

Development Plan Amendment

By the Minister

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

Inner and Middle Metropolitan Corridor (Sites) Development Plan Amendment

For Approval

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



Minister's Signature

19 DEC 2017

Date of Gazette

Approval DPA

Background

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

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

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

Consultation

A total of four hundred and forty-two (442) public submissions were originally received on the DPA during the consultation period, however fourteen (14) submissions were retracted leaving a total of four hundred and twenty-eight (428) submissions received. This included three (3) Council submissions. Four (4) agency submissions were also received in relation to the DPA and fifty-two (52) verbal submissions were made at the Public Meetings.

Approval Stage

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

Norwood, Payneham and St Peters (City) Development Plan

- (a) Site 1 (Hackney Road, Hackney - includes the Hackney Hotel) - Reduction in maximum building heights from six (6) storeys to four (4) storeys and allowable building heights fronting Richmond, Hatswell and Bertram Streets from four (4) storeys to three (3) storeys to provide an appropriate transition to adjacent development and align with requirements for the adjacent Adelaide Caravan Park site

- (b) Site 2 (Rundle Street, Kent Town) - Refinements to policies to increase setbacks for upper building levels to Rundle Street, College Road and Little Grenfell Street, and also encourage access from Rundle Street in addition to rear access
- (c) Site 3 (Beulah Road, Norwood) - Inclusion of a statement of Desired Character to guide development of the site
- (d) Site 4 (Magill Road, Norwood – includes the former Caroma site) – Inclusion of additional policy to better clarify access arrangements and encourage pedestrian access through the site, and minor amendments to allowable building heights in metres (from 22 to 24.5 metres) to align with Renewal SA's Allotment Control Plan for the site
- (e) Removal of Site 5 (The Parade, Norwood) from the DPA given potential direct interface issues with adjacent residential development and the Norwood Residential Historic (Conservation) Zone
- (f) Removal of Site 12 (Magill Road, Stepney – including 'Otto Timber') from the DPA given potential direct interface and character issues with adjacent development and the Stepney and Maylands Residential Historic (Conservation) Zones
- (g) Amendment to non-complying and public notification requirements to align with anticipated retail floor areas for specific sites

Unley (City) Development Plan

- (h) Site 6 (Glen Osmond Road, Parkside – includes the Capps Seafoods site) – Inclusion of additional policies to encourage use of podium building designs, clarify access arrangements and better address the interface with adjacent low-rise residential development
- (i) Removal of Site 7 (Unley Road, Malvern) from the DPA based on the following:
 - Significant community opposition to the proposed rezoning
 - The extent of the already established Urban Corridor Zone along Unley Road to the north

- Request from the Council to not rezone the site and instead consolidate multi-storey development toward the precinct's core (i.e. Unley District Centre) based on opportunities created through the recently approved Unley Central Precinct DPA
 - Fragmented ownership that may impact on the orderly development of the site investigation area
- (j) Site 8 (Anzac Highway, Forestville – includes the former Le Cornu site) – Adjustments to the boundary of the proposed Transit Living Policy Area to encompass the whole of the former Le Cornu furniture site, reduction in maximum building heights for all development north of Leader Street (including Le Cornu) from eight (8) storeys to six (6) storeys, and a range of amendments to more strongly encourage integrated/mixed use development outcomes and address building form and impacts on Leader Street, including:
- Additional policies to increase activation to Anzac Highway and Leader Street, including 'sleeving' large floor plate retail developments and car parking with smaller speciality shops and requiring their integration with residential development, use of podium designs and requiring greater articulation, visual permeability and use of glazing in buildings
 - Amendments to building setbacks and built form policy to better align with the wider Anzac Highway Corridor and allow greater scope for landscaping and space around buildings
 - New policies to minimise visual and other impacts of car parking, loading / unloading and service areas, including discouraging their location on Anzac Highway and Leader Street
 - Amendments to procedural matters to make any portion of a building within 5 metres of the Leader Street road boundary that exceeds 2 storeys to be *non-complying* to minimise impacts on low rise residential development on the southern side of Leader Street
- (k) Site 9 (Anzac Highway, Everard Park) – Inclusion of additional policies to encourage use of podium building designs fronting Anzac Highway, clarify access arrangements and require a sensitive two (2) to three (3) storey

building interface with low-rise residential areas on Third and Grove Avenues, and amendments to building setbacks to better align with the wider Anzac Highway Corridor and prevailing setbacks in Third Avenue (rear)

- (l) Various amendments to Desired Character statements and concept plans for key sites to guide future development and reflect policy amendments

West Torrens Council Development Plan

- (m) Site 10 (Richmond Road, Marleston – includes the former Marleston TAFE)
 - Amendments to policies to encourage a coordinated development outcome that recognises the site’s scale and to require a more sensitive two (2) to three (3) storey building interface toward adjacent low-rise residential areas and zones
- (n) Removal of Site 11 (Railway Terrace, Mile End - includes Lots 73 and 74, Hughes Street) from the DPA based on the following:
 - Significant community and Council opposition to rezoning
 - The contributory item status of the existing dwelling occupying these lots and consequent limitations on development
 - To ensure an appropriate transition and interface to the wider Mile End Historic Conservation Area and contributory items located immediately adjacent the site on Hughes Street

General amendments

- (o) Deletion of proposed PDC requiring finished floor levels of buildings in the Urban Corridor Zone to be level with the footpath based on potential conflict with the Building Code of Australia .
- (p) 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 Norwood Payneham and St Peters

Name of Development Plan : Norwood Payneham and St Peters (City)

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

The following amendment instructions (at the time of drafting) relate to the Norwood, Payneham and St Peters (City) Development Plan consolidated on 30 May 2017.

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.

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
	<ul style="list-style-type: none"> • Amend • Replace • Delete • Insert 			

COUNCIL WIDE / GENERAL SECTION PROVISIONS (including figures and illustrations contained in the text)

Amendments required (Yes/No): **No**

ZONE AND/OR POLICY AREA AND/OR PRECINCT PROVISIONS (including figures and illustrations contained in the text)

Amendments required (Yes/No): **Yes**

Mixed Use Historic (Conservation) Zone

1.	Insert	<p>In PDC 21 (Non-complying development) under 'Shop or Group of Shops with a gross leasable area greater than 250 square metres in all other Policy Areas, other than in...' under the words '(b) the Payneham Road Policy Area', the words:</p> <p style="padding-left: 40px;">'(c) The Parade/Fullarton Road Policy Area where located in 'Key Development Areas' as shown on Concept Plan Fig MUH(C)/1'</p>	N	N
2.	Replace	<p>In PDC22 (Public Notification) under Category 1 development, the words:</p> <p style="padding-left: 40px;">'All forms of development (except where the development is classified as non-complying) in the Payneham Road Policy Area other than where the site of the development is adjacent land to land in a zone under the relevant Development Plan which is different to the zone that applies to the site of the development'</p> <p>with the words:</p> <p style="padding-left: 40px;">'All forms of development (except where the development is classified as non-complying) in the:</p>	N	N

Inner and Middle Metropolitan Corridor (Sites) DPA
by the Minister
Norwood Payneham & St Peters Council
Amendment Instructions

		<p>(a) <i>Payneham Road Policy Area, other than where the site of the development is adjacent to land in a zone under the relevant Development Plan which is different to the zone that applies to the site of the development; or</i></p> <p>(b) <i>The Parade/Fullarton Road Policy Area, where located in 'Key Development Areas' as shown on Concept Plan Fig MUH(C)/1 and the development is up to three stories (11.5 metres) in height.'</i></p>		
3.	Replace	<p>In PDC22 (Public Notification) under Category 2 development, the words <i>'All forms of development (except where the development is classified as non-complying) in the Payneham Road Policy Area not listed as Category 1'.</i></p> <p>with the words:</p> <p><i>'All forms of development (except where the development is classified as non-complying) in the:</i></p> <p>(a) <i>Payneham Road Policy Area not listed as Category 1; or</i></p> <p>(b) <i>The Parade/Fullarton Road Policy Area where located in key development areas as shown on Concept Plan Fig MUH(C)/1 and more than 3 storeys (11.5 metres) in height'</i></p>	N	N
Mixed Use Historic (Conservation) Zone – The Parade / Fullarton Road Policy Area				
4.	Insert	In the DCS, after the last paragraph, the contents of ' Attachment A '	N	N
5.	Replace	<p>PDC2 with the following:</p> <p><i>'Development should not exceed two storeys in height above the natural ground level in The Parade/Fullarton Road Policy Area, except where indicated on Concept Plan Fig MUH(C)/1.</i></p>	N	N
6.	Insert	At the end of The Parade/Fullarton Road Policy Area after PDC3, new Concept Plan Fig MUH(C)/1 in ' Attachment B '	N	N
Urban Corridor Zone				
7.	Replace	<p>In paragraph 3 of the Desired Character statement,</p> <p>the words:</p> <p><i>'Concept Plan Fig UrC/1'</i></p> <p>with the words:</p> <p><i>'Concept Plan Figs UrC/1 and UrC/2'</i></p>	N	N
8.	Insert	<p>At the end of paragraph 3 of the Desired Character statement,</p> <p>insert:</p> <p><i>‘, Hackney’</i></p> <p>after the words:</p> <p><i>‘.... and small portions of Magill...’</i></p>	N	N
9.	Insert	<p>At the beginning of paragraph 4 of the Desired Character statement,</p> <p>insert:</p>	N	N

Inner and Middle Metropolitan Corridor (Sites) DPA
by the Minister
Norwood Payneham & St Peters Council
Amendment Instructions

		<p><i>'Richmond Street (Hackney),</i></p> <p>after the words:</p> <p><i>'Development along the minor streets, including ...'</i></p>		
10.	Insert	New <i>Concept Plan Fig UrC/2</i> in ' Attachment C ' following Kent Town Strategic Growth Concept Plan Fig UrC/1	N	N
11.	Replace	<p>Paragraph 5 of the Desired Character statement,</p> <p>with the words:</p> <p><i>'The important transport function of Hackney Road and Dequetteville Terrace as Primary Freight Routes and North Terrace as a Secondary Freight Route, will be maintained to ensure the efficient movement of commercial vehicles around the City of Adelaide and the Inner Metropolitan Area.'</i></p>	N	N
12.	Replace	<p>In PDC 4,</p> <p>the words:</p> <p>'Concept Plan Fig UrC/1'</p> <p>with the words:</p> <p>'Concept Plan Figs UrC/1 and UrC/2'</p>	N	N
13.	Replace	<p>In PDC 13,</p> <p>the words:</p> <p>'Concept Plan Fig UrC/1'</p> <p>with the words:</p> <p>'Concept Plan Figs UrC/1 and UrC/2'</p>	N	N
14.	Replace	<p>In the table in PDC 15,</p> <p>the words:</p> <p>'Concept Plan Fig UrC/1'</p> <p>with the words:</p> <p>'Concept Plan Figs UrC/1 and UrC/2'</p>	N	N

15.	Replace	<p>In PDC21 (Public Notification), Category 1 Development</p> <p>the words:</p> <p style="padding-left: 40px;">‘Shop or a group of shops with a gross leasable area of 1000 square metres or less where located within the Boulevard and High Street Policy Areas’</p> <p>with the words:</p> <p style="padding-left: 40px;"><i>‘Shop or a group of shops with a gross leasable area of 1000 square metres or less where located within the Boulevard and High Street Policy Areas, and 2000 square metres or less where located within Area H as shown on Concept Plan Fig UrC/2’</i></p>	N	N
Urban Corridor Zone – Boulevard Policy Area				
16.	Insert	At the end of the Desired Character statement, the contents of ‘ Attachment D ’	N	N
Urban Corridor Zone – High Street Policy Area				
17.	Replace	The Desired Character statement with the contents of ‘ Attachment E ’	N	N
18.	Replace	<p>PDC2 with the following:</p> <p style="padding-left: 40px;"><i>‘2 A shop or a group of shops contained in a single building should have a maximum total gross leasable floor area in the order of 1000 square metres, except where located in Area H as shown on Concept Plan Fig UrC/2 where a maximum total gross leasable floor area in the order of 2000 square metres is anticipated.’</i></p>	N	N
TABLES				
Amendments required (Yes/No): No				
MAPPING (Figures Structure Plans, Overlays, Enlargements, Zone Maps, Policy Area & Precinct Maps)				
Amendments required (Yes/No): Yes				
Map(s)				
19.	Replace	<p>The following extent maps:</p> <ul style="list-style-type: none"> • Structure Plan Map NPSP/1 (Overlay 1) Part B • Affordable Housing Map NPSP/1 (Overlay 6) • Noise and Air Emissions Map NPSP/1 (Overlay 7) • Strategic Transport Routes Map NPSP/1 (Overlay 8) • Zones Map NPSP/6 • Zones Map NPSP/9 • Zones Map NPSP/10 • Policy Areas Map NPSP/13 • Policy Areas Map NPSP/15 • Policy Areas Map NPSP/16 • Enlargements Map NPSP/23 • Enlargements Map NPSP/24 <p>With the contents of ‘Attachment F’</p>	N	N
20.	Replace	State and Local Heritage Places and Contributory Items - Figure Her/16 - with the contents of ‘ Attachment G ’	N	N

ATTACHMENT A

A key development site at the intersection of Rundle Street, College Road and Little Grenfell Street as depicted on Concept Plan [Fig MUH\(C\)/1](#) provides the opportunity for a mixture of commercial and medium density residential development. Development will be up to four (4) storeys, however, building elements above two storeys will be set back an additional three or more metres so as to be visually recessive and to maintain a lower-scale feel along Rundle Street and College Road. Taller building elements will be focused toward Rundle Street and transition down in height and scale to a maximum of three (3) storeys toward Little Grenfell Street and the adjacent Residential Zone. Building elements above two storeys fronting Little Grenfell Street will also be setback an additional two or more metres to minimise building massing and overshadowing of development on the southern side of the street. Development of this site should also be cognisant of the strong heritage and character nature of the locality and sensitively interface with the original form of heritage buildings located on or adjacent the site. Large frontages should be strongly articulated to reflect the historic fine-grained building pattern of the area. Vehicle access should be provided via common driveways from Rundle Street and / or to the rear of dwellings.

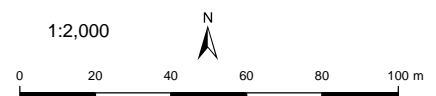
The key development area at the intersection of Fullarton and Beulah roads as depicted on Concept Plan [Fig MUH\(C\)/1](#) also provides the opportunity for a mixture of commercial and medium density residential development to activate the street frontage. Taller building elements up to four (4) storeys (15 metres) will be focused toward the Fullarton and Beulah road frontages, with a suitable transition down in height to provide an appropriate building interface with adjacent residential development to the east. Large frontages should be articulated and respect the finer detailing of historic buildings in the local area. Vehicle access should be provided via a common driveway off Beulah Road toward the eastern boundary of the site to maintain the safety of vehicles, pedestrians and cyclists.

ATTACHMENT B

- New Concept Plan Fig MUH(C)/1



- Local Heritage Place
- State Heritage Place
- Mixed Use Historic (Conservation) Zone
- 4 Key Development Areas
4 Storeys 15m Maximum allowable building height
- Main road



NORWOOD PAYNEHAM AND ST PETERS (CITY) **STRATEGIC GROWTH - CONCEPT PLAN** **Fig MUH(C)/1**

ATTACHMENT C

- New Concept Plan Fig UrC/2



6

Key Development Areas
6 Storeys Maximum allowable building height

— Main road
- - - Development Plan Boundary



0 100 200 300 400 500 m

NORWOOD PAYNEHAM AND ST PETERS (CITY) STRATEGIC GROWTH - CONCEPT PLAN Fig UrC/2

ATTACHMENT D

Area F – Hackney Road, Hackney

Area F, shown on Concept Plan [Fig UrC/2](#), comprises the Hackney Hotel and adjoining SA Housing Trust dwellings that front Richmond Street and Bertram Street. The site provides an opportunity for development of up to four (4) storeys fronting Hackney Road and three (3) storeys fronting Richmond, Hatswell and Bertram streets, incorporating a mixture of commercial and medium to high density residential development. The site's four frontages to Hackney Road (west), Richmond Street (north), Hatswell Street (east) and Bertram Street (south) provide the opportunity for development to respond in a variety of ways to the variable environments that form its context.

Development within Area F should incorporate landscaping to enhance streetscapes and, where commercial activities are developed at the ground floor, active and transparent street frontages to provide interest and vitality.

Development adjacent to, or on the same site as, the historic Hackney Hotel building will be respectful of its heritage character and setting, and sensitively interface with the original building form.

The mass of the upper levels of buildings should be 'broken up' into well-articulated building elements in order to minimise the visual and overshadowing impacts of tall buildings, particularly in relation to adjacent residential areas. The built form along Hatswell Street and Bertram Street, in particular, will be of a scale which provides an appropriate transition down to the scale of buildings on the adjacent allotments.

Vehicle access should be provided via common driveways to the rear of dwellings.

ATTACHMENT E

DESIRED CHARACTER

The High Street Policy Area will enable the development of retail and pedestrian hubs in Kent Town and Norwood with a focus on smaller scale specialty shops and businesses, restaurants and cafes, which serve the local community.

The western portion of Rundle Street and The Parade West will form the Primary Road Corridors within the High Street Policy Area, together with Magill Road where relevant. These will be developed with a strong focus on the pedestrian environment and the movement of pedestrians and bicycles between the City and the Eastern suburbs. Except within Area E (shown on Concept Plan [Fig UrC/1](#)), which provides greater development opportunities due to the size of the site and the topography of the land, the secondary streets, including Grenfell Street and College Road will provide opportunities for a lower intensity and scale of development than that found along the Primary Road Corridors.

It is anticipated that at some time in the future, Rundle Street may be the preferred option for the location of a mass public transport link between the City and The Parade. In this context, bicycle lanes should be maintained and upgraded along the length of Rundle Street, linking into Beulah Road at the eastern end.

New development should not rely on the creation of new vehicle access points on Primary Road Corridors, with vehicle access directed to side streets and rear laneways where possible.

The built form within the High Street Policy Area will establish a rhythm and pattern of facades that support a variety of tenancies with building frontages of a scale and rhythm that reflects adjacent development. The locality will generally comprise buildings of up to five (5) storeys except where taller buildings are anticipated on Concept Plan [Fig UrC/2](#), with a podium or street wall height of two (2) storeys. Above the podium/street wall component, additional storeys will be set back a minimum of three (3) metres so as to be visually recessive and to maintain a lower-scale feel along the High Street.

Development will enhance the pedestrian environment through the provision of verandahs, pergolas and awnings to provide pedestrian protection and achieve a human scale and visually interesting environment. Where possible, verandahs and pergolas constructed over the footpath will be cantilevered to reduce the possibility of damage by vehicles.

On-street car parking will continue to be maintained along the length of Rundle Street and the eastern side of The Parade West to contribute to the shorter term visitor parking needs of local businesses and provide some separation between the vehicle carriageway and the footpath.

Area D

Area D, shown on Concept Plan [Fig UrC/1](#), provides an opportunity for development of up to five (5) storeys, incorporating a mix of commercial and medium to high density residential development.

The desired built form within Area D should incorporate a series of building elements that are adequately separated, with space around them, in order to provide pedestrian and vehicle permeability through the site. Buildings should be designed having regard to the topography of the land to ensure that excessive cut or fill is not required.

Over time, opportunities to activate the adjacent portion of Little Rundle Street beyond its current use as a vehicle access way will be supported through the development of this site. This could be achieved through the orientation of some activity towards the Little Rundle Street frontage, such as the inclusion of a publicly accessible space for outdoor dining or the like, which links through to Rundle Street.

Area E

Area E, shown on Concept Plan [Fig UrC/1](#), provides an opportunity for development of up to five (5) storeys, except along the College Road frontage, where development will be limited to two (2) storeys. Taller building

elements will be located within the western portions of the site, where the natural ground level is lower than the eastern portions of the site.

Development will comprise either residential land uses or a mix of commercial and medium to high density residential development. Vehicle access should, where possible, be provided from Little Young Street.

Area H

Area H, shown on Concept Plan [Fig UrC/2](#), comprises the former Caroma industrial site together with a State heritage listed place (the Alma Hotel). The site provides an opportunity for development of up to six (6) storeys incorporating a mixture of commercial and medium density residential development. The site's three frontages to Magill Road, Sydenham Road and Stephen Street, a narrow road to the rear of the site, provide opportunity for the development of the site to respond in a number of innovative ways to the characteristics of the locality.

Development on the ground floor fronting Magill Road should consist of commercial activities in the form of shops, consulting rooms, offices or cafes / restaurants that serve the daily needs of local residents. Such development is also encouraged to Sydenham Road where possible. Upper levels should be devoted to medium density residential development.

Development should be cognisant of the strong heritage and character nature of the locality, particularly south of the site. Buildings with large frontages should be strongly articulated to create visual interest. Although the site is separated from adjoining residential development to the south by a narrow roadway, building heights will transition down to a level that complements the adjacent residential character area.

Vehicle access should primarily be provided from Stephen Street via common driveways and / or to the rear of dwellings. Pedestrian access should be provided through the site, linking Stephen Street and Chimney Park to Magill Road.

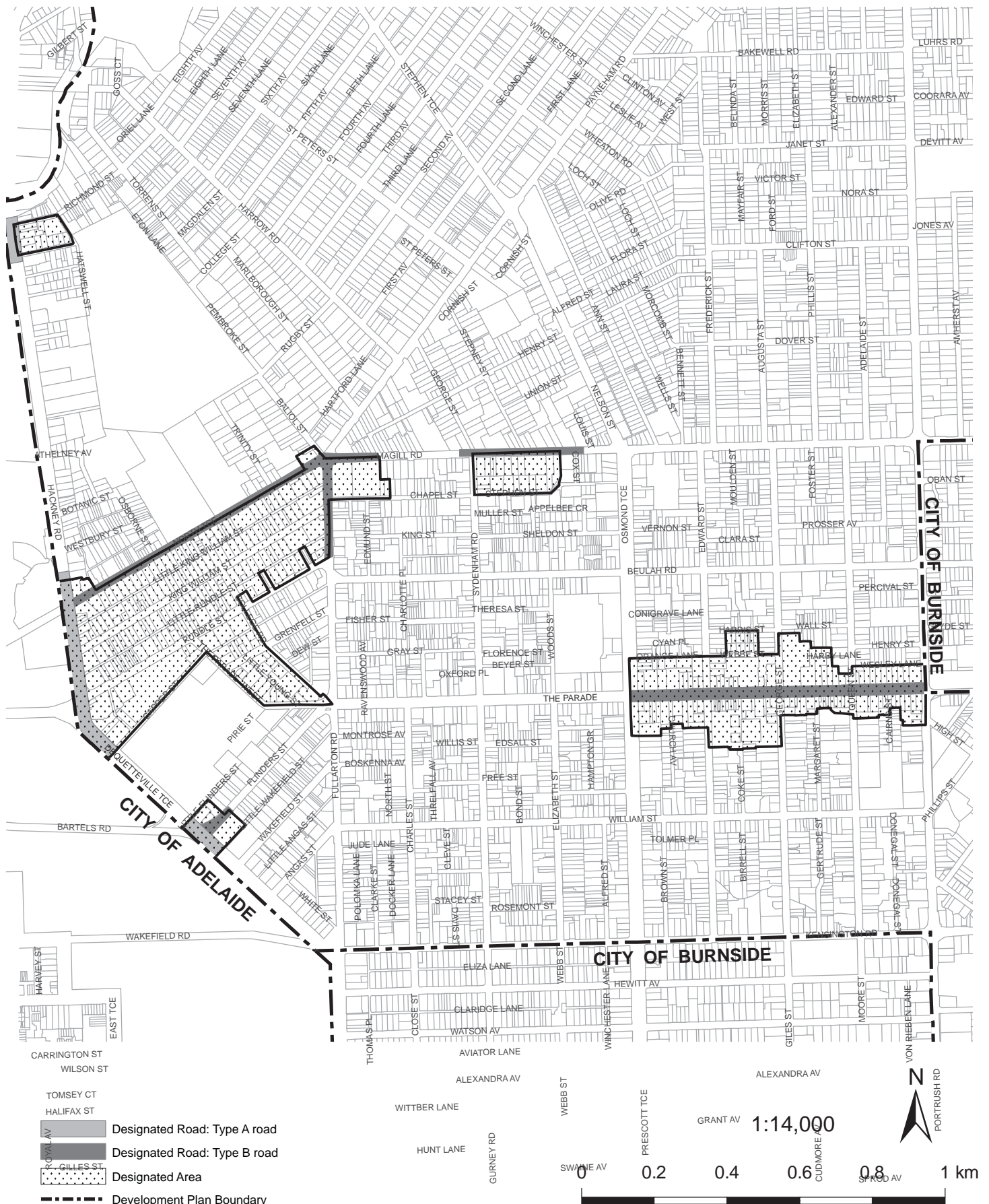
ATTACHMENT F

Replacement Maps:

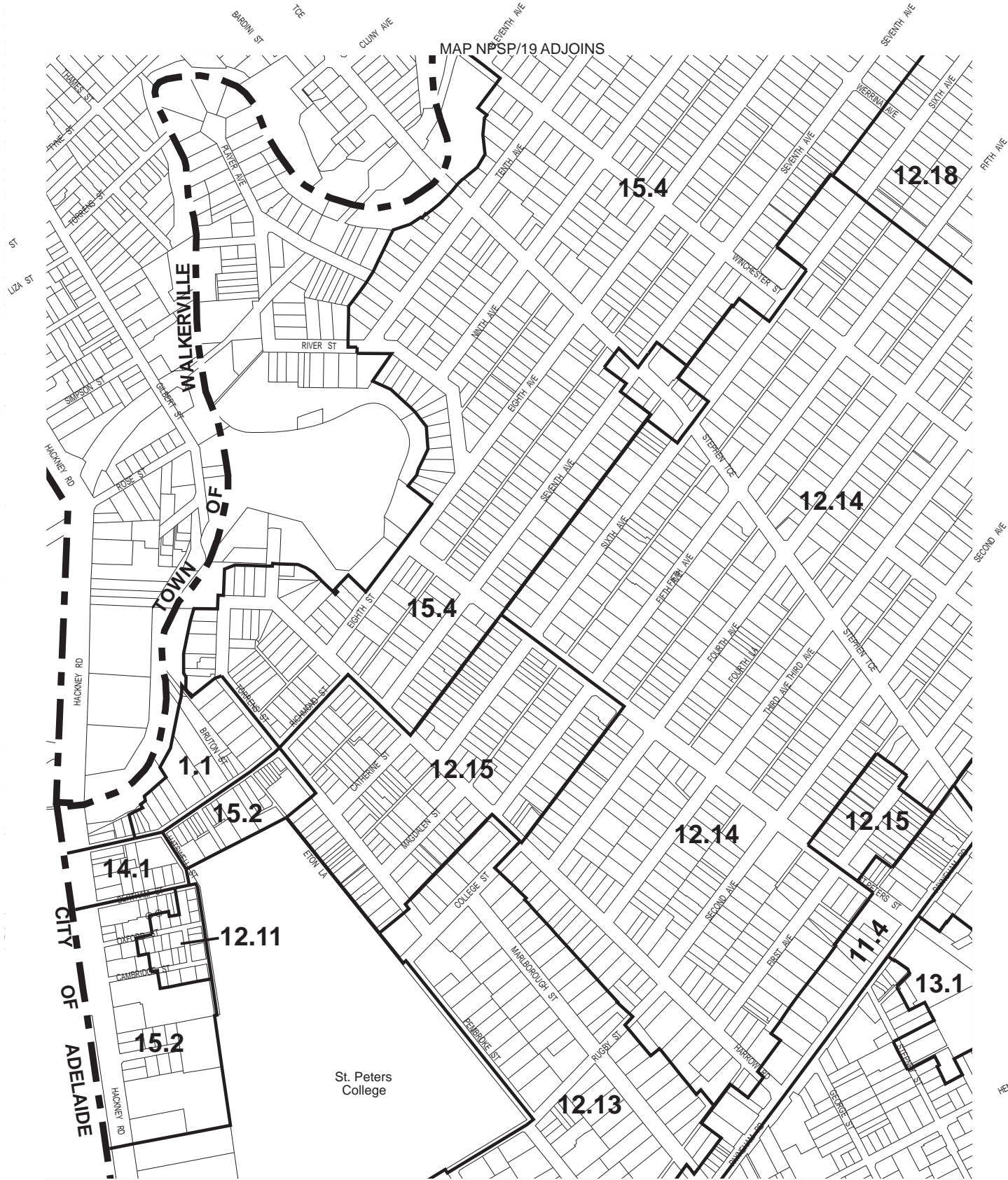
- **Structure Plan Map NPSP/1 (Overlay 1) Part B**
- **Affordable Housing Map NPSP/1 (Overlay 6)**
- **Noise and Air Emissions Map NPSP/1 (Overlay 7)**
- **Strategic Transport Routes Map NPSP/1 (Overlay 8)**
- **Zones Map NPSP/6**
- **Zones Map NPSP/9**
- **Zones Map NPSP/10**
- **Policy Areas Map NPSP/13**
- **Policy Areas Map NPSP/15**
- **Policy Areas Map NPSP/16**
- **Enlargements Map NPSP/23**
- **Enlargements Map NPSP/24**

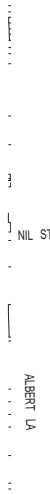


NORWOOD PAYNEHAM AND ST PETERS (CITY) **AFFORDABLE HOUSING** **MAP NPSP/1 (Overlay 6)**



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



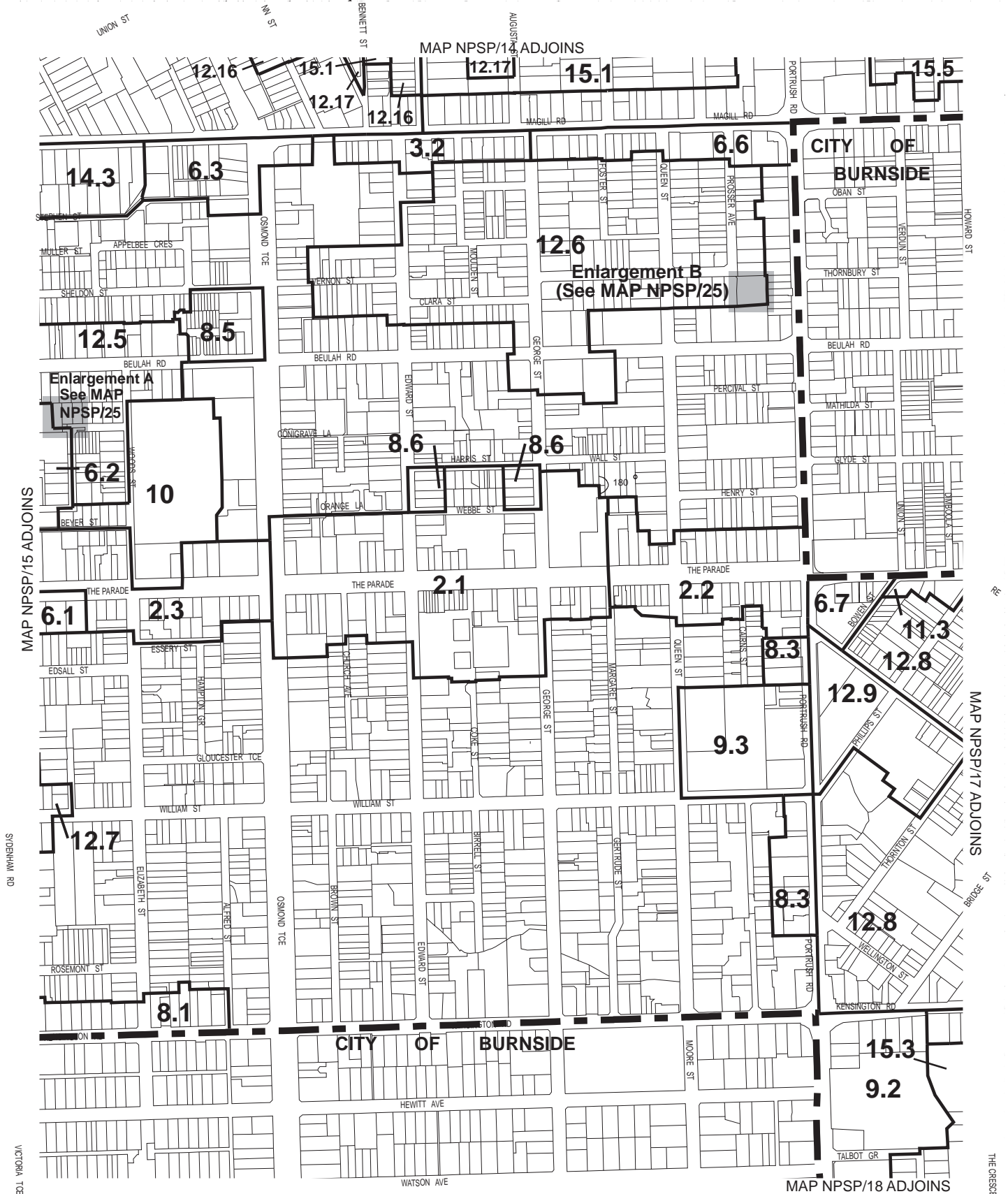


- Policy Area Boundary
 Development Plan Boundary



A horizontal scale bar with a vertical tick mark at the left end labeled '0' and another at the right end labeled '500metres'. The bar is divided into four equal segments by three vertical tick marks.

NORWOOD PAYNEHAM AND ST PETERS (CITY) POLICY AREAS MAP NPSP/15



Business

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

District Centre (Norwood)

- 2.1 Retail Core
- 2.2 The Parade East
- 2.3 The Parade West

Educational

- 9.2 Loreto College
- 9.3 St. Ignatius
- 10 Recreation

Mixed Use B

- 8.1 Kensington Road
- 8.3 Portrush Road
- 8.5 Osmond Terrace
- 8.6 George Street/Edward Street

Mixed Use Historic (Conservation)

- 11.3 Kensington

Neighbourhood Centre

- 3.2 Magill Road

Residential Character

- 15.1 Evandale / Maylands / Stepney
- 15.3 Heathpool / Marryatville
- 15.5 Trinity Gardens / St Morris

Residential Historic (Conservation)

- 12.5 Norwood 3
- 12.6 Norwood 4
- 12.7 Norwood 5
- 12.8 Kensington 1
- 12.9 Kensington 2
- 12.16 Stepney
- 12.17 Maylands

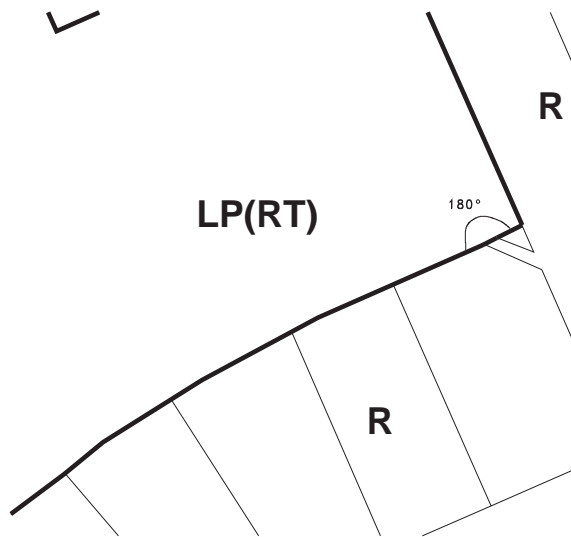
Urban Corridor

- 14.3 High Street

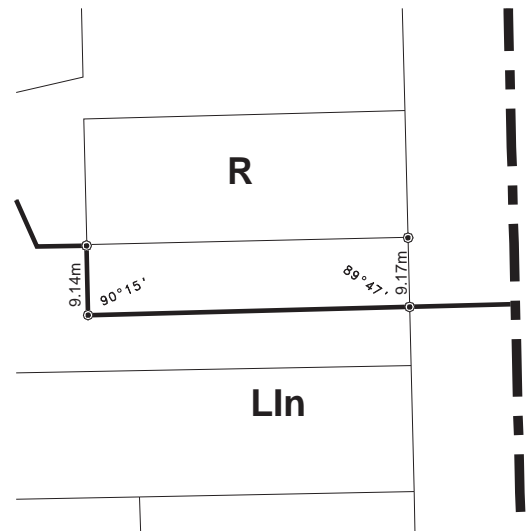
Scale 1:8000



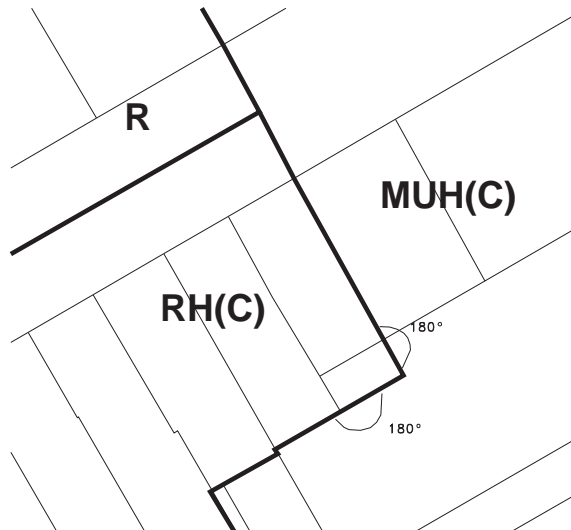
NORWOOD PAYNEHAM AND ST PETERS (CITY) POLICY AREAS MAP NPSP/16



Enlargement A





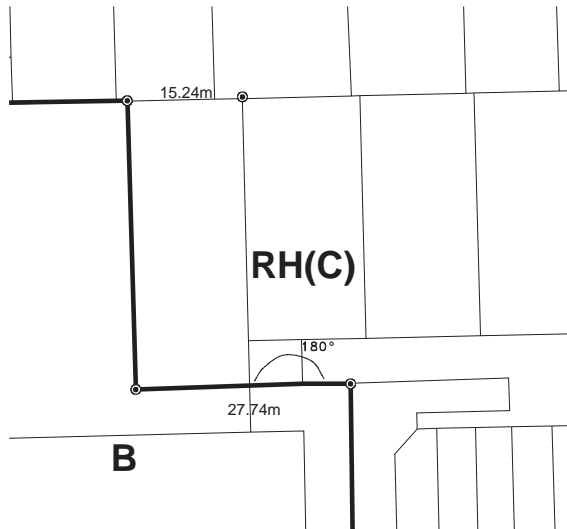
Enlargement B



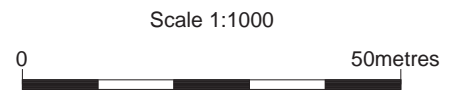
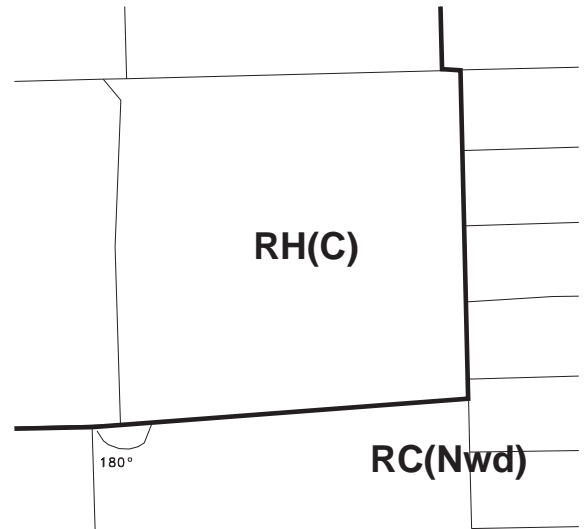
Enlargement C

NORWOOD PAYNEHAM AND ST PETERS (CITY) ENLARGEMENTS MAP NPSP/23

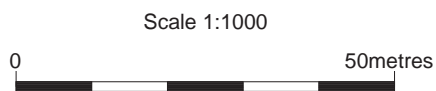
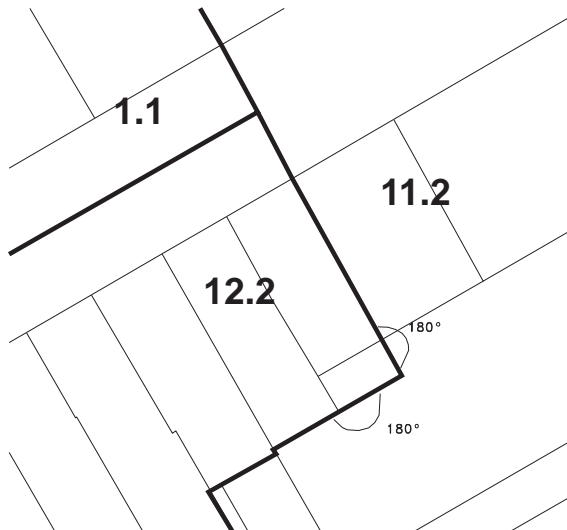
 Zone/Policy Boundary
 Development Plan Boundary



Enlargement A



Enlargement B



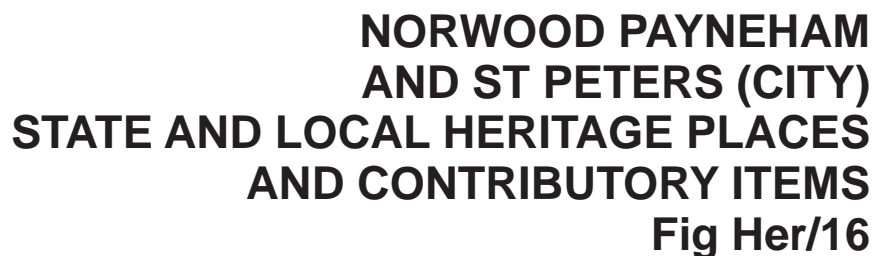
Enlargement C

NORWOOD PAYNEHAM AND ST PETERS (CITY) ENLARGEMENTS MAP NPSP/24

ATTACHMENT G

Replacement Figure

- **State and Local Heritage Places and Contributory Items - Fig Her/16**



Amendment Instructions Table					
Name of Local Government Area: City of Unley					
Name of Development Plan: Unley (City) Development Plan					
Name of DPA: Inner and Middle Metropolitan Corridor (Sites) DPA					
<p><i>The following amendment instructions (at the time of drafting) relate to the Unley (City) Development Plan consolidated on 4 July 2017.</i></p> <p><i>Where amendments to this Development Plan have been authorised after the aforementioned consolidation date, consequential changes to the following amendment instructions will be made as necessary to give effect to this amendment.</i></p>					
Amendment Instruction Number	Method of Change	Detail what in the Development Plan is to be amended, replaced, deleted or inserted.	Is Renumbering required (Y/N)		Subsequent Policy cross references requiring update
	<ul style="list-style-type: none"> Amend Replace Delete Insert 	<p>If applicable, detail what material is to be inserted and where. Use attachments for large bodies of material.</p>			
COUNCIL WIDE / GENERAL SECTION PROVISIONS (including figures and illustrations contained in the text)					
Amendments required (Yes/No): Yes					
Council Wide					
1.	Replace	<p>All references to the words:</p> <p style="text-align: center; color: blue;">‘Map Un/1 (Overlay 2)’</p> <p>with the words:</p> <p style="text-align: center; color: blue;">‘Maps Un/1 (Overlay 2, 2a)’</p>	N	N	
2.	Replace	<p>All references to the words:</p> <p style="text-align: center; color: blue;">‘Map Un/1 (Overlay 4)’</p> <p>with the words:</p> <p style="text-align: center; color: blue;">‘Maps Un/1 (Overlay 4a and 4b)’</p>	N	N	
OVERLAY SECTION					
Amendments required (Yes/No): Yes					
Overlay – Affordable Housing					
3.	Replace	<p>The words:</p> <p style="text-align: center; color: blue;">‘Refer to Map Un/1 (Overlay 5) that relates to this overlay.’</p> <p>with the words:</p>	N	N	

		'Refer to Maps Un/1 (Overlay 5a and 5b) that relates to this overlay.			
Overlay – Strategic Transport Routes					
4.	Replace	The words: 'Refer to Map Un/1 (Overlay 4) that relates to this overlay.' with the words: 'Refer to Maps Un/1 (Overlay 4a and 4b) that relates to this overlay.	N	N	
Overlay – Noise and Air Emissions					
5.	Replace	The words: 'Refer to Map Un/1 (Overlay 3) and (Overlay 3A) that relates to this overlay.' with the words: 'Refer to Maps Un/1 (Overlay 3a, 3b and 3c) that relates to this overlay.	N	N	
ZONE AND/OR POLICY AREA AND/OR PRECINCT PROVISIONS (including figures and illustrations contained in the text)					
Amendments required (Yes/No): Yes					
Light Industry Zone					
6.	Replace	The words 'Maps Un/3 to 5' in the Introduction	With the words 'Maps Un/4 to 5' in the first sentence of the first paragraph of the introduction to the zone.	N	Y
Urban Corridor Zone					
7.	Insert	In the DCS after paragraph 2	The words: <i>'Heritage buildings will be adapted, maintaining their heritage qualities with development encouraged to the rear and behind the front façades. Buildings adjacent to heritage buildings will be sympathetic to the heritage nature in their design.'</i>		
8.	Replace	In the DCS, paragraph 9 and associated sub points (a) and (b)	With the contents of Attachment A	N	N
9.	Replace	In PDC4, map references	With the following references: Concept Plan Maps Un/1 to 7 and Un/11	N	Y

**Inner and Middle Metropolitan Corridor (Sites) DPA
by the Minister
Unley Council
Amendment Instructions Table**

10.	Insert	In PDC5, new lines in table as follows:		N	N									
		<table><tr><th>Policy Area</th><th>Minimum net residential site density</th></tr><tr><td>Transit Living (Anzac Highway) Policy Area 24</td><td>45 dwellings per hectare net</td></tr><tr><td>Business (Leader Street and Maple Avenue) Policy Area 25</td><td>No minimum</td></tr></table>		Policy Area	Minimum net residential site density	Transit Living (Anzac Highway) Policy Area 24	45 dwellings per hectare net	Business (Leader Street and Maple Avenue) Policy Area 25	No minimum					
Policy Area	Minimum net residential site density													
Transit Living (Anzac Highway) Policy Area 24	45 dwellings per hectare net													
Business (Leader Street and Maple Avenue) Policy Area 25	No minimum													
11.	Replace	In PDC10, map references	With the following references: Concept Plan Maps Un/1 to 7 and Un/11	N	Y									
12.	Replace	In PDC12, map references	With the following references: Concept Plan Maps Un/1 to 7 and Un/11	N	Y									
13.	Insert	In PDC12, new lines in table as follows:		N	N									
		<table><tr><th>Policy Area</th><th>Minimum building height</th><th>Maximum building height</th></tr><tr><td>Transit Living (Anzac Highway) Policy Area 24</td><td>3 storeys or no less than 11.5 metres for sites fronting Anzac Highway, and 2 storeys or no less than 8 metres for sites fronting Leader Street or Maple Avenue</td><td>6 storeys and up to 22 metres.</td></tr><tr><td>Business (Leader Street and Maple Avenue) Policy Area 25</td><td>2 storeys or no less than 8 metres</td><td>6 storeys and up to 22 metres.</td></tr></table>		Policy Area	Minimum building height	Maximum building height	Transit Living (Anzac Highway) Policy Area 24	3 storeys or no less than 11.5 metres for sites fronting Anzac Highway, and 2 storeys or no less than 8 metres for sites fronting Leader Street or Maple Avenue	6 storeys and up to 22 metres.	Business (Leader Street and Maple Avenue) Policy Area 25	2 storeys or no less than 8 metres	6 storeys and up to 22 metres.		
Policy Area	Minimum building height	Maximum building height												
Transit Living (Anzac Highway) Policy Area 24	3 storeys or no less than 11.5 metres for sites fronting Anzac Highway, and 2 storeys or no less than 8 metres for sites fronting Leader Street or Maple Avenue	6 storeys and up to 22 metres.												
Business (Leader Street and Maple Avenue) Policy Area 25	2 storeys or no less than 8 metres	6 storeys and up to 22 metres.												
14.	Replace	Concept Plan Map Un/3 as contained in the Urban Corridor Zone:	With the contents of Attachment B	N	N									
15.	Insert	New Concept Plan Map Un/11 for inclusion in the Urban Corridor Zone:	With the contents of Attachment C	N	N									
16.	Insert	In PDC14, new lines in table as follows:		N	N									
		<table><tr><th>Policy Area</th><th>Minimum setback from the primary road frontage</th></tr><tr><td>Transit Living Policy Area</td><td>3 metres, and 6 metres to Third Avenue</td></tr><tr><td>Business Policy Area</td><td>3 metres</td></tr></table>		Policy Area	Minimum setback from the primary road frontage	Transit Living Policy Area	3 metres, and 6 metres to Third Avenue	Business Policy Area	3 metres					
Policy Area	Minimum setback from the primary road frontage													
Transit Living Policy Area	3 metres, and 6 metres to Third Avenue													
Business Policy Area	3 metres													

Inner and Middle Metropolitan Corridor (Sites) DPA
by the Minister
Unley Council
Amendment Instructions Table

17.	Insert	<div>In PDC15, new lines in table as follows:</div> <table><tr><th>Policy Area</th><th>Minimum setback from secondary road</th><th>Minimum setback from a rear access way</th></tr><tr><td>Transit Living Policy Area</td><td>2 metres, and 6 metres to Third Avenue</td><td>No minimum where the access way is 6.5 metres or more OR Where the access way is less than 6.5 metres in width, the distance equal to the additional width required to make the access way 6.5 metres or more, to provide adequate manoeuvrability for vehicles</td></tr><tr><td>Business Policy Area</td><td>2 metres</td><td>No minimum where the access way is 6.5 metres or more OR Where the access way is less than 6.5 metres in width, the distance equal to the additional width required to make the access way 6.5 metres or more, to provide adequate manoeuvrability for vehicles</td></tr></table>	Policy Area	Minimum setback from secondary road	Minimum setback from a rear access way	Transit Living Policy Area	2 metres, and 6 metres to Third Avenue	No minimum where the access way is 6.5 metres or more OR Where the access way is less than 6.5 metres in width, the distance equal to the additional width required to make the access way 6.5 metres or more, to provide adequate manoeuvrability for vehicles	Business Policy Area	2 metres	No minimum where the access way is 6.5 metres or more OR Where the access way is less than 6.5 metres in width, the distance equal to the additional width required to make the access way 6.5 metres or more, to provide adequate manoeuvrability for vehicles	N	N
Policy Area	Minimum setback from secondary road	Minimum setback from a rear access way											
Transit Living Policy Area	2 metres, and 6 metres to Third Avenue	No minimum where the access way is 6.5 metres or more OR Where the access way is less than 6.5 metres in width, the distance equal to the additional width required to make the access way 6.5 metres or more, to provide adequate manoeuvrability for vehicles											
Business Policy Area	2 metres	No minimum where the access way is 6.5 metres or more OR Where the access way is less than 6.5 metres in width, the distance equal to the additional width required to make the access way 6.5 metres or more, to provide adequate manoeuvrability for vehicles											
18.	Insert	<div>In PDC16, new lines in table as follows:</div> <table><tr><th>Policy Area</th><th>Minimum setback from rear allotment boundary</th><th>Minimum setback from side boundaries (where not on a road boundary)</th></tr><tr><td>Transit Living Policy Area</td><td>5 metres where the subject land directly abuts an allotment of a different zone 3 metres in all other cases, except where the development abuts the wall of an existing or simultaneously constructed building on the adjoining land.</td><td>For allotments with a frontage width of: (a) 20 metres or less: no minimum to one boundary but at least 3 metres to the other side boundary, with respective setbacks to create an orderly pattern of built form in accord with the Desired Character and desired consolidated sites in Concept Plan Map Un/11 (b) more than 20 metres: 3 metres</td></tr><tr><td>Business Policy Area</td><td>5 metres where the subject land directly abuts an allotment of a different zone 3 metres in all other cases, except where the development abuts the wall of an existing or simultaneously constructed building on the adjoining land.</td><td>For allotments with a frontage width of: (a) 20 metres or less: no minimum to one boundary but at least 3 metres to the other side boundary, with respective setbacks to create an orderly pattern of built form in accord with the Desired Character and desired consolidated sites in Concept Plan Map Un/11 (b) more than 20 metres: 3 metres</td></tr></table>	Policy Area	Minimum setback from rear allotment boundary	Minimum setback from side boundaries (where not on a road boundary)	Transit Living Policy Area	5 metres where the subject land directly abuts an allotment of a different zone 3 metres in all other cases, except where the development abuts the wall of an existing or simultaneously constructed building on the adjoining land.	For allotments with a frontage width of: (a) 20 metres or less: no minimum to one boundary but at least 3 metres to the other side boundary, with respective setbacks to create an orderly pattern of built form in accord with the Desired Character and desired consolidated sites in Concept Plan Map Un/11 (b) more than 20 metres: 3 metres	Business Policy Area	5 metres where the subject land directly abuts an allotment of a different zone 3 metres in all other cases, except where the development abuts the wall of an existing or simultaneously constructed building on the adjoining land.	For allotments with a frontage width of: (a) 20 metres or less: no minimum to one boundary but at least 3 metres to the other side boundary, with respective setbacks to create an orderly pattern of built form in accord with the Desired Character and desired consolidated sites in Concept Plan Map Un/11 (b) more than 20 metres: 3 metres	N	N
Policy Area	Minimum setback from rear allotment boundary	Minimum setback from side boundaries (where not on a road boundary)											
Transit Living Policy Area	5 metres where the subject land directly abuts an allotment of a different zone 3 metres in all other cases, except where the development abuts the wall of an existing or simultaneously constructed building on the adjoining land.	For allotments with a frontage width of: (a) 20 metres or less: no minimum to one boundary but at least 3 metres to the other side boundary, with respective setbacks to create an orderly pattern of built form in accord with the Desired Character and desired consolidated sites in Concept Plan Map Un/11 (b) more than 20 metres: 3 metres											
Business Policy Area	5 metres where the subject land directly abuts an allotment of a different zone 3 metres in all other cases, except where the development abuts the wall of an existing or simultaneously constructed building on the adjoining land.	For allotments with a frontage width of: (a) 20 metres or less: no minimum to one boundary but at least 3 metres to the other side boundary, with respective setbacks to create an orderly pattern of built form in accord with the Desired Character and desired consolidated sites in Concept Plan Map Un/11 (b) more than 20 metres: 3 metres											

Inner and Middle Metropolitan Corridor (Sites) DPA
by the Minister
Unley Council
Amendment Instructions Table

19.	Replace	In PDC 17, the words: ‘Map Un/1 (Overlay 4).’ with the words: ‘Maps Un/1 (Overlay 4a and 4b).’		N	N
20.	Replace	In PDC 19, map references	With the following references: Concept Plan Maps Un/1 to 7 and Un/11	N	Y
21.	Replace	In PDC 21, the words: <i>Advertisement subject to the conditions contained in Table Un/1 - Conditions for Complying Development and other than in respect to a Heritage Place identified in Table Un/3 and Table Un/4.’</i>	With the words: <i>‘Advertisement subject to the conditions contained in Table Un/1 - Conditions for Complying Development and other than in respect to a Heritage Place identified in Table Un/3 or Table Un/4.’</i>		
22.	Replace	In PDC22 (non-complying development), the following words: <i>Industry Fuel depot Petrol filling station Major public service depot Road transport terminal Store Transport depot Warehouse Waste reception storage treatment and disposal</i>	With the following words: <i>Any development or portion thereof within 5 metres of the Leader Street road boundary that exceeds 2 storeys, or 9 metres in height above natural ground level within the Transit Living Policy Area and Business Policy Area north of Leader Street Industry, except Light Industry and Service Industry located within the Business Policy Area Fuel depot Petrol filling station, except where located within the Business Policy Area Major public service depot Road transport terminal Store, except where located within the Business Policy Area Transport depot Warehouse, except where located within the Business Policy Area Waste reception storage treatment and disposal</i>	N	N
23.	Insert	In PDC23, Category 1 public notification listing	The following words under ‘Shop or group of shops: <i>‘(c) located within the Transit Living (Anzac Highway) Policy Area 24 or Business (Leader Street and Maple Avenue) Policy Area 25 with a gross</i>	N	N

**Inner and Middle Metropolitan Corridor (Sites) DPA
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Amendment Instructions Table**

			<i>leasable area of 500 square metres or less'</i>		
24.	Replace	In PDC23, Category 2 public notification listing, the following words: <i>(b) exceeds the maximum building height in the Building Envelope Building Height or Concept Plan Maps Un/1 to 7;</i>	With the following words: <i>(b) exceeds the maximum building height in the Building Envelope Building Height or Concept Plan Maps Un/1 to 7 and Un/11;</i>	N	Y
Urban Corridor Zone - Boulevard (Greenhill Road) Policy Area					
25.	Replace	The introductory words: <i>Refer to Maps Un/12, 13 and 14 that relate to this policy area.</i>	With the following words: <i>Refer to Maps Un/12, 13, 14 and 15 that relate to this policy area.</i>	N	Y
26.	Replace	Paragraph 1 of the Desired Character statement	With the following: <i>'This policy area includes the whole of the corridor adjacent to Greenhill Road and within the City of Unley, from Anzac Highway, Keswick through to, and including northern portion of, Glen Osmond Road, Parkside.'</i>	N	N
27.	Insert	In the Desired Character statement, paragraph 7, listing (a), after the words: <i>'reinforce the importance of Greenhill Road...'</i>	The following words: <i>'and the northern end of Glen Osmond Road'</i>	N	N
28.	Insert	At the end of the Desired Character statement	The following words: <i>'Glen Osmond Road Section</i> <i>Buildings will be designed to front onto Glen Osmond Road with a strong lower podium built form edge and lighter weight recessed tall facades, with small front and side setbacks when viewed from Glen Osmond Road. Articulation with finer details such as balconies, verandahs and canopies over a pedestrian friendly and active streetscape will reinforce the connections with transport and cycling networks.</i> <i>Buildings of up to five storeys in height will have their focus and greatest height at the Glen Osmond Road frontage including use of podium designs up to three storeys at ground level, with a transition down from Glen Osmond Road to</i>	N	N

**Inner and Middle Metropolitan Corridor (Sites) DPA
by the Minister
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Amendment Instructions Table**

			<p><i>the rear of sites fronting Chinner Avenue.</i></p> <p><i>Vehicle access will be limited and consolidated to avoid disturbance and retain the primary role of Glen Osmond Road as a strategic transport corridor, with secondary access from side and rear roads provided via a limited number of well distributed, consolidated locations.</i></p> <p><i>Development will be carefully designed to minimise overshadowing impacts on existing low density residential development.'</i></p>		
29.	Insert	Immediately following PDC 9	<p>The following new PDC:</p> <p><i>'10 Access points onto side or rear roads should be consolidated in accordance with Concept Plan Map Un/3 and only provide limited levels of vehicle movement.'</i></p>	Y	N
Urban Corridor Zone - Transit Living (Anzac Highway) Policy Area					
30.	Insert	New Policy Area after the High Street (Unley Road) Policy Area	With the contents of Attachment D	N	Y
Urban Corridor Zone - Business (Leader Street and Maple Avenue) Policy Area					
31.	Insert	New Policy Area after the new Transit Policy Area above	With the contents of Attachment E	N	Y
TABLES					
Amendments required (No)					
MAPPING (Structure Plans, Overlays, Enlargements, Zone Maps, Policy Area & Precinct Maps)					
Amendments required (Yes/No): Yes					
Map(s)					
32.	Delete	<p>The following maps:</p> <ul style="list-style-type: none"> Noise and Air Emissions Map Un/1 (Overlay 3) Noise and Air Emissions Map Un/1 (Overlay 3A) Strategic Transport Routes Map Un/1 (Overlay 4) Affordable Housing Map Un/1 (Overlay 5) 		N	Y
33.	Replace	<p>The following maps:</p> <ul style="list-style-type: none"> Structure Plan Map Un/1 (Overlay 1) Airport Building Heights Map Un/1 (Overlay 2) Zones Map Un/3 Zones Map Un/5 Zones Map Un/6 Policy Areas Map Un/12 Policy Areas Map Un/14 Policy Areas Map Un/15 <p>With the contents of Attachment F</p>		N	Y

Inner and Middle Metropolitan Corridor (Sites) DPA
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Unley Council
Amendment Instructions Table

34.	Insert	<p>The following new maps:</p> <ul style="list-style-type: none"> • Airport Building Heights Map Un/1 (Overlay 2a) • Noise and Air Emissions Map Un/1 (Overlay 3a) • Noise and Air Emissions Map Un/1 (Overlay 3b) • Noise and Air Emissions map Un/1 (Overlay 3c) • Strategic Transport Routes Map Un/1 (Overlay 4a) • Strategic Transport Routes Map Un/1 (Overlay 4b) • Affordable Housing Map Un/1 (Overlay 5a) • Affordable Housing Map Un/1 (Overlay 5b) <p>With the contents of Attachment G</p>	N	Y

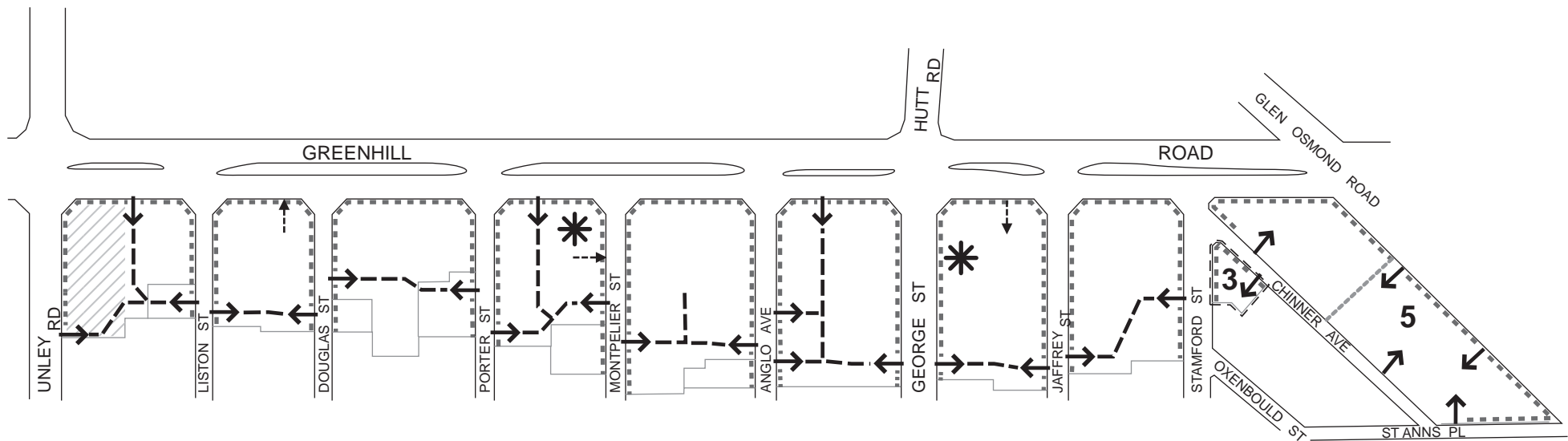
ATTACHMENT A

Given the distinctly different land use mixes, urban design features and street character intended for the various sites to which the zone is applied, four different policy areas have been designated as follows:

- (a) Boulevard Policy Area – where taller, mixed use buildings of predominantly office uses at ground and low building levels and residential apartments above are intended along the Greenhill Road and Glen Osmond Road frontage with its premium Park Land interface where grand buildings and strong landscape settings are appropriate.
- (b) High Street Policy Area – where more moderate scaled buildings of mixed use are intended along Unley Road with predominantly small scale shops, mixed business services and hospitality uses at ground and low building levels and upper level comprising residential apartments.
- (c) Business Policy Area – where development will be varied in focus on commercial and business land uses at street level with dwellings located above along the more commercially oriented parts of Leader Street.
- (d) Transit Living Policy Area – where taller, mixed use buildings are intended for predominantly residential development together with low impact, generally commercial uses that support the daily needs of the local population (such as offices, consulting rooms, shops, cafés and restaurants) located at ground level. Upper levels are intended to provide residential apartments to take advantage of high frequency public transport corridors upon which such developments are located.

