

# Development Plan Amendment

By the Minister

## **NORWOOD PAYNEHAM AND ST PETERS (CITY) DEVELOPMENT PLAN**

### **Payneham and Stepney Strategic Sites Development Plan Amendment**

***For Approval***

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

11 February 2021

.....  
Signature

.....  
Date of Gazette



**Government of South Australia**  
Attorney-General's Department



## Approval DPA

### Background

The Payneham and Stepney Development Plan Amendment (DPA) by the Minister for Planning and Local Government amends the Norwood Payneham and St Peters (City) Development Plan.

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

- An Initiation Document agreed on 8 October 2019
- A DPA released for concurrent agency, council and public consultation from 10 September 2020 to 12 November 2020
- A Public Meeting conducted by the State Planning Commission (the Commission) Public Meeting Subcommittee (the Subcommittee) on 1 December 2020.

### Consultation

A total of 50 public submissions, one council submission and five agency submissions were received in relation to the DPA during the consultation period. Sixteen verbal submissions were made as scheduled at the Public Hearing.

### Approval Stage

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

- a. That the Bennett Street property, which forms part of **Site 2 (Stepney)** be rezoned to the adjoining Residential Character Zone.
- b. That PDC14 of the Urban Core Zone (applying to both sites), which guides the Building Envelope Plan / building transition, be amended to reflect recent amendments to Code policy regarding primary road frontages.



# Development Plan Amendment

**By the Minister**

**Norwood, Payneham and St Peters  
(City) Development Plan**

**Payneham and Stepney Strategic Sites  
Development Plan Amendment**

**The Amendment**



**Government of South Australia**

Attorney-General's Department



<b>AMENDMENT INSTRUCTIONS TABLE</b>				
<b>Name of Local Government Area:</b> City of Norwood Payneham and St Peters				
<b>Name of Development Plan:</b> Norwood Payneham and St Peters (City) Development Plan				
<b>Name of DPA:</b> Payneham and Stepney Strategic Sites Development Plan Amendment				
<p>The following amendment instructions (at the time of drafting) relate to the Norwood Payneham and St Peters (City) Development Plan consolidated on <a href="#">21 March 2019</a>.</p> <p>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.</p>				
Amendment Instruction Number	Method of Change	Detail what in the Development Plan is to be amended, replaced, deleted or inserted.  If applicable, detail what material is to be inserted and where. Use attachments for large bodies of material.	Is Renumbering required (Y/N)	Subsequent Policy cross-references requiring update (Y/N) if yes please specify.
<b>COUNCIL WIDE / GENERAL SECTION PROVISIONS</b> (including figures and illustrations contained in the text)				
Amendments required (Yes/No): <b>No</b>				
<b>ZONE AND/OR POLICY AREA AND/OR PRECINCT PROVISIONS</b> (including figures and illustrations contained in the text)				
Amendments required (Yes/No): <b>Yes</b>				
<b>Urban Corridor Zone</b>				
1.	Replace	Urban Corridor Zone with the contents of <b>Attachment A</b>	N	N
<b>Business Policy Area</b>				
2.	Replace	Urban Corridor Zone – Business Policy Area with the contents of <b>Attachment B</b>	N	N
<b>Transit Living Policy Area</b>				
3.	Insert	Following the Urban Corridor Zone – High Street Policy Area, the contents of <b>Attachment C</b>	N	N
<b>TABLES</b>				
Amendments required (Yes/No): <b>No</b>				

**Payneham and Stepney Strategic Sites DPA**  
**by the Minister**  
**Amendment Instructions Table**

MAPPING (Structure Plans, Overlays, Enlargements, Zone Maps, Policy Area & Precinct Maps)				
Amendments required (Yes/No): <b>Yes</b>				
Maps				
4.	Replace	<p>The following maps with the contents of <b>Attachment D:</b></p> <ul style="list-style-type: none"> <li>• Structure Plan Map NPSP/1 (Overlay 1) Part A</li> <li>• Structure Plan Map NPSP/1 (Overlay 1) Part B</li> <li>• Affordable Housing Map NPSP/1 (Overlay 6)</li> <li>• Noise and Air Emissions Map NPSP/1 (Overlay 7)</li> <li>• Strategic Transport Routes Map NPSP/1 (Overlay 8)</li> <li>• Zones Map NPSP/5</li> <li>• Zones Map NPSP/7</li> <li>• Zones Map NPSP/10</li> <li>• Policy Areas Map NPSP/14</li> <li>• Policy Areas Map NPSP/16</li> <li>• Policy Areas Map NPSP/21</li> <li>• State and Local Heritage Places and Contributory Items Fig Her/17</li> </ul>	N	N
5.	Insert	<p>The following maps contained in <b>Attachment E:</b></p> <ul style="list-style-type: none"> <li>• Affordable Housing Map NPSP/1 (Overlay 6b)</li> <li>• Noise and Air Emissions Map NPSP/1 (Overlay 7b)</li> <li>• Strategic Transport Routes Map NPSP/1 (Overlay 8b)</li> </ul>	N	N



## **ATTACHMENT A**

### **Urban Corridor Zone**

(red text denotes proposed amendments)



## URBAN CORRIDOR ZONE

### Introduction

The objectives and principles of development control that follow apply in the Urban Corridor Zone shown on [Map NPSP/5, NPSP/7, NPSP/9 and NPSP/10](#). Further objectives and principles of development control also apply to policy areas that are relevant to the zone. The provisions for the zone and its policy areas are additional to the City Wide provisions expressed for the whole of the council area.

The Urban Corridor Zone contains the following Policy Areas shown on [Maps NPSP/5, NPSP/7, NPSP/10, NPSP14, NPSP/15, NPSP/16 and NPSP/21](#):

- Boulevard
- Business
- High Street
- Transit Living

### OBJECTIVES

- Objective 1:** A mixed use zone accommodating a range of compatible non-residential and medium and high density residential land uses orientated towards a high frequency public transport corridor.
- Objective 2:** Integrated mixed use, medium and high rise buildings with ground floor uses that create active and vibrant streets with residential development above.
- Objective 3:** A mix of land uses that enable people to work, shop and access a range of services close to home.
- Objective 4:** Adaptable and flexible building designs that can accommodate changes in land use and respond to changing economic and social conditions.
- Objective 5:** A built form that provides a transition down in scale and intensity at the zone boundary to maintain the amenity of residential properties located within adjoining zones.
- Objective 6:** A safe, comfortable and appealing street environment for pedestrians that is sheltered from weather extremes, is of a pedestrian scale and optimises views or any outlook onto spaces of interest.
- Objective 7:** Noise and air quality impacts mitigated through appropriate building design and orientation.
- Objective 8:** Development that contributes to the desired character of the zone.

### DESIRED CHARACTER

The Urban Corridor Zone supports a mix of compatible non-residential and residential uses at densities which reflect its close proximity to the City of Adelaide and the Adelaide Park Lands, as well as its location around Primary Road Corridors and public transport infrastructure.

[Within Kent Town](#), the Urban Corridor Zone will play a significant role in contributing to the overall population and employment targets for the Eastern Metropolitan Adelaide Region, which are set out in the 30 Year Plan for Greater Adelaide, by providing opportunities for the development of a high quality urban environment, which supports a mix of employment generating activities and medium to high density residential development.

Several Key Development Areas are located throughout the zone and are identified on Concept Plan [Fig UrC/1](#), [UrC/2](#) and [UrC/3](#). The Policy Area Desired Character Statements include more detailed land use and built form outcomes for these areas. Development will mostly be focussed along the Primary Road Corridors, including North Terrace, Dequetteville Terrace, King William Street, Rundle Street, The Parade West and small portions of Magill, Hackney and Fullarton Roads.

Development along the minor streets, including Richmond Street (Hackney), College Road, Capper Street and Grenfell Street, will generally be lower in scale and intensity than development along the Primary Road Corridors.

The important transport function of Hackney Road and Dequetteville Terrace as Primary Freight Routes and North Terrace as a Secondary Freight Route, will be maintained to ensure the efficient movement of commercial vehicles around the City of Adelaide and the Inner Metropolitan Area.

**Kent Town will continue to** be developed as a 'creative industries hub' with a focus on digital media, advertising, publishing and design activities. Temporary and permanent art installations on public and private land will be encouraged, to further complement and strengthen this identity.

Along the North Terrace, Hackney Road, Magill Road, Fullarton Road, Rundle Street, The Parade West and King William Street Primary Road Corridors, non-residential land uses should be established at the ground floor levels of buildings. Residential development should only be established above ground floor uses. Along the Dequetteville Terrace Primary Road Corridor, wholly residential buildings are appropriate. On streets not designated as Primary Road Corridors, wholly residential buildings are appropriate.

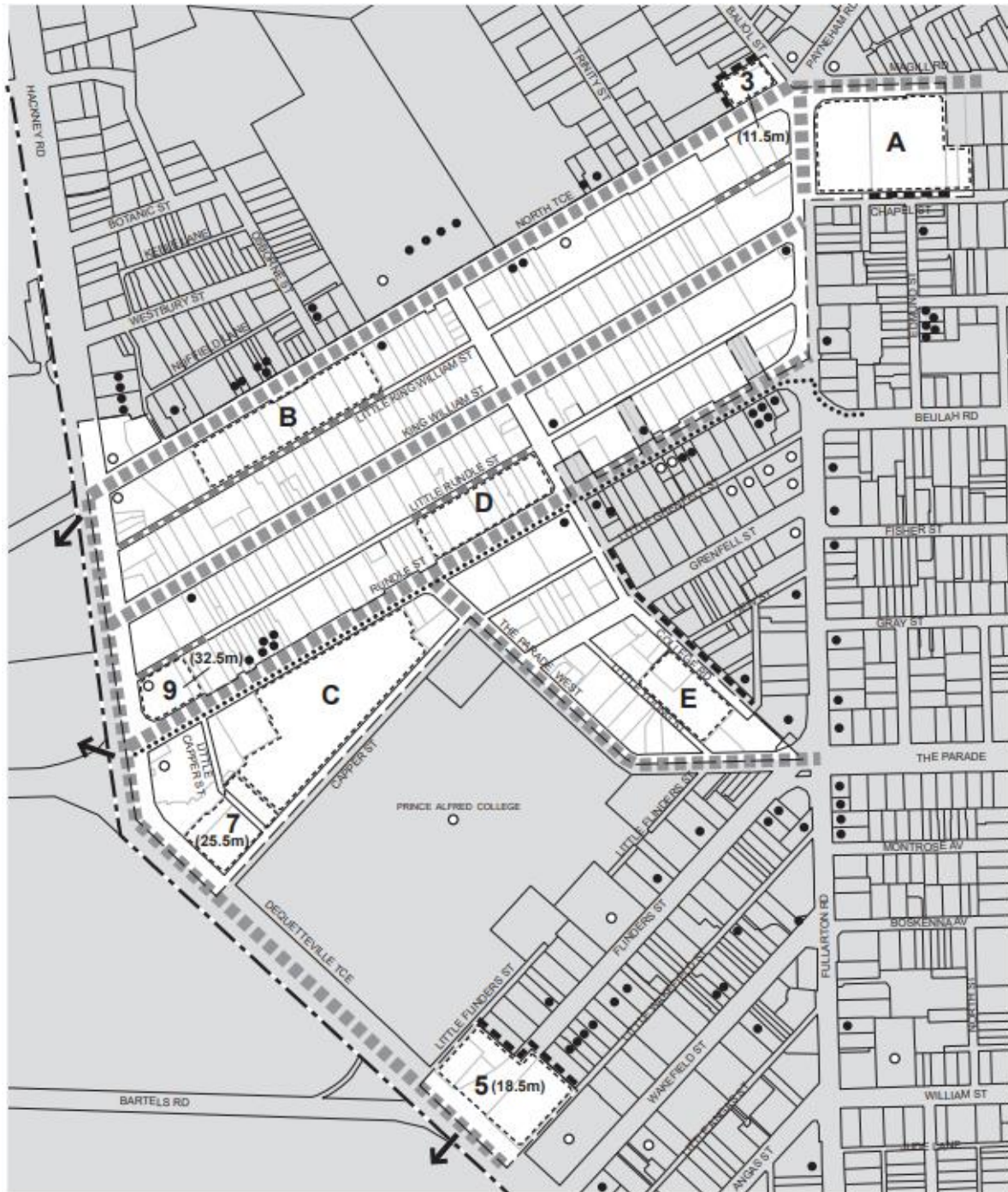
**In Kent Town**, wholly commercial buildings are appropriate within the Business Policy Area and may be appropriate in other locations where they do not exceed three levels of commercial space, or on larger sites, where a number of buildings are proposed that can support a mix of land uses.

