

Development Plan Amendment

By the Minister

Adelaide (City) Development Plan

Capital City Policy Review (Design Quality) Development Plan Amendment

The 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

30 MAY 2017
.....



Government of South Australia
Department of Planning,
Transport and Infrastructure

Approval DPA

Background

The Capital City Policy Review (Design Quality) Development Plan Amendment (DPA) by the Minister amends the Adelaide (City) Council Development Plan.

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

- An Initiation Document agreed on 15 June 2016
- A DPA released for concurrent agency, council and public consultation from 8 September 2016 to 2 November 2016
- A Public Meeting conducted by the Development Policy Advisory Committee (DPAC) Public Meeting Subcommittee on 23 November 2016 at the Grosvenor Hotel, Adelaide.

Consultation

A total of ten (10) public submissions, two (2) council submissions and five (5) agency submissions were received in relation to the DPA during the consultation period. Three (3) verbal submissions were made at the Public Meeting.

Approval Stage

Based on a review of all submissions and in consideration of the recommendations of DPAC, the following alterations have been made to the Amendment:

- (a) Additions to the Desired Character Statement for the Capital City Zone to reinforce the need for new development to respond to site context and the broader streetscape.
- (b) Inclusion of examples of appropriate materials and finishes for built form to assist in clarifying the use of the terms “durable” and “age well” in the relevant principle of development control for the Capital City Zone.
- (c) Amendments to principle of development control 19 in the Capital City Zone to:
 - clarify that proposed ‘city form’ as outlined in Concept Plans [Figures CC/1 and 2](#) is the anticipated future form, not current form;
 - include an additional criteria for exceeding minimum amenity requirements for apartments if seeking to build over-height;
 - include DDA (universal) access in some of the over-height policy criteria;
 - encourage car parking levels being adaptable in the over-height policy criteria;
 - clarify that green spaces on buildings be supported with services (for plant survival) in the over-height policy criteria; and
 - further encourage energy efficiency and amenity in buildings.
- (d) Interface provisions have been applied to the interface between the Capital City Zone and the Adelaide Historic (Conservation) Zone.
- (e) Minor changes have been made to over-height policy in other zones to improve clarity of policy and consistency with Council-wide provisions.

- (f) Minor changes to the wording of the Desired Character Statement for Rundle Street East to improve clarity of policy.
- (g) Retention of the existing bicycle parking rate of 1 space per dwelling.
- (h) A range of other minor alterations have been made to the DPA in accordance with those identified in the Summary of Submissions tables.

Amendment Instructions Table				
Name of Local Government Area: City of Adelaide				
Name of Development Plan: Adelaide (City) Development Plan				
Name of DPA: Capital City Policy Review (Design Quality) DPA				
<p><i>The following amendment instructions (at the time of drafting) relate to the Adelaide (City) Development Plan consolidated on 24 September 2015.</i></p> <p><i>Where amendments to this Development Plan have been authorised after the aforementioned consolidation date, consequential changes to the following amendment instructions will be made as necessary to give effect to this amendment.</i></p>				
Amendment Instruction Number	Method of Change	Detail what in the Development Plan is to be amended, replaced, deleted or inserted. 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.
COUNCIL WIDE / GENERAL SECTION PROVISIONS (including figures and illustrations contained in the text)				
Amendments required (Yes/No): Yes				
1.	Replace	Principle of Development Control 260(e) with the following: '(e) on a site with only one major street frontage, include screening so that any car parking is not visible from the public realm either day or night, and detailed to complement neighbouring buildings in a manner consistent with desired character in the relevant Zone and Policy Area.'	N	N
2.	Insert	The following new Principle of Development Control and heading immediately after Objective 48: 'PRINCIPLE OF DEVELOPMENT CONTROL xx Where development significantly exceeds quantitative policy provisions, it should demonstrate a significantly higher standard of design outcome in relation to qualitative policy provisions including pedestrian and cyclist amenity, activation, sustainability and public realm and streetscape contribution.'	Y	N
ZONE AND/OR POLICY AREA AND/OR PRECINCT PROVISIONS (including figures and illustrations contained in the text)				
Amendments required (Yes/No): Yes				
Capital City Zone				
3.	Delete	The 6 th and 7 th paragraphs of the Desired Character Statement (ie the paragraphs with 'There will be...' and 'Exemplary and outstanding building design...'	N	N

4.	Inert	<p>In the Desired Character Statement, in paragraph 5 after the last sentence insert the following:</p> <p style="padding-left: 40px;">‘Non-residential and / or residential land uses will face the street at the first floor level to contribute to street vibrancy.</p> <p style="padding-left: 40px;">New development will achieve high design quality by being:</p> <ul style="list-style-type: none"> • Contextual – so that it responds to its surroundings, recognises and carefully considers the adjacent built form, and positively contributes to the character of the immediate area. • Durable – by being fit for purpose, adaptable and long lasting, and carefully considers the existing development around it. • Inclusive – by integrating landscape design to optimize pedestrian and cyclist usability, privacy, and equitable access, and also promote the provision of quality spaces integrated with the public realm that can be used for access and recreation and help optimize security and safety both internally and into the public realm, for occupants and visitors alike. • Sustainable – by integrating sustainable systems into new buildings and the surrounding landscape design to improve environmental performance and minimise energy consumption. • Amenable – by providing natural light and ventilation to habitable spaces. <p style="padding-left: 40px;">Contemporary juxtapositions will provide new settings for heritage places. Innovative design is expected in areas of identified street character with an emphasis on contemporary architecture that responds to site context and broader streetscape, while supporting optimal site development. The addition of height, bulk and massing of new form should be given due consideration in the wider context of the proposed development.</p> <p style="padding-left: 40px;">There will also be a rich display of art that is accessible to the public and contextually relevant.’</p>	N	N
5.	Insert	<p>In the Desired Character Statement, after the paragraph that starts with the words ‘The Zone also includes a number of main Street areas...’ insert the following:</p> <p style="padding-left: 40px;">‘Development fronting North Terrace, King William Street, Wakefield Street, Grote Street, the Squares, and in the Main Street Policy Area, will reflect their importance though highly contextual design that reflects and responds to their setting and role.’</p>	N	N

6.	Replace	<p>The part of the Main Street Policy Area 14's Desired Character Statement under the heading 'Rundle Street' with the following text:</p> <p>'Rundle Street is a main street characterised by generally consistent built form and heritage buildings that will be retained and where possible enhanced. Development will be consistent with the intimate scale and intricate and diverse architectural features of Rundle Street and will reinforce the existing two and three storey built scale. This is derived from buildings of relatively uniform height and scale, mostly built in the nineteenth and early twentieth century. Any new development will be carefully designed so that the historic main street character is retained and where possible enhanced.</p> <p>Existing façades typically encompass a high proportion of solid to void and a high level of architectural detail (including ornamentation and fenestration and through a combination of materials).</p> <p>Horizontal emphasis is achieved through the integration of masonry coursing, parapets, verandahs and balconies. The subtle variety of scale and massing adds texture to the streetscape.</p> <p>Upper levels of buildings will be well-articulated and utilise architectural expressions that result in reduced visual mass, and carefully scaled to avoid overbearing height. Podium elements will be utilised to reconcile the scale relationships between the taller elements and the existing streetscape. '</p>	N	N
7.	Insert	<p>The following new Principle of Development Control immediately following current Principle of Development Control 6:</p> <p>'xx Buildings should achieve a high standard of external appearance by:</p> <ul style="list-style-type: none"> (a) the use of high quality materials and finishes. 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; (b) providing a high degree of visual interest through articulation, avoiding any large blank facades, and incorporating design features within blank walls on side boundaries which have the potential to be built out; (c) ensuring lower levels are well integrated with, and contribute to a vibrant public realm; and (d) ensuring any ground and first floor level car parking elements are sleeved by residential or non-residential land uses (such as shops, offices and consulting rooms) to ensure an activated street frontage.' 	Y	N

8.	Replace	<p>Principle of Development Control 11 with the following:</p> <p>'Buildings should be designed to include a podium/street wall height and upper level setback (in the order of 3-6 metres) that:</p> <ul style="list-style-type: none"> (a) relates to the scale and context of adjoining built form; (b) provides a human scale at street level; (c) creates a well-defined and continuity of frontage; (d) gives emphasis and definition to street corners to clearly define the street grid; (e) contributes to the interest, vitality and security of the pedestrian environment; (f) maintains a sense of openness to the sky for pedestrians and brings daylight to the street; and (g) achieves pedestrian comfort by minimising micro climatic impacts (particularly shade/shelter, wind tunnelling and downward drafts); <p>other than (h) or (i):</p> <ul style="list-style-type: none"> (h) in the Central Business Policy Area; (i) where a lesser (or zero) upper level setback and/or podium height is warranted to correspond with and complement the form of adjacent development, in which case alternative design solutions should be included to achieve a cohesive streetscape, provided parts (b) to (g) are still achieved. 	N	N
9.	Insert	<p>The following new Principle of Development Control immediately after current Principle of Development Control 14:</p> <p>'xx Development that exceeds the maximum building height shown in Concept Plan Figures CC/1 and 2, and meets the relevant quantitative provisions should demonstrate a significantly higher standard of design outcome in relation to qualitative policy provisions including site configuration that acknowledges and responds to the desired future character of an area but that also responds to adjacent conditions (including any special qualities of a locality), pedestrian and cyclist amenity, activation, sustainability, and public realm and streetscape contribution.'</p>	Y	N

10.	Replace	<p>Current Principle of Development Control 19 with:</p> <p>'19 Development should not exceed the maximum building height shown in Concept Plan Figures CC/1 and 2 unless;</p> <p>(a) it is demonstrated that the development reinforces the anticipated city form in Concept Plan Figures CC/1 and 2, and</p> <p>(b) only if:</p> <p>(i) at least two of the following features are provided:</p> <ol style="list-style-type: none"> (1) the development provides an orderly transition up to an existing taller building or prescribed maximum building height in an adjoining Zone or Policy Area; (2) the development incorporates the retention, conservation and reuse of a building which is a listed heritage place; (3) high quality universally accessible open space that is directly connected to, and well integrated with, public realm areas of the street; (4) universally accessible, safe and secure pedestrian linkages that connect through the development site as part of the cities pedestrian network on Map Adel/1 (Overlay 2A); (5) on site car parking does not exceed a rate of 0.5 spaces per dwelling, car parking areas are adaptable to future uses or all car parking is provided underground; (6) residential, office or any other actively occupied use is located on all of the street facing side of the building, with any above ground car parking located behind; (7) a range of dwelling types that includes at least 10% of 3+ bedroom apartments; (8) more than 15 per cent of dwellings as affordable housing. <p>(ii) plus all of the following sustainable design measures are provided:</p> <ol style="list-style-type: none"> (1) a rooftop garden covering a majority of the available roof area supported by services that ensure ongoing maintenance; (2) a greenroof, or greenwalls / façades supported by services that ensure ongoing maintenance; (3) innovative external shading devices on all of the western side of a street facing façade; and (4) higher amenity through provision of private open space in excess of minimum requirements, access to natural light and ventilation to all habitable spaces and common circulation areas. 	N	N
11.	Insert	<p>The following new Principle of Development Control immediately following current Principle of Development Control 22:</p> <p>xx Parts of a development that exceed the prescribed maximum building height shown on Concept Plan</p>	Y	N

		<p>Figures CC/1 and 2 that are directly adjacent to the City Living, Main Street (Adelaide) and Adelaide Historic (Conservation) Zone boundaries should be designed to minimise visual impacts on sensitive uses in the adjoining zones and to maintain the established or desired future character of the area. This may be achieved through a number of techniques such as additional setback, avoiding tall sheer walls, centrally locating taller elements, providing variation of light and shadow through articulation to provide a sense of depth and create visual interest, and the like.</p>		
City Frame Zone				
12.	Insert	<p>The following new Principle of Development Control immediately following current Principle of Development Control 19:</p> <p>‘xx Parts of a development on a catalyst site that exceed the prescribed maximum building height that applies to non-catalyst sites in the zone, and that are directly adjacent to the City Living Zone boundary (or site boundaries with respect to the City Living Zone South and East Terrace Policy Areas) should be designed to minimise visual impacts on sensitive uses in the adjoining zones and to maintain the established or desired future character of the area. This may be achieved through a number of techniques such as additional setback, avoiding tall sheer walls, centrally locating taller elements, providing variation of light and shadow through articulation to provide a sense of depth and create visual interest, and the like.’</p>	Y	N
Main Street (Adelaide) Zone				
13.	Insert	<p>The following new Principle of Development Control immediately following current Principle of Development Control 19:</p> <p>‘xx Parts of a development on a catalyst site that exceed the prescribed maximum building height that applies to non-catalyst sites in the zone, and that are directly adjacent to the City Living Zone boundary should be designed to minimise visual impacts on sensitive uses in the adjoining zones and to maintain the established or desired future character of the area. This may be achieved through a number of techniques such as additional setback, avoiding tall sheer walls, centrally locating taller elements, providing variation of light and shadow through articulation to provide a sense of depth and create visual interest, and the like.’</p>	Y	N

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Transport and Infrastructure

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EXECUTIVE SUMMARY

1. INTRODUCTION

The *Development Act 1993* 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 *Development Act 1993*).

2. NEED FOR THE AMENDMENT

In 2012 the Adelaide City Development Plan was comprehensively updated through the Capital City Development Plan Amendment (DPA), which amended a suite of policies aimed at, amongst other things, removing restrictive barriers, improving design, and further supporting mixed use outcomes (ie residential plus commercial activities such as shops, cafes, restaurants, offices etc) for new development.

Given the importance of the city centre to the state from an economic, cultural and social perspective, it is prudent to review the operation of the policy in light of recent development assessment (including Design Review) experience. Preliminary feedback from the Department of Planning Transport and Infrastructure (DPTI) Development Assessment and Design Review sections have suggested that policy could be adjusted to reinforce design quality.

Also, a new focus on a carbon neutral Adelaide means that policy opportunities to link with sustainability measures needs to be explored.