ATTACHMENT B

- Replacement Concept Plan Map Un/3



/// Landmark development site (desirably consolidated)

----- Pedestrian Access

----- Desired vehicle link

➔ Desired/consolidated vehicle access/egress

--- Existing vehicle access to be closed

..... No vehicle access

* Heritage Place

3 Maximum building height
(3 storeys = 11.5metres)

1:3,000



Parkside

UNLEY (CITY) BOULEVARD (Greenhill Road) POLICY AREA Concept Plan Map Un/3

ATTACHMENT C

- New Concept Plan Map Un/11



////// Landmark development site (desirably consolidated)

▨ Sites desirably consolidated

➔ Desired/consolidated vehicle access/egress

----- No new vehicle access

* Heritage Place

6 Maximum building height
(6 storeys = 22 metres)

~~~~~ Creeks

○ Future Traffic Control device

↔ Desired Vehicle link

... Pedestrian / Cycle link  
(Open Space / Landscaped)

— Transit Living

0 40 80 120 160 200 m

1:3,500



# **UNLEY (CITY)** **POLICY AREAS** **Transit Living (Anzac Hwy) and** **Business (Leader St and Maple Ave)** **Concept Plan Map Un/11**

DEVON ST NORTH





## ATTACHMENT D

### Urban Corridor Zone - Transit Living (Anzac Highway) Policy Area 24



## Transit Living (Anzac Highway) Policy Area 24

Refer to Policy Areas [Map Un/12](#) that relates to this policy area.

### OBJECTIVES

- Objective 1:** A medium density residential area supported by local shops, offices and community land uses.
- Objective 2:** A highly varied built streetscape allowing multiple built form design responses that support innovative housing and mixed use development.
- Objective 3:** Development that contributes to the desired character of the policy area.

### DESIRED CHARACTER

This policy area will primarily serve a residential function with local shops, offices and community land uses to support the daily living and working needs of residents and local workers.

The form of buildings, setbacks and street pattern will vary and make use of site opportunities, provide space for landscaping and good design outcomes. Buildings of up to 6 storeys are anticipated and will be developed with dominant lower 3 storey podium façades fronting Anzac Highway, and 2 storey podium facades facing Leader Street and Maple Avenue. Upper building levels will be recessed, increasing with height to relieve overall visual building height and mass. Development will provide a strong presence and focus towards the main roads with a transition down to the adjoining residential areas. Behind the main road a variety of building forms will be developed, creating housing opportunity for people of various life stages and accommodating a variety of small businesses.

Development will contribute positively to the quality of the public realm by articulating buildings with canopies, modelled facades and balconies that make use of light and shade, and by providing architectural detail. Solid material will be balanced with glazed areas, and plant and service equipment will be enclosed and out of view from the street and neighbouring sites.

The range of setbacks provided in the policy area to accommodate development fronting a primary and / or secondary road frontage will also be critical in softening the continuous edge of new built form and provide a higher amenity streetscape and pedestrian environment which is shaded by street trees and other forms of mature vegetation.

Development will be interspersed with landscaping, particularly behind the main road frontage, along with small side setbacks to ensure space between boundaries to soften the appearance of buildings from the street and reduce heat load in summer. On-site vehicle parking will not be visible from the primary street frontage through the use of design solutions such as locating parking areas behind the front building façade and screening parking areas with landscaping and articulated screening.

### North of Leader Street

The Le Cornu site should be developed as an integrated mixed use development that provides landmark quality buildings and a setting to respect and celebrate the important history and gateway to the Anzac Highway Memorial Avenue, and which comprises a mixture of commercial uses including retail showrooms, offices, medical services, and residential uses above.

Development will provide variations in scale, and building mass will be carefully articulated and distributed across the site. Development will also be carefully designed to minimise massing of buildings and overshadowing impacts on existing residential land uses on the southern side of Leader Street.

Development should seek to create a vibrant and active street frontage to Anzac Highway and Leader Street, with commercial activities on the ground floor promoting transparent and / or articulated frontages for interest.

Retail development will be of scale that supports an active, mixed use environment which is compatible with residential development. Shops and commercial uses will be primarily accommodated on the ground floor or lower floor levels within mixed use buildings. The development of any large floor plate retailing will be 'sleeved' by smaller specialty shops to ensure an activated street frontage.

Parking will be predominantly under or at the rear of buildings and, where possible, vehicle access will be from the rear or side rather than the main road. The creation of laneways and shared vehicle access is encouraged.

### **South of Leader Street**

In the area south of Leader Street, bound by Anzac Highway and Grove and Third Avenues, taller buildings will be developed toward the Anzac Highway frontage with a transition down from Anzac Highway to Third and Grove Avenues to provide a sensitive two to three storey interface and minimise overshadowing impacts to the established residential area in this location.

Vehicle access should be consolidated to single points primarily to Anzac Highway with secondary movement to Third Avenue, and designed so that they do not connect or provide through movement for vehicles between the frontages. Bicycle and pedestrian through access is encouraged.

Provision should be made for a bicycle and pedestrian link connecting through to Anzac Highway as an extension of Wilberforce Walk.

## **PRINCIPLES OF DEVELOPMENT CONTROL**

### **Land use**

- 1 Shops or groups of shops contained in a single building should have a gross leasable area of less than 500 square metres, except for sites located north of Leader Street.
- 2 Shops or group of shops with a gross leasable area of more than 500 square metres should be integrated with residential development and comprise a range of tenancies.

### **Form and Character**

- 3 Development should be undertaken in accordance with Concept Plan [Map Un/11](#).
- 4 Development should be consistent with the desired character for the policy area.
- 5 Detached dwellings should take the form and appearance of row dwellings (i.e. constructed to side boundaries) and achieve the desired net residential site density.
- 6 A minimum of 50 per cent of the ground floor primary frontage of buildings containing non-residential development should be visually permeable, transparent or clear glazed to promote active street frontages and maximise passive surveillance.
- 7 No vehicle parking is to be located or made visible from the Anzac Highway or Leader Street frontages, except where parking is required for people with a disability.
- 8 Access to loading areas and parking for service vehicles should not occur from Anzac Highway and Leader Street for those sites located north of Leader Street.

Inner and Middle Metropolitan Corridors (Sites) DPA  
by the Minister  
Unley Council  
*Attachment E*  
*Business (Leader Street and Maple Avenue) Policy Area 25 – Urban Corridor Zone*

ATTACHMENT E

Urban Corridor Zone - Business (Leader Street and Maple Avenue) Policy Area 25



## **Business (Leader Street and Maple Avenue) Policy Area 25**

Refer to Policy Areas [Map Un/12](#) that relates to this policy area.

### **OBJECTIVES**

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

### **DESIRED CHARACTER**

This policy area will have a strong employment focus, encouraging the continuation and expansion of retail, office, commercial and light industrial uses with supporting medium density residential and shops to support the local workforce's daily needs.

Development will be varied in form to accommodate a mixture of commercial and business land uses, with residential dwellings located above the ground floor. Development will be cognisant of the nearby industrial, commercial and residential uses and be designed to minimise the impacts to and from these land uses.

Development will provide variations in scale, and building mass will be carefully articulated and distributed across the policy area. A variety of building forms will be developed, creating housing opportunity for people of various life stages and accommodating a variety of business activities.

The form of buildings, setbacks and street pattern will also vary and make use of site opportunities, provide space for landscaping and encourage good design outcomes. Development will provide a strong presence and focus towards the main roads with a transition down to the adjoining residential areas and road frontages, including Leader Street.

New residential dwellings will be in the form of medium to high density apartment buildings focussed around the transportation corridors of Anzac Highway, Leader Street and the railway line. The location will contain a variety of building heights predominantly between 2 and 6 storeys. Buildings will be developed with lower two storey podium façades fronting Leader Street and Maple Avenue. Upper building levels will be recessed, increasing with height to relieve overall visual building height and mass. Development will also be carefully designed to minimise massing of buildings and overshadowing impacts on existing residential land uses on the southern side of Leader Street.

The footpath will be sheltered with awnings, verandahs and similar structures, and street tree planting will provide shade and shelter and soften hard building edges. Development will also be interspersed with landscaping, particularly behind the main road frontage, along with small side and appropriate rear setbacks to ensure space between boundaries to soften the appearance of buildings from the street and reduce heat load in summer.

Parking will be predominantly under or at the rear of buildings and, where possible, vehicle access will be from the rear or side rather than the main road. Some parking conveniently located near the front of the building on the site is anticipated for short term and visitor use. The creation of laneways and shared vehicle access is encouraged.



## **PRINCIPLES OF DEVELOPMENT CONTROL**

### **Land Use**

- 1** The following types of development or combination thereof, are envisaged in the Business Policy Area and are additional to those identified in the zone:
  - bulky goods outlet
  - light industry
  - petrol filling station
  - service industry
  - service trade premises
  - store
  - warehouse.
- 2** Land uses on the ground floor of buildings should be predominantly non-residential.
- 3** Shops or groups of shops should have a gross leasable area of less than 500 square metres.
- 4** Light industry should comprise high technology and/or research and development related uses.

### **Form and Character**

- 5** Development should be consistent with the desired character for the policy area.
- 6** Vehicle parking should be predominantly located at the rear or underneath buildings with limited short-term parking located to the front.
- 7** The ground floor of buildings should be built to dimensions including a minimum floor to ceiling height of 4.5 metres to allow for adaptation to a range of land uses including retail, office and residential without the need for significant change to the building.
- 8** A minimum of 50 per cent of the ground floor primary frontage of buildings should be visually permeable, transparent or clear glazed to promote active street frontages and maximise passive surveillance.








## ATTACHMENT F






### Replacement Maps:








- Structure Plan Map Un/1 (Overlay 1)
- Airport Building Heights Map Un/1 (Overlay 2)
- Zones Map Un/3
- Zones Map Un/5
- Zones Map Un/6
- Policy Areas Map Un/12
- Policy Areas Map Un/14
- Policy Areas Map Un/15





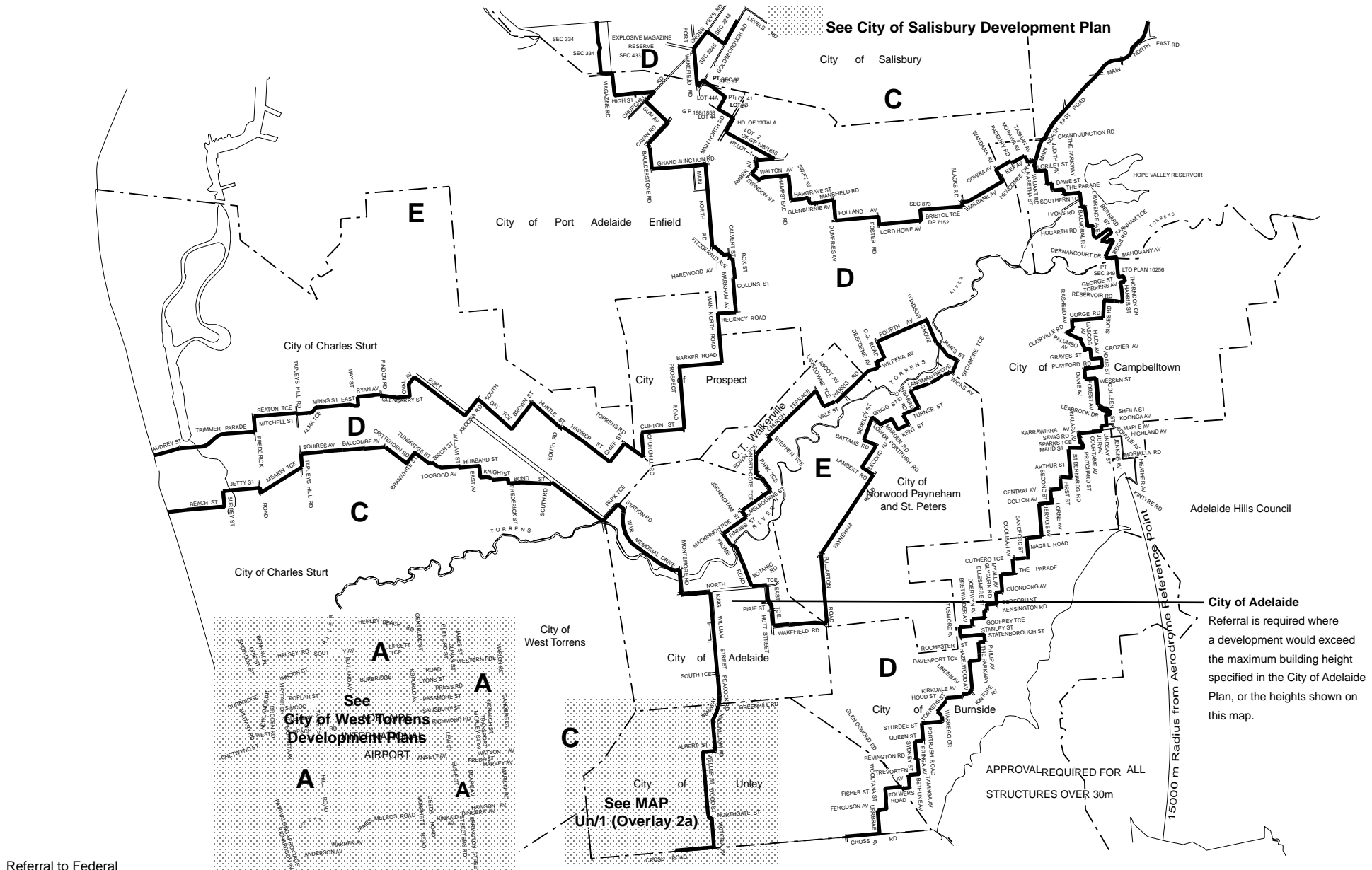
-  Historic Character Residential
-  Streetscape Character Residential
-  Higher Intensity Residential
-  Other Residential
-  Local Neighbourhood and Specialty Goods Centres
-  Special Use
-  Mixed Use (Medium - High Density)

-  Institutional
-  Industrial
-  Office/Mixed Use
-  District Centre
-  Excluded

-  Railway
-  Guided Public Transportation Route
-  Local Collector Road
-  Major Collector Road
-  Secondary Arterial Road
-  Primary Arterial Road
-  Development Plan Boundary



# **CITY OF UNLEY STRUCTURE PLAN MAP Un/1 (Overlay 1)**



Referral to Federal  
Airports Corporation required for :

**C** All Structures Exceeding 15 metres

**D** All Structures Exceeding 45 metres  
above existing ground level

**E** All Structures Exceeding 100 metres  
above existing ground level



0 kilometres 2 4 6

Area Boundary

Local Government

AMG Coordinates of Aerodrome Reference Point  
Zone Boundary

above existing ground level

E274 373.835, N6 130 097. 135

# UNLEY (CITY) AIRPORT BUILDING HEIGHTS MAP Un/1 (Overlay 2)

**City of Adelaide**  
Referral is required where  
a development would exceed  
the maximum building height  
specified in the City of Adelaide  
Plan, or the heights shown on  
this map.

APPROVAL REQUIRED FOR ALL  
STRUCTURES OVER 30m

See City of Salisbury Development Plan

City of Salisbury

City of Port Adelaide Enfield

City of Charles Sturt

City of Prospect

City of Norwood Payneham  
and St. Peters

City of Playford

Adelaide Hills Council

City of Charles Sturt

City of West Torrens

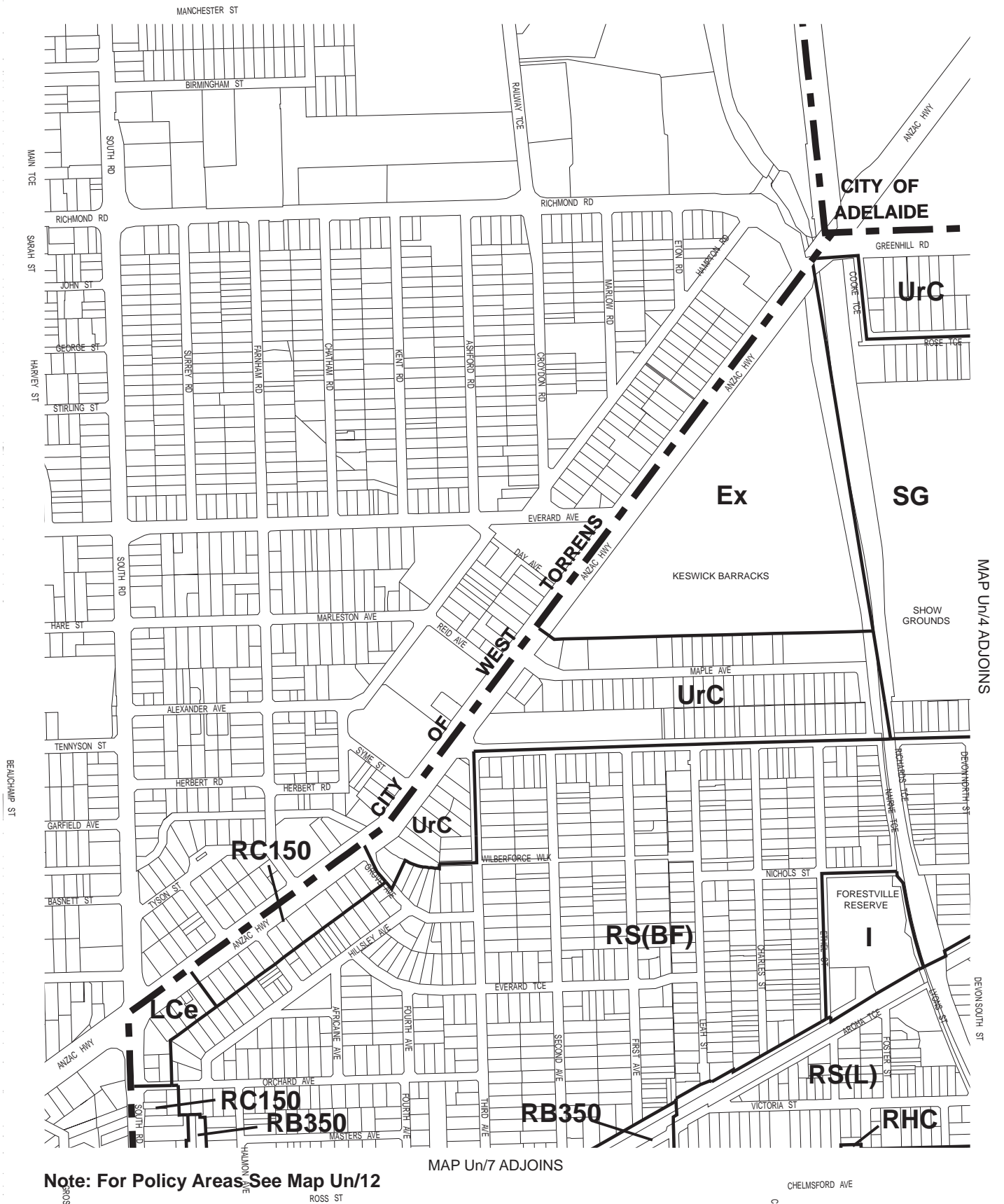
City of Adelaide

City of Burnside

City of Unley

See  
City of West Torrens  
Development Plans

See MAP  
Un/1 (Overlay 2a)



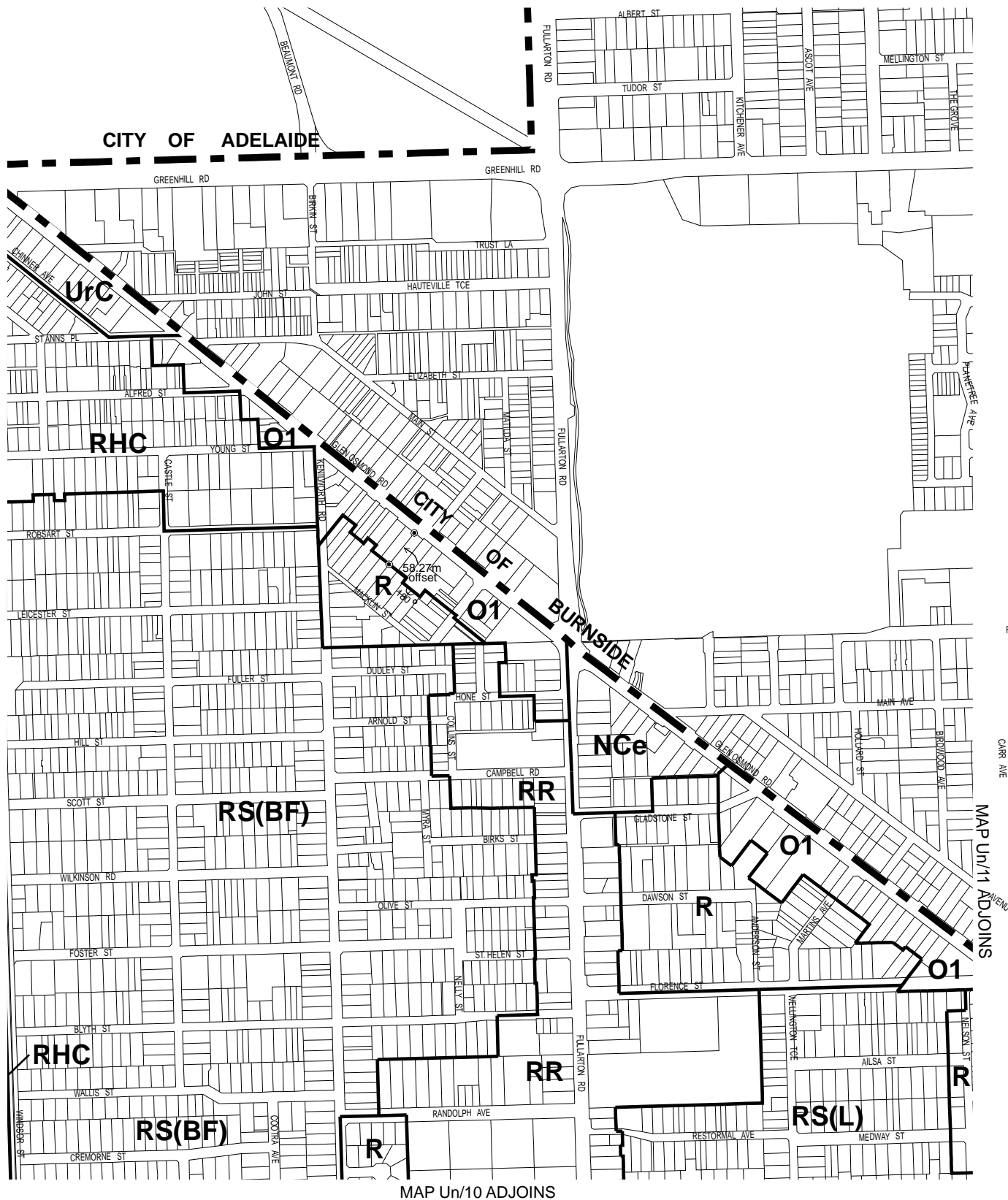
**Note: For Policy Areas See Map Un/12**

|               |                                      |
|---------------|--------------------------------------|
| <b>Ex</b>     | Excluded                             |
| <b>I</b>      | Institutional                        |
| <b>LCe</b>    | Local Centre                         |
| <b>RB350</b>  | Residential B350                     |
| <b>RC150</b>  | Residential C150                     |
| <b>RHC</b>    | Residential Historic Conservation    |
| <b>RS(BF)</b> | Residential Streetscape (Built Form) |
| <b>RS(L)</b>  | Residential Streetscape (Landscape)  |
| <b>SG</b>     | Showground                           |
| <b>UrC</b>    | Urban Corridor                       |

|                                  |                           |
|----------------------------------|---------------------------|
| <b>Zone Boundary</b>             | Zone Boundary             |
| <b>Development Plan Boundary</b> | Development Plan Boundary |



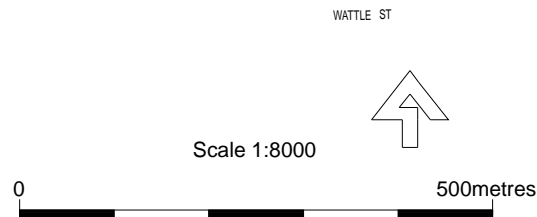
MAP Un/5 ADJOINS



**Note: For Policy Areas See Map Un/15**

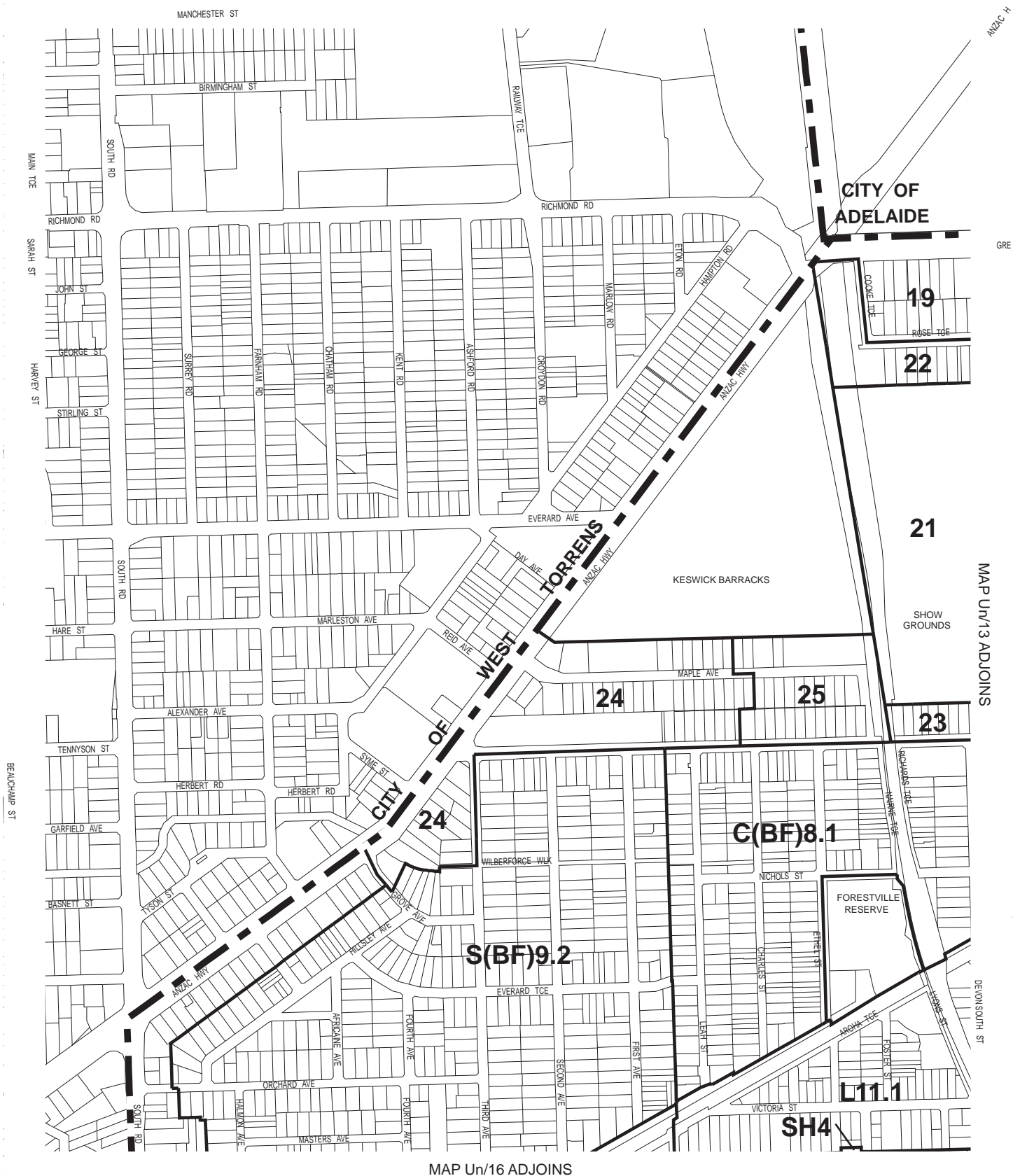
- |               |                                      |
|---------------|--------------------------------------|
| <b>NCe</b>    | Neighbourhood Centre                 |
| <b>O1</b>     | Office 1                             |
| <b>R</b>      | Residential                          |
| <b>RHC</b>    | Residential Historic Conservation    |
| <b>RR</b>     | Residential Regeneration             |
| <b>RS(BF)</b> | Residential Streetscape (Built Form) |
| <b>RS(L)</b>  | Residential Streetscape (Landscape)  |
| <b>UrC</b>    | Urban Corridor                       |

- |  |                           |
|--|---------------------------|
|  | Zone Boundary             |
|  | Development Plan Boundary |



# **UNLEY (CITY)** **ZONES** **MAP Un/6**





SH4  
C(BF)8.1  
S(BF)9.2  
L11.1

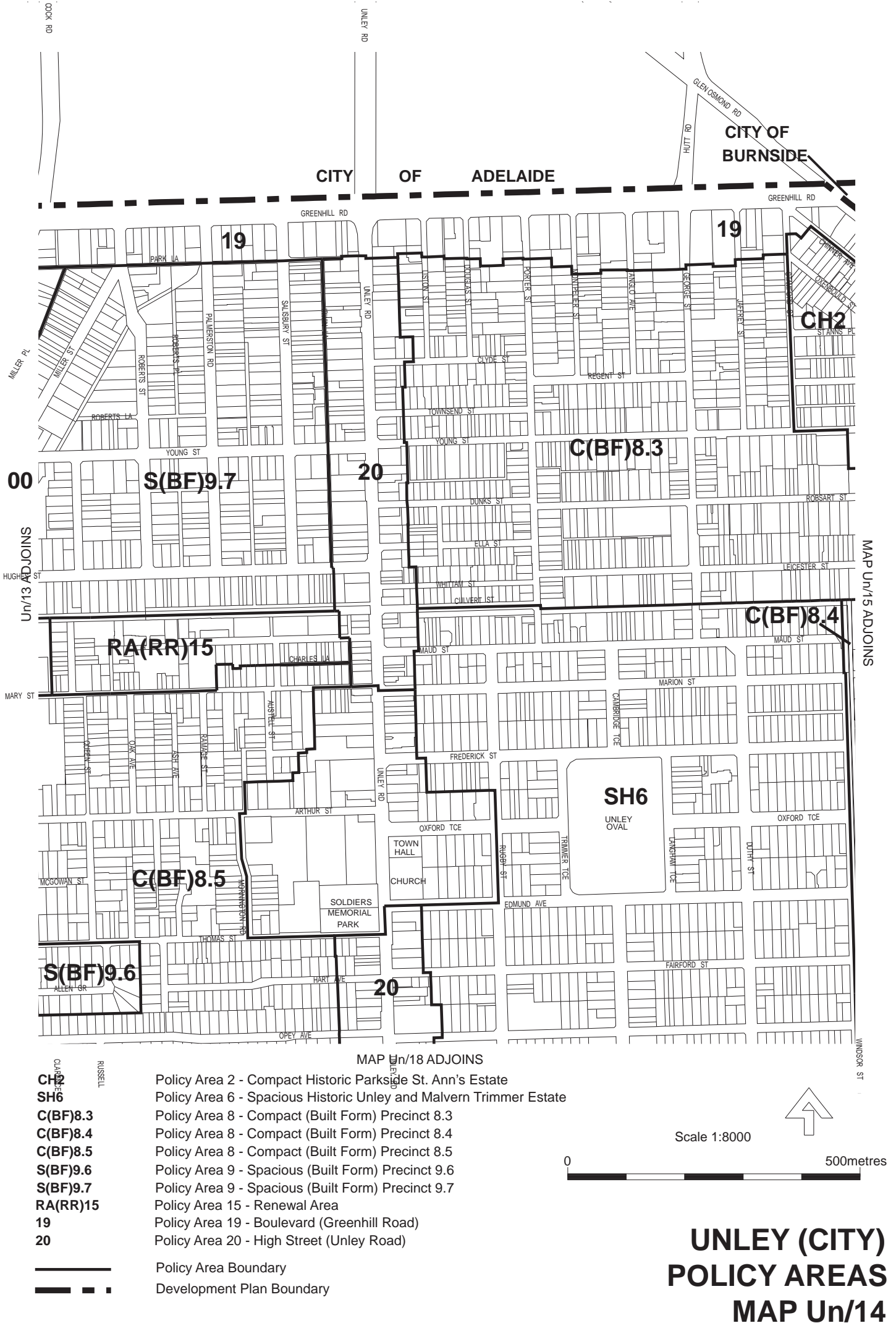
- 19 Policy Area 19 - Boulevard (Greenhill Road)
- 21 Policy Area 21 - Core Policy Area
- 22 Policy Area 22 - Rose Terrace Policy Area
- 23 Policy Area 23 - Leader Street Policy Area
- 24 Policy Area 24 - Transit Living (Anzac Highway)
- 25 Policy Area 25 - Business (Leader Street and Maple Avenue)

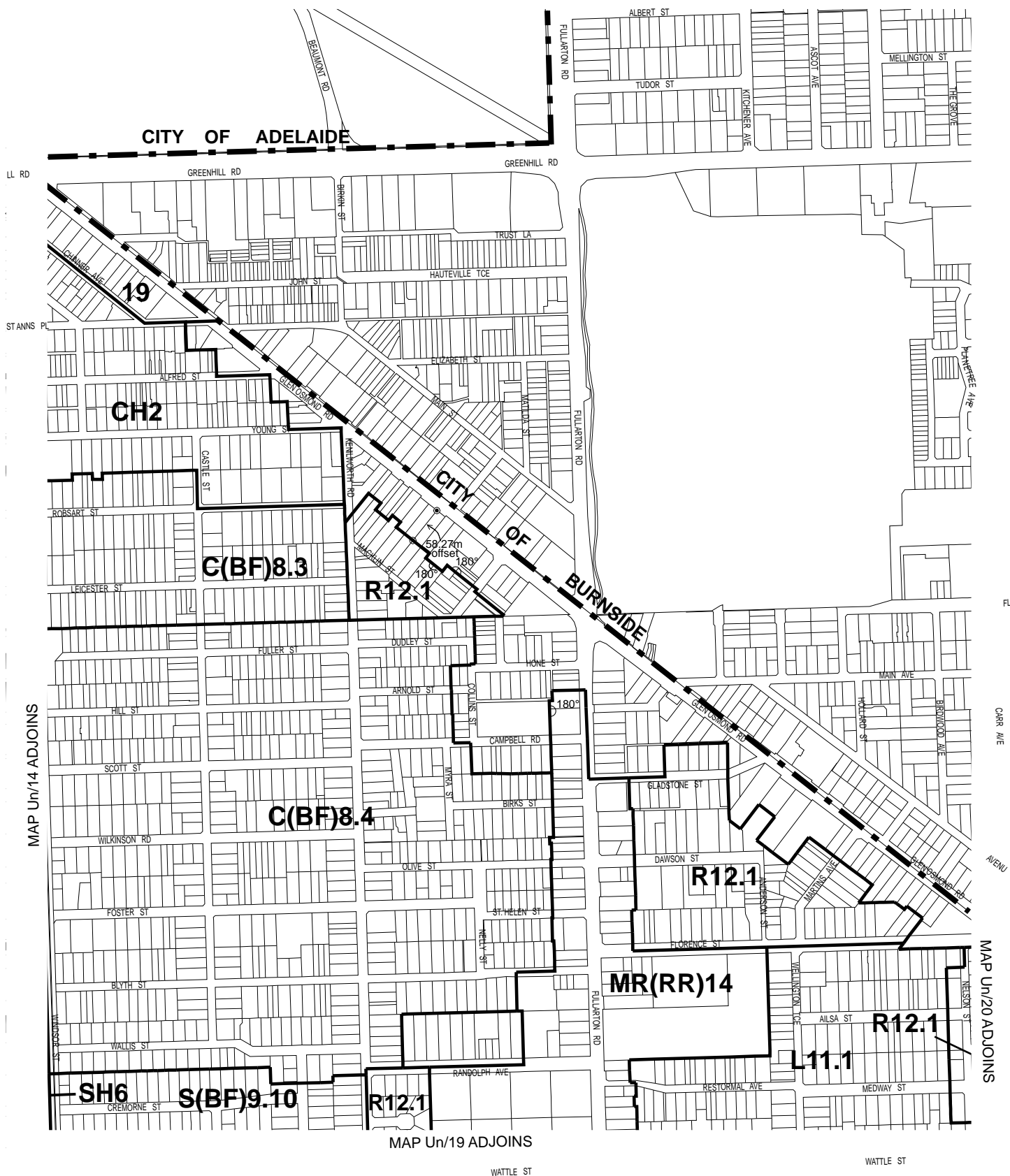
— Policy Area Boundary  
- - - Development Plan Boundary

Scale 1:8000

0 500metres

# UNLEY (CITY) POLICY AREAS MAP Un/12





CH2  
SH6  
C(BF)8.3  
C(BF)8.4  
S(BF)9.10  
L11.1  
R12.1  
MR(RR)14  
19

Policy Area 2 - Compact Historic Parkside St. Ann's Estate  
Policy Area 6 - Spacious Historic Unley and Malvern Trimmer Estate  
Policy Area 8 - Compact (Built Form) Precinct 8.3  
Policy Area 8 - Compact (Built Form) Precinct 8.4  
Policy Area 9 - Spacious (Built Form) Precinct 9.10  
Policy Area 11 - Landscape Precinct 11.1  
Policy Area 12 - Residential Infill (300) Precinct 12.1  
Policy Area 14 - Major Roads (Fullarton Road) Precinct 14  
Policy Area 19 - Boulevard (Greenhill Road)

Policy Area Boundary  
Development Plan Boundary

Scale 1:8000

0 500metres

**UNLEY (CITY)**  
**POLICY AREAS**  
**MAP Un/15**

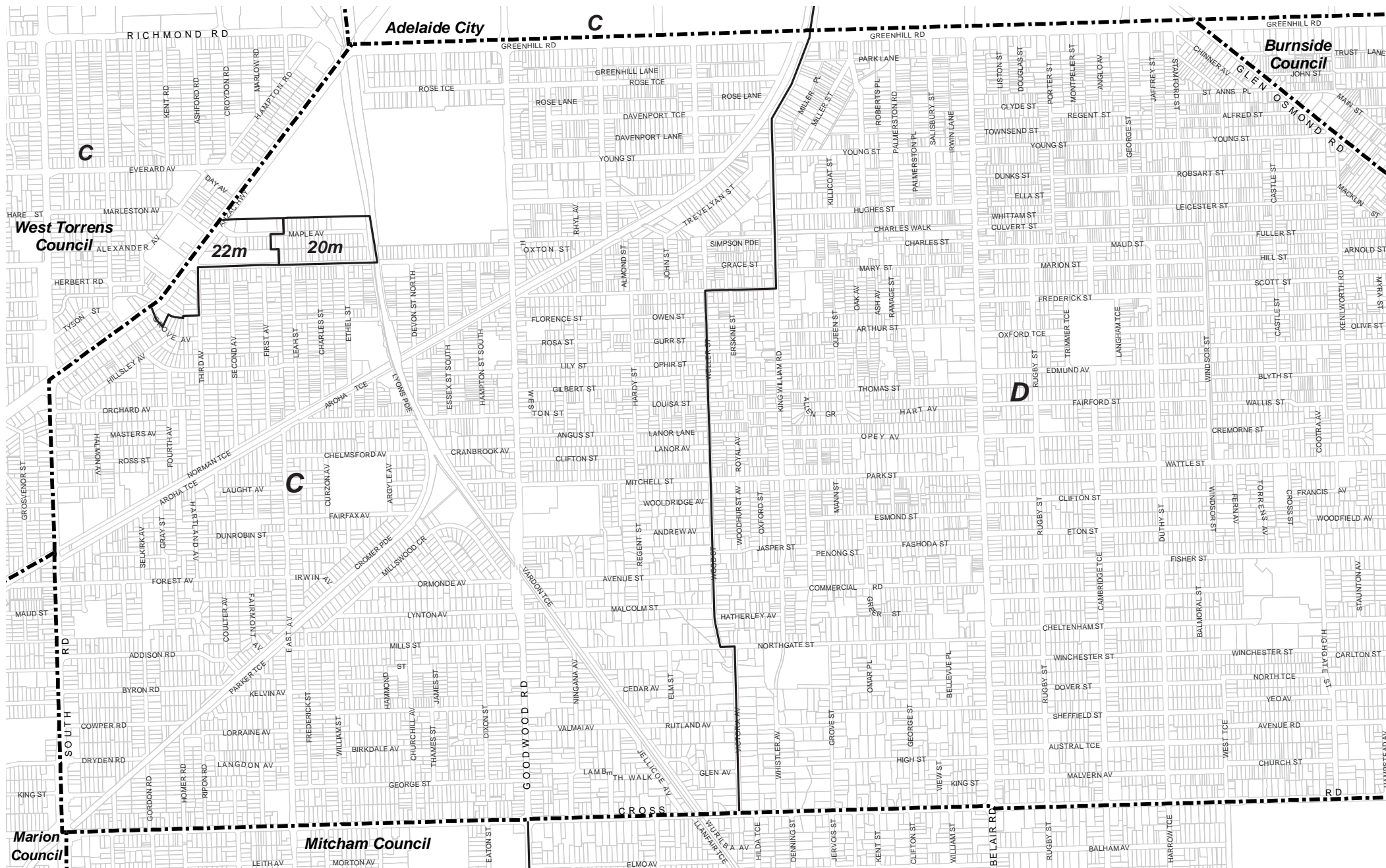
## ATTACHMENT G

### New Maps:

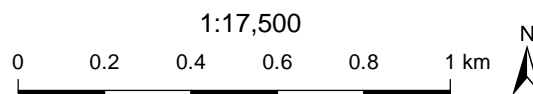
- Airport Building Height Map Un/1 (Overlay 2a)
- Noise and Air Emissions Map Un/1 (Overlay 3a)
- Noise and Air Emissions Map Un/1 (Overlay 3b)
- Noise and Air Emissions Map Un/1 (Overlay 3c)
- Strategic Transport Routes Map Un/1 (Overlay 4a)
- Strategic Transport Routes Map Un/1 (Overlay 4b)
- Affordable Housing Map Un/1 (Overlay 5a)
- Affordable Housing Map Un/1 (Overlay 5b)







Referral to Federal  
 Airports Corporation required for :  
**Zone C** All Structures Exceeding 15 metres above existing ground level  
**Zone D** All Structures Exceeding 45 metres above existing ground level  
**20m - 22m** All Structures Exceeding height identified on maps  
 (above existing ground level, measured from the top of the nearest roadside curb)



# UNLEY (CITY) AIRPORT BUILDING HEIGHTS MAP Un/1 (Overlay 2a)

Adelaide Council

West Torrens Council

Mitcham Council

MAP Un/1 (Overlay 3b) ADJOINS



1:12,500

0 100 200 300 400 500 m

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

# UNLEY (CITY)

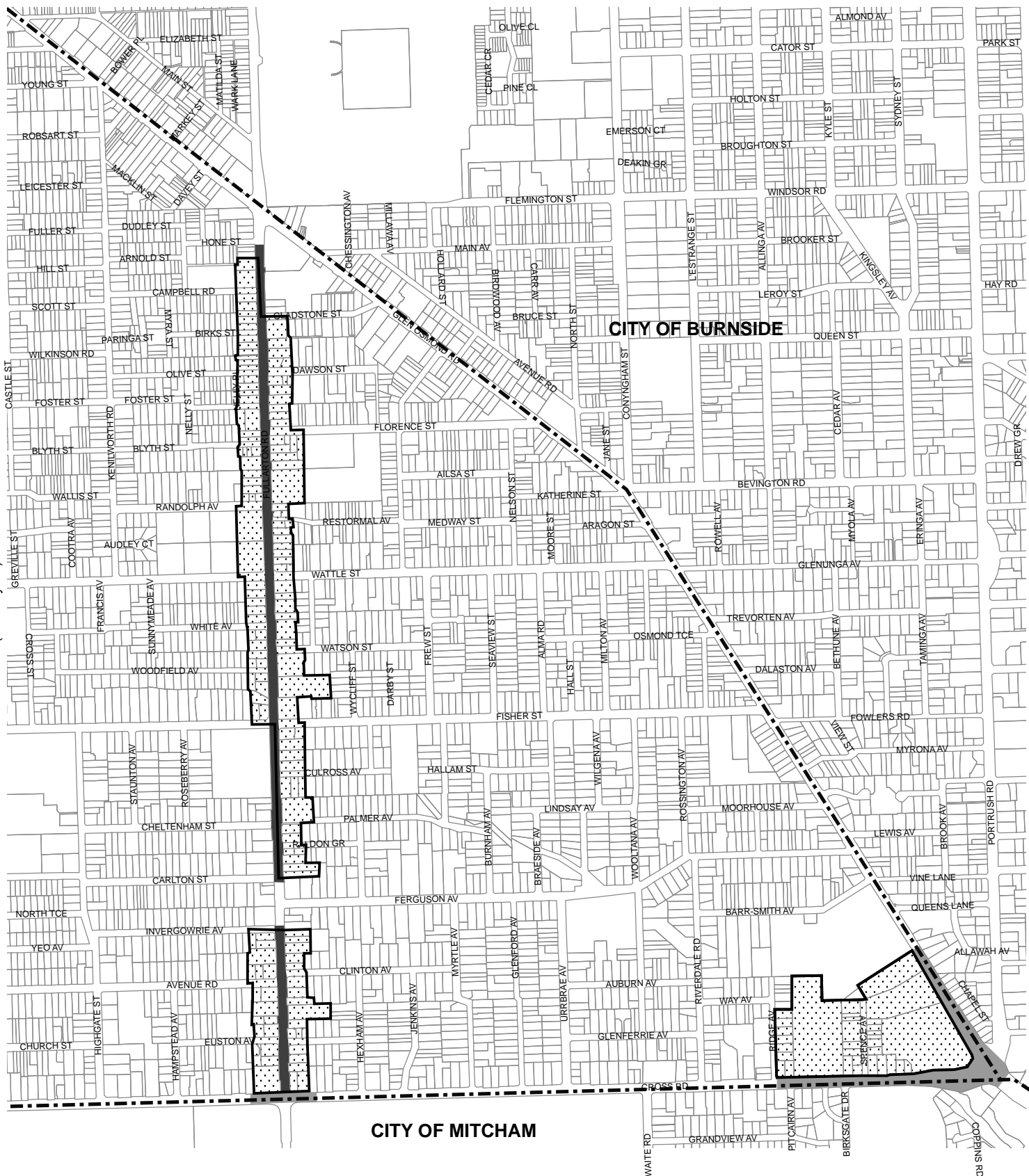
## NOISE AND AIR EMISSIONS

### MAP Un/1 (Overlay 3a)









CITY OF MITCHAM

CITY OF BURNSIDE



1:12,000



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

# UNLEY (CITY) NOISE AND AIR EMISSIONS MAP Un/1 (Overlay 3c)

Adelaide Council

GREENHILL RD

West Torrens Council

MAP Un/1 (Overlay 4b) ADJOINS

Mitcham Council

1:12,500




0 100 200 300 400 500 m

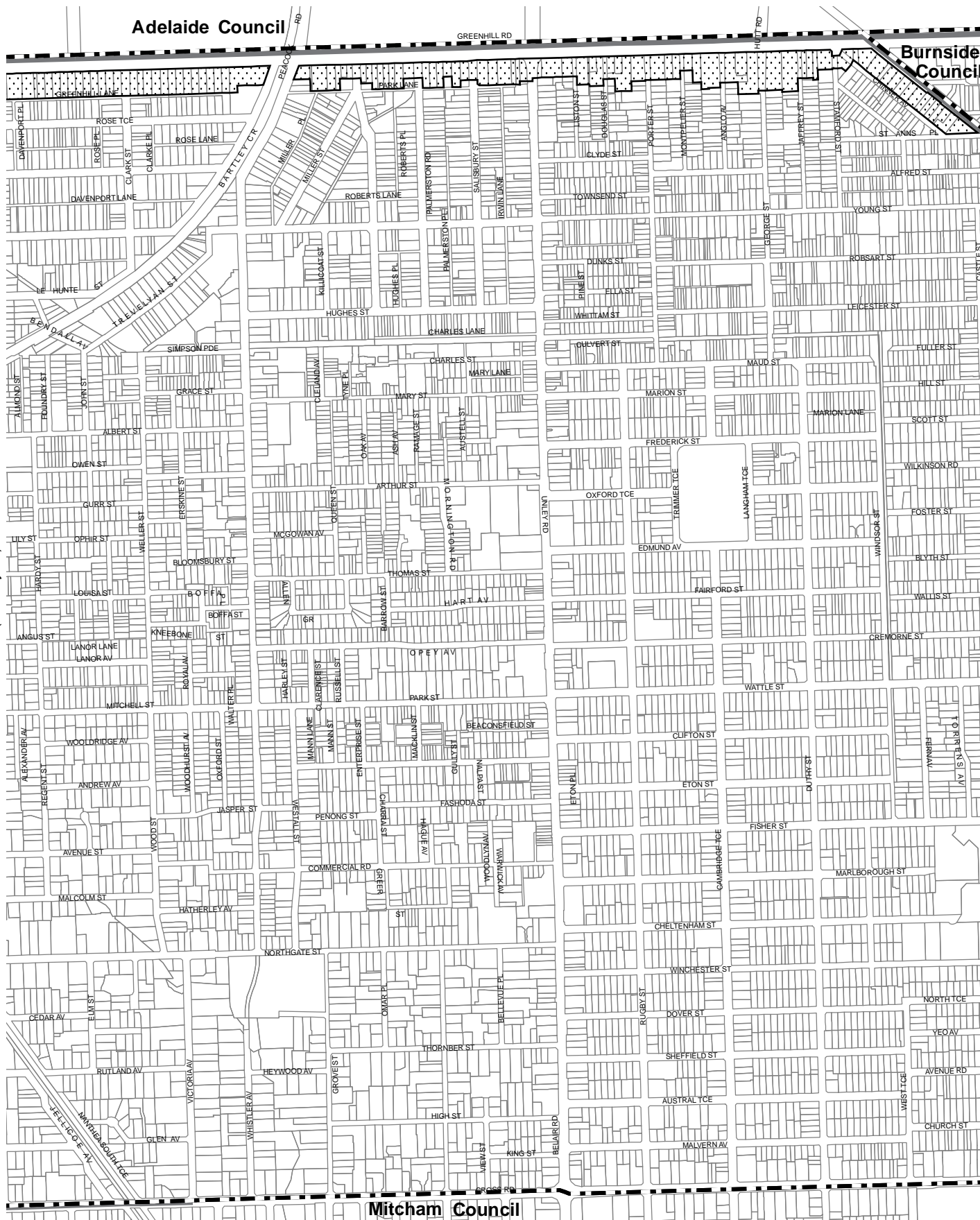


UNLEY (CITY)

STRATEGIC TRANSPORT ROUTES

MAP Un/1 (Overlay 4a)




-  Designated Area
-  Strategic Roads Network
-  Development Plan Boundary



1:12,500

0 100 200 300 400 500 m



-  Designated Area
-  Strategic Roads Network
-  Development Plan Boundary

# UNLEY (CITY) STRATEGIC TRANSPORT ROUTES MAP Un/1 (Overlay 4b)



Adelaide Council

West Torrens Council

Mitcham Council

MAP Un/1 (Overlay 5b) ADJOINS

1:12,500

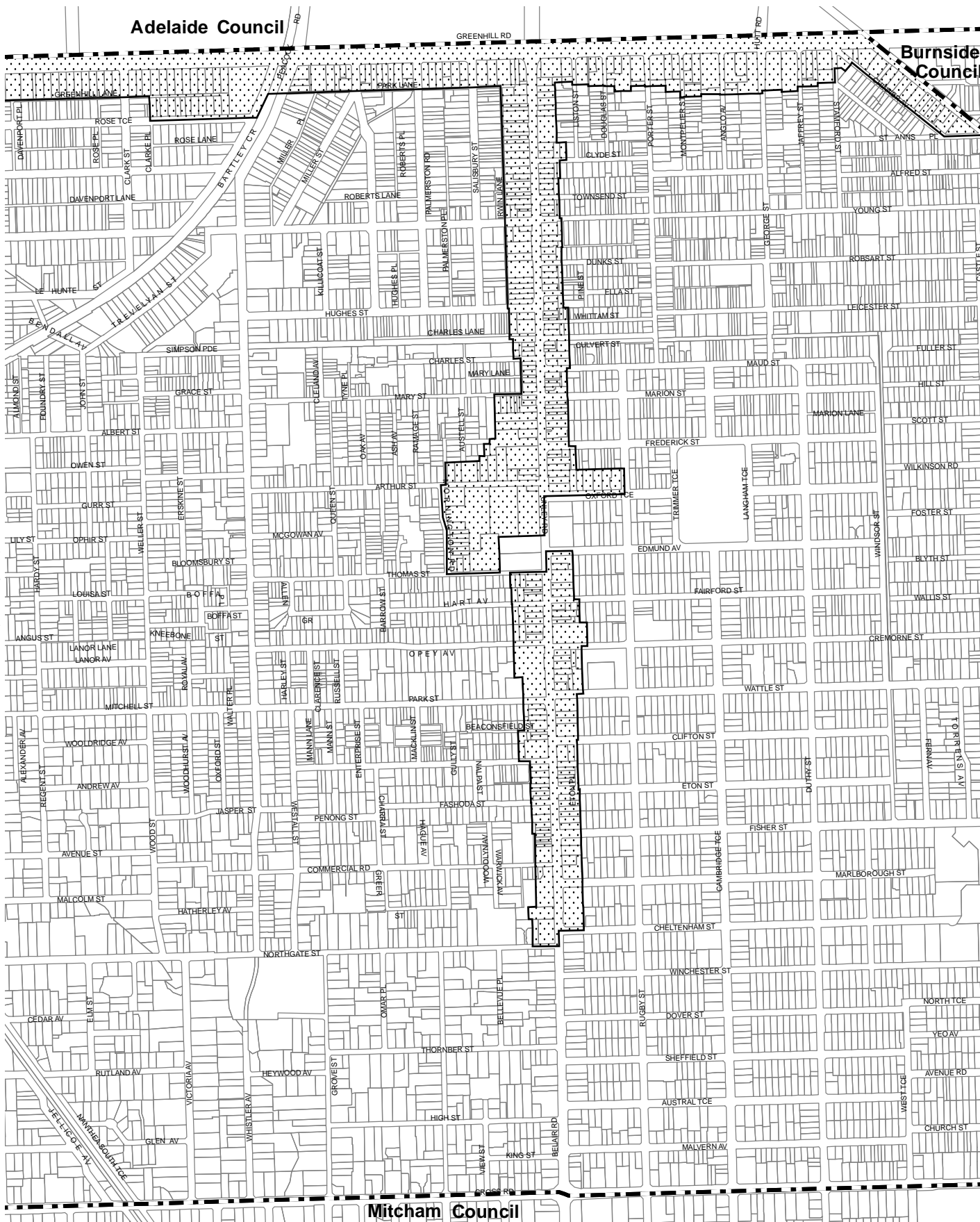
0 100 200 300 400 500 m

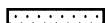




 Designated Area within which Affordable Housing applies

 Development Plan Boundary

# UNLEY (CITY) AFFORDABLE HOUSING MAP Un/1 (Overlay 5a)



 Designated Area within which Affordable Housing applies  
 Development Plan Boundary

1:12,500  
0 100 200 300 400 500 m  
  
**UNLEY (CITY)**  
**AFFORDABLE HOUSING**  
**MAP Un/1 (Overlay 5b)**

| Amendment Instructions Table                                                                                                                                                                                                                                                                                                                                                                                      |                  |                                                                                                                           |                               |                                                     |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------|---------------------------------------------------------------------------------------------------------------------------|-------------------------------|-----------------------------------------------------|
| <b>Name of Local Government Area:</b> City of West Torrens                                                                                                                                                                                                                                                                                                                                                        |                  |                                                                                                                           |                               |                                                     |
| <b>Name of Development Plan:</b> West Torrens Council Development Plan                                                                                                                                                                                                                                                                                                                                            |                  |                                                                                                                           |                               |                                                     |
| <b>Name of DPA:</b> Inner and Middle Metropolitan Corridor (Sites) DPA                                                                                                                                                                                                                                                                                                                                            |                  |                                                                                                                           |                               |                                                     |
| <p><i>The following amendment instructions (at the time of drafting) relate to the West Torrens Council Development Plan consolidated on 30 May 2017.</i></p> <p><i>Where amendments to this Development Plan have been authorised after the aforementioned consolidation date, consequential changes to the following amendment instructions will be made as necessary to give effect to this amendment.</i></p> |                  |                                                                                                                           |                               |                                                     |
| Amendment Instruction Number                                                                                                                                                                                                                                                                                                                                                                                      | Method of Change | Detail what in the Development Plan is to be amended, replaced, deleted or inserted.                                      | Is Renumbering required (Y/N) | Subsequent Policy cross references requiring update |
| <b>COUNCIL WIDE / GENERAL SECTION PROVISIONS (including figures and illustrations contained in the text)</b>                                                                                                                                                                                                                                                                                                      |                  |                                                                                                                           |                               |                                                     |
| Amendments required (Yes/No): <b>No</b>                                                                                                                                                                                                                                                                                                                                                                           |                  |                                                                                                                           |                               |                                                     |
| <b>ZONE AND/OR POLICY AREA AND/OR PRECINCT PROVISIONS (including figures and illustrations contained in the text)</b>                                                                                                                                                                                                                                                                                             |                  |                                                                                                                           |                               |                                                     |
| Amendments required (Yes/No): <b>Yes</b>                                                                                                                                                                                                                                                                                                                                                                          |                  |                                                                                                                           |                               |                                                     |
| <b>Urban Corridor Zone</b>                                                                                                                                                                                                                                                                                                                                                                                        |                  |                                                                                                                           |                               |                                                     |
| 1.                                                                                                                                                                                                                                                                                                                                                                                                                | Replace          | The Urban Corridor Zone in its entirety with the contents of <b>'Attachment A'</b>                                        | N                             | N                                                   |
| <b>TABLES</b>                                                                                                                                                                                                                                                                                                                                                                                                     |                  |                                                                                                                           |                               |                                                     |
| Amendments required (Yes/No): <b>Yes</b>                                                                                                                                                                                                                                                                                                                                                                          |                  |                                                                                                                           |                               |                                                     |
| <b>Table WeTo/6 – Off-Street Vehicle Parking Requirements for Urban Corridor Zone</b>                                                                                                                                                                                                                                                                                                                             |                  |                                                                                                                           |                               |                                                     |
| 2.                                                                                                                                                                                                                                                                                                                                                                                                                | Replace          | The words 'Urban Corridor Zone' in the heading of Table WeTo/6 with the following words:<br><br><i>'Designated Areas'</i> | N                             | N                                                   |
| <b>MAPPING (Structure Plans, Overlays, Enlargements, Zone Maps, Policy Area &amp; Precinct Maps)</b>                                                                                                                                                                                                                                                                                                              |                  |                                                                                                                           |                               |                                                     |
| Amendments required (Yes/No): <b>Yes</b>                                                                                                                                                                                                                                                                                                                                                                          |                  |                                                                                                                           |                               |                                                     |
| <b>Map Reference Table</b>                                                                                                                                                                                                                                                                                                                                                                                        |                  |                                                                                                                           |                               |                                                     |
| 3.                                                                                                                                                                                                                                                                                                                                                                                                                | Replace          | Entire Map Reference Table with contents of <b>'Attachment B'</b>                                                         | N                             | N                                                   |
| <b>Map(s)</b>                                                                                                                                                                                                                                                                                                                                                                                                     |                  |                                                                                                                           |                               |                                                     |
| 4.                                                                                                                                                                                                                                                                                                                                                                                                                | Replace          | Council Index Map with contents of <b>'Attachment C'</b>                                                                  | N                             | N                                                   |
| 5.                                                                                                                                                                                                                                                                                                                                                                                                                | Replace          | Overlay Maps WeTo/1 and WeTo/8 - Development Constraints with contents of <b>'Attachment D'</b>                           | N                             | N                                                   |

Inner and Middle Metropolitan Corridor (Sites) DPA  
by the Minister  
West Torrens Council  
***Amendment Instructions Table***

|     |                  |                                                                                                                                                                                                                                                                                |   |   |
|-----|------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---|---|
| 6.  | Insert /Replace  | Insert new Overlay Map WeTo/8 - Noise and Air Emissions with contents of ' <b>Attachment E</b> '                                                                                                                                                                               | N | N |
| 7.  | Insert /Replace  | Insert new Overlay Map WeTo/8 - Strategic Transport Routes with contents of ' <b>Attachment F</b> '                                                                                                                                                                            | N | N |
| 8.  | Insert / Replace | Insert new Overlay Maps WeTo/8 - Affordable Housing with contents of ' <b>Attachment G</b> '                                                                                                                                                                                   | N | N |
| 9.  | Replace          | Zone Map WeTo 8 with contents of ' <b>Attachment H</b> '                                                                                                                                                                                                                       | N | N |
| 10. | Replace          | Policy Area Map WeTo/8 with contents of ' <b>Attachment I</b> '                                                                                                                                                                                                                | N | N |
| 11. | Replace          | Precinct Map WeTo/8 with contents of ' <b>Attachment J</b> '                                                                                                                                                                                                                   | N | N |
| 12. | Replace          | <p>The following Concept Plan Maps:</p> <ul style="list-style-type: none"> <li>• Concept Plan Map WeTo/2 - Prominent Development Sites</li> <li>• Concept Plan Map WeTo/4a – Richmond Road (Marleston) Commercial</li> </ul> <p>With the contents of '<b>Attachment K</b>'</p> | N | N |

## ATTACHMENT A

- Replacement Urban Corridor Zone





## Urban Corridor Zone

Refer to the [Map Reference Tables](#) for a list of the maps that relate to this zone.

### OBJECTIVES

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

### DESIRED CHARACTER

This zone will contain an innovative mix of medium density (45-70 dwellings per hectare) and high density (70-200 dwellings per hectare) residential development, together with community and employment land uses, along the Port Road, Anzac Highway, Richmond Road and Henley Beach Road corridors. The combination of land uses will vary within these corridors. Some locations will contain a genuine land use mix with ground floor shops, restaurants and offices, and upper level residential, while other areas will give primacy to residential development. Other parts of the zone will have a strong employment focus.

The function of main roads in the zone, particularly Port Road, Richmond Road and Anzac Highway, as major transport corridors will be protected by providing access to allotments from secondary road frontages and rear access ways as much as possible. Parking areas will be consolidated, shared (where possible) and screened from the street or public spaces. Allotments with car parking fronting Port Road, Anzac Highway, Richmond Road and Henley Beach Road will be redeveloped with built form closer to the road and reconfigured car parking areas.

As one of the key zones in the City of West Torrens where there will be transformation in built form, new buildings will be recognised for their design excellence. These buildings will establish an interesting pedestrian environment and human-scale at ground level through careful building articulation and fenestration, verandas, balconies, canopies and landscaping. In general, the greatest height, mass and intensity of development will be focussed at the main road frontage. Buildings of 3 or more storeys will be the predominant built form. It is for these reasons that dwellings other than detached dwellings will be the predominant form of residential development.

Overlooking, overshadowing and noise impacts will be moderated through careful design. Impacts on adjoining zones where development is lower in scale and intensity will be minimised through transition of building heights and setbacks, judicious design and location of windows and balconies, and the use of landscaping. The transition of building heights and setbacks, and judicious design is especially important adjacent Character Policy Areas, including those Character Policy Areas at Glandore and Ashford. The use of blank walls in these transitional areas, especially at the rear and side of allotments, will be avoided. Plant and service equipment will be enclosed and screened from view from the street and neighbouring allotments.

Where buildings are set back from main roads, landscaping will contribute to a pleasant pedestrian environment and provide an attractive transition between the public and private realm. Large scale development in the zone will facilitate the establishment of areas of communal and public open space, and create links with existing movement patterns and destinations in the zone. Front fencing in the zone will be kept low and/or visually permeable.

Some parts of the zone, including allotments in Thebarton and Keswick, are potentially contaminated because of previous and current industrial activities. In these circumstances, development is expected to occur on a precautionary basis if site contamination investigations identify potential site contamination, particularly where it involves sensitive uses such residential development.

The Thebarton brewery has potential to cause nuisance to future users and residents within this zone through noise and odour. To mitigate potential adverse impacts, residential development north of Smith Street that is likely to be sensitive to brewery operations should generally be avoided unless interface mitigation measures have been implemented (or will be implemented within an acceptable period) such that the anticipated impacts are within acceptable limits.

Noise and air amenity with the zone is not expected to be equivalent to that expected from living in a purely residential zone.

## PRINCIPLES OF DEVELOPMENT CONTROL

### Land Use

- 1 The following types of development, or combination thereof, are envisaged in the zone:
  - affordable housing
  - aged persons accommodation
  - community centre
  - consulting room
  - dwelling
  - educational establishment
  - entertainment venue
  - licensed premises
  - office
  - pre-school
  - primary school
  - residential flat building
  - retirement village
  - shop or group of shops
  - supported accommodation
  - tourist accommodation.
- 2 Development listed as non-complying is generally inappropriate.
- 3 Residential development on land within the zone north of Smith Street should be avoided unless interface measures for noise and odour have been implemented (or will be implemented within an acceptable period) at the source such that the anticipated impacts are within acceptable limits.

## Form and Character

- 4 Development should be consistent with the desired character for the zone.
- 5 Residential development (other than residential development in mixed use buildings on allotments less than 5000 square metres), should achieve a minimum net residential allotment density in accordance with the following:

| Policy area                   | Minimum net residential site density |
|-------------------------------|--------------------------------------|
| Boulevard Policy Area 34      | 100 dwellings per hectare net        |
| High Street Policy Area 35    | 70 dwellings per hectare net         |
| Transit Living Policy Area 36 | 45 dwellings per hectare net         |
| Business Policy Area 37       | No minimum                           |


- 6 Vehicle parking should be located to the rear of development or not be visible from public land along the primary road frontage.

## Design and Appearance

- 7 Buildings should maintain a pedestrian scale at street level, and should:
  - (a) include a clearly defined podium, or street wall with a parapet, and a maximum building height of 2 storeys from natural ground level
  - (b) have levels above the defined podium or street wall setback a minimum of 2 metres from that wall.
- 8 Buildings on allotments with a frontage greater than 10 metres should be well articulated through variations in forms, materials, openings and colours.
- 9 Buildings should be designed to:
  - (a) enable suitable sunlight access to public open space
  - (b) overlook or orientate towards public open space and defined pedestrian and cycle routes.
- 10 To maintain sight lines between buildings and the street, and to improve safety through passive surveillance, solid fencing should not be constructed between the front building line and the primary or secondary street.
- 11 Development should minimise the number of access points onto an arterial road, by providing vehicle access:
  - (a) from side streets or rear access ways
  - (b) via co-ordinated through-property access rights of way or common rear vehicle parking areas.
- 12 Vehicle access points on side streets and rear access ways should be located and designed to:
  - (a) minimise the impacts of headlight glare and noise on nearby residents
  - (b) avoid excessive traffic flows into residential streets.

## Building Envelope

### Building Height

- 13 Except where airport building height restrictions prevail,  the interface height provisions require a lesser height, building heights (excluding any rooftop mechanical plant or equipment) should be consistent with the following parameters:

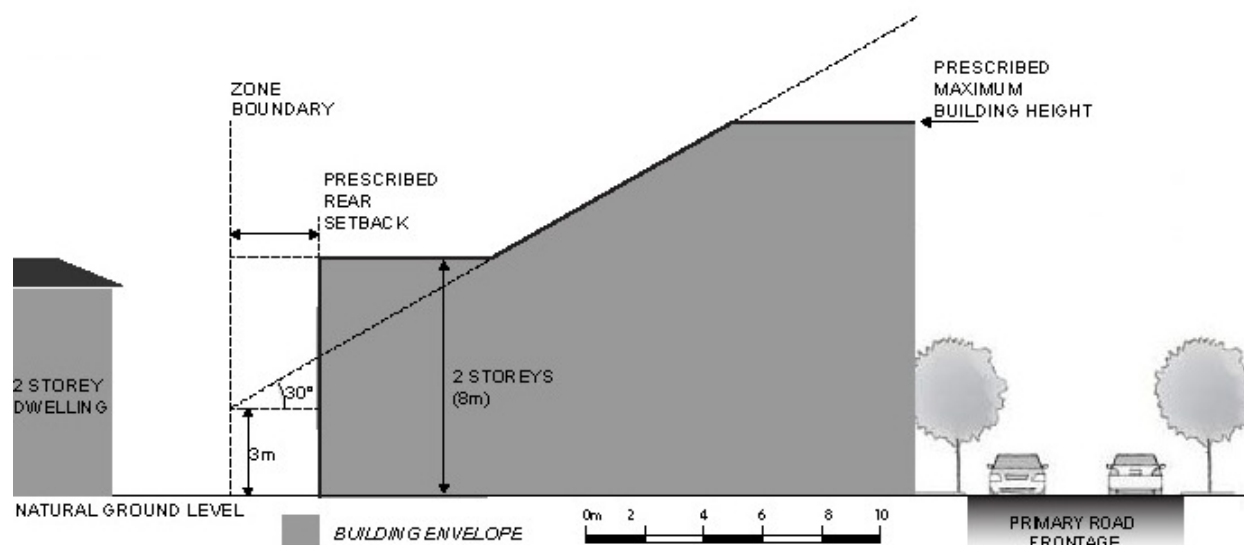
| Policy area                          | Maximum building height<br>(above natural ground height)                                                                                                                                                                                                    |
|--------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Boulevard Policy Area 34</b>      | Allotments abutting <b>Residential Character Glandore Policy Area 24</b> , and allotments between Syme Street and South Road: 3 storeys and 12.5 metres<br><br>All other allotments: 8 storeys and up to 32.5 metres                                        |
| <b>High Street Policy Area 35</b>    | Allotments west of Marion Road: 3 storeys and up to 12.5 metres<br><br>Allotments between South Road and Marion Road: 4 storeys and up to 16.5 metres<br><br>All allotments east of South Road: 6 storeys and up to 24.5 metres                             |
| <b>Transit Living Policy Area 36</b> | Allotments adjoining Henley Beach Road west of Marion Road: 3 storeys and up to 12.5 metres<br><br>Allotments adjoining Henley Beach Road east of Marion Road: 4 storeys and up to 16.5 metres<br><br>All other allotments: 6 storeys and up to 24.5 metres |
| <b>Business Policy Area 37</b>       | 6 storeys and up to 24.5 metres                                                                                                                                                                                                                             |

- 14 Building(s) on land that is directly adjacent to or facing the Adelaide Parklands should be a minimum height of 4 storeys.

### Interface Height Provisions

- 15 Any portion of a development above two storeys (8 metres) in height should be constructed within a building envelope provided by a 30 degree plane measured from a point 3 metres above natural ground level at the zone boundary (except where this boundary is a primary road frontage), as illustrated in Figure 1, unless it is demonstrated that the proposed development minimises interface impacts including from building massing, overshadowing and overlooking with adjoining residential development:

Figure 1



16 To minimise overshadowing of sensitive development outside of the zone, buildings should ensure that:

- north-facing windows to habitable rooms of existing dwellings in adjacent zones receive at least 3 hours of direct sunlight over a portion of their surface between 9.00 am and 3.00 pm on 21 June
- ground level open space of existing residential buildings in adjacent zones receive direct sunlight for a minimum of 2 hours between 9.00 am and 3.00 pm on 21 June to at least the smaller of the following:
  - half of the existing ground level open space
  - 35 square metres of the existing ground level open space (with at least one of the area's dimensions measuring **no less than** 2.5 metres)
- sunlight to solar panels should be maintained for a minimum of 2 consecutive hours between 9.00 am and 3.00 pm on 22 June.

### Setbacks from Road Frontages

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

| Policy area                          | Minimum setback from the primary road frontage where it is Port Road, Anzac Highway, Richmond Road or Henley Beach Road | Minimum setback from the primary road frontage in all other cases |
|--------------------------------------|-------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------|
| <b>Boulevard Policy Area 34</b>      | No minimum at Port Road<br>3 metres at Anzac Highway                                                                    | 2 metres                                                          |
| <b>High Street Policy Area 35</b>    | No minimum                                                                                                              | 2 metres                                                          |
| <b>Transit Living Policy Area 36</b> | 3 metres                                                                                                                | 3 metres                                                          |

| Policy area             | Minimum setback from the primary road frontage where it is Port Road, Anzac Highway, Richmond Road or Henley Beach Road | Minimum setback from the primary road frontage in all other cases |
|-------------------------|-------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------|
| Business Policy Area 37 | 3 metres                                                                                                                | 3 metres                                                          |

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

| Designated area               | Minimum setback from secondary road | Minimum setback from a rear access way                                                                                                                                                                                                                                            |
|-------------------------------|-------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Boulevard Policy Area 34      | No minimum                          | No minimum where the access way is 6.5 metres <b>wide</b> or more<br>OR<br>Where the access way is less than 6.5 metres in width, the distance equal to the additional width required to make the access way 6.5 metres or more, to provide adequate manoeuvrability for vehicles |
| High Street Policy Area 35    | No minimum                          | No minimum where the access way is 6.5 metres <b>wide</b> or more<br>OR<br>Where the access way is less than 6.5 metres in width, the distance equal to the additional width required to make the access way 6.5 metres or more, to provide adequate manoeuvrability for vehicles |
| Transit Living Policy Area 36 | 2 metres                            | No minimum where the access way is 6.5 metres <b>wide</b> or more<br>OR<br>Where the access way is less than 6.5 metres in width, the distance equal to the additional width required to make the access way 6.5 metres or more, to provide adequate manoeuvrability for vehicles |
| Business Policy Area 37       | 2 metres                            | No minimum where the access way is 6.5 metres <b>wide</b> or more<br>OR<br>Where the access way is less than 6.5 metres in width, the distance equal to the additional width required to make the access way 6.5 metres or more, to provide adequate manoeuvrability for vehicles |

#### Other Setbacks

- 19 Buildings (excluding verandahs, porticos and the like) should be set back in accordance with the following parameters:

| Designated area                      | Minimum setback from rear allotment boundary                                                                           | Minimum setback from side boundaries (where not on a street boundary)                                                                                                                                                         |
|--------------------------------------|------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Boulevard Policy Area 34</b>      | 3 metres where the subject land directly abuts an allotment of a different zone<br><br>No minimum in all other cases   | For allotments with a frontage width of 20 metres or less: <b>no minimum up to a height of 2 storeys and 3 metres above this height.</b><br><br>For allotments with a frontage width of more than 20 metres: <b>3 metres.</b> |
| <b>High Street Policy Area 35</b>    | 3 metres where the subject land directly abuts an allotment of a different zone<br><br>No minimum in all other cases   | No minimum                                                                                                                                                                                                                    |
| <b>Transit Living Policy Area 36</b> | 3 metres where the subject land directly abuts an allotment of a different zone<br><br>No minimum in all other cases   | For allotments with a frontage width of 20 metres or less: <b>no minimum up to a height of 2 storeys and 3 metres above this height</b><br><br>For allotments with a frontage width of more than 20 metres: <b>3 metres</b>   |