Where short term residential accommodation (including serviced apartments and tourist accommodation) is located in the same building as longer term residential accommodation, there should be a clear physical separation between these uses (such as allocating lower levels for short term accommodation and upper levels for long term accommodation).

Retail activity will be encouraged on a scale that supports the resident population and business function ~~of Kent Town~~ and where it does not compromise the District Centre function of The Parade, **Payneham Road or Magill Road**.

**In Kent Town**, the zone will primarily support net residential densities of between 60 and 100 dwellings per hectare, with an overall likely yield of an additional 560 dwellings to be achieved by 2040. A minimum residential density target for wholly residential buildings is specified, in order to support the achievement of dwelling yield targets, which align with the *30 Year Plan*. On sites where a mix of residential and non-residential uses is proposed, the average floor area per dwelling should not exceed 100m<sup>2</sup>. It is recognised that not all development sites will have the capacity to contribute to the overall dwelling yield target, due to the fact that development will be required to satisfy a range of design requirements, (such as the provision of on-site car parking, building height and set-backs) which may, particularly on smaller sites, be prohibitive to achieving the desired density outcomes.

Development which incorporates a significant residential component (more than 20 dwellings) will provide a range of dwelling sizes and a proportion of affordable housing.



- Area excluded from concept plan
- Key Development Areas
- 3(11.5m)** Maximum allowable building height
- Primary Road Corridor
- Active laneways
- Interface with Residential Zone
- Local Heritage Place
- State Heritage Place
- Bikeway
- Links to Park Lands
- Area affected boundary

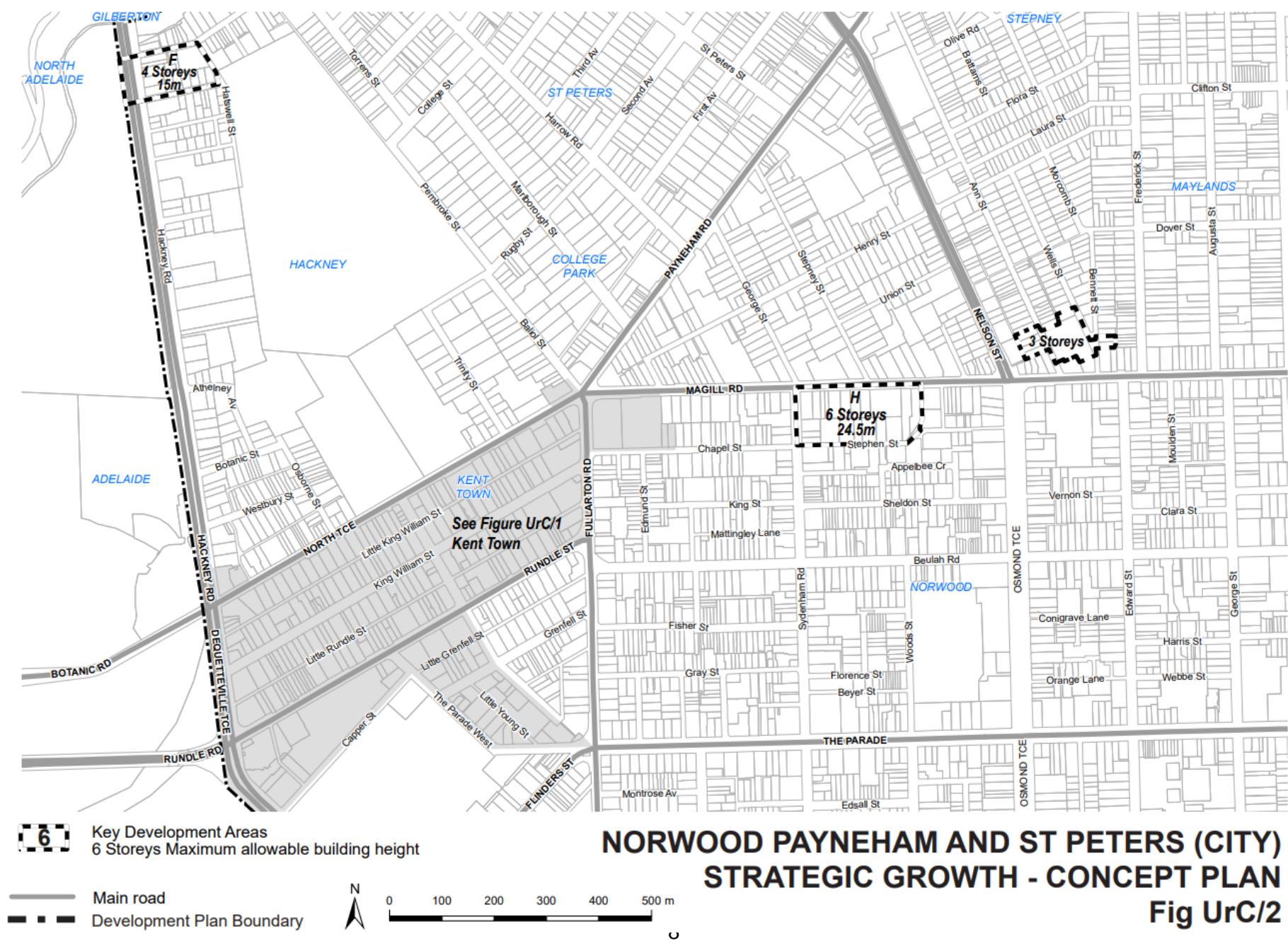
Not to scale

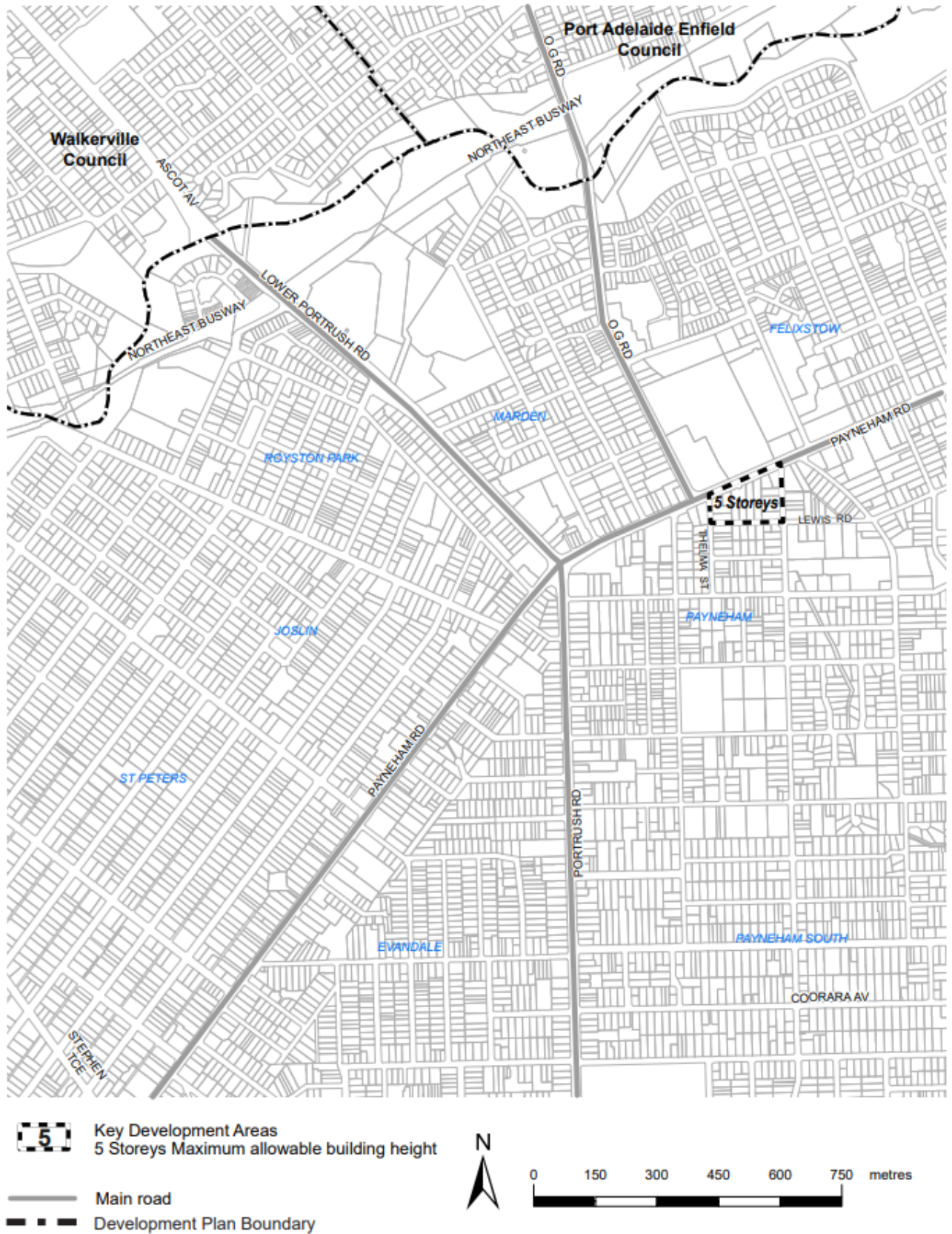
# **NORWOOD PAYNEHAM AND ST PETERS (CITY) KENT TOWN STRATEGIC GROWTH CONCEPT PLAN Fig UrC/1**

Consolidated - 21 March 2019



Norwood Payneham and St Peters (City) Development Plan  
Urban Corridor Zone





**NORWOOD PAYNEHAM AND ST PETERS (CITY)**  
**STRATEGIC GROWTH - CONCEPT PLAN**  
**Fig UrC/3**

Structures located on the roofs of buildings to house plant and equipment, should be screened with materials that form an integral part of the design, to restrict views of the plant and equipment from the street and from nearby buildings.

Development at the interface with neighbouring zones, will have regard to the potential visual, overlooking and overshadowing impacts on the occupants of adjacent and nearby residential properties. In these locations development will transition down in scale and height towards the periphery of the zone, particularly at the boundaries with the existing Residential and Residential Historic (Conservation) Zones. At other locations within the Urban Corridor Zone, it is recognised that some level of overshadowing and overlooking will occur, however, this will be moderated through a range of design techniques, which may include separation of buildings, orientation of windows and balconies and various forms of screening.

Development adjacent to, or on the same site as a State or Local Heritage Place, will be respectful of its heritage character and setting and ensure that new development sensitively interfaces with the original building form. This may, in some circumstances, limit the scale and intensity of development on a site.

The prescribed set-backs to the street boundaries may be varied in response to specific site constraints or opportunities, such as the provision of outdoor dining areas, public realm improvements, topography or adjacency to a heritage place. Future road widening requirements along arterial roads are set out in the *Metropolitan Adelaide Road Widening Plan Act 1972*. The siting of new buildings will incorporate the relevant set-back distance required by this Plan.

Some sites within the zone could be contaminated because of previous activities. In this circumstance, development is expected to occur on a precautionary basis, where an assessment should be undertaken to verify that the site is suitable and safe for the intended use, particularly where it involves sensitive uses such as residential development.

Due to the intensity of development expected within the zone, on-site car parking will mostly be provided below grade in the basement of buildings, or at grade or above grade, behind active frontages. Where this occurs, car parking areas and car parking structures should not be visible from the Primary Road Corridors.

Little King William Street and Little Rundle Street will continue to provide vehicular access to the rear of buildings for loading and service requirements or access to car parking areas, however, opportunities to create unique public spaces and activate these laneways should be explored through the development of adjacent land. In this context, the set-back of buildings from the Little King William and Little Rundle Street frontages will provide space for future public realm activities and upgrades.

The provision of on-site vehicle parking will be in accordance with the vehicle parking rates, which have been established for different land uses, however, some opportunity to discount these rates will be considered in circumstances set out in the City Wide principles of development control. In instances where discounted vehicle parking rates are assessed as appropriate for a new development, it is expected that a comparable increase in on-site facilities for bicycle and scooter parking is provided.

Cycling is an increasingly popular form of transport and recreation, therefore development on public and private land will consider the needs of cyclists, in terms of providing secure bicycle parking and storage facilities. Larger scale commercial developments will also provide appropriate end of journey facilities such as showers and change rooms.



