MATTERS

Issues identified:

The following concerns have been identified with medium and high rise building design:

- Public Safety.
- Access.
- Variety of building designs and internal apartment layouts.
- Storage.
- Waste.

Figure 18: Poor design of open storage cages (Churchill Road, Prospect)



Source: City of Prospect Discussion Paper

Figure 19: Improved integrated private bicycle storage (Bowden development)



Source: Design Guidelines (Draft for Consultation)

Proposed Design Guidelines Approach

In terms of the other matters outlined above, the Design Guidelines (Draft for Consultation) provides the following level of guidance and response to the issues identified:

Building Form - Safety

Design Suggestions	Design Solutions
	<ul style="list-style-type: none">• Orientate entrances to the public realm.
	<ul style="list-style-type: none">• Employ principles of Crime Prevention Through Environmental Design (CPTED).
	<ul style="list-style-type: none">• Provide clear lines of sight between entrances, foyers and the public realm.

Movement – Access and Entrances

Design Suggestions	Design Solutions
	<ul style="list-style-type: none">• Provide individual, direct access to dwellings that have street frontage.

Design Suggestions	Design Solutions
<ul style="list-style-type: none">• Safely locate any services and utilities such as fire hydrants or indicator panels away from entrances, where possible.	
<ul style="list-style-type: none">• Ensure building entrances are clearly visible and identifiable.	<ul style="list-style-type: none">• All entrances should be clearly identifiable.

Building Form - Street Interface

Design Suggestions	Design Solutions
<ul style="list-style-type: none">• On larger sites, substations, transformers, pump rooms and hydrant boosters should be in discreet locations, screened or integrated with the façade expression.	

Building Design - Common Circulation Areas

Design Suggestions	Design Solutions
<ul style="list-style-type: none">• Size lifts, lobbies and corridors to accommodate bicycles, strollers, mobility aids and the movement of furniture and white goods.	

Building Design - Storage

Design Suggestions	Design Solutions
<ul style="list-style-type: none">• Ensure storage located in common areas is clearly allocated to specific dwellings and screened from view.	

Appearance - Services

Design Suggestions	Design Solutions
<ul style="list-style-type: none">• Locate services discreetly to minimise visibility from public realm, communal open spaces, residences and adjoining properties.	

Building Design - Waste

Design Suggestions	Design Solutions
<ul style="list-style-type: none">• Adequately sized storage areas for rubbish bins should be discreetly located away from frontages, entries and the public realm.	<ul style="list-style-type: none">• For larger developments or significant group dwelling sites, a waste management plan should be prepared in conjunction with the relevant authority and private contractors.

Design Suggestions

Design Solutions

- Provide water point and drainage at bin storage areas.

Refer to other relevant design suggestions and solutions from the Design Guidelines (Draft for Consultation) under the heading of Street Interface above.

Recommended Policy Amendments

The following amendments are recommended to the Medium and High Rise Development (3 or More Storeys) general module to address the above matters:

- Enhanced night safety for common areas and entry points on the ground floor level of buildings.
- Enhanced visibility of entrances to buildings and avoiding potential areas of entrapment.
- Maintaining appropriate pedestrian access to buildings.
- Buildings of more than 10 dwellings to have a variety of dwelling sizes and bedroom numbers.
- Increased attention to on-site communal storage areas.
- Increased attention to on-site waste facilities, including the need for commercial collection when 10 or more bins are to be emptied.
- The size of lifts, lobbies and corridors being appropriate for bicycles, strollers, etc and visitor waiting areas.

Proposed New Principles of Development Control – Medium and High Rise Development (3 or More Storeys) general module:

(*Text in red denotes new or amended policy)

PRINCIPLES OF DEVELOPMENT CONTROL

Street Interface

Entrances to multi-storey buildings should:

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

- # *Common areas and entry points of the ground floor level of buildings should be designed to enable surveillance from public land to the inside of the building at night.*
- # *To contribute to direct pedestrian access and street level activation, the finished ground level of buildings should be no more than 1.2 metres above the level of the footpath, except for common entrances to apartment buildings which should be at ground level or universally accessible.*
- # *Dwellings located on the ground floor with street frontage should have individual direct pedestrian street access.*