| <b>Business Policy Area 37</b>       | 3 metres where the subject land directly abuts an allotment of a residential zone<br><br>No minimum in all other cases | For allotments with a frontage width of 20 metres or less: <b>no minimum up to a height of 2 storeys and 3 metres above this height</b><br><br>For allotments with a frontage width of more than 20 metres: <b>3 metres</b>   |

## Vehicle Parking

- 20 Development should provide off-street vehicle parking and specifically marked accessible car parking places to meet anticipated demand in accordance with [Table WeTo/6 - Off-street Vehicle Parking Requirements for Designated Areas.](#)
- 21 Loading areas and designated parking spaces for service vehicles should:
  - (a) be provided within the boundary of the allotment
  - (b) not be located where there is parking provided for any other purpose.
- 22 Vehicle parking spaces and multi-level vehicle parking structures within buildings should:
  - (a) enhance active street frontages by providing land uses such as commercial, retail or other non-car park uses along ground floor street frontages
  - (b) complement the surrounding built form in terms of height, massing and scale
  - (c) incorporate facade treatments along major street frontages that are sufficiently enclosed and detailed to complement neighbouring buildings consistent with the desired character of the locality.
- 23 In mixed use buildings, the provision of vehicle parking may be reduced in number and shared where the operating hours of commercial activities complement the residential use of the allotment.



## Land Division

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

## Boulevard Policy Area 34

Refer to the [Map Reference Tables](#) for a list of the maps that relate to this policy area.

### OBJECTIVES

- 1 Medium and high rise development framing the street, including mixed use buildings that contain shops, offices and commercial development at lower floors with residential land uses above.
- 2 A uniform streetscape edge established through a largely consistent front setback and tall, articulated building façades.
- 3 Development that does not compromise the transport functions of the road corridor.
- 4 Development that contributes to the desired character of the policy area.

### DESIRED CHARACTER

The policy area will contain a mix of land uses that complement the function of Port Road as a strategic transport route linking central Adelaide with the north western suburbs, and Anzac Highway linking central Adelaide with Glenelg.

The redevelopment of existing commercial and industrial allotments into medium-to-high scale, mixed-use development will occur. Where development has a mix of land uses, non-residential activities such as shops, offices and consulting rooms will be located on lower levels with residential land uses above. In order to achieve the desired transformation of the policy area, dwellings other than detached dwellings will be the predominant form of residential development.

A mix of complementary land uses will assist in extending the usage of the policy area beyond normal working hours to enhance its vibrancy and safety.

Development will take place at medium and high densities, at a scale that is proportionate to the width of Port Road and Anzac Highway respectively. To achieve this, development will take place on large, often amalgamated allotments. Vehicle access points will be located off side streets and new rear laneways where possible, so that vehicle flows, safety and efficient pedestrian movement along Port Road and Anzac Highway are maintained.

Pedestrian areas will be enhanced to maximise safety and strong links will be made between development and tram stops along Port Road, and Bonython Park.

While the use and address of buildings will be designed to be easily interpreted when driving in a vehicle, the footpath will be sheltered with awnings, verandas and similar structures.

Buildings of up to eight storeys will have a strong presence to Port Road and Anzac Highway. At lower levels, buildings will have a human scale through the use of design elements such as balconies, verandas and canopies. Development on corner allotments will enhance the gateway function of such corners by providing strong, built-form edges combined with careful detailing at a pedestrian scale to both street frontages.

Podium elements, where higher floors of the building are set back further than lower level floors, may be used to improve air quality (through greater air circulation), as well as enhancing solar access, privacy and outlook for both the residents of the building and neighbours.

Buildings along Port Road will have zero setback from the front boundary in order to establish a strong and imposing presence to the road, while short front setbacks along Anzac Highway will allow for some landscaping to contribute to a more open landscaped character.

On-site vehicle parking will not be visible from Port Road and Anzac Highway, by locating parking areas behind building façades and shielding undercroft parking areas with landscaping and articulated screens.

## PRINCIPLES OF DEVELOPMENT CONTROL

### Land use

- 1 Development should predominantly comprise mixed use buildings, with non-residential development at the ground and first floor and residential development above, and wholly residential buildings.
- 2 Residential Development should create a medium-to-high density urban environment incorporating residential flat buildings and dwellings in mixed-use buildings, and not lower density residential development such as detached dwellings.

### Form and Character

- 3 Development should be consistent with the desired character for the policy area.
- 4 Shops or groups of shops contained in a single building should have a gross leasable area of less than 2000 square metres.
- 5 The ground floor of buildings should be built to dimensions including a minimum floor to ceiling height of 4.5 metres to allow for adaptation to a range of land uses including retail, office and residential without the need for significant change to the building.
- 6 A minimum of 50 per cent of the ground floor primary frontage of buildings should be visually permeable, transparent or clear glazed to promote active street frontages and maximise passive surveillance.

## High Street Policy Area 35

Refer to the [Map Reference Tables](#) for a list of the maps that relate to this policy area.

### OBJECTIVES

- 1 A mix of land uses including retail, office, commercial, community, civic and medium and high density residential development that support the economic vitality of the area.
- 2 Buildings sited to provide a continuous and consistent built edge with verandas / awnings over the public footpath and an intimate built scale, with fine-grained detailing of buildings in the public realm.
- 3 An interesting and varied skyline as viewed from the street and afar, provided by modulation in roof forms and the use of parapets.
- 4 An intimate public realm with active streets created by buildings designed with frequently repeated frontage form and narrow tenancy footprints.
- 5 A high degree of pedestrian activity and a vibrant street-life with well lit and engaging shop fronts and business displays including alfresco seating and dining facilities and licensed areas.
- 6 Development that contributes to the desired character of the policy area.

### DESIRED CHARACTER

The policy area will predominantly contain a mix of retail, offices, commercial, community and medium density residential development. The mix of complementary land uses will assist in extending the usage of the policy area beyond normal working hours to enhance its vibrancy and safety.

Development will take place at medium densities. The fine grained subdivision pattern, where allotments are narrow but deep, will be maintained to encourage development that supports a variety of tenancies and provides visual interest. Where there are larger/wider allotments, built-form will reinforce this desirable fine grained appearance of older development in the policy area (i.e. many, separate, narrower tenancies). In order to achieve the desired transformation of the policy area, dwellings other than detached dwellings will be the predominant form of residential development.

Where development has a mix of land uses, non-residential activities such as shops, offices and consulting rooms will be located on lower levels with residential land uses above.

The public realm along Henley Beach Road will provide a comfortable and interesting place for pedestrians. To achieve this, development will shelter the footpath with verandas, awnings and similar structures, as well as providing frequent pedestrian entries and clear windows to the street. Buildings will be built with zero set back from the main street, with the occasional section of building set further back to create intimate but active spaces for outdoor dining and interesting building entrances. Buildings west of Marion Road will have a maximum height of 3 storeys and between Marion Road and South Road buildings will have a maximum height of 4 storeys. East of South Road buildings will be 3- 6 storeys and these buildings will include parapets at lower levels to create a clear demarcation between the taller levels (4-6 storeys in total), which will be setback further from Henley Beach Road.

Buildings and structures within **Historic Conservation Areas** identified on the [Overlay Map WeTo/4 - Heritage](#) and [Overlay Map WeTo/5 - Heritage](#) will be adapted and reused while maintaining their heritage qualities, with development encouraged towards the rear and behind the front facades. Buildings adjacent to State Heritage places, Local Heritage places and contributory items will contain design elements and building materials that are complementary to such buildings.

Vehicle access points will be located off side streets and new rear laneways so that vehicle flows, safety and efficient pedestrian movement on Henley Beach Road are maintained. In many cases vehicle access points and car parking areas will be shared. On-site vehicle parking will not be visible from Henley Beach Road through the use of design solutions such as locating parking areas behind the front building façade and shielding undercroft parking areas with landscaping and articulated screening.

## PRINCIPLES OF DEVELOPMENT CONTROL

### Land Use

- 1 Parts of a development that abut the primary road corridor should provide continuity of ground floor shops, offices and other non-residential land uses.
- 2 Shops or groups of shops contained in a single building, other than a restaurant, should have a gross leasable area of less than 2000 square metres.

### Form and Character

- 3 Development should be consistent with the desired character for the policy area.
- 4 Pedestrian shelter and shade should be provided over footpaths through the use of structures such as awnings, canopies and verandas.
- 5 The ground level street frontages of buildings should contribute to the appearance and retail function of the area by providing at least 5 metres or 60 per cent of the street frontage (whichever is greater) as an entry/ foyer or display window to a shop (including a café or restaurant) or other community or commercial use which provides pedestrian interest and activation.
- 6 The ground floor of buildings should be built to dimensions including a minimum floor to ceiling height of 3.5 metres to allow for adaptation to a range of land uses including retail, office and residential without the need for significant change to the building.
- 7 A minimum of 50 per cent of the ground floor primary frontage of buildings should be visually permeable, transparent or clear glazed to promote active street frontages and maximise passive surveillance.

## Transit Living Policy Area 36

Refer to the [Map Reference Tables](#) for a list of the maps that relate to this policy area.

### OBJECTIVES

- 1 A medium density residential area supported by local shops, offices and community land uses.
- 2 A highly varied built streetscape allowing multiple built form design responses that support innovative housing and mixed use development.
- 3 Development that contributes to the desired character of the policy area.

### DESIRED CHARACTER

The policy area will contain primarily medium density residential development, together with some local shops, offices and community land uses to support the daily needs of residents. Larger retail formats may be appropriate on prominent or large-scale sites where proposed as part of a coordinated, mixed-use development with a residential focus. This includes the former TAFE site bound by Richmond Road, Sutton Terrace and Desmond Avenue at Marleston. There will be a variety of building forms and design, creating housing opportunity for people of various life stages and accommodating a variety of small businesses that do not compromise residential amenity.

Development will take place at medium densities. This will result in the replacement of existing detached dwellings at low to very low density with row dwellings and residential flat buildings, possibly involving allotment amalgamation. Vehicle access will occur from side streets and new rear laneways where possible.

Safe and efficient pedestrian movement along arterial roads and associated transport networks and facilities will be supported by limiting vehicle access points to allotments from side streets and new rear laneways where possible. This will also support the retention/planting of street trees on arterial roads.

New buildings will contribute to a highly varied built streetscape, allowing multiple built form design responses that support innovative housing and mixed-use development. Buildings in the part of the policy area around Henley Beach Road will be up to 3 storeys west of Marion Road and 4 storeys east of Marion Road. Buildings in the part of the policy area along Richmond Road will be up to 6 storeys in height toward Richmond Road, transitioning down in height to provide a 2 to 3 storey building interface toward adjacent residential areas and local streets. Balconies and windows will face the street to provide passive surveillance. Parking and garages will be located behind the front façade of buildings. State heritage places and Local heritage places will be adapted, maintaining their heritage qualities with redevelopment occurring to the rear and behind the front facades. Buildings adjacent to these heritage buildings will contain design elements and building materials that are complementary to such buildings.

Development will be interspersed with landscaping, particularly behind the main street frontage, to soften the appearance of buildings from the street and reduce heat load in summer.

## PRINCIPLES OF DEVELOPMENT CONTROL

### Land use

- 1 Shops or groups of shops contained in a single building should have a gross leasable area of less than 500 square metres, except where located on sites greater than one hectare fronting Richmond Road.

### Form and Character

- 2 Development should be consistent with the desired character for the policy area.
- 3 Development should be undertaken in accordance with [Concept Plan Map WeTo/2 – Prominent Development Sites](#).

## Business Policy Area 37

Refer to the [Map Reference Tables](#) for a list of the maps that relate to this policy area.

### OBJECTIVES

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

### DESIRED CHARACTER

The policy area will have a strong employment focus, containing predominantly shops, offices, commercial activities such as research establishments and bioscience, and light industrial uses, together with residential development. A mix of complementary land uses will assist in extending the usage of the policy area beyond normal working hours to enhance its vibrancy and safety.

Parking will be predominantly at the rear or underneath buildings. Vehicle access points will be located off side streets and rear laneways where possible, so that vehicle flows, safety and efficient pedestrian movement are achieved, acknowledging that there may be some parking in front of buildings for short-term use. In many cases, vehicle access points and car parking areas will be shared.

Large buildings between 3 to 6 storeys in height will occur. Development will be varied in form to accommodate a mix of land uses, although in all cases will use design elements such as balconies, variation in the texture of building materials and articulation of facades will contribute to an interesting and attractive pedestrian environment. The footpath will be sheltered with awnings, verandas and street trees, which will also soften the appearance of buildings.

State heritage places, local heritage places and contributory items will be adapted, maintaining their heritage qualities with redevelopment occurring to the rear and behind the front facades. Buildings adjacent to these heritage buildings will contain design elements and building materials that are complementary to such buildings.

### PRINCIPLES OF DEVELOPMENT CONTROL

#### Land Use

- 1 The following types of development or combination thereof, are envisaged in the Business Policy Area and are additional to those identified in the zone:
  - dwelling
  - office
  - light industry
  - service industry
  - service trade premises



- shop.
- 2 Land uses on the ground floor of buildings should be non-residential.
  - 3 Shops or groups of shops should have a gross leasable area of less than 500 square metres.
  - 4 Light industry should comprise high technology and/or research and development related uses.

#### Form and Character

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

## PROCEDURAL MATTERS

### Complying Development

Complying developments are prescribed in Schedule 4 of the *Development Regulations 2008*.

In addition, the following forms of development (except where the development is non-complying) are complying:

- 1 Subject to the conditions contained in [Table WeTo/1 - Conditions for Complying Development](#) and [Table WeTo/6 - Off-street Vehicle Parking Requirements for Designated Areas](#):
  - (a) change in the use of land, from residential to office on the ground or first floor of a building
  - (b) change in the use of land from residential to shop less than 250 square metres on the ground floor of a building.
- 2 A change of use to a shop, office, consulting room or any combination of these uses where all of the following are achieved:
  - (a) the area to be occupied by the proposed development is located in an existing building and is currently used as a shop, office, consulting room or any combination of these uses
  - (b) the development is located inside any of the following area(s):
    - **High Street Policy Area 35**
  - (c) the building is not a State heritage place
  - (d) it will not involve any alterations or additions to the external appearance of a local heritage place as viewed from a public road or public space
  - (e) if the proposed change of use is for a shop that primarily involves the handling and sale of foodstuffs, it achieves either (i) or (ii):
    - (i) all of the following:
      - (A) areas used for the storage and collection of refuse are sited at least 10 metres from any **Residential Zone** boundary or a dwelling (other than a dwelling directly associated with the proposed shop)
      - (B) if the shop involves the heating and cooking of foodstuffs in a commercial kitchen and is within 30 metres of any **Residential Zone** boundary or a dwelling (other than a dwelling directly associated with the proposed shop), an exhaust duct and stack (chimney) exists or is capable of being installed for discharging exhaust emissions
    - (ii) the development is the same or substantially the same as a development, which has previously been granted development approval under the *Development Act 1993* or any subsequent Act and Regulations, and the development is to be undertaken and operated in accordance with the conditions attached to the previously approved development
  - (f) if the change in use is for a shop with a gross leasable floor area greater than 250 square metres and has direct frontage to an arterial road, it achieves either (i) or (ii):
    - (i) the primary vehicle access (being the access where the majority of vehicles access / egress the site of the proposed development) is from a road that is not an arterial road

- (ii) the development is located on a site that operates as an integrated complex containing two or more tenancies (and which may comprise more than one building) where facilities for off-street vehicle parking, vehicle loading and unloading, and the storage and collection of refuse are shared
- (g) off-street vehicular parking is provided in accordance with the rate(s) specified in [Table WeTo/2 - Off Street Vehicle Parking Requirements](#) or the desired minimum rate in [Table WeTo/6 - Off-street Vehicle Parking Requirements for Designated Areas](#) (whichever table applies) to the nearest whole number, except in any one or more of the following circumstances:
  - (i) the building is a local heritage place
  - (ii) the development is the same or substantially the same as a development, which has previously been granted development approval under the *Development Act 1993* or any subsequent Act and Regulations, and the number and location of parking spaces is the same or substantially the same as that which was previously approved
  - (iii) the development is located on a site that operates as an integrated complex containing two or more tenancies (and which may comprise more than one building) where facilities for off-street vehicle parking, vehicle loading and unloading, and the storage and collection of refuse are shared.

### Non-complying Development

Development (including building work, a change in the use of land or division of an allotment) involving any of the following is non-complying:

| Form of development                                | Exceptions                                                                                    |
|----------------------------------------------------|-----------------------------------------------------------------------------------------------|
| Detached dwelling on sites fronting Port Road      | Except where 4 or more storeys in height.                                                     |
| Industry                                           | Except light industry or service industry located within the <b>Business Policy Area 37</b> . |
| Fuel depot                                         |                                                                                               |
| Group dwelling on sites fronting Port Road         | Except where 4 or more storeys in height.                                                     |
| Petrol filling station                             |                                                                                               |
| Public service depot                               |                                                                                               |
| Road transport terminal                            |                                                                                               |
| Semi-detached dwelling on sites fronting Port Road | Except where 4 or more storeys in height.                                                     |
| Service trade premises                             |                                                                                               |
| Store                                              | Except where located within the <b>Business Policy Area 37</b> .                              |
| Transport depot                                    |                                                                                               |
| Waste reception storage treatment and disposal     |                                                                                               |

## Public Notification

Categories of public notification are prescribed in Schedule 9 of the *Development Regulations 2008*.

In addition, the following forms of development, or any combination of (except where the development is classified as non-complying), are designated:

| Category 1                                                                                                                                                               | Category 2                                                                                                                                |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------|
| Advertisement                                                                                                                                                            | All forms of development not listed as Category 1                                                                                         |
| Aged persons accommodation                                                                                                                                               | Any development listed as Category 1 and located on adjacent land to a <b>Residential Zone</b> or <b>Historic Conservation Area</b> that: |
| All forms of development that are ancillary and in association with residential development                                                                              | (a) is 3 or more storeys, or 11.5 metres or more, in height                                                                               |
| Consulting room                                                                                                                                                          | (b) exceeds the 'Building Envelope - Interface Height Provisions'.                                                                        |
| Dwelling                                                                                                                                                                 |                                                                                                                                           |
| Educational establishment                                                                                                                                                |                                                                                                                                           |
| Light industry within the <b>Business Policy Area 37</b>                                                                                                                 |                                                                                                                                           |
| Office                                                                                                                                                                   |                                                                                                                                           |
| Pre-school                                                                                                                                                               |                                                                                                                                           |
| Primary school                                                                                                                                                           |                                                                                                                                           |
| Residential flat building                                                                                                                                                |                                                                                                                                           |
| Retirement village                                                                                                                                                       |                                                                                                                                           |
| Supported accommodation                                                                                                                                                  |                                                                                                                                           |
| Shop or group of shops located in the <b>High Street Policy Area 35</b>                                                                                                  |                                                                                                                                           |
| Shop or group of shops with a gross leasable area of 500 square metres or less located within the <b>Business Policy Area 37</b> or <b>Transit Living Policy Area 36</b> |                                                                                                                                           |
| Shop or group of shops with a gross leasable area of 2000 square metres or less located within the <b>Boulevard Policy Area 34</b>                                       |                                                                                                                                           |
| Tourist accommodation                                                                                                                                                    |                                                                                                                                           |
| Warehouse within the <b>Business Policy Area 37</b>                                                                                                                      |                                                                                                                                           |



## ATTACHMENT B

- Map Reference Tables



## Map Reference Tables

### Index Maps

#### Map Reference

[Council Index Map](#)

### Zone Maps

| Zone Name                 | Map Numbers                                                                                                          |
|---------------------------|----------------------------------------------------------------------------------------------------------------------|
| Adelaide Shores Zone      | WeTo/6, WeTo/10                                                                                                      |
| Airfield Zone             | WeTo/6, WeTo/7, WeTo/8, WeTo/10, WeTo/11, WeTo/12                                                                    |
| Bulky Goods Zone          | WeTo/9                                                                                                               |
| Coastal Marina Zone       | WeTo/10                                                                                                              |
| Coastal Open Space Zone   | WeTo/10                                                                                                              |
| Commercial Zone           | WeTo/2, WeTo/3, WeTo/7, WeTo/8, WeTo/9, WeTo/13                                                                      |
| Community Zone            | WeTo/3, WeTo/4, WeTo/5, WeTo/6, WeTo/7, WeTo/9, WeTo/10, WeTo/11, WeTo/12                                            |
| District Centre Zone      | WeTo/4, WeTo/5, WeTo/13                                                                                              |
| Industry Zone             | WeTo/4, WeTo/5, WeTo/8, WeTo/9, WeTo/10, WeTo/11, WeTo/12, WeTo/13, WeTo/14                                          |
| Local Centre Zone         | WeTo/2, WeTo/3, WeTo/6, WeTo/7, WeTo/9, WeTo/12, WeTo/13, WeTo/15                                                    |
| Neighbourhood Centre Zone | WeTo/5, WeTo/8, WeTo/9, WeTo/13, WeTo/14                                                                             |
| Open Space Zone           | WeTo/2, WeTo/3, WeTo/4, WeTo/5, WeTo/6                                                                               |
| Residential Zone          | WeTo/2, WeTo/3, WeTo/4, WeTo/5, WeTo/6, WeTo/7, WeTo/8, WeTo/9, WeTo/10, WeTo/11, WeTo/12, WeTo/13, WeTo/14, WeTo/15 |
| Urban Corridor Zone       | WeTo/4, WeTo/5, WeTo/8, WeTo/9, WeTo/12, WeTo/13, WeTo/15                                                            |

### Policy Area Maps

| Policy Area Name                  | Map Numbers                                                               |
|-----------------------------------|---------------------------------------------------------------------------|
| Arterial Roads Policy Area 1      | WeTo/4, WeTo/8, WeTo/9, WeTo/13, WeTo/14                                  |
| District Commercial Policy Area 2 | WeTo/3, WeTo/5, WeTo/8, WeTo/13                                           |
| Local Commercial Policy Area 3    | WeTo/2, WeTo/3, WeTo/7                                                    |
| Recreation Policy Area 5          | WeTo/3, WeTo/4, WeTo/5, WeTo/6, WeTo/7, WeTo/9, WeTo/10, WeTo/11, WeTo/12 |
| Brickworks Policy Area 6          | WeTo/4, WeTo/5                                                            |
| Kurralta Park Policy Area 7       | WeTo/13                                                                   |



| Policy Area Name                                    | Map Numbers                                                                                 |
|-----------------------------------------------------|---------------------------------------------------------------------------------------------|
| Infrastructure Policy Area 8                        | WeTo/10                                                                                     |
| Netley Policy Area 9                                | WeTo/8, WeTo/12                                                                             |
| Mixed Use Policy Area 10                            | WeTo/9, WeTo/13                                                                             |
| Novar Gardens Policy Area 13                        | WeTo/14                                                                                     |
| Richmond Policy Area 14                             | WeTo/8                                                                                      |
| Tennyson Street Policy Area 15                      | WeTo/13                                                                                     |
| Thebarton Policy Area 16                            | WeTo/5                                                                                      |
| Medium Density Policy Area 18                       | WeTo/4, WeTo/5, WeTo/9, WeTo/12, WeTo/13, WeTo/14, WeTo/15                                  |
| Medium Density Policy Area 19                       | WeTo/8, WeTo/9, WeTo/12, WeTo/13                                                            |
| Low Density Policy Area 20                          | WeTo/3, WeTo/4, WeTo/5, WeTo/7, WeTo/8, WeTo/9, WeTo/11, WeTo/12, WeTo/13, WeTo/14, WeTo/15 |
| Low Density Policy Area 21                          | WeTo/2, WeTo/3, WeTo/4, WeTo/5, WeTo/6, WeTo/7, WeTo/10, WeTo/11, WeTo/14                   |
| Ashford Character Policy Area 22                    | WeTo/13                                                                                     |
| Cowandilla / Mile End West Character Policy Area 23 | WeTo/4, WeTo/5, WeTo/8, WeTo/9                                                              |
| Glandore Character Policy Area 24                   | WeTo/13                                                                                     |
| Lockleys Character Policy Area 25                   | WeTo/3, WeTo/7                                                                              |
| Novar Gardens Character Policy Area 26              | WeTo/11, WeTo/14                                                                            |
| Thebarton Character Policy Area 27                  | WeTo/5                                                                                      |
| Torrensvile Character Policy Area 28                | WeTo/4, WeTo/5                                                                              |
| Elston Street Conservation Policy Area 29           | WeTo/7                                                                                      |
| Mile End Conservation Policy Area 30                | WeTo/5, WeTo/9                                                                              |
| Richmond Conservation Policy Area 31                | WeTo/9                                                                                      |
| Rose Street Conservation Policy Area 32             | WeTo/5                                                                                      |
| Torrensvile East Conservation Policy Area 33        | WeTo/5                                                                                      |
| Boulevard Policy Area 34                            | WeTo/5, WeTo/9, WeTo/12, WeTo/13, WeTo/15                                                   |
| High Street Policy Area 35                          | WeTo/4, WeTo/5                                                                              |
| Transit Living Policy Area 36                       | WeTo/4, WeTo/8                                                                              |
| Business Policy Area 37                             | WeTo/5, WeTo/9, WeTo/13                                                                     |

#### Precinct Maps

| Precinct Name           | Map Numbers                      |
|-------------------------|----------------------------------|
| Precinct 1 Intersection | WeTo/8, WeTo/9, WeTo/13, WeTo/14 |

| Precinct Name                                  | Map Numbers                                              |
|------------------------------------------------|----------------------------------------------------------|
| Precinct 2 Richmond Road                       | WeTo/8                                                   |
| Precinct 3 Sir Donald Bradman Drive (Mile End) | WeTo/9                                                   |
| Precinct 4 South Road (Keswick)                | WeTo/9, WeTo/13                                          |
| Precinct 6 South Road (Mile End South)         | WeTo/9                                                   |
| Precinct 7 Mile End                            | WeTo/5, WeTo/9                                           |
| Precinct 8 Open Space                          | WeTo/3, WeTo/4, WeTo/5, WeTo/7, WeTo/9, WeTo/11, WeTo/12 |

#### Historic Conservation Area Maps

| Area Name                  | <i>shown within Overlay Maps - Heritage</i> |
|----------------------------|---------------------------------------------|
| Historic Conservation Area | WeTo/4, WeTo/5, WeTo/7, WeTo/9              |

#### Overlay Maps

| Issue                      | Map Numbers                                                                                                                  |
|----------------------------|------------------------------------------------------------------------------------------------------------------------------|
| Location                   | WeTo/1, WeTo/2, WeTo/3, WeTo/4, WeTo/5, WeTo/6, WeTo/7, WeTo/8, WeTo/9, WeTo/10, WeTo/11, WeTo/12, WeTo/13, WeTo/14, WeTo/15 |
| Transport                  | WeTo/1, WeTo/2, WeTo/3, WeTo/4, WeTo/5, WeTo/6, WeTo/7, WeTo/8, WeTo/9, WeTo/10, WeTo/11, WeTo/12, WeTo/13, WeTo/14, WeTo/15 |
| Development Constraints    | WeTo/1, WeTo/2, WeTo/3, WeTo/4, WeTo/5, WeTo/6, WeTo/7, WeTo/8, WeTo/9, WeTo/10, WeTo/11, WeTo/12, WeTo/13, WeTo/14, WeTo/15 |
| Heritage                   | WeTo/2, WeTo/3, WeTo/4, WeTo/5, WeTo/7, WeTo/8, WeTo/9, WeTo/12, WeTo/13, WeTo/14, WeTo/15                                   |
| Natural Resources          | WeTo/2, WeTo/3, WeTo/4, WeTo/5, WeTo/6, WeTo/7, WeTo/10, WeTo/14                                                             |
| Noise and Air Emissions    | WeTo/4, WeTo/5, WeTo/8, WeTo/9, WeTo/12, WeTo/13, WeTo/15                                                                    |
| Strategic Transport Routes | WeTo/5, WeTo/8, WeTo/9, WeTo/12, WeTo/13, WeTo/15                                                                            |
| Affordable Housing         | WeTo/4, WeTo/5, WeTo/8, WeTo/9, WeTo/12, WeTo/13, WeTo/14, WeTo/15                                                           |

#### Concept Plan Maps

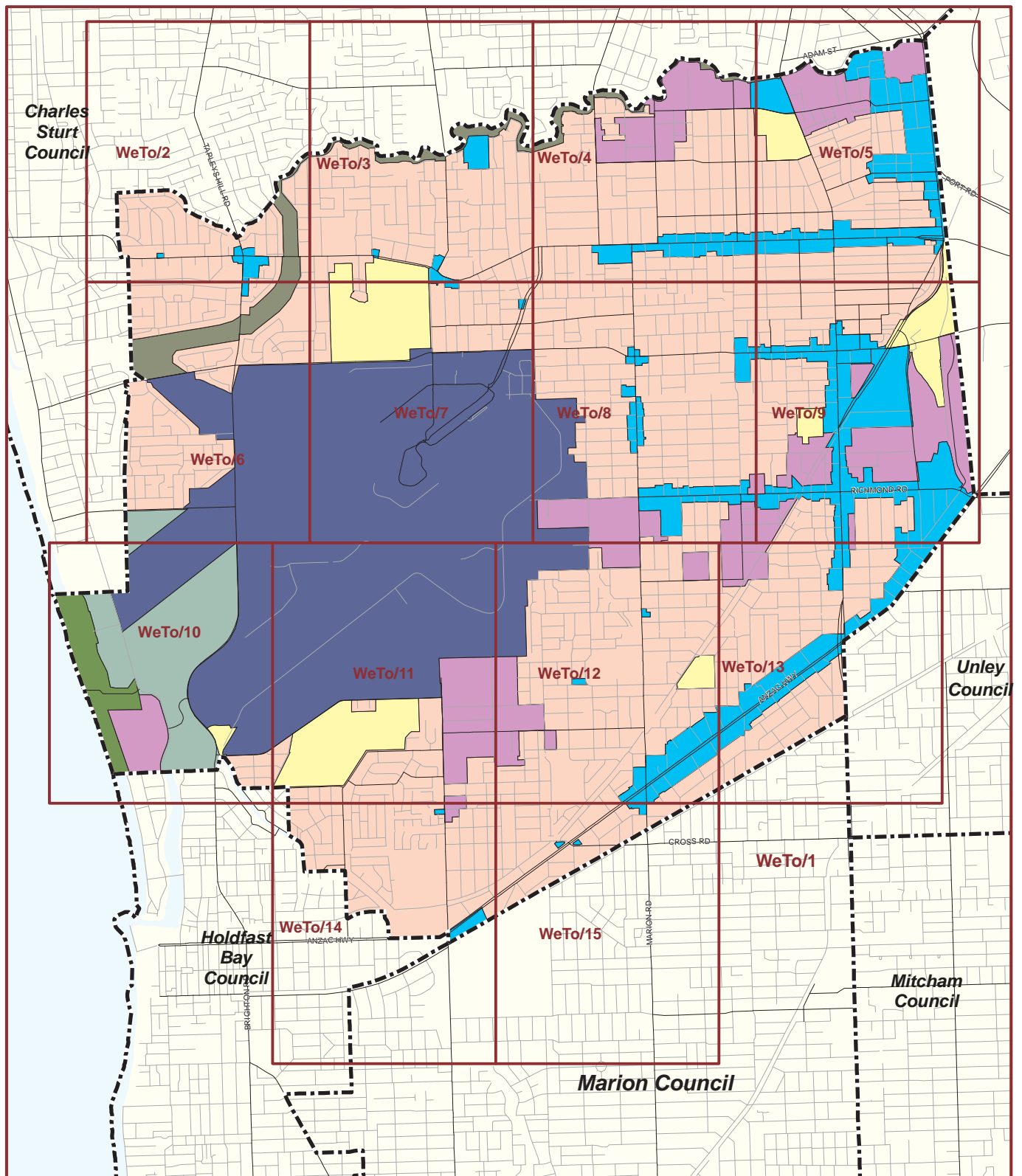
| Concept Plan Title                                             | Map Numbers              |
|----------------------------------------------------------------|--------------------------|
| Mile End South Bulky Goods Zone                                | Concept Plan Map WeTo/1  |
| Prominent Development Sites                                    | Concept Plan Map WeTo/2  |
| Sir Donald Bradman Drive & Marion Road Intersection Commercial | Concept Plan Map WeTo/3a |
| Marion Road & Richmond Road Intersection Commercial            | Concept Plan Map WeTo/3b |
| Richmond Road & South Road Intersection Commercial             | Concept Plan Map WeTo/3c |
| Richmond Road (Marleston) Commercial                           | Concept Plan Map WeTo/4a |
| Richmond Road (Richmond) Commercial                            | Concept Plan Map WeTo/4b |

| <b>Concept Plan Title</b>                         | <b>Map Numbers</b>       |
|---------------------------------------------------|--------------------------|
| Richmond Road (Keswick/Mile End South) Commercial | Concept Plan Map WeTo/4c |
| Sir Donald Bradman Drive (Mile End) Commercial    | Concept Plan Map WeTo/5  |
| South Road (Keswick) Commercial                   | Concept Plan Map WeTo/6  |
| South Road (Mile End South) Commercial            | Concept Plan Map WeTo/8  |
| Mile End Recreation                               | Concept Plan Map WeTo/10 |
| Mile End South Recreation                         | Concept Plan Map WeTo/11 |
| Adelaide Shores                                   | Concept Plan Map WeTo/12 |
| Brickworks District Centre                        | Concept Plan Map WeTo/13 |
| Kurralta Park District Centre                     | Concept Plan Map WeTo/14 |
| North Plympton/Camden Park Industry               | Concept Plan Map WeTo/16 |
| Novar Gardens Industry                            | Concept Plan Map WeTo/17 |
| Netley Industry                                   | Concept Plan Map WeTo/18 |
| Hilton                                            | Concept Plan Map WeTo/19 |
| Novar Gardens Neighbourhood Centre                | Concept Plan Map WeTo/21 |
| Richmond Neighbourhood Centre                     | Concept Plan Map WeTo/22 |
| Tennyson Street Neighbourhood Centre              | Concept Plan Map WeTo/23 |
| Residential Promenade                             | Concept Plan Map WeTo/24 |

## ATTACHMENT C

- Council Index Map





For the purposes of the Development Plan unless otherwise clearly indicated, the zone/policy area/precinct boundaries depicted on or intended to be fixed by Maps WeTo/1 to Map WeTo/15 inclusive shall be read as conforming in all respects (as the case may require) to the land division boundaries, to the centre line of roads or drain reserves or to the title boundaries, or to imaginary straight lines joining the positions defined by survey or by the measurements shown on the said maps against which the said zone/policy area/precinct boundaries are shown or otherwise indicated.



# Council Index Map

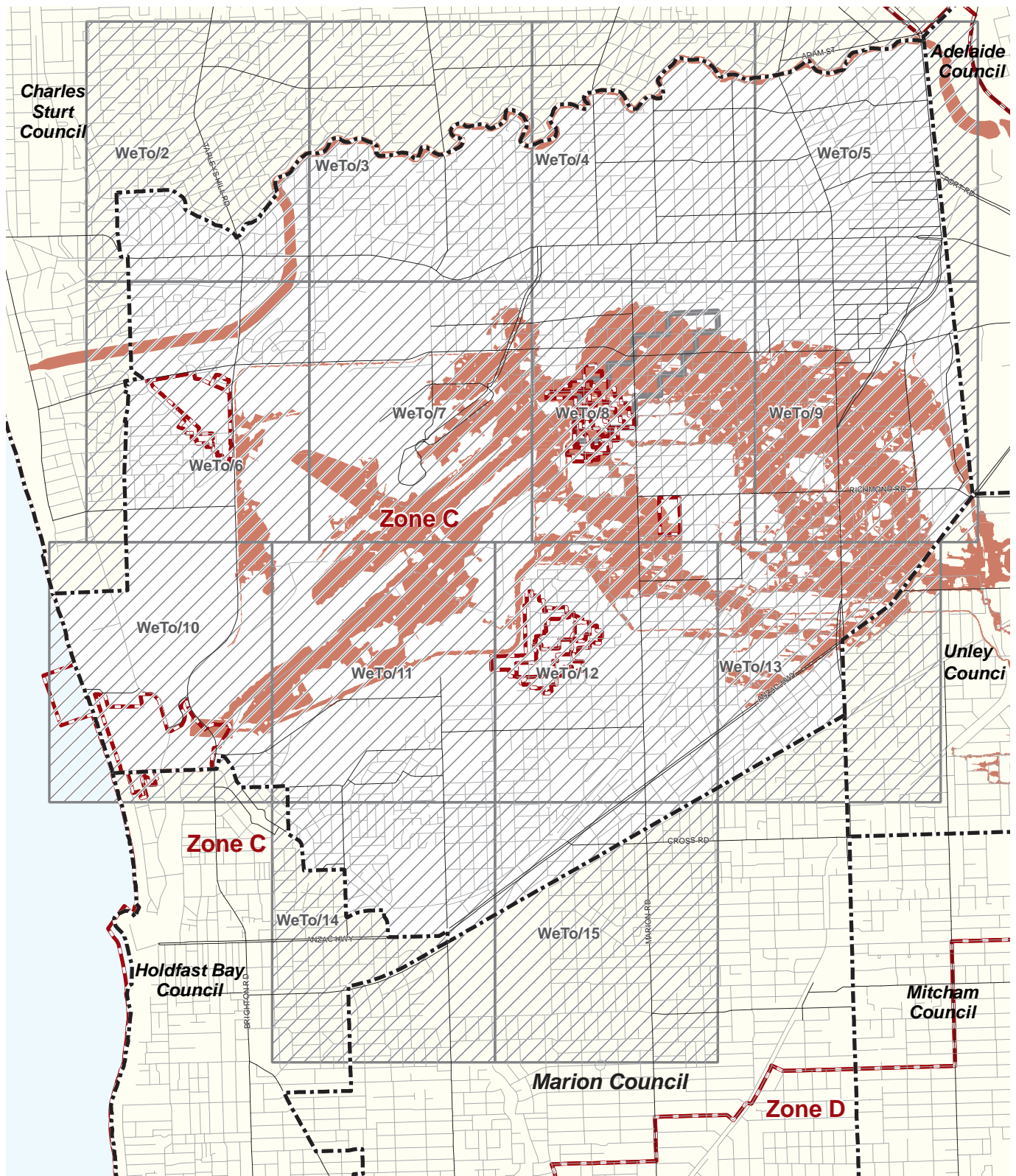


## ATTACHMENT D

- **Overlay Map WeTo/1 – Development Constraints (Replacement)**
- **Overlay Map WeTo/8 – Development Constraints (Replacement)**







**Airport Building Heights**  
**4m - 26m** All Structures restricted to height identified on maps  
 (above existing ground level, measured from the top of the nearest roadside curb)

**Zone C** All Structures Exceeding 15 metres above existing ground level

**Zone D** All Structures Exceeding 45 metres above existing ground level



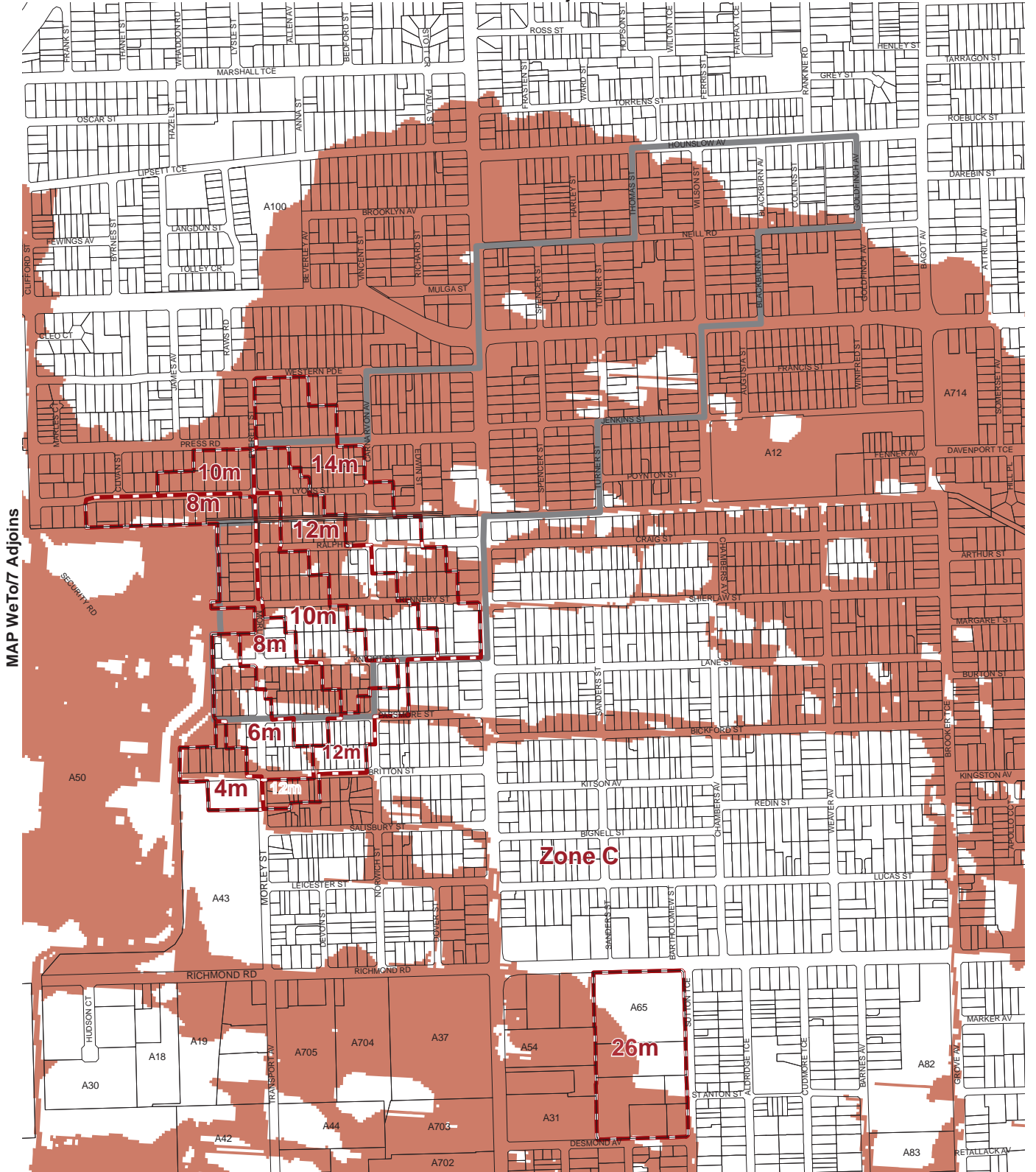
- Airport Building Heights
- Areas affected by aircraft noise
- Flood Hazard
- Development Plan Boundary

# Overlay Map WeTo/1

## DEVELOPMENT CONSTRAINTS

WEST TORRENS COUNCIL

# MAP WeTo/4 Adjoins



## MAP WeTo/12 Adjoins

### Airport Building Heights

**4m - 26m** All Structures restricted to height identified on maps  
(above existing ground level, measured from the top of the nearest roadside curb)

**Zone C** All Structures Exceeding 15 metres above existing ground level



- Airport Building Heights
- Areas affected by aircraft noise
- Flood Hazard

# Overlay Map WeTo/8 DEVELOPMENT CONSTRAINTS

WEST TORRENS COUNCIL

## ATTACHMENT E

- **Overlay Map WeTo/8 - Noise and Air Emissions (New)**



This is a detailed street map of a residential area in Richmond, London. The map shows a grid of streets and several large green rectangular areas labeled A30 through A74. The green areas are concentrated in the central and right-hand portions of the map, with A65 being the largest and most prominent. The map includes street names such as Richmond Road, Security Road, and various local streets like A100, A12, and A65. The green areas are outlined in black and filled with a solid green color. The map also shows a network of smaller streets and roads, including Richmond Road, Security Road, and various local streets like A100, A12, and A65. The map is oriented with North at the top.

 Designated Road: type A road  
 Noise and Air Emissions Designated Area

**WEST TORRENS COUNCIL**





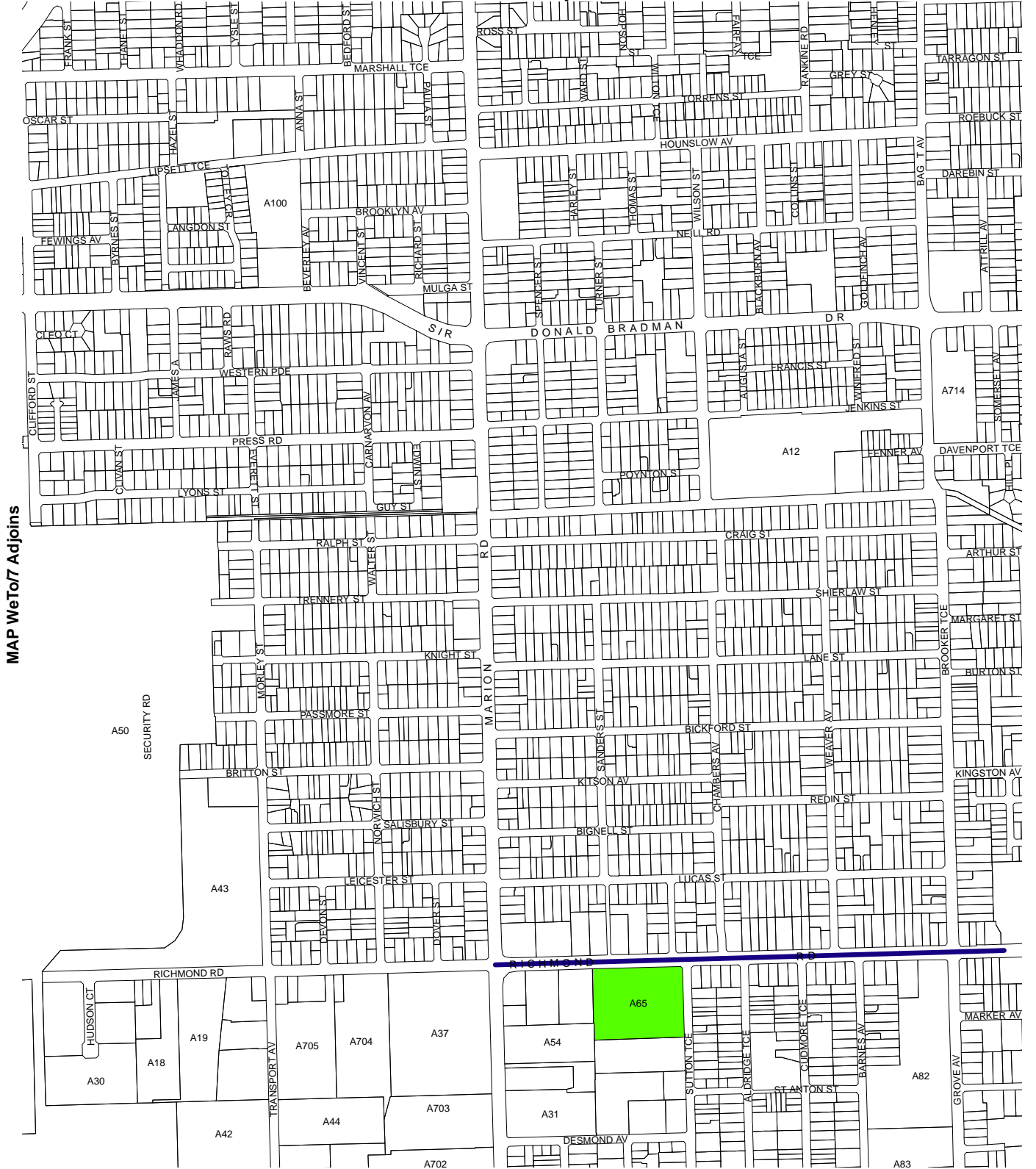
## ATTACHMENT F

- Overlay Map WeTo/8 – Strategic Transport Routes (New)





# MAP WeTo/4 Adjoins



## MAP WeTo/12 Adjoins

- Strategic Transport Route
- Strategic Transport Routes Designated Area

# Overlay Map WeTo/8

## STRATEGIC TRANSPORT ROUTES

WEST TORRENS COUNCIL

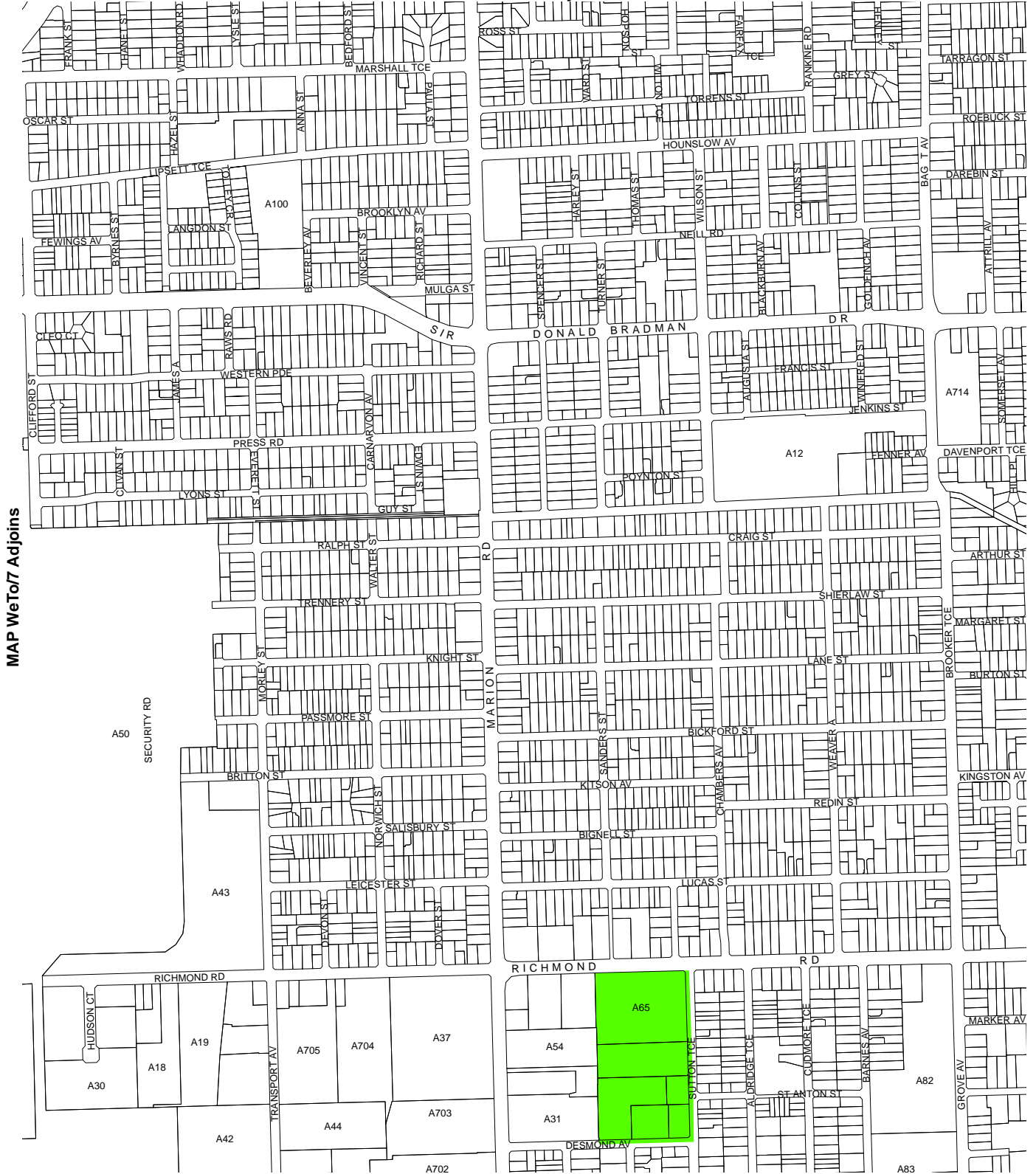


## ATTACHMENT G

- **Overlay Map WeTo/8 – Affordable Housing (New)**



# MAP WeTo/4 Adjoins



# MAP WeTo/12 Adjoins



# Overlay Map WeTo/8 AFFORDABLE HOUSING

Affordable Housing Designated Area

WEST TORRENS COUNCIL



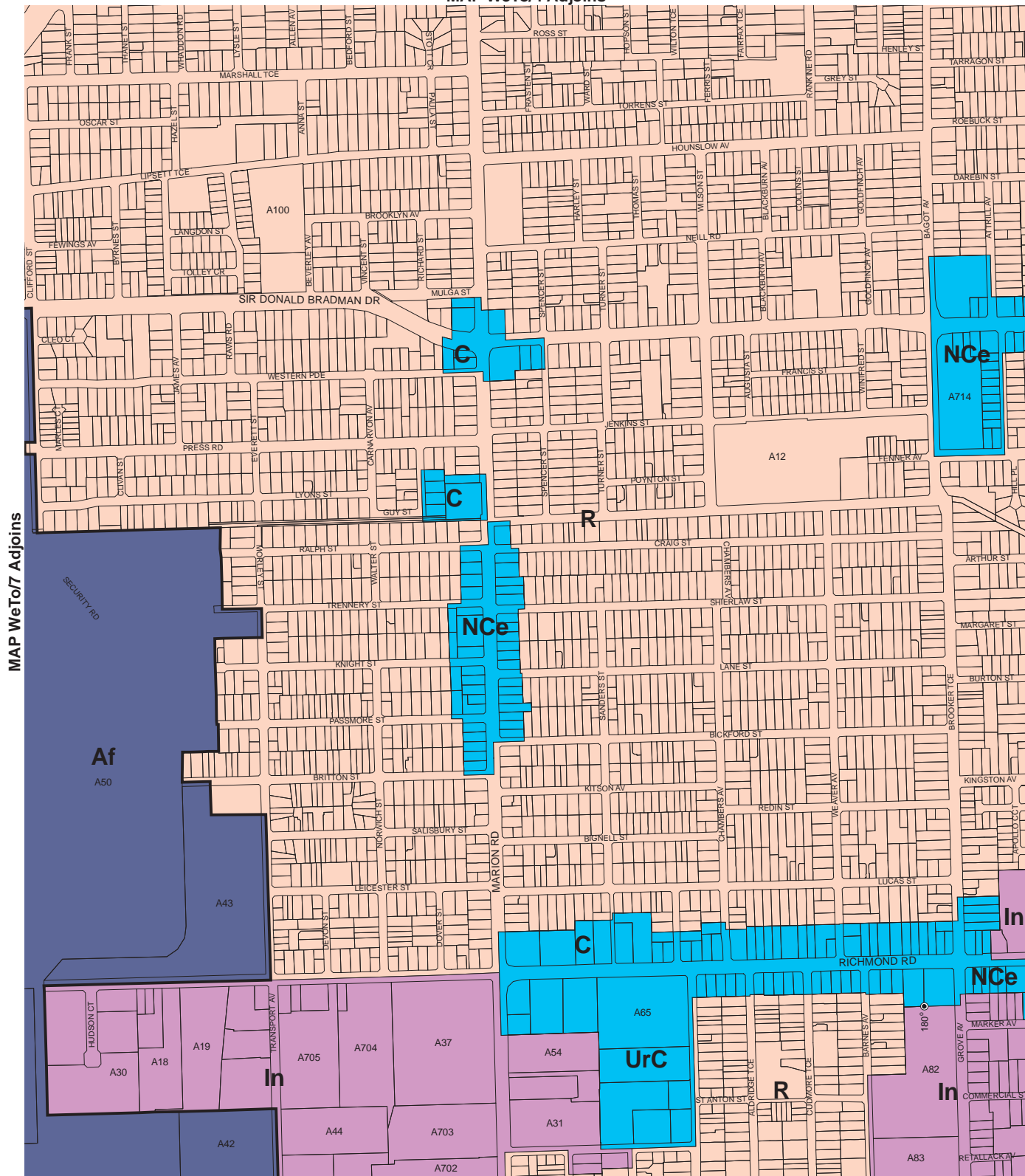
## ATTACHMENT H

- Zone Map WeTo/8 (Replacement)





# MAP WeTo/4 Adjoins



## MAP WeTo/12 Adjoins

Lamberts Conformal Conic Projection, GDA94



### Zones

|                      |                      |
|----------------------|----------------------|
| <b>Af</b>            | Airfield             |
| <b>C</b>             | Commercial           |
| <b>In</b>            | Industry             |
| <b>NCe</b>           | Neighbourhood Centre |
| <b>R</b>             | Residential          |
| <b>UrC</b>           | Urban Corridor       |
| <b>Zone Boundary</b> |                      |

# Zone Map WeTo/8

WEST TORRENS COUNCIL



## ATTACHMENT I

- Policy Area Map WeTo/8 (Replacement)



[illegible]

# Policy Area Map WeTo/8



**WEST TORRENS COUNCIL**



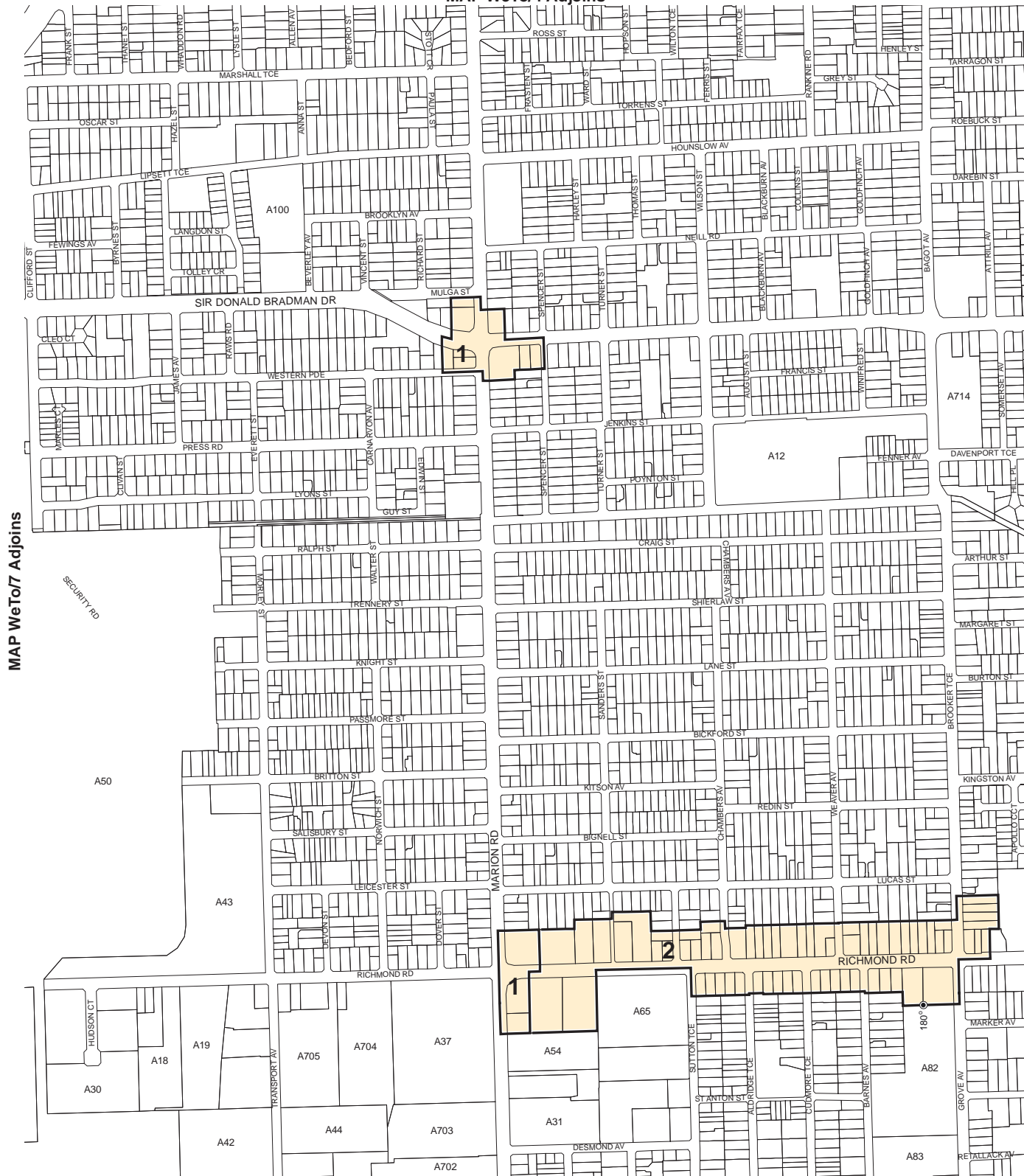
## ATTACHMENT J

- Precinct Map WeTo/8 (Replacement)





## MAP WeTo/4 Adjoins




Lamberts Conformal Conic Projection, GDA94

### Precinct

- 1 Intersection
- 2 Richmond Road



# Precinct Map WeTo/8

 Precinct Boundary

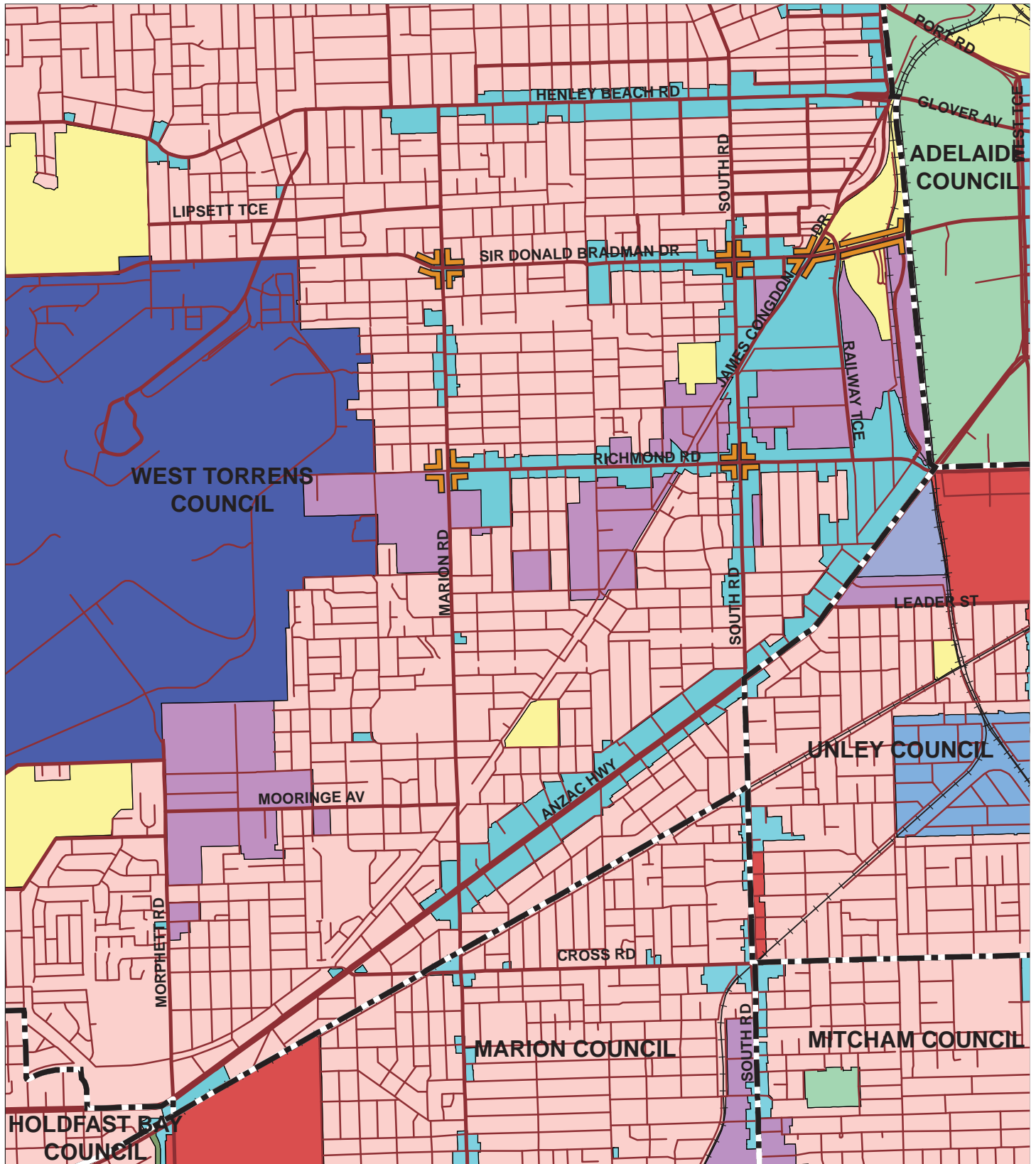
WEST TORRENS COUNCIL



## ATTACHMENT K

- Concept Plan Map WeTo/2 - Prominent Development Sites (Replacement)
- Concept Plan Map WeTo/4a - Richmond Road (Marleston) Commercial (Replacement)





-  Prominent Development Sites
-  Primary Roads
-  Local Roads
-  Railways
-  Development Plan Boundary

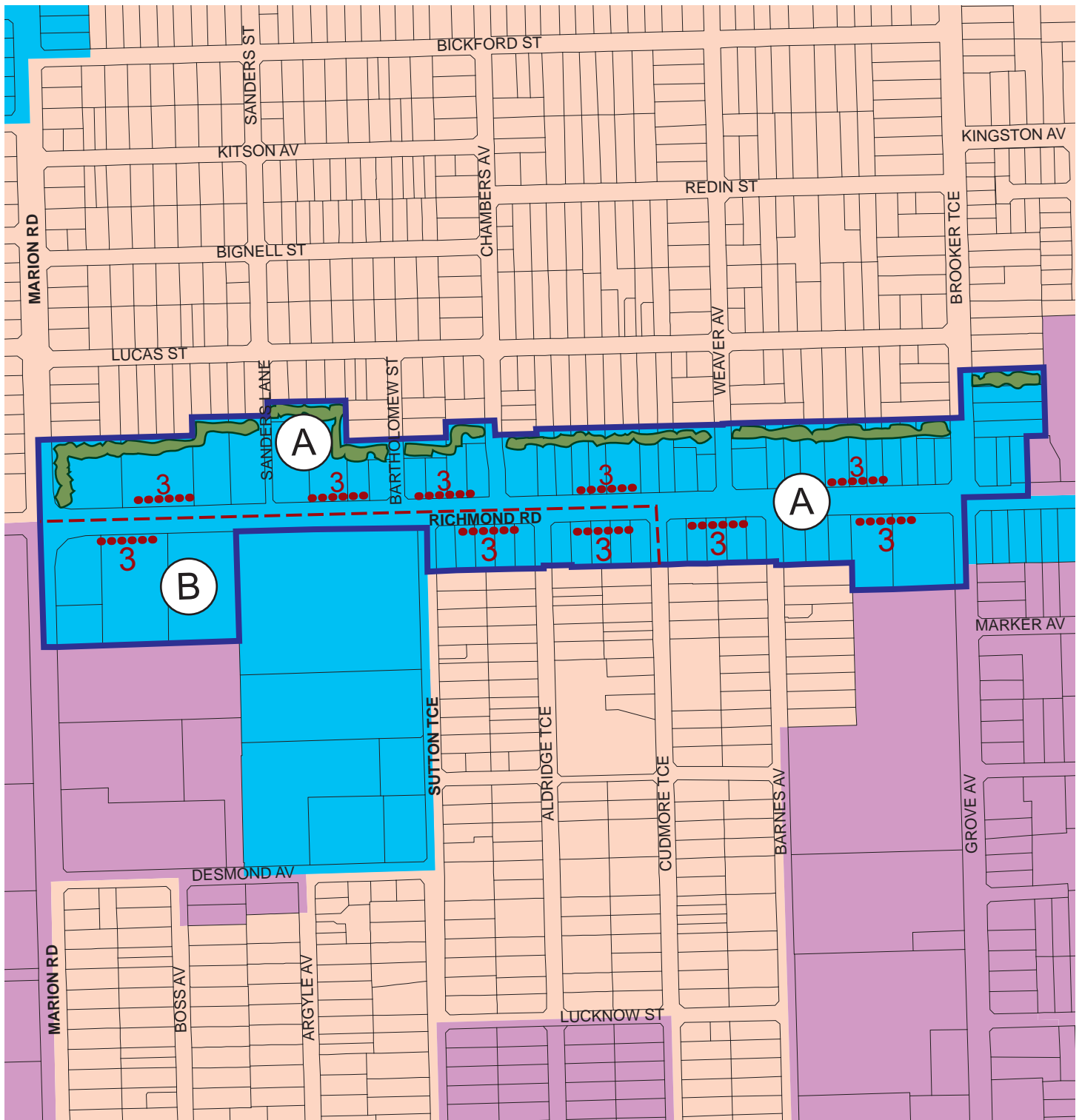


1:30,000

0 300 600 900 1200 1500 metres

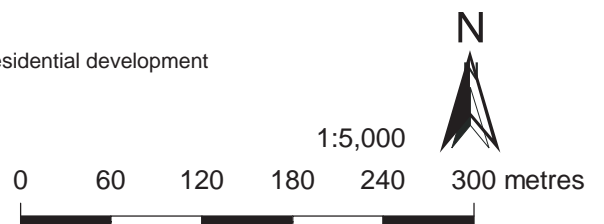
# Concept Plan Map WeTo/2

## PROMINENT DEVELOPMENT SITES



- ▬ Concept Plan Boundary
- ▬ Intensive Landscaping
- 3m Road Setback (metres)
- - - Height Limitation Area Boundary
- Commercial
- Industrial
- Residential

- HEIGHT LIMITATIONS (STOREYS)
- (A) \* 2
  - (B) 3
  - \* not applicable to residential development



# Concept Plan Map WeTo/4a

## RICHMOND ROAD (MARLESTON) COMMERCIAL

# Development Plan Amendment

By the Minister

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

## **Inner and Middle Metropolitan Corridor (Sites) Development Plan Amendment**

**Executive Summary and Analysis**

***For Consultation***



**Government of South Australia**

Department of Planning,  
Transport and Infrastructure





## Table of Contents

|                                                                                                                               |            |
|-------------------------------------------------------------------------------------------------------------------------------|------------|
| <b>DEVELOPMENT PLAN AMENDMENT SUMMARY.....</b>                                                                                | <b>I</b>   |
| <b>Introduction .....</b>                                                                                                     | <b>i</b>   |
| Have Your Say.....                                                                                                            | ii         |
| <b>The area affected by policy change.....</b>                                                                                | <b>iii</b> |
| <b>Why we are making changes .....</b>                                                                                        | <b>v</b>   |
| <b>Summary of the zone changes .....</b>                                                                                      | <b>vi</b>  |
| <b>ANALYSIS .....</b>                                                                                                         | <b>1</b>   |
| <b>1. Background .....</b>                                                                                                    | <b>1</b>   |
| <b>2. The strategic context and policy directions .....</b>                                                                   | <b>2</b>   |
| 2.1 Planning Strategy for South Australia.....                                                                                | 2          |
| 2.2 Consistency with other key policy documents .....                                                                         | 5          |
| 2.3 Related Development Plan Amendments and Processes .....                                                                   | 7          |
| 2.4 The State's Planning Policy Library.....                                                                                  | 8          |
| 2.5 Infrastructure Planning .....                                                                                             | 11         |
| <b>3. Investigations undertaken to inform this DPA .....</b>                                                                  | <b>15</b>  |
| 3.1 Review of existing planning policy.....                                                                                   | 15         |
| 3.2 Local Area Investigations – Detailed Methodology for Establishing Policy Parameters<br>for Site Investigation Areas ..... | 18         |
| <b>4 Local Area Investigations for Identified Sites.....</b>                                                                  | <b>27</b>  |
| 4.1 Process to identify individual sites.....                                                                                 | 27         |
| 4.2 Individual Site Analysis and Recommended Policy Approach .....                                                            | 29         |
| <b>5. Summary of recommended policy changes .....</b>                                                                         | <b>76</b>  |
| <b>6. Statement of Statutory compliance .....</b>                                                                             | <b>80</b>  |
| 6.1 Accords with the Planning Strategy.....                                                                                   | 80         |
| 6.2 Accords with other parts of the Development Plan .....                                                                    | 80         |
| 6.3 Complements the policies in the Development Plans for adjoining areas.....                                                | 80         |
| 6.4 Satisfies the requirements prescribed by the Regulations .....                                                            | 81         |
| <b>REFERENCES/BIBLIOGRAPHY .....</b>                                                                                          | <b>82</b>  |
| <b>Appendix 1 - Development Applications within Urban Corridor Zone .....</b>                                                 | <b>83</b>  |
| <b>Appendix 2 - The 30 Year Plan for Greater Adelaide – Summary .....</b>                                                     | <b>84</b>  |
| <b>Appendix 3 - Summary of existing zones .....</b>                                                                           | <b>90</b>  |