## PRINCIPLES OF DEVELOPMENT CONTROL

### Land Use

- 1 The following types of development, or combinations thereof, are envisaged in the zone:

Affordable housing  
Aged persons accommodation  
Community centre  
Consulting room  
Dwelling  
Educational establishment  
Entertainment venue  
Hotel  
Indoor recreation centre (including health, fitness and personal training facilities)  
Licensed premises  
Office  
Pre-school  
Primary school  
Residential flat building  
Retirement village  
Shop or group of shops  
Supported accommodation  
Tourist accommodation.

- 2 Development listed as non-complying is generally inappropriate.

### Form and Character

- 3 Development should be consistent with the desired character for the zone.
- 4 Development should be in accordance with Concept Plan [Fig UrC/1, UrC/2 and URC/3](#).
- 5 Residential development in a wholly residential building should aim to achieve a target minimum net residential site density in accordance with the following:

Policy Area	Minimum net residential site density
Boulevard	100 dwellings per hectare
High Street	70 dwellings per hectare
Business	no minimum density
Transit Living	45 dwellings per hectare

- 6 Vehicle parking should be provided in accordance with the rates set out in [Table NPSP/9A](#) - Off Street Vehicle Parking Requirements for Designated Areas.
- 7 Vehicle parking should be located to the rear of development or not be visible from public land along the primary road frontage.

### Design and Appearance

- 8 Buildings on sites with a frontage width of greater than 10 metres should be well articulated through variations in forms, materials, openings and colours.

- 9** Buildings should be designed to:
- (a) enable suitable sunlight access to public open space; and
  - (b) overlook or orientate towards public open space and defined pedestrian and cycle routes.
- 10** To maintain sight lines between buildings and the street, and to improve safety through passive surveillance, solid fencing should not be constructed between the front building line and the primary or secondary street.
- 11** Development should minimise the number of access points onto an arterial road, by providing vehicle access:
- (a) from side streets or rear access ways; or
  - (b) via co-ordinated through property access rights of way or common rear vehicle parking areas.
- 12** Vehicle access points on side streets and rear access ways should be located and designed to:
- (a) minimise the impacts of headlight glare and noise on nearby residents; and
  - (b) avoid excessive traffic flows into residential streets.
- 13** Development will be sited and designed to maintain natural hydrological systems without negatively impacting:
- (a) the quantity and quality of surface and groundwater;
  - (b) the depth and directional flow of surface and groundwater; or
  - (c) the quality and function of natural springs.

## Building Envelope

### *Building Height*

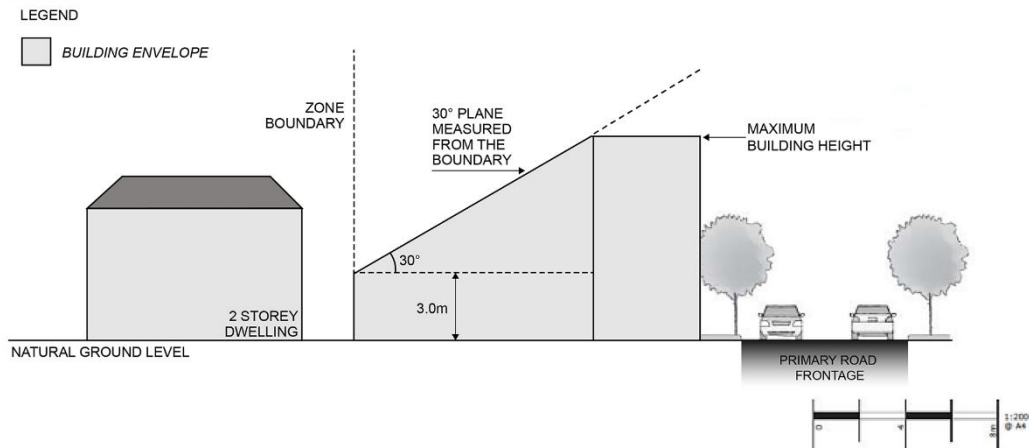
- 14** Except where airport building height restrictions prevail, or the interface height provisions require a lesser height, or where an alternative maximum building height is shown on Concept Plan [Fig UrC/1](#), [UrC/2](#) and [UrC/3](#), building heights (excluding any rooftop mechanical plant or equipment) should be consistent with the following parameters:

Policy area	Minimum building height	Maximum building height
Boulevard	3 storeys or no less than 11.5 metres, or 4 storeys or no less than 15 metres for land that is directly adjacent to or facing the Adelaide Park Lands	10 storeys and up to 36 metres
High Street	3 storeys or no less than 11.5 metres	5 storeys and up to 18.5 metres
Business	3 storeys or no less than 11.5 metres	5 storeys and up to 18.5 metres
Transit Living	No minimum	3 storeys and up to 11.5 metres

### Interface Height Provisions

- 15** To minimise building massing at the interface with residential development outside of the zone, buildings should be constructed within a building envelope provided by a 30 degree plane, measured from a height of 3 metres above natural ground level at the zone boundary (except where this boundary is a primary road frontage), as illustrated in Figure 1:

Figure 1



- 16** In Payneham or Stepney, where there is a council-owned road separating the development site from a neighbourhood-type zone, an orderly transition should be provided to the built form to complement the streetscape character.

### Setbacks from Road Frontages

- 17** Buildings (excluding verandahs, porticos and the like) should be set back from the primary road frontage in accordance with the following parameters:

Policy Area	Minimum setback from the primary road frontage where it is the Primary Road Corridor as shown on Concept Plan <a href="#">Fig UrC/1</a> , <a href="#">UrC/2</a> and <a href="#">UrC/3</a> .	Minimum setback from the primary road frontage in all other cases
Boulevard Policy Area	4 metres from the Dequetteville Terrace, North Terrace, Magill Road and Fullarton Road Primary Road Corridors	2 metres
High Street Policy Area	No minimum	2 metres
Business Policy Area (Kent Town)	No minimum	2 metres
Business Policy Area (Payneham)	3 metres or consistent with the average of adjoining development	
Transit Living Policy Area	4 metres or consistent with the average of adjoining development	

- 18 Buildings (excluding verandahs, porticos and the like) should be set back from the secondary road frontage or a vehicle access way in accordance with the following parameters:

Policy area	Minimum setback from a secondary road (where the secondary road is not a rear access way or laneway)	Minimum setback from a rear access way (or laneway)
Boulevard Policy Area	No minimum	1 metre where the access way is 6.5 metres or more in width OR Where the access way is less than 6.5 metres in width, the additional width required to make the access way 6.5 metres, to provide adequate manoeuvrability for vehicles, plus 1 metre
High Street Policy Area	No minimum	1 metre where the access way is 6.5 metres or more in width OR Where the access way is less than 6.5 metres in width, the additional width required to make the access way 6.5 metres, to provide adequate manoeuvrability for vehicles, plus 1 metre
Business Policy Area (Kent Town)	No minimum	1 metre where the access way is 6.5 metres or more in width OR Where the access way is less than 6.5 metres in width, the additional width required to make the access way 6.5 metres, to provide adequate manoeuvrability for vehicles, plus 1 metre
Business Policy Area (Payneham)	2 metres	1 metre where the access way is 6.5 metres or more in width OR Where the access way is less than 6.5 metres in width, the additional width required to make the access way 6.5 metres, to provide adequate manoeuvrability for vehicles
Transit Living Policy Area	2 metres or consistent with average of adjoining development	1 metre where the access way is 6.5 metres or more in width OR Where the access way is less than 6.5 metres in width, the additional width required to make the access way 6.5 metres, to provide

Policy area	Minimum setback from a secondary road (where the secondary road is not a rear access way or laneway)	Minimum setback from a rear access way (or laneway)
		adequate manoeuvrability for vehicles

#### Other setbacks

- 19** Buildings (excluding verandahs, porticos, or any portion of a basement car park which is less than 1 metre above natural ground level) should be set back in accordance with the following parameters:

Policy area	Minimum setback from rear allotment boundary (where not a rear access way or laneway)	Minimum setback from side boundaries (where not a street boundary)
Boulevard Policy Area	5 metres where the subject land directly abuts an allotment of a different zone 3 metres, except where the development abuts the wall of an existing or simultaneously constructed building on the adjoining land.	For allotments with a frontage width of: (a) 20 metres or less: no minimum (b) more than 20 metres: 3 metres
High Street Policy Area	5 metres where the subject land directly abuts an allotment of a different zone 3 metres, except where the development abuts the wall of an existing or simultaneously constructed building on the adjoining land.	No minimum
Business Policy Area (Kent Town)	5 metres where the subject land directly abuts an allotment of a different zone 3 metres, except where the development abuts the wall of an existing or simultaneously constructed building on the adjoining land.	No minimum

Policy area	Minimum setback from rear allotment boundary (where not a rear access way or laneway)	Minimum setback from side boundaries (where not a street boundary)
Business Policy Area (Payneham)	5 metres where the subject land directly abuts an allotment of a different zone 3 metres, except where the development abuts the wall of an existing or simultaneously constructed building on the adjoining land.	Buildings with no window/s or balcony/s in the side boundary, should be setback from side boundaries as follows: (a) for the first 18 metres, measured from the front boundary, there are no minimum setbacks; (b) for the next 18 metres: i. there is no minimum setback at ground level only; ii. there is a 2 metre setback for the 1 <sup>st</sup> level and above .
Transit Living Policy Area	5 metres where the subject land directly abuts an allotment of a different zone 3 metres, except where the development abuts the wall of an existing or simultaneously constructed building on the adjoining land.	Buildings with no window/s or balcony/s in the side boundary, should be setback from side boundaries as follows: (a) for the first 18 metres, measured from the front boundary, there are no minimum setbacks; (b) for the next 18 metres: i. there is no minimum setback at ground level only; ii. there is a 2 metre setback for the 1 <sup>st</sup> level and above .

#### Land Division

- 20** Land division in the zone is appropriate provided new allotments are of a size and configuration to ensure the objectives of the zone can be achieved.

#### Complying Development

- 21** Complying developments are prescribed in schedule 4 of the *Development Regulations 2008*. In addition, the following forms of development (except where the development is non-complying) are complying:
- (a) Maintenance or repair to a Local Heritage Place, provided that there is no change to the external appearance of the building.
  - (b) Work undertaken within a Local Heritage Place that does not increase the total floor area of the building and does not alter the external appearance of the building.

- (c) Subject to satisfying the car parking rates set out in [Table NPSP/9A](#) - Off Street Vehicle Parking Requirements for Designated Areas:
- (i) change in the use of land, from residential to office on the ground or first floor of a building;
  - (ii) change in the use of land, from residential to shop less than 250 square metres on the ground floor of a building.
- (d) A change of use to a shop, office, consulting room or any combination of these uses where all of the following are achieved:
- (i) the area to be occupied by the proposed development is located in an existing building and is currently used as a shop, office, consulting room or any combination of these uses;
  - (ii) the development is located inside any of the following area(s):  
High Street Policy Area
  - (iii) the building is not a State heritage place;
  - (iv) it will not involve any alterations or additions to the external appearance of a local heritage place as viewed from a public road or public space;
  - (v) if the proposed change of use is for a shop that primarily involves the handling and sale of foodstuffs, it achieves either (A) or (B):
    - (A) all of the following:
      - (i) areas used for the storage and collection of refuse are sited at least 10 metres from any Residential Zone boundary or a dwelling (other than a dwelling directly associated with the proposed shop);
      - (ii) if the shop involves the heating and cooking of foodstuffs in a commercial kitchen and is within 30 metres of any Residential Zone boundary or a dwelling (other than a dwelling directly associated with the proposed shop), an exhaust duct and stack (chimney) exists or is capable of being installed for discharging exhaust emissions;
    - (B) the development is the same or substantially the same as a development, which has previously been granted development approval under the *Development Act 1993* or any subsequent Act and Regulations, and the development is to be undertaken and operated in accordance with the conditions attached to the previously approved development;
  - (vi) if the change in use is for a shop with a gross leasable floor area greater than 250 square metres and has direct frontage to an arterial road, it achieves either (A) or (B):
    - (A) the primary vehicle access (being the access where the majority of vehicles access/egress the site of the proposed development) is from a road that is not an arterial road;
    - (B) the development is located on a site that operates as an integrated complex containing two or more tenancies (and which may comprise more than one building) where facilities for off-street vehicle parking, vehicle loading and unloading, and the storage and collection of refuse are shared;
  - (vii) off-street vehicular parking is provided in accordance with the rate(s) specified in [Table NPSP/9A](#) - Off Street Vehicle Parking Requirements for Designated Areas to the nearest whole number, except in any one or more of the following circumstances:
    - (A) the building is a local heritage place;

- (B) the development is the same or substantially the same as a development, which has previously been granted development approval under the *Development Act 1993* or any subsequent Act and Regulations, and the number and location of parking spaces is the same or substantially the same as that which was previously approved;
- (C) the development is located on a site that operates as an integrated complex containing two or more tenancies (and which may comprise more than one building) where facilities for off-street vehicle parking, vehicle loading and unloading, and the storage and collection of refuse are shared.