3. AREA AFFECTED

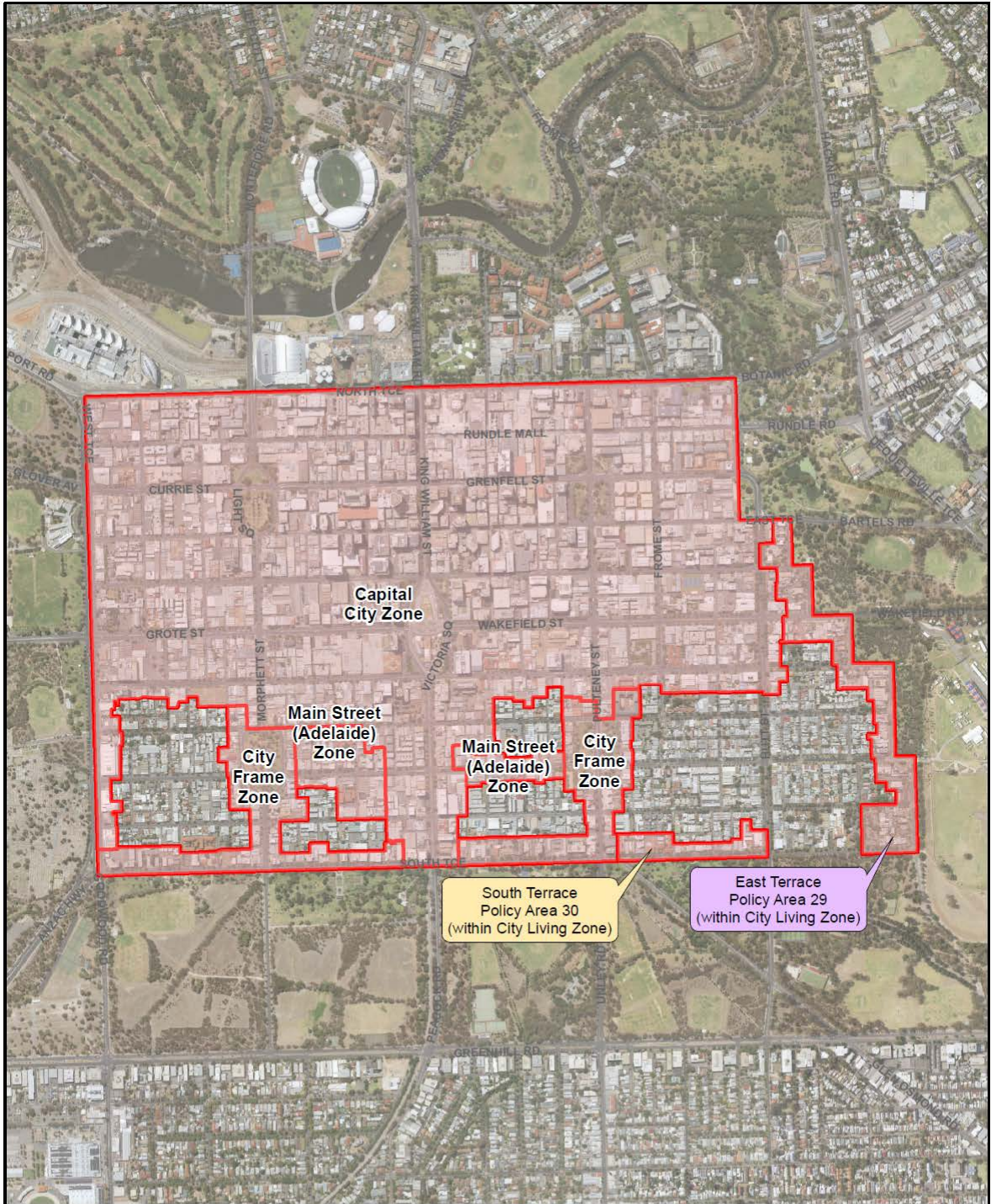
The area affected by the proposed DPA primarily relates to the parts of the square mile of the City of Adelaide which were the subject of the Capital City DPA (refer to affected area map on the following page) including the:

- Capital City Zone
- City Frame Zone
- Main Street (Adelaide) Zone
- East Terrace Policy Area 29 and South Terrace Policy Area 30 of the City Living Zone.

Some policy changes are proposed to Council-Wide policy which will apply across the whole Council area.

4. PROPOSED POLICY CHANGES

The DPA proposes to adjust certain design related policies in regard to podiums and treatments to street facing facades, requirements for 'over-height' development (including new sustainability performance measures to link with the carbon neutral Adelaide initiative), strengthening the Desired Character Statement along Rundle Street to provide greater guidance in regard to contextual building design recognising its important character, all with a view to reinforcing quality design outcomes, particularly in key locations. Capacity to consider a lower bicycle parking rate in some circumstances are proposed. For a more technical and detailed summary refer to Section 4 of the Analysis in this report. A map of the proposed policy changes is contained in **Appendix A** to provide a spatial representation of where they apply.

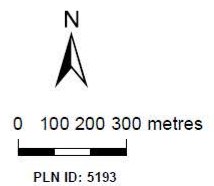


**Primary Area Affected
Adelaide Capital City Policy Review (Design Quality) DPA**

Cadastre current to 30 June 2015.
Aerial imagery supplied by Government of South Australia.

Produced by DPTI - Development Division
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 Area



5. LEGAL REQUIREMENTS

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.

The DPA has assessed the extent to which the proposed amendment:

- accords with the Planning Strategy
- accords with other parts of the Development Plan(s)
- complements the policies in Development Plans for adjoining areas
- satisfies the requirements prescribed by the Regulations under the Development Act 1993.

6. CONSULTATION

This document is now released for concurrent agency and public consultation for a period of eight weeks.

All agency and public submissions made during the consultation phase will be considered by the Development Policy Advisory Committee, which is an independent body responsible for conducting the consultation stage of Ministerial DPAs. Changes to the DPA may occur as a result of this consultation process.

7. THE FINAL STAGE

When the Development Policy Advisory Committee has considered the comments received and heard all the public submissions, it will provide the Minister for Planning with a report on its findings.

The Minister for Planning will then either approve (with or without changes) or decline to approve the DPA.

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

ANALYSIS

1. BACKGROUND

The *30-Year Plan for Greater Adelaide* (30-Year Plan) proposes a modern, efficient and sustainable urban form for the Greater Adelaide region; it is designed to set the shape and characteristics of the pattern of development for the next 30 years. Importantly, the 30-Year Plan identifies the city centre as the pre-eminent cultural and economic hub for Greater Adelaide.

The city centre area is critical to meeting this objective – it is the State’s principle centre for employment, recreation, entertainment, facilities and services, as well as being the focal point for Adelaide’s public transport. Maximising opportunity for medium to high density residential development, and further supporting economic opportunity will further reinforce and support the city centres pre-eminent role and capitalise on these attributes.

The update of the 30-Year Plan has been released for public consultation (from 25 August 2016 to 21 October 2016). The draft update maintains the role of Adelaide City centre as the focus for the city. For further information visit www.livingadelaide.sa.gov.au.

1.1 Capital City Development Plan Amendment

To assist in implementing the above objectives of the 30-Year Plan, the Minister for Planning revised the city’s planning policies in March 2012 through the Capital City Development Plan Amendment (DPA) to stimulate investment and new housing, support infrastructure investment, generate jobs and attract more people to live, work, spend time and invest in Adelaide.

The policies were supported by the introduction of a pre-lodgement and Design Review process for development in the city valued over \$10 million to be assessed by a single planning authority—the Development Assessment Commission. All developments of this scale must also be referred to the Government Architect for advice to ensure design considerations are a fundamental part of the assessment process.

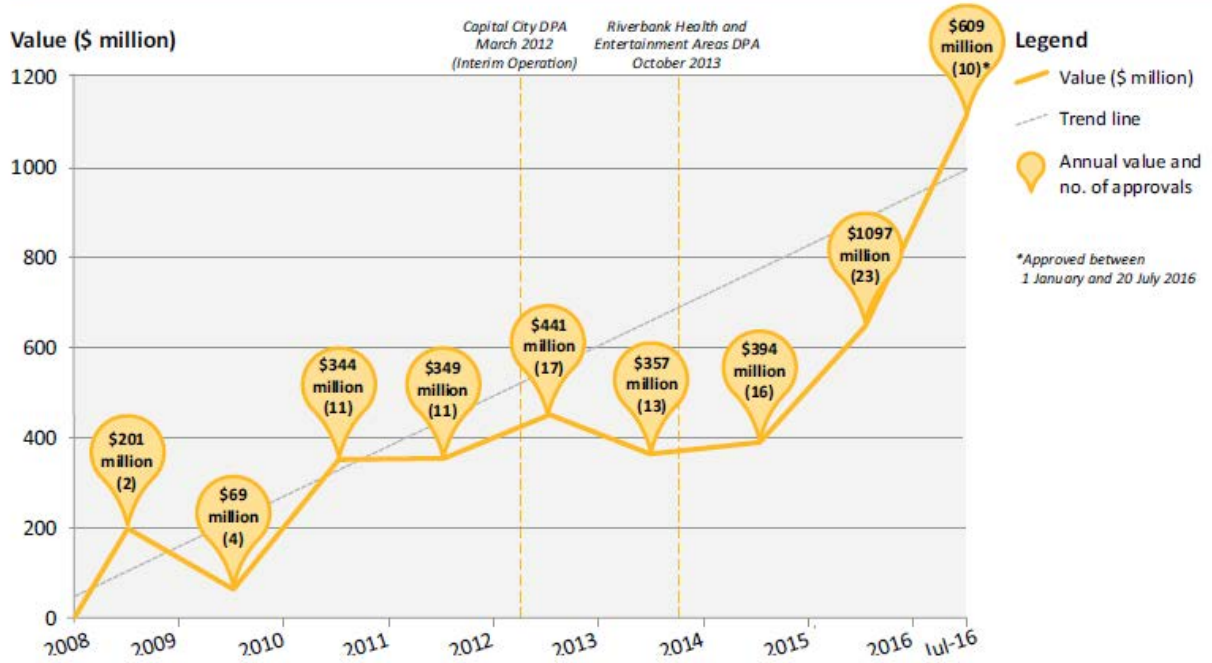
The results of this reform process have been very positive - there has been a significant increase in approvals for developments over \$10 million in value since the introduction of these reforms as shown in the graph on the next page.

To date, there have been 76 projects approved with another 3 projects currently under assessment. In addition, there are a number of other applications currently at the pre-lodgement stage of the process. So in total, there is potentially \$3.7 billion worth of investments in the pipeline or already under construction.

The changes have been instrumental in stimulating the development of new dwelling accommodation in the city, providing opportunity for new residents to move into the city and enjoy the benefits of city living.

ADELAIDE CITY INVESTMENT

Calendar year approvals by DAC for developments over \$10 million in the City of Adelaide between 2008-2016



At the same time, the small venue license has been successfully introduced and stamp duty concessions for off the plan sales has also contributed to a significant growth in development applications which is now starting to translate into building activity.



Photo of Peel Street, Adelaide

As the new planning regime for the City of Adelaide has been in place for nearly 4 years, and given the importance of the city centre to the state from an economic, cultural and social perspective, it would be beneficial to review the operation of the policy in light of recent development assessment (including Design Review) experience to ascertain whether the policies are achieving the desired outcome or may need to be improved, and to respond to the directions of carbon neutral Adelaide.

1.2 Design Review Process

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 March 2012 as part of the governments Vibrant City initiative, and included the establishment of a Design Review process to provide informed 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.

2. THE STRATEGIC CONTEXT AND POLICY DIRECTIONS

2.1 Consistency with South Australia's Strategic Plan

South Australia's Strategic Plan contains the following targets that are relevant to this DPA:

1. *Vision: Our Communities are vibrant places to live, work, play and visit*
 - o Goal: We are committed to our towns and cities being well designed, generating great experiences and a sense of belonging
 - o Target 1: Urban Spaces – Increase the use of public spaces by the community
 - o Target 2: Cycling – Double the number of people cycling in South Australia by 200
2. *Vision: Everyone has a place to call home*
 - o Goal: everyone can afford to rent or buy a home
 - o Target 7: Affordable Housing - South Australia leads the nation over the period to 2020 in the proportion of homes sold or built that are affordable by low and moderate income

2.2 Consistency with the Planning Strategy

The 30-Year Plan for Greater Adelaide is a volume of the Planning Strategy for South Australia and applies to areas affected by this DPA. The 30-Year Plan sets the vision for how Greater Adelaide's will grow over the next 30 years. It 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 primary purpose of the DPA is to review design related policy in the areas affected by the Capital City DPA, and to consider whether any refinements to policy may be able to assist in improved design outcomes for new development, in light of recent development assessment experience having used the Capital City DPA's policy since March 2012.

The 30-Year Plan contains a number of policies regarding Urban Design as well as specifically relating to the city centre. These strategic directions were largely implemented through the Capital City DPA, however the proposed DPA aims to further support these in a general sense by seeking improved design outcomes, particularly in sensitive locations. One of the key challenges for Greater Adelaide is the risk and potential impact of climate change and its potential to threaten the liveability, economic prosperity and health of the community. Its importance is reflected through Principle 1 of the 30-Year Plan which promotes the creation of a compact and carbon-efficient city. In addition to

the improved design outcomes mentioned above, this DPA also seeks to introduce policy measures that work towards delivering a carbon-neutral CBD.

The range of strategies and policies generally relevant to the original Capital City DPA are listed in **Appendix B**. The strategic directions from this DPA are included to assist providing context for that DPA, and are considered still relevant to this one.

As mentioned earlier, the draft update of the 30-Year Plan was released for public consultation on 25 August 2016 (to conclude on 21 October 2016). The 30-Year Plan 2016 Update contains a number of new design and built form related policies that are particularly relevant to the DPA, including:

Adelaide City Centre

Policy 15 – Deliver an overall city form that expresses taller built form within the centre, lowering towards the southern residential precincts with some additional height along the terraces and around the four city squares.

Policy 16 – reinforce the city boulevards such as King William Street, Grote and Wakefield Streets through taller contemporary buildings that create a sense of entry and frame these important streets.

Policy 17 – Reinforce the special character of the main streets of Gouger Street, Hindley Street, Rundle Street and Hutt Street through contextual design responses that increase activity and vibrancy while also preserving the elements that make these places special.

Climate Change

Policy 107 – Promote green roofs, water sensitive urban design techniques and other appropriate green infrastructure in higher density and mixed use development to assist with urban cooling, reduce building energy use and improve biodiversity.

2.3 Consistency with Other Key Policy Documents

2.3.1 Related Development Plan Amendments

Since lodgement of Council's last Strategic Directions Report, the Council has initiated the following DPA's:

- Residential and Mainstreet DPA Part 2 – addresses land in Adelaide not North Adelaide. There is no overlap or potential impact.
- City Centre Heritage (Part 2) DPA - seeks to protect places of local heritage value in the City Centre. There is no overlap or potential impact.
- North Adelaide (Large Institutions and Colleges) DPA – addresses other large sites in North Adelaide and also affects policies in the North Adelaide Historic (Conservation) Zone.
- Former Channel 9 Site, North Adelaide DPA – seeks to amend planning policy for the site to facilitate the redevelopment and regeneration of the site at higher densities.

