

A G E N D A

City Strategy and Development Policy Committee

Agenda

Notice is hereby given pursuant to the provisions of the Local Government Act, 1999, that a meeting of the Development Strategy and Policy Committee will be held in the Council Chambers, 181 Unley Road Unley on

Monday, 10 July 2017 at 7.00pm

for the purpose of considering the items included on the Agenda.

Peter Tsokas
Chief Executive Officer

CITY STRATEGY AND DEVELOPMENT POLICY COMMITTEE

AGENDA

Monday, 10 July 2017 – 7.00pm

MEMBERS

Councillor Michael Rabbitt – Presiding Member
Mayor Lachlan Clyne – ex officio
Councillor D Palmer
Councillor J Boisvert
Councillor M Hewitson
Mr D Wallace
Mr L Roberts

ACKNOWLEDGEMENT

We would like to acknowledge this land that we meet on today is the traditional lands for the Kurna people and that we respect their spiritual relationship with their country.

We also acknowledge the Kurna people as the custodians of the Adelaide region and that their cultural and heritage beliefs are still as important to the living Kurna people today.

APOLOGIES

CONFIRMATION OF MINUTES

MOVED
SECONDED

That:

The Minutes of the City Strategy and Development Policy Committee held on Tuesday, 14 March 2017, as printed and circulated be taken as read and signed as a correct record.

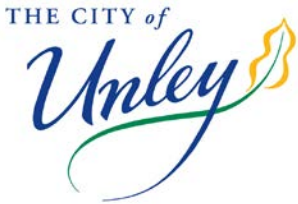
OFFICER'S REPORTS

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CONFLICT OF INTEREST

TITLE: CONFLICT OF INTEREST
ITEM NUMBER: 7
DATE OF MEETING: 10 JULY 2017
ATTACHMENT: 1. CONFLICT OF INTEREST DISCLOSURE
FORM

Members to advise if they have any material, actual or perceived conflict of interest in any Items in this Agenda.



CONFLICT OF INTEREST DISCLOSURE FORM

I, _____ have received a
[insert name]

copy of the agenda for the (Ordinary / Special) **Council / Committee / Board**
[delete that which is not applicable]

meeting to be held on _____
[insert date]

I consider that I have a ***material** conflict of interest pursuant to section 73 / ***actual** or ***perceived** conflict of interest pursuant to section 74 *[*delete that which is not applicable]* of the *Local Government Act 1999* (“the LG Act”) in relation to the following agenda item:

[insert details]

which is to be discussed by the ***Council / *Committee / *Board** at that meeting.
[delete that which is not applicable]

The nature of my **material** conflict of interest is as follows *[ensure sufficient detail is recorded, including the reasons why you (or a person prescribed in section 73(1) of the LG Act) stands to obtain a benefit or suffer a loss depending on the outcome of the consideration of the matter at the meeting of the Council in relation to the agenda item described above].*

OR

The nature of my **actual** conflict of interest is as follows *[ensure sufficient detail is recorded, including the reasons why the conflict between your interests and the public interest might lead to a decision that is contrary to the public interest in relation to the agenda item described above].*

I intend to deal with my **actual** conflict of interest in the follow transparent and accountable way *[ensure sufficient detail is recorded as to the manner in which you intend to deal with the actual conflict of interest in a transparent and accountable way]*

OR

The nature of my **perceived** conflict of interest is as follows *[ensure sufficient detail is recorded, including the reasons why you consider that an impartial fair-minded person could reasonably consider that you have a perceived conflict of interest in the matter]*

I intend to deal with the **perceived** conflict of interest in the following transparent and accountable way *[ensure sufficient detail is recorded as to the manner in which you intend to deal with the perceived conflict of interest in a transparent and accountable way]*

Signature

Date

INFORMATION REPORT

REPORT TITLE: PLANNING STRATEGY AND POLICY PROGRAM UPDATE

ITEM NUMBER: 8

DATE OF MEETING: 10 JULY 2017

AUTHOR: DAVID BROWN

JOB TITLE: PRINCIPAL POLICY PLANNER

EXECUTIVE SUMMARY

As part of keeping Members informed of the progress of Strategic Planning Projects and the Development Plan Amendment (DPA) program, an update report is provided to the Committee and Council.

The 30-Year Plan for Greater Adelaide 2017 Update was approved and released on the 30 May 2017.

The Inner and Metropolitan Corridor DPA's by the Minister were released on 30 May 2017 and are detailed in Item 9 of this Agenda.

The Residential Growth DPA 2 has been resolved with Part 1 (East) approved on the 4 July 2017. Part 2 (West) matters are sought to be addressed as part of the new Planning and Design Code.

The long-standing General DPA is not to proceed with the matters to be addressed as part of the new Planning and Design Code.

The Unley Central DPA was approved on the 4 July 2017. All current and desired strategy, zoning and policy are to be revisited and transitioned into the new Planning and Design Code over the next 2 years.

RECOMMENDATION

The Committee recommend to Council that:

1. The report be received.
-

1. RELEVANT CORE STRATEGIES/POLICIES

3.1 Unley Community Goals

Emerging – Our Path to a Future City

1.1 A thriving and prosperous business community

1.3 A dynamic mix of uses and activities in selected precincts

Living – Our Path to a Vibrant City

2.1 Highly desirable and diverse lifestyle

2.2 Activated places

Moving – Our Path to an Accessible City

3.1 Equitable parking throughout the City

3.2 An integrated, accessible and pedestrian-friendly City

3.3 Alternative travel options

Greening – Our Path to a Sustainable City

4.1 Renowned for its lifestyle and environmental balance

3.2 Process, public and agency consultation and approval of a Ministerial DPA is pursuant to the Development Act, 1993, Division 2, Sub-division 2, Sections 24, 26 and 27.

4. DISCUSSION

The information following provides the background, and a current update, of the planning strategy and development policy program.

4.1 - Strategic Planning Projects

4.1.1 – Strategic Directions Report (2014) and DPA Program

The Strategic Directions Report 2014 (SDR 2014) outlines the current Strategic Planning Framework and program of Development Plan Amendments (DPA's).

The focus is now on the new Planning, Development and Infrastructure Act 2016 and implementation of the new system, including associated new 'Planning and Design Code'. Long-standing or new DPA's will not be supported.

The Strategic Directions Report (and PDA Program) is being superseded. Council will be involved in transitioning existing and desired strategy, zoning and policy into the new Planning and Design Code.

4.1.2 – The 30-Year Plan for Greater Adelaide 2017 Update

The 30-Year Plan for Greater Adelaide (GA 30) forms a volume of the South Australian Planning Strategy and sets the framework and fundamental directions for Council's planning strategy and Development Plan policy.

The GA 30 was released in 2010. In accord with the cycle of a 5-yearly review it was updated with a draft released for consultation in 2016.

The Update was largely supported by the 82 submissions and review, but includes minor changes to targets for 'Active Transport Trips' (increase of 30% vs 20%) and 'Green Cover' (vs 'tree cover' still to be increased by 20%). Criteria for green vs tree cover will need to be clarified and developed further.

There is an inherent tension between 'green cover' and 'urban infill'. It is recognised this needs to be balanced through Local Area Planning and the spatial application of zoning and policy mechanisms.

The Minister has reiterated several times, for example "These tools ... [*Residential Design Guidelines and Planning and Design Code*] ... will be informed by a strategic plan articulating a long-term vision for the area as contemplated under the Planning, Development and Infrastructure Act 2016, which strategic plans are envisaged to be driven by councils [Underline and insert by author].

4.2 – Ministerial Development Plan Amendments

4.2.1 – Inner and Middle Metropolitan Corridor Development Plan Amendment by the Minister

The Minister pursued a proposal in 2015 for the re-zoning of Goodwood Road, King William Road, Unley Road (southern end), Anzac Highway and the Keswick Forestville Precinct. These corridors and their up-zoning are important to the goals of GA30.

Other matters led to delay in its progress. The Minister has now released two DPA's based on design quality improvement and re-zoning of specific sites. Reports on these DPA's and draft submissions are contained in Item 9.

4.3 - Council Development Plan Amendments

4.3.1 - Village Living & Desirable Neighbourhoods Development Plan Amendment Stage 2 (Residential DPA) - Residential Character and Growth Areas and Council Wide Policy Review

Following public consultation in 2014, and review of issues in April 2015, the DPA was split into two parts:

- Part 1 east of a line along Goodwood Road, tram-line and East Avenue for final approval by the Minister for Planning
- Part 2 west of a line along Goodwood Road, tram-line and East Avenue for approval by the Minister to release for re-consultation.

The necessary revised documentation for Part 1 of the Residential DPA was submitted in June 2015, with various technical and other requested amendments made in December 2015.

The Minister advised in December 2016 of intended changes to be made to DPA Part 1 to secure approval and sought Council's comments. Council submitted comments in March 2017 on the intended changes per Item 9.

The Minister has considered, but not supported, most of Council's comments and confirmed the DPA was approved and published in the Government Gazette on the 4 July 2017. (Attachment 1 to Item 8/17)

Attachment 1

In so doing, Council has also been requested not to proceed with conclusion of Part 2 of the DPA.

With the new Planning Development and Infrastructure Act 2016 and introduction of a new Planning and Design Code, all existing and desired strategy, zoning and policy will need to be re-visited as part of the transition to the new Code. Council has been requested to work with DPTI to address the policy matters in Part 2 of the DPA as part of this process.

4.3.2 – General Development Plan Amendment (General DPA)

The General DPA relates to the review of a range of general policy matters, including provision for accessory dwellings to a range of non-residential policy matters, procedural issues and minor zone anomalies.

Progress has been delayed due to other priorities, overlap with Ministerial DPA's and focus by DPTI on the new Planning Development and Infrastructure Act 2016 (P&DI Act).

Whilst an updated draft of the DPA was submitted to DPTI for review and approval to proceed in July 2016, the determination by the Minister for resources to be focussed on the new P&DI Act and in turn introduction of the new Planning and Design Code, means long-standing and non-strategic DPA's are no longer being supported. (Attachment 2 to Item 8/17)

Attachment 2

Consequently the desired policy matters will need to be pursued with DPTI through the transition to the new Code.

4.3.3 – Unley Central Precinct Development Plan Amendment (Unley Central DPA)

The DPA proposed a change to the District Centre Zone to support the desired form of future development of integrated higher density mixed use, enhanced movement networks and public realm.

The draft DPA was subject of consultation in 2016 and review in early 2017. A revised post-consultation version was concluded by Council in March 2017 and submitted to the Minister for approval.

The Unley Central DPA was approved by the Minister and published in the government Gazette on the 4 July 2017. (Attachment 3 to Item 8/17).

Attachment 3

With the new Planning Development and Infrastructure Act 1016 and introduction of the new Planning and Design Code, all existing and desired strategy, zoning and policy will need to be re-visited as part of the transition to the new Code.

The Hon John Rau MP

#11347044

26 June 2017

Mr Peter Tsokas
Chief Executive Officer
City of Unley
PO Box 1
UNLEY SA 5061

Attention: David Brown, Principal Policy Planner



**Government
of South Australia**

Deputy Premier
Attorney-General
Minister for Justice Reform
Minister for Planning
Minister for Industrial Relations
Minister for Child Protection
Reform
Minister for the Public Sector
Minister for Consumer and
Business Services
Minister for the City of
Adelaide
45 Pirie Street
ADELAIDE SA 5000
GPO Box 464
Adelaide SA 5001
Tel 08 8207 1723
Fax 08 8207 1736

Dear Mr Tsokas

Residential Character and Growth Development Plan Amendment Part 1 (East) for Approval

I refer to your letter responding to the amendments I proposed to the above-mentioned Development Plan Amendment (DPA).

I note Council's support for the retention of the proposed Residential Streetscape (Built Form) Zones at Unley Park and Fullarton and generally for the increased extent of Policy Area 14 along Fullarton Road, the inclusion of additional policy to guide redevelopment of larger sites and clarity in regard to ancillary uses associated with supported accommodation.

I also support Council's request to refer to *supported accommodation* rather than *aged care accommodation* and I have amended the DPA accordingly.

In regard to the other minor amendments suggested I consider that the Development Plan (and proposed amendments) include sufficient policies to guide appropriate development at the interface with lower density residential development so I have not made further changes to Policy Area 14. Similarly I consider the limited number of large scale supported accommodation sites does not warrant further amendments to Council wide Principles of Development Control 27 and 28.

Whilst I acknowledge Council's concerns with the proposed amendments to the Residential Streetscape (Landscape) Zone, including the addition of the area at Forestville within this amended Zone, I consider that the amendments proposed will allow for greater flexibility within the Zone to cater for a wider variety of housing types whilst still acknowledging the streetscape characteristics of these areas. As such I propose to retain this amendment in the DPA.

Having carefully considered Council's response I have decided to approve the Amendment in accordance with the amendments as detailed in my letter of 1 December 2016 other than the minor rewording as outlined above. Please note that in order for the Amendment to come into effect a 'Notice' under section 25(17) is published in the Government Gazette.

Following the approval of this amendment, the current version of your Development Plan will be changed to incorporate the Amendment. A copy of this new version of the Development Plan will then be sent to Council.

However, as Council is aware, the passing of the *Planning, Development and Infrastructure Act 2016* (PDI Act) provides for the introduction of the Planning and Design Code (the Code). The Code is intended to provide a consistent and contemporary planning policy framework across the State. Council should therefore be aware that as part of the transition to the Code Council's whole Development Plan, including the policies affected by this DPA will need to be revisited.

I understand that Council administration and staff from the Department of Planning, Transport and Infrastructure have discussed Council's DPA programme and transitioning to the new Planning System, including the policy amendments proposed in Part 2 (West) of the DPA.

I acknowledge that Council is keen to realise its ambitions for residential policy change but, instead I would request that your Council work jointly with the Department towards developing and transitioning Council's Development Plan to the new Code.

To this end, I request that Council not proceed with Part 2 (West) of the Residential Growth and Character DPA and instead work with the Department to address these policy matters through this new approach.

The Department will arrange a time with Council to discuss a program for its transition towards the new planning system.

Please contact Abi Coad on 7109 7039 should you require further clarification or assistance in relation to the abovementioned matters.