### Non-complying Development

- 22** The following kinds of development (including combinations thereof, or more than one of a particular kind) are considered inappropriate and are **non-complying** in the Urban Corridor Zone:

Industry (other than light industry or service industry located in the Business Policy Area)  
Fuel depot  
Petrol filling station (other than where located in the Payneham Business Policy Area)  
Public service depot  
Road transport terminal  
Service trade premises (other than where located in the Payneham Business Policy Area)  
Store (other than where located in the Payneham Business Policy Area)  
Transport depot  
Warehouse (other than where located in the Business Policy Area)  
Waste reception storage treatment and disposal

### Public Notification

- 23** The categorisation of development shall be determined by reference to Schedule 9 of the *Development Regulations 2008* and Section 38 of the *Development Act 1993*, except where specifically designated below.

#### Category 1 Development

The following kinds of development (including combinations thereof, or more than one of a particular kind) are assigned to Category 1 pursuant to Section 38 of the *Development Act 1993*, and accordingly will be subject to the public notification requirements applying to Category 1 development:

Advertisement  
Aged persons accommodation  
All forms of development that are ancillary and in association with residential development  
Consulting room  
Dwelling  
Educational establishment  
Light industry where located within the Business Policy Area  
Office  
Pre-school  
Primary school  
Residential flat building  
Retirement village  
Service industry where located within the Business Policy Area  
Supported accommodation  
Shop or a group of shops with a gross leasable area of 500 square metres or less where located within the Business Policy Area



Shop or a group of shops with a gross leasable area of 1000 square metres or less where located within the Boulevard and High Street Policy Areas, and 2000 square metres or less where located within Area H as shown on Concept Plan [Fig UrC/2](#)  
Shop, Office or Consulting room with a gross leasable area of 2,000 square metres or less where located within the Business Policy Area at Payneham  
Warehouse where located in within the Business Policy Area

### **Category 2 Development**

The following development is assigned to Category 2 pursuant to Section 38 of the *Development Act 1993*, and accordingly will be subject to the public notification requirements applying to Category 2 development:

All forms of development not listed as Category 1, other than non-complying development

Any development listed as Category 1 and located on land adjacent to a residential zone that:

- (a) is 3 or more storeys in height; or
- (b) exceeds the Building Envelope Interface Height Provision.



## **ATTACHMENT B**

### **Urban Corridor Zone - Business Policy Area**

(red text denotes proposed amendments)



## Business Policy Area

The following objectives, desired character statement and principles of development control apply in the Business Policy Area shown on Policy Area NPSP/15 and NPSP/21. These provisions are additional to those expressed for the Urban Corridor Zone and the whole of the Council area in the City Wide section.

### OBJECTIVES

- Objective 1:** A mixed use business policy area that accommodates a range of commercial and light industrial land uses together with compatible medium and high density residential development.
- Objective 2:** Development that minimises any adverse impacts upon the amenity of the locality within the zone.
- Objective 3:** A high standard of development which promotes distinctive contemporary building, landscape and streetscape design, with high visual and environmental amenity.
- Objective 4:** Development that contributes to the desired character of the policy area.

### DESIRED CHARACTER

The Business Policy Area will continue to develop as a core area for the location of business related uses, with a strong focus on digital media, advertising, publishing and design activities **in Kent Town**.

Residential development may be established above compatible ground-floor level non-residential uses **in Payneham** and above first floor level non-residential uses **in Kent Town**. Wholly commercial buildings are also appropriate **in Kent Town**.

**In Kent Town**, retail activity, including shops will comprise smaller scale lunch bars and cafes, which serve local businesses and residents. **In Payneham, development will be of a greater intensity with a strong employment focus, encouraging the continuation and expansion of retail activities to support local resident's daily needs, together with office, commercial and light industrial uses with medium density residential located above the ground floor.**

While light industry and warehouses are not the primary land uses in the Policy Area, some light industry uses and warehousing may be appropriate in circumstances where it can be accommodated within high quality buildings and where it will not unreasonably compromise the level of amenity expected in a mixed-use area.

Cutting edge, contemporary building design, which incorporates bold materials and shapes, will be encouraged within the Business Policy Area. The built form will comprise buildings of up to five (5) storeys. **In Kent Town**, development will form a continuous hard edge along the King William Street frontage.

On-site car parking will be located behind or below buildings fronting the primary street. Access will be provided from Little King William Street and Little Rundle Street **in Kent Town**.

On-street car parking will continue to be maintained along the length of King William Street to contribute the shorter term visitor parking needs of local businesses and provide some separation between the vehicle carriageway and the footpaths.

## PRINCIPLES OF DEVELOPMENT CONTROL

### Land Use

- 1 The following types of development, or combination thereof, are envisaged in the Business Policy Area and are additional to those identified in the zone:  
  
Light industry  
Service industry  
Service trade premises (in Payneham only)  
Store  
Warehouse
- 2 Land uses on the ground floor level in Payneham and ground and first floor levels (in Kent Town) of buildings should be non-residential.
- 3 In Kent Town, a shop or group of shops should have a maximum gross leasable floor area in the order of 500 square metres.
4. In Payneham, a shop, office or consulting room should have a maximum gross leasable floor area of 2,000 square metres.
- 5 Light industry should comprise high technology and/or research and development related uses in Kent Town.
- 6 Further development of land used for motor repair or crash repair should rationalise and not increase the floor area or intensity of the use and should incorporate design treatments to reduce off-site impacts.

### Form and Character

- 7 Development should be consistent with the desired character for the policy area.
- 8 The ground floor of buildings should be built to dimensions including a minimum floor to ceiling height of 3.5 metres to allow for adaptation to a range of land uses including retail, office and residential without the need for significant change to the building.
- 9 A minimum of 50 per cent of the width of the ground floor primary frontage of buildings should be visually permeable, transparent or clear glazed to promote active street frontages and maximise passive surveillance.

### Significant Development Sites

- 10 In Payneham, where development is undertaken on a significant development site (a site with a frontage over 25m to a primary road corridor and over 2500 square metres in area, which may include one or more allotment) it may be developed over the prescribed height limit up to 30% above the maximum building height specified in where it:
  - (a) incorporates the retention, conservation and reuse of a building which is a listed heritage place or an existing built form and context that positively contributes to the character of the local area;
  - (b) includes more than 15% of dwellings as affordable housing; or

- (c) includes at least:
    - i. three of the following:
      - A. high quality open space that is universally accessible and is directly connected to, and well integrated with, public realm areas of the street;
      - B. high quality, safe and secure, universally accessible pedestrian linkages that connect through the development site;
      - C. active uses are located on the public street frontages of the building, with any above ground car parking located behind;
      - D. a range of dwelling types that includes at least 10% of 3+ bedroom apartments;
      - E. a child care centre; and
    - ii. three of the following sustainable design measures are provided:
      - A. a communal useable garden integrated with the design of the building that covers the majority of a rooftop area supported by services that ensure ongoing maintenance;
      - B. living landscaped vertical surfaces of at least 50m<sup>2</sup> supported by services that ensure ongoing maintenance;
      - C. passive heating and cooling design elements including solar shading integrated into the building;
      - D. higher amenity through provision of private open space in excess of minimum requirements by 25% for at least 50% of dwellings.
- 11** In Payneham, development on a significant development site (a site with a frontage to a primary road corridor and over 2500 square metres, which may include one or more allotment) should be designed to minimise impacts on residential uses in adjacent zones with regard to intensity of use, overshadowing, massing and building proportions.





## **ATTACHMENT C**

### **Urban Corridor Zone – Transit Living Policy Area**

(red text denotes proposed amendments)



## Transit Living Policy Area

The following objectives, desired character statement and principles of development control apply in the Transit Living Policy Area shown on Policy Area Maps NPSP/14 and NPSP/16. These provisions are additional to those expressed for the Urban Corridor Zone and the whole of the Council area in the City Wide section.

### OBJECTIVES

- Objective 1** A mixed use area with a strong living and accommodation focus that provides a diverse range of low to medium rise medium density residential development supported by compatible non-residential land uses oriented towards a primary road corridor, high frequency public transport route, activity centre or significant open space.
- Objective 2** A highly varied built streetscape allowing multiple built form design responses that support innovative housing and mixed use development.
- Objective 3** Development that contributes to the desired character of the policy area.

### PRINCIPLES OF DEVELOPMENT CONTROL

#### Land Use

1. The following types of development, or combination thereof, are envisaged in the Transit Living Policy Area and are additional to those identified in the zone:

Child Care Centre  
Restaurant  
Student Accommodation.

2. Shops or groups of shops, office or consulting room uses contained in a single building should have a gross leasable area of less than 500 square metres.
3. Development of diverse medium density accommodation options either as part of a mixed use development or wholly residential development.

#### Form and Character

4. Development should be consistent with the desired character for the policy area.
5. Residential development (other than residential development in a mixed use building) achieves a net residential density of at least 45 dwellings per hectare.
6. Buildings should positively contribute to a continuous framing of the public realm, and provide visual relief from building scale and massing from the ground level public realm.
7. Buildings should:
  - (a) include a clearly defined podium or street wall with a maximum building height of 2 building levels or 8m in height; and
  - (b) have levels above the defined podium or street wall setback a minimum of 2m from that wall.

## Interface Height

8. Buildings mitigate visual impacts of building massing on residential development within a neighbourhood-type zone.

## Significant Development Sites

9. Consolidation of significant development sites (a site with a frontage over 25m to a primary road corridor and over 2500m<sup>2</sup> in area, which may include one or more allotment) to achieve increased development yield provided that off-site impacts can be managed and broader community benefit is achieved in terms of design quality, community services, affordable housing provision, or sustainability features.
10. Where development is undertaken on significant development site (a site with a frontage over 25m to a primary road corridor and over 2500 square metres in area, which may include one or more allotment), it may develop over the prescribed height limit up to 30% above the maximum building height specified where it:
  - (a) incorporates the retention, conservation and reuse of a building which is a listed heritage place or an existing built form and context that positively contributes to the character of the local area;
  - (b) includes more than 15% of dwellings as affordable housing; or
  - (c) includes at least:
    - i. three of the following:
      - A. high quality open space that is universally accessible and is directly connected to, and well integrated with, public realm areas of the street;
      - B. high quality, safe and secure, universally accessible pedestrian linkages that connect through the development site;
      - C. active uses are located on the public street frontages of the building, with any above ground car parking located behind;
      - D. a range of dwelling types that includes at least 10% of 3+ bedroom apartments;
      - E. a child care centre; and
    - ii. three of the following sustainable design measures are provided:
      - A. a communal useable garden integrated with the design of the building that covers the majority of a rooftop area supported by services that ensure ongoing maintenance;
      - B. living landscaped vertical surfaces of at least 50m<sup>2</sup> supported by services that ensure ongoing maintenance;
      - C. passive heating and cooling design elements including solar shading integrated into the building;
      - D. higher amenity through provision of private open space in excess of minimum requirements by 25% for at least 50% of dwellings.
11. Development on a significant development site (a site with a frontage to a primary road corridor and over 2500 square metres, which may include one or more allotment) should be designed to minimise impacts on residential uses in adjacent zones with regard to intensity of use, overshadowing, massing and building proportions.
12. Development that:
  - (a) is constructed within zone's Interface Building Height provisions
  - (b) locates non-residential activities and higher density elements towards the primary road corridor; and
  - (c) locates taller building elements towards the primary road corridor.

**13. Vehicular access to be provided:**

- (a) via side streets or rear lanes provided there is no negative impact on residential amenity within the zone and in adjacent zones; or
- (b) where it consolidates or replaces existing crossovers.