The Residential and Main Street DPA Part 2 is yet to be lodged for final approval.

The City Centre Heritage (Part 2) DPA is currently not progressing.

The North Adelaide (Large Institutions and Colleges) DPA is currently at the post-consultation stage and has been submitted for final approval.

The Former Channel 9 Site, North Adelaide DPA has recently been released by Council for community consultation (consultation on this DPA concludes on 30 September 2016).

2.3.2 Carbon Neutral Adelaide

Building on the principles of the 30-Year Plan for Greater Adelaide, the Government of South

Australia and the Adelaide City Council have recently formed a globally unique partnership to establish Adelaide as the world's first carbon neutral city.

In November 2015, the partnership released a joint statement titled Carbon Neutral Adelaide – A shared vision for the world's first carbon neutral city which sets out its shared vision and framework for action on how the partnership intends to make Adelaide carbon neutral. The following six areas of focus for implementation are identified:

- Building partnerships and encourage community action.
- Investing in energy efficiency and renewables in the city.
- Transforming the way we travel.
- Reducing emissions from waste.
- Investing in large scale renewables across the state.
- Identifying offset opportunities to reduce emissions and deliver economic return.

A number of opportunities identified in the vision statement that relate to land use and building design / performance include:

- Development of high performance buildings with green walls and roofs powered by renewable electricity.
- Greening the city's streetscapes to improve liveability and attracting residents to live and work in the city.
- Changing the way we travel to and in the city including the promotion of active modes of transport such as walking and cycling and transforming to a low emission public transport system of train, tram and bus.
- The development of a comprehensive network of cycleways and lively public spaces.
- Incentivise business and household investment in solar PV, battery storage, energy efficient products and electric vehicle recharging points.
- Encouraging building owners and developers to incorporate waste management systems that maximise recycling and provide new recycling services including food waste recycling for apartment buildings.
- Improving the amount and range of materials that are recycled and the use of low carbon materials in the built environment.
- Identifying offset opportunities to reduce emissions and deliver economic return.

The proposed DPA aims to support the carbon neutral vision for Adelaide by introducing new measures that will encourage incorporating sustainability features in building design and configuration where suitable to be included as Development Plan Policy (noting that some are issues will sit under 'building rules' controls and are therefore not contemplated by this DPA) (refer to section 3.2.2 below).

3. INVESTIGATIONS UNDERTAKEN TO INFORM THIS DPA

3.1 Capital City DPA - Investigations Review and Key Policy Elements

Reinforcing the city's structure

The Capital City DPA (introduced in March 2012) established policy designed to reinforce Adelaide's unique city structure and form - comprising the city square mile and North Adelaide, each with its

own grid pattern of streets and city squares, bounded by the Park Lands. The DPA was informed by a number of sources, based on the strategic directions contained in 30-Year Plan (refer to summary in **Appendix B**).

Key policy elements and directions included:

- **Revitalising growth precincts** – The Central Business Area, reinforced as an intensely developed area of the city and allows for a diverse range of land uses that are commensurate with its prime role. Various policy impediments in the zone, such as maximum building height policies and setback angles, were removed to support the injection of further investment in this area. Allowable building heights on the eastern and western sides of the central business area were increased to provide greater development opportunities and assist in the activation of this area.
- **Strengthening connections and gateways through the city** – King William Street and Grote / Wakefield Streets, reinforced as the city’s principal north-south and east-west axes connecting through Victoria Square, the middle of the central business district. Strong built form framing commensurate with these street’s wide boulevard aspect, allowing activated mixed use development that is street aligned and oriented.

Pulteney Street, Morphett Street, Currie / Grenfell Street and Franklin / Flinders Street, key north-south and east-west streets reinforced as boulevards through the higher intensity mixed use and central business district of the northern half of the square mile, and reinforced as boulevards connecting gateway city edges through the squares. A sense of activation and enclosure of the streets should be enhanced through mixed use development with a strong built form edge with heights commensurate with street width. Increasing building heights will provide a built form that will emphasise these strategic gateways into the city centre and will help to provide a sense of arrival / destination.

- **Main Streets areas as vibrant hubs of activity** – including Melbourne and O’Connell Streets in North Adelaide, and Hutt Street, Gouger Street, and Rundle – Hindley Street in the square mile. Policy changes applying to the locations generally sought to allow additional building height to allow for residential development at upper levels, whilst maintaining commercial activity on the ground and lower levels to help reinforce and active and vibrant street level. The new Main Street Zone was also introduced over the Sturt - Halifax Street to help establish a mixed use main street environment in the southern part of the square mile.
- **Reinforcing the city edge and Park Lands** – The 30-Year Plan seeks a new urban form with mixed use, medium rise development around the terraces and squares to create more activity and vibrancy at the edges of the city and around the Park Lands. The Capital City DPA rezoned these areas to support a dynamic mixed use environment with shops, cafes and restaurants at ground level and residential development above, and capitalise on the views and aspect provided by the Park Lands.
- **South Terrace** to become an important boulevard framing the Park Lands. Its future form is envisaged as medium-rise mixed use development that includes uses and design approaches that create active ground floors with residential development above. Development will capitalise on the proximity to the Park Lands and low intensity streets (note, this amendment only affects the western part of South Terrace).
- **East Terrace** to also become more important in framing the Park Lands, and will include a more formal landscaped edge that capitalises on Park Land views (note, East Terrace is largely outside the scope of this amendment).

- **North Terrace** to be reinforced as the pre-eminent city edge and cultural boulevard. High-rise residential, commercial and retail developments have traditionally developed along this terrace due to its closeness to a wide range of services. Residential development will be encouraged that has views over the city's cultural institutions, riverbank precinct, North Adelaide and beyond.
- **West Terrace** to become a stronger western edge to the city with mixed use medium rise development.
- **Historic and Residential Character Areas** – the residential areas of North Adelaide and the southern part of the square mile were largely excluded from the Capital City DPA, with a view to locating most growth in the existing commercial and mixed use parts of Adelaide.
- **The Squares** - within a growing city, the squares will become more important as gathering places and for recreation. Currently, the squares have different functions—Hurtle and Whitmore Squares being primarily residential; Light and Hindmarsh being mixed use and Victoria Square being part of the central business area.

The northern squares (Hindmarsh and Light) will allow for a greater mix of activities and be framed with a strong built form edge and activated public realm. More intense development is anticipated here than the two southern squares, which will continue to have more of a residential focus, due to their location in the central business district and connections with the city boulevards.

While each of these location had different features and attributes in regard to land use mix and intensity of development, there were also some common themes in relation to the desired future directions— including 'framing' and strong sense of enclosure of the main boulevards and city squares, and a strong focus on mixed use development to create a greater sense of vibrancy, as well as incorporating interesting and active street frontages.

The zoning established through the Capital City DPA reflected this structure (refer to 'Capital City Current Zones' map on the following page) comprising:

- **Capital City Zone:** Policy in the Capital City Zone was established, incorporating the CBD area (covered by the Central Business Policy Area) where the most intense form of development is **anticipated with a focus on commercial activity and support for mixed use development** outcomes, and the adjacent east and west sides to the CBD extending out to the Terraces where less intense mixed use and commercial activity is envisaged.

Policy was also included that addressed the terraces and squares reinforcing built form and design elements referred above.

- **Main Street Zones / Policy Areas:** The main street areas within the capital city zone had policy tailored to ensure main street built form attributes would be preserved in the context of their setting within the principal commercial areas where built form is most intense – ie building heights lowering down from the taller commercial areas to the main street. The other main street areas

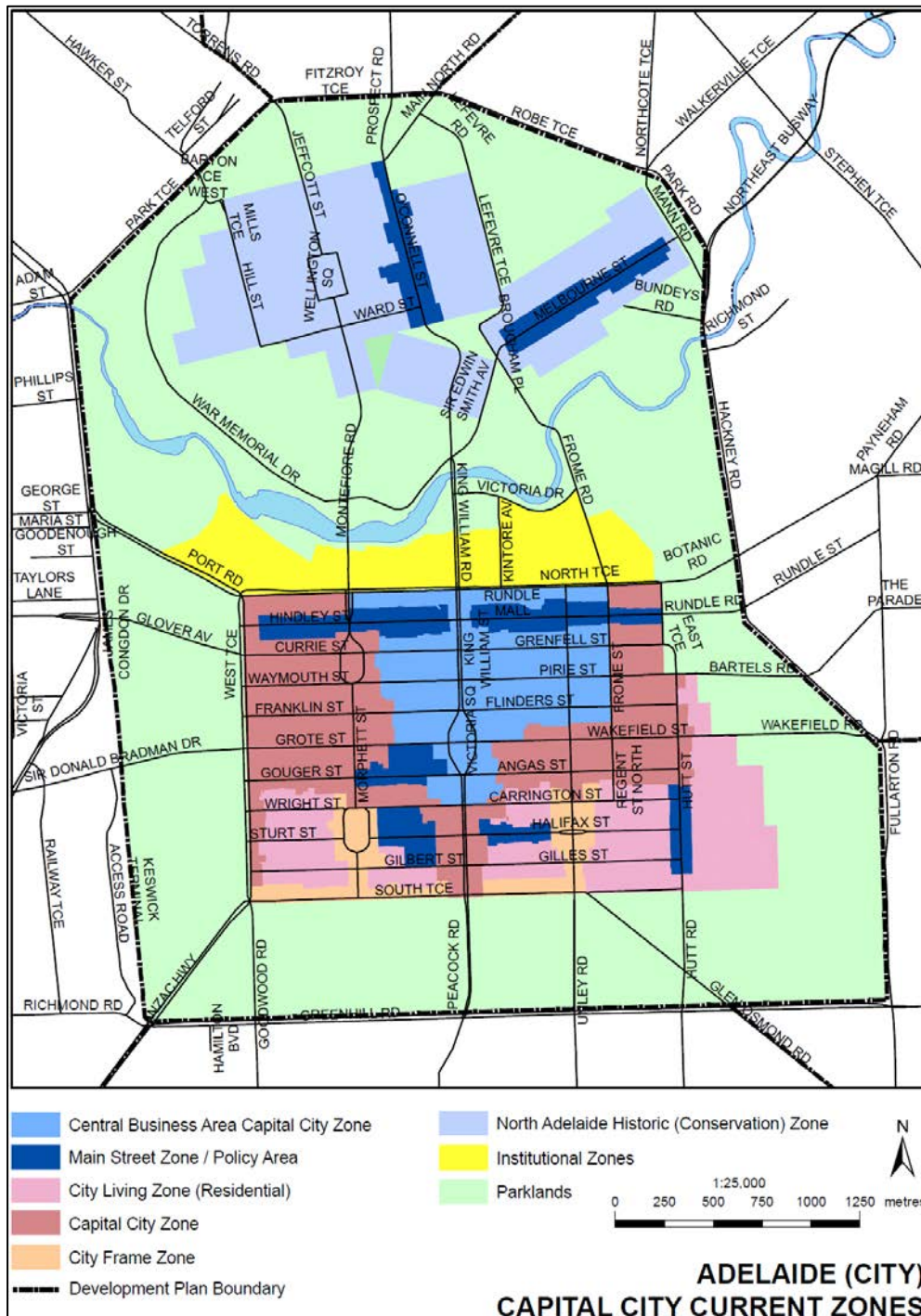
The main street areas within the Capital City Zone (ie Hindley-Rundle and Gouger Streets) were covered by a Main Street Policy Area with policy tailored to ensure main street built attributes would be preserved in the context of their setting within the principal commercial areas where built form is most intense, so main street built form will be lower than the envisaged building scale of adjacent areas.

The other main street areas generally sit within a lower scale residential context, so envisaged main street built form will typically sit above the surrounding development in these cases.

- City Frame Zone:** A new City Frame Zone was introduced along South Terrace (between west Terrace and Pulteney Street) and along Pulteney and Morphett Streets to apply around both southern squares. The zone replaced low rise residential zones with allowances for medium rise mixed use development to frame the edge of the Park Lands, and squares

Policy was also included that addressed the terraces and squares reinforcing built form and design elements referred above.

While the City Frame Zone wasn't extended east of Pulteney Street, Catalyst Site Policy was introduced in the South and East Terrace Policy Areas of the City Living Zone, to provide some opportunity for increased infill on large sites in these locations.



- **Mixed Use and Active Street Frontages:**

The Capital City DPA had a clear focus on achieving mixed use outcomes, with strong emphasis on ground level activation through active uses such as shops, restaurants, cafes and the like. This approach was applied throughout the relevant zoned areas, although expectations for the extent of mixed use will vary depending on location. Policy also included requirements to ensure a well proportioned street wall is achieved adjacent to the public realm, with upper levels setback in some locations through requirements for a 'podium'.

Removing Prescriptive Barriers to Unlock Good Design

The Capital City DPA identified that a number of existing prescriptive controls in the Development Plan could stifle innovation and potentially could lead to standard, monochromatic response to design issues. The combination of the effect of the prescriptive policies made achieving a viable development proposal difficult, and in many instances these prescriptive requirements were much more onerous when compared to existing development in locations where the policy applied potentially resulting in discordant urban design outcomes.

As a result, prescriptive policies such as fine grained maximum building heights, plot ratio, dwelling unit factor, set back angles, street wall heights, and heritage retention depths, were removed to enable more flexible design solutions for new development to respond to the development site's context. These were replaced with policy that favoured a contextual design response, rather than a more 'set' prescriptive one.

For further information, a copy of the approved Capital City DPA is available at www.sa.gov.au/planning/ministerialdpas under the heading 'Amendments approved in 2012'. This contains a copy of the analysis and investigations supporting the policy changes that were made.

Success of the Capital City DPA

The Capital City DPA's policy changes have been highly effective in supporting growth and infill in the city centre, helping to increase its population, and supporting economic activity and vibrancy.

As mentioned earlier in the document 79 applications have been approved (or are under active assessment) on the back of the 2012 reforms, with a number already built or currently under construction. An inventory and visual summary of all of the approved development applications in the city centre (and surrounding inner metropolitan areas) as a result of recent planning reforms can be found on DPTI's website at www.dpti.sa.gov.au/planning/adelaide_investment.

The introduction of the Design Review process and referral to the Government Architect has been instrumental in achieving improved design outcomes for new development. Notwithstanding the overall success of the planning reforms so far, and given the importance of the city centre to the state, it is still prudent to consider whether any targeted policy refinements could result in further improved design outcomes. This review will focus on critical design aspects related to the main themes of Capital City DPA mentioned earlier in this DPA - ie city form and streetscape.