Yours sincerely



John Rau
Deputy Premier
Minister for Planning



Government of South Australia

Department of Planning,
Transport and Infrastructure

Development Division

50 Flinders Street
Adelaide SA 5000

GPO Box 1815
Adelaide SA 5001

Telephone: 08 7109 7007
ABN 92 366 288 135

<http://www.dpti.sa.gov.au>

*In reply please quote #11548480
Enquiries to Andrew Humby
Telephone (08) 7109 7031*

Mr Peter Tsokas
Chief Executive Officer
City of Unley
PO Box 1
UNLEY SA 5061

Attention: Mr David Brown

Dear Mr Tsokas

WORKING IN PARTNERSHIP TO BUILD OUR NEW PLANNING SYSTEM

I write in relation to recent discussions between Council administration and the Department of Planning, Transport and Infrastructure about Council's current Development Plan Amendment (DPA) programme and transitioning towards the new Planning System.

The Government is committed to working in collaboration with councils to build the best planning system in Australia that attracts investment, supports jobs growth and creates more liveable neighbourhoods and townships for our community.

The Planning and Design Code (the Code) is one of the key instruments of the new planning system which will ultimately replace Council Development Plans. Transitioning to the new Code will be a significant task requiring substantial Government resources to develop, implement and service, and engage with councils, communities and other key stakeholders through its implementation.

We acknowledge that Council is keen to realise its ambitions for development policy change but, as discussed, the Department would instead like to work jointly with your Council towards developing and transitioning Council's Development Plan to the new Code.

To this end, I confirm Council's commitment to not to proceed with its General DPA but rather, address these policy matters through this new approach.

Page 2 of 2

We thank Council for this commitment and strongly believe that this approach to policy change will have the benefit of targeting Council and Department resources into building an exciting and modern new planning system, which will have significant long-term benefits. This joint process will include the preparation of a collaborative work plan for the transition and options to include work already done by Council to inform the Code both from a policy perspective and spatially through land zoning.

We would further encourage Council to take a lead role with other interested councils in investigating matters pertaining to 'aging in place' and the development of policy around next generation granny flats, dual occupancy homes and rear lane development such as 'Fonzie' flats.

A series of roadshows on the new planning system are currently underway and once complete, the Department will arrange a time with Council to discuss a program for transition towards the new Code.

Yours sincerely



Sally Smith
**GENERAL MANAGER, PLANNING AND DEVELOPMENT
DEVELOPMENT DIVISION
DEPARTMENT OF PLANNING, TRANSPORT AND INFRASTRUCTURE**

8 / 6 / 2017

The Hon John Rau MP

#11469944

26 June 2017

Mr Peter Tsokas
Chief Executive Officer
City of Unley
PO Box 1
UNLEY SA 5061

Attention: David Brown, Principal Policy Planner



**Government
of South Australia**

Deputy Premier
Attorney-General
Minister for Justice Reform
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Minister for Consumer and Business Services
Minister for the City of Adelaide
45 Pirie Street
ADELAIDE SA 5000
GPO Box 464
Adelaide SA 5001
Tel 08 8207 1723
Fax 08 8207 1736

Dear Mr Tsokas

Request to consider the Unley Central Precinct Development Plan Amendment for Approval

I refer to your letter requesting approval for the above-mentioned Amendment.

I have now considered your request and am pleased to approve the Amendment. Please note that in order for the Amendment to come into effect a 'Notice' under section 25(17) is published in the Government Gazette.

Following the approval of this Amendment, the current version of your Development Plan will be changed to incorporate the Amendment. A copy of this new version of the Development Plan will then be sent to Council.

However, as Council is aware, the passing of the *Planning, Development and Infrastructure Act 2016* (PDI Act) provides for the introduction of the Planning and Design Code (the Code). The Code is intended to provide a consistent and contemporary planning policy framework across the State. Council should therefore be aware that any policy affected by this DPA will need to be revisited as part of the transition to the Code.

Please contact Abi Coad on 7109 7039 should you require further clarification or assistance in relation to the abovementioned matters.

Yours sincerely

A handwritten signature in black ink, appearing to read 'John Rau'.

John Rau
Deputy Premier
Minister for Planning

DECISION REPORT

REPORT TITLE: PLANNING INITIATIVES FOR METROPOLITAN ADELAIDE
ITEM NUMBER: 9
DATE OF MEETING: 10 JULY 2017
AUTHOR: DAVID BROWN
JOB TITLE: PRINCIPAL POLICY PLANNER

EXECUTIVE SUMMARY

As part of the Planning Initiatives for Metropolitan Adelaide released on the 30 May 2017 by the Minister for Planning, the following are relevant to the City of Unley:

- (i) approved *2017 Update The 30-Year Plan for Greater Adelaide*;
- (ii) draft *Design Guidelines : Housing Quality and Housing Choice*;
- (iii) draft *Inner and Middle Metropolitan Corridor (Design) Ministerial Development Plan Amendment (Corridor Design DPA)*;
- (iv) draft *Inner and Middle Metropolitan Corridor (Sites) Ministerial Development Plan Amendment (Corridor Sites DPA)*;

Public and agency consultation on (ii), (iii) and (iv) commenced on 30 May 2017 and conclude on the 25 July 2017;

The 30-Year Plan for Greater Adelaide 2017 Update includes minor positive changes to the 2016 consultation draft;

The *Design Guidelines* are a useful reference document but will only have effect on development when the principles are translated into planning policy – the future new Planning and Design Code (Development Plan replacement);

The review at this time has focussed on the *Corridor (Design) DPA* and particularly *Corridor (Sites) DPA* due to the critical changes to planning zoning and policy parameters;

The Committee's input is sought to review and recommend the responses to these matters for Council on the 24 July 2017;

RECOMMENDATION

The City Strategy and Development Policy Committee recommends to Council that:

1. The report be received.
2. *The 30-Year Plan for Greater Adelaide 2017 Update* be received.
3. A response to the *Design Guidelines : Housing Quality and Housing Choice* to Office for Design and Architecture South Australia (ODASA) in terms of the discussion in the report be provided.

4. A response to the Development Policy Advisory Committee (DPAC) on the draft *Corridors (Design) Ministerial DPA* in accord with Attachment 1 be provided.
 5. A response to the Development Policy Advisory Committee (DPAC) on the draft *Corridor (Sites) Ministerial DPA* in accord with Attachment 2 be provided.
-

1. RELEVANT CORE STRATEGIES/POLICIES

3.1 Unley Community Goals

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1.3 A dynamic mix of uses and activities in selected precincts

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4.1 Renowned for its lifestyle and environmental balance

- 3.2 Process, public and agency consultation and approval of a Ministerial DPA is pursuant to the Development Act, 1993, Division 2, Sub-division 2, Sections 24, 26 and 27.

2. DISCUSSION

Background

The 30-Year Plan for Greater Adelaide 2010 was reviewed and an updated draft released for consultation in 2016. Council made a submission in November 2016.

The new Planning System, Act and Code have been promoted with design as a priority. To complement this the ODASA have, and continue, to prepare a range of design guidelines.

The Unley Strategic Direction Report (SDR 2013), agreed to by the Minister delegate in January 2014, outlined the forward program of Council's Corridor Development Plan Amendments.

On the 7 May 2015 the Minister for Planning advised of the initiation of the draft Inner and Middle Metropolitan Corridor Infill Ministerial Development Plan Amendment (Corridors Ministerial DPA) to rezone large sections of main road corridors for higher density mixed use development. This was aimed at building on the success of the Urban Corridor Zone introduced in October 2013, accelerating Council's program of Corridor DPA's and delivering on the priority intimated in The 30-Year Plan for Greater Adelaide.

Council provided feedback on a confidential draft of the Corridor DPA in September 2015 reinforcing its urban design and sensitive interface approach to the nature of such potential significant uplift in intensity and scale of development.

The previous broad re-zoning is now not being pursued by the Government but a much more targeted approach, together with design improvements, through the current *Corridor Design and Sites DPA's* has been developed. They affect a number of inner suburban councils, but in the City of Unley the general design policy encompasses the existing Urban Corridor Zone (Unley and Greenhill Roads) and expansion to a range of additional corridor precincts, including:

- 2-52 Glen Osmond Road, Parkside.
- 299-307 Unley Road, Malvern;
- 10 Anzac Highway (LeCornu), 62-88 Leader Street and 1-62 Maple Avenue, Forestville;
- 12-30 Anzac Highway Everard Park;

Initiatives and Issues

The Planning Initiatives for Metropolitan Adelaide were released on the 30 May 2017 by the Minister for Planning. The following are relevant to Unley and the documents are accessible via the associated web-page links provided in the list of attachments:

- approved *2017 Update The 30-Year Plan for Greater Adelaide*;
- draft *Design Guidelines : Housing Quality and Housing Choice*;
- draft *Inner and Middle Metropolitan Corridor (Design) Ministerial Development Plan Amendment (Corridor Design DPA)*;
- draft *Inner and Middle Metropolitan Corridor (Sites) Ministerial Development Plan Amendment (Corridor Sites DPA)*;

The 30-Year Plan for Greater Adelaide 2017 Update

The approved *30-Year Plan for Greater Adelaide 2017 Update* was largely supported by the 82 submissions received and subsequent review undertaken, but includes minor changes to targets for 'Active Transport Trips' (increase of 30% vs 20%) and 'Green Cover' (vs 'tree cover' - still to be increased by 20%). Criteria for green vs tree cover will need to be clarified and further developed.

There is an inherent tension between 'green cover' and 'urban infill'. It is recognised this needs to be balanced through Local Area Planning and the spatial application of zoning and nature of policy mechanisms.

The Minister has reiterated several times, eg "These tools ... [*Residential Design Guidelines and Planning and Design Cod*] ... will be informed by a strategic plan articulating a long-term vision for the area as contemplated under the Planning, Development and Infrastructure Act 2016, which strategic plans are envisaged to be driven by councils [Underline and insert by author].

Design Guidelines

The Design Guidelines have been prepared by the Office for Design and Architecture South Australia (ODASA). They are a reference guide only at this stage but will hopefully in time inform the enhancement of future planning policy and the general quality of urban and building design.

The guidelines are a positive and laudable start to identifying, documenting and promoting good design.

While generally providing good guidance, to be effective, there needs to be consideration and review of the following points to improve the guidelines:

- lack of broad industry engagement and facilitated input into their development, review and ongoing improvement;
- clarification and simplification of their combination in the proposed forthcoming series of other 'guidelines' to avoid repetition and attract practical use;
- reduced jargon and elaborate prose with more concise, rigorous and pragmatic plain language, quantitative measures, illustration and diagrams;
- clear simple definition of building design terms; eg mass, scale, form, features, façade, parapet, pediment, relief etc; for universal understanding;
- development of a common 'design' language that can be used in policy and understood equally by designer, client, assessor and community;
- incorporation in planning policy, eg new Planning and Design Code, to give effect to the principles in development assessment;
- promotion and education of a 'design' understanding and language with all stakeholders.

ODASA should be advised the *Design Guidelines* are a positive initiative but their practical and statutory effect could be improved if the points outlined above are addressed.

Corridor Design DPA

The *Corridors (Design) DPA* proposes revision of the City-wide policy library modules of the Development Plan (Unley) for:

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

This will primarily affect the current (and proposed) Urban Corridor Zone (Unley and Greenhill Roads) and pending Residential Regeneration Zone, eg Fullarton Road, Fisher Street Fullarton and Ridge Avenue Myrtle Bank.

The policy additions and changes include positive general design principles and minor improvements. The notable elements are:

- Respect for locality context, building setting and articulation and positive street interface;
- Setbacks around buildings and provision of 'Deep Soil Zones' (eg 7% of site area for trees);
- Revised waste management policy.

While generally positive there are issues with a lack of clarity, practical application and effectiveness of some of the key policy elements. A track change version of the policy modules for comparison and suggested policy edits with supporting comments is contained in Attachment 1 to Item 9/17.

Attachment 1

Corridor Sites DPA

The *Corridor (Sites) DPA* proposes application and revision of the existing Urban Corridor Zone in the Development Plan (Unley) in relation to small selected precincts on the main corridors focussed around the following sites:

- 12-16 Glen Osmond Road Parkside (precinct includes 2-52 Glen Osmond Road – from Greenhill Road to St Anns Place);
- 301-305 Unley Road Malvern (precinct includes 299-307 Unley Road – Cheltenham Street to Winchester Street);
- 10 Anzac Highway Forestville (precinct includes 10 Anzac Highway (Lecornu), 62-68 Leader Street and 1-62 Maple Avenue);
- 22-28 Anzac Highway Forestville (precinct includes 12-30 Anzac Highway and 6-14 Third Avenue);

The sites, and precincts, were selected from the much wider original extensive corridor proposals in 2015, although Glen Osmond Road was not included, as they “suit short-term development” and “provide positive interface outcomes”.

In the case of the last precinct, the adjoining residential properties to the rear in Third Avenue have been included within the revised corridor zone (existing Residential Streetscape (Built Form) Zone), contrary to Council’s feedback in 2015 and without adequate investigation of the merit and policy to maintain a sensitive interface.

In brief, the Urban Corridor Zone will allow for all uses other than the following very limited list of non-complying land uses:

- Industry (except Light and Service Industry), Petrol Filling Station, Warehouse and Store (except within the Business Policy Area);
- Fuel Depot, Major Public Service Depot, Road Transport Terminal, Transport Depot and Waste Reception Storage Treatment and Disposal.

The Urban Corridor Zone and its wide application represent a significant and fundamental shift in approach. The non-residential and corridor zone framework in Unley provides a finer grain structure and hierarchy, with a bias of land uses and scale (floor area limits) to differentiate and consolidate particular activity and character of places. In the Urban Corridor Zone the market will drive and determine the function not policy.

The draft DPA and Urban Corridor Zone, ultimately to be applied to all major corridors, allows broad scope of higher density and mixed land uses (including residential) with limited subtle policy guidance differences in function and form through Policy Areas:

- Boulevard – primarily office, residential and minor local service shops, 3 to 7 storey with landscaped setbacks;
- High Street – primarily shops (up to 450m² tenancies - existing policy), office, community and residential, 3 to 5 storey with no setbacks (except rear);
- Business – primarily commercial, industrial, shops (up to 500m²) and residential, 2 to 8 storey with small or no setbacks;
- Transit Living – primarily residential supported by local shops (up to 500m²), office and community uses, 2 to 6 storey with small or no setbacks.

Other than the advisory shop floor area guides, all non-complying land uses could be of any size anywhere with the Urban Corridor Zone as the market determines.