## **ATTACHMENT D**

### **MAPS (REPLACEMENTS)**

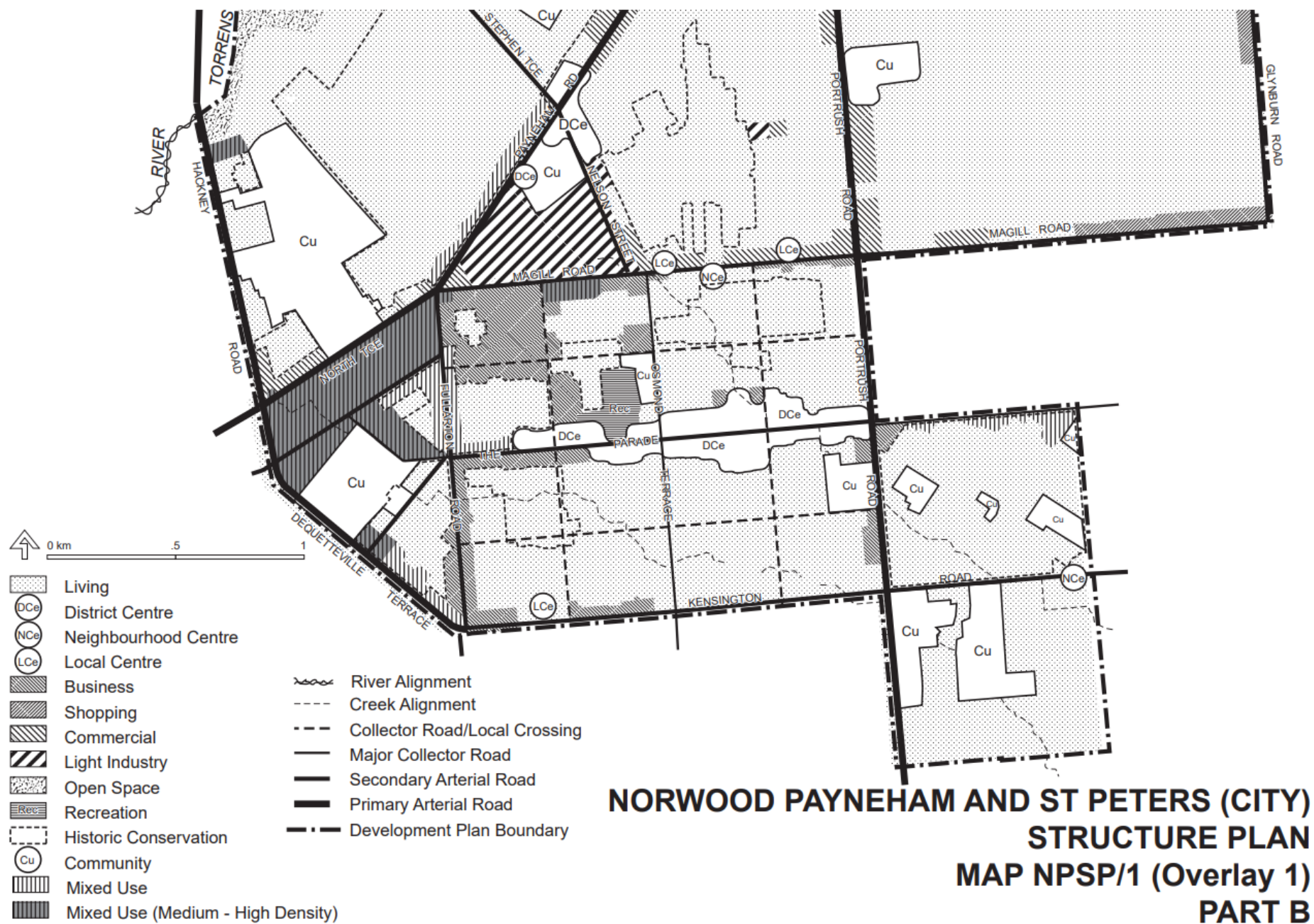
Structure Plan Map NPSP/1 (Overlay 1) Part A  
Structure Plan Map NPSP/1 (Overlay 1) Part B  
Affordable Housing Map NPSP/1 (Overlay 6)  
Noise and Air Emissions Map NPSP/1 (Overlay 7)  
Strategic Transport Routes Map NPSP/1 (Overlay 8)  
Zones Map NPSP/5  
Zones Map NPSP/7  
Zones Map NPSP/10  
Policy Areas Map NPSP/14  
Policy Areas Map NPSP/16  
Policy Areas Map NPSP/21  
State and Local Heritage Places and Contributory Items Fig Her/17