## DEVELOPMENT PLAN AMENDMENT SUMMARY

### Introduction

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

The Inner and Middle Metropolitan Corridor (Sites) Development Plan Amendment (DPA) proposes to rezone a number of strategic sites or areas along important transit corridors identified in *The 30-Year Plan for Greater Adelaide*. This builds upon areas already rezoned through the Inner Metropolitan Growth (Stage 1) DPAs in 2013. The proposed new sites/areas are located in the City of Norwood, Payneham and St Peters, the City of Unley and the City of West Torrens. The sites are proposed to be rezoned to Urban Corridor apart from two sites in the City of Norwood, Payneham and St Peters where policy revisions are proposed for the Mixed Use Historic (Conservation) Zone.

### Inner and Middle Metropolitan Corridor (Design) DPA

This DPA has been released for consultation concurrently with the Inner and Middle Metropolitan Corridor (Design) DPA, which proposes new design policy within new and existing Urban Corridor Zones.

Refer to the SA Planning Portal at:

[www.saplanningportal.sa.gov.au/en/consultation](http://www.saplanningportal.sa.gov.au/en/consultation) for an overview of this DPA.

### Design Guidelines (Draft for Consultation)

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

Refer to:

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

## HAVE YOUR SAY

The Development Plan Amendment is on consultation for eight weeks.

Submissions are due on Tuesday 25 July 2017.

Submissions are to be addressed to:

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

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

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

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

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

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

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

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

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

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

## The area affected by policy change

The following sites investigated by this DPA:

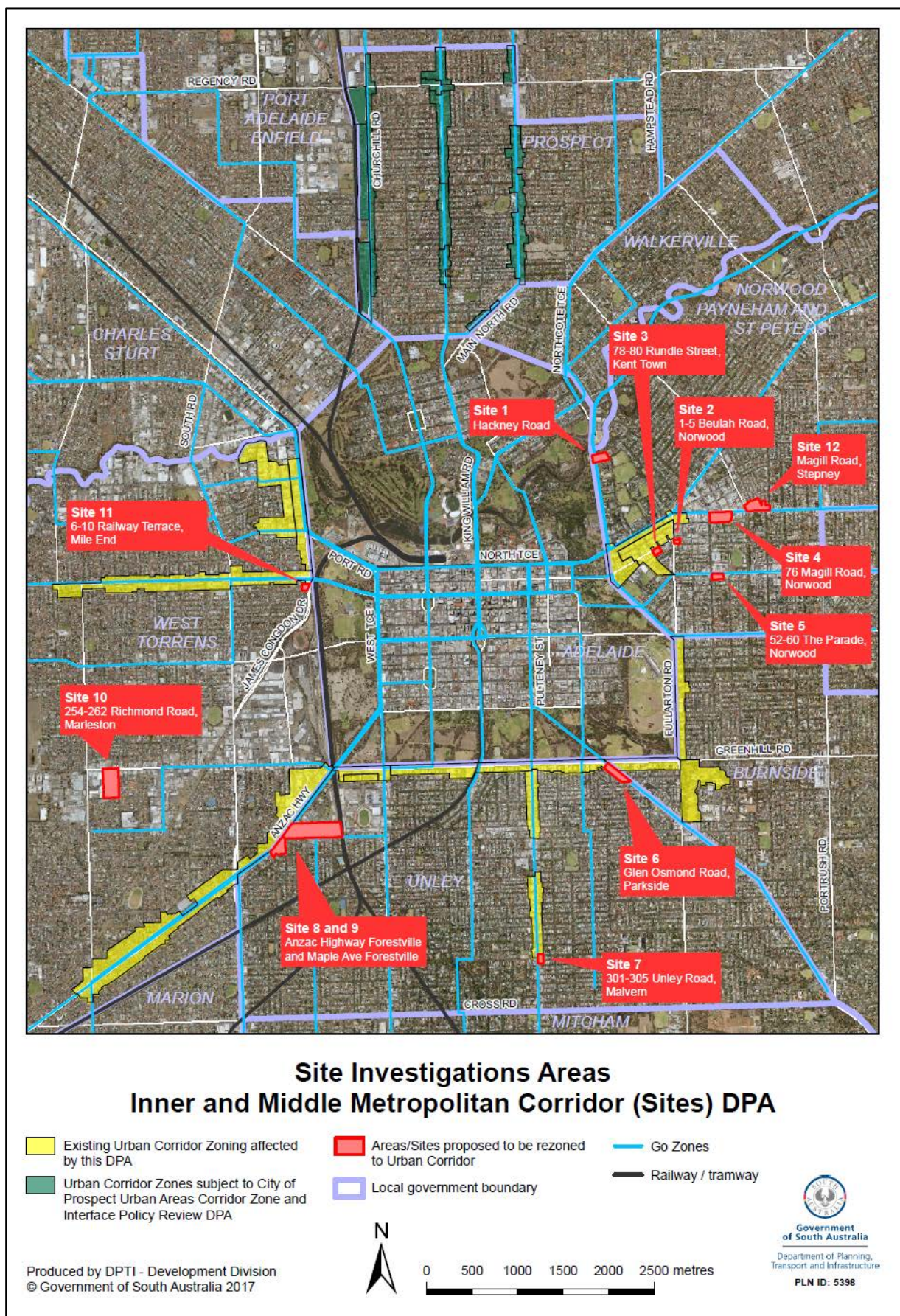
| Site No | Site Location                                              | Affected Development Plan(s)          |
|---------|------------------------------------------------------------|---------------------------------------|
| 1.      | 95 Hackney Road, Hackney (including Hackney Hotel)         | Norwood Payneham and St Peters (City) |
| 2.      | 1-5 Beulah Road, Norwood                                   | Norwood Payneham and St Peters (City) |
| 3.      | 78-80 Rundle Street, Kent Town                             | Norwood Payneham and St Peters (City) |
| 4.      | 76 Magill Road, Norwood (including Caroma)                 | Norwood Payneham and St Peters (City) |
| 5.      | 52-60 The Parade Norwood                                   | Norwood Payneham and St Peters (City) |
| 6.      | 12-16 Glen Osmond Road, Parkside (including Cappo Seafood) | Unley (City)                          |
| 7.      | 301-305 Unley Road, Malvern                                | Unley (City)                          |
| 8.      | 10 Anzac Highway, Keswick (including Le Cornu)             | Unley (City)                          |
| 9.      | 22-28 Anzac Highway, Everard Park (including Arcadian)     | Unley (City)                          |
| 10.     | 254-262 Richmond Road, Marleston (Former Marleston TAFE)   | West Torrens Council                  |
| 11.     | 6-10 Railway Terrace, Mile End                             | West Torrens Council                  |
| 12.     | Magill Road, Stepney (including Otto's Timber)             | Norwood Payneham and St Peters (City) |

These sites are identified as indicated in **Figure 1** below.



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

Figure 1 – Site Investigation Areas Affected by the DPA

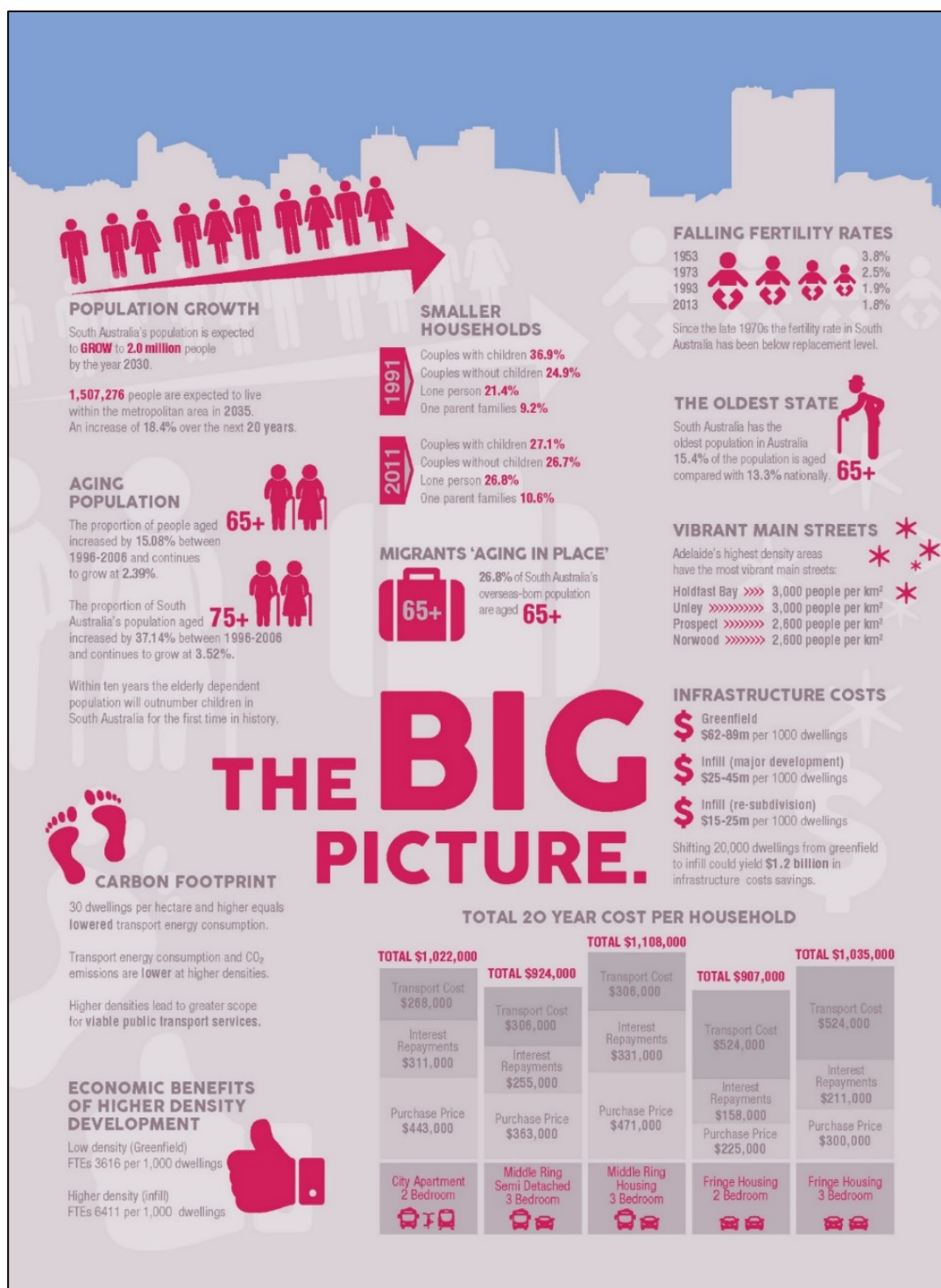




## Why we are making changes

This review of planning policies supports the urban regeneration and renewal goals in *The 30-Year Plan for Greater Adelaide* to better utilise established urban areas and encourage economic and population growth, particularly in proximity to major transport corridors. General trends and directions for urban planning are summarised in the following **Figure 2**.

Figure 2 - General trends and directions in urban planning





Growing our inner and middle suburbs is essential if we are to create a compact, connected and sustainable city.

*The 30-Year Plan for Greater Adelaide (30-Year Plan)* is the government's vision for the future of Adelaide over the next 30 years. The 30-Year Plan aims to increase the amount of infill development — houses built within the existing city footprint — compared to fringe development from a 50:50 annual split in 2010 to a 85:15 split by 2045. It also seeks to create inclusive, vibrant and liveable communities and sustain natural resources whilst endeavouring to protect the regional hinterlands and primary production areas of the urban fringe. The cost of infrastructure for fringe development is significantly higher than for infill. Smaller housing reduces our carbon footprint through reduced energy consumption and higher densities leads to viable public transport services.

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

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

### **Summary of the zone changes**

The DPA is proposing to rezone (or amend policy as appropriate) for twelve sites, affecting the following Council Development Plans:

- Norwood Payneham and St Peters (City) Development Plan
- Unley (City) Development Plan
- West Torrens Council Development Plan.

Broadly, the proposed changes involve:

- Rezoning ten sites in the inner and middle metropolitan area to Urban Corridor Zone
- Including local policy as appropriate in the Urban Corridor Zone regarding building heights, building setbacks, retail floor space and interface with adjoining zones
- Updating policy for two additional sites in the inner metropolitan area to support appropriate mixed-use developments in the Mixed Use Historic (Conservation) Zone in the City of Norwood, Payneham and St Peters
- Introducing Overlays to the affected areas where appropriate in relation to affordable housing, strategic transport routes and noise and air quality.

## ANALYSIS

### 1. Background

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

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

The planning package included:

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

These changes have been successful to date. In the areas already zoned Urban Corridor, over \$700 million worth of proposals and more than 1,700 residential apartments (as at May 2017) have been approved. However, further work has been identified to fine-tune the policies that have underpinned these successes as well as review additional development opportunities.

In April 2015, the Minister for Planning initiated the *Inner and Middle Metropolitan Corridor Infill DPA*. This DPA was to be the second stage of inner and middle metropolitan transit corridor rezonings. The first stage was brought in effect in 2013 with the creation of the Urban Corridor Zones in the inner city suburbs of five council areas.

Substantial progress was undertaken in preparing the *Inner and Middle Metropolitan Corridor Infill DPA*, including the Minister's consultation with the Mayors of all affected Councils in May 2015 and the preparation of draft Development Plan provisions. However, in May 2016, the DPA was placed on hold pending the release of the update of *The 30-Year Plan for Greater Adelaide*.

With the update of *The 30-Year Plan for Greater Adelaide* now in place, the *Inner and Middle Metropolitan Corridor (Sites) Development Plan Amendment (DPA)* therefore now only proposes to rezone a number of strategic sites or areas (rather than whole corridors) along important transit corridors as identified in *The 30-Year Plan for Greater Adelaide*. The strategic sites affected by the DPA have been selected on the basis that they are 'development ready' and address a number of locational criteria that support prioritisation of the rezoning of these sites (see section 4.1 below).

This builds upon areas already rezoned through the *Inner Metropolitan Growth (Stage 1) DPAs* in 2013. The proposed new sites/areas are located in the City of Norwood, Payneham and St Peters, the City of Unley and the City of West Torrens. The sites are proposed to be rezoned to Urban Corridor, with the exception of two sites in the City of Norwood, Payneham and St Peters where only policy revisions are proposed for the existing Mixed Use Historic (Conservation) Zone.

A complementary DPA has also been drafted and considered hand-in-hand with this DPA. The *Inner and Middle Metropolitan Corridor (Design) DPA* will consider refinements to policy introduced with the previously completed the *Inner Metropolitan Growth [Stage 1] DPAs*. The Design DPA will

particularly focus on fine-tuning policy addressing the design of compact development formats and their integration in our urban landscape.

In addition, the State Government has drafted the *Residential Design Guidelines* (Draft for Consultation) as an aspirational, best practice guide that supports high quality design outcomes beyond the minimum statutory requirements. These Guidelines are intended to underpin the operation of the future *Planning and Design Code* under the *Planning, Development and Infrastructure Act 2016* but are relevant now as the planning system begins to transition to the new format.

## 2. The strategic context and policy directions

### 2.1 PLANNING STRATEGY FOR SOUTH AUSTRALIA

The **Planning Strategy** is the principal strategic document for land use planning in South Australia. It presents current State Government policy for development and is based on key economic, social and environmental imperatives. It seeks to guide and coordinate State Government activity in the construction and provision of services and infrastructure that influence the development of South Australia. It also indicates directions for future development to the community, the private sector and local government.

*The 30-Year Plan for Greater Adelaide* (30-Year Plan) is the relevant 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 State Government recently finalised and released an update to the *30-Year Plan*. The update reinforces the themes of the previous *30-Year Plan*, taking into account experience since its 2010 release, and to complement the new planning system established through the *Planning, Development and Infrastructure Act 2016*. For the purposes of this DPA, reference to this volume of the Planning Strategy will not discriminate between the editions as the broad strategic principles that underpin the update of *The 30-Year Plan* have not changed.

The new *30-Year Plan* provides a vision for the new urban form which provides relevant guidance on building scale in metropolitan Adelaide. Under the heading City Shaping (on page 14) commentary is provided in this regard:

*'Metropolitan Adelaide will be one to three storeys, complemented by four to six storeys along key transport boulevards that connect the city to the suburbs. Of course, there will be areas where taller buildings are envisaged such as the Adelaide CBD, Glenelg foreshore, parts of the edges of the Adelaide Parklands, large redevelopment sites and where the interface with surrounding suburbs can be well managed. Challenges such as overlooking, access to sunlight and car parking will be addressed.'*

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

| Number                                                                 | Target                                                                                                                                                                                                                                                   | Location              |
|------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------|
| <b>1 – Containing our urban footprint and protecting our resources</b> | 1.1: 85% of all new housing in metropolitan Adelaide will be built in established urban areas by 2045<br>1.2: 90% of all new housing in the Outer Greater Adelaide will be built in established townships and designated urban development areas by 2045 | Metropolitan Adelaide |
| <b>2 – More ways to get around</b>                                     | 60% of all new housing in metropolitan Adelaide is built within close proximity to current and proposed                                                                                                                                                  | Metropolitan Adelaide |

| Number                             | Target                                                                                                                                 | Location                                      |
|------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------|
|                                    | fixed line (rail/tram/O-Bahn) and high frequency bus routes by 2045                                                                    |                                               |
| <b>3 - Getting Active</b>          | Increase the share of work trips made by active transport modes by residents of Inner, Middle and Outer Adelaide by 30% by 2045        | Metropolitan, Middle and Outer Metro Adelaide |
| <b>4 – Walkable neighbourhoods</b> | Increase the percentage of residents living in walkable neighbourhoods in Inner, Middle and Outer Metropolitan Adelaide by 25% by 2045 | Inner, Middle and Outer Metro Adelaide        |
| <b>6 – Greater housing choice</b>  | Increase housing choice by 25% to meet changing household needs in Greater Adelaide by 2045                                            | Metropolitan Adelaide                         |

This DPA particularly supports these targets by:

- Seeking to protect our limited land resources by continuing the focus on infill development
- Increasing use of public transport by concentrating development along public transport corridors
- Increasing the number of residents living in walkable neighbourhoods where both residential and services are provided in proximity
- Increasing the diversity of housing through the provision of compact housing choices.

Additional information about the South Australian Planning system and links to relevant key strategic and demographic documents can be found at <http://saplanningportal.sa.gov.au/home>.

*The 30-Year Plan* presents current State Government policy for development in South Australia and is based on key economic, social and environmental imperatives. In particular, it seeks to guide and coordinate State Government activity in the construction and provision of services and infrastructure that influence the development of South Australia. It also indicates directions for future development to the community, the private sector and local government.

One of the principal strategies of *The 30-Year Plan* is to increase population growth within the inner and middle ring suburbs of Adelaide through infill and uplift. Population projections for South Australia (<http://www.dpti.sa.gov.au/planning/population>) provide a snapshot of some of the important reasons why a more diverse range of infill housing is needed:

- Greater Adelaide's population is expected grow to 1.97 million project to 2045
- Greater Adelaide has more people aged over 65 than the Australian average and its share of this age group is also growing faster than the national average. The number of group, lone-person, single-parent and couples-without-children households has also increased, and this trend is expected to intensify
- By 2031, lone person households are predicted to grow by 44% to 188,000, up from 131,000 in 2011. Single person households are the fastest growing household type in the state.'
- Currently 62% of households have fewer than three residents but 72% of dwellings have three or more bedrooms. (<http://www.abs.gov.au/>)

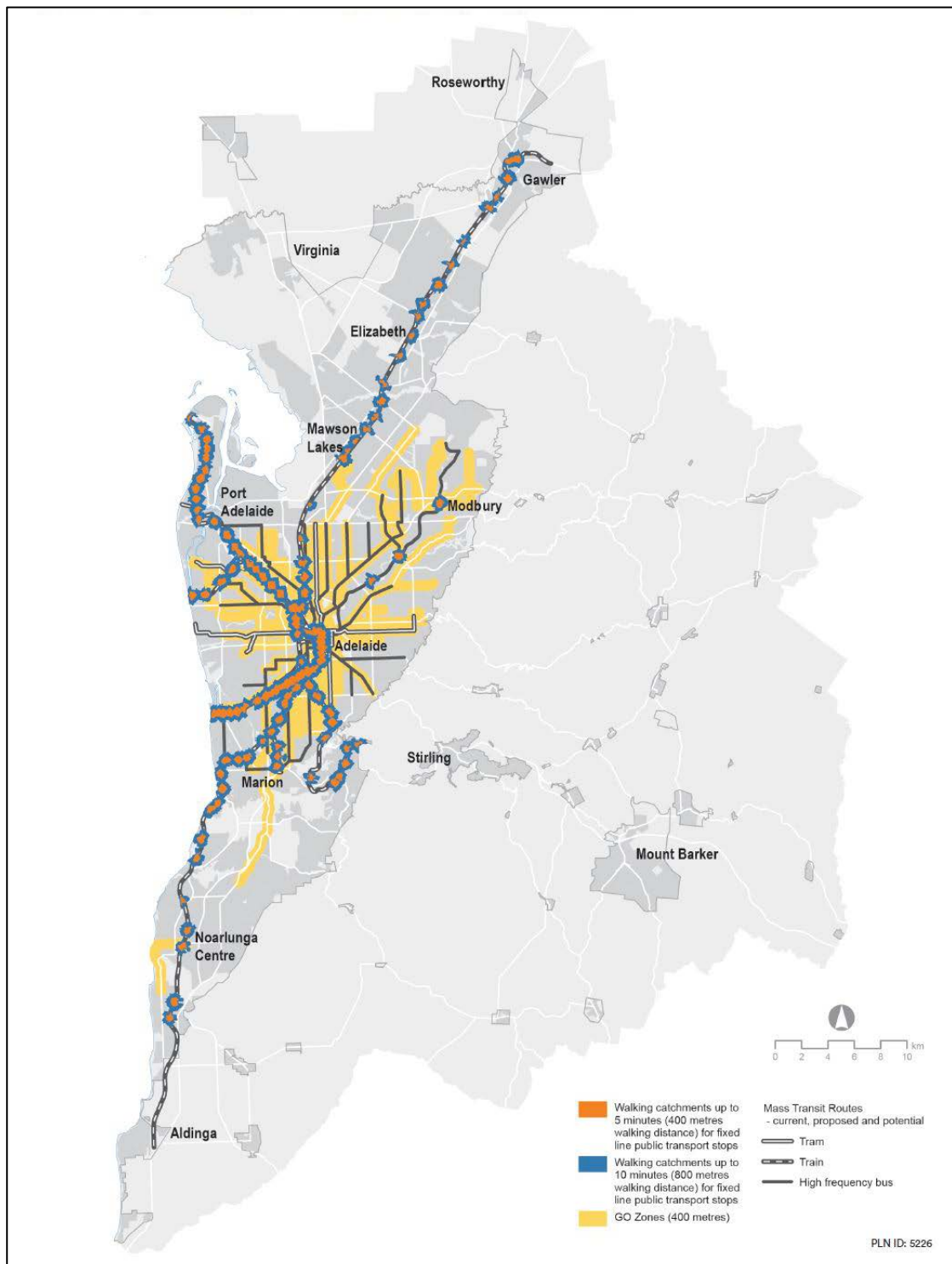
### 2.1.1 Growth Areas

*The 30-Year Plan* identifies growth along key transport corridors. Key transport corridors are indicated on the map below and are based on key tram, train, O'Bahn interchanges and high frequency bus services (refer Figure 3 – Current and proposed fixed line and high frequency bus routes). These corridors reflect those areas examined as part of the Inner Metropolitan Growth

(Stage 1) DPAs and provide a basis for consideration of sites examined as part of this DPA. This DPA is therefore aligning Development Plan policy with *The 30-Year Plan's* strategic directions, by continuing to locate infill in identified corridor locations.

A detailed summary of the more relevant strategic objectives of *the 30-Year Plan* is provided in **Appendix 2**.

Figure 3 – Current and proposed fixed line and high frequency bus routes



## 2.2 CONSISTENCY WITH OTHER KEY POLICY DOCUMENTS

### 2.2.1 Integrated Transport and Land Use Plan for South Australia (2015)

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

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

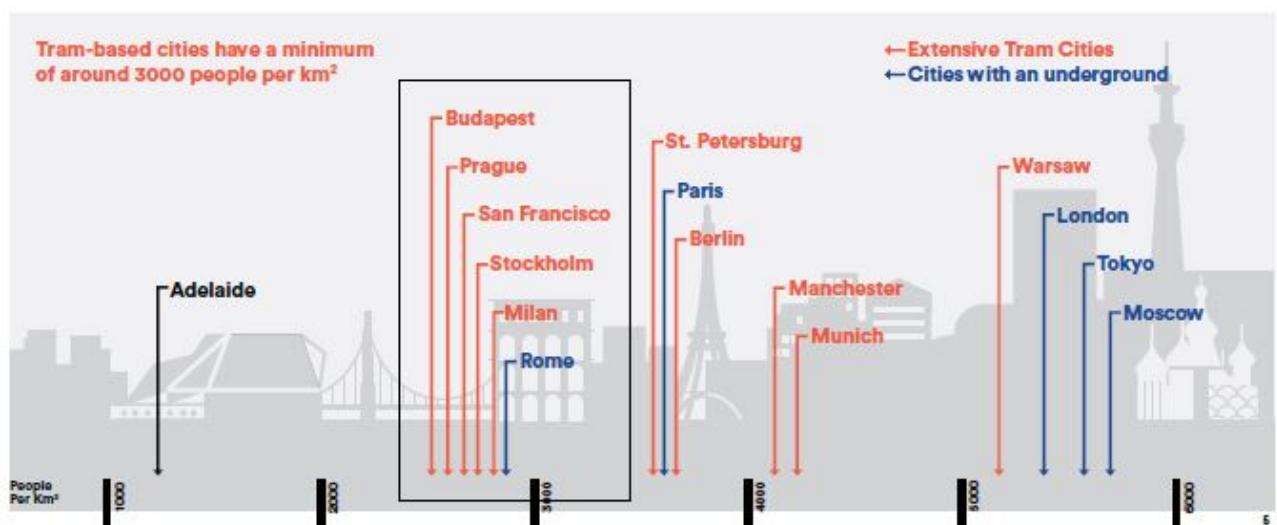
The affected area is located within an area identified in ITLUP as 'Inner Adelaide', but some sites are also located close to 'Middle Adelaide'. Key directions for Inner and Middle Adelaide are:

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

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

Accessibility to public transport and population densities, in essence, are interrelated and can influence the demand and usage of public transport and success in reducing car dependency, particularly for inner suburban areas. As can be seen in **Figure 4**, cities with good light rail and higher public transport use than Adelaide generally have a population density of at least 3000 people per square kilometre. In comparison, Adelaide's average population density is less than 1500 people per square kilometre. To make quality transport more viable and cost effective, is important that population density be increased along these strategic tram corridors.

Figure 4 – Population density – comparison of overseas cities



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

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

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

For further details on ITLUP, visit [www.transportplan.sa.gov.au](http://www.transportplan.sa.gov.au).

### 2.2.2 Inner Metro Rim Structure Plan

To refine the strategies and directions of *The 30-Year Plan* as it relates to the inner metropolitan area, the State Government released the *Inner Metro Rim Structure Plan* in 2012 as part of the *Inner Metropolitan Growth DPAs (Stage 1)*. The *Inner Metro Rim Structure Plan* provides additional detail on the application of strategies and initial concepts set out in *The 30-Year Plan*, for an area radiating out approximately one kilometre (in some locations up to two and a half kilometres) from the outer edge of the Adelaide Parklands. The area includes suburbs and precincts located within the City of Norwood Payneham and St Peters, the City of Unley and the City of West Torrens as well as other Councils not relevant to this DPA. *The Inner Metro Rim Structure Plan* was developed in conjunction with, and was endorsed by, affected local Councils.

The Structure Plan provides more locally refined policy to assist in the development of coordinated policy direction throughout the area. More specifically, it:

- assists in achieving the population, dwelling and employment targets set out in *The 30-Year Plan*
- identifies and facilitates the resolution of strategic infrastructure issues
- fosters the design and development of a new sustainable and liveable urban form
- facilitates the rezoning of land for residential and employment purposes
- assists in providing consistent and coordinated local strategic policy directions to inform future development.

The key guiding feature of the Structure Plan is a series of Sector Plans, which represent the spatial translation of the Structure Plan Vision and Inner Metro Rim strategies, as well as the application of the opportunities and constraints analysis.

The draft Structure Plan contains 14 Sector Plans. Of these, Sector Plans 3, 4, 7, 9 and 11 are relevant to the site investigation areas that are being considered through this DPA.

The Structure Plan is available at:

[http://www.saplanningportal.sa.gov.au/\\_data/assets/pdf\\_file/0003/283089/IMR\\_05032013.pdf](http://www.saplanningportal.sa.gov.au/_data/assets/pdf_file/0003/283089/IMR_05032013.pdf).



## Implications for this DPA

The *Inner Metro Rim Structure Plan* provides a basis to guide future built form and land use parameters in the inner metropolitan area. This DPA uses these strategic directions to inform planning policy parameters for relevant sites and locations.

## 2.3 RELATED DEVELOPMENT PLAN AMENDMENTS AND PROCESSES

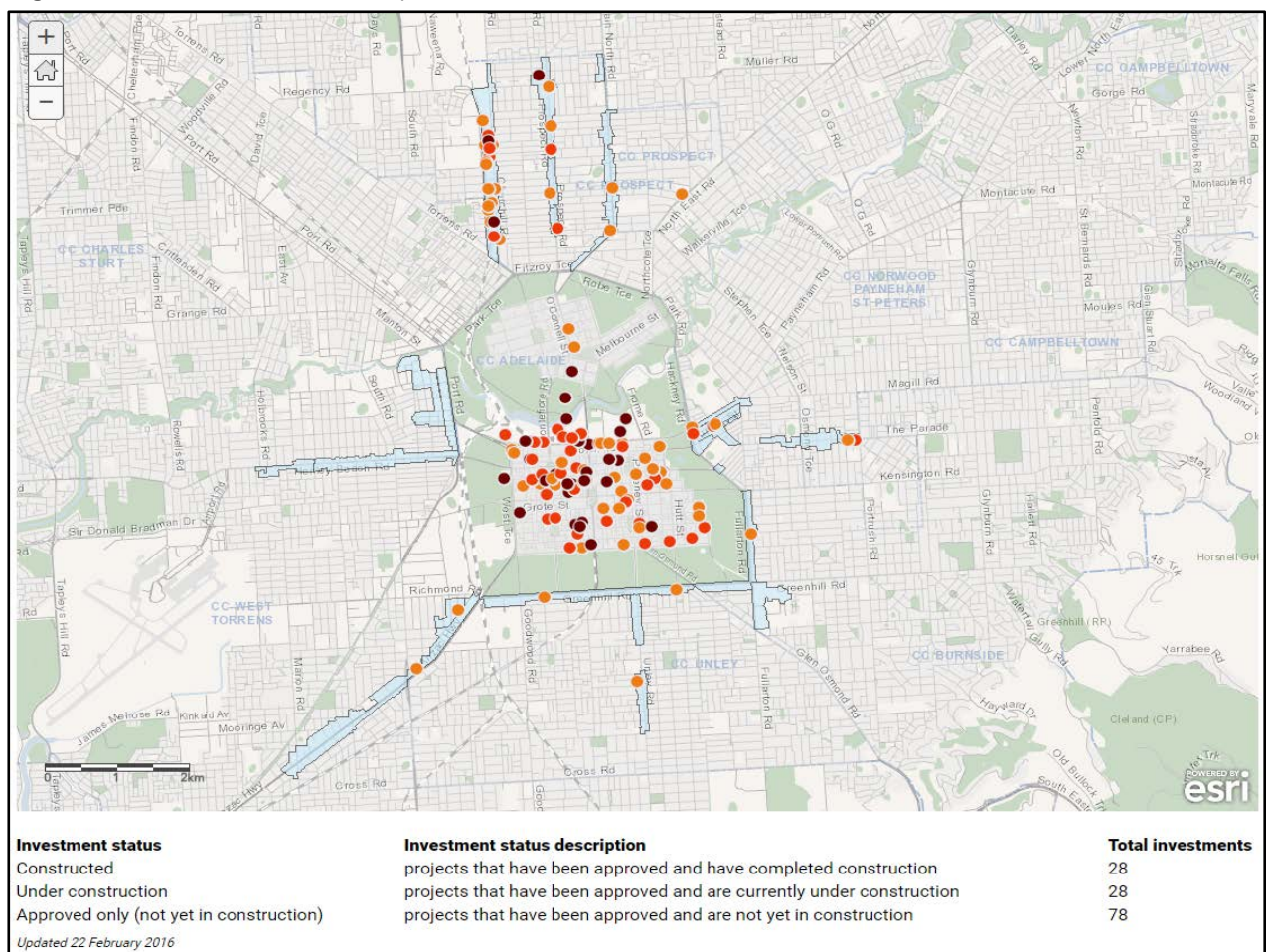
### 2.3.1 Design Review

Design Review is now an essential part of the planning process within the City of Adelaide and those inner metropolitan locations zoned 'Urban Corridor' where development above four storeys in height is proposed. Referral of relevant development applications to the Government Architect was introduced through legislative changes in April 2012 as part of the governments Vibrant City initiative, and included the establishment of a design review service to inform advice from the Government Architect to the Development Assessment Commission (DAC). For further information on the current design review process visit [www.odasa.sa.gov.au](http://www.odasa.sa.gov.au).

### 2.3.2 Refinement of Design Policies based on experience

The above changes have been successful in stimulating the development of new forms of housing within the city and some inner metropolitan corridors. Many new residents are now enjoying the benefits of city living as indicated in the following New Investment Map (**Figure 5**) that can be found at: [www.saplanningportal.sa.gov.au/snapshot\\_sa/metropolitan\\_adelaide\\_investment](http://www.saplanningportal.sa.gov.au/snapshot_sa/metropolitan_adelaide_investment)

Figure 5 – New Investment Map





With approximately 125 development proposals involving more than 2700 residential apartments now assessed and many constructed, some refinements to design related planning policies have been identified. These refinements are now being introduced through the complementary *Inner and Middle Metropolitan Corridor (Design) DPA* (released for consultation concurrently with this DPA) and the Capital City Policy Review (Design Quality) DPA.

### 2.3.3 Recent development applications and subsequent development outcomes

Since the introduction of the existing Urban Corridor Zones in October 2013 there have been approximately 125 Development proposals assessed involving more than 2700 residential apartments/dwellings with many now approved and constructed (Refer to **Appendix 1** for an overview of development application date and breakdown by Council area).

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

- City of Prospect which has assessed more than 70 development applications involving over 850 dwellings);
- Development Assessment Commission which has assessed nearly 40 applications involving over 1300 dwellings across five inner metropolitan council jurisdictions); and
- The City of West Torrens which has assessed 10 proposals involving nearly 150 dwellings.

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

### 2.3.4 Design Guidelines (Draft for Consultation) and a Transition into a New Planning System

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

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

While this DPA has been prepared under the existing *Development Act 1993*, it has been done with transition in mind. In 2016, a major overhaul of the South Australia's planning system began with the introduction of the new *Planning, Development and Infrastructure Act 2016* that will be brought into operation over the next five years. This will include new approaches for development assessment and see the introduction of a Planning and Design Code and Development Plans. The *Design Guidelines (Draft for Consultation)* are relevant to consider now as they will also inform the development of relevant aspects of the *Planning and Design Code* under the *Planning, Development and Infrastructure Act 2016*.

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

### 2.3.5 Related Development Plan Amendment Processes

Other than the *Inner and Middle Metropolitan Corridor (Design) DPA*, there are no other DPA processes underway that affect this DPA.

## 2.4 THE STATE'S PLANNING POLICY LIBRARY

The *South Australian Planning Policy Library* (SAPPL) contains the suite of general and zone modules that are used as a basis for Development Plans. Included in the library are modules

designed to support medium density mixed-use multi-storey development in relevant transit corridor locations (Urban Corridor Zone module) and transit oriented development sites (Urban Core Zone). The application of the Urban Corridor Zone is relevant to this DPA.

A number of related policies are contained in modules that apply in the general council wide section of the Development Plan, and therefore apply across the entire council area. A number of these modules are designed to apply to development in mixed use corridors.

#### **2.4.1 Council-wide General provisions**

General Council wide Modules (or parts) are relevant to multi-storey mixed-use development include:

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

The following general modules will be updated through the separate but related *Inner and Middle Metropolitan Corridor (Design) DPA* released on interim operation concurrently with consultation on this DPA.

- ***Design and Appearance Module***

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

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

- ***Medium and High Rise Development (3 or more storeys)***

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

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

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

#### **Implications for this DPA**

Amendments to general or council-wide policy will be investigated and applied via the separate but related Inner and Middle Metropolitan Corridor (Design) DPA which is read in conjunction with this DPA.

This DPA does not propose any amendments to General or council-wide policies, with the exception of policy changes to support introduction of Overlays as discussed below.

#### **2.4.2 Overlays**

The following three Overlay Modules are proposed to apply over those areas which are zoned for medium density mixed-use infill locations, including areas zoned Urban Corridor:

- Overlay 1 – Affordable Housing
- Overlay 2 – Strategic Transport Routes
- Overlay 3 – Noise and Air Emissions.

The above Overlays are not intended to apply outside the above areas.

The following information provides an overview of the role of each Overlay:

- **Affordable Housing Overlay**

*The 30-Year Plan* sets a target of fifteen per cent affordable housing being included for developments (where creating over twenty dwellings) and growth areas. Affordable housing applies to all residential components of significant developments, including mixed use, retirement living and multi-unit development, as well as detached dwellings.

The overlay has been selected and mapped to apply to the areas affected by the DPA where appropriate. The overlay is designed to apply over land where a rezoning process will provide the potential for an increased dwelling yield.

- **Strategic Transport Overlay**

*The 30-Year Plan* seeks to increase development along key transport corridors. The Strategic Transport Routes Overlay applies to roads that are identified as Strategic Roads, Primary Freight Routes or Secondary Freight Routes.

The purpose of the overlay is to distinguish between strategic routes and other transport routes along corridors. Specific policies are included about protecting the strategic importance of the road as a strategic transport route for high capacity freight and passenger vehicles. Strategic priorities identified in *the 30-Year Plan* are integrated with the priorities in the Strategic Infrastructure Plan for South Australia.

Some locations proposed for rezoning as part of this DPA are not designated Primary Secondary Freight Routes or Strategic Roads (such as Magill Road), so the overlay will not apply in these locations.

- **Noise and Air Emissions Overlay**

The purpose of this overlay is to ensure that sensitive development is protected from noise and air emissions sources from major roads, railway lines and mixed use developments.

For example, planning requirements for sensitive developments include:

- The location of private and communal open space at the rear of buildings and away from the emission source
- Minimise urban canyons and confined spaces restricting the dispersal of air pollutants by stepping back upper storeys, orientation to prevailing winds and allowing for open spaces and building separations
- Landscaping treatments.

***Links to building requirements for noise sensitive development***

A Minister's Specification for the Construction Requirements for the Control of External Noise applies to land identified in the Noise and Air Emissions Overlay. This specification requires varying levels of treatment at the building façade depending on noise exposure and the separation distance from the building to the noise source.

**Implications for this DPA**

Overlays detailing Affordable Housing, Strategic Transport and Noise and Air Emissions will be applied to relevant sites considered in this DPA. These overlays will trigger the application of General Council-wide policies regarding these issues.

## **2.5 INFRASTRUCTURE PLANNING**

### Utilities and Service Infrastructure

Intensification of development in any area will lead to increased demand for electricity, potable water, wastewater and gas services supplied by utility infrastructure in and around the affected site.

*The 30-Year Plan's* spatial directions for where future infill development is proposed to be located assists with agency and infrastructure providers forward planning with respect to likely future demand. This is important as it enables service providers to consider likely future requirements at both a local and regional level, so that when a capacity threshold is reached or ageing infrastructure needs to be replaced, likely future demand can be considered as part of any upgrades or changes. So while our inner suburbs are already well serviced by libraries, medical facilities, schools, education and local shopping and other services that people need from day to day, the incremental nature of infill (both from development within the areas affected by this DPA, and from infill in other location across a region) means that as demand for particular services grows, additional services or capacity will be able to be broadly planned for and provided as part of agency forward planning.

All of the site investigation areas identified for review as part of this DPA are contained within established urban areas. As such, the sites are considered to have access to a base level of electricity, gas, potable water, and wastewater services in and / or around the affected site. Connection to services is generally the cost and responsibility of the developer.

It is therefore a matter of whether the services in question have the capacity to meet the demand of proposed new developments. Whilst the sites investigated are considered 'shovel ready', no

development proposals for the sites have been finalised or formalised and, therefore, infrastructure requirements or capacity cannot therefore be fully assessed. On this basis, infrastructure requirements will need to be considered in detail at the development assessment stage where it can be determined if the anticipated new demand requires significant upgrade or simple connections.

In addition, Development Plans contain provisions to prevent development occurring if necessary infrastructure capacity is not available. These policies are typically found in the General Council-wide sections of Development Plans and apply to development generally throughout the Council area (unless specified). The following is a summary table of the key areas or modules where these policies are found within the General Council-wide sections of affected Development Plans:

| Development Plan                      | General Section Part(s)                                                |
|---------------------------------------|------------------------------------------------------------------------|
| Norwood Payneham and St Peters (City) | Infrastructure<br>Land Division<br>Orderly and Sustainable Development |
| Unley (City)                          | General (Form of Development)                                          |
| West Torrens Council                  | Infrastructure<br>Land Division<br>Orderly and Sustainable Development |

### Implications for this DPA

No additional Development Plan policy is considered necessary to ensure adequate provision of utilities and public services infrastructure as a result of the proposed DPA.

### Stormwater and Flooding

The effect of development at each of the individual site investigation areas, along with other gradual incremental changes in the proximity, is anticipated over the medium and longer term to require the upgrade of stormwater management infrastructure over time to accommodate growth, depending in on the timing, location and extent of development within a locality.

The Development Plans affected by this DPA already contain policies in the General Council-wide section that address stormwater treatment and disposal, along with potential flooding issues. These policies are contained in the following General Council-wide parts of the each plan as follows:

| Development Plan                      | General Section Part(s)                                                                       |
|---------------------------------------|-----------------------------------------------------------------------------------------------|
| Norwood Payneham and St Peters (City) | Landscaping<br>Stormwater management<br>Hazards<br>Environment and Conservation               |
| Unley (City)                          | General (Land Division)<br>Land Use (Residential Development)<br>Specific (Natural Recourses) |
| West Torrens Council                  | Hazard Risk Minimisation<br>Hazards<br>Land Division<br>Natural Resources                     |

These policies address stormwater and flooding issues and do not require further consideration through this DPA.

Policy in Development Plans also typically includes requirements for finished ground floor levels of new buildings to provide clearance above known flood levels. It is noted that the policy in the Urban Corridor Zone in most of the affected Development Plans requires the finished floor level for buildings sited to front allotment boundaries to be level with footpaths, however in areas subject to flooding this may prevent necessary flood mitigation measures. It is therefore proposed to adjust policy in the zone accordingly.

#### **Implications for this DPA**

Stormwater and flooding issues are considered to be sufficiently addressed by existing policy in the Development Plans. Further policy is not considered necessary at the Council-wide level.

However, a new policy is proposed to be included in the Urban Corridor Zone to allow for finished floor levels of new buildings sited to front allotment boundaries to be elevated where part of any necessary flood mitigation measures. The proposed PDC is as follows:

*'When abutting a footpath, the finished floor level of the ground floor of buildings should be level with the footpath at the primary street frontage, provided the footpath is constructed to an appropriate level to mitigate flood risk at the edge of the development site.'*

#### Transport / Traffic Planning

Section 2.2.1 above provides an overview of the *Integrated Transport and Land Use Plan* (ITLUP) which sets out a vision that proposes a range of transport improvements and upgrades for Greater Adelaide and supports the contribution of active travel to the liveability of places. The ITLUP recognises that *'...inner suburbs will be the focus for additional growth over the next 30 years and that residents and businesses in these inner areas will be supported by an improved mass transit network'*.

The site investigation areas affected by this DPA are located on corridors that feature an established medium to high frequency public transport system. As the population increases in these areas and patronage of the service increases, there is likely to be further improvements in the form of additional services (as indicated by the ITLUP). This includes ITLUP's commitment to rolling out a light rail network to service the inner and middle suburbs of Adelaide. This significant investment needs more people living locally to make it viable, which this DPA supports.

Extensive investigations and system modelling was undertaken through the development of ITLUP, including consideration of the implications of positioning infill housing in metropolitan Adelaide, as a basis for its various transport solutions and directions for infrastructure, public transport and the like to ensure that road network function can be maintained into the future. Infill development will happen incrementally, resulting in relatively negligible impacts on traffic volumes along arterial roads, thus allowing authorities' time to monitor and adjust the management of local transport movements and parking as required. This DPA therefore does not propose to undertake further metropolitan traffic modelling. This is, in large part (as noted above), because Development Plans for the individual sites have not been finalised or formalised and therefore impacts on transport requirements, both public transport and road capacity, cannot be fully assessed. Again, this consideration will need to be undertaken at the development assessment stage when the nature and scale of development can be better evaluated against existing and projected transport infrastructure capacity.

Transport infrastructure assessment will also consider such matters as road capacity (including impacts on adjoining / local roads), access / egress points; requirements for additional infrastructure

(for example - turning lanes, service roads, pedestrian crossings); local traffic management and car parking requirements. Investigation costs are generally the responsibility of the developer.

The affected Development Plans contain a wide range of policies relating to the provision of transport (including public transport) infrastructure, as well as regarding site access and movement. These policies are typically found in the General Council-wide sections of Development Plans and apply to development generally throughout the Council area (unless specified) as follows:

| Development Plan                      | General Section Part(s)                                                                                                             |
|---------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------|
| Norwood Payneham and St Peters (City) | Orderly and Sustainable Development<br>Land Division<br>Movement, Transport and Car Parking<br>Strategic Transport Routes (Overlay) |
| Unley (City)                          | Land Division (Residential)<br>Transportation (Movement of People and Goods)<br>Strategic Transport Routes (Overlay)                |
| West Torrens Council                  | Land Division<br>Orderly and Sustainable Development<br>Transportation and Access<br>Strategic Transport Routes (Overlay)           |

#### Airport Height constraints

The *Airports Act 1996* and the *Airports (Protection of Airspace) Regulations 1996* establish a framework for the protection of airspace at and around airports. *The Airports Act 1996* defines any activity resulting in an intrusion into an airport's protected airspace (refer - Adelaide Airport Height Obstacle Limitation Surface (OLS), Adelaide Airport Masterplan – (available at: <http://www.adelaideairport.com.au/corporate/community/adelaide-airport-master-plan/>) to be a 'controlled activity', and requires that controlled activities cannot be carried out without approval.

The Regulations provide for the Federal Department of Infrastructure and Regional Development (DoIRD) to approve applications to carry out controlled activities, and to impose conditions on an approval.

Development Plans currently contain mapping that prescribe the height at which buildings require referral to the DoIRD. The current referral heights in Development Plans are based on old Commonwealth Regulations - where generally the 'trigger' is set at a particular height above ground level, which in many instances is well below Adelaide Airport's current OLS.

Proposed building height allowances for some of the new Urban Corridor Zone areas exceed the existing 'trigger' applying in Development Plans. It is therefore proposed to amend the airport building height referral mapping where appropriate to more closely reflect the current OLS, thereby eliminating unnecessary referrals.

There is potential for development at some of the proposed sites, depending on proposed height, to still penetrate the OLS and therefore require the consent of DoIRD. Development above the OLS may still be approved, so the OLS should not be seen as a maximum building height policy in a zoning sense.

The existing building referral heights applicable to the areas of Development Plans affected by this DPA and an indication of whether a mapping change is required to reflect new building height referrals are shown in the following table:

| AFFECTED AREAS BY DEVELOPMENT PLAN | Zone C<br>(all structures exceeding 15 metres above existing ground level)<br>✓ = applicable | Zone D<br>(all structures exceeding 45 metres above existing ground level)<br>✓ = applicable | Zone E<br>(all structures exceeding 100 metres above existing ground level)<br>✓ = applicable | Zone F/Other<br>(not labelled)<br>(Approval required for all structures above 30 metres)<br>✓ = applicable |
|------------------------------------|----------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------|
| Norwood<br>Payneham & St Peters    |                                                                                              | ✓                                                                                            | ✓                                                                                             |                                                                                                            |
| Unley                              | ✓ changes to mapping required                                                                | ✓                                                                                            |                                                                                               |                                                                                                            |
| West Torrens                       | ✓ changes to mapping required                                                                |                                                                                              |                                                                                               |                                                                                                            |

It should also be noted that Development Plans also include policies requiring development within areas in close proximity of Adelaide Airport to consider the operational, safety and aviation requirements of airports and air traffic. These policies are typically located in the General Council-wide section of Development Plans in the Building Near Airfields module.

#### Implications for this DPA

Airport building height referral mapping is proposed to be adjusted in relation to the former TAFE site on Richmond Road at Marleston in the West Torrens Council Development Plan and areas adjacent Anzac Highway, including the former Le Cornu site, in the Unley (City) Development Plan to closely align with the current OLS and anticipated building heights.

### 3. Investigations undertaken to inform this DPA

#### 3.1 REVIEW OF EXISTING PLANNING POLICY

The *Inner Metropolitan Urban Growth DPA* (introduced in October 2013) established the current policy along key urban transit corridors. It introduced the Urban Corridor Zone and the four Policy Areas for that zone (Boulevard, High Street, Transit Living and Business Policy Areas) as well as Council-wide provisions relating to 'Design and Appearance' and 'Medium and High Rise Development (three or more storeys)'. As discussed earlier, these Council-wide provisions are being updated through the separate but related *Inner and Middle Metropolitan Corridor (Design) DPA* released on interim operation concurrently with consultation on this DPA.

While there are some minor local variations across the affected Council areas, each existing Urban Corridor Zone and related Policy Area has been based on the current version of these policies published in the SAPPL. The SAPPL (Version 6) Technical Information Sheet for the Urban Corridor Zone provides the following information and guidance.

##### 3.1.2 Urban Corridor Zone

- Role and Purpose of the zone**

The Urban Corridor Zone supports an innovative mix of medium and high density urban development along strategic road corridors within the existing established areas of Greater Adelaide. The aim is to create a strong main road presence while enabling a transition of development form to a lower intensity at the interface with other zones. The zone is based on built form compared to the traditional land use based zones. A greater variety and mix of land uses is sought in the zone. A more specific building form is sought where the highest and most



dense development is located towards the main road and the height reduces towards the boundary with other zones.

- ***Envisaged land uses***

The land uses desired in the zone include a range of dwelling forms, including residential flat buildings, row dwellings, shop top housing and affordable housing. Detached dwellings are discouraged in the zone unless they can meet other merit policies. Housing will be supported by a range of community services, and local and neighbourhood scale retail. A range of commercial and office uses are also supported in the zone. There is a desire for a residential component of around 75 per cent in the zone over the longer term, with the remainder being mixed use development. The mix of land uses will vary depending on the policy area applied (see heading 'Policy area provisions' for more information).

- ***Desired density and urban form***

The policy requires medium and high density development to achieve a minimum net residential site density of between 45–200+ dwellings per hectare. There is scope to increase the density as required. At the interface, development will be stepped down to reduce impacts on neighbouring buildings. The maximum allowable height at the interface of the zone is guided by the interface provisions, which require development to be stepped in within a defined building envelope. It is possible to achieve target dwelling density through a variety of building forms, but in the Urban Corridor Zone a prominent development form (that is, reasonably high and visible) as well as density target are sought.

- ***Building height***

Maximum building heights may be specified at the zone level or on a concept plan. Concept plans may be used to identify specific gateway areas or nodes where a higher building height may be allowed. Buildings with frontage to the primary road corridor (i.e. the corridor as identified in *the 30-Year Plan*) should be a minimum of three storeys.

To decide on the appropriate building height for a road and determine a height in storeys that will suit the location, a useful guide to assist in determining maximum building heights is to measure the road width and equate this to number of storeys, allowing up to 4.5 metres for the ground floor and 3.5 metres for every storey above.

This formula is useful for most roads where the width is less than 50 metres. For roads greater than 50 metres, this formula becomes less relevant and building height should be selected consistent with the 30-Year Plan and having regard to the Inner Metro Rim Structure Plan, and with regard to urban design principles. Maximum building height should be expressed in both storeys and metres, this is not necessary for minimum building heights.

- ***Interface provisions***

The *Interface Building Height* policy in the Urban Corridor Zone module addresses interface issues such as overlooking, overshadowing, building mass and relative scale, by requiring new development to be constructed within a defined building envelope. The interface policy should be considered when choosing suitable building heights to ensure that the policy is practical.

Note that other interface policy is contained in the General Council-wide modules (including in the *Design and Appearance*, and *Medium and High Rise Development* modules) that apply in

any zone where multi-storey development is proposed. This policy is being refined through the complementary *Inner and Middle Metropolitan Corridor (Design) DPA*.

### 3.1.3 Policy area provisions

To address differences in land use and built form desired in the Urban Corridor Zone, the four policy areas (Boulevard, High Street, Business and Transit Living) have been developed to be applied in conjunction with, and to fine-tune policies in, the broader Urban Corridor Zone. The policy areas guide character and built form and include policy on land use that varies. **Table 1** below outlines the main characteristics of each policy area.

Table 1: Urban Corridor Zone Policy Areas

| Policy Area           | Land use mix                                                                       | Built form character                                                                                                                           | Road character                                                                                           | Examples where policy area already applies                                 |
|-----------------------|------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------|
| <b>Boulevard</b>      | A mixture of land uses, with no specific restrictions beyond the zone requirements | Large buildings set back from the main road with space for landscaping                                                                         | Wide road with space for all road users, often tree lined                                                | Greenhill, Fullarton, and Port Roads opposite the Park Lands               |
| <b>High Street</b>    | Non- residential required on the ground floor of buildings                         | Fine grain, narrow building frontages with frequent pedestrian entry points. Buildings set close to the street and built boundary to boundary. | Roads sometimes Constrained and unable to comfortably accommodate all road users                         | Prospect Road 'village heart' area, and Unley Road                         |
| <b>Business</b>       | Non- residential on the ground floor of buildings                                  | Varied, allowing conversion of warehouses with large floor areas and retaining traditional narrow frontage. Built form flexible                | Variable – could be constrained in some circumstances or comfortably accommodate all road uses in others | Parts of Kent Town (behind North Terrace) and Thebarton (behind Port Road) |
| <b>Transit Living</b> | Mainly residential with supporting local scale office and retail                   | Flexible and varied built form                                                                                                                 | Standard main road function, limited character of note                                                   | Prospect Road (excluding the 'village heart')                              |

### 3.1.4 Development Plan Status

The relevant Development Plans affected by the DPA variously contain the necessary Council-wide modules, overlay modules and the Urban Corridor Zone, summarised as follows in **Table 2**:

Table 2: SAPPL Version 6 Development Plan Compatibility

| Development Plan                      | Council wide modules |          | Urban Corridor Zone |
|---------------------------------------|----------------------|----------|---------------------|
|                                       | General              | Overlays |                     |