Considering the outcomes of the development proposals that have been approved so far, policy applying to the city has achieved a suitable balance of enabling economic development, fostering good design (supported by the Design Review process) and addressing impacts of new development. However, there are a small number of areas where further policy refinements would lead to improved design quality, particularly in very sensitive locations, and therefore warrant further consideration.

3.2 Current Policy and Proposed Changes

The following sections provide a detailed summary of (A) the current policy, (B) recent assessment experience, and (C) proposed policy changes based on the key themes outlined above – ie building height (including in relation to height at the zone interface) and street scape. On-site parking requirements are also proposed to be reviewed.

To assist in understanding the policy, **Appendix A** contains a map that spatially describes where the various proposed policy changes apply.

3.2.1 BUILDING HEIGHT

A. Current Policy

Allowable building heights in the city centre generally reflect the city form structure, with the tallest buildings anticipated in the highest intensity parts of the city, grading down to lower scale in the residential parts. In the commercial / mixed use areas of the city centre, envisaged building heights under current policy (introduced through the Capital City DPA) are as follows:

- **Capital City Zone – Central Business Policy Area** – no policy height limit up to airport height restrictions
- **Capital City Zone** – 12-15 storeys, depending on location; 10 storeys in the eastern part of the Rundle Street Policy Area
- **City Frame Zone** – 8-10 storeys
- **Main Street Zones** – 4, 6, or 8 storeys depending on location
- **City Living Zone** – 3-4 storeys

The building height policy also had allowances for development over height in certain circumstances in the Capital City Zone, and on ‘Catalyst Sites’ in the City Frame and Main Street Zones, as well as the East and South Terrace Policy Areas of the City Living Zone. As such, building height policy in these zones can broadly be categorised into two parts - advisory height maximum depending on location, and ‘over-height’ policy allowing development to exceed the advisory height limits in certain circumstances.

Capital City Zone - Over Height Policy

Development Plan Policy prior to the Capital City DPA had allowances for over-height development in certain circumstances (including proximity to a designated public transport route which were continued through the Capital City Zone DPA, with some additional ‘triggers’ were added. The Capital City Zone’s relevant building height policy is Principle of Development Control 19, as follows:

Capital City Zone – Over Height Policy Triggers

- 19** *Development should generally be compatible with the overall desired city form and not exceed the maximum building height shown in Concept Plan [Figures CC/1 and 2](#); unless meets one or more of the following:*
- (a) *the proposed building is located in one of the following areas:*
 - (i) *fronting North Terrace, West Terrace or East Terrace and/or at the junction of two City boulevards shown in Concept Plan [Figures CC/1 and 2](#);*
 - (ii) *on an allotment with frontage to Light Square;*
 - (iii) *within 200 metres of a high concentration public transport route identified on [Map Adel/1 \(Overlay 4\)](#);*
 - (b) *the site area is greater than 1500 square metres and has side or rear vehicle access;*
 - (c) *the development provides an orderly transition up to an existing taller building or prescribed maximum building height in an adjoining Zone or Policy Area;*
 - (d) *the proposal incorporates the retention and conservation of a character building.*

In addition to the above provision, there are a number of other factors a proposal needs to satisfy, demonstrating that it:

- strengthens the desired character
- reinforces the cultural setting and value of heritage places
- is appropriately scaled and has detailed facade to the street, with the highest scale of development in the centre of the site
- allows adequate level of daylight, sunlight and privacy and suitable wind patterns in relation to surrounding development and public spaces
- has active street frontages and integrates vehicle access into the design of the façade
- breaks up building mass by incorporating pedestrian lanes and internal courtyards, as well as maximising opportunities to provide through site pedestrian links and to combine them with publicly accessible open space
- is consistent with (on balance) other Council-wide zone and policy area provisions.

While these requirements apply to all new development, as development scale increases more careful design consideration is required in order to achieve them.

City Frame Zone, Main Street (Adelaide) Zone and City Living Zone - South & East Terrace Policy Areas – Catalyst Site Policy

Policy allowances for development over-height and land use flexibility (under the heading Catalyst Site) were introduced into the existing Main Street Zones, the new City Frame and Main Street (Adelaide) Zones, as well as along South and East Terraces in the south-east corner of the city, allowing for increased capacity for development on large sites greater than 1,500m² in area.

Policies were set to ensure that development on larger sites be designed to address interface impacts and be integrated into existing locations through sensitive design. Selecting the ‘trigger’ of 1,500m² was designed to encourage the amalgamation of allotments and ensure a sufficient size to enable integrated design that manages interface issues. The general provisions of the development plan, including overshadowing and overlooking, and fit within the desired character of the locality would also apply. Within these sites, building height is determined by the performance of the development and is likely to relate to the size and depth of the allotment and the capacity of the site to address overshadowing impacts. The Catalyst Site Policy is as follows:

Catalyst Site Policy

- xx Development on catalyst sites (sites greater than 1,500 square metres, which may include one or more allotment) should be comprised of medium to high scale residential development that is carefully integrated with non-residential development.*
- xx Catalyst sites should be developed to manage the interface with the xx (residential) Zone with regard to intensity of use, overshadowing, massing, building proportions and traffic to minimise impacts on residential amenity.*
- xx Catalyst sites should contribute to the vibrancy of the main street through building designs that:*
- (a) include a mix of land uses that create activity and overlooking of the street, particularly at the ground level and the first floor;*
 - (b) create the appearance of narrow frontages and enhance visual interest;*
 - (c) are vertically massed; and*
 - (d) include above street level fenestration, balconies, parapets, architectural detailing and ornamentation which contribute to the rich visual texture.*
- xx The scale of development on catalyst sites should respond to its context, particularly the nature of adjacent land uses and the interface treatments required to address impacts on sensitive uses.*
- xx Where there is an apparent conflict between the catalyst site principles and Zone or Council Wide objectives and principles (including the quantitative provisions) the catalyst site principles will take precedence.*

Building height at zone interface

The Development Plan contains a number of policies that address interface issues between the mixed use uplift areas (ie the Capital City Zone, City Frame Zone, and Main Street Zones). Policy was included in the General council-wide part of the development plan to address overshadowing and ensure a transition in building scale down to adjacent existing low scale residential areas. Similar policy was also included in the new zones. This is in addition to other existing policy relating to built form, overlooking, solar access and the like. The new policies that were introduced are detailed below:

Council wide

- 172 *Development in a non-residential Zone that abuts land in a City Living Zone, the Adelaide Historic (Conservation) Zone or the North Adelaide Historic (Conservation) Zone, should provide a transition between high intensity development and the lower intensity development in the adjacent Zone by focussing taller elements away from the common Zone boundary.*
- 173 *Development in a non-residential Zone that is adjacent to land in the City Living Zone, Adelaide Historic (Conservation) Zone or North Adelaide Historic (Conservation) Zone should minimise overshadowing on sensitive uses by ensuring:*
- (a) north-facing windows to habitable rooms of existing dwellings in the City Living Zone, Adelaide Historic (Conservation) Zone or North Adelaide Historic (Conservation) Zone receive at least 3 hours of direct sunlight over a portion of their surface between 9.00am and 3.00pm on 21 June;*
 - (b) ground level open space of existing residential buildings in the City Living Zone, Adelaide Historic (Conservation) Zone or North Adelaide Historic (Conservation) Zone receive direct sunlight for a minimum of 2 hours between 9.00am and 3.00pm on 21 June to at least the smaller of the following:*
 - (i) half of the existing ground level open space;*
 - (ii) 35 square metres of the existing ground level open space (with at least one of the area's dimensions measuring 2.5 metres).*

Capital City Zone

- 20 *Development should have optimal height and floor space yields to take advantage of the premium City location and should have a building height no less than half the maximum shown on Concept Plan Figures CC/1 and 2, or 28 metres in the Central Business Policy Area, except where one or more of the following applies:*
- (b) the site is adjacent to the City Living Zone or the Adelaide Historic (Conservation) Zone and a lesser building height is required to manage the interface with low-rise residential development;*
- 21 *Development should manage the interface with the City Living Zone or the Adelaide Historic (Conservation) Zone in relation to building height, overshadowing, massing, building proportions and traffic impacts and should avoid land uses, or intensity of land uses, that adversely affect residential amenity.*
- 22 *Development on all sites on the southern side of Gouger Street - Angas Street and adjacent to a northern boundary of the City Living Zone or the Adelaide Historic (Conservation) Zone should not exceed 22 metres in building height unless the Council Wide overshadowing Principles of Development Control are met.*

City Frame Zone

- 17 *Development on land directly abutting the City Living Zone should avoid tall, sheer walls at the interface by ensuring walls greater than 3 metres in height are set back at least 2 metres from the rear allotment boundary with further articulation at the upper levels.*

Main Street (Adelaide) Zone

- 8 *Development should incorporate design measures that provide a transition between the high intensity development in this Zone and the lower intensity development in the adjacent City Living Zone.*
- 16 *Development on land directly abutting the City Living Zone should avoid sheer and tall walls at the interface, through walls greater than 3 metres in height being setback at least 2 metres from the rear boundary with further articulation at upper levels.*

B. Recent Assessment Experience

The Development Plan contains a range of general policies at the Council wide section, as well as in the zones, that relate to building form and height (including under the heading Height, Bulk and Scale). These policies apply to all new buildings, whether they are within the advisory height limit, or over-height. These policies tend to be outcome oriented and impact assessment based, so require objective consideration by an assessment authority in their application, and apply equally to development that exceeds the advisory height limit or not (although noting that taller buildings will increasingly typically find it difficult to meet such policies because of likelihood of increased impacts). These policies have provided suitable guidance, along with the Design Review process, to achieve well designed buildings in a contextual sense in regard to scale.

Through the Design Review and assessment process, the provision of certain amenity and design related outcomes have negotiated on a case by case basis. These include

- Provision of publicly accessible public realm / open space.
- Pedestrian linkages.
- Minimisation of car parking or car parking configuration.
- Active street facing front of building.
- Retention of heritage places.

It is therefore prudent to review current policy in relation to the provision of these sorts of outcomes as part of the consideration of over-height development.

Development assessment experience also points to certain locations being particularly sensitive, and therefore warranting particular care in regard to the consideration of over-height elements. These include development at the interface with low scale residential zones, and the eastern part of Rundle Street which is regarded as the city's most intact main street area. Some policy refinement in relation to over-height elements in these instances is proposed to be considered to provide greater certainty around design expectations in these locations.

C. Proposed Policy Amendments

Building Height

As described above, building height policy in the Capital City Zone is referred to in the zone's Principle of Development Control 19. The policy contains advisory maximum building heights, along with circumstances where development above the advisory maximum may be contemplated.

However, the policy in the Development Plan provides only limited guidance in relation to the provision of the above mentioned amenity and design related outcomes, and could be better supported if some cues were provided in the policy.

To better support the achievement of the features that have often been negotiated through the Design Review process, it is proposed to add these into the existing policy.

However, it is not proposed to make these a mandatory for all new development, but rather to incorporate the provision of at least two of these features, in return for an over height allowance. Affordable housing and housing diversity outcomes are also proposed to be included, which will assist in reinforcing



Façade treatment (sustainable design features)

Government strategic objectives for city living, diversity of housing, and affordable housing. Further, provision of at least one sustainability performance measure will also be included as trigger, to support the government's Carbon-neutral city objectives.

It is proposed to refine the structure into three parts – one relating to the spatial triggers (which will not be altered), the second for design, amenity, sustainable performance, or functionality related outcomes mentioned above, and the third that emphasises the need for over-height development to still have regard to the overall desired city form comprising the tallest buildings in the CBD, decreasing in scale towards East and West Terrace.

Rundle Street East

Rundle Street East is arguably Adelaide's most intact main street location, and includes a high proportion of heritage places that contribute to its unique character. Provisions in the Main Street Policy Areas of the Capital City Zone, including policies that specifically relate to Rundle Street, seek reinforce this. The eastern part of Rundle Street (ie east of Frome Road), is particularly intact with development consistently displaying main street built form and design features.

Design quality of any new development is therefore critical in ensuring the location's main street attributes are reinforced, and that it sits comfortably in the main street environment. It is proposed to expand the Desired Character Statement in the Main Street Policy Area as it relates to Rundle Street to reinforce the historic low rise building elements that front the street as the 'anchor' for the locations desired future character.



Photo of Rundle Street, Adelaide

Proposed policy refinements to Principle of Development Control 19, as well as the Desired Character Statement applying to Rundle Street, are highlighted (in red, existing unchanged text in black) in the following:

Principle of Development Control 19

19 Development should not exceed the maximum building height shown in Concept Plan [Figures CC/1 and 2](#) unless:

(a) it meets one or more of the following:

- (i) the proposed building is located in one of the following areas:
 - (1) fronting North Terrace, West Terrace or East Terrace and/or at the junction of two City boulevards shown in Concept Plan [Figures CC/1 and 2](#);
 - (2) on an allotment with frontage to Light Square;
 - (3) within 200 metres of a high concentration public transport route identified on [Map Adel/1 \(Overlay 4\)](#);
- (iii) the site area is greater than 1500 square metres and has side or rear vehicle access;

(b) and only if:

- (i) at least two of the following features are provided:
 - (1) the development provides an orderly transition up to an existing taller building or prescribed maximum building height in an adjoining Zone or Policy Area;
 - (2) the development incorporates the retention and conservation of a character building or listed heritage place;
 - (3) high quality publicly accessible open space that is directly connected to, and well integrated with, public realm areas of the street;
 - (4) publicly accessible, safe and secure pedestrian linkages that connect through the development site as part of the cities pedestrian network on [Map Adel/1 \(Overlay 2A\)](#);
 - (5) on site car parking does not exceed a rate of 0.5 spaces per dwelling, or car parking is provided underground;
 - (6) residential, office or any other actively occupied use is located on all of the street facing side of the building, with any above ground car parking located behind;
 - (7) a range of dwellings types that includes at least 10% of 3+ bedroom apartments;
 - (8) more than 15 per cent of dwellings as affordable housing.
- (ii) plus at least one of the following sustainable design features is also provided:
 - (1) a rooftop garden covering a majority of the available roof area;
 - (2) a greenroof, or greenwalls / façades;
 - (3) on site water collection and storage; or
 - (4) external shading on all of the western side of a street facing façade.

(c) In which case development should still be generally compatible with the overall desired city form, comprising the tallest buildings in the Central Business Policy Area, then decreasing in scale to a more moderate height towards East and West Terraces, and sensitive to the character of main streets.

Proposed revised Desired Character Statement for the Main Street Policy Area as it applies to Rundle Street:

Rundle Street is a main street characterised by generally consistent built form and heritage buildings that will be retained and where possible enhanced. Development will be consistent with the intimate scale and intricate and diverse architectural features of Rundle Street and will reinforce the existing two and three storey built scale. This is derived from buildings of relatively uniform height and scale, mostly built in the nineteenth and early twentieth century. Any new development will be carefully designed so that the historic main street character is retained and where possible enhanced.