Beyond the concern with the broad approach there are concerns with application and key parameters of the proposed Policy Areas as summarised below:

- The Policy Areas - Unley Road should not be an extension of the High Street Policy Area but a more appropriate Business Policy Area and Anzac Highway (Lecornu) should not be a Transit Living Policy Area but a more suitable Business Policy Area;
- Floor area limits – are only advisory, but other than for the High Street Policy Area, shop(s) should be limited to ensure a diverse mixed use and in the Transit Living Policy Area all non-residential activity limited to underpin predominant residential use;
- Building Heights – the heights should be determined by accepted urban design principles related to desired function, street width and transition to rear zone interface. Some areas adjacent to non-main roads and to sensitive low density residential areas exceed the desired built scale (as reinforced by ODASA draft *Design Guidelines*);
- Road setbacks – a 0 metre setback is only appropriate for the hard urban High Street areas. All other areas require varied setbacks to support nature of areas and suitable street interfaces, particularly Transit Living and Boulevard Policy Areas;
- Secondary streets setback – should be 2 or 3 metres, and equally apply to Business Policy Area not the proposed 0 metres;
- Side setbacks – 0 metre setback in the High Street Policy Area consistent but otherwise should be 3 metres (at least from one side if site is less than 20 metres wide), including Business Policy Area where inappropriate 0 metres applies;
- Rear setbacks - the rear zone boundary setback of 5 metres (and 3 metres for internal boundary) that applies in existing High Street and Boulevard Policy Areas should equally apply to others and not be reduced to 3 metres and 0 metres respectively. Further, the setback to rear streets or lanes should be minimum of 3 metres where there are dwelling frontages, eg Third Avenue or Chinner Avenue;
- Zone Interface Building Envelope – 30 degrees from 3 metres above ground level at the zone boundary maintained (except if 'primary street frontage') but it should be applied to non-main road residential street frontages, eg Third Avenue or Chinner Avenue;
- General Design - the *Corridor (Design) DPA* includes general design policy improvements and most notably Deep Soil Zones for trees to complement development. Zone policy setbacks should be provided to support the positive 'green' and building form and amenity aims;
- Concept Plans – provide additional detail for more complex or unique areas and some for the new areas needs further clarification;
- Public notification – only non-complying development is Category 3 (public notice) with most Category 1 or Category 2 if beyond floor area limits, maximum height or envelope. Council's previous requests for wider Category 3 consultation has not been recognised;
- Car parking – revised car parking standards and discounts were introduced universally in 2016 based on improved public transport and reduced vehicle use;
- Traffic – the focus of development on arterial roads seeks to capitalise on access to public transport, cycling and walking, at least to CBD, per the State's Integrated Transport and Land Use Plan.

Vehicle access is to be limited and consolidated on arterial roads inevitably

relocating some pressure onto local roads and network. Maintaining a distribution of access including to arterial road will help control leakage and implications.

The broader strategic and policy issues and urban design guidelines have been analysed and reviewed by the Administration. The policy issues and design parameters require a range of technical edits to policy which have been noted by the Administration in a tracked version of the Urban Corridor Zone. The analysis, comments and edits are contained in Attachment 2 to Item 9/17.

Attachment 2

Timelines and Next Steps

The proposed working arrangements and anticipated timelines are:

- Council review and consideration of submission – 24 July 2017;
- Public and agency consultation by DPTI – 30 May 2017 to 25 July 2017;
- Public meeting by DPAC to hear submissions – 8 August 2017;
- DPAC (Development Policy and Advisory Committee) will consider submissions and provide advice to Minister;
- Minister will make final decision and publish notice in Government Gazette (could be by October 2017);
- Environment Resources and Development Committee (ERDC) of Parliament review DPA's and may request Minister to consider changes;
- DPTI "What we have heard" is released.

The process is that set-out in the Development Act. The "What we have heard", assumed to be the required Summary of Consultation and Proposed Amendments (SCPA) Report, should preferably be released before DPAC considers the matter and certainly before the Minister makes a decision.

3. POLICY IMPLICATIONS

3.1 Financial/budget

- Anticipated large development applications will be assessed by IMDAC, and in turn they will receive the fees not Council.
- Resulting development will increase property value and therefore rates income over the long term.

3.2 Legislative/Risk Management

- The Development Act and Development Plan policy will offer wide support for new higher density mixed use development that predominantly removes third party legal challenges.

3.3 Staffing/Work Plans

- Significant and ongoing Administration input into proposed policy changes and the new Planning and Design Code are considered a worthwhile investment to inform and improve the ultimate outcomes that will guide development in Unley;
- Staff resources are involved in pre-lodgement processes for large developments with IMDAC to address relationship to the public realm and as much as possible planning design review, albeit there is no income, as this is worthwhile and necessary to enhance the ultimate development outcome.

3.4 Environmental/Social/Economic

- New development should enhance the viability of the economy, vibrancy of centres and expanded residential community.
- The longer term outcome of the draft DPA's will be changes to the existing urban fabric of the City. This is the intent of the Government.
- Denser and higher development along the corridors will be a significant change in built form where good design needs to be ensured to support the distinct character of each corridor and the amenity of occupants and neighbours.

3.5 Stakeholder Engagement

- The DPTI on behalf of the Minister is responsible for the public and agency consultation on DPA's.
- In addition to large notices in The Advertiser and back page of Eastern Courier Messenger, following pressure from Councils, a small postcard was delivered by DPTI on 21 June to sites within 100 metres of the subject proposed re-zoned areas.
- With the expansion of the Urban Corridor Zone the subject areas will be affected, potentially significantly, and the postcard was delivered after the initial public forum, there should be more engagement and additional public forums.
- Those with concerns need to advocate and represent themselves and their views with DPTI, DPAC and the Minister. Council can receive and note the submissions and the range of views, but only effectively advocate on the collective communities' behalf on a balanced and objective basis.
- No consultation has been undertaken from the Council's perspective with the related local communities to avoid confusion over role and duplication.

4. REPORT CONSULTATION

Internal consultation has occurred between the author and authorisers.

Liaison has also occurred with colleagues in other affected Councils to broaden and deepen understanding of proposals.

Contribution has also been made to Local Government Association (LGA) reviews and workshops on Design Guidelines. The LGA submission will be available before the Council meeting and could be presented for consideration of support.

5. ANALYSIS OF OPTIONS

Option 1 – The 30-Year Plan for Greater Adelaide 2017 Update be received. A response to the Design Guidelines : Housing Quality and Housing Choice to Office for Design and Architecture South Australia (ODASA) in terms of the discussion in the report be provided.

A response to the Development Policy Advisory Committee (DPAC) on the draft Corridors (Design) Ministerial DPA in accord with Attachment 1 be provided.

A response to the Development Policy Advisory Committee (DPAC) on the draft Corridor (Sites) Ministerial DPA in accord with Attachment 2 be provided.

The aim of facilitating economic development, activity and residential diversity along the corridors is necessary and supports maintenance of existing neighbourhoods

density and character. Generally the proposed changes reflect adopted state and local strategies for growth and the future of the City.

There are concerns regarding the scale in some of the areas, nature of land use mix and parameters in respective policy areas, urban design and setbacks of development in some areas, zone and boundary interface envelopes, traffic implications and limitation of public notification that warrant addressing per the draft comments and suggested policy edits.

A positive response to improve the design and respect of sensitive interfaces will lead to better outcomes from what will be an inevitable change of zoning.

Option 2 – Object to the nature and scale of proposed changes

Facilitating higher density development along the corridors is appreciated but some of the changes pose potential for undue inappropriate development and impact to the amenity of local areas.

Simply objecting to the proposed change risks detailed concerns not being appropriately considered by DPTI and the current simple approach adopted.

6. RECOMMENDED OPTION

Option 1 is the recommended option.

7. ATTACHMENTS

Attachment 1 – Draft analysis, comments and response to *Corridor (Design) DPA* by the Minister

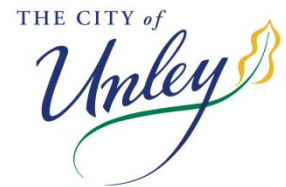
Attachment 2 – Draft analysis, comments and response to *Corridor (Sites) DPA* by the Minister

- approved 2017 Update The 30-Year Plan for Greater Adelaide;
<http://livingadelaide.sa.gov.au/>
- draft Design Guidelines : Housing Quality and Housing Choice;
<https://www.odasa.sa.gov.au/resources>
- draft Inner and Middle Metropolitan Corridor (Design) Ministerial Development Plan Amendment (Corridor Design DPA);
<http://www.sa.gov.au/topics/planning-and-property/development-plans/amendments-to-development-plans/amendments-to-development-plans-proposed-by-the-minister/on-consultation/Inner-and-Middle-Metropolitan-Corridor-Design-amendment>
- draft Inner and Middle Metropolitan Corridor (Sites) Ministerial Development Plan Amendment (Corridor Sites DPA);
<http://www.sa.gov.au/topics/planning-and-property/development-plans/amendments-to-development-plans/amendments-to-development-plans-proposed-by-the-minister/on-consultation/inner-and-middle-metropolitn-sites-amendment>

8. REPORT AUTHORISERS

<u>Name</u>	<u>Title</u>
John Devine	General Manager City Development
Peter Tsokas	Chief Executive Officer

**Inner and Middle Metropolitan Corridor (Design)
Development Plan Amendment (DPA) by the Minister
Interim Effect 30 May 2017**



Unley (City) Development Plan

Council-wide Policy

The *Corridors (Design) DPA* proposes revision of the City-wide policy library modules of the Development Plan (Unley) for:

- “*Design and Appearance*”
- “*Medium and High Rise Development (3 or more storeys)*”

This will primarily affect the current (and proposed) Urban Corridor Zone (Unley and Greenhill Roads) and pending Residential Regeneration Zone, eg Fullarton Road, Fisher Street Fullarton and Ridge Avenue Myrtle Bank.

The policy additions and changes include positive general design principles and minor improvements. The notable elements are:

- Respect for locality context, building setting and articulation and positive street interface;
- Setbacks around buildings and provision of ‘Deep Soil Zones’ (eg 7% of site area for trees);
- Revised waste management policy.

While generally positive there are issues with a lack of clarity, practical application and effectiveness of some of the key policy elements. A track change version of the policy modules for comparison and suggested policy edits with supporting comments are set-out below.

IMMC (Design) Min DPA <i>(#Black text denotes existing policy and that deleted)</i> <i>(*Text in red denotes new or amended policy)</i> <i>(+Text in green denotes suggested Council edits to proposed policy)</i>	City of Unley Comments
“Design and Appearance”	
Visual Privacy (PDC 10) # Development should minimise direct overlooking of the habitable rooms and private open spaces of dwellings through measures such as: (a) appropriate site layout and building orientation; (b) off-setting the location of balconies and windows of habitable rooms with those of other buildings so that views are oblique rather than direct to avoid direct line of sight; (c) building setbacks from boundaries (including building boundary to boundary where appropriate) that interrupt views or that provide a spatial separation between balconies or windows of habitable rooms; (d) screening devices (including fencing, obscure glazing, screens, external ventilation blinds, window hoods and shutters) that are integrated into the building design and have minimal negative effect on residents’ or neighbours’ amenity.	Positive design principles

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<p>Relationship to the Street and Public Realm (PDC 17)</p> <p># In mixed use and medium and high density residential areas, development facing the street should be designed to activate provide interesting and pedestrian friendly street frontages by:</p> <p>(a) including features that attract people to the locality such as frequent doors and display windows, retail shopfronts and/or outdoor eating or dining areas;</p> <p>(b) minimising the frontage for fire escapes, service doors, plant and equipment hatches;</p> <p>(c) avoiding undercroft, semi-basement or ground floor vehicle parking that is visible from the primary street frontage;</p> <p>(d) using colour, vertical and horizontal elements, roof overhangs and other design techniques to provide visual interest and reduce massing.</p>	<p>Positive design principles</p> <p>Difference between semi-basement and undercroft</p>
<p>“Medium and High Rise Development (3 or More Storeys)”</p> <p>OBJECTIVES</p> <p># Medium and high rise development that provides housing choice and employment opportunities.</p> <p># Residential development that provides a high standard of amenity and adaptability for a variety of accommodation and living needs.</p> <p># Development that is contextual and responds to its surroundings, having regard to adjacent built form and character of the locality and the Desired Character for the Zone and Policy Area.</p> <p># Development that integrates built form within high quality landscapes to optimize amenity, security and personal safety for occupants and visitors.</p> <p># Development that enhances the public environment, provides activity and interest at street level and a high quality experience for residents, workers and visitors by:</p> <p>(a) enlivening building edges;</p> <p>(b) creating attractive, welcoming, safe and vibrant spaces;</p> <p>(c) improving public safety through passive surveillance;</p> <p>(d) creating interesting and lively pedestrian environments;</p> <p>(e) integrating public art into the development where it fronts the street and public spaces;</p> <p>(f) incorporating generous areas of high quality fit for purpose landscaping.</p> <p># Commercial, office and retail development that is designed to create a strong visual connection to the public realm and that contributes to the vitality of the locality.</p> <p># Buildings designed and sited to be energy and water efficient.</p>	<p>Positive design principles</p>

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<p>PRINCIPLES OF DEVELOPMENT CONTROL</p> <p><i>Note: Some of the following Principles of Development Control (PDC) prescribe a measurable design solution as one way of achieving the intent of the PDC. Where this solution is met, it should be taken as meeting the intent of the principle. Alternative design solutions may also achieve the intent of the PDC and, when proposed should be assessed on their merits.</i></p> <p>Design and Appearance</p> <p># Buildings should be designed to respond to key features of the prevailing local context within the same zone as the development. This may be achieved through design features such as vertical rhythm, proportions, composition, material use, parapet or balcony height, and use of solid and glass.</p> <p># In repetitive building types, such as row housing, the appearance of building facades should provide some variation, but maintain an overall coherent expression such as by using a family of materials, repeated patterns, facade spacings and the like.</p> <p># Windows and doors, awnings, eaves, verandas or other similar elements should be used to provide variation of light and shadow and contribute to a sense of depth in the building façade.</p> <p># Buildings should:</p> <p>(a) achieve a comfortable human scale at ground level through the use of elements such as canopies, verandahs or variation in materials and form, building projections and elements that provide shelter (for example awnings, verandahs, and tree canopies);</p> <p>(b) be designed to reduce visual mass by breaking up the building façade into distinct elements;</p> <p>(c) ensure walls on the boundary that are visible from public land include visually interesting treatments to break up large blank facades.</p> <p># Buildings should reinforce corners through changes in setback, materials or colour, roof form or height.</p> <p># Materials and finishes should be selected to be durable and age well to minimise ongoing maintenance requirements. This may be achieved through the use of materials such as masonry, natural stone, prefinished materials that minimise staining, discolouring or deterioration, and avoiding painted surfaces particularly above ground level.</p> <p># Balconies should be integrated into the overall architectural form and detail of the development and should:</p> <p>(a) utilise sun screens, pergolas, louvres and openable walls to control sunlight and wind;</p> <p>(b) be designed and positioned to respond to daylight, wind, and acoustic conditions to maximise comfort and provide visual privacy;</p>	<p>Positive design principles but meaning and language is architectural jargon and vague.</p> <p>As above. Design language and terms should be in plain English and/or clearly defined.</p> <p>As above. Terms would be best defined, ie in “Design Guidelines”.</p> <p>Design language and terms should be in plain English and/or clearly defined, ie in “Design Guidelines”.</p> <p>As above.</p> <p>As above.</p> <p>Positive design principles.</p> <p>As above.</p>