| Norwood Payneham and St Peters (City) | Yes                  | Yes      | Yes                 |
| Unley (City)                          | Yes                  | Yes      | Yes                 |

| Development Plan     | Council wide modules |          | Urban Corridor Zone |
|----------------------|----------------------|----------|---------------------|
|                      | General              | Overlays |                     |
| West Torrens Council | Yes                  | Yes      | Yes                 |

### 3.2 LOCAL AREA INVESTIGATIONS – DETAILED METHODOLOGY FOR ESTABLISHING POLICY PARAMETERS FOR SITE INVESTIGATION AREAS

This section describes the vision, desired character and land uses, development objectives and built form parameters that form the basis and rationale for the policy directions for the individual sites that have been selected for policy review in this DPA.

#### 3.2.1 Existing Urban Corridor Zone Areas

A number of inner metropolitan locations in the Unley, West Torrens, and Norwood Payneham and St Peters Council areas have already been zoned Urban Corridor through *the Inner Metropolitan Growth (Stage 1) DPAs*. The policy in these established Urban Corridor Zones will be used as a starting point for application to the identified sites in this DPA.

Local area investigations undertaken for these sites (refer sections below) will enable differences to be identified and reflected in the policy settings where necessary.

#### 3.2.2 Determining Maximum Building Heights – Methodology Summary

##### **Strategic Context**

*The 30-Year Plan* provides strategic guidance in regard to the general scale of development that is contemplated for Greater Adelaide. The Plan defines medium rise as up to six storeys, and high rise as seven or more storeys in height.

This provides important context for the parameters within which to consider potential building scale in the areas proposed for investigation in this DPA, particularly in regard to Site investigation areas within previously identified corridors – where building heights should not exceed “medium rise” – ie. three to six storeys as defined by *The 30-Year Plan*. The exception to this is the Forestville / Le Cornu site investigations area – which is of a size and scale which could potentially support high density, taller development – ie. seven storeys or more as defined in *The 30-Year Plan*.

The methodology for determining building heights in the corridor investigation areas is explained as follows:

##### **Site Investigation / Corridor Areas**

##### *Street Width Ratio*

Widely accepted urban design practice suggests the height of buildings along a site investigation / corridor area should be in relation to the width of the street, or pedestrian viewing perspective, to maintain a human scale. A “street width ratio” of 1:1 is often used as a guide (i.e. street width = building height as a number of storeys), and is recommended in the *Urban Corridor Zone Technical Sheet* (available at [https://www.sa.gov.au/data/assets/pdf\\_file/0020/16841/Tech\\_info\\_sheet\\_10\\_Sep\\_11.pdf](https://www.sa.gov.au/data/assets/pdf_file/0020/16841/Tech_info_sheet_10_Sep_11.pdf)).

This urban design principle is particularly important in locations where the street width is relatively narrow, and will help to ensure that building scale adjacent to public spaces in the corridor are not dominated by buildings as viewed by pedestrians.

Correlating street width to building height is based on allowing 4.5 metres for the ground floor and 3.5 metres for every storey above, as follows in **Table 3**:

Table 3 – Building height and storeys guide

| Height (m)                 | 15 | 18.5 | 22 |
|----------------------------|----|------|----|
| Correlating no. of storeys | 4  | 5    | 6  |

The “street width ratio” forms the primary basis for establishing guideline maximum building heights along site investigation areas in this DPA, except where a lesser height is determined through application of the building envelope policy (see below), or where particular local circumstances warrant an adjusted height (discussed in the Local Area Investigations for each Region).

In considering corridor building heights in the investigations areas, the *Inner Metro Rim Structure Plan* provides zone guidance on the matter - which specifies that ‘transit corridors’ have a height range of up to six storeys. Proposed guideline maximum building heights are detailed in the Local Area Investigations (section 4 below), however all of the site investigation areas (with the exception of Forestville / Le Cornu site investigation area) will be capped at six storeys (or a lower height in some cases based on local context) even if the street width ratio and building envelope would allow greater building height.

#### *Building Envelope*

There may be instances where the application of the Urban Corridor Zone’s building envelope policy limits the capacity of development to achieve a maximum building height determined by the street width ratio – particularly in locations where depth of the zone is relatively shallow and the street is wide. The effect of the building envelope on potential building heights will need to be considered in each of the site investigation areas. The following **Figures 6** and **7** indicatively illustrate the depth of a site (where adjacent to the zone boundary) that is necessary to accommodate a three storey and five storey buildings, assuming a twenty metre viable floor plate for the upper level.

Figure 6 – site depth for three storey building

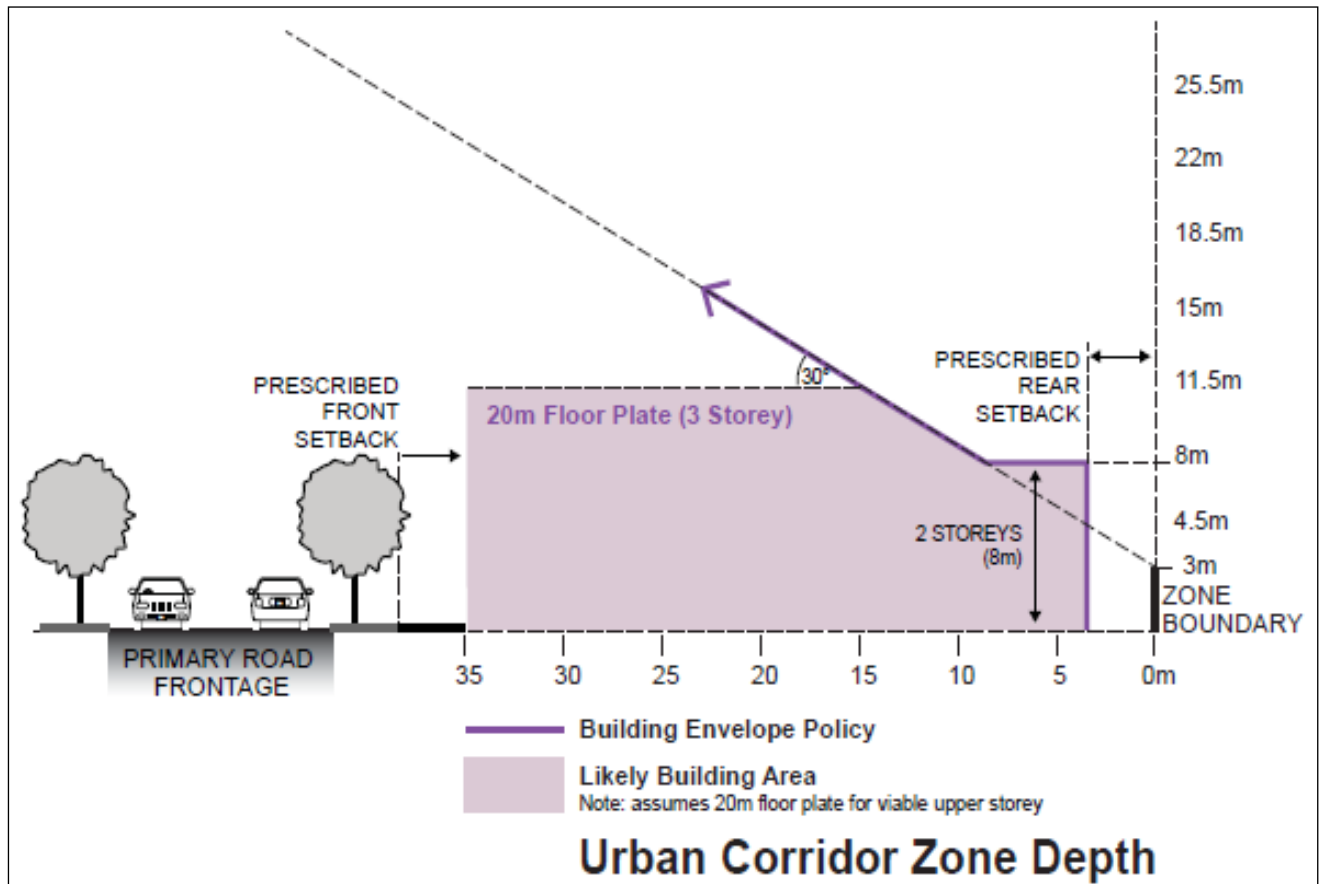
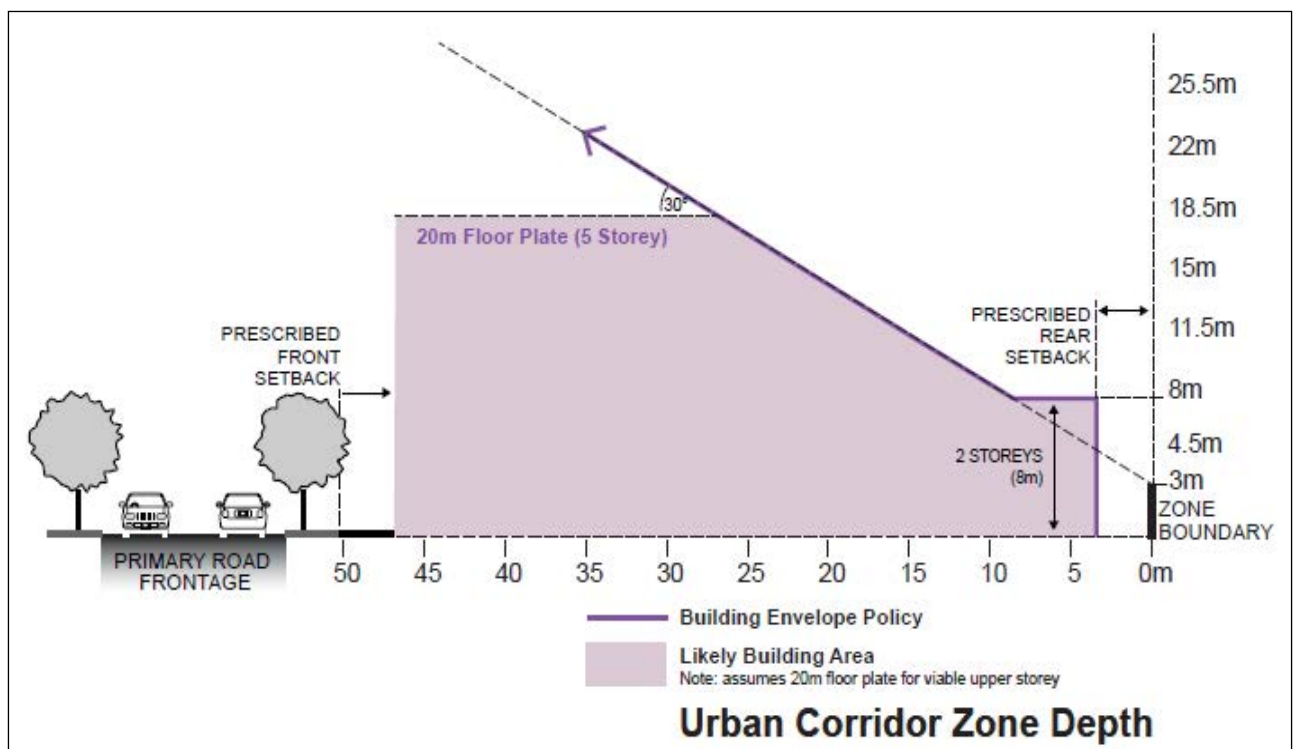


Figure 7 – site depth for five storey building



As a guide, the approximate site depth required for three, four, five and six storey buildings is as follows in **Table 4**:

Table 4: Building Height and Site Depth Guide

| Building height | Site depth for building |
|-----------------|-------------------------|
| 3 storeys       | 35 metres               |
| 4 storeys       | 41 metres               |
| 5 storeys       | 47 metres               |
| 6 storeys       | 53 metres               |

The Local Area Investigations for each site incorporate the following table (example provided) that identifies for each investigation area:

- The street width of each corridor and the corresponding height
- The depth of the zone and corresponding height that can be achieved within the building envelope for each corridor investigation area
- The proposed maximum building height.

The recommended maximum building height will in most cases be informed by the street width ratio. Guideline maximum building heights for most of the site investigation areas generally fall within a three to six storey maximum. In instances where the potential maximum building height is influenced by building envelope or other local contextual circumstance, comment under the “Proposed Maximum” column will provide a brief rationale.

Example table – Corridor Investigation Area Building Height

| Corridor Investigation Area | Street Width (metres) | Storeys-Street Width Ratio | Zone Depth Range (min-max) | Storeys-Building Envelope | Proposed Maximum |
|-----------------------------|-----------------------|----------------------------|----------------------------|---------------------------|------------------|
| xx site                     | 20m                   | 5 storeys                  | 35m-60m                    | 3 -6+                     | 5 storeys        |

It is important to note many of the proposed Urban Corridor Zone areas are not uniform in depth, and in some instances parts of a corridor are relatively shallow where application of the building envelope policy may prevent development reaching the prescribed maximum building height. The zone also includes a minimum building height, so the scale of new development should be thought of as a “height range”.

There may be sites where very large areas provide opportunity for increased capacity for infill, where interface impacts are able to be carefully managed. In these instances, an alternative increased height above that which applies for the majority of the corridor may be applied to these sites or areas. The adjusted height will still be determined in the context design objectives for the Urban Corridor Zone areas – i.e. application of the building envelope and street width principles as it relates to such sites, so that potential taller elements are centrally located while built form at the street boundary is consistent with the whole of the corridor area, and interface impacts are managed.

As identified above, the site investigation areas are proposed to not exceed the general six storey maximum height “cap” in most cases, reflecting the *30-Year Plan*’s strategic directions for strong built form and medium rise along key transit corridors. However, the *30-Year Plan* also envisages high rise development limited to the CBD, parts of the Park Lands frame, significant urban boulevards, and other strategic locations where the interface with lower rise areas can be

managed. This is significant in the context of the former Le Cornu / Forestville site investigation areas, which is discussed below.

### **Keswick / Forestville Urban Node**

The Le Cornu site and adjacent light industrial sites within the Keswick / Forestville investigation area (north of Leader Street) is identified in the *Inner Metro Rim Structure Plan* as an “Urban Node”, on land bounded by Leader Street, the Seaford rail line and Anzac Highway. The adjacent Army Barracks is owned by the Federal Government and not subject to State planning laws, and is therefore not affected by this DPA. The Forestville area subject to investigation in this DPA is therefore limited to land on the northern side of Leader Street and up to the boundary of the Keswick barracks, and sites fronting Anzac Highway located south of Leader Street.

The methodology for proposed building heights for the Forestville / Le Cornu site investigation area is explained in the relevant Local Area Investigations in section 4 of this DPA.

#### **Implications for this DPA**

The proposed building height policy is reviewed and discussed in the Local Area Investigations for each site investigations area, based on:

- The street width of each corridor and the corresponding height
- The depth of the zone and corresponding height that can be achieved within the building envelope for each corridor investigation area
- The proposed maximum building height.

In instances where the potential maximum building height is influenced by building envelope or other local contextual circumstance, comment under the “Proposed Maximum” column will provide a brief rationale.

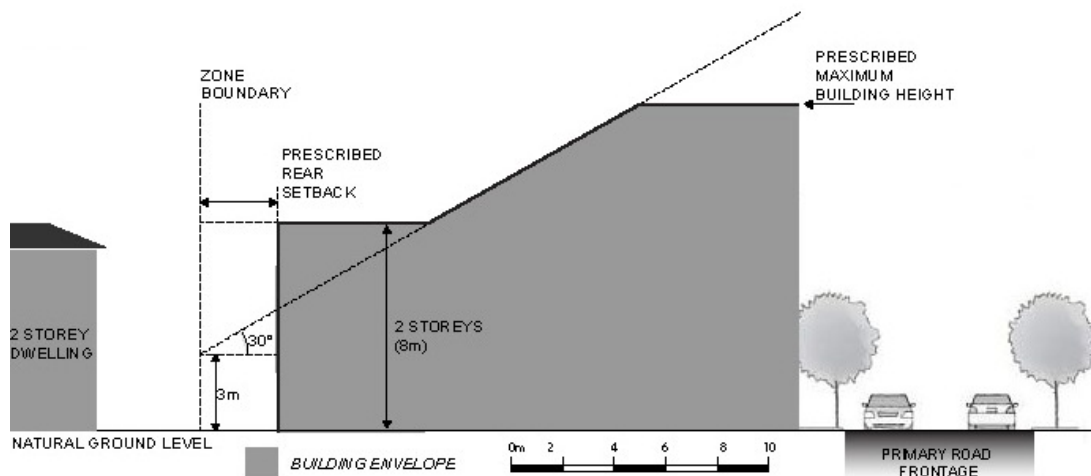
### **3.2.3 Interface with Adjacent Zones**

The Urban Corridor Zone and associated general policies in the ‘Medium and High Rise’ and ‘Design and Appearance’ modules contain a comprehensive range of policy requirements that are specifically designed to ensure that impacts of new multi-storey development on adjacent residential areas can be carefully and sensitively managed.

These include policies that specifically address:

- Access to light – where the design and location of new buildings are required to enable direct winter sunlight into adjacent dwellings and private open space, minimise the overshadowing of windows of main internal living areas ground-level private open space, and ensure that a prescribed amount of direct sunlight is preserved. The Zone’s 30 degree ‘building envelope’ policy (refer to **Figure 8** below) matches the sun angle at the winter solstice, ensuring that adjacent land to the south (which is most sensitive to shadow impacts) is protected from loss of direct sunlight.
- Visual privacy – where new development is required to minimise overlooking of adjacent properties through a range of design measures and screening devices.
- Building scale - that ensures new development at the interface is low, and that taller building elements are sited towards the front of an allotment. This is achieved through operation of the building envelope policy as shown in the figure below.
- Building separation through setback requirements and building performance criteria which will ensure that a continuous wall of development won’t occur.

Figure 8 – Building envelope policy



The Urban Corridor Zone's Desired Character statement contained in each of the affected Development Plans further reinforces this through commentary that seeks to moderate impacts such as overlooking, overshadowing and noise through design, and seeks a transition in building heights and scale adjacent lower rise residential or character areas.

These zone policies and associated General Council-wide provisions provide the necessary measures to ensure that interface impacts from new multi-storey development in corridor locations can be sensitively and carefully managed through the assessment process.

#### Implications for this DPA

Interface policy that applies to development in the areas proposed to be rezoned Urban Corridor will require new buildings to be sensitively designed and ensure that building heights transition down to a lower scale and intensity as the zone boundary and interface impacts with adjacent residential development are carefully managed.

Further, refinements to Council-wide design and interface policy are also proposed through the complementary Inner and Middle Metropolitan Corridor (Design) DPA.

#### 3.2.4 Determining Building Setbacks

Building setbacks address the siting of buildings in relation to roads, side and rear allotment boundaries. The SAPPL Urban Corridor Zone module provides a framework within which setbacks can be established.

A range of factors can contribute to determining the setback policy for new buildings, including:

- Setback policy in an existing Urban Corridor Zone areas that is comparable
- Setback policy applying within current zones in proximity to the site investigation areas
- Setbacks of existing development in proximity to the site investigation areas (primarily for setbacks from road frontage).

For the areas that are proposed to be rezoned to Urban Corridor Zone, setback policy for new development will need to be determined. However, setback policy applying to areas that are already zoned Urban Corridor is not intended to be reviewed by this DPA.



## Current Development Plan Setbacks

The SAPPL Urban Corridor Zone module provides a range in which front, side and rear setbacks can be established, depending on policy area. Table 5 below provides a summary of the setback policy in the existing Urban Corridor Zone areas, along with the selectable range from the SAPPL Urban Corridor model zone.

Table 5 – Current Development Plan Setbacks

| Urban Corridor Policy Area | Development Plan | Setback (metres)                 |                    |               |                                                            |                                                              |
|----------------------------|------------------|----------------------------------|--------------------|---------------|------------------------------------------------------------|--------------------------------------------------------------|
|                            |                  | Road                             |                    |               | Side*<br><i>Xm allotment &lt;20m wide, or Xm otherwise</i> | Rear<br><i>Xm adjacent to Zone boundary, or Xm otherwise</i> |
|                            |                  | Primary arterial                 | Primary other      | secondary     |                                                            |                                                              |
| Boulevard                  | SAPPL            | <i>0 or 3 to 6</i>               | <i>0 - 4</i>       | <i>0 - 3</i>  | <i>0 to 3</i>                                              | <i>0 to 5</i>                                                |
|                            | NPSP             | 4                                | 2                  | 0             | 0 or 3                                                     | 5 or 3                                                       |
|                            | Unley            | 6                                | 6                  | 3             | 3                                                          | 5 or 3                                                       |
|                            | West Torrens     | 0 (Port Road)<br>3 (Anzac H'way) | 2                  | 0             | 3                                                          | 3 or 0                                                       |
| High Street                | SAPPL            | <i>0</i>                         | <i>0 or 2 to 4</i> | <i>0 to 3</i> | <i>0 to 3</i>                                              | <i>0 to 5</i>                                                |
|                            | NPSP             | 0                                | 2                  | 0             | 0                                                          | 5 or 3                                                       |
|                            | Unley            | 0                                | 0                  | 0 - 2         | 3                                                          | 5 or 3                                                       |
|                            | West Torrens     | 0                                | 2                  | 0             | 0                                                          | 3 or 0                                                       |
| Business                   | SAPPL            | <i>0 to 5</i>                    | <i>0 to 4</i>      | <i>0 to 3</i> | <i>0 to 3</i>                                              | <i>0 to 3</i>                                                |
|                            | NPSP             | 0                                | 2                  | 0             | 0                                                          | 5 or 3                                                       |
|                            | West Torrens     | 3                                | 3                  | 2             | 3                                                          | 3 or 0                                                       |
| Transit Living             | SAPPL            | <i>0 to 5</i>                    | <i>0 to 4</i>      | <i>0 to 5</i> | <i>0 to 3</i>                                              | <i>0 to 3</i>                                                |
|                            | West Torrens     | 3                                | 3                  | 2             | 3                                                          | 3 or 0                                                       |

*\*Ground and second storey setbacks on allotments less than 20 metres wide are automatically 0 metres, so indicated setbacks apply to setbacks 3 storeys and above.*

## Current Zone Policy

The existing zones across all of the site investigation areas primarily provide for a mixture of non-residential formats including commercial, industry, mixed use and centre zones, while the remaining proportion are zoned residential.

Setback policy applying to these non-residential zones varies across the Development Plans. For the most part, setbacks are not explicitly specified so building siting is determined in the context of General Council-wide design provisions in the context of a locality.

## Existing building setbacks

Existing building setbacks for primary and secondary road frontages differ in each of the site investigation areas. The site investigation areas variously contain buildings that are sited on property boundaries adjacent to roads (both primary and secondary) through to buildings with quite deep

setbacks (often associated with car parking to the front of buildings), with the proportion of buildings sited close to or on the boundary varies between locations.

#### Proposed setback policy

New policy in regard to building setbacks in the site investigation areas is proposed to be determined on the following basis:

- Setbacks will not be increased beyond what would generally be expected in policy applying under current zoning – i.e. will not automatically “default” to the maximum allowed under SAPPL.
- It is difficult to establish a methodology for determining setbacks based on current building siting and current zoning across all of the site investigation areas that can be consistently applied, given the range of variables.
- Broad guidance is provided by the *Inner Metro Rim Structure Plan* which seeks “reduced setbacks”
- General Council-wide design policy will still apply to new Urban Corridor Zone areas, in the same capacity as it presently applies to current commercial and mixed use zones in the site investigation areas that have no specified setback requirements.
- The High Street Policy Area has a desired urban design outcome explained in the *Urban Corridor Zone Technical Sheet* as consisting of “*Fine grain, narrow building frontages with frequent pedestrian entry points. Buildings set close to the street and built boundary to boundary*”. Front setback policy is important in achieving this outcome – a zero setback is therefore a standard feature of this Policy Area.
- The Transit Living and Boulevard Policy Areas, which have a residential focus, will require a rear setback in all cases - including when a rear allotment boundary is not at the zone interface, as would be the case in areas where residential land use is the primary focus. The Business, High Street and Activity Centre Policy Areas are proposed not to have a specified rear setback, other than at a residential zone interface, reflecting the more commercial nature of these areas.

Proposed setback requirements for each site investigation are provided in *section 4 - Local Area Investigations for Identified Sites*.

There may be instances where an adjusted setback is warranted that has not been identified in this DPA. Submissions on this issue during the public consultation period for the DPA may identify cases where local adjustment to setback policy could be warranted. These can be considered as part of the review of all of the issues raised during public consultation on this DPA, and possible adjustments made prior to approval.

#### **Implications for this DPA**

Building setbacks have been investigated against a list of criteria to coordinate with Urban Corridor Zone policies; existing zone policies; and adjacent development setbacks.

#### 3.2.5 Determining Policy Area Retail Floor Limits – Methodology Overview

Most commercial, centre and mixed use zones have policy that limits the amount of retail floor area that can be developed on sites within the zone – usually by way of a specified maximum gross leasable floor area - typically along the lines of “*a shop or group of shops should not exceed xx*”

*square metres in gross leasable floor area*” (refer to **Appendix 3** for summary of existing zone policy for this figure where relevant).

Shop floor limits tend to vary from one zone to the next, and typically were established in zoning schemes some time ago. Nonetheless, these limits generally have the same purpose – namely to regulate the scale of retail activity in locations so that development desirably services the local community and in proportion of immediate infrastructure (eg. road capacity), with preference for larger scale retail to be located in designated activity centres.

The SAPPL Urban Corridor Zone policy promotes a range of commercial activities (shops, offices, consulting rooms and the like) that are commonly found in activity centres – this is intended to allow for these sorts of land uses to be part of a corridor mix. The Urban Corridor Zone’s Policy Areas provide guidance on the anticipated scale of shop development by way of a specified floor limit size, which varies depending on the Policy Area and can be adjusted based on strategic retail analysis. These limits are as follows:

- Boulevard Policy Area – 2,000 square metres
- High Street Policy Area – 2,000 square metres
- Transit Living Transit Living – 500 square metres
- Business Policy Area – 500 square metres

In some instances, however, the affected Development Plans already contain a policy area in existing locations with a retail floor limit that differs from the SAPPL model zone. Retail floor limits for new sites will therefore generally default to the prescribed figure in the relevant Development Plan or SAPPL Urban Corridor Zone module, except for prominent sites or areas that could sustain larger retail formats as part of mixed-use developments. These are discussed in more detail in the site area investigation in section 4 of this DPA.

#### **Implications for this DPA**

Retail floor limits for the site investigation areas in the DPA are proposed to be established in accordance with existing Development Plan policy or the SAPPL model Urban Corridor Zone, except for prominent sites that could sustain larger retail formats as part of mixed-use developments such as the former Le Cornu furniture site on Anzac Highway and former TAFE site at Marleston.

## 4 Local Area Investigations for Identified Sites

### 4.1 PROCESS TO IDENTIFY INDIVIDUAL SITES

The principal objective of this DPA is to re-zone selected sites and corridors within the proposed Inner and Middle Metropolitan Corridor Infill DPA corridors to facilitate immediate mixed use, medium and high density development ensuring quality design outcomes and interface measures.

During the 'hold' period of the *Inner and Middle Metropolitan Corridor Infill DPA*, the Department has become aware of numerous landowners waiting for the DPA to be finalised. The Department has collated information from these interested parties, which has resulted in twelve sites being identified for review.

These sites have been identified and assessed against the following criteria:

- have economic development potential that is likely to be realised in the short term
- location within the proposed Inner and Middle Metropolitan Corridor Infill DPA area or located immediately adjacent the Urban Corridor Zones created in the original Inner and Middle Metropolitan Transit Corridor DPA
- potential for mixed use with medium to high density outcomes that can both frame key corridors and activate street frontages
- potential to appropriately manage interface issues through significant allotment width or depth or other mitigating factors such as their interface with roads and non-residential land uses.

As a result of this assessment, the following twelve sites were selected as meeting the criteria. In addition to the specific 'development ready' sites, in some instances additional adjoining land has been investigated to ensure co-ordinated policy areas and links with existing corridor zones.

#### Index of Site Investigation Areas

| Site No | Site Location                                      | Affected Development Plan(s)          |
|---------|----------------------------------------------------|---------------------------------------|
| 1.      | 95 Hackney Road, Hackney (including Hackney Hotel) | Norwood Payneham and St Peters (City) |
| 2.      | 1-5 Beulah Road, Norwood                           | Norwood Payneham and St Peters (City) |
| 3.      | 78-80 Rundle Street, Kent Town                     | Norwood Payneham and St Peters (City) |
| 4.      | 76 Magill Road, Norwood (Caroma)                   | Norwood Payneham and St Peters (City) |
| 5.      | 52-60 The Parade Norwood                           | Norwood Payneham and St Peters (City) |
| 6.      | 12-16 Glen Osmond Road, Parkside (Cappo Seafood)   | Unley (City)                          |
| 7.      | 301-305 Unley Road, Malvern                        | Unley (City)                          |
| 8.      | 10 Anzac Highway, Keswick (Le Cornu)               | Unley (City)                          |
| 9.      | 22-28 Anzac Highway, Everard Park (Arcadian)       | Unley (City)                          |

| Site No | Site Location                                            | Affected Development Plan(s)          |
|---------|----------------------------------------------------------|---------------------------------------|
| 10.     | 254-262 Richmond Road, Marleston (Former Marleston TAFE) | West Torrens Council                  |
| 11.     | 6-10 Railway Terrace, Mile End                           | West Torrens Council                  |
| 12.     | Magill Road, Stepney (Otto's Timber)                     | Norwood Payneham and St Peters (City) |

Assessment of each individual site (as well as any adjacent land under consideration) is provided in greater detail below.

## 4.2 INDIVIDUAL SITE ANALYSIS AND RECOMMENDED POLICY APPROACH

### 4.2.1 Site 1: 95 Hackney Road, Hackney – Site Investigation Area

This site investigations area is located on the corner of Hackney Road and Richmond Road, Hackney. It occupies almost one hectare of land and represents a significant redevelopment opportunity that is adjacent an established residential area; open space, recreational lands and the Park Lands; is in close proximity to the Adelaide CBD; and is sited in a prominent location on a strategic arterial road. The investigation area is ideally situated for increased densities and medium-rise, mixed-use forms of development.

The site is depicted in **Figure 9: Hackney Road, Hackney – Site Investigations Area** below.

#### Background

The Hackney site has been the subject of a number of recent development applications for residential development, however, none to date have been supported by Council as the relevant planning authority.

The Hackney Road corridor has been identified in the *Inner Rim Structure Plan*, which outlines the following strategic directions for the broader corridor area within which the Hackney site is located:

- Strengthen the city edge with high quality public realm and built form and increased densities
- Achieve a sensitive interface adjacent established character areas
- Encourage residential development that provides housing diversity close to the river, Hackney Road and Park Road, the CBD and Park Lands;
- Consider medium to high density residential infill (four to six storeys) with low rise (two to three storeys) interface along the perimeters of the site, including the Richmond Street frontage, the River Torrens Linear Park and the boundary to Twelftree Reserve
- Facilitate gradual infill of non-character sites where appropriate
- Preserve established streetscape character through appropriate building design.

#### Current Built Form / Character and Land Use

The site investigation area comprises the site of the Hackney Hotel and adjoining SA Housing Trust dwellings fronting Richmond Street and Bertram Street. The Trust dwellings, which take up approximately 2,130 square metres of the site, are considered to be ageing housing stock.

The bulk and scale of existing buildings within the investigation area is predominantly two storey, although a small number of the Trust dwellings are three storeys in height.

The Hackney Hotel is listed as a Local Heritage Item and forms a notable landmark in an area dominated by open space to the west (the Park Lands) and north (the River Torrens Linear Park). Existing Development Plan Policies in the Council-wide General section, under the heading “Heritage” address development affecting a State or Local Heritage Place. Further policy in relation to this issue is not considered necessary.

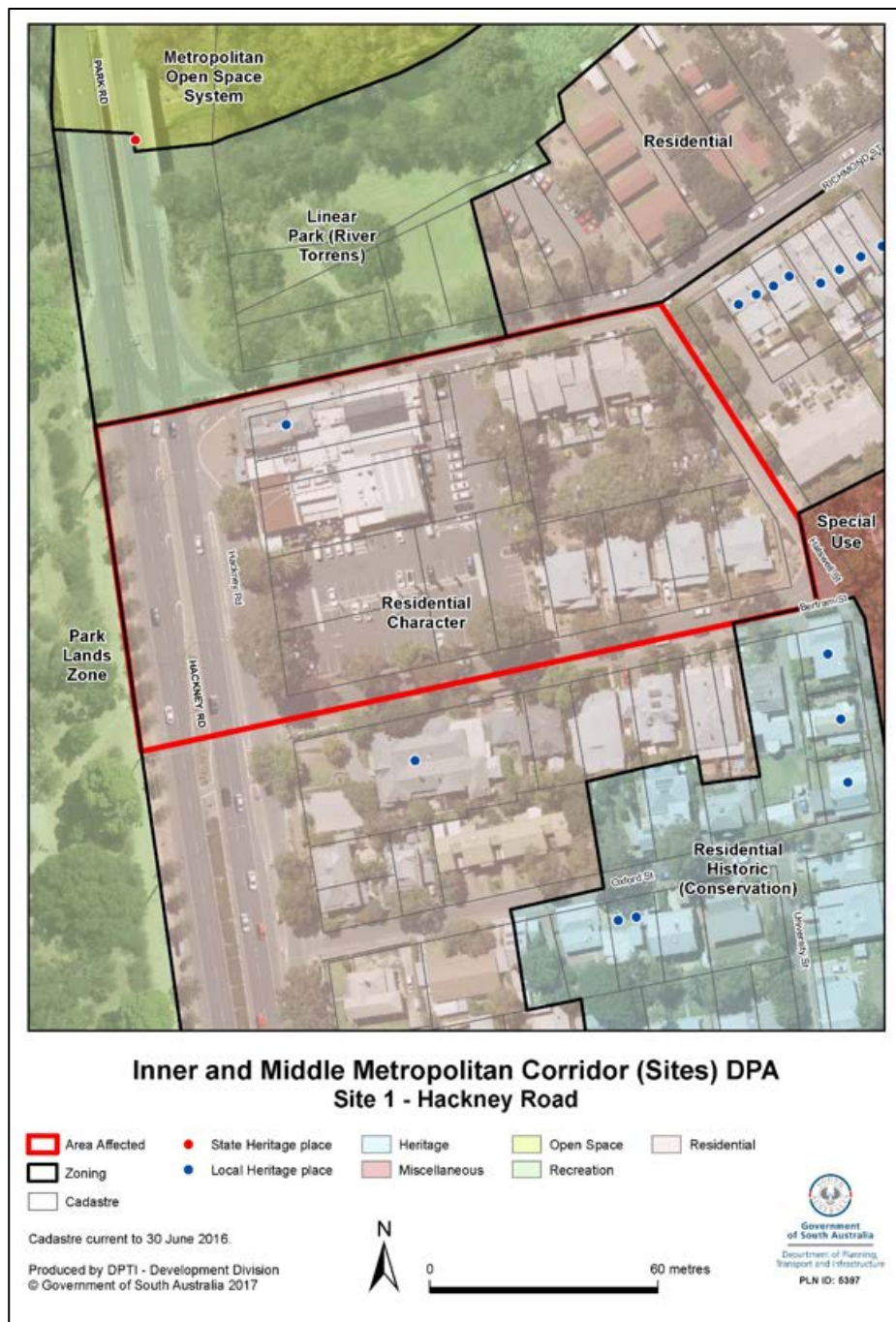
Both the Park Lands and River Torrens Linear Park are well vegetated and include taller species of trees that add an element of height to the streetscape.

Further to the north, on the other side of Linear Park, is the former Channel 7 site, which is currently being redeveloped as multi-storey apartment / terrace complex and is zoned to allow for buildings up to ten storeys in height. To the north-east lies the Adelaide Caravan Park currently dominated by single storey holiday cabins, but is rezoned to accommodate medium density development up to four storeys in height. To the east of Hatswell Road and fronting Richmond Street lie a series of turn

of the century (1900s) single storey row dwellings, all of which are Local Heritage listed. Development to the south and east of the site investigation area is predominantly residential housing, built close to the street alignment, save for the Local Heritage listed dwelling (“Edgerly”) to the immediate south, which has a generous setback from Hackney Road.

A review of sites in the vicinity identifies a variable range of setbacks to Hackney Road. The Hackney site investigations area itself consists of a building with no setback (Local Heritage listing) plus a large car park area. As the site forms part of an existing Residential Character Zone, policies are proposed to be included to ensure a sympathetic transition between zones. Local Heritage Places adjacent the site are separated by roadways and this is considered adequate separation, in conjunction with proposed setback policies.

Figure 9 – Hackney Road, Hackney – Site Investigation Area (Site 1)



Hackney Road is a four lane carriageway over twenty metres in width, with two vehicle lanes in each direction separated by a median strip. It presents as a “boulevard” similar to other areas that have been rezoned to Urban Corridor, including Fullarton Road, North Terrace and Greenhill Road. Delineated bike lanes are provided on both sides of the road alignment and a service road provides for properties along the eastern alignment, starting in front of the Hackney Hotel and extending through to just past Oxford Street. Richmond Street is used as a local collector road servicing the suburbs of Hackney and St Peters and the Adelaide Caravan Park.

The former Channel 7 site to the north, once redeveloped, will form a notable development in the landscape.

#### Current Zone(s) / Proposed Zone Boundary

The Residential Character Zone currently applies to the subject site investigations area proposed to be rezoned to Urban Corridor. Land to the north is zoned Linear Park (River Torrens), and the Park Lands Zone of the Adelaide City Council exists to the immediate west. A pocket of Residential Historic (Conservation) zoned land exists in the broader locality to the south-east, beyond which lies the grounds of St Peters College Special Uses Zone.

Current policy for the site is considered somewhat restrictive against the directions of both *The 30-Year Plan for Greater Adelaide* and the *Inner Metro Rim Structure Plan*.

**Appendix 3** contains a summary of the policy applying in the current zones (including objectives, land use and maximum building heights where applicable).

#### Building Height

The methodology for establishing building height policy is outlined in the *Determining Maximum Building Heights - Methodology Summary* in section 3.2.2 above. The following table identifies the critical elements that inform maximum building heights in the corridor investigation area:

| Street Width (m)       | Storeys-Street Width Ratio | Zone Depth Range (min-max) | Storeys-Building Envelope | Proposed Maximum* | Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|------------------------|----------------------------|----------------------------|---------------------------|-------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| >20m<br>(Hackney Road) | 6+ storeys                 | 109m - 135m                | 6+                        | 6                 | <p><i>Adjacent former Channel 7 Site on Park Terrace, which allows 10 storeys, and has Park Lands frontage.</i></p> <p><i>The 30-Year Plan encourages medium-rise (3-6 storey) development along key transport corridors.</i></p> <p><i>While The 30-Year Plan also anticipates buildings above 6 storeys adjacent parts of the edges of the Park Lands and the depth of the site could allow increased heights, the site is proposed to be capped at six (6) stories given its location within the Residential Character Zone and adjacent residential historic conservation and character areas.</i></p> <p><i>A 30° provisional building envelope applies to address building massing and overshadowing to adjacent residential development south of the investigation area and located outside the zone.</i></p> |



| Street Width (m)                    | Storeys-Street Width Ratio | Zone Depth Range (min-max) | Storeys-Building Envelope | Proposed Maximum* | Comment                                                                                                                                                            |
|-------------------------------------|----------------------------|----------------------------|---------------------------|-------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 12m<br>(Richmond & Bertram Streets) | 3 storeys                  | 74                         | 6+                        | 4                 | While the street width ratio suggests building heights within the 3 storey range, the site faces the Adelaide caravan park, where up to 4 storeys is contemplated. |

*\*Note: Building envelope policy applies so maximum building height may not be achievable in every instance depending on allotment depth*

### Building Setbacks

The methodology for establishing building setback policy is outlined in the *Determining Building Setbacks* in section 3.2.4 above. The following table is a summary of critical elements that inform maximum setbacks in the Hackney site investigations area:

| Resources - Boulevard Policy Area | Primary road frontage (primary corridor)(m) | Primary road frontage (other)(m) | Secondary road frontage(m) | Side (m) | Rear (where rear access / laneway access) (m) | Rear (where adjacent to zone boundary or other) (m) |
|-----------------------------------|---------------------------------------------|----------------------------------|----------------------------|----------|-----------------------------------------------|-----------------------------------------------------|
| <b>SAPPL</b>                      | 0 or 3 to 6                                 | 0 - 4                            | 0 – 3                      | 0 to 3   | 6.5m (including rear accessway)               | 0 to 5                                              |
| <b>Norwood DP</b>                 | 4                                           | 2                                | 0                          | 0 or 3   | 6.5m (including rear accessway)               | 5 or 3                                              |
| <b>Unley DP</b>                   | 6                                           | 6                                | 3                          | 3        | 6.5m (including rear accessway)               | 5 or 3                                              |
| <b>West Torrens DP</b>            | 0 (Port Road)<br>3 (Anzac Highway)          | 2                                | 0                          | 3        | 6.5m (including rear accessway)               | 3 or 0                                              |

The *Norwood Payneham and St Peters (City) Development Plan* does not detail setback requirements for those zones adjacent to the Hackney investigations area. The Development Plan instead gives general guidance in its Council-wide section (Design and Appearance of Land and Buildings) requiring that setbacks for buildings should be similar or compatible with the setbacks of buildings on adjoining land and the predominant setback of buildings in the locality.

On this basis, it is proposed to apply building setback policy that exists in the *Norwood Payneham and St Peters (City) Development Plan* for the *Urban Corridor Zone – Boulevard Policy Area*, as above.

### Implications for this DPA

The Urban Corridor Zone - Boulevard Policy Area is proposed be applied to this site investigation area. The Boulevard Policy Area has been used for other areas that frame the Park Lands and the Hackney Site Investigation Area is considered to have similar characteristics to those areas.

Proposed building heights take into account current height allowances applicable to the former Channel 7 site and Adelaide Caravan Park located immediately north of the investigation area, and the site's location within and adjacent residential and historic character areas. Particular emphasis has also been placed on the site's close proximity to the CBD and areas of public open space, which support increased residential densities.

Policy included in the Zone and Policy Area provides appropriate guidance to transition impacts and form of development between the potential development site and adjacent areas of residential character. Similar policies will also apply to the historically listed Hackney Hotel within the site investigation area. These will complement existing commentary in the Desired Character statement of the Urban Corridor Zone in relation to development adjacent to, or on the same site as a Heritage Place.

Council's Development Plan also contains policy within its General Council-wide section to address development affecting Local Heritage Places. Further policy at the Council-wide level is not considered necessary.

#### 4.2.2 Sites 2 and 3: Rundle Street, Kent Town / Beulah Road, Norwood - Site Investigation Area

In this case, two separate properties have been considered together on the basis of their being located within proximity of each other and in the same Mixed Use Historic (Conservation) Zone – The Parade / Fullarton Road Policy Area in the City of Norwood, Payneham and St Peters.

The Rundle Street, Kent Town site is approximately 3,650 square metres and located in the heart of a mixed use area that contains a diversity of land uses and is close to the CBD.

The Beulah Road, Norwood site is almost 1,800 square metres and is located on the corner of Fullarton Road, a strategic arterial road. A portion of this site is currently zoned Business Zone – Beulah Road Policy Area.

Both sites present an opportunity for redevelopment for more intensive uses within the parameters of the Mixed Use Historic (Conservation) Zone – The Parade / Fullarton Road Policy Area. Despite their location adjacent, or close proximity to the existing Urban Corridor Zone to the north-west, it is not proposed to rezone these sites, but rather fine-tune existing zone policy to maximise development opportunities in a manner that promotes development of increased intensity but which is also cognisant of existing built formats and values in the vicinity.

The sites are depicted in **Figure 10: Sites 2 and 3: Rundle Street / Beulah Road, Norwood – Site Investigation Area** below.

##### Background

The *Inner Metro Rim Structure Plan* strategically identifies the development of a local area activity centre in Rundle Street, providing goods and services in a high street environment to service the local community. This is in close proximity to the site investigations area and promotes values of increased intensity, density and a mixture of commercial, retail and residential developments.

The Structure Plan also identifies the area around the Beulah Road, Norwood site area for low rise residential infill (two to three storeys) that would be developed in a manner that sensitively interfaces with surrounding heritage places. It also seeks for development to strengthen the local streetscape character of Beulah Road as an identified primary local network.

##### Current Built Form and Land Use – Rundle Street, Kent Town (Site 3)

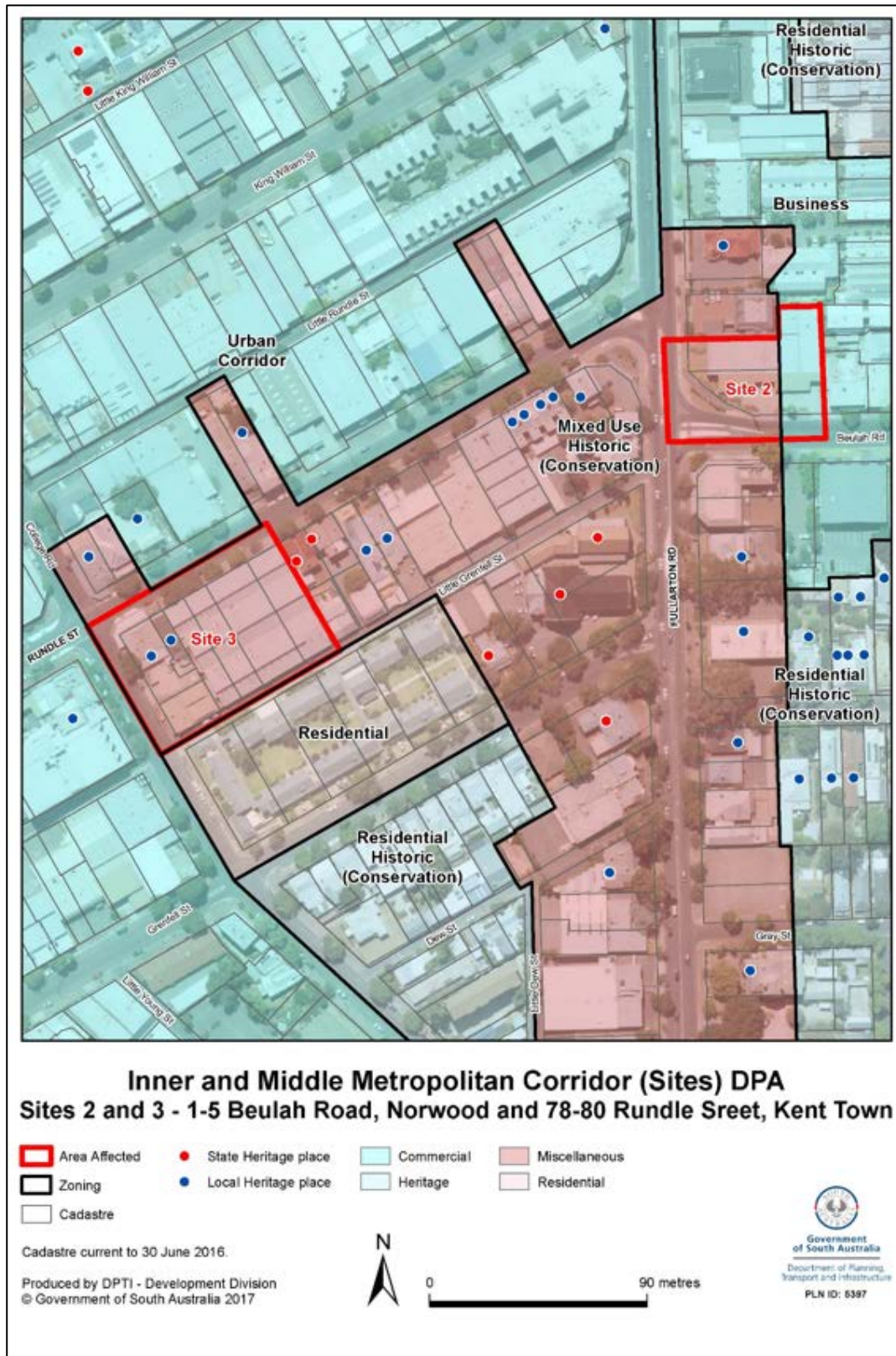
This site investigation area lies at the intersection of Rundle Street, College Road and Little Grenfell Street, Kent Town. It consists of a large warehouse style development, together with smaller café's / restaurant and a residence. Other developments in the vicinity consist of predominantly commercial uses, including offices, laboratories, wholesale warehouses, showrooms, as well as a limited number of residential and hospitality activities.

The site is adjacent a two storey Victorian duplex building that is Stage Heritage listed and there are a number of Local Heritage listed places in the vicinity reflecting the relatively early settlement of the area. Existing Development Plan Policies in the Council-wide General section, under the heading "Heritage" address development affecting a State or Local Heritage Place. Further policy in relation to this issue is not considered necessary.

Development formats in the area reflect the wide range of land uses with an eclectic assortment of building scales, materials, styles and eras. Height is generally limited to two storeys, with some three storey buildings. The limited residential development generally takes the form of attached townhouses, or dwellings located above commercial offices and shops.

Little Grenfell Street is a former service lane with buildings consistently built to the boundary, with limited landscaping and no pedestrian footpath. College Road and Rundle Streets are approximately twenty metres wide with bike lanes and on-street parking.

Figure 10 – Rundle Street / Beulah Road Norwood – Site Investigation Area (Sites 2 & 3)



### Current Built Form and Land Use – Beulah Road, Norwood (Site 2)

This site investigation area consists of a large warehouse development with offices and car parking to Beulah Road. Similar to the Rundle Street site investigation area, the broader area is developed with a mixture of land uses, including commercial, offices, laboratories, warehouses and showrooms as well as residential developments. There are a number of Stage Heritage listed places (a church complex on Fullarton Road) and Local Heritage listed places (eg. corner Rundle Street and Fullarton Road) in the vicinity.

Development formats in the area reflect the wide range of land uses with, again, an eclectic assortment of building scales, materials, styles and eras. Height is generally limited to two storeys with some three storey buildings, including an adjoining three storey shop-top development on Fullarton Road. There is limited residential development in the immediate area reflecting the focus on commercial / light industry activities.

Setbacks are narrow within the Fullarton Road (North) area, generally ranging from 0 to 7 metres with a few exceptions. Some landscaping has been provided to the front of a number of developments along the corridor. Off-street car parking is variously provided to the front, side or rear properties.

Fullarton Road is an approximately twenty-two metre wide carriageway adjacent the site investigation area, comprising generally two lanes of vehicle traffic. Fullarton Road (North) was recently upgraded between Beulah Road and the Magill Road / North Terrace intersection to accommodate additional lanes.

### Current Zone(s) / Proposed Zone Boundary

Both site investigation areas are located within the Mixed Use Historic (Conservation) Zone – The Parade / Fullarton Road Policy Area in the City of Norwood, Payneham and St Peters Development Plan, with the eastern portion of Site located partly in the Business Zone. The Mixed Use Historic (Conservation) Zone values the conservation and enhancement of heritage places and items of historic and residential character. It promotes a range of land uses within this overarching objective of a commercial nature such as offices and consulting rooms, as well as medium density residential development. The adjacent Business Zone also encourages a range of business activities, including further consolidation of office and warehouse functions in the Beulah Road area.

Policy provides limited capacity for infill development in an area which has a variety of land uses that can support residential development and mixed uses of a more compact scale and increased development intensity.

This DPA does not propose a broader review of the Kent Town area, the Mixed Use Historic (Conservation) Zone or The Parade / Fullarton Road Policy Area as it is not within the scope of this DPA. Instead, this DPA reviews policies of the existing zone and policy area as they apply to the two nominated sites with an aim to provide development opportunities that reflect the potential of those sites within the context of their locality, in particular policies applying to:

- Building heights
- Building setbacks, particularly for upper levels of buildings
- Strengthening policy that addresses the transition of development
- Public notification and categorisation of development.

In addition, the complementary *Inner and Middle Metropolitan Corridor (Design) DPA* proposes a number of General Council-wide policy refinements for developments of 3 or more storeys to

enhance their overall design and better respond to their context and surroundings, which will apply to new development with the site investigation areas.

**Appendix 3** contains a summary of the policy applying in the current zones (including objectives, land use and maximum building heights where applicable).

As noted above, the Beulah Road site investigation area has a portion that is contained within the Business Zone – Beulah Road Policy Area. This Zone does not highlight the preservation of heritage and character, however, it promotes many of the same land uses including warehouses, light and service industry and service trade premises. Residential development is supported where above compatible non-residential activities. The placement of a zone boundary through a singular development is potentially problematic, particularly where new uses or developments are proposed that may be conflicting according to the differing zone policies. On this basis and for the sake of process efficiencies, it is proposed to adjust the site boundary such that the entirety of Site 2 – Beulah Road, Norwood is located within the Mixed Use Historic (Conservation) Zone - The Parade / Fullarton Road Policy Area.

### Building Height

The methodology for establishing building height policy is outlined in the *Determining Maximum Building Heights - Methodology Summary* in section 3.2.2 above.

The following table identifies the critical elements that inform maximum building heights in the vicinity of the site investigations areas:

| Street Width (m)                      | Storeys-Street Width Ratio | Proposed Zone Depth Range (min-max) | Storeys-Building Envelope | Proposed Maximum Storeys*                                        | Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|---------------------------------------|----------------------------|-------------------------------------|---------------------------|------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 22m<br>(Fullarton Road)               | 6                          | 32 to 55m                           | 2 to 6                    | 4                                                                | <i>While the street width ratios and depth of the site investigation areas suggests that medium rise buildings up to 5-6 storeys may be possible, this must be considered in the context of the area's location in the Mixed Use Historic (Conservation) Zone, the scale and heritage significance of adjacent and nearby buildings and two-storey height limit applying to the wider Parade/Fullarton Road Policy Area. Site 3 in particular should include a transition down in height to adjacent residential areas.</i> |
| 20m<br>(Rundle Street & College Road) | 5                          | 48 to 76m                           | 5 to 6+                   | 4, 3 storeys at the interface with the adjacent residential zone |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |

*\*Note: Building envelope policy applies so maximum building height may not be achievable in every instance depending on allotment dimensions.*

With the increased heights provided for the two site investigations areas, new policy is proposed that will help mitigate the impacts of larger building masses against adjacent properties. In particular, it will require the development above two storeys and fronting a main roadway will be required to be setback a minimum of two metres.



## Building Setbacks

As the two site investigations areas are not proposed to be rezoned from their existing Mixed Use Historic (Conservation) Zone – The Parade / Fullarton Road Policy Area (and portion of site 2 is to be incorporated into this zone also), it is a question of whether the existing setback policies are appropriate for the desired future development directions for the area.

The *Norwood Payneham and St Peters (City) Development Plan* does not detail setback requirements in individual zones, and instead includes general guidance in its Council-wide section (Design and Appearance of Land and Buildings) requiring that setbacks for buildings should be similar or compatible with the setbacks of buildings on adjoining land and the predominant setback of buildings in the locality.

It is considered that this policy approach to setbacks should continue in the zone, given the sensitive nature of historic residential development in the area, the fine grained nature of development in the vicinity and the size of the site investigations area which will potentially provide flexibility in building layout with new development.