Existing façades typically encompass a high proportion of solid to void and a high level of architectural detail (including ornamentation and fenestration and through a combination of materials).

Horizontal emphasis is achieved through the integration of masonry coursing, parapets, verandahs and balconies. The subtle variety of scale and massing adds texture to the streetscape.

Upper levels of buildings will be well setback with taller elements well-articulated and utilising architectural expressions that result in reduced visual mass, and carefully scaled to avoid overbearing height. Podium elements will be utilised to reconcile the scale relationships between the taller elements and the existing streetscape.

Implications for this DPA

Amend current Principle of Development Control 19 of the Capital City Zone and the Desired Character Statement as it applies to Rundle Street, as described above.

Zone Interface / Catalyst Site Adjacency

This section addresses proposed policy changes relating to over-height elements at the interface of the Capital City, City Frame, and Main Street Zones with the City Living Zone, and the South and East Terrace Policy Areas of the City Living Zone. Over-height elements in all of these zones, other than in the Capital City Zone, are grouped under 'Catalyst Site' provisions.

Where an over-height development proposal in the above mentioned zones adjoins development in the City Living Zone (ie lower intensity residential areas), policy that addresses impacts of development at the interface will have more work to do the larger the development proposal is, and the less likely a proposal will be to satisfy these provisions. To assist in the interpretation of the interface policy, this DPA proposes to include specific design related provisions with regard to the over-height elements in interface situations. Policy refinements will seek to reinforce requirements for high quality design treatments by:

- Requiring over-height elements to be additionally setback sufficiently from the zone interface so that building massing impacts are not materially increased compared to permissible building elements of development below the advisory building height allowance.
- Avoiding tall sheer walls through over height elements.

Refinements to the Capital City Zone will require new policy in the zone under the heading 'Interface', while refinements to the Catalyst Site policy will be required in relation to the City Frame, City Living (South and East Terrace Policy Areas) and Main Street (Adelaide) Zones, to address this issue. (Note that the Main Street [Hutt] Zone contains an existing separate 'building envelope' policy that affects building design at the zone interface, so additional policy is not required for this zone). The policy applying to the City Living Zone – South and East Terrace Policy Areas will be slightly adjusted to apply from site boundaries, given the zone is primarily a low rise residential one (compared to the City Frame and Main Street Zones that are all higher intensity medium / high density and scale zones).

The proposed new above-height interface policy is outlined as follows (in red), and will be incorporated into the relevant zones accordingly.

[Capital City Zone]

Xx Parts of a development that exceed the prescribed maximum building height shown on Concept Plan [Figures CC/1 and 2](#) that are directly adjacent to the City Living Zone boundary should be:

- (a) designed, or additionally setback sufficiently from the zone boundary, so that building mass and overshadowing impacts on sensitive uses in the adjoining City Living Zone are not materially increased compared to allowable development below the Zone's prescribed maximum building height shown on Concept Plan [Figures CC/1 and 2](#); and*
- (b) highly articulated to create visual interest and avoid tall sheer walls through the above-height elements.*

[Catalyst Site Policy]

Xx Parts of a development on a catalyst site that exceed the prescribed maximum building height that applies to non-catalyst sites in the zone, and are directly adjacent to the City Living Zone boundary [or site boundaries with respect to the City Living Zone South and East Terrace Policy Areas] should be:

- (a) designed, or additionally setback sufficiently from the zone boundary, so that building mass and overshadowing impacts on sensitive uses in the adjoining City Living Zone [or site boundaries with respect to the City Living Zone South and East Terrace Policy Areas] are not materially increased compared to allowable development below the Zone's prescribed maximum building height that applies to non-catalyst sites; and*
- (b) designed to create visual interest and avoid tall sheer walls through the above-height elements.*

The position of the zone boundary is important in regard to interface issues as it determines where design treatments need to be addressed. However, the DPA does not propose to adjust zone boundaries as this would merely shift where the interface impacts occur.

Implications for this DPA

Include a new Principle of Development Control into the Capital City Zone, and amend the Catalyst Site Policy in the City Frame and Main Street (Adelaide) Zones, as well as the South and East Terrace Policy Areas of the City Living Zone, to incorporate the above policy provisions.

3.2.2 STREETScape

A. Current Policy

Design of buildings in the Capital City Zone is generally addressed through Council-Wide policies in the Development Plan, but also through specific policies in the zone. Of particular note are the policies in relation to podiums, as well as for development on the squares, boulevards and terraces. The Council-Wide policy in relation to multi storey car parking is also an important design consideration for above car parking levels that face the primary street.

These policies assist in guiding building design in terms of how a development fits within the streetscape, in terms of composition, proportion, articulation, as well as amenity considerations such as micro-climactic conditions and active street frontages (in the council wide general section).

Council-Wide Principle of Development Control 260 is important in regard to the design of multi-level car parking, while Principle of Development Control 11 in the Capital City Zone relates to podium design in new buildings. The Desired Character Statement of the Zone provides guidance in relation to building design on the Terraces, Squares and Boulevards, which are further reinforced by Principles of Development Control 16-18.

The key policies outlined are as follows:

Council wide Principle of Development Control 260

260 Multi-level car parks should be designed to:

- (a) provide active street frontages and land uses such as commercial, retail or other non-car park uses, along ground floor street frontages to maintain pedestrian interest and activity at street level;*
- (b) be of a high quality design and complement the surrounding built form in terms of height, bulk and scale;*
- (c) provide surveillance, lighting and direct sightlines along clearly defined and direct walkways, through and within car parking areas and to lift and toilet areas;*
- (d) on a corner site with two major street frontages, be set back from the major street frontages, with commercial or other non-car park floor space in front of and screening the car parking building;*
- (e) on a site with only one major street frontage, incorporate a facade treatment on the major street frontage sufficiently enclosed and detailed to complement neighbouring buildings in a manner consistent with desired character in the relevant Zone and Policy Area;*
- (f) incorporate treatments to manage the interface with adjacent housing, such as careful use of siting and use of materials and landscaping;*
- (g) not have vehicle access points across major walking routes identified in [Map Adel/1 \(Overlay 2\)](#); and*
- (h) provide safe and secure bicycle parking spaces in accordance with the requirements of [Table Adel/6](#).*

Capital City Zone

DESIRED CHARACTER STATEMENT

Adelaide's pattern of streets and squares

The distinctive grid pattern of Adelaide will be reinforced through the creation of a series of attractive boulevards as shown on Concept Plan Figures CC/1 and 2. These boulevards will provide a clear sense of arrival into the City and be characterised by buildings that are aligned to the street pattern, particularly at ground level.

Views to important civic landmarks, the Park Lands and the Adelaide Hills will be retained as an important part of the City's charm and character.

The City's boulevards, terraces and Squares will be developed as follows:

- (a) North Terrace will be reinforced as an important pedestrian promenade and cultural boulevard that provides an important northern edge to the City square mile.*
- (b) King William Street will be enhanced as the City's principal north-south boulevard and will be reinforced as the City's commercial spine.*
- (c) Grote Street-Wakefield Street will be enhanced as the City's principal east-west boulevard and will be developed to provide a strong frame that presents a sense of enclosure to the street.*
- (d) East Terrace will be characterised by buildings that maximise views through to the Park Lands and provide a distinct City edge.*
- (e) West Terrace will be reinforced as the western 'gateway' to the City centre and will form an imposing frontage to the western City edge. Buildings will be constructed to the front and side boundaries, and designed to maximise views through to the Park Lands. Corner sites at the junctions of West Terrace and the major east-west streets will be developed as strongly defined visual gateways to the City. This will provide an imposing frontage to the western edge of the City, which comprises a mixture of commercial, showroom and residential development.*
- (f) Pulteney and Morphett streets are key north-south boulevards. A sense of activation and enclosure of these streets will be enhanced through mixed use development with a strong built form edge. Pulteney Street will include residential, office and institutional uses, and retail activities. These boulevards will become important tree-lined commercial corridors.*
- (g) Currie, Grenfell, Franklin and Flinders streets, as wider east-west boulevards provide important entry points to the City. Currie and Grenfell streets will become a key focus for pedestrians, cycling and public transport. These streets also provide long views to the hills as their closing vistas and these view corridors should remain uncluttered.*
- (h) Victoria, Hindmarsh and Light Squares will have a continuous edge of medium to high-scale development that frames the Squares and increases ground level activity.*

The Zone also includes a number of Main Street areas, encompassing Rundle Mall, Rundle Street, Hindley Street and Gouger Street, which are envisaged to have a wide range of retail, commercial and community uses that generate high levels of activity. These areas will have an intimately scaled built form with narrow and frequent building frontages. These areas are shown on Concept Plan Figures CC/1 and 2.

Principles of Development Control

[podiums]

11 *Other than in the Central Business Policy Area, buildings should be designed to include a podium/street wall height and upper level setback (in the order of 3-6 metres) that:*

- (a) relates to the width of the street and achieves a suitable level of enclosure to the public realm;*
- (b) provides a human scale at street level;*
- (c) creates a well-defined and continuity of frontage;*
- (d) gives emphasis and definition to street corners to clearly define the street grid;*
- (e) contributes to the interest, vitality and security of the pedestrian environment;*
- (f) maintains a sense of openness to the sky for pedestrians and brings daylight to the street; and*
- (g) achieves pedestrian comfort by minimising micro climatic impacts (particularly wind tunnelling and downward drafts).*

The Squares (Victoria, Hindmarsh and Light)

16 *Buildings fronting the Squares should:*

- (a) provide a comfortable pedestrian and recreation environment by enabling direct sunlight to a minimum of 75 percent of the landscaped part of each Square at the September equinox; and*
- (b) reinforce the enclosure of the Squares with a continuous built-form with no upper level set-backs.*

The Terraces (North, East and West)

- 17 *Development along the terraces should contribute to a continuous built form to frame the City edge and activate the Park Lands.*
- 18 *Development along North Terrace should reinforce the predominant scale and 'City wall' character of the Terrace frontage.*

B. Recent Assessment Experience

The above mentioned policies have assisted in ensuring well designed buildings that reasonably relate to their context.

In the Capital City Zone, Principle of Development Control 11 explicitly requires a 'podium' above which the upper level should be setback between 3-6 metres. The policy applies across all of the zone outside of the Central Business Policy Area. In reviewing recent proposals that have been approved in the relevant areas, podium design has tended to have much greater regard for the immediate streetscape and adjacent built form, rather than a literal interpretation of the policy. Different design solutions for various developments have included podiums at lower levels to reflect elements of adjacent buildings, podiums achieved through different design features and use of materials where upper level setbacks are minimal, and so on. In practice, a more performance based approach has been applied through the Design Review and assessment process to ensure suitable design outcomes. Consideration of policy refinement on this aspect is therefore warranted.



Vue Apartments – 411 King William Street, Adelaide

A number of proposals have been approved that have included active uses on the ground (and sometimes lower levels), and then car parking above for a number of levels in the podium element, with apartment or office (ie occupied) uses above the podium. These design configurations, which have been necessary in many instances because of site constraints and economic factors, have been generally well treated, including a reasonable level of screening of car parking. However, if car parking in podium levels are not designed (or at least screened) well, there is potential to have less desirable impacts on the streetscape. It is therefore important to ensure design addresses these issues, particularly in high amenity locations.

Another issue that has arisen during the assessment process in relation to over-height development (whether envisaged or not) has been the challenge of where proposals meet quantitative measures (balcony space, storage etc), and therefore meets a perceived minimum test, and as a result becomes more difficult for better design and public realm outcomes to be negotiated. Along a similar line, some proposals that have not met certain qualitative provisions have not provided a benefit in regard to qualitative design improvements.

C. Proposed Policy Amendments

Podium / Lower Level Design

As mentioned earlier, the approved Capital City DPA identified certain boulevards, along with the terraces and squares as important from an urban design and form point of view (and in the case of the squares are vital recreation and public realm areas), and established design related policy accordingly. Of these, North Terrace is considered to be the most important of the Terraces given its role as the city's premier pedestrian promenade and area of cultural significance, along with King William and Wakefield-Grote Streets which are identified as the principal (ceremonial) boulevards, and around the squares. Very high design quality along these key roads and squares is considered important, so it is proposed to reinforce policy in this regard (including to ensure car parking elements are appropriately integrated and screened).

In this context, it is proposed to amend Principle of Development Control 11 in the Capital City Zone to encourage design solutions for podiums in new developments that are more responsive to the adjacent built form and streetscape context and therefore fit more comfortably in the streetscape.

Two principle aspects of the policy need to be adjusted to achieve this, as follows:

1. Upper level setback: allow for a lesser (or zero) front setback of the upper wall, to be determined based on the setbacks of the corresponding upper levels of adjoining buildings. In circumstances where a shallow or no setback is appropriate, policy will seek for the lower levels to be distinguished from the upper levels through podium elements that are achieved through alternative distinct design features rather than a specified setback.
2. Podium height: Allowing the podium to be set at a lower level (rather than requiring in proportion to the street width), based on the form and style of buildings adjacent to a proposed development.

To achieve this outcome, the elements above are proposed to be incorporated into the policy by way of exception, so that the current requirements still apply unless local circumstances warrant an alternative design solution.

In relation to the above ground parking elements (which are configured as part of lower level building design), the Council Wide Principle of Development Control 260 is proposed to have a minor adjustment that reinforces the policy intent, to require that car parking elements are screened from view both day and night.

Proposed changes to these policies are highlighted below (new text in red; existing unchanged policy in black):

Council Wide Principle of Development Control 260

260 Multi-level car parks should be designed to:

- (a) provide active street frontages and land uses such as commercial, retail or other non-car park uses, along ground floor street frontages to maintain pedestrian interest and activity at street level;
- (b) be of a high quality design and complement the surrounding built form in terms of height, bulk and scale;
- (c) provide surveillance, lighting and direct sightlines along clearly defined and direct walkways, through and within car parking areas and to lift and toilet areas;
- (d) on a corner site with two major street frontages, be set back from the major street frontages, with commercial or other non-car park floor space in front of and screening the car parking building;
- (e) on a site with only one major street frontage, **include screening so that any car parking is not visible from the public realm either day or night**, and detailed to complement neighbouring buildings in a manner consistent with desired character in the relevant Zone and Policy Area;
- (f) incorporate treatments to manage the interface with adjacent housing, such as careful use of siting and use of materials and landscaping;
- (g) not have vehicle access points across major walking routes identified in [Map Adel/1 \(Overlay 2\)](#); and
- (h) provide safe and secure bicycle parking spaces in accordance with the requirements of [Table Adel/6](#).