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<ul style="list-style-type: none"> (c) allow views and casual surveillance of the street while providing for safety and visual privacy of nearby living spaces and private outdoor areas; (d) be of sufficient size, particularly depth, to accommodate outdoor seating. 	
<p>Street Interface</p> <p># Development facing the a street should be designed to provide attractive, high quality and pedestrian friendly street frontage(s) by:</p> <ul style="list-style-type: none"> (a) incorporating active uses such as shops or offices, prominent entry areas for multi-storey buildings (where it is a common entry), habitable rooms of dwellings, and areas of communal public realm with public art or the like where consistent with the Zone and / or Policy Area provisions; (b) providing a well landscaped area that contains a deep soil zone space for a medium to large trees in front of the building (except in a High Street Policy Area or other similar location where a continuous ground floor façade aligned with the front property boundary is desired). One way of achieving this is to provide a 4 metre x 4 metre deep soil zone area in front of the building. (c) designing building façades that are well articulated by creating contrasts between solid elements (such as walls) and voids (for example windows, doors and balcony openings); (d) positioning services, plant and mechanical equipment (such as substations, transformers, pumphooms and hydrant boosters, car park ventilation) in discreet locations, screened or integrated with the façade; (e) ensuring ground, undercroft, semi-basement and above ground parking does not detract from the streetscape; (f) minimising the number and width of driveways and entrances to car parking areas to reduce the visual dominance of vehicle access points and impacts on pedestrian areas. <p># Common areas and entry points of the ground floor level of buildings (including the foyer areas of residential buildings) should be designed to enable surveillance from public land to the inside of the building at night.</p> <p># Entrances to multi-storey buildings should:</p> <ul style="list-style-type: none"> (a) be oriented towards the street; (b) be visible and clearly identifiable from the street, and in instances where there are no active or occupied ground floor uses, be designed as a prominent, accentuated and welcoming feature; (c) provide shelter, a sense of personal address and transitional space around the entry; 	<p>Positive design principles but provide definition of terms.</p> <p>Positive design principle.</p> <p>Deep soil zone needs to have a defined and consistent meaning. See 'Environmental' below. Multiple trees sought.</p> <p>Road setbacks in zone should support such space</p> <p>Positive design principle.</p> <p>Positive design principle.</p> <p>Include 'undercroft' viz PDC 17 or will be inconsistent</p> <p>Positive design principle.</p> <p>Positive design principles.</p>

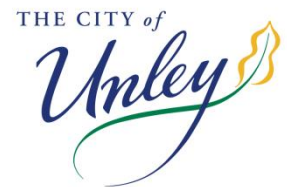
IMMC (Design) Min DPA <i>(#Black text denotes existing policy and that deleted)</i> <i>(*Text in red denotes new or amended policy)</i> <i>(+Text in green denotes suggested Council edits to proposed policy)</i>	City of Unley Comments
<p>(d) provide separate access for residential and non-residential land uses;</p> <p>(e) be located as close as practicable to the lift and/or lobby access;</p> <p>(f) avoid the creation of potential areas of entrapment.</p> <p># To contribute to direct pedestrian access and street level activation, the finished ground level of buildings should be no more than 1.2 metres above the level of the footpath, except for common entrances to apartment buildings which should be at ground level or universally accessible.</p> <p># Dwellings located on the ground floor with street frontage should have individual direct pedestrian street access.</p>	<p>Positive design principle. Jargon terms, eg ‘universally accessible’, need common understanding definition, ie in “Design Guidelines”.</p>
<p>Visual Privacy</p> <p># The visual privacy of ground floor dwellings within multi-storey buildings should be protected through the use of siting and design features such as the orientation orientation, elevation of ground floors above street level, setbacks and juxtaposition of spaces, from street and the location of verandas, windows, porticos or the like.</p> <p>One way of achieving this is for ground floor levels for dwellings in multi storey residential developments to be raised by up to 1.2 metres (provided access is not compromised where relevant).</p>	<p>Positive design principle but should maintain orientation as a key way to provide privacy.</p> <p>Elevation from street level should only be for dwellings (and not adaptable spaces).</p>
<p>Building Separation and Outlook</p> <p># Residential buildings (or the residential floors of mixed use buildings) should (a) have adequate separation between habitable rooms, windows and balconies from other buildings designed and positioned with adequate separation and screening from one another to provide visual and acoustic privacy and allow for natural ventilation for dwelling occupants and allow the infiltration of daylight into interior and outdoor spaces.</p> <p>One way of achieving this is to ensure any habitable room windows and/or balconies are separated by at least 6 metres from one another where there is a direct ‘line of sight’ between them and be at least 3 metres from a side or rear property boundary. Where a lesser separation is proposed, alternative design solutions may be applied (such as changes to orientation, staggering of windows or the provision of screens or blade walls, or locating facing balconies on alternating floors as part of double floor apartments), provided a similar level of occupant visual and acoustic privacy, as well as light access, can be demonstrated.</p> <p># (b) ensure Living rooms should have, at a minimum, a satisfactory short range visual outlook to public or communal private open space.</p>	<p>Positive design principles.</p>
<p>Dwelling Size and Configuration</p> <p># Buildings comprising more than 2010 dwellings should provide a</p>	<p>Size relevant to heading.</p>

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<p>variety of dwelling sizes and a range in the number of bedrooms per dwelling.</p> <p># Dwellings with 3 or more bedrooms located on the ground floor with street frontage should have habitable rooms with windows overlooking the street or public realm.</p> <p># Dwellings with 3 or more bedrooms located on the ground floor of medium and high rise buildings, should, where possible, have the windows of habitable rooms overlooking internal courtyard space or other public space.</p>	<p>Positive design principles.</p>
<p>Adaptability</p> <p># Multi-storey buildings should include a variety of internal designs that will facilitate adaptive reuse, including the conversion of ground floor residential to future commercial use (i.e. by including floor to ceiling heights suitable for commercial use).</p>	<p>Positive design principle.</p>
<p>Environmental</p> <p># Multi-storey buildings should:</p> <p>(a) minimise detrimental micro-climatic and solar access impacts on adjacent land or buildings, including effects of patterns of wind, temperature, daylight, sunlight, glare and shadow</p> <p>(b) incorporate roof designs that enable the provision of <u>and</u> photovoltaic cells and other features that enhance sustainability (including landscaping).</p> <p># Green roofs (which can be a substitute for private or communal open space provided they can be accessed by occupants of the building) are encouraged for <u>should be incorporated with</u> all new residential, commercial or mixed use buildings.</p> <p># Development of 5 or more storeys, or 21 metres or more in building height (excluding the rooftop location of mechanical plant and equipment), should be designed to minimise the risk of wind tunnelling effects on adjacent streets by adopting one or more of the following:</p> <p>(a) a podium at the base of a tall tower and aligned with the street to deflect wind away from the street</p> <p>(b) substantial verandas around a building to deflect downward travelling wind flows over pedestrian areas</p> <p>(c) the placement of buildings and use of setbacks to deflect the wind at ground level.</p> <p># Deep soil zones should be provided to retain existing vegetation or provide areas <u>of natural ground</u> that can accommodate new deep root vegetation, including tall trees with large canopies.</p> <p>One way of achieving this is in accordance with the following table:</p>	<p>Should ensure actual incorporation of solar panels on roofs, not just ability.</p> <p>Should ensure actual incorporation of green roofs, not just encourage notion, with larger development.</p> <p>Deep soil should mean natural ground not potential inferior planter boxes.</p> <p>Provision for deep soil and trees very positive.</p> <p>Table taken from ODASA Design Guidelines (from NSW Apartment Guidelines)</p>

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<table border="1"> <thead> <tr> <th>Site area</th> <th>Minimum deep soil area</th> <th>Minimum dimension</th> <th>Tree/ deep soil zones</th> </tr> </thead> <tbody> <tr> <td><300m² (7% = 21m²)</td> <td>20 40m²</td> <td>1.5 metres</td> <td>2 4 small tree / 10m² deep soil</td> </tr> <tr> <td>300-1500m²</td> <td>10% 7% site area</td> <td>3 metres</td> <td>1 medium tree / 230m² deep soil</td> </tr> <tr> <td>>1500m²</td> <td>15% 7% site area</td> <td>6 metres</td> <td>1 large or 2 medium tree / 460m² deep soil</td> </tr> </tbody> </table>				Site area	Minimum deep soil area	Minimum dimension	Tree/ deep soil zones	<300m ² (7% = 21m ²)	20 40 m ²	1.5 metres	2 4 small tree / 10m ² deep soil	300-1500m ²	10% 7% site area	3 metres	1 medium tree / 230 m ² deep soil	>1500m ²	15% 7% site area	6 metres	1 large or 2 medium tree / 460 m ² deep soil	<p>but no analysis how derived or arboriculture input evident.</p> <p>NSW min 7% but desire up to 10% for sites < 1,500m² and 15% sites > 1,500m². Min area should be 20m² to allow for 7% and 2 trees.</p> <p>Greater provision for landscaping and number of trees, ie more trees per area, around buildings important.</p> <p>Space and dimensions, ie setbacks from boundaries and streets should be supported by criteria in zone policy (eg Street Interface seeks 4m setback, site boundaries 3 to 6 metres).</p> <p>Should seek no less than 7% natural ground deep soil zone, with overall aim of 10 to 15% possibly able to be made up with alternative green roofs and walls.</p>
Site area	Minimum deep soil area	Minimum dimension	Tree/ deep soil zones																	
<300m ² (7% = 21m ²)	20 40 m ²	1.5 metres	2 4 small tree / 10m ² deep soil																	
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<p>Site Facilities and Storage</p> <p># Dwellings should provide a covered storage area of not less than 8 cubic metres in one or more of the following areas:</p> <p>(a) in the dwelling (but not including a habitable room)</p> <p>(b) in a garage, carport, outbuilding (c) within or an on-site communal facility and be conveniently located and screened from view from streets and neighbouring properties.</p> <p># The design of driveway crossovers, parking areas, accessways and elements that interact with the public realm should safely and efficiently accommodate the collection of waste and recycling materials.</p> <p># Development should provide a dedicated area on-site for the on-site storage, collection and sorting of recyclable materials and refuse, green organic waste that is consistent with the following and wash-bay facilities for the ongoing maintenance of bins. This area should be designed and screened from view from public areas and from neighbouring properties so as to not detract from the visual appearance of the ground-floor development and</p>				<p>Positive design principle.</p> <p>Adequate space and management should occur on-site. Facility should be unobtrusive part of overall design and include avoidance of typical impacts</p>																

IMMC (Design) Min DPA <i>(#Black text denotes existing policy and that deleted)</i> <i>(*Text in red denotes new or amended policy)</i> <i>(+Text in green denotes suggested Council edits to proposed policy)</i>	City of Unley Comments
<p><u>to discourage vandalism, odour and vermin.</u></p> <p>(a) easily and safely accessible to a safe and effective collection point;</p> <p>(b) easily and safely accessible to residents and collection service providers;</p> <p>(c) located and incorporated into site and building design to be disguised from public views and remote from neighbouring properties;</p> <p>(d) well screened to prevent vandalism and theft;</p> <p>(e) designed to reduce odour and discourage vermin.</p> <p># Where the number of bins to be collected kerbside is 10 or more at any one time, <u>a bin is larger than 240 litres, or where the bins cannot be accommodated on the available suitable kerbside verge standing area associated with the subject property,</u> provision should be made for on-site commercial collection.</p> <p># Development should provide for the communal storage, collection and management of waste when it involves:</p> <p>(a) a gross floor area of 2000 square metres or more;</p> <p>(b) 6 or more separate tenancies;</p> <p>(c) mixed non-residential and residential land use.</p> <p># The size of lifts, lobbies and corridors should be sufficient to accommodate movement of bicycles, strollers, mobility aids and visitor waiting areas.</p>	<p>also to neighbours</p> <p>Increased limit (6 to 10) compounds issues. Should clarify only works for typical bins and the available road verge in circumstances. Council may also be able to service on-site residential development.</p>
<p>Zone Interface</p> <p># Unless separated by a public road or reserve, development site(s) adjacent to any zone that has a primary purpose of accommodating low rise (1-2 storey) residential activity should incorporate deep soil zones along the common boundary to enable medium to large trees to be retained or established to assist in screening new buildings of 3 or more storeys in height.</p> <p>One way of achieving this is for development comprising building elements of three or more storeys in height to be setback at least 6 metres from a zone boundary, and incorporate a deep soil zone area capable of accommodating medium to large trees with a canopy spread of not more than 8 metres when fully mature.</p>	<p>Where adjacent to lower density residential streets and road setbacks provided why wouldn't substantial landscaping including trees be appropriate to streetscape</p> <p>More specific zone policy provides 5 metres rear zone boundary setback – positive if consistent and specific priority zone policy supported general design principles</p>
<p><i>(#Black text denotes existing policy and that deleted)</i> <i>(*Text in red denotes new or amended policy)</i> <i>(+Text in green denotes recommended edits to proposed policy)</i></p>	

**Inner and Middle Metropolitan Corridor (Sites)
Development Plan Amendment (DPA) by the Minister
Released for Consultation 30 May 2017 to 25 July 2017**



Unley (City) Development Plan

Urban Corridor Zone

The *Corridor (Sites) Minister DPA* proposes application and revision of the existing Urban Corridor Zone in various inner suburban areas but in the case of the Development Plan (Unley) in relation to four selected small precincts on the main corridors focussed around the following sites:

12-16 Glen Osmond Road Parkside (precinct includes 2-52 Glen Osmond Road – from Greenhill Road to St Anns Place);

301-305 Unley Road Malvern (precinct includes 299-307 Unley Road – Cheltenham Street to Winchester Street);

10 Anzac Highway Forestville (precinct includes 10 Anzac Highway (Lecornu), 62-68 Leader Street and 1-62 Maple Avenue);

22-28 Anzac Highway Everard Park (precinct includes 12-30 Anzac Highway and 6-14 Third Avenue);



The strategy and context for policy direction follows The 30-Year Plan for Greater Adelaide and previous approach of the Urban Corridor Zone for a focus for mixed use development (including residential) on the main road and public transport corridors.