Dwelling Configuration

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

Adaptability

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

Site Facilities and Storage

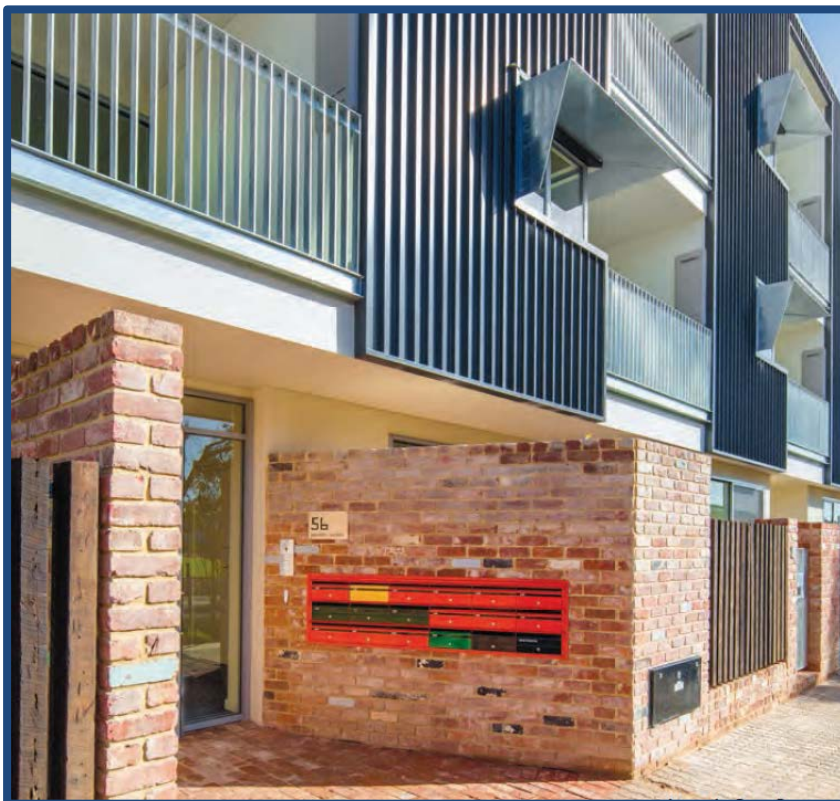
- # *Dwellings should provide a covered storage area of not less than 8 cubic metres in one or more of the following areas:*
 - (a) *in the dwelling (but not including a habitable room)*
 - (b) *in a garage, carport, outbuilding or an on-site communal facility and be conveniently located and screened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

Figure 20: Well-designed apartment building common circulation area (Western Australia)



Source: Design Guidelines (Draft for Consultation)

Figure 21: Legible apartment building entrance (Bowden development)



Source: Design Guidelines (Draft for Consultation)

Figure 22: Screened bin store located in courtyard entry (Bowden development)



Source: *Design Guidelines (Draft for Consultation)*

Amendments to the Design and Appearance General Module

In relation to the Design and Appearance policies, the following minor amendments are proposed:

- Minimising overlooking by using appropriate site layout and building orientation and avoiding direct line of sight by offsetting balconies and windows.
- Strengthening the need for development to provide interesting and pedestrian friendly street frontages.

Proposed New Principles of Development Control – Design and Appearance general module:

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

PRINCIPLES OF DEVELOPMENT CONTROL

Visual Privacy

PDC XX

Development should minimise direct overlooking of habitable rooms and private open spaces of dwellings through measures such as:

- (a) appropriate site layout and building orientation*
- (B) off-setting the location of balconies and windows of habitable rooms with those of other buildings so that views are oblique rather than direct to avoid direct line of site*

- (b) *building setbacks from boundaries (including building boundary to boundary where appropriate) that interrupt views or that provide a spatial separation between balconies or windows of habitable rooms*
- (c) *screening devices (including fencing, obscure glazing, screens, external ventilation blinds, window hoods and shutters) that are integrated into the building design and have minimal negative effect on resident's or neighbour's amenity.*

PDC XX

*In mixed use and **medium and high density residential** areas, development facing the street should be designed to **provide interesting and pedestrian friendly** street frontage(s) by:*