Capital City Zone Principle of Development Control 11

Buildings should be designed to include a podium/street wall height and upper level setback (in the order of 3-6 metres) that:

- (a)
 - (i) **relates to the scale and context of adjoining built form;**
 - (ii) provides a human scale at street level;
 - (iii) creates a well-defined and continuity of frontage;
 - (iv) gives emphasis and definition to street corners to clearly define the street grid;
 - (v) contributes to the interest, vitality and security of the pedestrian environment;
 - (vi) maintains a sense of openness to the sky for pedestrians and brings daylight to the street; and
 - (vii) achieves pedestrian comfort by minimising micro climatic impacts (particularly **shade/shelter**, wind tunneling and downward drafts).
- (b) **other than:**
 - (i) **in the Central Business Policy Area; or**
 - (ii) **where a lesser (or zero) upper level setback and/or podium height is warranted to correspond with and complement the form of adjacent development, in which case alternative design solutions should be included to achieve a cohesive streetscape, provided parts (a) (ii) – (vii) are still achieved.**

Design Quality

Policy is proposed to be introduced in the Capital City Zone that seeks to better define what high design quality means, having regard to the principles that the ODASA promotes through the Design Review Process, including context, durability, inclusivity and sustainability. This will be achieved through refinements to the Desired Character Statement.

Design quality policy is also proposed that more specifically relates to building design and composition, that will address materials, active uses at lower levels, and integration with the public realm. This is proposed through a new Principle of Development Control.

Given the particular importance of North Terrace, King William Street, Wakefield / Grote Street, the Squares, as well as the Main Street Policy areas, the Desired Character Statement is proposed to be refined to further emphasise contextual design that reflects and responds to their role and setting.

New policy is also proposed to be included in the Council Wide section of the Development Plan (ie applying across the whole Council area) that clearly requires improved design and public realm related outcomes where quantitative measures (such as storage area amounts, balcony size etc) are not met, as means of offsetting any shortfalls.

The proposed new policy is as follows (new text in red; existing unchanged policy in black):

New Council Wide Principle of Development Control

xx Where development significantly exceeds quantitative policy provisions, it should demonstrate a significantly higher standard of design outcome in relation to qualitative policy provisions including pedestrian and cyclist amenity, activation, sustainability and public realm and streetscape contribution.

Capital City Zone

[Desired Character Statement Text]

Non-residential land uses at ground floor level that generate high levels of pedestrian activity such as shops, cafés and restaurants will occur throughout the Zone. Within the Central Business Policy Area, residential land uses at ground level are discouraged. At ground level, development will continue to provide visual interest after hours by being well lit and having no external shutters. Non-residential and / or residential land uses will face the street at the first floor level, to contribute to street vibrancy.

New development will achieve high design quality by being:

- Contextual – so that it responds to its surroundings, recognises and carefully considers the adjacent built form, and positively contributes to the character of the immediate area.*
- Durable – by being fit for purpose, adaptable and long lasting, and carefully considers the existing development around it.*
- Inclusive – by integrating landscape design to optimize pedestrian and cyclist usability, privacy, and equitable access, and also promote the provision of quality spaces integrated with the public realm that can be used for access and recreation and help optimize security and safety both internally and into the public realm, for occupants and visitors alike.*
- Sustainable – by integrating sustainable systems into new buildings and the surrounding landscape design to improve environmental performance and amenity for occupants.*

Contemporary juxtapositions will provide new settings for heritage places. Innovative forms are expected in areas of identified street character, referencing the past, but with emphasis on modern design-based responses that support optimal site development.

There will also be a rich display of art that is accessible to the public and contextually relevant.

[towards the end of the Desired Character Statement]

Development fronting North Terrace, King William Street, Wakefield Street, Grote Street, the Squares, and in the Main Street Policy Area, will reflect their importance through highly contextual design that reflects and responds to their setting and role.

[New Principles of Development Control]

xx Buildings should achieve a height design quality that reinforces their importance by:

- (a) use of high quality materials and finishes;*
- (b) providing a high degree of visual interest through articulation, avoiding any large blank facades, or incorporating other such design features;*
- (c) ensuring lower levels are well integrated with, and contribute to a vibrant public realm; and*
- (d) ensuring any ground and first floor level car parking elements are sleeved by residential or non-residential land uses (such as shops, offices and consulting rooms) to ensure an activated street frontage*

Xx Development that exceed the maximum building height shown in Concept Plan [Figures CC/1 and 2](#), and meets the relevant quantitative provisions should demonstrate a significantly higher standard of design outcome in relation to qualitative policy provisions including pedestrian and cyclist amenity, activation, sustainability and public realm and streetscape contribution.

Implications for this DPA

Include new policy in the Capital City Zone in regard to podiums, as well as in relation to design quality across the zone, plus in relation to development around Light, Hindmarsh and Victoria

Squares, along North Terrace, King William Street and Wakefield / Grote Streets, as described above.
A new council-wide policy in relation to qualitative design improvements where quantitative (numeric) standards are exceeded is also proposed to be included as described above.

3.2.3 ON-SITE PARKING

A. Current Policy

Current rates for on-site parking are found in Tables Adel/6 & 7 (the former in relation to bicycle parking, and the latter for cars). These apply to different activity types at the prescribed rate. The rates for vehicle parking were amended through the Capital City DPA to reflect a contemporary approach of no prescribed rate for residential uses in the Capital City, City Frame and Main Street (Adelaide) Zones allowing a market driven approach to the issue. Commercial land uses have varying rates depending on activity type.

The rates with respect to bicycle parking were not altered through the Capital City DPA process, notwithstanding the more contemporary approach adopted for vehicle parking. The review of bicycle parking rates in light of the increase in development proposals following approval of the DPA is therefore warranted.

B. Recent Assessment Experience

Certain recent residential/mixed use apartment buildings have been approved with lower on-site bicycle parking amounts than the advisory rate of one space per dwelling, so this rate is proposed to be reviewed by this DPA.

C. Proposed Policy Changes

The onsite parking rates in the model Urban Corridor Zone and Urban Core Zone from the South Australian Planning Policy Library (SAPPL) provide a useful basis for comparison, as these are the endorsed rates for residential and commercial uses in mixed use infill areas well serviced by public transport.

The following table compares bicycle parking rates in the Adelaide (City) Development Plan and SAPPL for uses typically expected in apartment buildings.

Table 1: Comparison of On Site Bicycle Parking Provision Rates

Type of Development	Adelaide City Development Plan		SAPPL	
	Employee / Resident	Visitor / Shopper	Employee / Resident	Visitor / Shopper
Offices	1 per 200 square metres of gross leasable floor area.	2, plus 1 per 1000 square metres of gross leasable floor area.	Same as Development Plan requirement	Same
All Low, Medium, and High Scale Residential	1 for every dwelling/apartment with a total floor area less than 150 square metres. 2 for every dwelling/apartment with a total floor area greater than 150 square metres.	1 for every 10 dwellings	1 for every 4 dwellings	Same

Type of Development	Adelaide City Development Plan		SAPPL	
	Employee / Resident	Visitor / Shopper	Employee / Resident	Visitor / Shopper
Retail / shop	1 per 300 square metres of gross leasable floor area.	1 per 600 square metres of gross leasable floor area.	Same	Same
Tourist accommodation / serviced apartment	1 per 20 employees.	2 for the first 40 rooms, plus 1 for every additional 40 rooms.	Same	Same

In this context, the various bicycle parking rates for different uses are mostly the same, other than in regard to residential uses where the requirement in the Adelaide City Development Plan is considerably higher compared to the SAPPL standard. However, given city resident's proximity and access to key public services and facilities it could be argued that the city should be able to accommodate a rate lower compared to any other location, or at least provide some contemplation of a lower rate in some circumstances. This approach (ie circumstances where a lower rate may be considered) has been used in relation to vehicle parking in some mixed use zones in other Development Plans.

Notwithstanding the City of Adelaide's higher bicycle rate compared to the Urban Corridor and Urban Core zones in the SAPPL, this DPA does not propose to lower the rate, but intends to provide circumstances where a lower rate can be considered. In this case, the lower rates are proposed to be linked to the location of development within the Core Pedestrian areas of the city (as defined in Map Adel/1 [Overlay 2A]) - or where adjacent to the key public transport spines of North Terrace, Currie Street / Grenfell Street, and King William Street (south of North Terrace).

Implications for this DPA

Amend the onsite bicycle policy to include circumstances where a lower rate may be contemplated as described above.

4. SUMMARY OF RECOMMENDED POLICY CHANGES

Key policy changes proposed by this DPA include the following:

Capital City Zone

- Amend policy related to podium design to allow for greater flexibility for building design to respond to the immediate context.
- Introduce policy in the Capital City Zone to provide additional clarity and guidance around achieving high quality design (including in relation to building configuration, composition, and the context of its surrounds).
- Strengthen policy for over height buildings to have regard to overall city form.
- Introduce requirements for inclusion of specific features and design outcomes in a building as part of consideration for 'over-height' allowances for new development.
- Introduce new policy for design quality outcomes applying to 'over-height' elements at the zone interface.
- Refine the Desired Character Statement for the Main Street Policy Area applying to Rundle Street to provide greater guidance in regard to contextual building design recognising its important character.

City Frame Zone / Main Street (Adelaide) Zone / City Living Zone – South and East Terrace Policy Areas

- Introduce new policy for design quality outcomes applying to ‘over-height elements’ on Catalyst Sites.

Council-Wide

- In regard to bicycle parking rates, introduce certain circumstances where lower rates may be contemplated.
- Amend policy for multi-level car park design so that car parking facing major streets is not visible.
- Include new policy that requires improved outcomes in regard to design, public realm, pedestrian comfort or other similar qualitative outcomes, where quantitative policy measures (such as balcony size, storage space and the like) are not met.

The ‘Amendment’ section contains the proposed technical amendments to the Adelaide (City) Development Plan.

5. 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.

5.1 Accords with the Planning Strategy

Relevant strategies from the Planning Strategy are summarised in section 2.2 of this document. It is the intent of the DPA to support the achievement of the Planning Strategy policies.

5.2 Accords with other parts of the Development Plan

The policies proposed in this DPA are consistent with the format, content and structure of all of the affected Development Plans.

5.3 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.

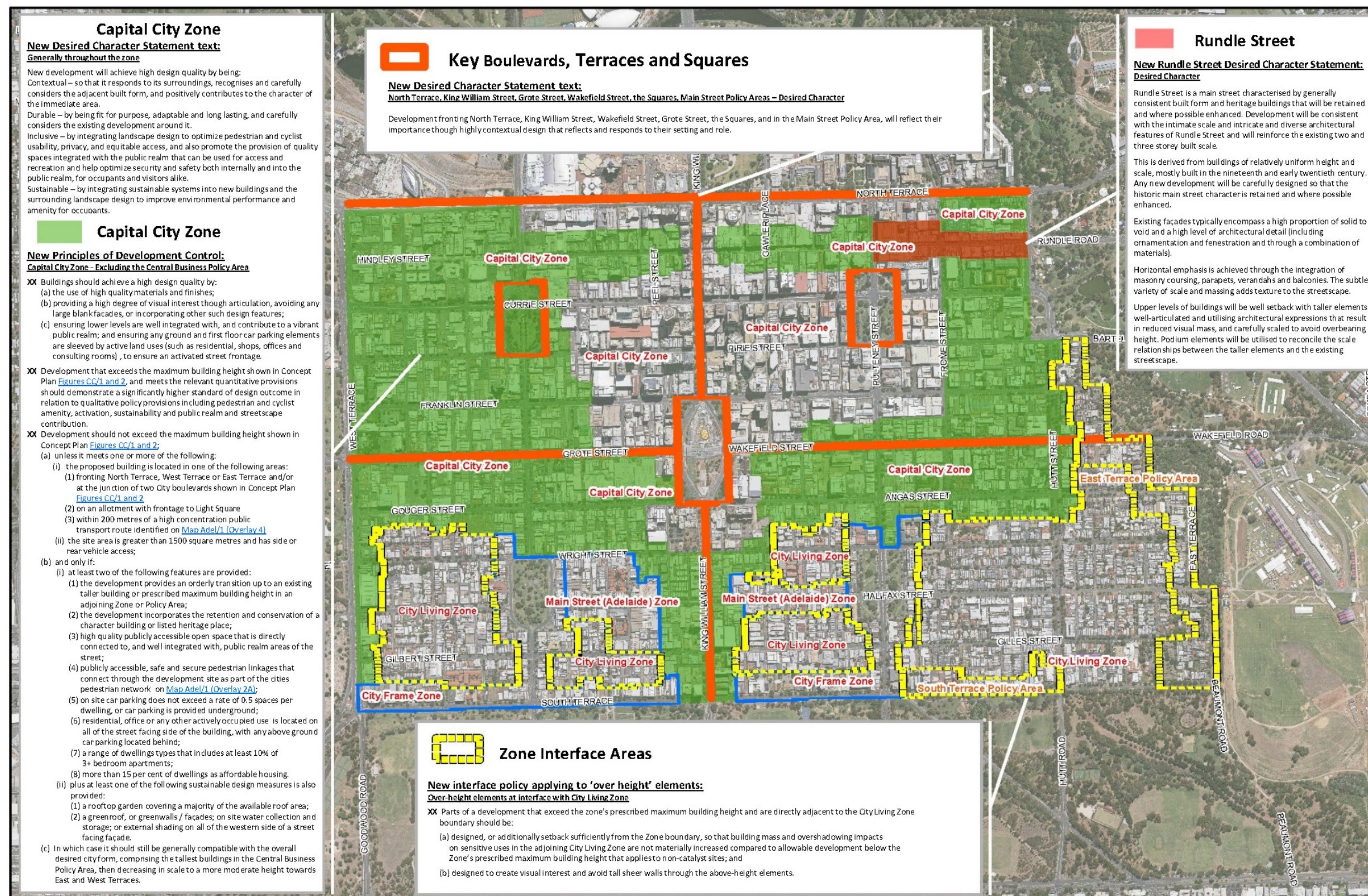
5.4 Satisfies the requirements prescribed by the Regulations

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

REFERENCES / BIBLIOGRAPHY

- THE 30-YEAR PLAN FOR GREATER ADELAIDE, *Department of Planning & Local Government, Government of South Australia 2010*
- THE 30-YEAR PLAN FOR GREATER ADELAIDE 2016 UPDATE (DRAFT FOR CONSULTATION), Department of Planning, Transport and Infrastructure, Government of South Australia 2016
- SOUTH AUSTRALIA'S STRATEGIC PLAN, *Government of South Australia, 2011*
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- SOUTH AUSTRALIAN PLANNING POLICY LIBRARY (VERSION 6.1), *Government of South Australia*
- CAPITAL CITY DEVELOPMENT PLAN AMENDMENT (2012), *Minister for Planning*
- CARBON NEUTRAL STRATEGY 2015 -2025 ADELAIDE SOUTH AUSTRALIA, *Government of South Australia and the Adelaide City Council*

APPENDIX A – MAP OF PROPOSED KEY POLICY CHANGES



Capital City Zone

New Desired Character Statement text:
Generally throughout the zone

New development will achieve high design quality by being:
Contextual – so that it responds to its surroundings, recognises and carefully considers the adjacent built form, and positively contributes to the character of the immediate area.
Durable – by being fit for purpose, adaptable and long lasting, and carefully considers the existing development around it.
Inclusive – by integrating landscape design to optimize pedestrian and cyclist usability, privacy, and equitable access, and also promote the provision of quality spaces integrated with the public realm that can be used for access and recreation and help optimize security and safety both internally and into the public realm, for occupants and visitors alike.
Sustainable – by integrating sustainable systems into new buildings and the surrounding landscape design to improve environmental performance and amenity for occupants.