There remain issues with the growth and target premises of The 30-Year Plan, plus the effective resolution of:

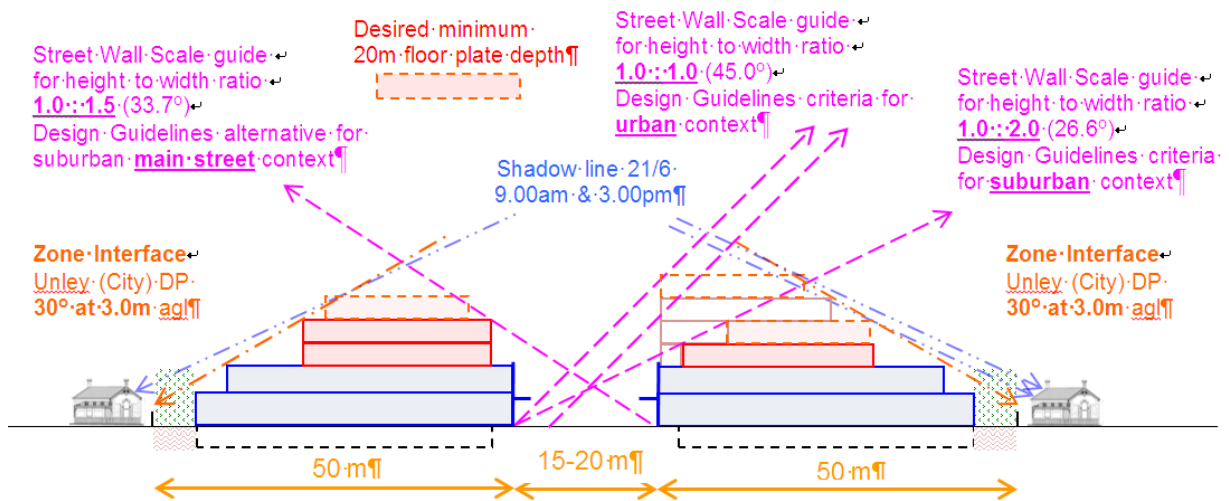
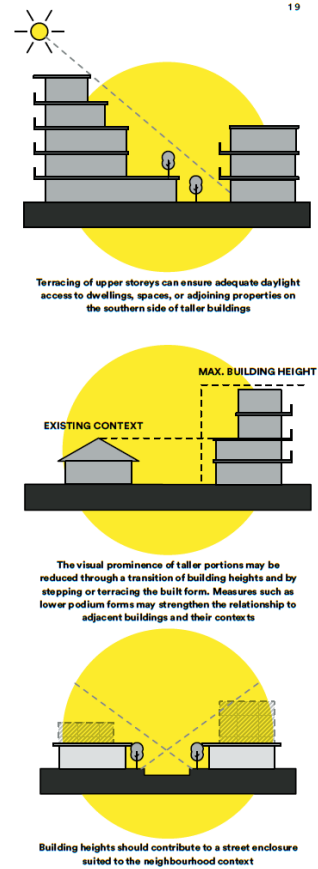
- supporting transport solutions (eg plans and investment in public transport capacity and convenience, cycling, car share services);
- distribution of vehicle access and compatibility with local road network (eg maintain limited and consolidated access to arterial roads and reduce impacts upon local streets);
- amenity and safety of corridors for living environments (eg air and noise emissions);
- centres, retail and commercial uses structure and hierarchy (concentrated activity hubs versus strip sprawl of everything everywhere);

The strategy and concepts have generally been supported by the City of Unley. Most of the local proposals could be supported provided there is acceptable refinement of key parameters and detailed zone policy proposals as outlined in the following comments.

Urban Design and Places

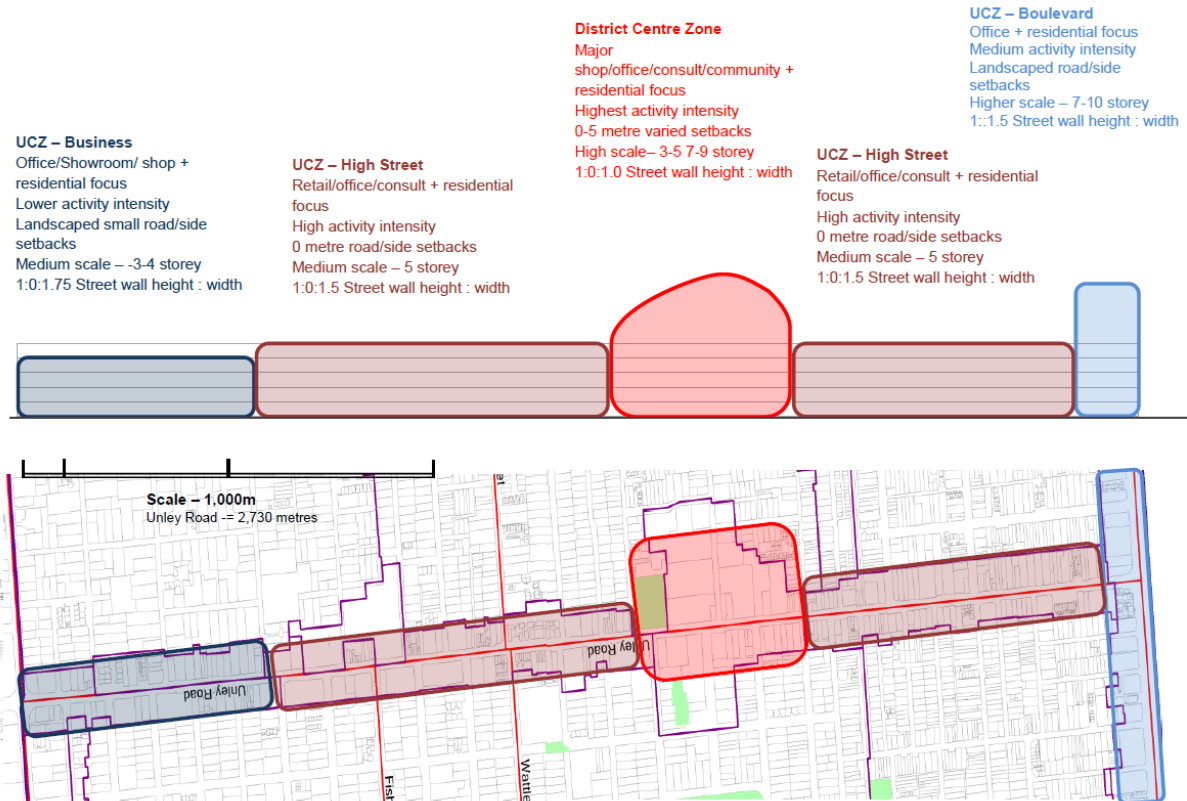
Respective Street, Site and adjoining Low Density Interfaces

- draft *Design Guidelines : Design Quality and Housing Choice* (extract to right) prepared by ODASA (Office for Design and Architecture South Australia) support Unley’s strategy and long-standing urban design approach but these principles are not reflected in urban design parameters created by zone policy;
- Street wall height to width relationship relative to character of corridor (eg activity hub versus transition area or local street) and scale of road that should vary accordingly:
 - 1:1 for intensive urban context, eg Unley District Centre;
 - 1:1.5 for suburban high density corridors, eg Unley Road main street;
 - 1:2.0 for suburban lower density local streets, eg Leader Street;
- Nature of podium façade to street, overall street wall height and maximum height relative to width and character (look and feel) of corridor (and varying parts) illustrated in figure below;
- Model scale will not be achieved for disaggregated sites and those sites without adequate depth;
- Deep Soil Zones, introduced by Corridor (Design) Minister DPA, critical to building configuration, separation spaces and ‘greening’ landscaping and trees in precincts;
- Experience and example developments indicate upper residential levels footprint for double row of units or single penthouses are under 20 metres (plus balconies).



Corridor Linear Modulation and Reinforcement of Foci (Nodes/Places versus Transitions)

- Extended length of corridors requires concentration of nodes and high street intensity;
- On fringe of higher density areas need to create distinction and transitions in scale and function;
- Relative to activity and intensity, eg Unley Road is a very long corridor and high street intensity should not be extended;
- Just because whole corridor can be maximum doesn’t mean it should be:



Urban Corridor Zone

The draft *Corridor (Sites) DPA* and Urban Corridor Zone allows a broad scope of higher density and mixed land uses (including residential) with limited subtle policy guidance differences in function and form through Policy Areas:

- Boulevard – primarily office, residential and minor local service shops (up to 450m²), 3 to 7 storey with landscaped setbacks;
- High Street – primarily shops (up to 450m² tenancies), office, community and residential, 3 to 5 storey with no setbacks (except rear);
- Business – primarily commercial, industrial, showrooms, shops (up to 500m²) and residential, 2 to 8 storey with small or no setbacks;
- Transit Living – primarily residential supported by local shops (up to 500m²), office and community uses, 2 to 6 storey with small or no setbacks. Lack of tight limits would allow sprawl of larger commercial, multiple vehicle access, higher parking demands contrary to desired character and low car intensity activity.

Other than the advisory shop floor area guides, all non-complying land uses could be of any size anywhere with the Urban Corridor Zone as the market determines.

Beyond the concern with the broad approach, the summary review highlights some areas of concern with application and key parameters of the proposed Policy Areas:

- Policy Areas –
 - The extension of the ‘Boulevard’ Policy Area to Glen Osmond Road is appropriate;
 - The extension of the ‘High Street’ Policy Area on Unley Road is not appropriate given it is already too long and the nature and activities would be better suited in a Business Policy Area;

- The application of the Transit Living Policy Area to LeCornu and Maple Avenue is inappropriate with the location, consolidated scale and nature of uses better suiting a Business Policy Area and more employment activities;
- The southern extension along Anzac Highway as a Transit Living Policy Area is appropriate, albeit a more rigorous limit on non-residential land uses should be included to genuinely focus as predominately of a residential nature;
- Floor area limits – are only an advisory principle for shop(s) up to 500m². There is no limit on other uses. Service trade premises or bulky goods outlets (showrooms) are not shops and therefore not limited. There should be tighter limits in non-retail focussed areas to consolidate more in retail areas. Particularly in the Transit Living Policy Area a limit should be applied to all non-residential land uses, and desirably less than the generous 500m² (which is equivalent to a large IGA and many of the homeware showrooms on the west side of Anzac Highway), to genuinely reinforce the promoted predominantly residential focus, eg 200m² per building;
- Heights – the heights in some areas adjacent to non-main roads and to sensitive low density residential areas, exceed the desired built scale for street wall ratio and zone interface per desired urban design principles (as reinforced by ODASA draft *Design Guidelines*). Also the excessive height raises concerns about compatibility with existing character and the distinction of built form along what are long corridors;
- Road setbacks – a 0 metre setback is only appropriate for the High Street areas. Other areas required small varied setbacks to support nature of street interfaces for lower intensity activity (as reinforced by ODASA draft *Design Guidelines*). Particularly in the case of Transit Living and Anzac Highway frontage a 0 metre setback is inappropriate to complement the residential land use and the boulevard nature of the road. The setback should be 4 metres;
- Secondary streets setback – generally 2 or 3 metres which is reasonable, but should be equally applied to Business Policy Area, not proposed 0 metres;
- Side setbacks – no setback applies in the High Street area, otherwise 3 metres (at least from one side if site is less than 20 metres wide) is maintained, except for Business Policy Area where 0 metres applies. This is contrary to general principle for reasonable ‘space’ between buildings in streetscape, for the separation of buildings and avoiding a continuous mass, plus for residential amenity and required deep soil planting areas (as reinforced by ODASA draft *Design Guidelines*);
- Rear setbacks - the rear zone boundary setback of 5 metres (and 3 metres for internal boundary) applies in existing High Street and Boulevard Policy Areas. However, in the other areas they are reduced to 3 metres and 0 metres respectively which is inconsistent, unjustified and contrary to good design principles (as reinforced by ODASA draft *Design Guidelines*).
Further, a setback of 6.5 metres from the opposite side of rear lanes is generally reasonable, unless such lanes or narrow roads contain frontages for dwellings, eg Third Avenue or Chinner Avenue. In this case the secondary street 3 metre setback should apply plus the zone boundary interface envelope. The policy needs to be clarified in this regard;
- Zone Interface Building Envelope – the concept of an envelope of 30 degrees from 3 metres above ground level at the zone boundary is fundamental. The interface does not apply to ‘primary street frontages’ but where the zone boundary is along a low density residential street it should be applicable to provide a proper and sensitive interface, eg Leader Street, Third Avenue or Chinner Avenue. This needs to be clarified;
- The Corridor (Design) DPA includes general design policy improvements for areas of Deep Soil Zones and the planting of trees to complement development. The more specific Corridor (Sites) DPA zone policy and minimal setbacks is in tension with, and will undermine, this general aim. The fundamental setbacks in the zone policy should be increased to reflect and support these positive ‘green’, good design and building form and amenity aims;

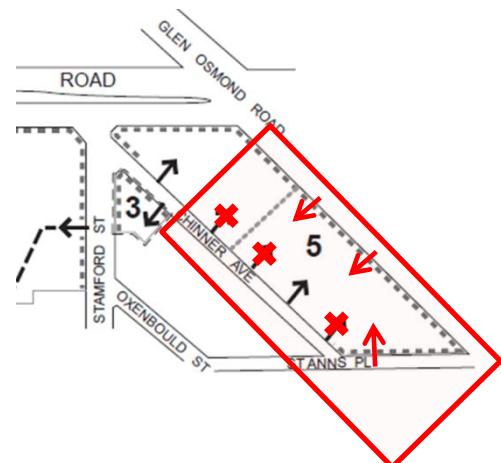
- Concept Plans – are provided for all the areas. The more complex or unique areas require additional detail on Concept Plans to clarify access arrangements, including road or pedestrian links, for future orderly development of precinct;
- Public notification – only non-complying development is Category 3 (public notice). For envisaged development limited consultation (Category 2) is allowed when beyond floor area limits, maximum height or interface envelope. Council’s previous requests for wider Category 3 consultation for non-conforming development has not been recognised;
- Car parking – revised car parking standards and discounts (Table Un/5A) were introduced for the Urban Corridor and Centre Zones in 2016.
A universal non-residential parking rate of 3 to 5 per 100m² and reduced residential parking rates were adopted, with potential further discounts, based on improved public transport, reduced vehicle use and parking demand. Ultimately the needs in the circumstances should be met;
- Traffic – the focus of development on arterial roads and in inner areas allows ready access to public transport, cycling and walking, at least focussed on the CBD. The State Government’s *Integrated Transport and Land Use Plan* proposes improvements in such services to realise these benefits. This will reduce traffic levels but there will still be independent vehicle movement to other destinations.
Vehicle access should be limited and consolidated on arterial roads but access to local roads and network still controlled as much as possible to maintain distribution between the arterial road and local roads to manage implications upon local road network.