### **Implications for this DPA**

The existing Mixed Use Historic (Conservation) Zone - The Parade / Fullarton Road Policy Area will be retained for the Rundle Street, Kent Town site investigations area, with amendments outlined above to ensure policy reflects the capacity for infill development within the selected site investigation areas whilst being cognisant of heritage and character such that it reflects the intentions of the Urban Corridor Zone.

The zone boundary that intersects the Beulah Road, Norwood site will be amended so that the entirety of that site is included within the Mixed Use Historic (Conservation) Zone - The Parade / Fullarton Road Policy Area. This is to enable the application consistent zoning and policy for any future development of a site.

Proposed building heights take into account the location of the site investigation areas within the historic conservation zone, significant heritage places in the locality and the scale of the sites to allow increased building heights and residential densities while managing the interface with adjacent development. With regard to the Rundle Street/College Road site (Site 3), specific local policy is proposed to manage the massing of buildings and encourage taller building elements to be focused toward Rundle Street, with a transition down to a three (3) storey interface with the adjacent residential zone. Development above two storeys is also required to be setback at least two metres from the ground floor footprint where facing a main road.

The complementary *Inner and Middle Metropolitan Corridor (Design) DPA* also proposes a number of General Council-wide policy refinements for developments of 3 or more storeys to enhance their overall design and better respond to their context and surroundings, which will apply to development with the site investigation areas. This complements existing General Council-wide policies (eg. under 'Orderly and Sustainable Development', 'Interface Between Land Uses', and 'Residential Development – Visual Privacy') to address impacts such as overlooking and overshadowing onto adjacent development.

Council's Development Plan also contains additional policy within its Council-wide section to address development affecting Heritage Places, thus further policy at the Council-wide level is not considered necessary.

Changes are also proposed to categorisation of development and public notification requirements to better reflect the anticipated development in the site investigation areas.

#### 4.2.3 Site 4: Magill Road, Norwood (Caroma Industries) - Site Investigation Area

##### Background

The former Caroma Industries site ('Caroma Site') at Magill Road, Norwood is now under the care and control of Renewal SA and is intended to be redeveloped to facilitate a medium to high density mixed use development. Renewal SA has subsequently sought Expressions of Interest (EOI) for the development of the site - now presented as three separate development titles described as:

- Main Site (17,890 square metres approximately plus the site of the Alma Hotel and associated parking / structures bounding Sydenham Road)
- Sydenham Road Site (834 square metres approximately)
- Muller Street Site (1,510 square metres approximately)

Collectively, the site investigation area comprises some 2.3 hectares of land.

The Caroma Site has also been released for sale with an expectation that future development will be consistent with that anticipated for the Urban Corridor Zone - High Street Policy Area based on this site's location on a key transit corridor, as identified in *The 30-Year Plan for Greater Adelaide*. Another condition of the sale of the Main Site is that the purchaser will be required to enter into a Development Deed with Renewal SA requiring the preparation of a Master Plan and Design Guidelines to be approved by Renewal SA.

Rezoning of the site (with the exception of the Muller Street Site) is now required to enable the development of the site consistent with the objectives of *The 30-Year Plan* (i.e. medium to high density mixed-use development on a transit corridor).

The site investigations area represents a substantial development infill opportunity that could accommodate buildings up to six (6) storeys in height as a result of its significant size and its strategic arterial road location.

The sites are depicted in **Figure 11: Site 4: Magill Road, Norwood – Site Investigation Area** below.

##### Current Built Form and Land Use

The site investigation area is located on Magill Road in an area that comprises a mixture of commercial / office, retail commercial and light industrial land uses. Some residential land uses are located throughout the area.

A narrow service road (Stephen Street) to the rear of the site separates residential land uses from the site investigations area.

Magill Road is a strategic transport route comprising a road corridor of around twenty metres wide adjacent the investigation area, and generally comprises two lanes of traffic east and west bound. The road is also a high frequency public bus route. Portion of the road adjacent the investigation area is also subject to road widening.

The bulk and scale of existing buildings to Magill Road is predominantly single-storey developments accommodating office, bulky goods and retail, and some rear light manufacturing and warehousing activities in some instances. Some two-storey developments are present but mostly in the residential development area to the south of the site.

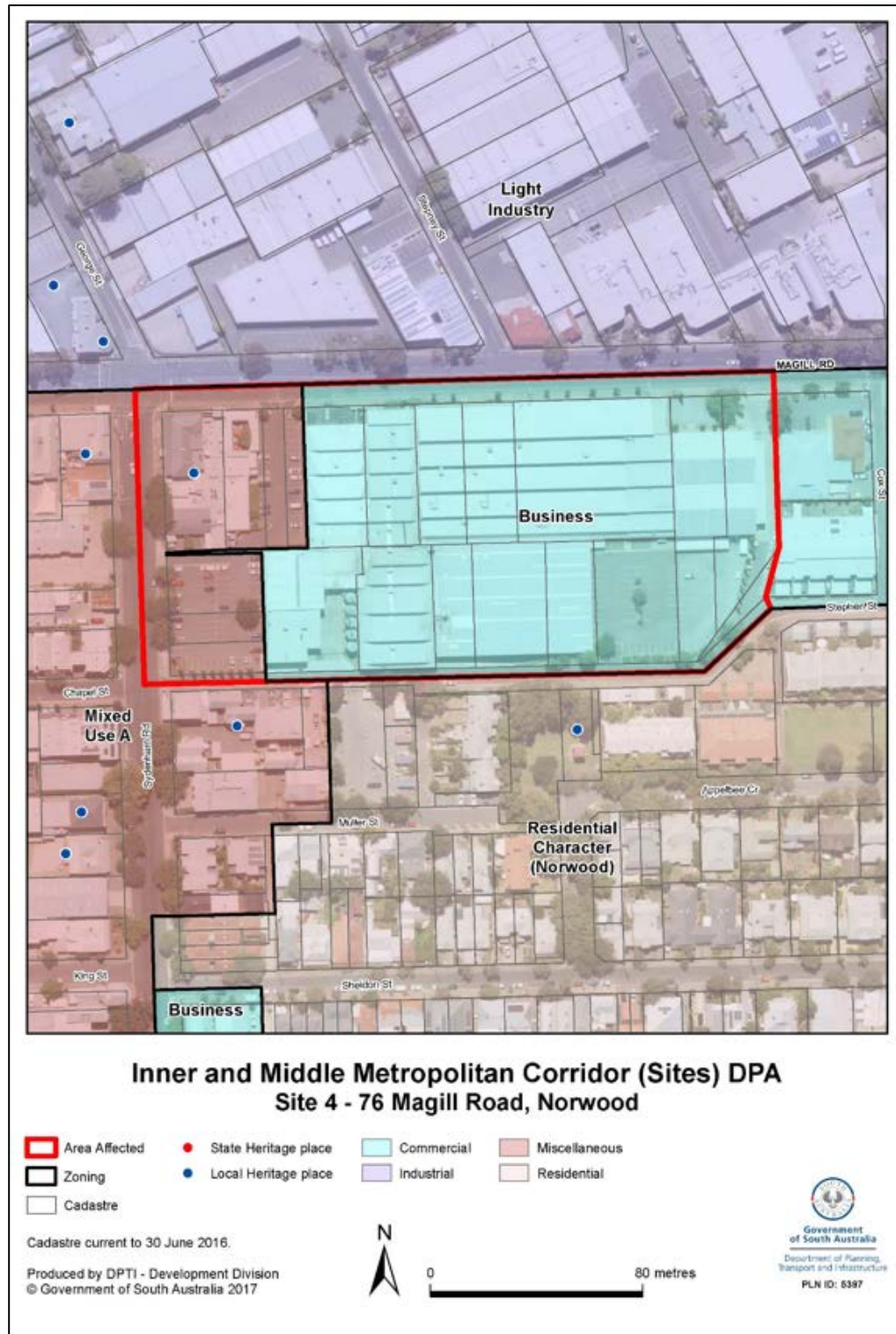
The Alma Hotel is considered a landmark building in the area and is Local Heritage listed, together with a number of additional places in close proximity of the site. The Caroma site also interfaces with



allotments located in the Residential Character (Norwood) Zone) along Stephen Street to the rear of the site. Existing policy in the Council-wide section of the City of Norwood, Payneham and St Peters Development Plan under the heading “Heritage” addresses development affecting Local Heritage Places. Further policy consideration is not necessary.

Off-street vehicle parking is generally provided off the primary street frontages, with car parking spaces located to the front of premises.

Figure 11 – Magill Road, Norwood (Caroma Industries) – Site Investigation Area (Site 4)



### Current Zone / Proposed Zone Boundary

The site is currently covered by two zones - the Business Zone and the Mixed Use A Zone. These zones promote similar land uses including warehouses, retail showrooms and offices, although the Business Zone also provides for light and service industry and service trade premises. Residential development is considered secondary to these activities and is only supported in areas and formats that are compatible with the aforementioned commercial activities.

The site investigation area is proposed to be rezoned to Urban Corridor Zone - High Street Policy Area.

Additional policy is proposed to be introduced to address the interface between the adjacent Residential Character (Norwood) Zone, which is focused on the development of sensitive and residential land uses; as well as ensuring that any sensitive land uses that are developed on site do not impede on existing commercial or light industry activities in the vicinity.

Given the large size of the site and its location adjacent to established residential areas, it is considered that the site is appropriate for mixed-use development formats that are intended for the corridors as identified in *The 30-Year Plan*. The site is also located in the Corridor (Mixed Infill) Magill Road area of the *Inner Metro Rim Structure Plan*, which seeks to reinforce the road as a popular commerce corridor supporting mixed-use infill commercial and retail development with residential above (4 to 6 storeys). Reduced building setbacks are also proposed, with parking at the rear of new development.

The scale of the site would also allow larger retail formats as part of a mixed-use development outcome than currently anticipated in the High Street Policy Area in the Norwood, Payneham and St Peters (City) Development Plan (currently 1000 square metres). It is therefore proposed to increase the allowable retail floor area for the site to 2000 square metres to better align with the SA Planning Policy Library High Street Policy Area module, which anticipates neighbourhood scale retail activity in this policy area.

**Appendix 3** contains a summary of the policy applying in the current zones (including objectives, land use and maximum building heights where applicable).

### Building Height

The methodology for establishing building height policy is outlined in the *Determining Maximum Building Heights - Methodology Summary* in section 3.2.2 above. The following table identifies the critical elements that inform maximum building heights in the vicinity of the site investigation areas:

| Street Width (m) | Storeys-Street Width Ratio | Proposed Zone Depth Range (min-max) | Storeys-Building Envelope | Proposed Maximum Storeys* | Comment                                                                                                                                                                               |
|------------------|----------------------------|-------------------------------------|---------------------------|---------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 20m Rd)          | (Magill 5                  | 77 to 99m                           | 6+                        | 6 storeys                 | Consistent with <i>The 30-Year Plan Update</i> , which encourages medium-rise (3-6 storey) development along key transport corridors, and the <i>Inner Metro Rim Structure Plan</i> . |

*\*Note: Building envelope policy applies so maximum building height may not be achievable in every instance depending on allotment dimensions.*

## Building Setbacks

The methodology for establishing building height policy is outlined in the *Determining Building Setbacks* in section 3.2.4 above. The following table is a summary of critical elements that inform maximum setbacks in the Magill Road, Norwood site investigations area:

| <b>Resources - High Street Policy Area</b> | Primary road frontage (primary corridor) (m) | Primary road frontage (other) (m) | Secondary road frontage (m) | Side (m) | Rear (where rear access / laneway access) (m) | Rear (where adjacent to zone boundary or other) (m) |
|--------------------------------------------|----------------------------------------------|-----------------------------------|-----------------------------|----------|-----------------------------------------------|-----------------------------------------------------|
| <b>SAPPL</b>                               | 0                                            | 0 or 2 to 4                       | 0 to 3                      | 0 to 3   | Min 6.5 (including rear accessway)            | 0 to 5                                              |
| <b>Norwood DP</b>                          | 0                                            | 2                                 | 0                           | 0        | Min 6.5 (including rear accessway)            | 5 or 3                                              |
| <b>Unley DP</b>                            | 0                                            | 0                                 | 0 - 2                       | 3        | Min 6.5 (including rear accessway)            | 5 or 3                                              |
| <b>West Torrens DP</b>                     | 0                                            | 2                                 | 0                           | 0        | Min 6.5 (including rear accessway)            | 3 or 0                                              |

It is proposed to apply the building setback policy that already exists in the *Norwood Payneham and St Peters (City) Development Plan* for the Urban Corridor Zone – High Street Policy Area, as above.

### Implications for this DPA

The Urban Corridor Zone - High Street Policy Area is proposed to apply to the site investigations area at Magill Road, Norwood (former Caroma Industrial site), reflecting a desired future mixed-use development outcome aligned to a key transit corridor.

Proposed building heights take into account the overall scale of the site and potential for a master planned outcome; the site's location within the *Inner Metro Rim Structure Plan* and directions in *The 30-Year Plan for Greater Adelaide* for medium rise development up to six storeys along key transport corridors. Given the scale of the site and to encourage a more significant mixed use outcome, it is proposed to increase allowable retail floor areas within the site to 2000 square metres to allow for neighbourhood-scale retail activity as part of a mixed-use development outcome.

Given high traffic volumes along Magill Road, policies are also proposed to encourage vehicle access from Stephen Street.

The Urban Corridor Zone provides policy that addresses the transition for development at a residential boundary. However, recognising that the site is located adjacent an area of residential character, specific policy will be included to emphasise the importance of new development providing a sympathetic transition to existing buildings of historic value to the south.

Council's Development Plan contains additional policy within its Council-wide section to address development affecting Local Heritage Places. Further policy at the Council-wide level is not considered necessary.



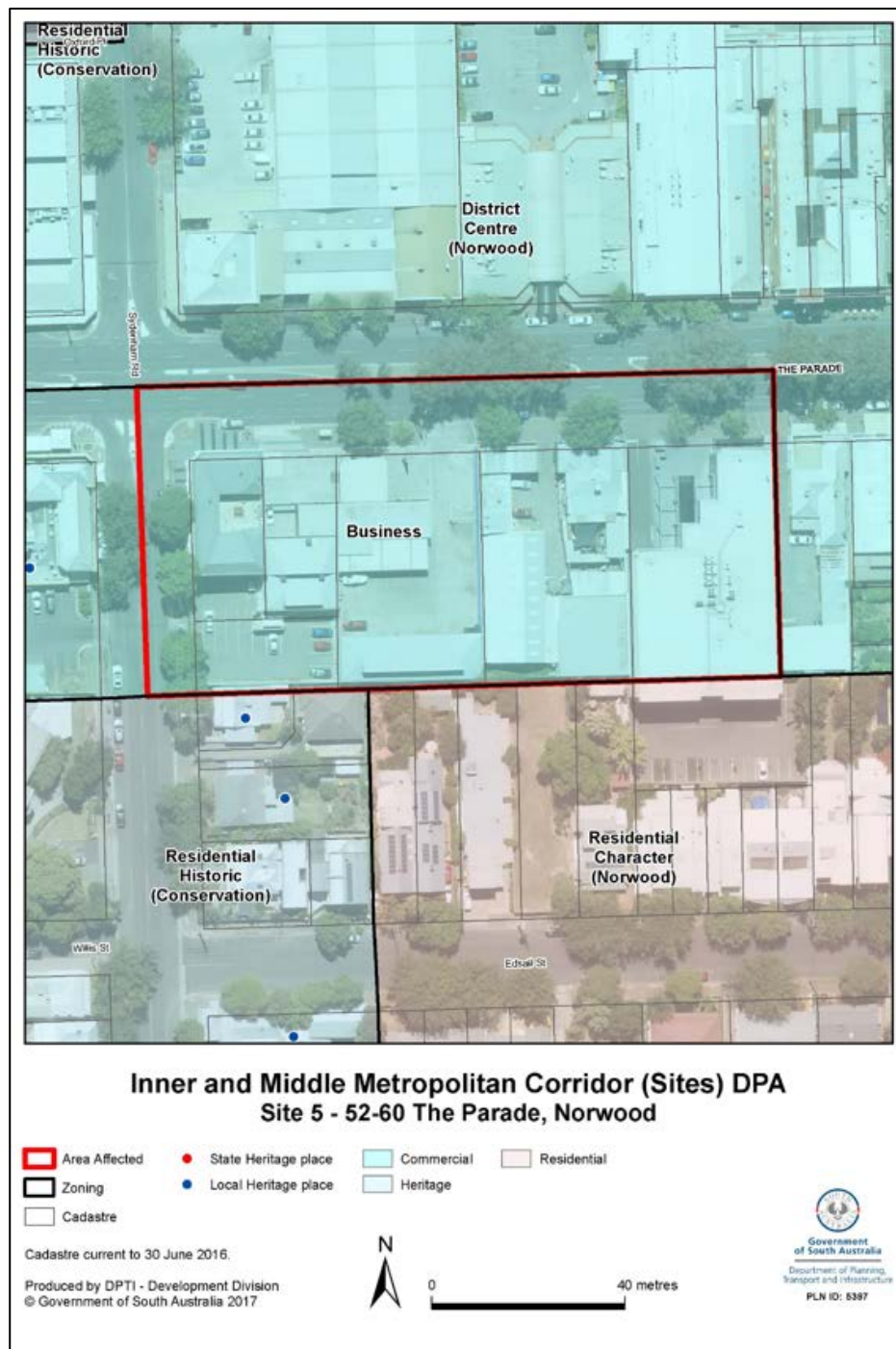
#### 4.2.4 Site 5: The Parade, Norwood - Site Investigation Area

The site investigation area is located on the corner of Sydenham Road and The Parade, Norwood. The site is almost 5,900 square metres in area and comprises six allotments, most of which have been consolidated (some 4,000 square metres) by a single owner.

This site represents a major opportunity to develop a mixed use development on the periphery of the Norwood District activity centre within the inner metropolitan rim. The area has therefore been included in the investigation area of this DPA.

The site is depicted in **Figure 12: The Parade, Norwood – Site Investigation Area** below.

Figure 12 – The Parade, Norwood – Site Investigation Area (Site 5)



### Current Built Form and Land Use

The site investigation area at 52-60 The Parade Norwood includes retail and retail showrooms, automotive services and consulting rooms ranging from single-storey to two-storeys. Development is generally disjointed, with extensive areas of parking and variable setbacks.

The vicinity of site investigation area comprises predominantly commercial land uses (offices, consulting rooms, showrooms), with some retail commercial, hospitality, residential and other uses (eg. service trade) located throughout.

The intersection of The Parade and Sydenham Road is framed on three sides by two-storey buildings, including the local heritage listed “Old Colonist Tavern”. The vicinity of the site investigation area also contains a few additional heritage places. Existing policy in the Council-wide section of the City of Norwood, Payneham and St Peters Development Plan under the heading “Heritage” addresses development affecting Local Heritage Places. Further policy consideration is not necessary.

### Current Zone(s) / Proposed Zone Boundary

The site investigations area is currently zoned Business Zone – West Norwood Policy Area in the City of Norwood, Payneham and St Peters Development Plan and is proposed to be rezoned to Urban Corridor – Transit Living Policy Area to encourage a mixed-use development outcome with a residential focus.

The Business Zone encourages development of business and related activities, including offices, consulting rooms and retail showrooms, as well as some warehousing, light and services industry and service trade premises in some locations. The West Norwood Policy Area also encourages residential development above compatible uses up to three storeys. Shops or groups of shops up to 250 square metres floor area are contemplated, along with offices and consulting rooms up to 500 square metres.

The site investigation area directly abuts the District Centre (Norwood) Zone, which was updated during the *Stage 1 Inner Metro DPA* to allow for mixed-use development at higher densities. The adjacent Parade West Policy area of the District Centre (Norwood) Zone currently encourages retail / offices with residential above, but generally up to a maximum of two storeys. The broader District Centre Zone does, however, contemplate taller development up to seven storeys toward its core. The proposed rezoning would therefore act as a logical extension to this mixed-use zoning along The Parade.

The investigation area also directly abuts the Residential Character (Norwood) Zone and Residential Historic (Conservation) Zone (Policy Area 12.7 Norwood 5) to the south, such that any zoning amendments to the site will need to carefully the interface between the two zones. Policies are proposed to be included to ensure a sympathetic transition to sensitive zones.

**Appendix 3** contains a summary of the policy applying in the current zones (including objectives, land use and maximum building heights where applicable).

### Important Local Elements

Within The Parade West area, The Parade is a four lane carriageway approximately twenty-one metres in width, comprising two lanes and bike lanes in each direction separated by a wide, tree-lined median strip. The Parade is a high frequency bus route and proposed future mass transit route.

Large trees occupy the central median and line the footpaths on either side of the road. There are no overhead powerlines within this portion of The Parade corridor.

Setbacks are narrow along the entire length of The Parade (West) area, generally ranging between 0 and 3 metres with few exceptions. A number of buildings have been built on the property boundary and incorporate verandahs or awnings overhanging the footpath, particularly east of Charles Street (southern side) and Eastry Street (northern side).

Car parking is generally provided to the side or rear of properties, or on side-streets. A number of buildings have been built on the property boundary and incorporate verandahs or awnings overhanging the footpath.

While there are no state or local heritage places within the investigation area, a number of local heritage places adjoin or are located in close proximity to the area. This includes dwellings located within the adjacent Residential Historic (Conservation) Zone, and the two-storey Victorian bluestone Colonist tavern and Wynwood Nursing Home across Sydenham Road. A local heritage listed Federation warehouse building is also located north-west of the investigation area across The Parade.

The *Inner Metro Rim Structure Plan* identifies the investigation area as forming part of the 'Corridor (Mixed Infill) The Parade area', which seeks to encourage retail, commercial and home shopfronts with residential development above (3-6 storeys), with some opportunity for higher buildings on larger sites within the Norwood District Centre to take advantage of the potential future mass transit (light rail). The Structure Plan also proposes to promote reduced building setbacks and provide parking to the rear of new development, while reinforcing the protection of historic building stock in the adjacent Historic (Conservation) area.

### Building Height

The methodology for establishing building height policy in the proposed Urban Corridor areas is outlined in the *Determining Maximum Building Heights - Methodology Summary* in section 3.2.2 above.

The following table identifies the critical elements that inform maximum building heights in the corridor investigation area:

| Street Width (m)         | Storeys-Street Width Ratio | Proposed Zone Depth Range (min-max) | Storeys-Building Envelope | Proposed Maximum Storeys* | Comment                                                                                                                                                                                                                                                                                                                                                                                        |
|--------------------------|----------------------------|-------------------------------------|---------------------------|---------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 30m<br>(The Parade West) | 6                          | 49m                                 | 5                         | 5                         | <p><i>Consistent with The 30-Year Plan Update, which encourages medium-rise (3-6 storey) development along key transport corridors, and the Inner Metro Rim Structure Plan</i></p> <p><i>A 30° provisional building envelope applies to address building massing and overshadowing to adjacent residential development south of the investigation area and located outside of the zone</i></p> |

*\*Note: Building envelope policy applies so maximum building height may not be achievable in every instance depending on allotment depth*

### Building Setbacks

The methodology for establishing building setback policy is outlined in the *Determining Building Setbacks* in section 3.2.4 above. The following table is a summary of existing policy that informs maximum setbacks for The Parade, Norwood site investigations area:

| <b>Resources – Transit Living Policy Area</b> | Primary road frontage (primary corridor) (m) | Primary road frontage (other) (m) | Secondary road frontage (m) | Side (m) | Rear (where rear access / laneway access) (m) | Rear (where adjacent to zone boundary or other) (m) |
|-----------------------------------------------|----------------------------------------------|-----------------------------------|-----------------------------|----------|-----------------------------------------------|-----------------------------------------------------|
| <b>SAPPL</b>                                  | 0 to 5                                       | 0 to 4                            | 0 to 5                      | 0 to 3   | Min 6.5 (including rear accessway)            | 0 to 3                                              |
| <b>West Torrens DP</b>                        | 3                                            | 3                                 | 2                           | 3        | Min 6.5 (including rear accessway)            | 3 or 0                                              |

As the Transit Living Policy Area is not currently contained in the *Norwood Payneham and St Peters (City) Development Plan*, it is proposed that it be included with the following setback parameters:

| <b>Resources – Transit Living Policy Area</b> | Primary road frontage (primary corridor) (m) | Primary road frontage (other) (m) | Secondary road frontage (m) | Side (m)                                                                                                           | Rear (where rear access / laneway access) (m) | Rear (where adjacent to zone boundary or other) (m)                                                                                                                                                                       |
|-----------------------------------------------|----------------------------------------------|-----------------------------------|-----------------------------|--------------------------------------------------------------------------------------------------------------------|-----------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>52-60 The Parade, Norwood</b>              | No minimum                                   | 2                                 | No minimum                  | For allotments with a frontage width of:<br>(a) 20 metres or less: no minimum<br>(b) more than 20 metres: 3 metres | Min 6.5 (including rear accessway)            | 5 metres where the subject land directly abuts an allotment of a different zone<br><br>3 metres, except where the development abuts the wall of an existing or simultaneously constructed building on the adjoining land. |

### **Implications for this DPA**

The consolidated nature of land holdings within the investigation area and its location adjacent the existing Norwood District-level activity centre provide a major opportunity to facilitate a future mixed-use development with a residential focus that takes advantage of current and future transport options, including potential mass transit.

The Urban Corridor Zone that extends along other key corridors in the Norwood, Payneham and St Peters Council area is proposed to apply to the investigation area to encourage an appropriate mix and scale of development. The Transit Living Policy Area will specifically apply to the area to reflect the desired future mixed use and a residential focus.

The depth of the investigation area will also allow a medium-rise development up to five (5) storeys, while allowing for interface impacts to be managed for adjacent sensitive residential development and character / conservation areas. Existing policies in the wider Urban Corridor Zone to minimise building massing at the interface with sensitive residential development outside of the zone will also apply through use of a 30 degree building envelope.

Recognising that the site is located adjacent an area of residential character, specific policy will be included to ensure that new development provides a sympathetic transition to existing buildings of historic value.

While there are also a number of heritage places located adjacent or in close proximity to the site investigation area, existing policy in the Council-wide section of the Development Plan under the heading “Heritage” addresses development affecting State and Local Heritage Places. Further policy consideration is therefore not necessary.

#### 4.2.5 Site 6: Glen Osmond Road, Parkside (Cappo Seafoods) - Site Investigation Area

The site investigation area is located adjacent the corner of Greenhill Road and Glen Osmond Road, Parkside. The investigation area is approximately 1.4 hectares with various land owners holding property. Notably, Cappo Pty Ltd owns a significant consolidated land holding in the investigation area of more than 4,000 square metres.

The site represents a significant redevelopment opportunity adjacent the outer edge of the Adelaide CBD in a rapidly redeveloping corridor. The investigation area is ideally situated for higher density forms of development, including mixed-use and residential development given its proximity to the city, Park Lands, mixed uses and existing residential areas. The lower end of Glen Osmond Road (city end) represents an important arterial road / public transport corridor into central Adelaide from the south eastern freeway and surrounding suburbs.

The site is depicted in **Figure 13: Glen Osmond Road, Parkside – Site Investigation Area** below.

##### Current Built Form and Land Use

The site investigations area consists of a range of commercial activities, including retail showrooms, offices, a large warehouse and office complex, and a residential flat building at the intersection of Glen Osmond Road and Greenhill Road. It also contains an ambulance station.

The street to the rear (Chinner Avenue) generally provides rear access to the site investigations area as well the adjacent residential developments. Rear access from Chinner Avenue will be critical in any redevelopment of those sites fronting Glen Osmond Road as it will allow unimpeded access and will assist in retaining the primary role of Glen Osmond Road as a strategic transport corridor.

Development in the broader area fronting Glen Osmond Road is much the same with some retail, hospitality, residential (character) and other uses (eg. service trade) scattered throughout. Development is generally single storey, although a number of medium-rise buildings can be found in the area including a four storey residential apartment building at 2-4 Glen Osmond Road (next to the existing six storey apartment building on the corner of Greenhill Road) and the three storey Cappo Seafood Factory / Warehouse at 16 Glen Osmond Road.

Visual review of sites in the vicinity identifies a variable range of setbacks to Glen Osmond Road reflecting the variety of land uses as well as building eras. The site investigation area is adjacent, but separated by local roads, to a Residential Historic (Conservation) Zone which is dominated by single storey, detached residences with garages and carports to the street frontage, and contains some local heritage places in proximity to the site. The roads are considered to generally provide adequate separation between zones, however, policies are proposed to ensure a sympathetic transition between zones.

##### Current Zone(s) / Proposed Zone Boundary

The site investigations area is currently located within the Office 1 Zone and is proposed to be rezoned to Urban Corridor. It is noted that the site investigations area is adjacent the Urban Corridor Zone that fronts Greenhill Road (both City of Unley and City of Burnside).

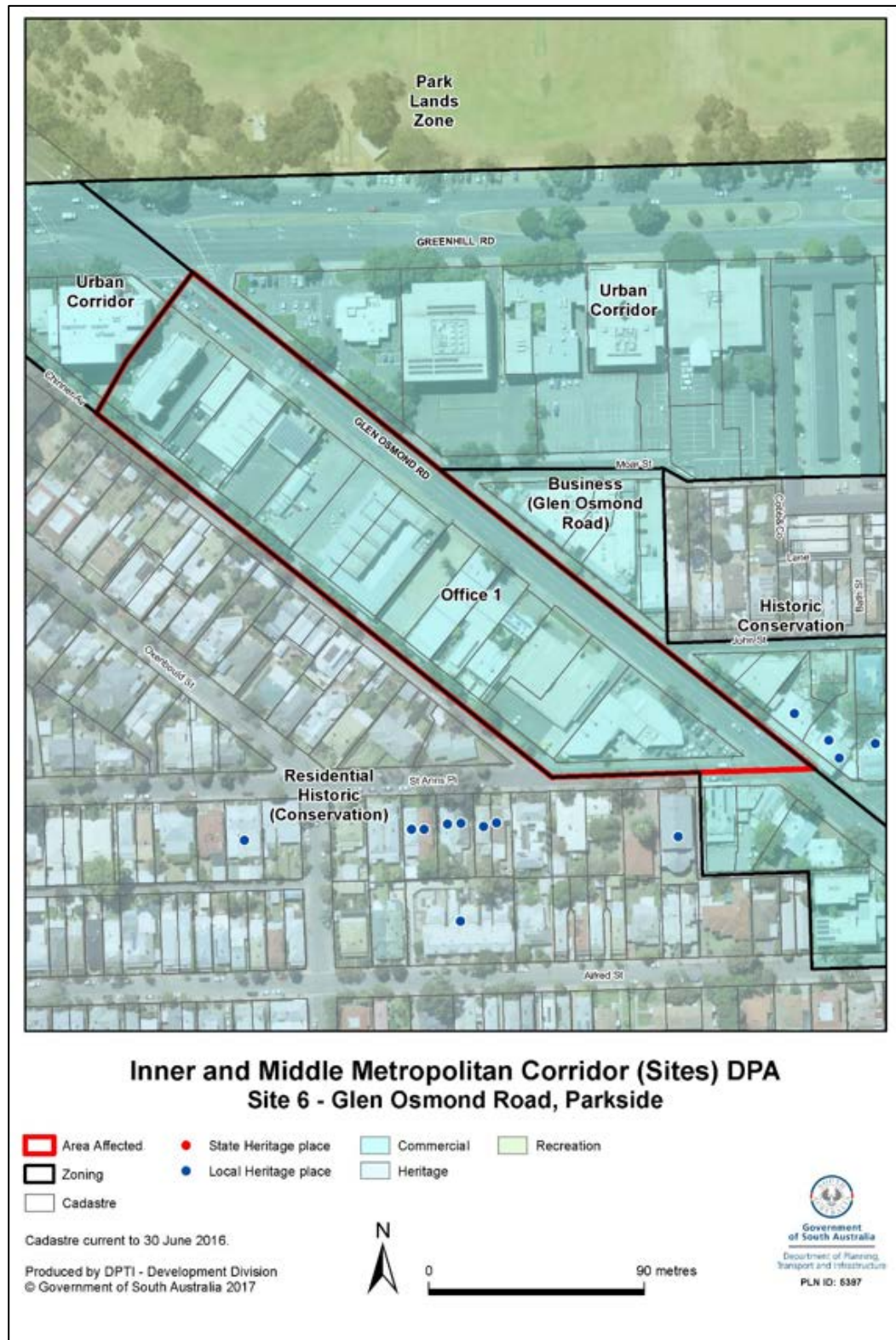
The existing Office 1 Zone currently facilitates primarily office, consulting room and bank development, and medium density residential development that reinforces Glen Osmond Road as a principal gateway to the city.

The investigation area is included within the Corridor (Mixed Infill) area of the *Inner Metro Rim Structure Plan*, which seeks to reinforce this section of Glen Osmond Road as a popular commerce



corridor with commercial, retail and home office shopfronts and residential development above (3-5 storeys). Reduced building setbacks are envisaged, with parking provision proposed at the rear of new development. Notably, the corner of Glen Osmond/Greenhill Road, which is currently located within the Urban Corridor Zone, is identified as a major 'gateway' to the city, where taller buildings are envisaged.

Figure 13 – Glen Osmond Road, Parkside – Site Investigation Area (Site 6)



As noted above, the site investigation area is also adjacent a Residential Historic (Conservation Zone) in the City of Unley, and is adjacent the boundary to the City of Burnside (east side of Glen Osmond Road), which includes the Business (Glen Osmond Road) Zone, and Historic Conservation Zone.

The two commercial zones contain very similar planning objectives as do the two residential conservation zones.

**Appendix 3** contains a summary of the policy applying in the current zones (including objectives, land use and maximum building heights where applicable).

### Building Height

The methodology for establishing building height policy in the proposed Urban Corridor areas is outlined in the *Determining Maximum Building Heights - Methodology Summary* in section 3.2.2 above.

The following table identifies the critical elements that inform maximum building heights in the corridor investigation area:

| Street Width (m) | Storeys-Street Width Ratio | Zone Depth Range (min-max) | Storeys-Building Envelope | Proposed Maximum* | Comment                                                                                                                                                            |
|------------------|----------------------------|----------------------------|---------------------------|-------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 22m              | 6 storeys                  | 49m                        | 5 storeys                 | 5 storeys         | <i>Consistent with directions of the Inner Metro Rim Structure Plan, and intent of the 30-Year Plan for medium-rise development along key transport corridors.</i> |

*\*Note: Building envelope policy applies so maximum building height may not be achievable in every instance depending on allotment*

### Building Setbacks

The methodology for establishing building height policy is outlined in the *Determining Building Setbacks* in section 3.2.4 above. The following table is a summary of critical elements that inform maximum setbacks in the Glen Osmond Road, Parkside site investigations area:

| Resources - Boulevard Policy Area | Primary road frontage (primary corridor)(m) | Primary road frontage (other)(m) | Secondary road frontage(m) | Side (m) | Rear (where rear access / laneway access) (m) | Rear (where adjacent to zone boundary or other) (m) |
|-----------------------------------|---------------------------------------------|----------------------------------|----------------------------|----------|-----------------------------------------------|-----------------------------------------------------|
| <b>SAPPL</b>                      | 0 or 3 to 6                                 | 0 - 4                            | 0 – 3                      | 0 to 3   | 6.5m (including rear accessway)               | 0 to 5                                              |
| <b>Norwood DP</b>                 | 4                                           | 2                                | 0                          | 0 or 3   | 6.5m (including rear accessway)               | 5 or 3                                              |
| <b>Unley DP</b>                   | 6                                           | 6                                | 3                          | 3        | 6.5m (including rear accessway)               | 5 or 3                                              |
| <b>West Torrens DP</b>            | 0 (Port Road)<br>3 (Anzac Highway)          | 2                                | 0                          | 3        | 6.5m (including rear accessway)               | 3 or 0                                              |

The Parkside site is adjacent an existing Urban Corridor Zone – Boulevard (Greenhill Road) Policy Area that fronts onto the Park Lands Zone surrounding the Adelaide CBD. Given the similar development characteristics between the site investigations area and the existing Urban Corridor Zone, it is proposed to extend the Urban Corridor Zone and policy site over the site area. No amendments are proposed to that policy in respect to building setbacks.

#### **Implications for this DPA**

The extent of land holdings under single ownership in the site investigation area represents a significant mixed use redevelopment opportunity that takes advantage of the commerce and transport function (including accessible public transport) of Glen Osmond Road, while reinforcing the road as a major gateway to the city and Parklands.

The investigation area forms a logical extension to the existing Urban Corridor Zone to the north along Greenhill Road. The existing Boulevard Policy Area that applies to the Greenhill Road Urban Corridor is also considered logical to apply to the investigation area given the envisaged mixture of land uses and connection of the area to Greenhill Road and the major gateway at the Greenhill Road / Glen Osmond Road intersection.

The investigation area is also of a depth and scale to accommodate buildings up to five (5) storeys, while managing interface impacts to the sensitive residential and conservation area to the west across Chinner Avenue through existing policies applying in the Urban Corridor Zone and new policies that seek a transition in building heights down toward Chinner Avenue.

Council's Development Plan contains additional policy within its Council-wide section to address development affecting Local Heritage Places. Further policy at the Council-wide level is not considered necessary.

Policy is also proposed to encourage rear access from Chinner Avenue to protect the primary role of Glen Osmond Road as a strategic transport corridor.

#### 4.2.6 Site 7: 301-305 Unley Road, Malvern – Site Investigation Area

The Unley Road, Malvern Site Investigation area extends from the existing Urban Corridor Zone on the eastern side of Unley Road; south of the Northgate Street and Cheltenham Street intersection through to Winchester Street (some one hundred metres south) and occupies some 4,338 square metres of land. A significant portion of the investigation area (approximately 2,770 square metres) is under single ownership.

The site investigation area represents a major redevelopment opportunity in the middle suburbs of Greater Adelaide in a rapidly evolving corridor. The investigation area is ideally situated for higher density forms of development and is located in proximity to existing mixed-use and residential development as well as high frequency public transport. The investigation area is also immediately adjacent existing Urban Corridor Zoning and represents a natural extension of that planning direction. Rezoning of the site is now sought to reflect the directions of *The 30-Year Plan for Greater Adelaide* and the *Inner Metro Rim Structure Plan*.

The site is depicted in **Figure 14: Unley Road, Malvern – Site Investigation Area** below.

##### Current Built Form and Land Use

Unley Road dominates the character of the locality with the large number of vehicle movements accommodated, particularly in the morning and afternoon peaks. They are also serviced by a number of bus routes heading into and out of the city.

The site investigation area comprises several commercial land uses located in single storey buildings that were formerly dwellings. Development in the vicinity on Unley Road consists of more of the same built format, together with purpose built shops with active street frontages, a small shopping centre and a private school containing some two storey buildings. Development off the main road frontage generally consists of traditional low scale residential character areas.

There are no State or Local Heritage Places within the investigation area. However, it adjoins the Residential Historic (Conservation) Zone, and some Local Heritage Places exist within the surrounding area, including the Walford Junior School and Gates (former Hospital) to the north-west over Unley Road. Existing policy in the Council-wide section of the Development Plan under the heading “Heritage Places” addresses development affecting Local Heritage Places. Further policy consideration is not necessary.

Setbacks vary along Unley Road, generally ranging between zero and three metres with a few exceptions. The retail, commercial and institutional buildings located opposite the site investigation area on the western side of Unley Road are located on the street frontage but vary in height. The more recently developed Walford gymnasium building, in particular, sits just north of the site on Unley Road in the Urban Corridor Zone (backing onto the Institutional Zone) and is equivalent to a three storey building.

Landscaping is provided to the front of a number of developments along the western side of the Unley Road corridor (generally concentrated along residential zone boundaries). The provision of car parking is generally to the rear of developments, with some car parking to the side and front of some properties.

##### Current Zone(s) / Proposed Zone Boundary

The Mixed Use 3 Zone currently applies within the area proposed to be rezoned to Urban Corridor.

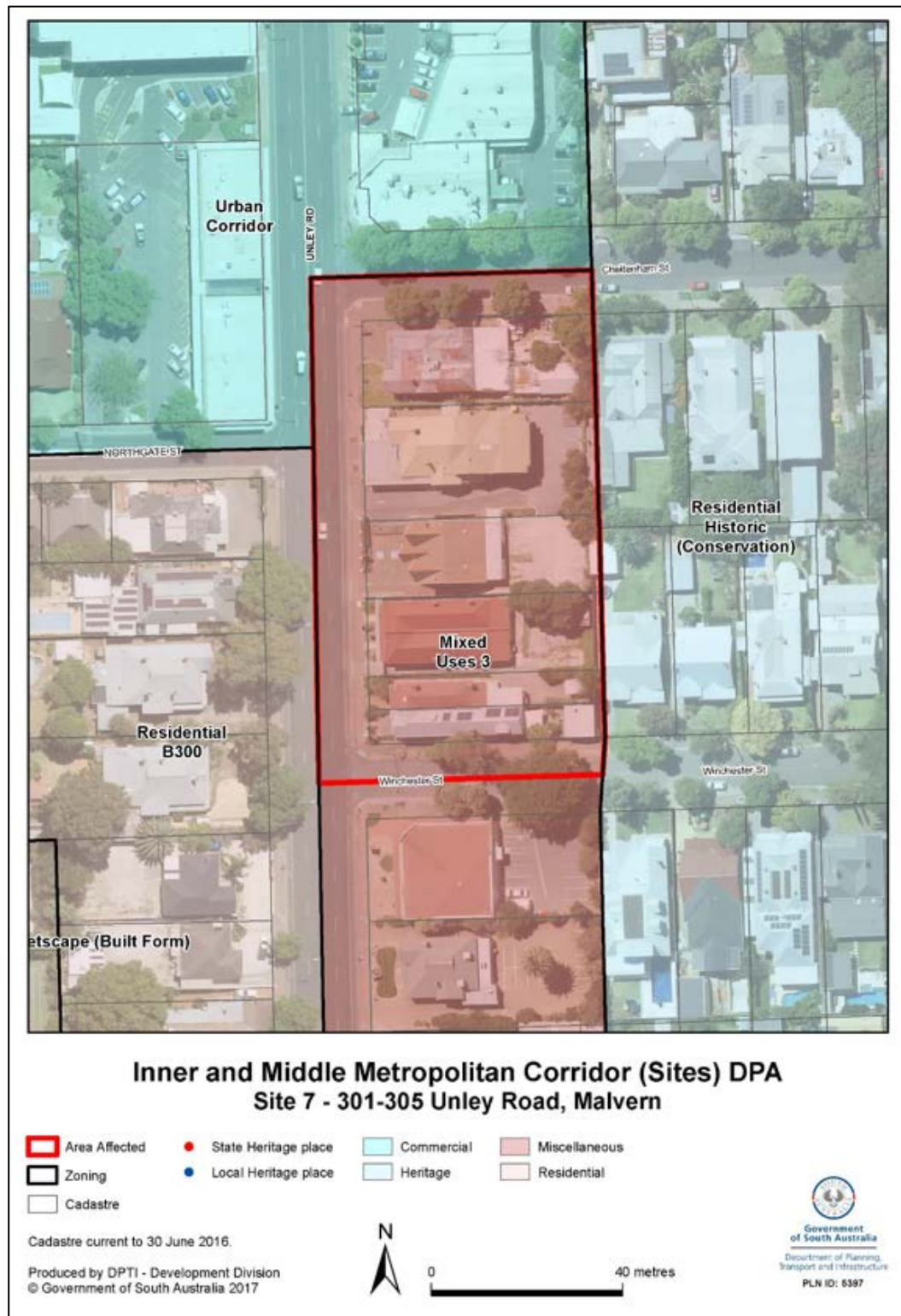
The site investigation area is located immediately adjacent the High Street (Unley Road) Policy Area of the Urban Corridor Zone, which also encourages a mix of land uses and facilitates buildings of between 3 and 5 storeys (up to 18.5 metres in height), transitioning down in scale toward the



interface with adjacent zones. The High Street (Unley Road) Policy Area is therefore proposed to apply to the investigation area. The Policy Area also envisages retail development in the order of 450m square metres per tenancy, which is proposed to continue to apply to the investigation area.

**Appendix 3** contains a summary of the policy applying in the current zones (including objectives, land use and maximum building heights where applicable).

Figure 14 – Unley Road, Malvern – Site Investigation Area (Site 7)



## Building Height

The methodology for establishing building height policy in the proposed Urban Corridor areas is outlined in the *Determining Maximum Building Heights - Methodology Summary* in section 3.2.2 above.

The following table identifies the critical elements that inform maximum building heights in the corridor investigation area:

| Street (m)                                  | Width | Storeys-Street Ratio | Zone Depth Range (min-max) | Storeys-Building Envelope | Proposed Maximum* | Comment                                                                                                                                                                                                                                                                                                                                                                    |
|---------------------------------------------|-------|----------------------|----------------------------|---------------------------|-------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 21m<br>(Unley Road-High Street Policy Area) |       | 5                    | 49m                        | 5                         | 5 Storeys         | <p>The adjacent Urban Corridor Zoning to the north allows buildings up to 5 storeys.</p> <p>Consistent with directions in The 30-Year Plan for medium-rise development along key transport corridors.</p> <p>A 30° provisional building envelope applies to address building massing and overshadowing to adjacent residential development located outside of the zone</p> |

*\*Note: Building envelope policy applies so maximum building height may not be achievable in every instance depending on allotment*

## Building Setbacks

The methodology for establishing building height policy is outlined in the *Determining Building Setbacks* in section 3.2.4 above. The following table is a summary of critical elements that inform maximum setbacks for the Unley Road Malvern investigations area:

| Resources - High Street Policy Area | Primary road frontage (primary corridor) (m) | Primary road frontage (other) (m) | Secondary road frontage (m) | Side (m) | Rear (where rear access / laneway access) (m) | Rear (where adjacent to zone boundary or other) (m) |
|-------------------------------------|----------------------------------------------|-----------------------------------|-----------------------------|----------|-----------------------------------------------|-----------------------------------------------------|
| <b>SAPPL</b>                        | 0                                            | 0 or 2 to 4                       | 0 to 3                      | 0 to 3   | Min 6.5 (including rear accessway)            | 0 to 5                                              |
| <b>Norwood DP</b>                   | 0                                            | 2                                 | 0                           | 0        | Min 6.5 (including rear accessway)            | 5 or 3                                              |
| <b>Unley DP</b>                     | 0                                            | 0                                 | 0 - 2                       | 3        | Min 6.5 (including rear accessway)            | 5 or 3                                              |
| <b>West Torrens DP</b>              | 0                                            | 2                                 | 0                           | 0        | Min 6.5 (including rear accessway)            | 3 or 0                                              |

The Malvern site is adjacent the existing Urban Corridor Zone – High Street (Unley Road) Policy Area that addresses Unley Road north of the site. It is proposed to extend this adjacent Urban Corridor Zone and policy area over the site investigations area with no amendments proposed to that policy in respect to building setbacks.

### **Implications for this DPA**

The Urban Corridor Zone - High Street Policy Area is proposed to apply to the site investigations area at Unley Road, Malvern as a logical extension of the existing Urban Corridor Zone and policy area immediately north of the site. This reflects a desire to facilitate a mixed-use development on a consolidated land holding that takes advantage of the Unley road corridor and public transport route.

The depth of the investigation area will allow for development of taller buildings up to five (5) storeys toward the Unley Road frontage, while allowing for the interface with adjoining areas to be managed. Importantly, existing building envelope policies to address the interface with sensitive residential development to the rear (east) of the investigation area will continue to apply to ensure an appropriate transition in scale.

Council's Development Plan contains additional policy within its Council-wide section to address development affecting Local Heritage Places. Further policy at the council wide level is not considered necessary.

#### **4.2.7 Sites 8 and 9: Anzac Highway and Leader Street, Keswick / Forestville / Everard Park – Site Investigation Area**

The former Le Cornu Furniture site occupies some 3.6 hectares with frontages to Leader Street, Anzac Highway and Maple Street and occupies a significant area of the wider Light Industrial area in this location. This area is included in the Keswick Urban Node, as identified in the *Inner Metro Rim Structure Plan*, which seeks to develop a high density mixed use precinct with a strong residential focus in this location. It therefore represents a significant opportunity within the wider Anzac Highway corridor and has been included in the investigation area of this DPA.

Arcadian Communities has also recently purchased a consolidated site of some 7,900 square metres located 130 metres south of the former Le Cornu Furniture site, which has been included in the investigation area along with some contiguous land.

The site is depicted in **Figure 15: Anzac Highway and Leader Street, Keswick / Forestville / Everard Park – Site Investigation Area** below.

##### Current Built Form / Character and Land Use

The land to the northern side of Leader Street within the site investigation area through to the rear of the allotments fronting Maple Street is largely used for commercial purposes, including light industry and warehouses, and includes the former Le Cornu Furniture site. Built form is a mixture of single storey and two storey buildings.

Despite its residential zoning, the area south of Leader Street fronting Anzac Highway within the investigation area is predominantly used for fast food retailing, with residential development located further west along Anzac Highway and extending back toward Third Avenue, and a retail building located on the corner of Grove Avenue and Anzac Highway.

While there are no State or Local Heritage places within the investigation area itself, a Local Heritage listed corner shop exists in proximity to the site on the southern side of Leader Street.

Land on the southern side of Leader Street, located south and east of the investigation area, is also identified as the Forestville residential character area in the *Inner Metro Rim Structure Plan*, and is currently located within the Residential Streetscape (Built Form) Zone of the Unley (City) Development Plan. This zoning broadly facilitates low scale residential development on large allotments with spacious front and side setbacks for areas west of Leah Street, with low scale, albeit more compact residential development east of Leah Street.

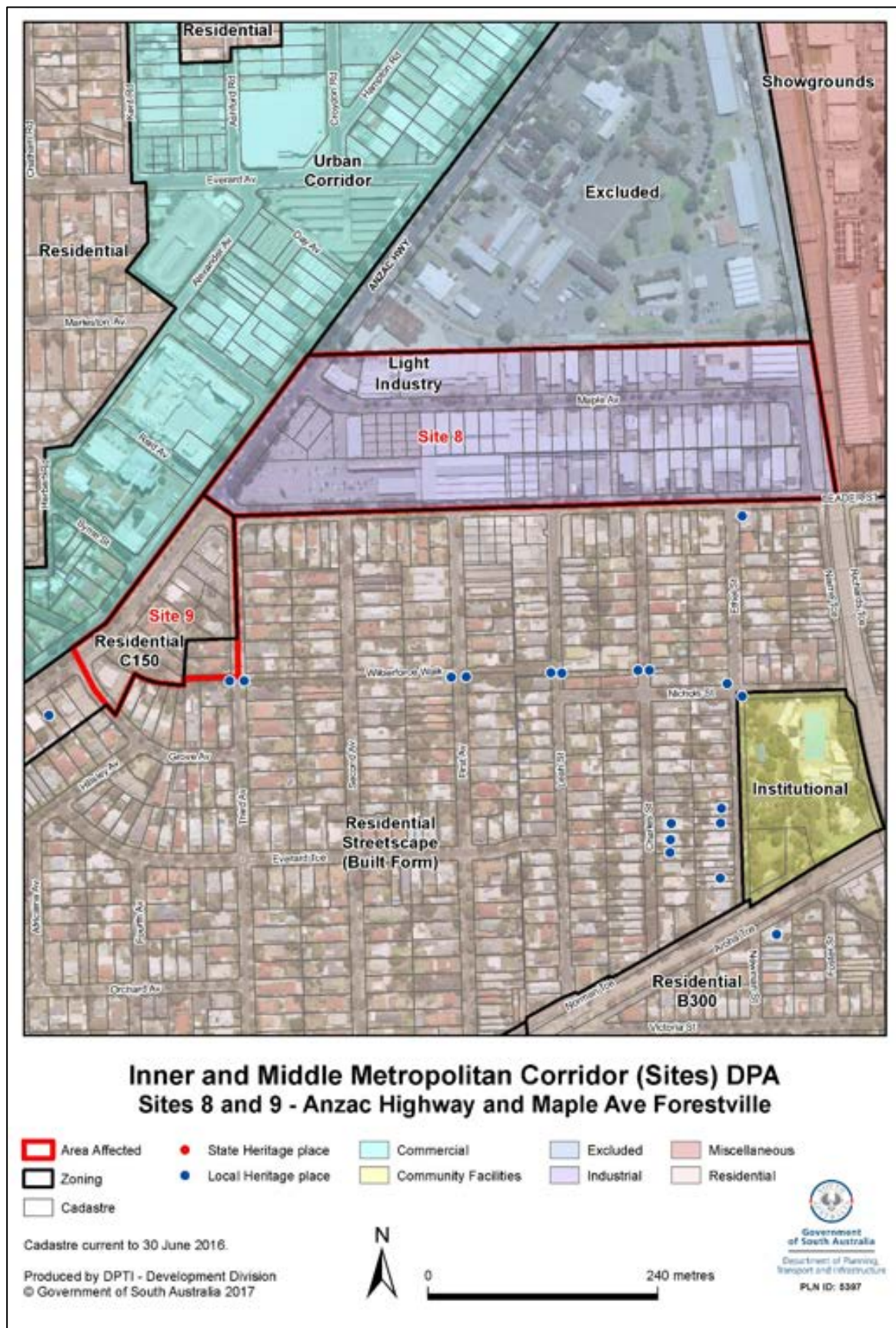
The wider Urban Corridor Zone at Anzac Highway currently supports a range of land use activities that are predominantly commercial, including retail, at the top and bottom of the area, and largely residential in between. The urban corridor itself contains a mix of uses, including the Ashford Private Hospital, recently developed retirement living apartments, residential development and commercial, bulky goods and retail showrooms on its northern side, with other commercial activities and fast food outlets along its southern side and residential development further west. Built form is mostly single storey with a number of two storey or higher commercial buildings.

##### Current Zone(s) / Proposed Zone Boundary

The former Le Cornu site, Leader Street and Maple Avenue area currently sits within the Light Industry Zone of the Unley Council Development Plan, while the area south of Leader Street in the investigation area sits predominantly within the Residential C150 Zone with a portion in the Residential Streetscape (Built Form) Zone).



Figure 15 - Anzac Highway and Leader Street, Keswick / Forestville / Everard Park  
- Site Investigation Area (Sites 8 and 9)



The former Le Cornu site and portion of the Light Industry Zone located directly opposite the site over Maple Ave (between the Le Cornu site and Military Barracks site) are proposed to be included in the Transit Living Policy Area of the Urban Corridor Zone to facilitate future mixed use development with a residential focus. While the Transit Living Policy Area module in the SA Planning Policy Library generally envisages smaller scale retail development up to 500m<sup>2</sup> in any single building, the scale of the former Le Cornu site in particular, its previous use and the location's designation in the Inner Metro Rim Structure Plan (as forming part of the Keswick Urban Node where a high intensity of development is expected) would allow for more substantial non-residential elements as part of a major mixed-use precinct, while retaining a residential focus. It is therefore proposed to exempt the site from the retail floor area limits that generally apply within the Policy Area. This also better aligns with allowable floor areas for development on the western side of Anzac Highway in the City of West Torrens.

The remaining Light Industrial zoned area located north-east of the Le Cornu site is proposed to be included in a Business Policy Area of the Urban Corridor Zone, so a wider range of commercial uses typically allowed under the current zoning can be continued. Retail floor area limits that apply to the Business Policy Area in the South Australian Planning Policy Library will apply to this area, generally allowing shops or groups of shops with a gross leasable area of up to 500m<sup>2</sup>.

Similar to the Le Cornu site, land contained within the Residential C150 Zone, including two contiguous allotments in the Residential Streetscape (Built Form) Zone) forming part of the consolidated site owned by Arcadian Communities, is also proposed to be included in the Transit Living Policy Area of the Urban Corridor Zone to facilitate mixed use development with a residential focus. Given the much smaller area of land within this location compared to the former Le Cornu site, retail floor limits of up to 500m<sup>2</sup> as recommended in the SA Planning Policy Library will apply to this area.

**Appendix 3** contains a summary of the policy applying in the current zones (including objectives, land use and maximum building heights where applicable).

### Important Local Elements

Anzac Highway comprises a carriageway of approximately forty metres wide with three lanes of traffic either side and bicycle lanes, while Leader Street contains an eighteen metre wide carriageway comprising single lanes of traffic in both directions. Public buses run along both Anzac Highway and Leader Street, with the southern passenger rail in close proximity to the east of the site.

Land on the western side of Anzac Highway sits within the Urban Corridor – Boulevard Policy Area of the West Torrens Council Development Plan, which currently encourages development of up to 8 storeys.

The Keswick Urban Node, as identified in the *Inner Metro Rim Structure Plan*, occupies the land to the immediate north of Leader Street (affected by this DPA) plus the Keswick Military Barracks site to the immediate north of the investigation area, which is Commonwealth owned land and is not being considered as part of this DPA. Notwithstanding this, the Structure Plan identifies that the Military Barracks site should accommodate a high density mixed use precinct with a strong residential focus ranging from 3 stories up to 14 storeys.

The Le Cornu site provides opportunity for an integrated mixed-use development, which is well positioned to capitalise on access to public transport. As discussed above, because of the site's scale and connection to the wider Anzac Highway corridor, it is proposed to exempt the site from the retail floor limit otherwise applying to the Transit Living Policy area to allow for retail uses that support both new residents and the local workforce. This will provide some flexibility in relation to the provision of commercial or non-residential land use components commensurate with site size and

adaptability to market preferences at the time of development. Any development will need provide variations in scale, and ensure building mass is carefully articulated and distributed across the site, to ensure an appropriate urban design outcome for the site. It will also be important that building scale and massing is carefully designed to ensure any overshadowing impacts on existing residential development on the southern side of Leader Street are minimised.