Capital City Zone

New Principles of Development Control:
Capital City Zone - Excluding the Central Business Policy Area

XX Buildings should achieve a high design quality by:
(a) the use of high quality materials and finishes;
(b) providing a high degree of visual interest through articulation, avoiding any large blank facades, or incorporating other such design features;
(c) ensuring lower levels are well integrated with, and contribute to a vibrant public realm; and ensuring any ground and first floor car parking elements are sleeved by active land uses (such as residential, shops, offices and consulting rooms), to ensure an activated street frontage.

XX Development that exceeds the maximum building height shown in Concept Plan Figures CC/1 and 2, and meets the relevant quantitative provisions should demonstrate a significantly higher standard of design outcome in relation to qualitative policy provisions including pedestrian and cyclist amenity, activation, sustainability and public realm and streetscape contribution.

XX Development should not exceed the maximum building height shown in Concept Plan Figures CC/1 and 2;
(a) unless it meets one or more of the following:
(i) the proposed building is located in one of the following areas:
(1) fronting North Terrace, West Terrace or East Terrace and/or at the junction of two City boulevards shown in Concept Plan Figures CC/1 and 2
(2) on an allotment with frontage to Light Square
(3) within 200 metres of a high concentration public transport route identified on Map Adel/1 (Overlay 4)
(ii) the site area is greater than 1500 square metres and has side or rear vehicle access;
(b) and only if:
(i) at least two of the following features are provided:
(1) the development provides an orderly transition up to an existing taller building or prescribed maximum building height in an adjoining Zone or Policy Area;
(2) the development incorporates the retention and conservation of a character building or listed heritage place;
(3) high quality publicly accessible open space that is directly connected to, and well integrated with, public realm areas of the street;
(4) publicly accessible, safe and secure pedestrian linkages that connect through the development site as part of the cities pedestrian network on Map Adel/1 (Overlay 2A);
(5) on site car parking does not exceed a rate of 0.5 spaces per dwelling, or car parking is provided underground;
(6) residential, office or any other actively occupied use is located on all of the street facing side of the building, with any above ground car parking located behind;
(7) a range of dwellings types that includes at least 10% of 3+ bedroom apartments;
(8) more than 15 per cent of dwellings as affordable housing,
(ii) plus at least one of the following sustainable design measures is also provided:
(1) a rooftop garden covering a majority of the available roof area;
(2) a greenroof, or greenwalls / facades; on site water collection and storage; or external shading on all of the western side of a street facing facade.
(c) In which case it should still be generally compatible with the overall desired cityform, comprising the tallest buildings in the Central Business Policy Area, then decreasing in scale to a more moderate height towards East and West Terraces.

Key Boulevards, Terraces and Squares

New Desired Character Statement text:
North Terrace, King William Street, Grote Street, Wakefield Street, the Squares, Main Street Policy Areas – Desired Character

Development fronting North Terrace, King William Street, Wakefield Street, Grote Street, the Squares, and in the Main Street Policy Area, will reflect their importance through highly contextual design that reflects and responds to their setting and role.

Zone Interface Areas

New interface policy applying to 'over height' elements:
Over-height elements at interface with City Living Zone

XX Parts of a development that exceed the zone's prescribed maximum building height and are directly adjacent to the City Living Zone boundary should be:
(a) designed, or additionally setback sufficiently from the Zone boundary, so that building mass and overshadowing impacts on sensitive uses in the adjoining City Living Zone are not materially increased compared to allowable development below the Zone's prescribed maximum building height that applies to non-catalyst sites; and
(b) designed to create visual interest and avoid tall sheer walls through the above-height elements.

Rundle Street

New Rundle Street Desired Character Statement:
Desired Character

Rundle Street is a main street characterised by generally consistent built form and heritage buildings that will be retained and where possible enhanced. Development will be consistent with the intimate scale and intricate and diverse architectural features of Rundle Street and will reinforce the existing two and three storey built scale.

This is derived from buildings of relatively uniform height and scale, mostly built in the nineteenth and early twentieth century. Any new development will be carefully designed so that the historic main street character is retained and where possible enhanced.

Existing façades typically encompass a high proportion of solid to void and a high level of architectural detail (including ornamentation and fenestration and through a combination of materials).

Horizontal emphasis is achieved through the integration of masonry coursing, parapets, verandahs and balconies. The subtle variety of scale and massing adds texture to the streetscape.

Upper levels of buildings will be well setback with taller elements well-articulated and utilising architectural expressions that result in reduced visual mass, and carefully scaled to avoid overbearing height. Podium elements will be utilised to reconcile the scale relationships between the taller elements and the existing streetscape.

APPENDIX B-CONSISTENCY WITH THE PLANNING STRATEGY

The 30-Year Plan for Greater Adelaide (30-Year 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. Importantly, The Plan identifies the city centre as the hub of peak services, including financial, legal and educational facilities, and the heart of cultural, retail and entertainment facilities. The city centre is also marked as the pre-eminent location for transit oriented development in the region.

Growth Areas

The 30-Year Plan identifies key growth precincts for the City in Map 3 (Map E1 in The Plan) as:

- the four terraces facing the Park Lands and the areas surrounding the city squares
- Hutt Street and King William Street
- the north-east and north-west precincts within the city (the north-west is identified as a regeneration focus area)
- Melbourne Street and O'Connell Street, North Adelaide.

This DPA includes new policies for the north-east and north-west precincts of the city as key focus areas for growth. New policies are also included to promote additional development along North Terrace, West Terrace and South Terrace; Light, Victoria and Hindmarsh squares, and along O'Connell Street.

A future DPA will consider Hutt Street, Melbourne Street and East Terrace following further community engagement.

The 30-Year Plan's Targets

The Plan's Targets for the city:

- net additional dwelling target of 15 040
- net additional population target of 27 300
- net additional jobs target of 50 000.

A yields analysis has been undertaken in support of this DPA to calculate the possible yield that could be achieved under the current policy settings within the Adelaide (City) Development Plan. This is compared to the possible yield that could be achieved under the new plan. This analysis indicates a possible doubling of the yields that could be achieved. Furthermore, the yields are beyond that required to satisfy the targets of the 30-Year Plan (see **Table 1**).

It should be noted that there is no perfect approach to yields analysis, and as such the yields suggested here are to be taken as a guide only. A yield above that envisaged by the 30-Year Plan is a positive outcome of the zoning amendments as it ensures that there are abundant opportunities

for investment. It should be noted that current Development Plan policies relating to setback angles would further reduce the potential yield than indicated in Table 1 below.

Table 1: City of Adelaide targets and potential yield

	30 Year Plan targets	Potential yield under current Development Plan	Potential yield under DPA
additional population	27 300	30 776	60 140
additional dwellings	15 040	17 098	33 411
additional jobs	50 000 (1.5- 2 million square metres of floor space)	33 307	80 230

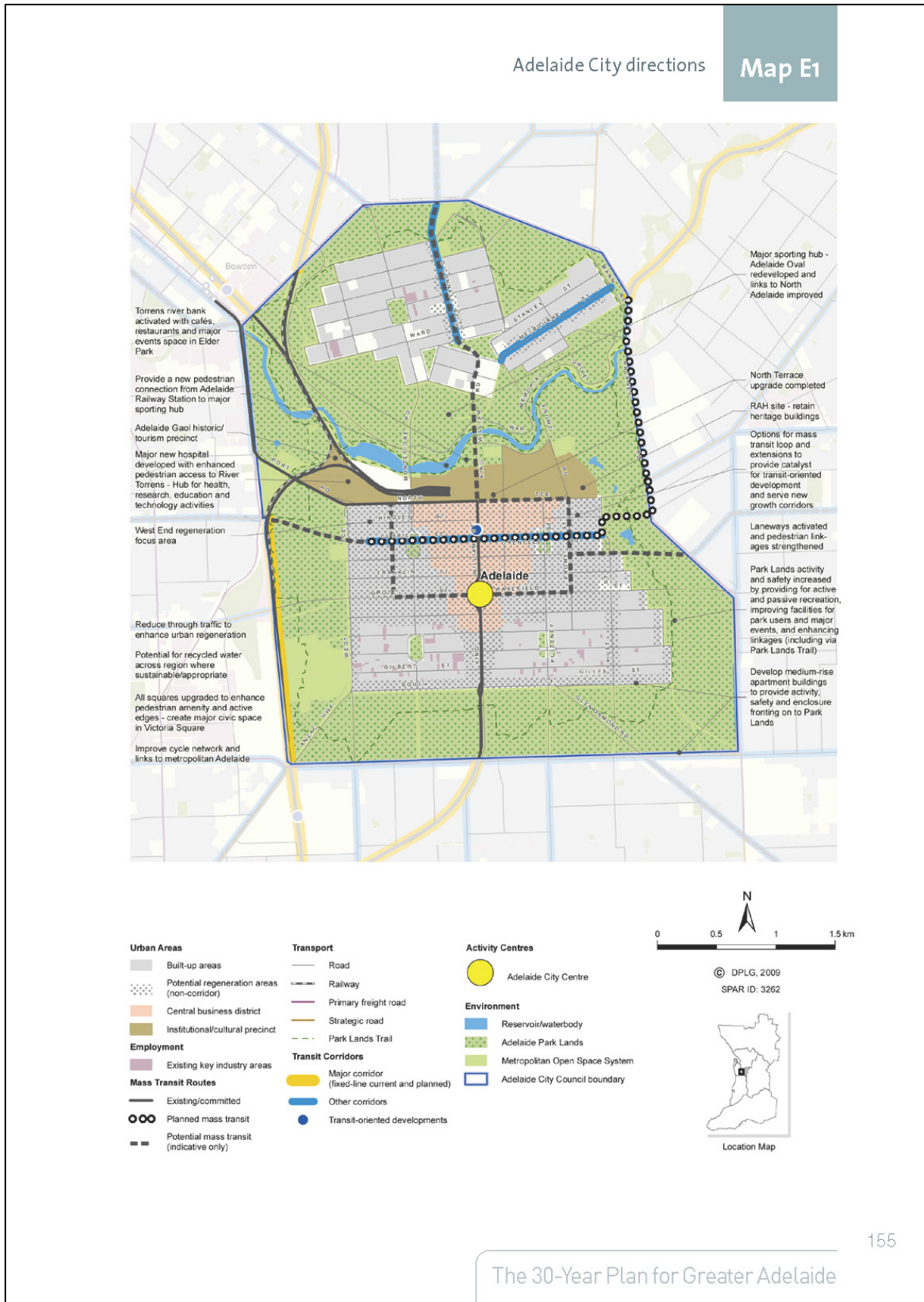
The 30-Year Plan reinforces the State Government's Affordable Housing policy and its target of 15 per cent affordable housing (including 5 per cent for high needs housing) in significant new developments and growth areas. Affordable housing policies apply to areas where a rezoning results in a substantial increase in dwelling potential.

The 30-Year Plan's Affordable Housing Targets:

- Provide for at least 15 per cent of housing in all new significant developments to be affordable housing, including 5 per cent for high-needs people.
- At least 38,700 new dwellings (15 per cent of all dwelling growth) should be affordable.

This DPA is consistent with the Planning Strategy and supports the key directions by increasing development potential within the city. Further, affordable housing policies have been incorporated into the Development Plan that implement the Governments' key directions for affordable housing.

Map 3: The 30-Year Plan for Greater Adelaide



The following objectives, principles, policies and targets of the Plan are of particular relevance to this DPA:

New transit corridors, growth areas, transit-oriented developments and activity centres
Policies

2. Locate the majority of Greater Adelaide's urban growth within existing built-up areas through increases in density in strategic locations.
3. Concentrate new growth within metropolitan Adelaide in transit corridors, transit-oriented developments and activity centres so that the urban character of the majority of neighbourhoods remains largely unchanged.
4. Locate new growth areas contiguous to transit corridors wherever possible.
5. Activate and rejuvenate higher-order activity centres and provide for integrated mixed uses around transport interchanges and wherever possible at the neighbourhood level.
7. Ensure that the bulk of new residential development in Greater Adelaide is low- to medium-rise development (including detached dwellings) and confine high-rise developments to the 14 identified transit-oriented developments.
14. Concentrate higher densities and medium-rise development around mixed-use activity centres and railway, tram and bus stations.
15. Ensure that there is an effective transition between higher densities and medium-rise development (near shops and stations) and existing low-rise detached housing. Structure Plans for transit corridors will prescribe that densities and building heights decrease as development moves away from transport thoroughfares and shops and railway stations. This will mean that traditional detached dwellings will generally be bordered by low-rise dwellings such as townhouses.
16. Define transit corridors by unique design and character guidelines, giving each corridor a separate identity to avoid a monoculture of building styles across Greater Adelaide.
29. Ensure activity centres promote mixed-use development rather than separate residential, commercial and retail developments.
30. Develop higher-density residential developments within and adjacent to activity centres.

Targets

- A. 80% per cent of the existing metropolitan area of Adelaide will remain largely unchanged as a result of The Plan.
- B. By the end of The Plan's 30 years, 70 per cent of all new housing in metropolitan Adelaide will be built in established areas.
- C. About 60 per cent of metropolitan Adelaide's (50 per cent of the Greater Adelaide region's) new housing growth will be located within 800 metres of current or extended transit corridors.
- D. Density of development in transit corridors will vary throughout the corridor but gross densities will increase on average from 15 to 25–35 dwellings per hectare. Net residential site densities for individual developments will be higher than the average gross density.