Specified Sites

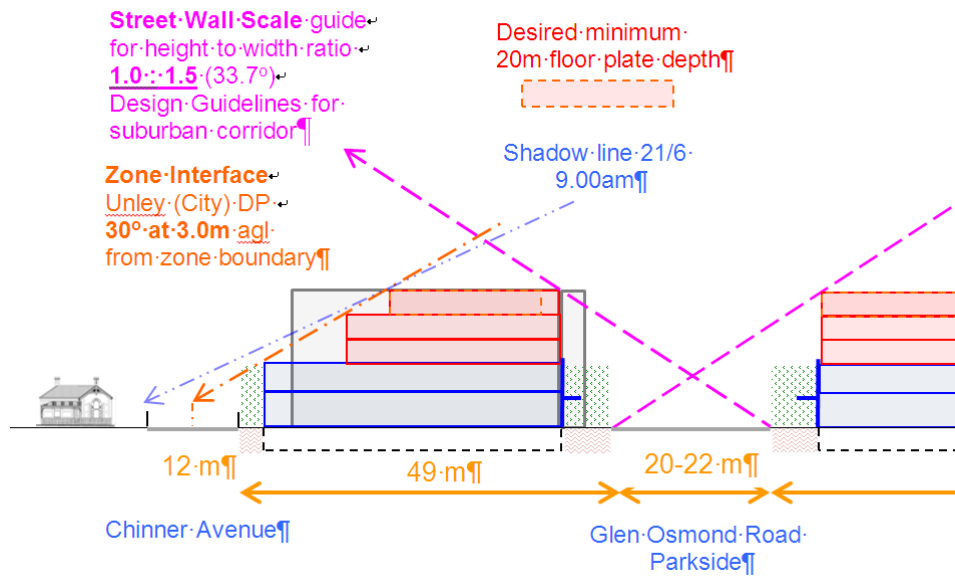
2-52 Glen Osmond Road Parkside (to Chinner Avenue and St Anns Place)

Proposed Policy Review – Glen Osmond Road

- Extension of Greenhill Road Boulevard Policy Area appropriate
- Boulevard Policy Area suits primarily office, and minor shops uses (up to 450m²), together with residential above
- Desired character for notable road and site/building boundary setbacks to articulate mass of buildings, allow separation and landscaping, particularly along frontages, including deep soil zones for trees
- Urban Design modelling supports up to 5 storey height, with lower podiums to street level frontages and good articulation above
- Current 6 metre road setback could be reduced to 3 metres given nature of Glen Osmond Road
- Current policy unclear about status of Chinner Avenue at rear. As rear access would provide for no setback but should be confirmed as a secondary local road frontage as dwellings front onto street whereby a 3 metre setback and 30° @ 3.0 metres zone boundary (road centre-line) building envelope interface should apply
- Concept Plan should support a better distribution of vehicle access and movement with limited consolidated points on Glen Osmond Road and minimised points to Chinner Avenue as a local residential street.



Desirable Urban Design Configuration



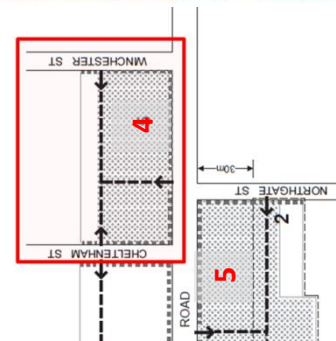
Policy Summary Comparison

Proposed Policy Area	Existing Key Policy	Review 2015	IMMC Min DPA	Key Issues 2017
2-52 Glen Osmond Road	Office 1 Zone	Not part of previous draft	Boulevard Policy Area 16 (extension of Greenhill Road)	Appropriate
▪ Land Use	Commercial (<450m ² per building) & residential	-	Commercial, shop (<450m ²) and residential	Appropriate
▪ Height	2 storey	-	3 to 5 storey	Appropriate
▪ Design	Landscaped frontage, side & rear	Maintain landscaped open setting	'Boulevard' building gaps and landscaping	'Boulevard' appropriate with reduced scale to Chinner Avenue
▪ Setbacks		-		
- Primary	8 metres		6 metres	3 metres
- Secondary	8 metres		3 metres	
- Side	3 metres		3 metres (0 & 3m < 20m)	
- Rear – zone - site	3 metres		5 metres 3 metres	
▪ Interface Envelope	-	30° @ 3m at zone boundary, except 'primary' road frontages	30° @ 3m at zone boundary, except 'primary' road frontages	Chinner Avenue should not be a 'primary road frontage' excluded from the interface envelope

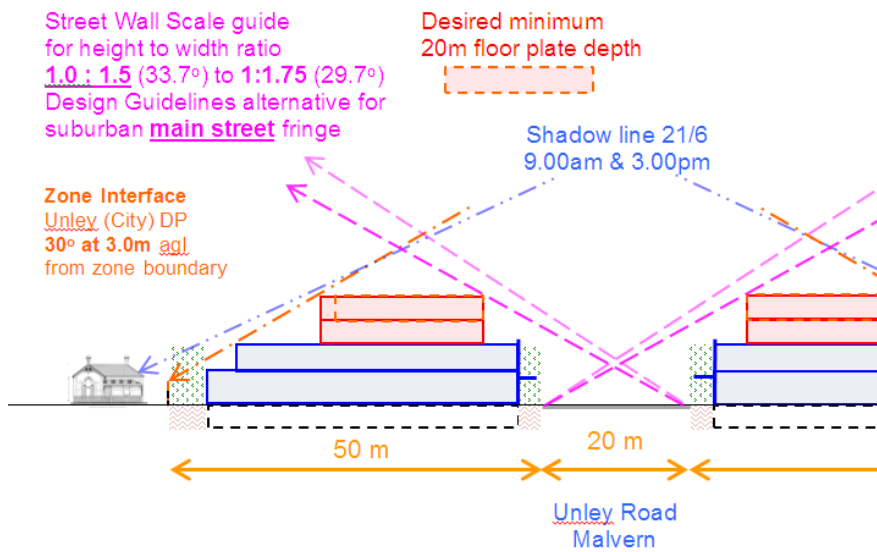
299-307 Unley Road Malvern (Cheltenham Street to Winchester Street)

Proposed Policy Review - Unley Road

- Extension of High Street Policy Area not appropriate as High Street already too long and nature of activity and intensity of building is reduced for this southern portion of Unley Road
- Business Policy Area better suits with office, commercial, showroom and minor shop (up to 500m²) together with residential
- Business Policy Area also provides for small road and side boundary setbacks to differentiate and soften from more intensive High Street
- Urban Design modelling supports slightly lower height around 4 storeys to reflect diminishing scale from High Street
- Desired character for small road and side building setbacks to articulate mass, allow separation and landscaping, particularly to road frontage and rear zone boundary, including deep soil zones for trees
- Concept Plan appropriate, with revised height



Desirable Urban Design Configuration



Proposed Policy Comparison

Proposed Policy Area	Existing Key Policy	Review 2015	IMMC Min DPA	Key Issues 2017
299-307 Unley Road	Mixed Use 3	Business Policy Area	High Street Policy Area 17 (extension of Unley Road)	Business Policy Area
▪ Land Use	Commercial & shop (<250m ²) & residential	Commercial, showroom, shop (< 500m ²) & residential	Shop (< 450m ² per tenancy), commercial & residential	High Street strip already very long – should be land use and scale distinction and reduced intensity

▪ Height	2 storey	4 storey (15.0 metres)	5 storey (18.5 metres)	4 storey (15.0 metres)
▪ Design	Residential scale & landscaped road & boundary setbacks	Lower intensity and scale with small setbacks	High intensity continuous zero setback high street shop fronts	Space around buildings with landscaped road and boundary setbacks. Increased setbacks above street front podiums.
▪ Setbacks				
- Primary	8 metres	3 metres	0 metres (3 max)	3 metres
- Secondary	8 metres	3 metres	0 metres (2 max)	2 metres
- Side	3 metres	3 metres	0 metres	3 metres
- Rear – zone	3 metres	5 metres	5 metres	(0 & 3m < 20m)
- - site	3 metres	3 metres	3 metres	
▪ Interface Envelope	-	30° @ 3m at zone boundary, except 'primary' road frontages	30° @ 3m at zone boundary, except 'primary' road frontages	

10 Anzac Highway ('LeCornu'), 62-88 Leader Street (north) and 1-62 Maple Avenue Forestville

The overall area comprises two proposed Policy Areas:

- Transit Living Policy Area - 10 Anzac Highway (LeCornu) and 28-62 Maple Avenue
- Business Policy Area - 62-88 Leader Street and 1-26 Maple Avenue

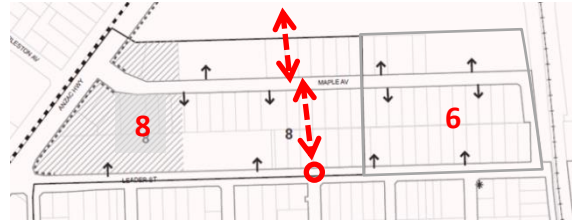
The consolidated nature of the area, location and land uses supports a Business Policy Area focussed on employment activities with residential rather than a Transit Living Policy Area and a predominate residential land use.



Proposed Policy Review – Anzac Highway, Leader Street and Maple Avenue

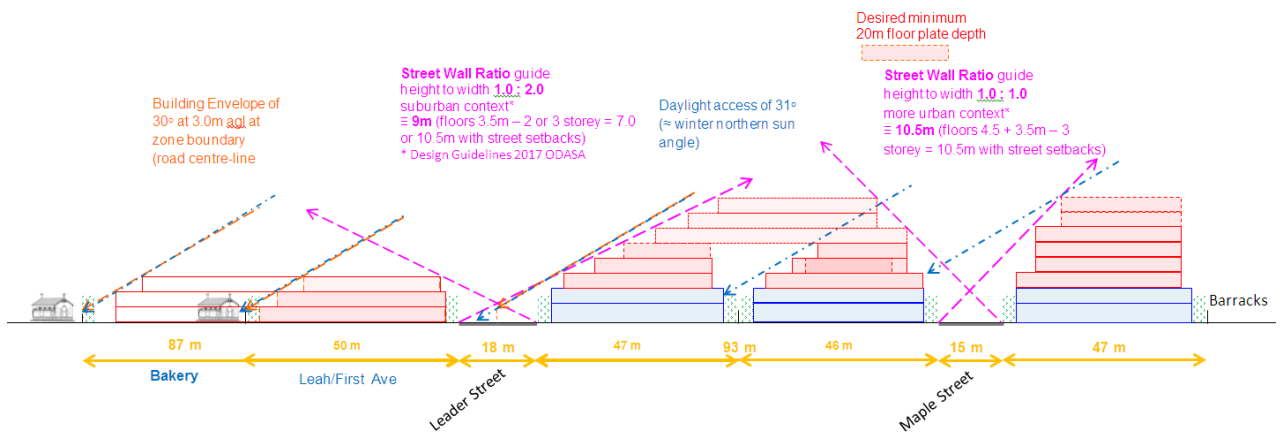
- Transit Living Policy Area with predominately residential use is inconsistent
- Business Policy Area would better suit whole area with bias to commercial, showroom and minor shops (<500m²), together with residential above, as major consolidated employment generating precinct
- Urban Design modelling suggests transition in building height with up to 3 storey road frontage podiums and increasing setbacks of greater heights to maximum of 6 storey and 8 storey building height. Greater potential height may only be reasonably achieved on LeCornu scale of property with other small sites severely limiting potential
- The road frontage podium and other height setbacks should be governed by promoted urban design principles of applicable Street Wall height to street width ratios:
 - Anzac Highway – 1:1.5 – as major 'boulevard'
 - Leader Street – 1:2.0 – as suburban and residential street interface (reflective of 30° at 3 metre agl at zone boundary interface building envelope)
 - Maple Avenue 1:1.0 – as narrow contained industrial internal street

- Desired character for effective building setback from primary road of desirably 4 metres, secondary road and boundary building setbacks of at least 3 metres to relieve mass of buildings, allow separation and softening landscaping, incorporating requirements for promoted Deep Soil Zones (3 to 6 metres), in accord with Council-Wide policy and promoted *Design Guidelines* (ODASA) rather than 0 metre primary road setback and minimal secondary 2 metre road setback and 0 metre side and rear setbacks
- Keswick Barracks and Surround Urban Design Framework*, and Council comments in 2015, included proposal for a road link extension of Leah Street to north of Leader Street, with a roundabout at the junction, to open up movement within precinct.