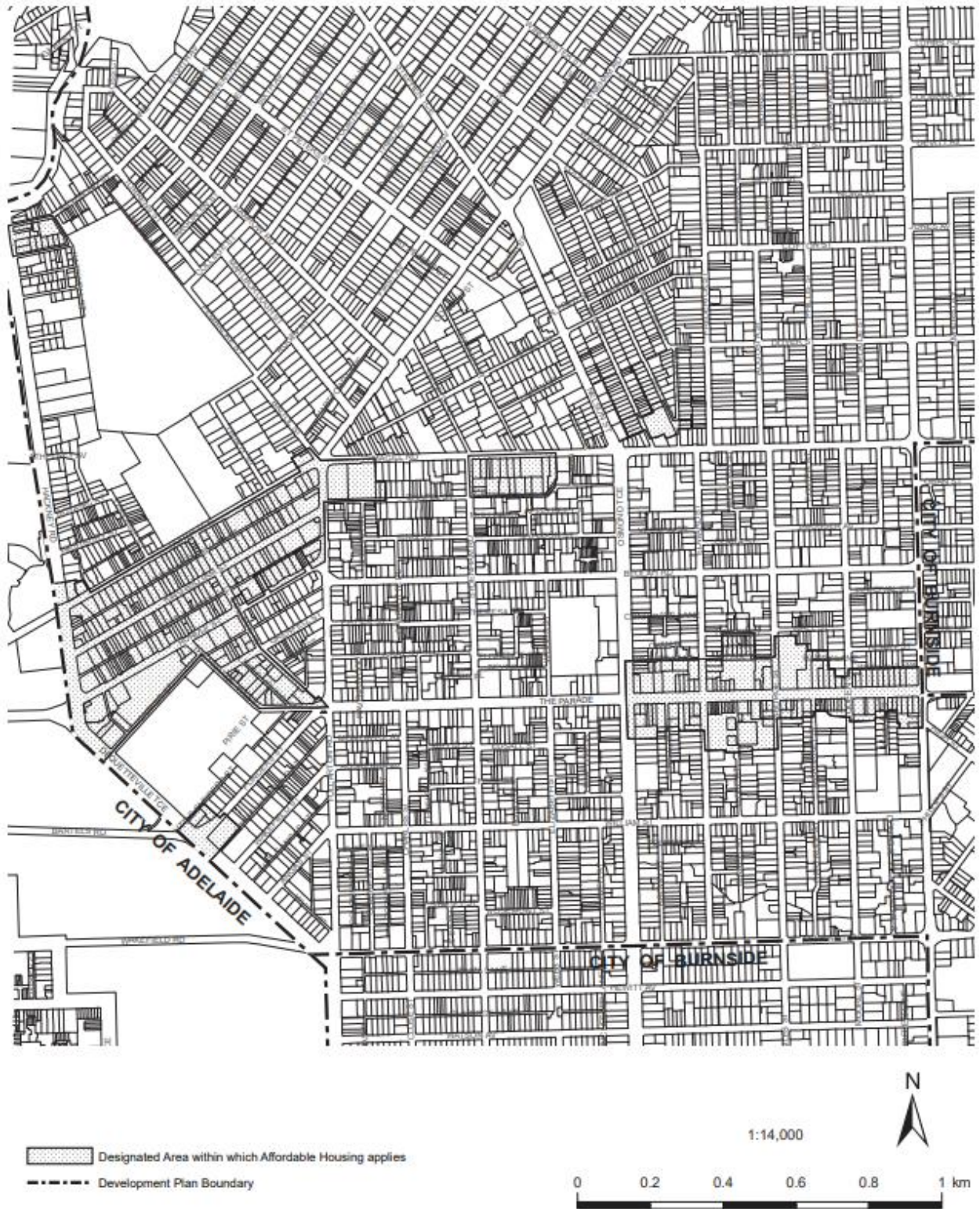




**NORWOOD PAYNEHAM  
AND ST PETERS (CITY)  
STRUCTURE PLAN  
MAP NPSP/1 (Overlay 1)  
PART A**

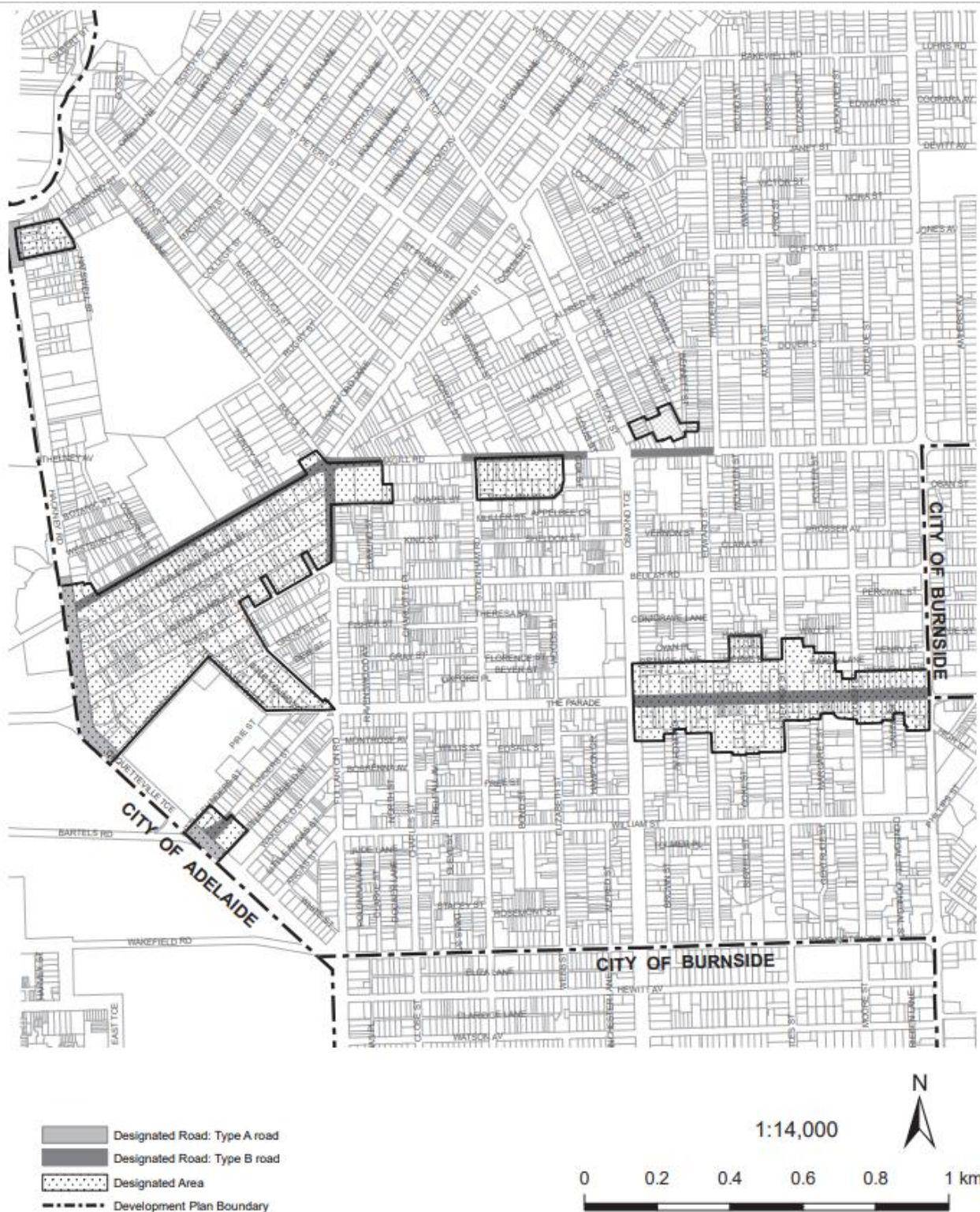






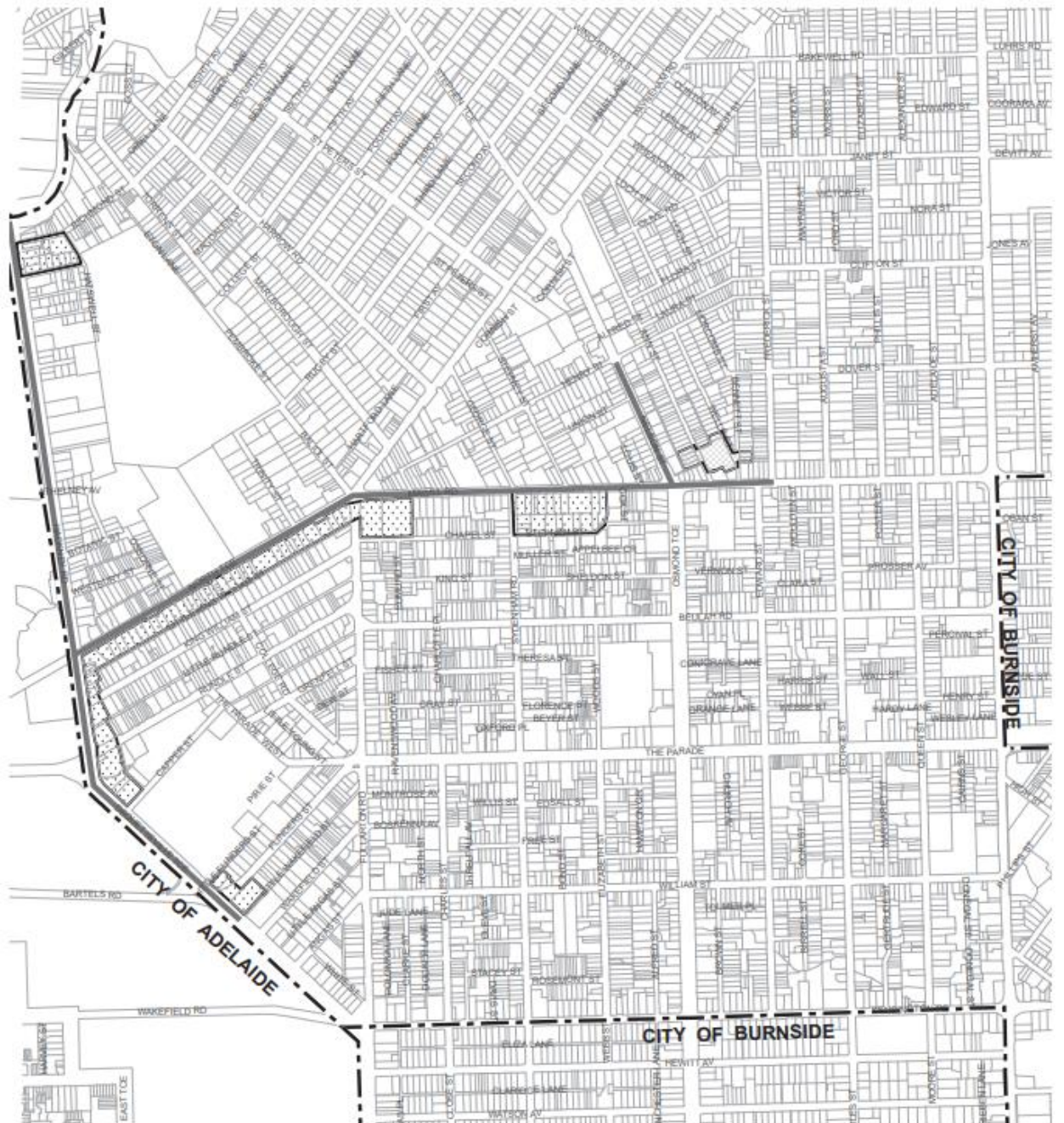
**NORWOOD PAYNEHAM AND ST PETERS (CITY)  
AFFORDABLE HOUSING  
MAP NPSP/1 (Overlay 6)**





# **NORWOOD PAYNEHAM AND ST PETERS (CITY)** **NOISE AND AIR EMISSIONS** **MAP NPSP/1 (Overlay 7)**





1:14,000



# **NORWOOD PAYNEHAM AND ST PETERS (CITY)** **STRATEGIC TRANSPORT ROUTES** **MAP NPSP/1 (Overlay 8)**

-  Designated Area
-  Strategic Roads Network
-  Development Plan Boundary





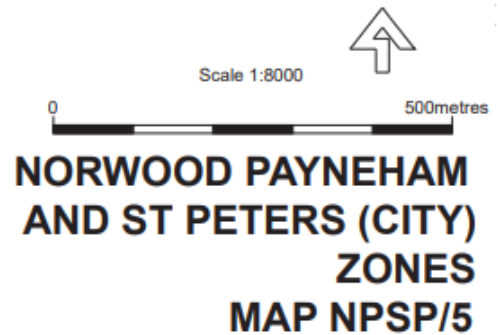
MAP NPSP/4 ADJOINS

MAP NPSP/8 ADJOINS

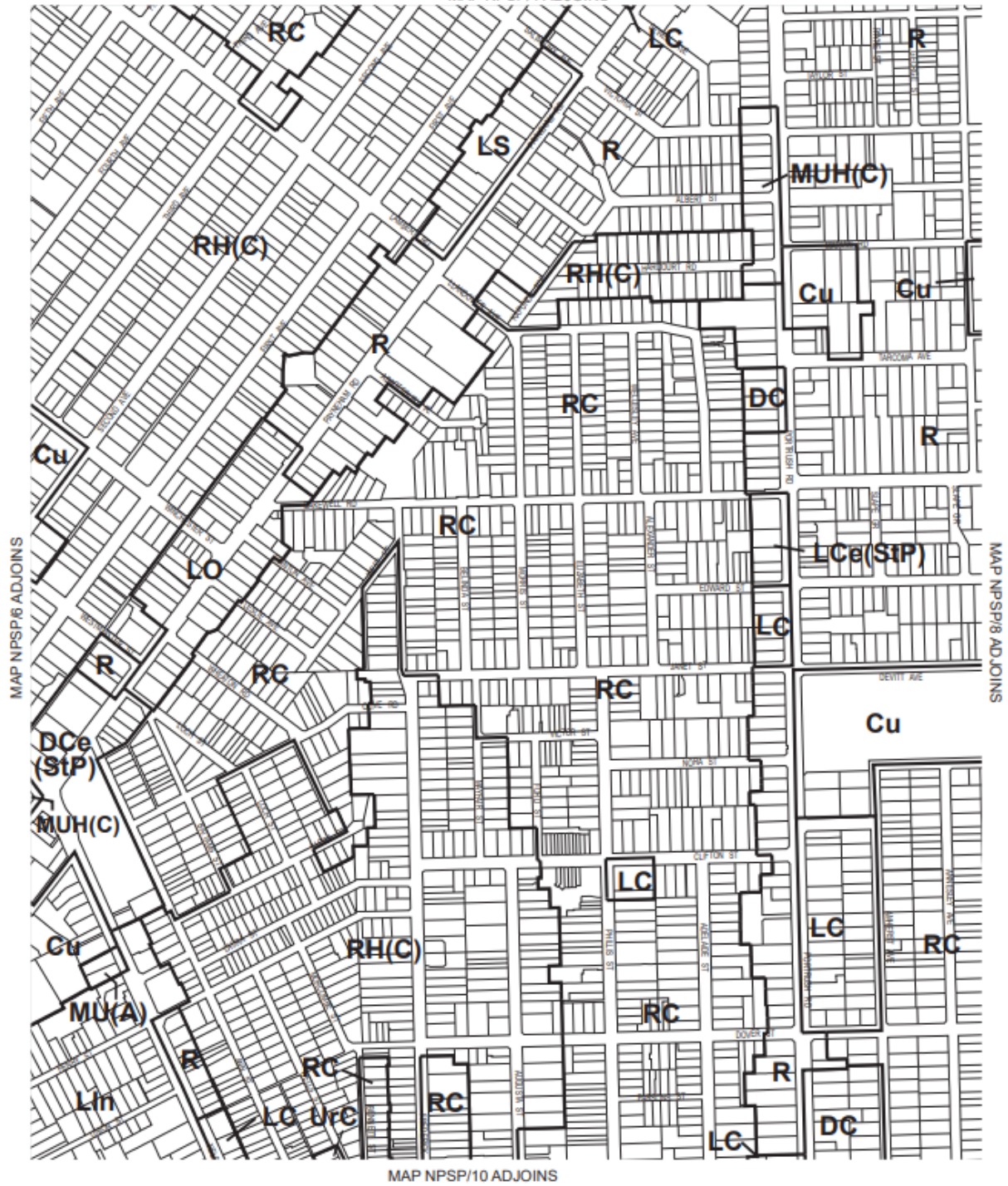
**NOTE : For Policy Areas See MAP NPSP/21**

Cu	Community
LC	Local Commercial
LIn	Light Industry
LO	Local Office
LP(RT)	Linear Park (River Torrens)
LS	Local Shopping
R	Residential
UrC	Urban Corridor

	Zone Boundary
	Development Plan Boundary



MAP NPSP/4 ADJOINS



NOTE : For Policy Areas See MAP NPSP/14

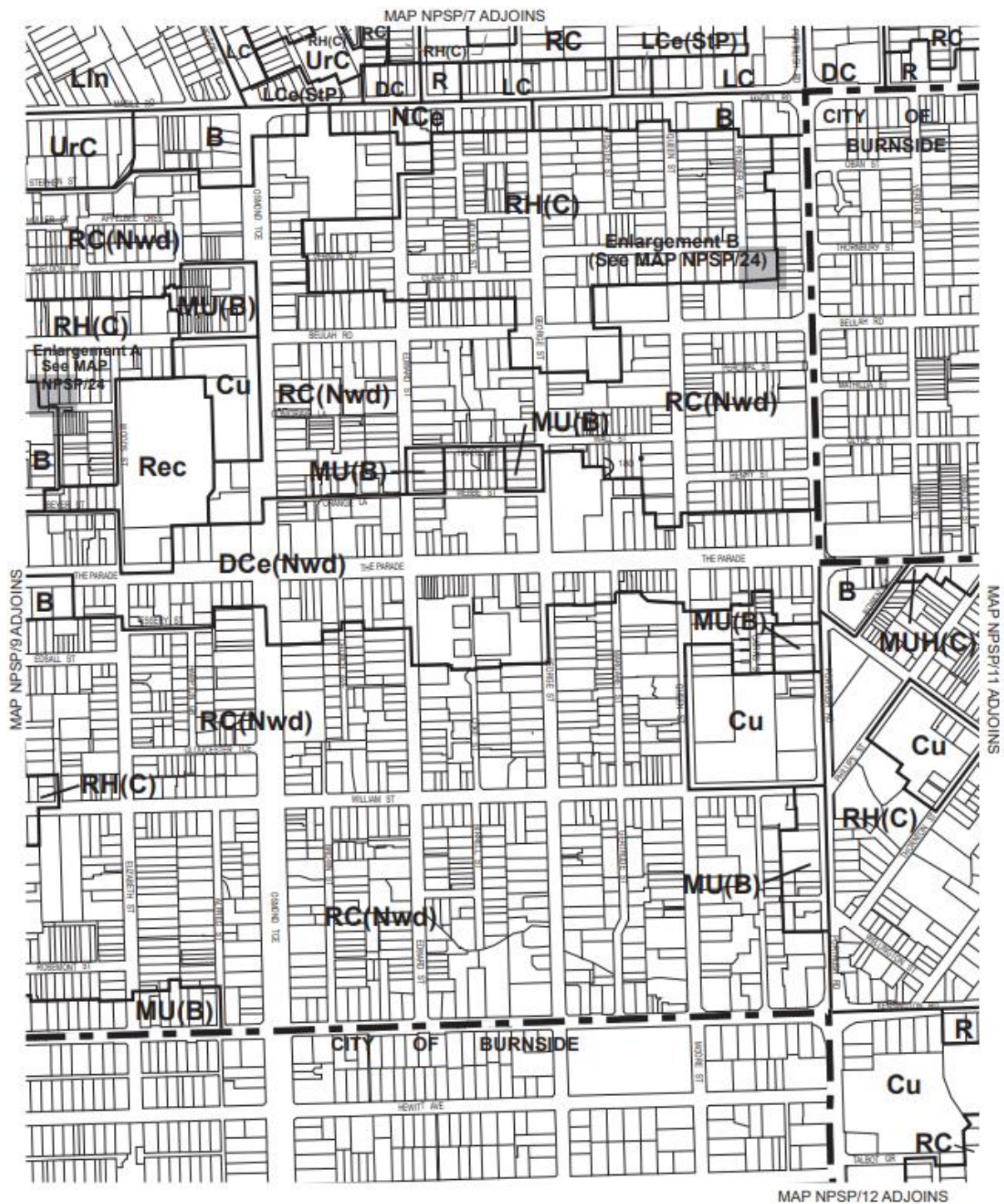
Cu	Community	RH(C)	Residential Historic (Conservation)
DC	District Commercial	UrC	Urban Corridor
DCe(StP)	District Centre (St Peters)		
LC	Local Commercial		
LCe(StP)	Local Centre (St Peters)		
LIn	Light Industry		
LO	Local Office		
LS	Local Shopping		
MU(A)	Mixed Use (A)		
MUH(C)	Mixed Use Historic (Conservation)		
R	Residential		
RC	Residential Character		