Adelaide City centre
Policies

1. Strengthen the primacy of the Adelaide City centre as the cultural and economic focus of Greater Adelaide and enhance its role as the centre for peak services, such as legal, financial and banking, speciality health and medical, educational, the arts and high-quality speciality retail.
2. Focus high-rise residential, commercial and retail growth in the central business district and mixed-use zones.

3. Define broad precincts in the city centre that harmonise day-time and night-time amenity and efficient clustering of commercial activities.
4. Increase the amount and diversity of residential accommodation in the central business district and mixed-use zones to support a variety of household types for various age and income groups, including students, professionals and the aged.
5. Strengthen the built-form edge of the City facing the Park Lands with medium-rise mixed-use development. Encourage medium-rise residential development throughout the City.
6. Frame the outer edge of the Park Lands with medium-rise mixed-use development in appropriate locations.
7. Conserve the heritage, character and scale of the valued residential precincts of North Adelaide and the south-east and south-west corners while allowing sympathetic and complementary development.
8. Build on the strengths of existing key public spaces, such as revitalising Rundle Mall, creating a restaurant precinct on the Torrens River bank, delivering later stages of the North Terrace project and activating the laneways in the core precinct.
10. Reinforce the role of the Park Lands as a major recreational, sporting, natural and open-space asset servicing metropolitan Adelaide.
11. Activate the Park Lands to increase their appeal and safety through increased passive surveillance. Encourage events that are sited and managed to minimise the impact on the Park Lands.

Urban Design

Policies

2. Maximise and increase the quality of public space and require excellent design in the public realm.
3. Require new mixed-use medium- and high-rise developments to provide active street frontages (such as shops, services and restaurants) to encourage connectivity and increase public safety.
4. Protect and strengthen the identity of agreed character areas by enhancing the valued elements of the existing streetscape.
5. Set, through the planning controls, very high standards for urban character and quality of design in consultation with the Commissioner for Integrated Design.

Development Plan Amendment

By the Minister

Adelaide (City) Development Plan

Capital City Policy Review (Design Quality) Development Plan Amendment

The Amendment



Government of South Australia

Department of Planning,
Transport and Infrastructure

Amendment Instructions Table				
Name of Local Government Area: City of Adelaide				
Name of Development Plan: Adelaide (City) Development Plan				
Name of DPA: Capital City Policy Review (Design Quality) DPA				
<p><i>The following amendment instructions (at the time of drafting) relate to the Adelaide (City) Development Plan consolidated on 24 September 2015.</i></p> <p><i>Where amendments to this Development Plan have been authorised after the aforementioned consolidation date, consequential changes to the following amendment instructions will be made as necessary to give effect to this amendment.</i></p>				
Amendment Instruction Number	Method of Change	Detail what in the Development Plan is to be amended, replaced, deleted or inserted. 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.
COUNCIL WIDE / GENERAL SECTION PROVISIONS (including figures and illustrations contained in the text)				
Amendments required (Yes/No): Yes				
1.	Replace	Principle of Development Control 260(e) with the following: '(e) on a site with only one major street frontage, include screening so that any car parking is not visible from the public realm either day or night, and detailed to complement neighbouring buildings in a manner consistent with desired character in the relevant Zone and Policy Area;'	N	N
2.	Insert	The following new Principle of Development Control and heading immediately after Objective 48: 'PRINCIPLE OF DEVELOPMENT CONTROL xx Where development significantly exceeds quantitative policy provisions, it should demonstrate a significantly higher standard of design outcome in relation to qualitative policy provisions including pedestrian and cyclist amenity, activation, sustainability and public realm and streetscape contribution.'	Y	N
ZONE AND/OR POLICY AREA AND/OR PRECINCT PROVISIONS (including figures and illustrations contained in the text)				
Amendments required (Yes/No): Yes				
Capital City Zone				
3.	Delete	The 6 th and 7 th paragraphs of the Desired Character Statement (ie the paragraphs with 'There will be...' and 'Exemplary and outstanding building design...')	N	N

4.	Inert	<p>In the Desired Character Statement, in paragraph 5 after the last sentence insert the following ‘Non-residential and / or residential land uses will face the street at the first floor level to contribute to street vibrancy.</p> <p>New development will achieve high design quality by being:</p> <ul style="list-style-type: none"> • Contextual – so that it responds to its surroundings, recognises and carefully considers the adjacent built form, and positively contributes to the character of the immediate area. • Durable – by being fit for purpose, adaptable and long lasting, and carefully considers the existing development around it. • Inclusive – by integrating landscape design to optimize pedestrian and cyclist usability, privacy, and equitable access, and also promote the provision of quality spaces integrated with the public realm that can be used for access and recreation and help optimize security and safety both internally and into the public realm, for occupants and visitors alike. • Sustainable – by integrating sustainable systems into new buildings and the surrounding landscape design to improve environmental performance and amenity for occupants. <p>Contemporary juxtapositions will provide new settings for heritage places. Innovative forms are expected in areas of identified street character, referencing the past, but with emphasis on modern design-based responses that support optimal site development.</p> <p>There will also be a rich display of art that is accessible to the public and contextually relevant. ‘</p>	N	N
5.	Insert	<p>In the Desired Character Statement, after the paragraph that starts with the words ‘The Zone also includes a number of main Street areas...’ insert the following:</p> <p>‘Development fronting North Terrace, King William Street, Wakefield Street, Grote Street, the Squares, and in the Main Street Policy Area, will reflect their importance though highly contextual design that reflects and responds to their setting and role. ‘</p>	N	N
6.	Replace	<p>The part of the Main Street Policy Area 14’s Desired Character Statement under the heading ‘Rundle Street’ with the following text:</p> <p>‘Rundle Street is a main street characterised by generally consistent built form and heritage buildings that will be retained and where possible enhanced. Development will be consistent with the intimate scale and intricate and diverse architectural features of Rundle Street and will reinforce the existing two and three storey built scale. This is derived from buildings of relatively uniform height and scale, mostly built in the nineteenth and early twentieth century. Any new development will be carefully designed so that the historic main street character is retained and where possible enhanced.</p>	N	N

		<p>Existing façades typically encompass a high proportion of solid to void and a high level of architectural detail (including ornamentation and fenestration and through a combination of materials).</p> <p>Horizontal emphasis is achieved through the integration of masonry coursing, parapets, verandahs and balconies. The subtle variety of scale and massing adds texture to the streetscape.</p> <p>Upper levels of buildings will be well setback with taller elements well-articulated and utilising architectural expressions that result in reduced visual mass, and carefully scaled to avoid overbearing height. Podium elements will be utilised to reconcile the scale relationships between the taller elements and the existing streetscape. ‘</p>		
7.	Insert	<p>The following new Principle of Development Control immediately following current Principle of Development Control 6:</p> <p>xx Buildings should achieve a high design quality by:</p> <ul style="list-style-type: none"> (a) the use of high quality materials and finishes; (b) providing a high degree of visual interest through articulation, avoiding any large blank facades, or incorporating other such design features; (c) ensuring lower levels are well integrated with, and contribute to a vibrant public realm; and (d) ensuring any ground and first floor level car parking elements are sleeved by residential or non-residential land uses (such as shops, offices and consulting rooms) to ensure an activated street frontage.’ 	Y	N
8.	Replace	<p>Principle of Development Control 11 with the following:</p> <p>‘Buildings should be designed to include a podium/street wall height and upper level setback (in the order of 3-6 metres) that:</p> <ul style="list-style-type: none"> (a) (i) relates to the scale and context of adjoining built form; (ii) provides a human scale at street level; (iii) creates a well-defined and continuity of frontage; (iv) gives emphasis and definition to street corners to clearly define the street grid; (v) contributes to the interest, vitality and security of the pedestrian environment; (vi) maintains a sense of openness to the sky for pedestrians and brings daylight to the street; and (vii) achieves pedestrian comfort by minimising micro climatic impacts (particularly shade/shelter, wind tunnelling and downward drafts). <p>(c) other than:</p> <ul style="list-style-type: none"> (i) in the Central Business Policy Area; or (ii) where a lesser (or zero) upper level setback and/or podium height is warranted to correspond with and complement the form of 	N	N

		adjacent development, in which case alternative design solutions should be included to achieve a cohesive streetscape, provided parts (a) (ii) – (vii) are still achieved.		
9.	Insert	<p>The following new Principle of Development Control immediately after current Principle of Development Control 14:</p> <p>‘xx Development that exceeds the maximum building height shown in Concept Plan Figures CC/1 and 2, and meets the relevant quantitative provisions should demonstrate a significantly higher standard of design outcome in relation to qualitative policy provisions including pedestrian and cyclist amenity, activation, sustainability and public realm and streetscape contribution.’</p>	Y	N
10.	Replace	<p>Current Principle of Development Control 19 with:</p> <p>‘19 Development should not exceed the maximum building height shown in Concept Plan Figures CC/1 and 2;</p> <p>(a) unless it meets one or more of the following:</p> <ul style="list-style-type: none"> (i) the proposed building is located in one of the following areas: <ul style="list-style-type: none"> (1) fronting North Terrace, West Terrace or East Terrace and/or at the junction of two City boulevards shown in Concept Plan Figures CC/1 and 2 (2) on an allotment with frontage to Light Square (3) within 200 metres of a high concentration public transport route identified on Map Adel/1 (Overlay 4) (iii) the site area is greater than 1500 square metres and has side or rear vehicle access; <p>(b) and only if:</p> <ul style="list-style-type: none"> (i) at least two of the following features are provided: <ul style="list-style-type: none"> (1) the development provides an orderly transition up to an existing taller building or prescribed maximum building height in an adjoining Zone or Policy Area; (2) the development incorporates the retention and conservation of a character building or listed heritage place; (3) high quality publicly accessible open space that is directly connected to, and well integrated with, public realm areas of the street; (4) publicly accessible, safe and secure pedestrian linkages that connect through the development site as part of the cities pedestrian network on Map Adel/1 (Overlay 2A); (5) on site car parking does not exceed a rate of 0.5 spaces per dwelling, or car parking is provided underground; 	N	N

		<p>(6) residential, office or any other actively occupied use is located on all of the street facing side of the building, with any above ground car parking located behind;</p> <p>(7) a range of dwellings types that includes at least 10% of 3+ bedroom apartments;</p> <p>(8) more than 15 per cent of dwellings as affordable housing.</p> <p>(ii) plus at least one of the following sustainable design measures is also provided:</p> <p>(1) a rooftop garden covering a majority of the available roof area;</p> <p>(2) a greenroof, or greenwalls / façades;</p> <p>(3) on site water collection and storage; or</p> <p>(4) external shading on all of the western side of a street facing façade.</p> <p>(c) In which case development should still be generally compatible with the overall desired city form, comprising the tallest buildings in the Central Business Policy Area, then decreasing in scale to a more moderate height towards East and West Terraces and sensitive to the character of main streets.'</p>		
11.	Insert	<p>The following new Principle of Development Control immediately following current Principle of Development Control 22:</p> <p>xx Parts of a development that exceed the prescribed maximum building height shown on Concept Plan Figures CC/1 and 2 that are directly adjacent to the City Living Zone boundary should be:</p> <p>(a) designed, or additionally setback sufficiently from the zone boundary, so that building mass and overshadowing impacts on sensitive uses in the adjoining City Living Zone are not materially increased compared to allowable development below the prescribed maximum building height shown in Concept Plan Figures CC/1 and 2; and</p> <p>(b) designed to create visual interest and avoid tall sheer walls through the above-height elements.</p>	Y	N
City Frame Zone				
12.	Insert	<p>The following new Principle of Development Control immediately following current Principle of Development Control 19:</p> <p>'xx Parts of a development on a catalyst site that exceed the prescribed maximum building height that applies to non-catalyst sites in the zone, and are directly adjacent to the City Living Zone boundary should be:</p> <p>(a) designed, or additionally setback sufficiently from the Zone boundary, so that building mass and overshadowing impacts on sensitive uses in the adjoining City Living Zone are not materially increased compared to allowable development below the Zone's prescribed maximum building height that applies to non-catalyst sites; and</p> <p>(b) designed to create visual interest and avoid tall sheer walls through the above-height elements.'</p>	Y	N

Main Street (Adelaide) Zone				
13.	Insert	The following new Principle of Development Control immediately following current Principle of Development Control 19: 'xx Parts of a development on a catalyst site that exceed the prescribed maximum building height that applies to non-catalyst sites in the zone, and are directly adjacent to the City Living Zone boundary should be: (a) designed, or additionally setback sufficiently from the Zone boundary, so that building mass and overshadowing impacts on sensitive uses in the adjoining City Living Zone are not materially increased compared to allowable development below the Zone's prescribed maximum building height that applies to non-catalyst sites; and (b) designed to create visual interest and avoid tall sheer walls through the above-height elements.	Y	N
City Living Zone – East Terrace Policy Area 29				
14.	Insert	The following new Principle of Development Control immediately following current Principle of Development Control 12: 'xx Parts of a development on a catalyst site that exceed the prescribed maximum building height that applies to non-catalyst sites in the Policy Area should be: (a) designed, or additionally setback sufficiently from the site boundary, so that building mass and overshadowing impacts on adjoining sensitive uses are not materially increased compared to allowable development below the Policy Area's prescribed maximum building height that applies to non-catalyst sites; and (b) designed to create visual interest and avoid tall sheer walls through the above-height elements.'	Y	N
City Living Zone - South Terrace Policy Area 30				
15.	Insert	The following new Principle of Development Control immediately following current Principle of Development Control 11: 'xx Parts of a development on a catalyst site that exceed the prescribed maximum building height that applies to non-catalyst sites should be: (a) designed, or additionally setback sufficiently from the site boundary, so that building mass and overshadowing impacts on adjoining sensitive uses are not materially increased compared to allowable development below the Policy Area's prescribed maximum building height that applies to non-catalyst sites; and (b) designed to create visual interest and avoid tall sheer walls through the above-height elements.'	Y	N
TABLES				
Amendments required (Yes/No): Yes				
Table Adel/17 – Bicycle parking provisions				
16.	Amend	The rate under the column 'Bicycle parking space standard for employees and/or residents' applying to 'All Low, Medium and High Scale residential' by adding the following:	N	N

		'except where a lower rate can be justified, and the development is located within the Core Pedestrian area of the city (as defined in Map Adel/1 (Overlay 2A) , or adjacent to the key public transport spines of North Terrace, Currie Street / Grenfell Street, and King William Street (south of North Terrace).'		
MAPPING (Structure Plans, Overlays, Enlargements, Zone Maps, Policy Area & Precinct Maps)				
Amendments required (Yes/No): No				