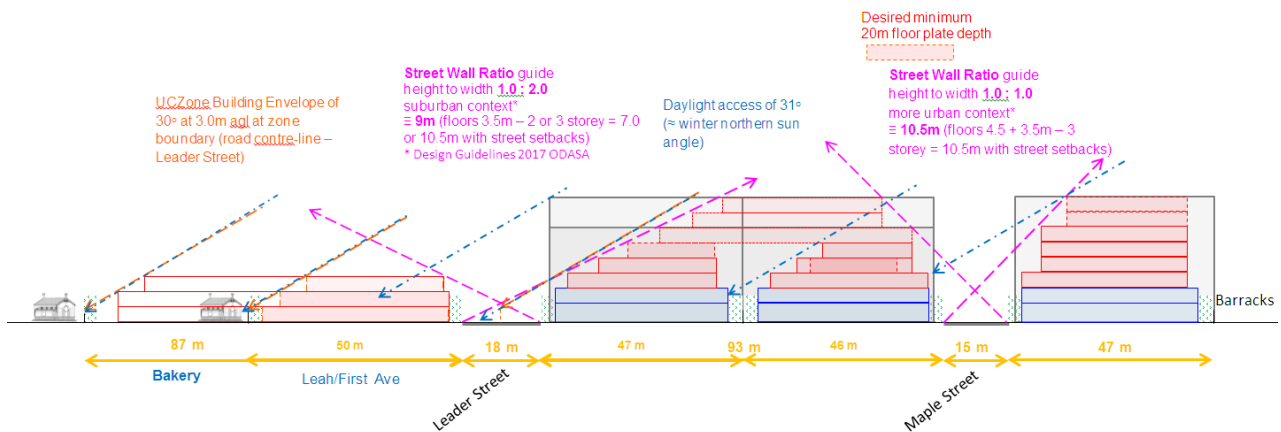


Desirable Urban Design Configuration vs Proposed Policy

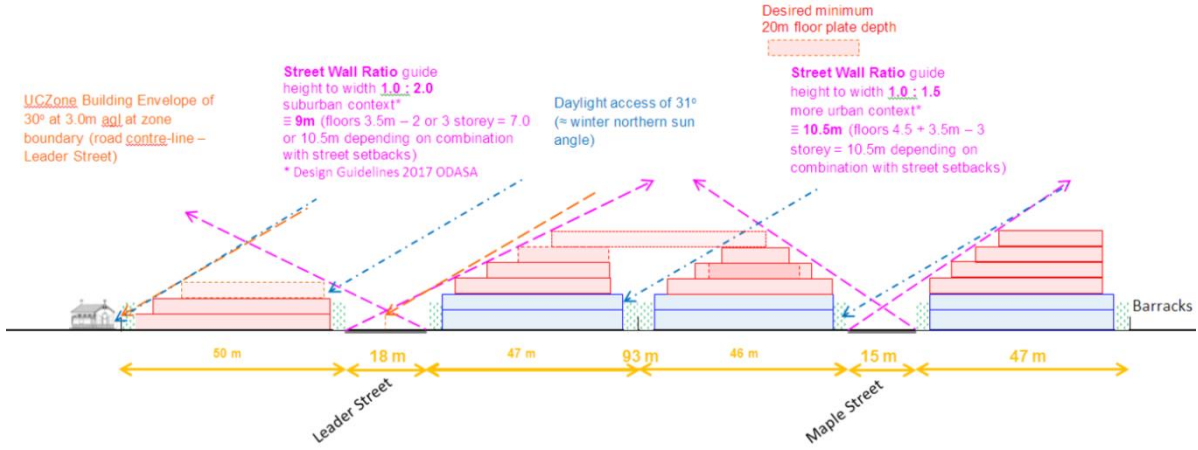
Anzac Highway (LeCornu) (West)



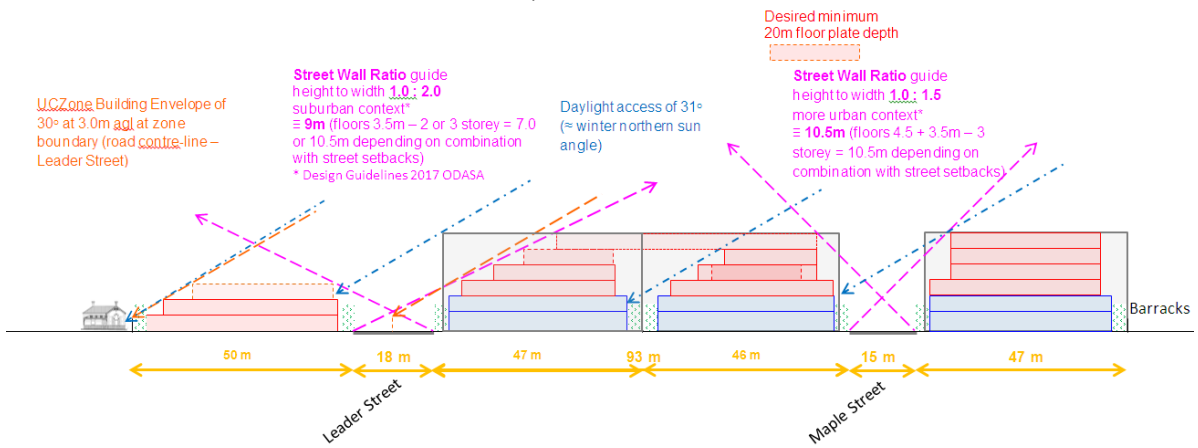
Current Proposed Policy



Leader Street and Maple Avenue (East)



Current Proposed Policy



Precinct Context



Proposed Policy Summary Comparison

Proposed Policy Area	Existing Key Policy	Review 2015	IMMC Min DPA	Key Issues 2017
10 Anzac Highway (LeCornu) and 28-62 Maple Avenue	Light Industry	Business Policy Area	Transit Living Policy Area 18	Business Policy Area
▪ Land Use	Industry, warehouse, office (<450m ²) & shop (< 250m ²)	Commercial, showroom, shop (<500m ²) & residential	Residential, shop (<500m ² except north of Leader Street) & commercial	Location and consolidated area suits focus on business employment and supplementary residential
▪ Height	2 storey	5 storey (18.5m)	8 storey (29.0metres)	Possible for LeCornu but impractical for Maple Ave (47m sites), especially with key street wall height ratio's and transitions
▪ Design	Small scale & minimum nuisance or traffic	Lower intensity and scale with setbacks for landscaped settings	Building focus to main roads with transition down to rear / residential areas	Should incorporate landscaped road and boundary setbacks. Increased setbacks above street podiums, especially to Leader Street frontage
▪ Setbacks				
- Primary	8 metres	3 metres	2 metres (except Anzac Hwy = 0m)	4 metres
- Secondary	8 metres	3 metres	2 metres	3 metres
- Side	3 metres	3 metres	3 metres	
- Rear – zone - site	3 metres 3 metres	5 metres 3 metres	3 metres 0 metres	5 metres 3 metres
▪ Interface Envelope	-	30° @ 3m at zone boundary, except 'primary' road frontages	30° @ 3m at zone boundary, except 'primary' road frontages	Clarify should apply from Leader Street zone boundary (road centre-line) to lower density zone

Proposed Policy Area	Existing Key Policy	Review 2015	IMMC Min DPA	Key Issues 2017
62-88 Leader Street and 1-26 Maple Avenue	Light Industry	Business Policy Area	Business Policy Area 19	Appropriate
▪ Land Use	Industry, warehouse, office (<450m ²) & shop (< 250m ²)	Commercial, showroom, shop (< 500m ²) & residential	Commercial, showroom, shop (< 500m ² where adjoins primary road frontages) & residential	Location and consolidated area suits focus on business employment and supplementary residential
▪ Height	2 storey	5 storey (18.5 metres)	6 storey (22.0 metres)	Challenge to achieve street wall and transition heights on small sites
▪ Design	Small scale & minimum nuisance or traffic	Lower intensity and scale with setbacks for landscaped settings	Building focus to transport corridors and public transport, with height	Should provide relief from road and boundaries with setbacks, increased above street podiums, and avoid shadow to

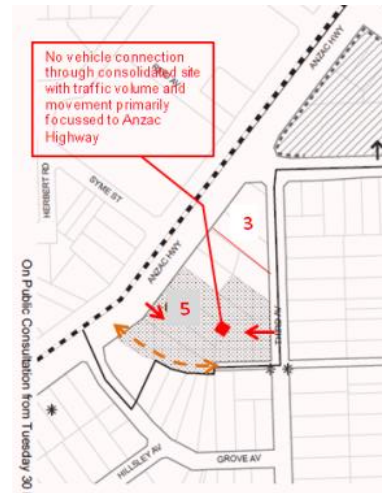
			transition to Leader Street	Leader Street
<ul style="list-style-type: none"> ▪ Setbacks - Primary - Secondary - Side - Rear – zone - site 	<p>8 metres</p> <p>8 metres</p> <p>3 metres</p> <p>3 metres</p> <p>3 metres</p>	<p>3 metres</p> <p>3 metres</p> <p>3 metres (0 & 3m < 20m)</p> <p>5 metres</p> <p>3 metres</p>	<p>2 metres</p> <p>0 metres</p> <p>3 metres (0 & 3m < 20m)</p> <p>3 metres</p> <p>0 metres</p>	<p>3 metres</p> <p>3 metres</p> <p></p> <p>5 metres</p> <p>3 metres</p>
<ul style="list-style-type: none"> ▪ Interface Envelope 	-	30° @ 3m at zone boundary, except 'primary' road frontages	30° @ 3m at zone boundary, except 'primary' road frontages	Clarify should apply from Leader Street zone boundary (road centre- line) to lower density zone

12-30 Anzac Highway 6-14 Third Avenue (south Leader Street to Grove Avenue) Everard Park

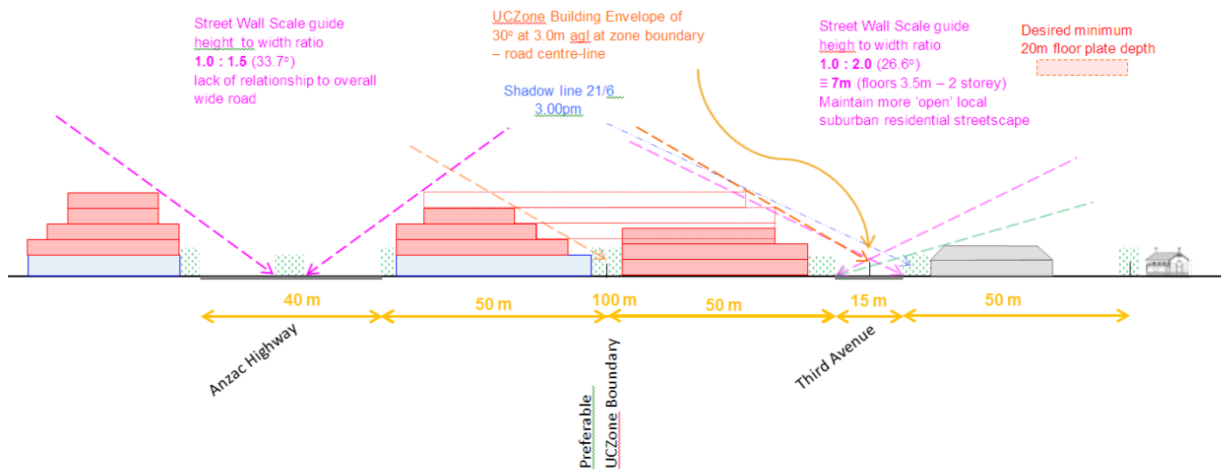
- Transit Living Policy Area appropriate but while primarily intended for residential, indiscriminately allows 'local' commercial (no floor area limit) and shops (up to 500m² equivalent to large IGA or many homeware showrooms), whereas to genuinely be predominately residential and 'local' services all non-residential activity should be limited, and desirably to smaller floor area, eg up to 200m²
- Urban Design modelling suggests transition in building height with up to 3 storey road frontage podiums to Anzac Highway and increasing setbacks of greater heights to maximum of desirably 5 storey building height. Other small sites severely limit the potential maximum height to the point where north of 6 Third Avenue it would only be 3 storey
- Urban Design modelling indicates transition in building height with consistent maximum 2 storey road frontage height to Third Avenue and significant increased additional setback of 8 metres (14 metres from road) for additional height, with all building height remaining within the zone interface building envelope of 30° at 3.0 metres agl at the zone boundary (road centre-line)
- The road frontage podium and other height setbacks should be governed by promoted urban design principles of applicable Street Wall height to street width ratios:
 - Anzac Highway – 1:1.5 – as major 'boulevard'
 - Third Avenue – 1:2.0 – as suburban and residential street interface (reflective of 30° at 3 metre agl at zone boundary building envelope interface)
- Desired character for effective building setback from primary road of desirably 4 metres to Anzac Highway and 6 metres to Third Avenue consistent with character of respective streetscapes, other secondary road and boundary building setbacks of at least 3 metres to relieve mass of buildings, allow separation and softening landscaping, incorporating requirements for promoted Deep Soil Zones (3 to 6 metres), in accord with Council-Wide policy and promoted *Design Guidelines* (ODASA). 0 metre Anzac Highway primary road and site rear setback and minimal secondary road 2 metre setback are inappropriate and inconsistent with a living area and good design.



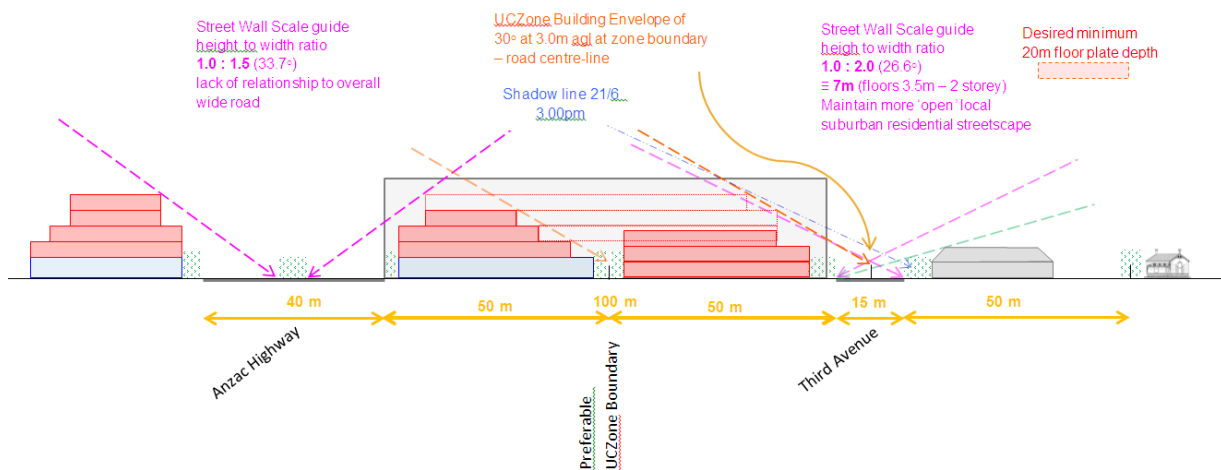
- Concept Plan should reflect consolidated and limited vehicle access points. Traffic to be distributed primarily to Anzac Highway and minor amounts to Third Avenue, with no direct vehicle connection between the roads, other than for bicycles and pedestrians
- Concept Plan should include provision for public shared bicycle and pedestrian path link through to Anzac Highway on northern edge of creek as an extension of Wilberforce Walk.