The south-western portion of the site investigation area that includes land owned by Arcadia Communities sits within the Corridor (Mixed Infill) Anzac Highway area of the *Inner Metro Rim Structure Plan*. This designation and its consolidated nature offers opportunities for an integrated mixed use development, with taller buildings fronting Anzac Highway and a transition in building heights down toward Third Avenue to sensitively interface with the established residential area and streetscape.

Airport height limits (OLS) will apply to the site, currently requiring a referral for structures above 15 metres in height. This issue is discussed in greater detail in Section 2.5 of this DPA, which provides an overview of infrastructure planning issues.

The majority of setbacks to Anzac Highway, being of a commercial nature, have either no setback at all, or where there is a setback, it provides for a range of car parking to the front. Residential development (Anzac Highway Forestville site investigations area), has setbacks of approximately ten to fifteen metres. Residential developments further west of the site investigations area have variable setbacks.

### Building Height

The methodology for establishing building height policy in the proposed Urban Corridor areas is outlined in the *Determining Maximum Building Heights - Methodology Summary* in section 3.2.2 above.

The following table identifies the critical elements that inform maximum building heights in the corridor investigation area:

| Street Width (m)                                              | Storeys-Street Width Ratio | Zone Depth Range (min-max) | Storeys-Building Envelope | Proposed Maximum*                     | Comment                                                                                                                                                                                                                                                                                                                                                                                                    |
|---------------------------------------------------------------|----------------------------|----------------------------|---------------------------|---------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 40m<br>(Anzac Highway – Proposed Transit Living Policy Areas) | 6                          | 45m – 110m                 | 4 – 6+                    | 8 storeys<br>(north of Leader Street) | <i>Proposed 8 storey height supported by Inner Metro Rim Structure Plan which identifies the location as a key urban node supporting high density, mixed use precinct, and consistent with allowable building heights in the existing Urban Corridor Zone in surrounding areas on Anzac Highway Policy Area on Greenhill Rd (7-10 storeys) and on the western side of Anzac Highway (up to 8 storeys).</i> |
|                                                               |                            |                            |                           | 6 Storeys<br>(south of Leader Street) | <i>For the area south of Leader Street, the bulk of the wider corridor is 45 metres deep and narrows toward the Leader Street intersection. A 6 storey maximum height aligns with policies in the 30-Year Plan Update to encourage medium-rise (3-6 storey) development along key transport corridors.</i>                                                                                                 |
|                                                               |                            |                            |                           |                                       | <i>Policy is proposed to require development located south of Leader Street to require a transition in scale down from Anzac</i>                                                                                                                                                                                                                                                                           |

| Street Width (m)                                    | Storeys-Street Width Ratio | Zone Depth Range (min-max) | Storeys-Building Envelope | Proposed Maximum* | Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|-----------------------------------------------------|----------------------------|----------------------------|---------------------------|-------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                     |                            |                            |                           |                   | <p>Highway to Third Avenue to sensitively interface with the established residential area and streetscape.</p> <p>Corridor investigation areas to the south of a corridor - 30° provisional building envelope applies to address overshadowing.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 18m (Leader Street – Proposed Business Policy Area) | 5                          | N/A                        | 6+                        | 8 storeys         | <p>Proposed 8 storey height supported by Inner Metro Rim Structure Plan which identifies the location as a key urban node supporting high density, mixed use precinct, and consistent with allowable building heights in the existing Urban Corridor Zone in surrounding areas on Anzac Highway Policy Area on Greenhill Rd (7-10 storeys) and on the western side of Anzac Highway (3-8 storeys).</p> <p>Policy is proposed to require development adjoining Leader Street to be designed to minimise overshadowing impacts on existing residential development on the southern side of Leader Street. This will affect building design as well as building heights that may be achieved within the zone close to Leader Street.</p> |
| Maple Street – Proposed Business Policy Area)       | N/A                        |                            |                           | 8 storeys         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |

*\*Note: Building envelope policy applies so maximum building height may not be achievable in every instance depending on allotment depth*

### Building Setbacks

The methodology for establishing building height policy is outlined in the *Determining Building Setbacks* in section 3.2.4 above.

The following table is a summary of critical elements that inform maximum setbacks for the Anzac Highway, Leader Street and Maple Avenue site investigations areas:

| Resources - Transit Living Policy Area | Primary road frontage (primary corridor) (m) | Primary road frontage (other) (m) | Secondary road frontage (m) | Side (m) | Rear (where rear access / laneway access) (m) | Rear (where adjacent to zone boundary or other) (m) |
|----------------------------------------|----------------------------------------------|-----------------------------------|-----------------------------|----------|-----------------------------------------------|-----------------------------------------------------|
| <b>SAPPL</b>                           | 0 to 5                                       | 0 to 4                            | 0 to 5                      | 0 to 3   | Min 6.5 (including rear accessway)            | 0 to 3                                              |
| <b>West Torrens DP</b>                 | 3                                            | 3                                 | 2                           | 3        | Min 6.5 (including rear accessway)            | 3 or 0                                              |

| Resources - Business Policy Area | Primary road frontage (primary corridor) (m) | Primary road frontage (other) (m) | Secondary road frontage (m) | Side (m) | Rear (where rear access / laneway access) (m) | Rear (where adjacent to zone boundary or other) (m) |
|----------------------------------|----------------------------------------------|-----------------------------------|-----------------------------|----------|-----------------------------------------------|-----------------------------------------------------|
| <b>SAPPL</b>                     | 0 to 5                                       | 0 to 4                            | 0 to 3                      | 0 to 3   | Min 6.5 (including rear accessway)            | 0 to 3                                              |

| Resources - Business Policy Area | Primary road frontage (primary corridor) (m) | Primary road frontage (other) (m) | Secondary road frontage (m) | Side (m) | Rear (where rear access / laneway access) (m) | Rear (where adjacent to zone boundary or other) (m) |
|----------------------------------|----------------------------------------------|-----------------------------------|-----------------------------|----------|-----------------------------------------------|-----------------------------------------------------|
| Norwood DP                       | 0                                            | 2                                 | 0                           | 0        | Min 6.5 (including rear accessway)            | 5 or 3                                              |
| West Torrens DP                  | 3                                            | 3                                 | 2                           | 3        | Min 6.5 (including rear accessway)            | 3 or 0                                              |

The *Unley (City) Development Plan* does not presently contain the Business or Transit Living Policy Areas for the Urban Corridor Zone and, accordingly, these will need to be introduced. It is considered that the policies contained in the SAPPL provides an appropriate basis for application to the site investigation area.

| Proposed Policy Areas      | Primary road frontage (primary corridor) (m) | Primary road frontage (other) (m) | Secondary road frontage (m) | Side (m) | Rear (where rear access / laneway access) (m) | Rear (where adjacent to zone boundary or other) (m) |
|----------------------------|----------------------------------------------|-----------------------------------|-----------------------------|----------|-----------------------------------------------|-----------------------------------------------------|
| Business Policy Area       | n/a                                          | 2                                 | 0                           | 0        | Min 6.5 (including rear accessway)            | 3 or 0                                              |
| Transit Living Policy Area | No minimum at Anzac Highway                  | 2                                 | 2                           | 2        | Min 6.5 (including rear accessway)            | 3 or 0                                              |

The *Unley (City) Development Plan* does not detail setback requirements for those zones adjacent to the Keswick / Forestville / Wayville investigations areas. The Development Plan instead gives general guidance in its Council-wide section (Design and Appearance of Land and Buildings) requiring that setbacks for buildings should be similar or compatible with the setbacks of buildings on adjoining land and the predominant setback of buildings in the locality.

The portion of the Site investigations area located north of Leader Street lies immediately south of the Keswick Military Barracks, and land uses are generally developed up to this boundary.

Development to the south of Leader Street adjacent the southern portion of the site investigation area is generally low density residential with no noted historic or character value. Larger lots generally provide for generous setbacks, however, current policy provides for a long term transition to medium-higher density development which may provide for reduced setbacks.

In an area that is transitioning, the following setbacks are proposed for the Transit Living and Business Policy Areas. For the Transit Living Policy Area, setbacks have been proposed on the basis that future development will support a variety of building forms with medium to high density residential development utilising the high frequency transit services. For the Business Policy Area, they have been proposed on the basis that development in the broader vicinity was not of a nature that required sensitive character protection and is generally of a format that could support intensive mixed-use development.

| Proposed Policy Areas      | Primary road frontage (primary corridor) (m) | Primary road frontage (other) (m) | Secondary road frontage (m) | Side (m) | Rear (where rear access / laneway access) (m) | Rear (where adjacent to zone boundary or other) (m) |
|----------------------------|----------------------------------------------|-----------------------------------|-----------------------------|----------|-----------------------------------------------|-----------------------------------------------------|
| Business Policy Area       | n/a                                          | 2                                 | 0                           | 0        | Min 6.5 (including rear accessway)            | 3 or 0                                              |
| Transit Living Policy Area | No minimum at Anzac Highway                  | 2                                 | 2                           | 2        | Min 6.5 (including rear accessway)            | 3 or 0                                              |



On this basis, the proposed application of the Transit Living and Business Policy Areas will provide setback guidance that supports the future mixed-use development formats desired for the area with flexible built form.

#### **Implications for this DPA**

The former Le Cornu site and portion of the Light Industry Zone located directly opposite the site over Maple Ave (between the Le Cornu site and Keswick Military Barracks site) are proposed to be included in a Transit Living Policy Area of the Urban Corridor Zone to facilitate future mixed use development with a residential focus.

Given the scale of the Le Cornu site in particular, it is proposed to exempt the site from application of the retail floor limit otherwise applying to the Transit Living Policy area to allow for retail uses that support both new residents and the local workforce and provide some flexibility in relation to the provision of commercial or non-residential land use components commensurate with site size and adaptability to market preferences.

The remaining Light Industry zoned area located north-east of the Le Cornu site is proposed to be included in a Business Policy Area of the Urban Corridor Zone, given its existing light industrial and commercial focus. This will ensure that the business focus currently applying to the area will be continued through a wider range of land uses than applies generally in the Urban Corridor Zone. The default retail floor area limit of 500 square metres applying in the Business Policy Area of the SA Planning Policy Library will continue to apply to this area.

Proposed building heights north of Leader Street take into account the site's scale, its designation in the Keswick Urban Node of the *Inner Metro Rim Structure Plan* and allowable building heights on the western side of Anzac Highway and the nearby Urban Corridor Zone along Greenhill Road.

Similar to the Le Cornu site, land contained within the Residential C150 Zone, including two contiguous allotments in the Residential Streetscape (Built Form) Zone, is also proposed to be included in the Transit Living Policy Area of the Urban Corridor Zone to facilitate mixed use development with a residential focus. The policy area is suited to these areas given the significant amounts of existing residential development. Proposed building heights are as outlined above, with new policy to manage the interface with the adjacent Residential Streetscape (Built Form) Policy Area at Forestville. The default retail floor area limit of 500 square metres applying to the Transit Living Policy Area in the SA Planning Policy Library will apply to this area.

A new Concept Plan is proposed to apply to the site investigation area to clarify building heights and access arrangements, as well as amendments to airport mapping to better align with the OLS.

#### **4.2.8 Site 10: 254 – 262 Richmond Road, Marleston (Old TAFE site) – Site Investigation Area**

The former Marleston TAFE site, bound by Richmond Road, Sutton Terrace and Desmond Avenue comprises almost 5 hectares, with a significant depth of approximately 300 metres from Richmond Road. While the site is not located within an existing Urban Corridor Zone, it represents a significant land holding within the middle metropolitan west and has been included within the investigation area of this DPA.

The site is depicted in **Figure 16 Richmond Road, Marleston – Site Investigation Area** below.

##### Current Built Form / Character and Land Use

The former TAFE site at Marleston contains a number of former institutional and industrial scale buildings, and large areas of at grade car parking.

Within the local area, a range of commercial activities exist on both sides of Richmond Road, including automotive services, offices and logistics services, retail and retail showrooms, event hire and small scale manufacturing. A variable range of setbacks is evident to Richmond Road, reflecting the eclectic range of commercial activities.

The eastern side of Sutton Terrace and western portion of Desmond Avenue is generally characterised by low density (single storey) housing from a range of eras, including recent infill, with some further commercial and warehousing activities within the western section of Desmond Avenue. However, current zoning for these residential areas within Medium Density Policy Area 19 of the Residential Zone allows for development of a range of medium density housing forms of up to two storeys in the future. Commercial and warehousing activities also occur adjacent the western edge of the former TAFE site.

##### Current Zone(s) / Proposed Zone Boundary

The northern extent of the former TAFE site sits within the Commercial Zone of the West Torrens Council Development Plan, while the southern section sits within the Industry Zone. The current Commercial Zone policy seeks to ensure retail development does not hinder the development or function of the zone, although there are limited retail offerings in the immediate area for local workers, and the area is in need of revitalisation.

The site is proposed to be included in the Transit Living Policy Area of the Urban Corridor Zone to recognise the flexible and varied built form along Richmond Road and the site's strategic significance and potential for a mixed-use development with a residential focus.

**Appendix 3** contains a summary of the policy applying in the current zones (including objectives, land use and maximum building heights where applicable).

##### Important Local Elements

Adjacent the former TAFE site, Richmond Road comprises a carriageway of approximately twenty-four metres wide, with two lanes of traffic east and west bound and bicycle lanes either side. Public bus services are also located nearby on Marion Road.

There are no State or Local heritage places located on or in proximity to the site. Some significant stands of trees also exist on the Richmond Road frontage.

While Richmond Road is not currently designated as an Urban Corridor Zone, the significant scale, depth and location of the former TAFE site within the middle metropolitan west presents a significant opportunity for a mixed-use development precinct comprising residential development and retail / commercial activities to support both new residents and local workers, including within the nearby

Netley commercial park located west of the site, the Arnott's manufacturing plant located south of the site, and the substantial Grove Avenue industrial area to the south-east of the site.

Figure 16 – Richmond Road, Marleston – Site Investigation Area (Site 10)





While the Transit Living Policy Area of the Urban Corridor Zone, which is proposed to apply to the site investigation area, currently envisages retail development of up to 500m<sup>2</sup> within a single building, the prominence and scale of the former TAFE site and its position within a key employment area provides an opportunity to develop larger retail formats as part of the coordinated mixed-use development. It is therefore proposed to exempt the site from retail floor area limits that generally apply in the Policy Area to provide some flexibility in relation to the provision of commercial land uses commensurate with site size and adaptability to market preferences at the time of development.

Importantly, the size of the site will also allow for the careful management of interface issues with adjacent residential development, including opportunities for taller buildings in the western portion of the site adjacent Richmond Road, transitioning down in scale toward the existing residential area to the east.

Airport height limits will apply to the site, but will be adjusted to more closely align with the OLS. The site is also subject to some flooding risk, which currently affects the western extent of Richmond Road, particularly within the south-western portion of the site. These issues are discussed in greater detail in section 2.5 of this DPA, which provides an overview of infrastructure planning issues.

### Building Height

The methodology for establishing building height policy in the proposed Urban Corridor areas is outlined in the *Determining Maximum Building Heights - Methodology Summary* in section 3.2.2 above.

The following table identifies the critical elements that inform maximum building heights in the corridor investigation area:

| Carriageway Width (m) | Storeys-Carriageway Width Ratio | Zone Depth Range (min-max) | Storeys-Building Envelope | Proposed Maximum*                                                                           | Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|-----------------------|---------------------------------|----------------------------|---------------------------|---------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 24m                   | 6                               | 40m - 300m                 | 4 to 6+                   | 6 storeys, transitioning down in height at the interface with the adjacent Residential Zone | <p><i>While immediately surrounding commercial development is limited to 2 'commercial' storeys (8.5m high), taller buildings are envisaged adjacent the nearby Richmond Road/Marion Road intersection (3 storeys, or 12.5m high).</i></p> <p><i>The significant scale and depth of this site, however, would allow for taller, medium-rise buildings toward the centre of the site (up to 6 storeys) without impacting on surrounding lower-rise areas, with a transition in building heights down toward adjacent established residential areas to the east. This aligns with policies in the 30-Year Plan Update to encourage medium-rise (3-6 storey) development along key transport corridors.</i></p> |

| Carriageway Width (m) | Storeys- Carriageway Width Ratio | Zone Depth Range (min-max) | Storeys- Building Envelope | Proposed Maximum* | Comment                                                                                                                      |
|-----------------------|----------------------------------|----------------------------|----------------------------|-------------------|------------------------------------------------------------------------------------------------------------------------------|
|                       |                                  |                            |                            |                   | <i>Further, a 30° provisional building envelope is proposed to apply to address overshadowing to area south of the site.</i> |

*\*Note: Building envelope policy applies so maximum building height may not be achievable in every instance depending on allotment depth*

### Building Setbacks

The methodology for establishing building height policy is outlined in the *Determining Building Setbacks* in section 3.2.4 above.

The City of West Torrens currently contains policy for the *Urban Corridor Zone – Transit Living Policy Area* and the following table is a summary of these setbacks as applied elsewhere in the Council area:

| Resources – Transit Living Policy Area | Primary road frontage (primary corridor) (m) | Primary road frontage (other) (m) | Secondary road frontage (m) | Side (m) | Rear (where rear access / laneway access) (m) | Rear (where adjacent to zone boundary or other) (m) |
|----------------------------------------|----------------------------------------------|-----------------------------------|-----------------------------|----------|-----------------------------------------------|-----------------------------------------------------|
| <b>SAPPL</b>                           | 0 to 5                                       | 0 to 4                            | 0 to 5                      | 0 to 3   | Min 6.5 (including rear accessway)            | 0 to 3                                              |
| <b>West Torrens DP</b>                 | 3                                            | 3                                 | 2                           | 3        | Min 6.5 (including rear accessway)            | 3 or 0                                              |

The *West Torrens Council Development Plan* provides detailed setback requirements for the Residential Zone - Medium Density Policy Area 19 which is adjacent the site investigation area with front setbacks of three metres. Development is generally low density, single storey residential but policy seeks to transition this over the long term to a medium density format. The site investigations area is separated from existing residential development by local roads (approximately fifteen metres wide).

The Industrial Zone, which shares a property boundary, seeks minimum setbacks of three metres from the front and side boundary, although industrial activities have been developed to the subject side boundary already.

On this basis, it is considered that the existing setback policy contained within the West Torrens Council Development Plan for the Urban Corridor Zone – Transit Living Policy Area, is appropriate for application to the Richmond Road, Marleston site investigations area.

### Implications for this DPA

While Richmond Road is not currently designated as an urban corridor, the significant scale, depth and location of the former TAFE site within the middle metropolitan west presents a significant opportunity for a mixed use development precinct with residential and retail/commercial activities to support both new residents and local workers in an area that is in need of revitalisation.

The broader mix of uses along this section of Richmond Road is well suited to adopting the Urban Corridor Zone, Transit Living Policy Area to assist in facilitating this mixed use outcome with a residential focus. Given the prominence of the site and its position within a key employment area, it is proposed to exempt the site from the retail floor area limits that generally apply in the Policy Area to allow for larger retail formats as part of a mixed-use development with a residential focus. This will provide some flexibility in relation to the provision of commercial land uses commensurate with site size and adaptability to market preferences at the time of development.

Building heights have been determined based on the site's scale and intent of the 30-Year Plan to encourage medium-rise (3-6 storey) development along key transport corridors.

The scale and depth of the site will also allow for the careful management of interface issues with adjacent residential development, including opportunities for taller building elements toward the central and western portion of the site adjacent Richmond Road, transitioning down in scale to provide a more sensitive interface to the adjacent residential areas.

Policy is proposed to manage flood risks associated with the site as well an adjustment to airport building height mapping to better align with the OLS.

#### 4.2.9 Site 11: 6 – 10 Railway Terrace, Mile End – Site Investigation Area

The Corporate Health Group (CHG) currently occupies a consolidated site of around 3,600m<sup>2</sup> at Railway Terrace, Mile End and is looking to relocate. The site is bound by Railway Terrace, Hughes Street and Junction Lane and located close to both James Congdon Drive and Henley Beach Road. Given the consolidated nature of the site and its predominant location within the Henley Beach Road Urban Corridor Zone and inner metropolitan rim, the site has been included in the investigation area of this DPA.

The site is depicted in **Figure 17: Railway Terrace, Mile End – Site Investigation Area** below.

##### Current Built Form / Character and Land Use

The site at 6-10 Railway Terrace, Mile End is currently used for commercial purposes and contains a number of converted buildings and associated car parking.

While the site does not contain any state or local heritage places, it is located within the Mile End Historic Conservation Area and contains a contributory item (dwelling), with a number of other contributory items located north of the site over Junction Lane and along Hughes Street to the south.

A commercial premise also exists immediately north of the site in the Urban Corridor Zone on the corner of Junction Lane and Henley Beach Road. The wider Urban Corridor Zone to the north along Henley Beach Road contains a mix of residential, commercial and institutional uses, including medium density housing. Policies encourage developments of between 3 to 6 stories within the Henley Beach Urban Corridor.

Areas further north along James Congdon Drive also contain a mix of commercial and industrial uses and have recently been included in the Boulevard Policy Area of the Urban Corridor Zone, which encourages future medium and high density development.

Given its location within the Mile End Conservation Policy Area, the area west of the site contains a range of low density character housing. Recognising the area's character, current policies seek to encourage a diversity of housing options, with a focus on developing a range of allotment sizes accommodating detached and semi-detached dwellings. While two-storey housing is possible, this is encouraged within the roof space to complement the predominant single storey character of the area.

##### Current Zone(s) / Proposed Zone Boundary

A substantial portion of the site at 6-10 Railway Terrace (some 2,542m<sup>2</sup>) was recently included in the High Street Policy Area of the Urban Corridor Zone via the City of West Torrens Housing Diversity DPA given its prominent corner position and connection to Henley Beach Road.

The remaining 1100m<sup>2</sup> of land (western portion of the site) remains within the Residential Zone – Mile End Conservation Policy Area 30.

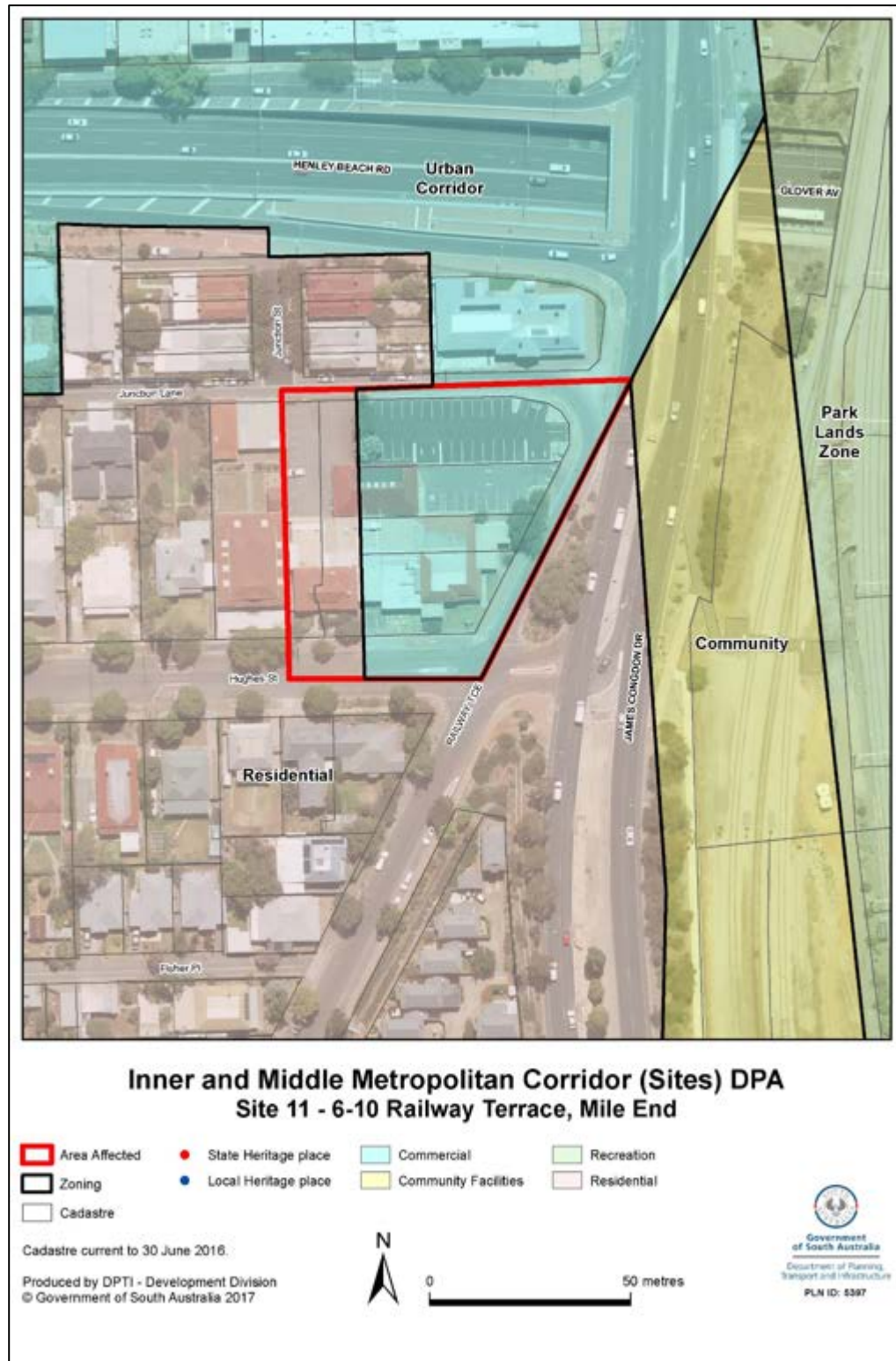
**Appendix 3** contains a summary of the policy applying in the current zones (including objectives, land use and maximum building heights where applicable).

The portion of the site located in the Residential Zone is proposed to be incorporated into the High Street Policy Area of the wider Urban Corridor Zone along Henley Beach Road to provide a suitable site size and scale to achieve a greater development outcome that takes advantage of the site's proximity to public transport and the Henley Beach Road and James Congdon Drive corridors, while

transitioning down in scale to complement existing low density residential character areas to the west.

It is not proposed, however, to alter the site's status within the existing Historic Conservation Area.

Figure 17 – 6-10 Railway Terrace, Mile End – Site Investigation Area (Site 11)



### Important Local Elements

The site is located in close proximity to the southern rail corridor and Mile End railway station, the start of the Westside Bikeway and western Parklands. High frequency public bus services also operate along Henley Beach Road.

James Congdon Drive is designated a Strategic Route and Primary Freight Route in the Inner Metro Rim Structure Plan, and forms a key road connection to Port Road.

Henley Beach Road has also been identified as a Commercial (Mixed Infill) area and future potential mass transit route in the Inner Metro Rim Structure Plan. The Structure Plan proposes to reinforce the road as a popular commerce corridor by facilitating mixed-use infill development of commercial and home office shopfronts and residential accommodation above of between 3 to 6 storeys, which has since been reflected in the current Urban Corridor zoning. The Structure Plan also recognises the need to reinforce the protection of historic building stock within the residential areas south of the corridor and west of the investigation site.

The portion of the site located within the existing Urban Corridor Zone is also designated an affordable housing area.

Given the site's consolidated nature and predominant inclusion in the Urban Corridor Zone, it presents an opportunity to develop a mixed use or residential development option that takes advantage of existing transport and lifestyle options within the Henley Beach corridor and adjacent Parklands. Inclusion of the entire site within the Urban Corridor Zone will also provide a site size and scale to better address the interface with the adjacent low rise residential character areas.

Airport height limits (OLS) will apply to the site, currently requiring a referral for structures above 15 metres in height. This issue is discussed in greater detail in Section 2.5 of this DPA, which provides an overview of infrastructure planning issues.

### Building Height

The methodology for establishing building height policy in the proposed Urban Corridor areas is outlined in the *Determining Maximum Building Heights - Methodology Summary* in section 3.2.2 above.

Given that the site is already predominantly located within the High Street Policy Area of the Urban Corridor Zone, current policies to determine appropriate building heights and scale within this section of the Henley Beach Road corridor will continue to apply – currently allowing for development of between 3 to 6 storeys (up to 24.5 metres high). Existing interface height provisions will also continue to apply to address overshadowing impacts to adjacent residential development located outside of the corridor zone.

### Building Setbacks

The methodology for establishing building height policy is outlined in the *Determining Building Setbacks* in section 3.2.4 above. The following table is a summary of critical elements that inform maximum setbacks for the Railway Terrace, Mile End site investigations area:



| <b>Resources - High Street Policy Area</b> | Primary road frontage (primary corridor) (m) | Primary road frontage (other) (m) | Secondary road frontage (m) | Side (m) | Rear (where rear access / laneway access) (m) | Rear (where adjacent to zone boundary or other) (m) |
|--------------------------------------------|----------------------------------------------|-----------------------------------|-----------------------------|----------|-----------------------------------------------|-----------------------------------------------------|
| <b>SAPPL</b>                               | 0                                            | 0 or 2 to 4                       | 0 to 3                      | 0 to 3   | Min 6.5 (including rear accessway)            | 0 to 5                                              |
| <b>Norwood DP</b>                          | 0                                            | 2                                 | 0                           | 0        | Min 6.5 (including rear accessway)            | 5 or 3                                              |
| <b>Unley DP</b>                            | 0                                            | 0                                 | 0 - 2                       | 3        | Min 6.5 (including rear accessway)            | 5 or 3                                              |
| <b>West Torrens DP</b>                     | 0                                            | 2                                 | 0                           | 0        | Min 6.5 (including rear accessway)            | 3 or 0                                              |

The majority of the site investigations area is already zoned Urban Corridor – High Street Policy Area, and the proposal is to expand the zone boundary to include two additional allotments directly west / to the rear. It is not considered that the expansion of this zone boundary requires amendment to building setback requirements.

#### **Implications for this DPA**

The consolidated nature of the site at 6-10 Railway Terrace, Mile End presents an opportunity to develop a mixed use or residential development that provides new housing options in the area to take advantage of the site's close proximity to Henley Beach Road and public and active transport options.

While building height policies applying to the bulk of the site will remain unchanged, expansion of the existing Urban Corridor Zone – High Street Policy Area in this location will better recognise the size of this consolidated land holding and allow for the interface with the adjacent low rise residential character areas to be better addressed through an appropriate transition in building heights. Existing interface height provisions will also continue to apply to address impacts to adjacent residential development located outside of the corridor zone.

It is not proposed to, however, to alter the site's status within the existing Historic Conservation Area to ensure the protection of historic building stock within the site and local area.

#### 4.2.10 Site 12: Magill Road, Stepney (Otto Timber) - Site Investigation Area

The Magill Road, Stepney site investigations area contains land holdings in the order of 1.8 hectares and is located to the corner of Nelson Street, Magill Road and Frederick Street, Stepney. The site has frontage to Magill Road of approximately 225 metres and frontage to Nelson Street of approximately 70 metres. A significant portion of the site is held in a single ownership - Otto Timber.

The site represents a significant redevelopment opportunity within the inner suburban area of Greater Adelaide in an established but evolving corridor. The large size of the investigation area provides significant opportunity for a master planned development approach consisting of higher density forms of development, including mixed-use and residential development, particularly given its proximity to Adelaide and its access to frequent public transport.

The site is depicted in **Figure 18: Magill Road, Stepney – Site Investigation Area** below.

##### Current Built Form and Land Use

The site area contains a variety of developments including commercial / office, retail commercial and retail showrooms (Nelson Street frontage) as well as established retail shops to Magill Road. This street frontage is dominated by single storey character buildings.

Behind the main roads, the majority of land is occupied by Otto's Timber, a light industry enterprise that undertakes joinery and hardware activities. The business has vehicular access to Wells Street and Ann Street as well as access to laneways through the site investigations area. The site is approximately 7,563 square metres. Adjoining vacant sites are under the same ownership and were purchased to provide a buffer to adjacent residential development. The site also contains five residential dwellings. Development is generally single storey with some two storey developments and the bulk of the Otto's Timber warehouse structure.

The significant component under singular land ownership and the frontage to multiple streets will be critical factor in future redevelopment as it will provide opportunity for a large master planned development with increased intensities. These can potentially be interfaced through setbacks with adjacent established sensitive developments and allow multiple points of access and assist in providing a range of traffic management options in the design of any new development.

There is limited off street parking for the majority of activities fronting Magill Road.

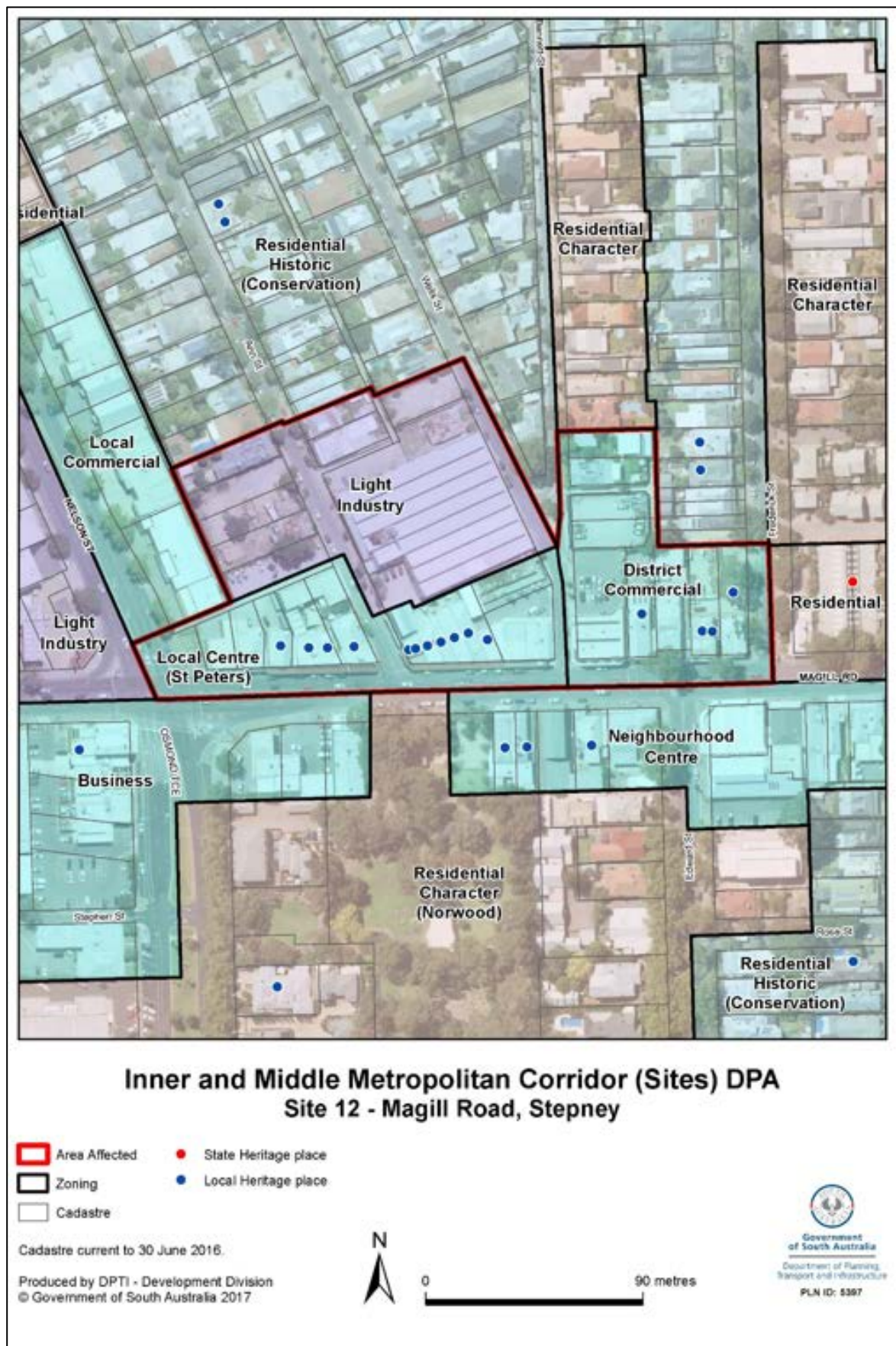
The site investigations area contains a number of Local Heritage listed places, particularly the shops fronting Magill Road. Additional Local and State Heritage Listed Places are identified in the vicinity. Existing policy in the Council-wide section of the Norwood Payneham and St Peters (City) Development Plan under the heading 'Heritage Places' addresses development affecting Local Heritage Places. Further policy consideration is not necessary.

Land uses and development formats in the broader area are a little more eclectic with light industry, retail showrooms, open space and retail activities. Development on the south side of Magill Road is a mixture of one to two storeys, and contemporary and character buildings.

The majority of residential development in the vicinity is zoned Residential Historic (Conservation) or Residential Character with the exception of those dwellings contained within the site investigations area.



Figure 18 – Magill Road, Stepney – Site Investigation Area (Site 12)



### Current Zone(s) / Proposed Zone Boundary

The site investigations area is currently covered by three zones, a number of which promote similar land uses:

- District Commercial Zone which promotes a range of commercial, service, wholesale, storage and warehousing
- Local Centre (St Peters) Zone, which only consists of three allotments focuses on development of small groups of shops, offices and community facilities
- Light Industry Zone seeks small scale industries that have limited impacts on adjoining areas.

The Local Commercial Zone also abuts the site to the west, which promotes developments that are of a local service nature including stores, service industry, warehousing or petrol stations.

The site investigation area, is proposed to be rezoned to Urban Corridor Zone – with High Street Policy Area to the existing Local Centre (St Peters Zone) and the existing District Commercial Zone. The Transit Living Policy Area is proposed to apply to the existing Light Industry Zone.

Additional policy is proposed to be introduced to address the sensitive interface to the adjacent Residential Historic (Conservation) and Residential Character Zones which are focused on the retention and protection of nineteenth and twentieth century residential developments, including their layout.

Given the large size of the site, its location adjacent to established residential areas, it is considered that the site is appropriate for mixed use development formats that are intended for the corridors as identified in the *30-Year Plan*.

**Appendix 3** contains a summary of the policy applying in the current zones (including objectives, land use and maximum building heights where applicable).

### Building Height

The methodology for establishing building height policy in the proposed Urban Corridor areas is outlined in the *Determining Maximum Building Heights - Methodology Summary* in section 3.2.2 above.

The following table identifies the critical elements that inform maximum building heights for the Magill Road, Stepney site investigations area:

| Street Width (m)         | Storeys-Street Width Ratio | Proposed Zone Depth Range (min-max) | Storeys-Building Envelope | Proposed Maximum Storeys*              | Comment                                                                                                                                                                                                                                                                                          |
|--------------------------|----------------------------|-------------------------------------|---------------------------|----------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 20m (Magill Road [West]) | 5                          | 43 to 123m                          | 4 to 6+                   | 4, 5 Storeys on the Otto's timber site | <i>A reduced height has been proposed to achieve a high street built form characteristics in this section of Magill Road.</i><br><br><i>A 5 storey height limit is proposed for the Transit Living Policy Area section applying to the Otto's Timber sites given the wider site zone extent.</i> |

*\*Note: Building envelope policy applies so maximum building height may not be achievable in every instance depending on allotment dimensions*

## Building Setbacks

The methodology for establishing building height policy is outlined in the *Determining Building Setbacks* in section 3.2.4 above.

The following table is a summary of critical elements that inform maximum setbacks in the Magill Road, Stepney site investigations area:

| Resources - High Street Policy Area | Primary road frontage (primary corridor) (m) | Primary road frontage (other) (m) | Secondary road frontage (m) | Side (m) | Rear (where rear access / laneway access) (m) | Rear (where adjacent to zone boundary or other) (m) |
|-------------------------------------|----------------------------------------------|-----------------------------------|-----------------------------|----------|-----------------------------------------------|-----------------------------------------------------|
| SAPPL                               | 0                                            | 0 or 2 to 4                       | 0 to 3                      | 0 to 3   | Min 6.5 (including rear accessway)            | 0 to 5                                              |
| Norwood DP                          | 0                                            | 2                                 | 0                           | 0        | Min 6.5 (including rear accessway)            | 5 or 3                                              |
| Unley DP                            | 0                                            | 0                                 | 0 - 2                       | 3        | Min 6.5 (including rear accessway)            | 5 or 3                                              |
| West Torrens DP                     | 0                                            | 2                                 | 0                           | 0        | Min 6.5 (including rear accessway)            | 3 or 0                                              |

| Resources - Business Policy Area | Primary road frontage (primary corridor) (m) | Primary road frontage (other) (m) | Secondary road frontage (m) | Side (m) | Rear (where rear access / laneway access) (m) | Rear (where adjacent to zone boundary or other) (m) |
|----------------------------------|----------------------------------------------|-----------------------------------|-----------------------------|----------|-----------------------------------------------|-----------------------------------------------------|
| SAPPL                            | 0 to 5                                       | 0 to 4                            | 0 to 3                      | 0 to 3   | Min 6.5 (including rear accessway)            | 0 to 3                                              |
| Norwood DP                       | 0                                            | 2                                 | 0                           | 0        | Min 6.5 (including rear accessway)            | 5 or 3                                              |
| West Torrens DP                  | 3                                            | 3                                 | 2                           | 3        | Min 6.5 (including rear accessway)            | 3 or 0                                              |

The *Norwood Payneham and St Peters (City) Development Plan* does not detail setback requirements for those zones adjacent to the Magill Road, Stepney investigations area. The Development Plan instead gives general guidance in its Council-wide section (Design and Appearance of Land and Buildings) requiring that setbacks for buildings should be similar or compatible with the setbacks of buildings on adjoining land and the predominant setback of buildings in the locality.

Visual review of sites fronting Magill Road identifies the majority of development is has no or only minor setbacks, being developed for fine-grained retail purposes. More contemporary developments have generally been developed to comply with this format. A significant number of these properties are local heritage listed.

Development fronting Nelson Street (within the site investigations area) is currently zoned Local Commercial and consists of warehouse-style building formats with parking to the front. The main component of the site investigations area off the arterial roadways consists of the Otto's Timber

operations, including a number of properties around the main warehouse building that were purchased and left vacant to provide buffering to adjacent residential activities. Approximately five residential properties are included in this area which reflect minimal residential setbacks of approximately three metres.

There are a number of local roads as well as service laneways that traverse the area providing some buffering between developments, and it is anticipated that the size of the site investigations area will provide flexibility to ensure that adequate separation is provided to adjacent sensitive developments, including the adjacent Residential Historic (Conservation) and Residential Character Zones to the north as well as Residential Character to the south.

In the broader area, there are a number of commercial and Light Industry Zones which demonstrate variable setbacks reflecting the variable building styles and uses.

On this basis, the proposed application of the High Street Policy Area will continue the minimal setbacks and fine-grained development formats that exist in the area. The Business Policy Area to the northern part of the site will provide opportunity for mixed use developments with flexible built form.

#### **Implications for this DPA**

The site investigation area is proposed to be rezoned to Urban Corridor Zone – with High Street Policy Area to the existing Local Centre (St Peters) Zone and the existing District Commercial Zone. The Transit Living Policy Area is proposed to apply to the existing Light Industry Zone.

Proposed building heights take into account the existing high street built form characteristics of Magill Road at this location, adjacent residential character areas, overall scale of the Otto Timber site and intent of the 30-Year Plan to encourage medium-rise (3-6 storey) development along key transport corridors.

Recognising that the site is located adjacent areas of residential historic character, including State and Local Heritage Listed items, specific policy will be included to ensure that new development provides a sympathetic transition to existing buildings of historic value to the south.

Council's Development Plan contains additional policy within its Council-wide section to address development affecting Local Heritage Places. Further policy at the Council-wide level is not considered necessary.

While portion of the site investigation area is to be rezoned for a more sensitive land use (ie. from light industry to mixed use with a residential focus), the Urban Corridor Zone currently contains policies that recognise that some sites in the zone could be contaminated because of previous activities, and therefore will need to be made suitable and safe for their intended use. It is therefore not proposed to include any additional policy for the site investigation area with regard to potential contamination and remediation.



## 5. Summary of recommended policy changes

Extensive investigations have been undertaken of potential growth areas along transit corridors as the basis for the *Inner and Middle Metropolitan Corridor Infill DPA*, which was subsequently placed on hold. Although this DPA takes a change in direction by only focusing on specific sites associated with the transit corridors previously investigated, it nonetheless seeks to align with the same strategic directions of *The 30-Year Plan for Greater Adelaide*.

Key issues that are considered in the application of the Urban Corridor Zone to sites is the determination of appropriate sites – and this is based on road width, size of allotment and adjacent development formats. In addition, the DPA has considered the interface with adjacent land uses and their relative degree of sensitivity – eg. heritage conservation areas where the objective is to protect and preserve built form character and patterning. Local amendments for the proposed application of the Urban Corridor Zone and various Policy Areas for each of the sites has been proposed as necessary to ensure interface of development is amenable.

It is important to note that this DPA be read in conjunction with the Inner and Middle Metropolitan Corridor (Design) DPA, which is concurrently seeking to review the Council-wide policies to better address the design of taller buildings and the interface with adjacent uses and development.