- (a) *including features such as frequent doors and display windows, retail shopfronts and/or outdoor eating or dining areas,*
- (b) *minimising the frontage for fire escapes, service doors, plant and equipment hatches*
- (c) *avoiding undercroft, **semi-basement** or ground floor vehicle parking that is visible from the primary street frontage*
- (d) *using colour, vertical and horizontal elements, roof overhangs and other design techniques to provide visual interest and reduced massing.*

5. STATEMENT OF STATUTORY COMPLIANCE

5.1 SECTION 26 OF THE DEVELOPMENT ACT 1993

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

- (a) accords with the Planning Strategy
- (b) accords with other parts of the Development Plan
- (c) complements the policies in the Development Plans for adjoining areas
- (d) satisfies the requirements prescribed by the Regulations.

5.2 ACCORDS WITH THE PLANNING STRATEGY

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

5.3 ACCORDS WITH OTHER PARTS OF THE DEVELOPMENT PLAN

The policies proposed in this DPA are consistent with the format, content and structure of the Norwood Payneham and St Peters Council, Burnside Council, Unley Council and the West Torrens Council Development Plans.

5.4 COMPLEMENTS THE POLICIES IN THE DEVELOPMENT PLANS FOR ADJOINING AREAS

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

5.5 SATISFIES THE REQUIREMENTS PRESCRIBED BY THE REGULATIONS

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

6. REFERENCES / BIBLIOGRAPHY

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6. SOUTH AUSTRALIAN PLANNING POLICY LIBRARY (VERSION 6.1), Government of South Australia
7. INNER METROPOLITAN GROWTH (STAGE 1) DPA (approved in 2013), Minister for Planning and others
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9. URBAN CORRIDOR ZONE AND INTERFACE AREAS POLICY REVIEW AND DEVELOPMENT PLAN AMENDMENT: DISCUSSION PAPER, City of Prospect (March 2017)
10. URBAN CORRIDOR AND INTERFACE AREAS POLICY REVIEW DPA (DRAFT FOR CONSULTATION), City of Prospect (May 2017)
11. DESIGN GUIDELINES – DESIGN QUALITY AND HOUSING CHOICE (DRAFT FOR CONSULTATION), Office for Design and Architecture, Government of South Australia (May 2017)

7. APPENDICES

Appendix A: Development Applications within Urban Corridor Zone

Table 1: Development applications for medium and high rise/mixed use developments within Urban Corridor Zone locations in inner metropolitan Adelaide (as of May 2017)

COUNCIL	PROPOSAL STATUS	DAC						Council	
		#	Value (\$mil)	# res apt/hotel /serviced apt / student beds	#	Value (\$mil)	# res apt/hotel /serviced apt / student beds		
NPSP	Potential & pre-lodgement	4	\$44	296 res 136 serviced	-	-	-		
	Assessment	2	\$42	69 res 18 serviced					
	Approved	7	\$102	411 res 150 student beds	1	\$3.6	42 serviced 54 beds		
	TOTAL	14	\$188	776 res 154 serviced 150 student beds	1	\$3.6	42 serviced 54 beds		
Unley	Potential & pre-lodgement	1	\$5	59 res	-	-	-		
	Assessment	-	-	-					
	Approved	3	\$66	212 res 32 serviced					
	TOTAL	4	\$71	271 res 32 serviced					
Prospect	Potential & pre-lodgement	1	\$9.5	60 res	-	-	-		
	Assessment	1	\$8	51 res					
	Approved	6	\$26	150 res 42 serviced	71	\$179	858		
	TOTAL	8	\$44	261 res 42 serviced	71	\$179	858		
West Torrens	Potential & pre-lodgement	3	\$145	49 res	-	-	-		
	Assessment	-	-	-	3	\$8.4	50 dwellings		
	Approved	3	\$62	202 res 105 hotel	7	\$15	98 dwellings		
	TOTAL	5	\$90.5	251 res 105 hotel	10	\$23.4	148 dwellings		
Burnside	Potential & pre-lodgement	1	\$10	-	-	-	-		
	Assessment	-	-	-					
	Approved	1	\$12	2 res					
	TOTAL	2	\$22	2 res					
TOTAL		33	\$532	1561 residential apartments 228 serviced apartments 105 hotel rooms 150 student beds	92	\$206.0	1154 dwellings 42 serviced apartments		