— Zone Boundary



# **NORWOOD PAYNEHAM AND ST PETERS (CITY) ZONES MAP NPSP/7**





NOTE : For Policy Areas See MAP NPSP/16

B	Business	RH(C)	Residential Historic (Conservation)
Cu	Community	Rec	Recreation
DC	District Commercial	UrC	Urban Corridor
DCE(Nwd)	District Centre (Norwood)		
LC	Local Commercial		
LCE(StP)	Local Centre (St Peters)		
Lin	Light Industry		
MU(B)	Mixed Use B		
MUH(C)	Mixed Use Historic (Conservation)		
NCE	Neighbourhood Centre		
RC	Residential Character		
RC(Nwd)	Residential Character (Norwood)		
R	Residential		

— Zone Boundary  
 - - - Development Plan Boundary

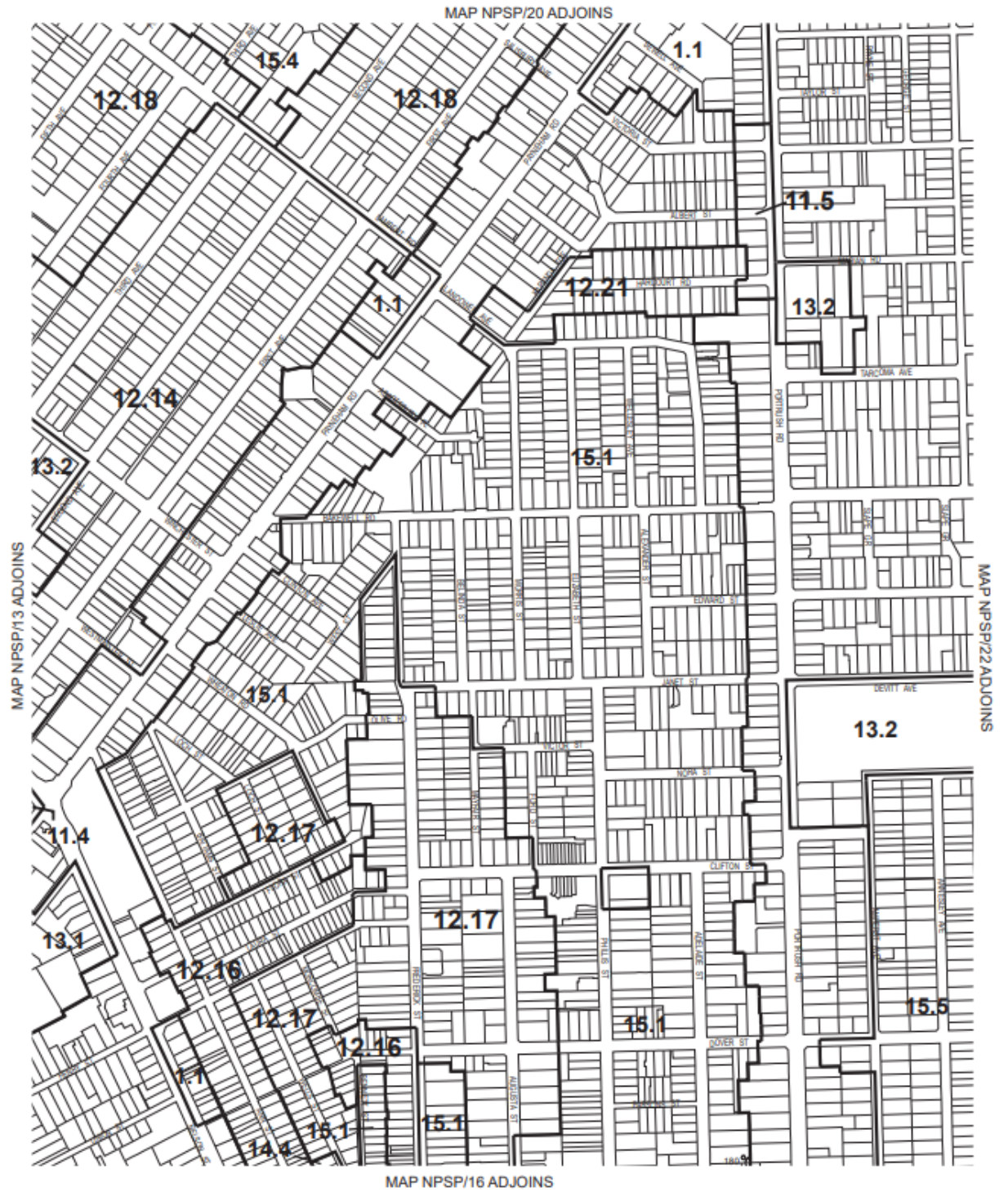
Residential Historic (Conservation)  
 Recreation  
 Urban Corridor

Scale 1:8000

0 500metres

# **NORWOOD PAYNEHAM AND ST PETERS (CITY) ZONES MAP NPSP/10**





Community  
 13.1 Recreation  
 13.2 Education  
 Mixed Use Historic (Conservation)  
 11.4 Payneham Road  
 11.5 Portrush Road

Residential  
 1.1 Medium Density

Residential Character  
 15.1 Evandale / Maylands / Stepney  
 15.4 St Peters / Joslin / Royston Park  
 15.5 Trinity Gardens / St Morris

Residential Historic (Conservation)  
 12.14 The Avenues  
 12.16 Stepney  
 12.17 Maylands  
 12.18 Joslin / Royston Park  
 12.21 Payneham (Harcourt Road)

Urban Corridor  
 14.4 Transit Living

Policy Area Boundary

Scale 1:8000

0 500metres

# **NORWOOD PAYNEHAM AND ST PETERS (CITY) POLICY AREAS MAP NPSP/14**



**Business**  
 6.1 West Norwood  
 6.2 Beulah Road  
 6.3 Magill Road West  
 6.6 Magill Road East  
 6.7 Kensington

**Community**  
 13.2 Education

**District Centre (Norwood)**  
 2.1 Retail Core  
 2.2 The Parade East  
 2.3 The Parade West

**Mixed Use B**  
 8.1 Kensington Road  
 8.3 Portrush Road  
 8.5 Osmond Terrace  
 8.6 George Street/Edward Street

**Mixed Use Historic (Conservation)**  
 11.3 Kensington

**Neighbourhood Centre**  
 3.2 Magill Road

**Residential Character**  
 15.1 Evandale / Maylands / Stepney  
 15.3 Heathpool / Marryatville  
 15.5 Trinity Gardens / St Morris

**Residential Historic (Conservation)**  
 12.5 Norwood 3  
 12.6 Norwood 4  
 12.7 Norwood 5  
 12.8 Kensington 1  
 12.9 Kensington 2

**Urban Corridor**  
 12.16 Stepney  
 12.17 Maylands  
 14.3 High Street  
 14.4 Transit Living

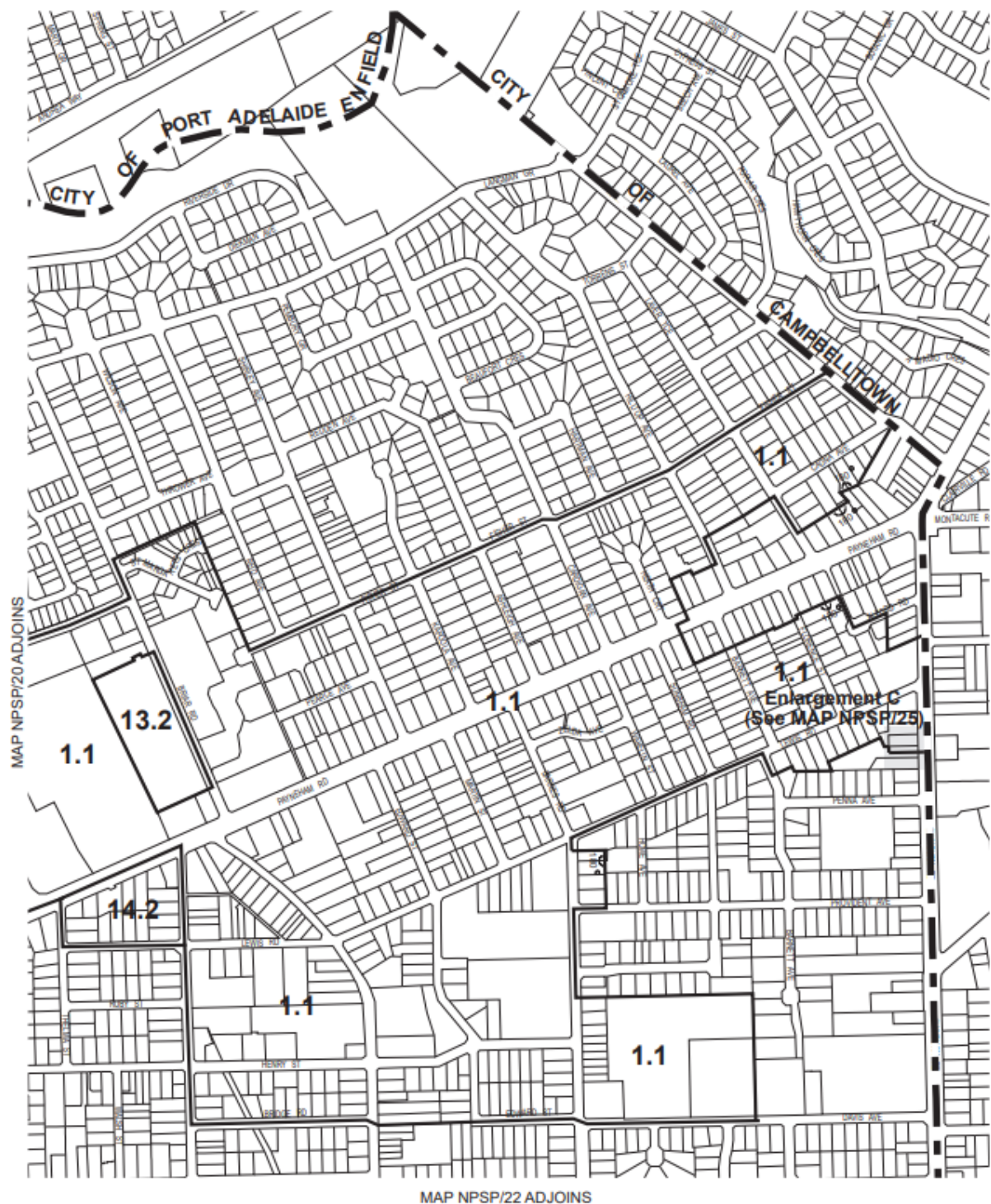
Scale 1:8000

0 500metres

# **NORWOOD PAYNEHAM AND ST PETERS (CITY) POLICY AREAS MAP NPSP/16**

— Policy Area Boundary  
 - - - Development Plan Boundary





Community  
13.2  
Residential  
1.1  
Urban Corridor  
14.2

Education  
Medium Density  
Business

Policy Area Boundary  
Development Plan Boundary

Scale 1:8000

0 500metres

# **NORWOOD PAYNEHAM AND ST PETERS (CITY) POLICY AREAS MAP NPSP/21**



- State Heritage Place
  - Local Heritage Place
  - ▲ Contributory Item
- Residential Historic (Conservation) Zone
- 12.5 Norwood 3
  - 12.6 Norwood 4
  - 12.16 Stepney
  - 12.17 Maylands
- Policy Area Boundary