Following is a summary list of the recommended policy changes based on the investigations and review of Council's Development Plan:

- **Overlays**

Application of the following Overlays to the site investigation areas where relevant:

- Noise & Air Emissions
- Strategic Transport Routes
- Affordable Housing.

- **Urban Corridor Zone:**

- Inclusion of new PDC in the Zone or relevant policy areas regarding finished floor levels in response to potential flood risk:

*'When abutting a footpath, the finished floor level of the ground floor of buildings should be level with the footpath at the primary street frontage, provided the footpath is constructed to an appropriate level to mitigate flood risk at the edge of the development site.'*

- **Site 1: Hackney Road, Hackney (including Hackney Hotel) – Site Investigation Area:**

- Application of the Urban Corridor Zone – Boulevard Policy Area over the entirety of the site investigations area
- Application of existing Urban Corridor Zone - Boulevard Policy Area set back policy
- Inclusion of local policy to limit building heights to six (6) storeys fronting Hackney Road and four (4) storeys fronting Richmond Road
- Inclusion of local policy to guide a transitioning built form to appropriately interface with adjoining developments
- Inclusion of local policy to guide development that interfaces with the Hackney Hotel as a Local Heritage Place.

- **Sites 2 and 3: Rundle Street, Kent Town / Beulah Road, Norwood - Site Investigation Area:**

- Retention of the Rundle Street, Kent Town site investigations area within the Mixed Use Heritage (Conservation) Zone - The Parade / Fullarton Road Policy Area
- Amend the zone boundary to enable the entirety of the Beulah Road, Norwood site investigation area to be covered by the Mixed Use Heritage (Conservation) Zone - The Parade / Fullarton Road Policy Area

- Retention of existing setback policy for the Mixed Use (Conservation) Zone - The Parade / Fullarton Road Policy Area
- Inclusion of local policy and a new Concept Plan to allow buildings up to four (4) stories
- Inclusion of local policy to guide a transitioning built form to appropriately interface with adjoining developments
- Adjustments to public notification requirements to allow buildings up to 3 storeys as Category 1 development, with buildings exceeding 3 storeys to be classed as Category 2 (notification to adjoining properties)
- Adjustment to non-complying criteria to allow shops or groups of shops greater than 250 square metres to be assessed on merit.
- **Site 4: Magill Road, Norwood (including Caroma Industries) - Site Investigation Area:**
  - Application of the Urban Corridor Zone – High Street Policy Area over the entirety of the site investigations area
  - Application of existing Urban Corridor Zone - High Street Policy Area set back policy
  - Inclusion of a maximum retail floor limit in the order of 2000 square metres applying to the site investigation area (identified as Area H in new Fig UrC/2) to encourage neighbourhood scale retail activity as part of a mixed use development outcome
  - Inclusion of local policy to limit building heights to six (6) storeys
  - Inclusion of local policy to guide a transitioning built form to appropriately interface with adjoining developments / zones – particularly the Residential Character (Norwood) Zone
  - Inclusion of policies to encourage vehicle access from Stephen Street.
- **Site 5: The Parade, Norwood - Site Investigation Area:**
  - Introduction of the Urban Corridor Zone – Transit Living Policy Area over the entirety of the site investigations area
  - Inclusion of policy in the Urban Corridor Zone – Transit Living Policy Area with setback policy to meet reduced setback distances
  - Inclusion of local policy to limit building heights to five (5) storeys
  - Inclusion of local policy to guide a transitioning built form to appropriately interface with adjoining developments.
- **Site 6: Glen Osmond Road, Parkside (including Cappo Seafoods) - Site Investigation Area:**
  - Application of the Urban Corridor Zone – Boulevard Policy Area over the entirety of the site investigations area
  - Application of existing Urban Corridor Zone – Boulevard Policy Area set back policy
  - Inclusion of local policy to seek building heights of up to five (5) storeys
  - Inclusion of local policy to guide a transitioning built form to appropriately interface with adjoining developments
  - Inclusion of local policy to encourage rear access from Chinner Avenue to protect the primary role of Glen Osmond Road as a strategic transport corridor
  - Updated Concept Plan Map Un/3 to confirm appropriate building heights and vehicle access arrangements.
- **Site 7: Unley Road, Malvern – Site Investigation Area:**
  - Application of the Urban Corridor Zone – High Street (Unley Road) Policy Area over the entirety of the site investigations area, retaining existing policies associated with setbacks, building heights and retail floor areas.

- Updated Concept Plan Map Un/2B to confirm appropriate building heights and vehicle access arrangements for the site investigation area.
- **Sites 8 and 9: Anzac Highway and Leader Street, Keswick / Forestville / Everard Park (including Le Cornu) – Site Investigation Area:**
  - Introduction of the Urban Corridor Zone – Transit Living Policy Area to the former Le Cornu furniture site and portion of the Light Industry Zone opposite the site over Maple Avenue (between Le Cornu and the Military Barracks site), and to the area of Anzac Highway south of the Leader Street intersection
  - Introduction of the Urban Corridor Zone – Business Policy Area to the remaining Light Industry Zone north of Leader Street and east of the former Le Cornu site
  - Inclusion of tailored setback policies to the Urban Corridor Zone – Transit Living and Business Policy Areas
  - Inclusion of local policy within the Transit Living Policy Area to:
    - limit building heights to six (6) stories for the area of Anzac Highway located south of Leader Street, and eight (8) stories for the area north of Leader Street (including the former Le Cornu site)
    - allow shops or groups of shops of up to 500 square metres in the portion of the policy area south of Leader Street, commensurate with the SA Planning Policy Library
    - exempt the area located north of Leader Street (former Le Cornu site) from minimum retail floor area limits to allow larger retail formats where proposed as part of a coordinated, mixed-use development with a residential focus
  - Inclusion of local policy within the Business Policy Area to:
    - limit building heights to eight (8) stories north of Leader Street
    - allow shops or groups of shops of up to 500 square metres, commensurate with the SA Planning Policy Library
  - Inclusion of local policy in both Policy Areas to guide a transitioning built form to appropriately interface with adjoining developments
  - Introduction of a new Concept Plan Map Un/8 to guide future development of the investigation area
  - Adjustment of airport building height mapping to better align with the OLS.
- **Site 10: Richmond Road, Marlestone (including Marlestone TAFE) – Site Investigation Area:**
  - Application of the Urban Corridor Zone – Transit Living Area over the entirety of the site investigations area
  - Application of existing Urban Corridor Zone – Transit Living Policy Area set back policy
  - Inclusion of local policy to limit building heights to six (6) storeys, with a transition down at the interface with the adjacent Residential Zone – Medium Density Policy Area 19
  - Inclusion of local policy to allow larger retail formats where proposed as part of a coordinated, mixed-use development with a residential focus
  - Adjustment to airport building height mapping to better align with the OLS.
- **Site 11: Railway Terrace, Mile End – Site Investigation Area:**
  - Expansion of the Urban Corridor Zone – High Street Policy Area over the entirety of the site investigations area, with no change to existing policies.
- **Site 12: Magill Road, Stepney (including Otto Timber) – Site Investigation Area:**
  - Application of the Urban Corridor Zone – High Street Policy Area over the existing Local Centre (St Peters) Zone and District Commercial Zone

- Application of the Urban Corridor Zone – Transit Living Policy Area over the remainder of the site investigations area located within the Light Industry Zone
- Application of existing Urban Corridor Zone – High Street Policy Area and Transit Living Policy Area set back policy (as relevant)
- Inclusion of local policy to limit building heights to four (4) storeys within the High Street Policy Area, with five (5) storeys permitted within the Transit Living Policy Area (Otto's Timber site)
- Inclusion of local policy to guide a transitioning built form to appropriately interface with adjoining developments.



## 6. Statement of Statutory compliance

### 6.1 ACCORDS WITH THE PLANNING STRATEGY

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

### 6.2 ACCORDS WITH OTHER PARTS OF THE DEVELOPMENT PLAN

The policies proposed in this DPA are consistent with the format, content and structure of relevant development plan (see table below). The DPA recognises existing policy and does not seek to repeat or introduce policies that would conflict with those contained within the General and Overlay Sections of Council's Development Plan.

Regard has also given to the adjacent sensitive zones to ensure that the proposals contained within this DPA support the broader vision for urban renewal areas considered, consistent with the policy format and expression used more widely.

| Site No | Site Location                                                      | Affected Development Plan(s)          |
|---------|--------------------------------------------------------------------|---------------------------------------|
| 1.      | 95 Hackney Road, Hackney (including Hackney Hotel)                 | Norwood Payneham and St Peters (City) |
| 2.      | 1-5 Beulah Road, Norwood                                           | Norwood Payneham and St Peters (City) |
| 3.      | 78-80 Rundle Street, Kent Town                                     | Norwood Payneham and St Peters (City) |
| 4.      | 76 Magill Road, Norwood (including former Caroma site)             | Norwood Payneham and St Peters (City) |
| 5.      | 52-60 The Parade Norwood                                           | Norwood Payneham and St Peters (City) |
| 6.      | 12-16 Glen Osmond Road, Parkside (including Cappel Seafood site)   | Unley (City)                          |
| 7.      | 301-305 Unley Road, Malvern                                        | Unley (City)                          |
| 8.      | 10 Anzac Highway, Keswick (including former Le Cornu site)         | Unley (City)                          |
| 9.      | 22-28 Anzac Highway, Everard Park (Arcadian)                       | Unley (City)                          |
| 10.     | 254-262 Richmond Road, Marleston (including former Marleston TAFE) | West Torrens Council                  |
| 11.     | 6-10 Railway Terrace, Mile End                                     | West Torrens Council                  |
| 12.     | Magill Road, Stepney (including Otto's Timber)                     | Norwood Payneham and St Peters (City) |

### 6.3 COMPLEMENTS THE POLICIES IN THE DEVELOPMENT PLANS FOR ADJOINING AREAS

While some of the site investigation areas are located adjacent the boundary of zones located within adjoining Council areas, the DPA investigations have included an analysis of existing policies applying in these areas where relevant.

The policies proposed in this DPA will therefore be consistent with, and complement, the Development Plan policies of adjoining Council areas.

#### **6.4 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

1. THE 30-YEAR PLAN FOR GREATER ADELAIDE, *Department of Planning, Transport and Infrastructure 2017*
2. SOUTH AUSTRALIA'S STRATEGIC PLAN, *Government of South Australia, 2011*
3. INTEGRATED TRANSPORT AND LAND USE PLAN, *Government of South Australia, 2015*
4. STRATEGIC INFRASTRUCTURE PLAN FOR SOUTH AUSTRALIA, *Government of South Australia, 2011*
5. INNER METRO RIM STRUCTURE PLAN, *Department of Transport and Urban Planning, Government of South Australia, 2012*
6. HOUSING AND EMPLOYMENT LAND SUPPLY PROGRAM REPORT (2010), GREATER ADELAIDE, *Department of Planning and Local Government, Government of South Australia, 2010*
7. NORWOOD PAYNEHAM & ST PETERS (CITY) DEVELOPMENT PLAN, *Government of South Australia*
8. UNLEY (CITY) DEVELOPMENT PLAN, *Government of South Australia*
9. WEST TORRENS COUNCIL DEVELOPMENT PLAN, *Government of South Australia*
10. DEVELOPMENT ACT 1993, *Government of South Australia*
11. DEVELOPMENT REGULATIONS 2008, *Government of South Australia*
12. PLANNING, DEVELOPMENT AND INFRASTRUCTURE ACT 2016, *Government of South Australia*
13. DESIGN GUIDELINES – DESIGN QUALITY AND HOUSING CHOICE (DRAFT FOR CONSULTATION), Office for Design and Architecture, Government of South Australia (May 2017)

## Appendix 1 - Development Applications within Urban Corridor Zone

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

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

## Appendix 2 - The 30 Year Plan for Greater Adelaide – Summary

### A1.1 Context and Vision

The context and vision for *The 30-Year Plan for Greater Adelaide (30-Year Plan)* is outlined in the introductory section of that document. While it is not intended to reiterate the content of these chapters in any detail, the following section provides a snapshot of those comments of most relevance to formulating a land use planning framework to guide the future development of sites affected by this DPA.

The *30 Year Plan* has a target of an additional 545,000 people and almost 250,000 dwellings for Greater Adelaide over the 30 year period.

Over recent decades, household growth has generally outpaced population growth in Greater Adelaide, resulting in a reduction in household size. The number of group and lone person households and single-parent and couple-with-no-children families have all increased due to ageing, and there have been increased numbers of overseas students and cumulative increases in divorce and separations. One of the most profound and consistent changes in the composition of the State's population since 2001 has been a continuous increase in the number and proportion of those aged 65 years and over. For example, between 2001 to 2011 the total population of South Australia increased by 136,000 persons or 9 per cent, while the population aged 65 and over increased by 19 per cent, from 220,000 to 262,000. In addition, during the 2001-11 period, the number of persons aged 85 years and over increased from 25,000 to 38,000, equivalent to a 50 per cent increase of their number. Over this same period, the number of couple-with-children families has fallen.

The overall reduction in household size – particularly lone person households – is likely to result in an increased demand for smaller dwellings. The elderly may choose to downsize from their family home or move into retirement living. Most overseas students are young and single, and choose to live in the City or inner metropolitan suburbs. A trend towards smaller dwellings is already evident, with detached housing and flats, units and apartments increasing as a proportion of total dwellings over the past two decades.

To meet the demands of a larger population and household needs, *The 30-Year Plan* outlines a vision for a **new urban form** for Greater Adelaide including:

- Seeking to protect our limited land resources by continuing the focus on infill development
- Increasing use of public transport by concentrating development along public transport corridors
- Increasing the number of residents living in walkable neighbourhoods where both residential and services are provided in proximity
- Increasing the diversity of housing through the provision of compact housing choices.

The proposed DPA seeks to rezone additional corridor areas identified in the 30-Year Plan to allow multi storey mixed use development, where it forms an extension to the areas that were previously rezoned through the Inner Metropolitan Growth (Stage 1) DPAs for the same purpose. The translation of the above elements to medium-density mixed-use activity areas along corridors requires the alteration of land use policy framework in the same capacity. The policy framework that was used in the Inner Metropolitan Growth (stage 1) DPAs – ie. the Urban Corridor Zone - will continue to be used.

By doing so a range of specific strategic policies in the 30-Year Plan are supported, such as housing choice and affordability.

The following policies are relevant to this DPA:

## Transit corridors, growth areas, and activity centres

| Policy No. | Policy reference                                                                                                                                                                                                                                                                      | Comment                                                                                                                                                                                                                                                                                                                                                                                       |
|------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| P1         | Deliver a more compact urban form by locating the majority of Greater Adelaide's urban growth within existing built-up areas by increasing density at strategic locations close to public transport. (Map 2)                                                                          | The proposed sites are all located on strategic corridors identified for mixed-use infill development by The Plan. These locations are close to services and transport and therefore capitalise on existing infrastructure. The proposed locations are linked and connect with strategic locations already zoned Urban Corridor through the <i>Inner Metropolitan Growth (Stage 1) DPAs</i> . |
| P2         | <p>Increase residential and mixed use development in the walking catchment of:</p> <ul style="list-style-type: none"> <li>• strategic activity centres</li> <li>• appropriate transit corridors</li> <li>• strategic railway stations.</li> </ul>                                     | The draft DPA targets site specific development opportunities (which will include a component of residential development) in sites services by frequent public transport.                                                                                                                                                                                                                     |
| P3         | Increase average gross densities of development within activity centres and transit corridor catchments from 15 to 25 dwellings per hectare to 35 dwellings per hectare.                                                                                                              | The proposed policy change supports an increase in residential densities for identified within the corridor areas as identified in this DPA.                                                                                                                                                                                                                                                  |
| P4         | Ensure that the bulk of new residential development in Greater Adelaide is low to medium rise with high rise limited to the CBD, parts of the Park Lands frame, significant urban boulevards, and other strategic locations where the interface with lower rise areas can be managed. | The draft DPA only targets specific site areas for new mixed-use medium multi storey development (medium rise). A key site in Forestville is proposed to allow for high rise development in light of its significant size and proximity to transport infrastructure.                                                                                                                          |
| P5         | Encourage medium rise development along key transport corridors, within activity centres and in urban renewal areas that support public transport use                                                                                                                                 | The draft DPA will provide medium and high rise mixed-use development opportunities within localities which are well served by public transport.                                                                                                                                                                                                                                              |
| P6         | Promote urban renewal opportunities and maximise the use of government-owned land to achieve higher densities along transit corridors.                                                                                                                                                | The DPA includes a government owned site at Norwood on a transit corridor which is undergoing a tendering process for development as a residential and mixed-use precinct.                                                                                                                                                                                                                    |
| P8         | Provide retail and other services outside designated activity centres where they will contribute to the principles of accessibility; a transit-focused and connected city; high quality urban design; and economic growth and competitiveness.                                        | Policy underpinning the various nominated sites for rezoning promotes various combinations of residential and mixed-use development, generally under the Urban Corridor Zone.                                                                                                                                                                                                                 |

| Policy No. | Policy reference                                                                                                                                                          | Comment                                                                                                                                                                                                                                                                                    |
|------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| P10        | Allow for low-impact employment activities in residential areas, such as small-scale shops, offices and restaurants, where interface issues can be appropriately managed. | The Urban Corridor Zone, which is proposed to be applied to the majority of sites, promotes the mixture of residential and mixed-use developments. This includes the development of retail, offices, consulting room activities etc which are considered low-impact employment activities. |

## Design Quality

| Policy No. | Policy reference                                                                                                                                                                                                                                      | Comment                                                                                                                                                                                                 |
|------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| P26        | Develop and promote a distinctive and innovative range of building typologies for residential housing which responds to metropolitan Adelaide's changing housing needs, reflects its character and climate, and provides a diversity of price points. | The draft DPA encourages a range of housing types including affordable housing.                                                                                                                         |
| P27        | Provide for transitions between higher density and multi-storey, mixed-use developments in activity centres, corridors and existing detached housing precincts.                                                                                       | The policy framework includes a defined building envelope that transitions from the strongest built form adjacent to the corridor, down to a lower, two storey scale at the residential zone interface. |
| P29        | Encourage development that positively contributes to the public realm by ensuring compatibility with its surrounding context and provides active interfaces with streets and public open spaces.                                                      | The DPA includes policy that requires consideration of interface issues between new development and existing / and or adjacent sensitive developments that may be impacted by a change in built format. |
| P30        | Support the characteristics and identities of different neighbourhoods, suburbs and precincts by ensuring development considers context, location and place.                                                                                          | The proposed application of the Urban Corridor Zone includes application of distinct Policy Areas which respond to existing built format, character and context.                                        |

## Heritage

| Policy No. | Policy reference                                                                                                                    | Comment                                                                                                                                                                           |
|------------|-------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| P33        | Recognise the value that communities place on heritage and ensure that new development is implemented sensitively and respectfully. | Where there is potential for new development to impact on historic, heritage or character places, new development will be required to consider design and built form and means to |

| Policy No. | Policy reference                                                                                                 | Comment                                                                                                                                                                                                                                |
|------------|------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|            |                                                                                                                  | develop in a manner that complements existing development.                                                                                                                                                                             |
| P34        | Ensure heritage places and areas of heritage value are appropriately identified and their conservation promoted. | Existing Council-wide policy in Development Plans generally addresses this issue, however, additional policy is proposed that requires that new development is cognisant of and sympathetic with valuable built forms in the vicinity. |

### Housing mix, affordability and competitiveness

| Policy No. | Policy reference                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Comment                                                                                                                                                                                                              |
|------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| P36        | Increase housing supply near jobs, services and public transport to improve affordability and provide opportunities for people to reduce their transport costs.                                                                                                                                                                                                                                                                                                                                                                                                                           | The draft DPA encourages medium and high density residential and mixed-use development in transit corridors where there are high frequency transit services.                                                         |
| P37        | Facilitate a diverse range of housing types and tenures (including affordable housing) through increased policy flexibility in residential and mixed-use areas, including: <ul style="list-style-type: none"> <li>• student housing</li> <li>• ancillary dwellings such as granny flats, laneway and mews housing</li> <li>• dependent accommodation such as nursing homes</li> <li>• assisted living accommodation</li> <li>• aged-specific accommodation such as retirement villages</li> <li>• small lot housing types</li> <li>• infill housing and renewal opportunities.</li> </ul> | The draft DPA encourages a range of housing types including affordable housing. The DPA seeks to apply the affordable housing overlay over all proposed sites.                                                       |
| P40        | Use government-owned land and large underdeveloped or vacant sites as catalysts for stimulating higher density development and innovative building forms.                                                                                                                                                                                                                                                                                                                                                                                                                                 | The DPA addresses a range of sites that are considered underutilised (including a Government-owned site at Norwood). All are proposed to be rezoned to support higher density residential and mixed-use development. |
| P42        | Provide for the integration of affordable housing with other housing to help build social capital.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | The draft DPA encourages a range of housing types including affordable housing.                                                                                                                                      |
| P45        | Promote affordable housing in well located areas close to public transport and which offers a housing mix (type and tenure) and quality built form that is well integrated into the community.                                                                                                                                                                                                                                                                                                                                                                                            | The draft DPA encourages a range of housing types including affordable housing. The DPA seeks to apply the affordable housing overlay over all proposed sites.                                                       |
| P46        | Ensure an adequate land supply is available to accommodate housing and                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | The DPA targets key sites that are 'development ready' and suitable for                                                                                                                                              |



| Policy No. | Policy reference                                                    | Comment                                                     |
|------------|---------------------------------------------------------------------|-------------------------------------------------------------|
|            | employment growth over the longer term (at least a 15 year period). | residential and mixed use developments in key growth areas. |

## The economy and jobs

| Policy No. | Policy reference                                                                                  | Comment                                                                                                                             |
|------------|---------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------|
| P55        | Promote certainty to undertake development while at the same time providing scope for innovation. | The DPA targets key sites that are 'development ready' and suitable for residential and mixed use developments in key growth areas. |
| P56        | Ensure there are suitable land supplies for the retail, commercial and industrial sectors.        |                                                                                                                                     |

## Transport

| Policy No. | Policy reference                                                                                                                                                                                                                 | Comment                                                                                                                                                                                                                       |
|------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| P74        | Ensure development does not adversely impact the transport function of freight and / or major traffic routes and maintains access to markets.                                                                                    | The draft policy framework identifies key strategic roads and includes policies which protect their functionality.                                                                                                            |
| P76        | Improve the amenity and safety of public transport stops, stations and interchanges by improving their connections to adjacent development and encouraging mixed-use development and housing diversity in close proximity.       | The DPA proposes to rezone and / or amend policy to support the development of medium and high density residential development in transit corridors to make better use of transit services and infrastructure.                |
| P77        | Ensure that new housing (and other sensitive land uses) permitted in locations adjacent to airports and under flight paths or near major transport routes (road, rail and tram) mitigates the impact of noise and air emissions. | Relevant Development Plans include policies and Overlay maps that trigger planning and building requirements for sensitive land uses in proximity to strategic transport infrastructure.                                      |
| P80        | Reduce car parking requirements in mixed-use areas near high frequency public transport services to encourage the use of alternative transport modes.                                                                            | The Urban Corridor Zone includes policies that seek to reduce car parking requirements, reflecting the location of residential development and mixed-uses on transit corridors with high-frequency public transport services. |

## Infrastructure

| Policy No. | Policy reference                                                                                                                                                   | Comment                                                                                                                                                            |
|------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| P83        | Define and protect strategic infrastructure sites and corridors from inappropriate development to ensure the continued functionality of the services they provide. | Proposed policies seek to minimise impacts on existing strategic infrastructure, particularly arterial roadways via parking guidance and pedestrian accessibility. |

## Climate Change

| Policy No. | Policy reference                                                                                                                                        | Comment                                                                                                                                                                          |
|------------|---------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| P105       | Deliver a more compact urban form to: <ul style="list-style-type: none"> <li>• Reduce vehicle travel and associated greenhouse gas emissions</li> </ul> | The DPA seeks to increase residential and mixed use development opportunities within key transport corridors, thereby promoting reduced car use and smaller dwelling footprints. |
| P107       | Increase the proportion of low-rise, medium-density apartments and attached dwellings to support carbon-efficient living.                               | The draft DPA encourages a range of housing types including affordable housing.                                                                                                  |

## Appendix 3 - Summary of existing zones

### Site 1: Hackney Road, Hackney (including Hackney Hotel) – Site Investigation Area:

| Site Investigation Area                                                        | Current Zone Summary                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|--------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Hackney Road, Hackney (Norwood Payneham and St Peters (City) Development Plan) | <b>Residential Character Zone:</b> <ul style="list-style-type: none"> <li>Promotes preservation of the existing development patterns and built form.</li> <li>Infill designed to reflect existing character particular emphasis on streetscape presentation maintaining single storey appearance from the primary street frontage, low scale /low density development (maximum 2 storey height).</li> <li>Re-use of a building originally constructed and used as a shop or group of shops and where it has a total gross leasable floor area of 100 square metres or less, or 250 square metres or less (when the site fronts an arterial road)</li> </ul> |

### Sites 2 and 3: Rundle Street, Kent Town / Beulah Road, Norwood - Site Investigation Area:

| Site Investigation Area                                                                                             | Current Zones Summary                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|---------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Rundle Street, Kent Town<br>Beulah Road, Norwood (part)<br>(Norwood Payneham and St Peters (City) Development Plan) | <b>Mixed Use Historic (Conservation) Zone – The Parade/Fullarton Road Policy Area:</b> <ul style="list-style-type: none"> <li>Promotes retention of existing heritage value and residential character, and promotes offices, consulting rooms, residential apartments and townhouses</li> <li>Shops or groups of shops should not exceed 250 square metres</li> <li>Development should not generally exceed two storeys</li> </ul>                                                                                                                                 |
| Beulah Road, Norwood (part)<br>(Norwood Payneham and St Peters (City) Development Plan)                             | <b>Business Zone – Beulah Road Policy Area:</b> <ul style="list-style-type: none"> <li>Offices, consulting rooms, retail showrooms, warehouses, light and service industry and service trade premise are envisaged.</li> <li>Office and/or consulting room, or shop or group of shops should not exceed 250 square metres in gross leasable floor area</li> <li>Building heights generally limited to two storeys in Beulah Road Policy Area, but three storey buildings contemplated in other areas</li> <li>Residential development also contemplated</li> </ul> |

### Site 4: Magill Road, Norwood (including Caroma Industries) - Site Investigation Area:

| Site Investigation Area                                                          | Current Zone(s) / Summary                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|----------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Magill Road, Norwood<br>(Norwood Payneham and St Peters (City) Development Plan) | <b>Business Zone:</b> <ul style="list-style-type: none"> <li>Offices, consulting rooms, retail showrooms, warehouses, light and service industry and service trade premise are envisaged</li> <li>Office and/or consulting room with a gross leasable floor area less than 250 square metres</li> <li>Shop or group of shops with a gross leasable area less than 250 square metres</li> <li>Residential development also contemplated</li> <li>Buildings should generally be two storeys, with three storeys allowed in mixed use buildings fronting Magill Road</li> </ul><br><b>Mixed Use A Zone:</b> <ul style="list-style-type: none"> <li>Promotes offices, warehouses, retail showrooms and residential use (average dwelling site area of 120 square metres)</li> <li>Offices and consulting rooms should generally be less than 250 square metres.</li> <li>Generally 2 storey maximum height, with 3 storeys adjacent arterial roads</li> <li>Shop or group of shops with gross leasable area less than 250 square metres, except for retail showrooms fronting Magill Road</li> </ul> |

**Site 5: The Parade, Norwood - Site Investigation Area:**

| Site Investigation Area                                                                | Current Zone(s) / Summary                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|----------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>The Parade, Norwood</b><br>(Norwood Payneham and St Peters (City) Development Plan) | <b>Business Zone:</b> <ul style="list-style-type: none"> <li>Offices, consulting rooms, retail showrooms, warehouses, light and service industry and service trade premise are envisaged</li> <li>Generally 2 storeys maximum height, except mixed use buildings on arterial roads where a 3 storeys is contemplated</li> <li>Office and/or consulting room with a gross leasable floor area less than 250 square metres in the wider Zone, but up to 500 square metres in the West Norwood Policy Area that affects Site 5</li> <li>Shop or group of shops with a gross leasable area less than 250 square metres</li> <li>Residential development also contemplated</li> </ul> |

**Site 6: Glen Osmond Road, Parkside (including Cappel Seafoods) - Site Investigation Area:**

| Site Investigation Area                                              | Current Zone(s) / Summary                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|----------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Glen Osmond Road, Parkside</b><br>(Unley (City) Development Plan) | <b>Office 1 Zone:</b> <ul style="list-style-type: none"> <li>This zone allows for a range of commercial uses including offices consulting rooms and banks</li> <li>It also allows for medium density residential uses. Up to two storey development above ground level generally envisaged</li> <li>Office, consulting room or bank (individually or together) should not exceed 450 square metres</li> <li>Shop or group of shops with a gross leasable area less than 250 square metres</li> </ul> |

**Site 7: Unley Road, Malvern – Site Investigation Area:**

| Site Investigation Area                                       | Current Zone(s) / Summary                                                                                                                                                                                                                                                                                              |
|---------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Unley Road, Malvern</b><br>(Unley (City) Development Plan) | <b>Mixed Uses 3 Zone:</b> <ul style="list-style-type: none"> <li>Zone provides for small-scale office and consulting rooms with a total floor area of 250 square metres per building</li> <li>Small-scale specialty goods outlets</li> <li>Residential development of up to two storeys at medium densities</li> </ul> |

**Site 8 and 9: Anzac Highway and Leader Street, Keswick / Forestville / Everard Park (including Le Cornu) – Site Investigation Area:**

| Site Investigation Area                                                                | Current Zone(s) / Summary                                                                                                                                                                                                                                                                                                                                                                                                                              |
|----------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Maple Avenue / Leader Street (northern side)</b><br>(Unley (City) Development Plan) | <b>Light Industry Zone:</b> <ul style="list-style-type: none"> <li>Promotes industries which manufacture on a small-scale and which do not create any appreciable noise, smoke, smell, dust or other nuisance or generate heavy traffic.</li> <li>Offices, consulting room or bank individually or together where less than 450 square metres</li> <li>Shops or group of shops with a gross leasable floor area less than 250 square metres</li> </ul> |
| <b>Anzac Highway (south of Leader Street)</b><br>(Unley (City) Development Plan)       | <b>Residential C150 Zone:</b> <ul style="list-style-type: none"> <li>Promotes a mixture of detached dwellings on individual allotments, residential flat buildings and minor non-residential uses fronting the arterial roads.</li> <li>Contemplates medium density residential development up to 3 storeys height with a minimum lot size of 150 square metres</li> </ul>                                                                             |

| Site Investigation Area | Current Zone(s) / Summary                                                                                                                                                                                                                                                                                                                                                                                              |
|-------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                         | <b>Residential Streetscape (Built Form) Zone:</b> <ul style="list-style-type: none"> <li>Promotes street-fronting dwellings, together with existing non-residential buildings and small-scale local businesses and community facilities</li> <li>Low scale building development is envisaged with single storey presentation to the streetscape and second storey allowed where sympathetically integrated.</li> </ul> |

**Site 10: Richmond Road, Marleston (including Marleston TAFE) – Site Investigation Area:**

| Site Investigation Area                                                    | Current Zone(s) / Summary                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|----------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Richmond Road, Marleston</b><br>(West Torrens Council Development Plan) | <b>Commercial Zone:</b> <ul style="list-style-type: none"> <li>Commercial zone allowing for a range of uses from small offices, consulting rooms through to light industries and motor vehicle related premises.</li> <li>Shop or group of shops (other than bulky goods outlets) with a gross leasable area less than 250 square metres</li> <li>Some residential development where associated with non-residential development (in some areas / circumstances).</li> <li>Height limitations generally range between 2 to 3 storeys depending on location within the zone.</li> </ul> |
|                                                                            | <b>Industry Zone</b> <ul style="list-style-type: none"> <li>Established industrial zone allowing for a range of uses including industry, warehousing, storage and transport related activities</li> <li>Shop or group of shops and offices with a gross leasable area less than 250 square metres</li> <li>No buildings within the zone should exceed 12 metres in overall height (approximately 3 storeys).</li> </ul>                                                                                                                                                                |

**Site 11: Railway Terrace, Mile End – Site Investigation Area:**

| Site Investigation Area                                                     | Current Zone(s) / Summary                                                                                                                                                                                                                                                                                                                                                                                 |
|-----------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Railway Terrace, Mile End</b><br>(West Torrens Council Development Plan) | <b>Urban Corridor Zone – High Street Policy Area:</b> <ul style="list-style-type: none"> <li>Generally contemplates buildings of between 3 to 6 storeys east of South Road</li> <li>Mix of land uses including retail, office, commercial, community, civic and medium/high density residential development</li> <li>Shops or groups of shops with a maximum floor area of 2000 square metres.</li> </ul> |
|                                                                             | <b>Residential Zone – Mile End Conservation Policy Area 30:</b> <ul style="list-style-type: none"> <li>Envisages residential forms of development only</li> <li>Buildings generally single storey, with two storeys buildings incorporating second storey within roof space</li> <li>Development to be complementary to historic buildings</li> </ul>                                                     |

**Site 12: Magill Road, Stepney (including Otto Timber) – Site Investigation Area:**

| Site Investigation Area                                                                 | Current Zone(s) / Summary                                                                                                                                                                                                                                                                                                                                                                                                     |
|-----------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Magill Road, Stepney</b><br>(Norwood Payneham and St Peters (City) Development Plan) | <b>Local Centre (St Peters) Zone:</b> <ul style="list-style-type: none"> <li>Zone primarily for small groups of shops, offices and community facilities</li> <li>Shops or groups of shops in the order of 250 square metres</li> <li>Maximum building heights generally not specified</li> <li>Dwellings, including residential flat buildings or residential buildings of three or more stories are non-complying</li> </ul> |
|                                                                                         | <b>District Commercial Zone:</b>                                                                                                                                                                                                                                                                                                                                                                                              |

| Site Investigation Area | Current Zone(s) / Summary                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|-------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                         | <ul style="list-style-type: none"> <li>• <i>Promotes land uses that consist of major servicing, wholesaling, storage and associated activities</i></li> <li>• <i>Shops or groups of shops less than 250 square metres</i></li> <li>• <i>Maximum building heights generally not specified</i></li> <li>• <i>Dwellings and residential flat buildings of three or more storeys are non-complying</i></li> </ul> <hr/> <p><b>Light Industry Zone:</b></p> <ul style="list-style-type: none"> <li>• <i>Accommodates industries which manufacture on a small scale and which does not create nuisance or generate heavy traffic</i></li> <li>• <i>Shops or groups of shops under 250 square metres</i></li> <li>• <i>Some commercial activities considered on merit</i></li> <li>• <i>Maximum building heights generally not specified</i></li> <li>• <i>Dwellings, including residential flat buildings or residential buildings of three or more stories are non-complying</i></li> </ul> |