Scale 1:5000

0 200metres

# **NORWOOD PAYNEHAM AND ST PETERS (CITY) STATE AND LOCAL HERITAGE PLACES AND CONTRIBUTORY ITEMS Fig Her/17**

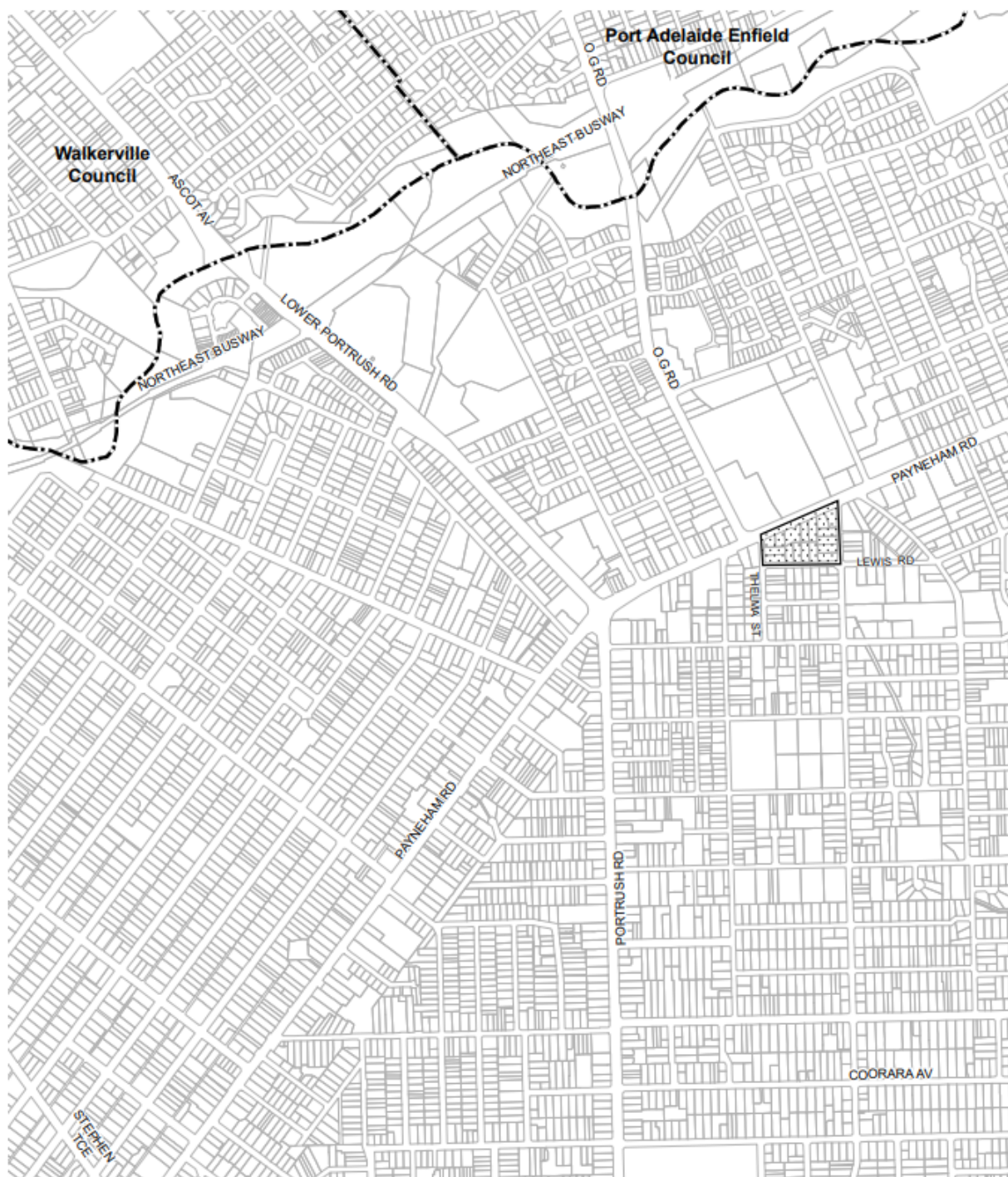
## **ATTACHMENT E**



### **MAPS (NEW)**

Affordable Housing Map NPSP/1 (Overlay 6b)  
Noise and Air Emissions Map NPSP/1 (Overlay 7b)  
Strategic Transport Routes Map NPSP/1 (Overlay 8b)





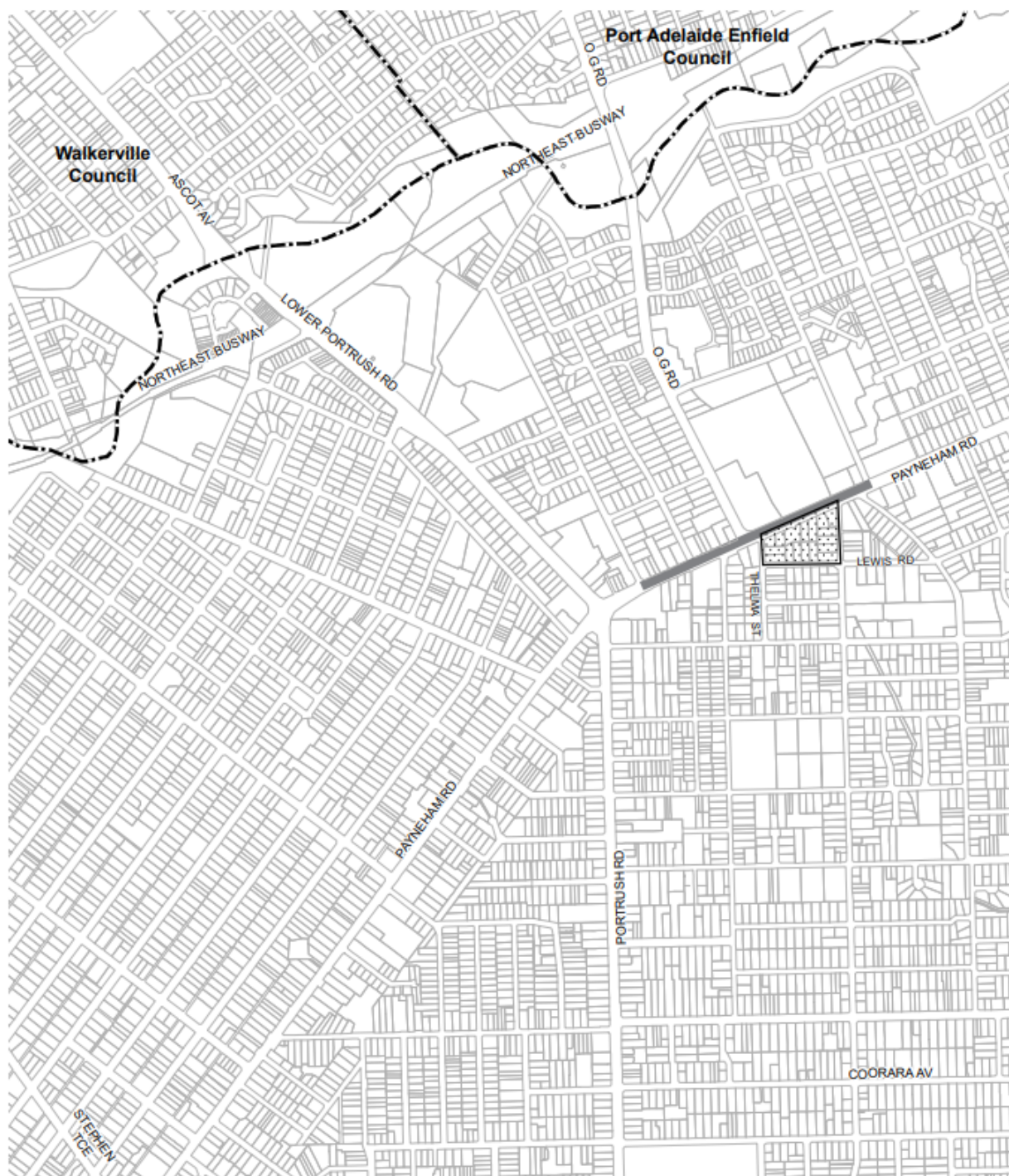


 Designated Area within which Affordable Housing applies  
 Development Plan Boundary



0 150 300 450 600 750 metres  


## **NORWOOD PAYNEHAM AND ST PETERS (CITY)** **AFFORDABLE HOUSING** **MAP NPSP/1 (Overlay 6b)**

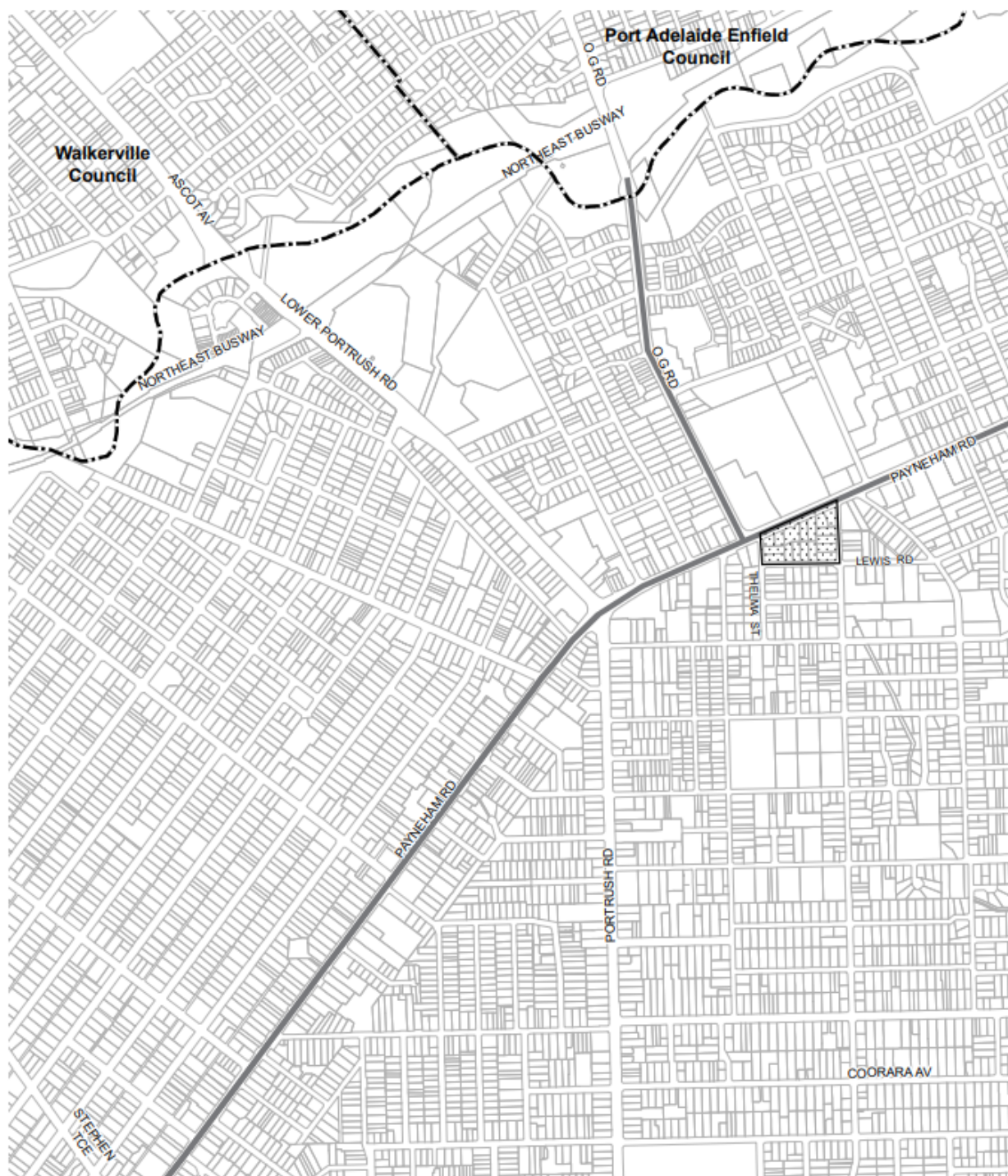


- Designated Road: Type A road
- Designated Road: Type B road
- Designated Area
- Development Plan Boundary



## NORWOOD PAYNEHAM AND ST PETERS (CITY) NOISE AND AIR EMISSIONS MAP NPSP/1 (Overlay 7b)





- Designated Area
- Strategic Roads Network
- Development Plan Boundary



0 150 300 450 600 750 metres

# **NORWOOD PAYNEHAM AND ST PETERS (CITY)** **STRATEGIC TRANSPORT ROUTES** **MAP NPSP/1 (Overlay 8b)**