Desirable Urban Design Configuration vs Proposed Policy



Current Proposed Policy



Policy Context



Proposed Policy Summary Comparison

Proposed Policy Area	Existing Key Policy	Review 2015	IMMC Min DPA	Key Issues 2017
12-30 Anzac Highway 6-14 Third Avenue	Residential C150	Transit Living Policy Area	Transit Living Policy Area 18	Appropriate
▪ Land Use	Residential medium density	Residential, shop (<500m ²) & commercial	Residential, shop (<500m ²) & commercial	Location and consolidated area suits focus on business employment and supplementary residential. All N-R < 500m ² or less
▪ Height	3 storey	4 storey (15.0 metres)	6 storey (22.0 metres)	5 storey with setbacks (18.5 metres) and 2 storey to Third Avenue
▪ Design	Compact forms of housing with compatible setbacks and landscaping	Residential nature and setbacks for landscaped setting	Height focussed to Anzac Hwy with transition to lower height to Third Avenue	Should incorporate landscaped road and boundary setbacks, including Anzac Hwy, with low scale to Third Avenue
▪ Setbacks				
- Primary	8 metres	3 metres	2 metres (except Anzac Hwy = 0m)	4 metres to Anzac Highway and 6 metres to Third Avenue
- Secondary	8 metres	3 metres	2 metres	3 metres
- Side	2 metres + 1:1 > 6.5m wall height	3 metres (0 & 3m <20m)	3 metres (0 & 3m < 20m)	3 metres (0 & 3m <20m)
- Rear – zone site	6 metres+ 1:1 > 6.5m wall height	5 metres	3 metres	5 metres
- site		3 metres	0 metres	3 metres

▪ Interface Envelope	Refer consistent setbacks and maintain amenity	30° @ 3m at zone boundary, except 'primary' road frontages	30° @ 3m at zone boundary, except 'primary' road frontages	Clarify should apply from Third Avenue zone boundary (road centre-line) to lower density zone
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The policy issues and design parameters discussed above require a range of technical edits to policy. These have been noted and a tracked version of the Urban Corridor Zone follows.

Unley (City) Development Plan Amendments

(*Text in red denotes new or amended policy)

(+Text in green denotes recommended edits to proposed policy)

URBAN CORRIDOR ZONE

Refer to [Maps Un/3, 4, 5 and 9](#) that relate to this zone.

OBJECTIVES

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

DESIRED CHARACTER

This zone supports mixed use development on major road corridors and comprises non-residential development in association with medium to high density residential living, including more than 15 percent of dwellings as affordable housing. Development will create a linear corridor that will focus and frame the main road and create active street frontages. Buildings of 3 or more storeys will be the predominant built form, with key strategic sites developed with landmark buildings that will feature prominent, attractive and activating road facades.

The siting and design of buildings will achieve high quality urban design outcomes. Development will be undertaken within defined building envelopes. Buildings at the periphery of the zone will have an appropriate transition that relates to development in adjacent zones of a lower scale and intensity. Contextual qualities, including the setting and juxtaposition of heritage places/character items with new or refurbished development, will be respected.

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.

The urban corridor roads function as major metropolitan transport movement systems as well as for local movement, access and parking. Restricted and consolidated vehicle access points will be available and access will be mainly from secondary road frontages, limited rear access lanes and through-site integrated and shared rights-of-way. Controlled pedestrian and cycle crossing points will be focused and consolidated at key locations. Development design and function will be people orientated with safe and convenient accessibility to and through buildings from roads and parking.

Parking areas will be consolidated and shared and screened from public view. Access and parking are to be sited and designed to minimise negative impacts on adjoining residential areas, including appropriate separation and screen and buffer landscaping. Road treatments are to be provided at the interface of the zone that correspond with the likely associated uses and discourage non-related traffic in residential streets.

A high amenity pedestrian environment will be established that provides integrated linkages to adjacent centres, public transport stops and public spaces. Access for people with disabilities, signage, seating and street lighting will be provided along key walking routes between public transport stops and major activity nodes. Cycle routes will be visible, safe, accessible, well signed and connected with key local destinations and the Parkland fringe.

Overlooking, overshadowing and emission impacts will be moderated through good design and mitigation techniques, however, it is noted noise and air amenity cannot be expected to be equivalent to a purely residential area. Impacts on adjoining zones will be minimised through appropriate land uses, building envelopes, transition of building heights, design and location of on-site activities/windows/balconies, and use of landscaping.

Well-designed landscaping will assist to visually soften large building façades, screen and buffer parking/service areas/zone interface areas, and provide amenity, biodiversity and micro-climate benefits.

Water sensitive urban design (WSUD) for the harvest, treatment, storage and reuse of stormwater, and environmentally sustainable design (ESD) for reduction in energy consumption through passive design, construction and operation is envisaged with development. Green (vegetated) places will assist urban heat island effects and roof top gardens will provide opportunities for private and communal open space.

~~Given the distinctly different land use mix and urban design features and street character intended for Greenhill Road and Unley Road, the zone is divided into two policy areas:~~

- ~~(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 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.~~

~~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 ~~that~~ for predominately residential development together with low impact, generally commercial uses that support the daily needs of the local population (such as offices, consulting rooms, shops, café's and restaurants) and are 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.~~

Detailed concept plans are prepared for distinct sections of the roads, detailing matters including desired accessways/road links, excluded property frontage access, variations to prescribed building heights, consolidated sites, heritage sites and any particular intended urban design element or feature.

The potential for buildings within the zone to penetrate the Adelaide International Airport Obstacle Surface Limitation exists. It is essential that development within the zone not impede the long-term operational, safety and commercial aviation requirements of the Adelaide International Airport.

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
- residential flat building
- retirement village
- shop or group of shops
- supported accommodation
- tourist accommodation.

2 Development listed as non-complying is generally inappropriate.

Form and Character

3 Development should be consistent with the desired character for the zone.

4 Development should be in accordance with Concept Plan [Maps Un/1 to 78](#).

5 Residential development should achieve a minimum net residential site density in accordance with the following:

Policy Area	Minimum net residential site density
Boulevard (Greenhill Road) Policy Area 16	75 dwellings per hectare net (except within the southern half of the Annesley Campus Area fronting Rose Terrace 35 dwellings per hectare net)
High Street (Unley Road) Policy Area 17	60 dwellings per hectare net
Transit Living Policy Area 18	45 dwellings per hectare net
Business Policy Area 19	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 on sites with a frontage greater than 10 metres should be well articulated through variations in forms, materials, openings and colours.

8 Buildings should be designed and sited to address the primary public road and to face other public thoroughfares (other than rear laneways) and open spaces and to enable suitable sunlight access to public and common private open space as well as good daylighting of habitable room windows of dwellings.

- 9 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.
- 10 Development should minimise the number of access points onto an arterial road, and where possible access points should be:
- (a) from local streets (including rear lane access) as identified on Concept Plan [Maps Un/1 to 78](#);
 - (b) shared between developments.
- 11 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

- 12 Except where airport building height restrictions prevail, the interface height provisions require a lesser height, or an alternative maximum building height is shown on Concept Plan [Maps Un/1 to 78](#), building heights (excluding any rooftop mechanical plant or equipment) should be consistent with the following parameters:

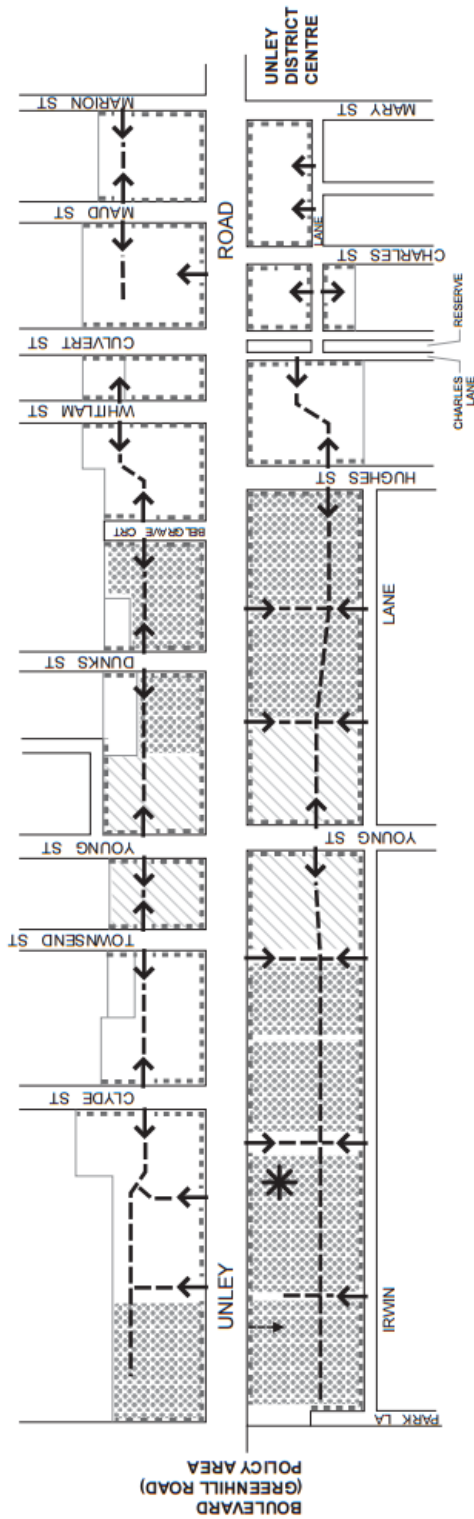
Policy area	Minimum building height	Maximum building height
Boulevard (Greenhill Road) Policy Area 16	3 storeys (11.5 metres), or 4 storeys (15 metres) for land that is directly adjacent to or facing the Adelaide Park Lands.	7 storeys and up to 25.5 metres
High Street (Unley Road) Policy Area 17	3 storeys (11.5 metres)	5 storeys and up to 18.5 metres
Transit Living	3 storeys or no less than 11.5 metres	56 storeys and up to 18.522 metres, unless on the former LeCornu site located north of Leader Street in which case maximum building height is 8 storeys or 29 metres.
Business	3 storeys or no less than 11.5 metres	68 storeys or 29 metres (22 metres).

Street Interface

- X The height and form of development to the corridor and associated road frontages should conform and be contained within building envelopes as follows:
- (a) Main Road Corridors a 2 to 3 storey podium facade with recessed upper levels as identified in the respective Policy Area desired character and contained overall within a building envelope defined by a street wall height to street width ratio generally of 1.0:1.5 (34 degrees above horizontal ground level) and 1.0:1.75 (29 degrees above horizontal ground level) for roads narrower than 20 metres, except for the High Street Policy Area;

- (b) Non main corridor internal to zone commercial road frontages a 3 storey podium facade with recessed and articulated upper levels contained overall within a building envelope defined by a street wall height to street width ratio of 1.0:1.0 (45 degrees above horizontal ground level);
- (c) Local road zone boundary perimeter interfaces a 2 storey facade with higher levels well recessed therefrom and contained overall within a building envelope defined by a street wall height to street width ratio of 1.0:2.0 (26 degrees above horizontal ground level).








CP Un/1



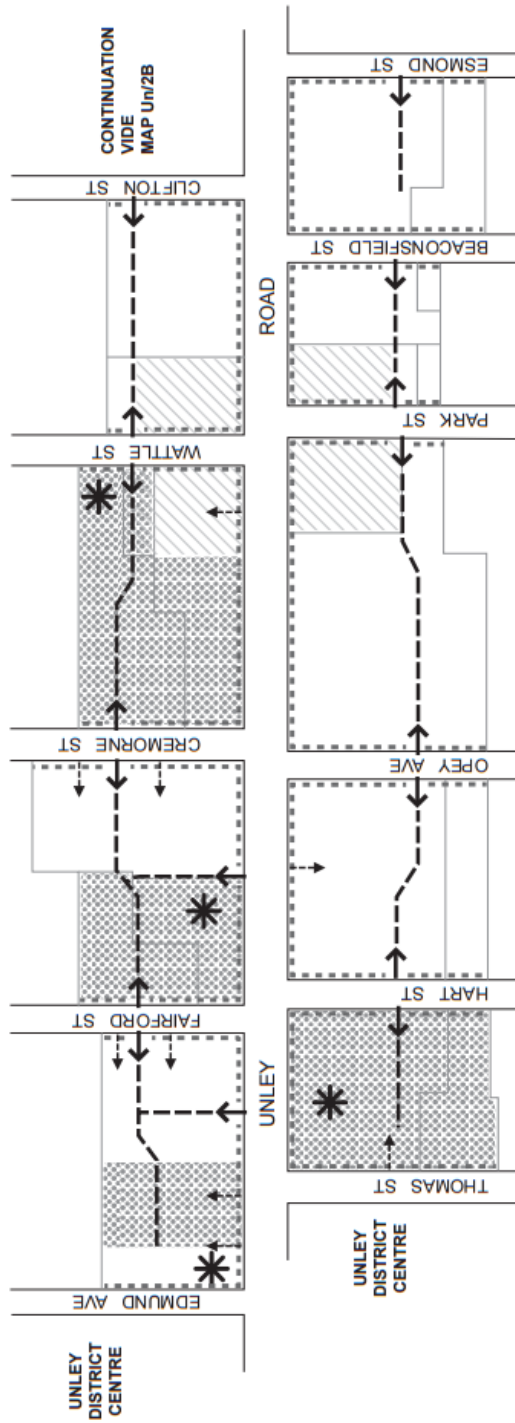
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Unley Road (North)

**UNLEY (CITY)
HIGH STREET (Unley Road) POLICY AREA
Concept Plan Map Un/1**

-  Landmark development site (desirably consolidated)
-  Sites desirably consolidated
-  Desired vehicle link
-  Desired/consolidated vehicle access/egress
-  Existing vehicle access to be closed
-  No vehicle access
-  Heritage Place

CP Un/2A



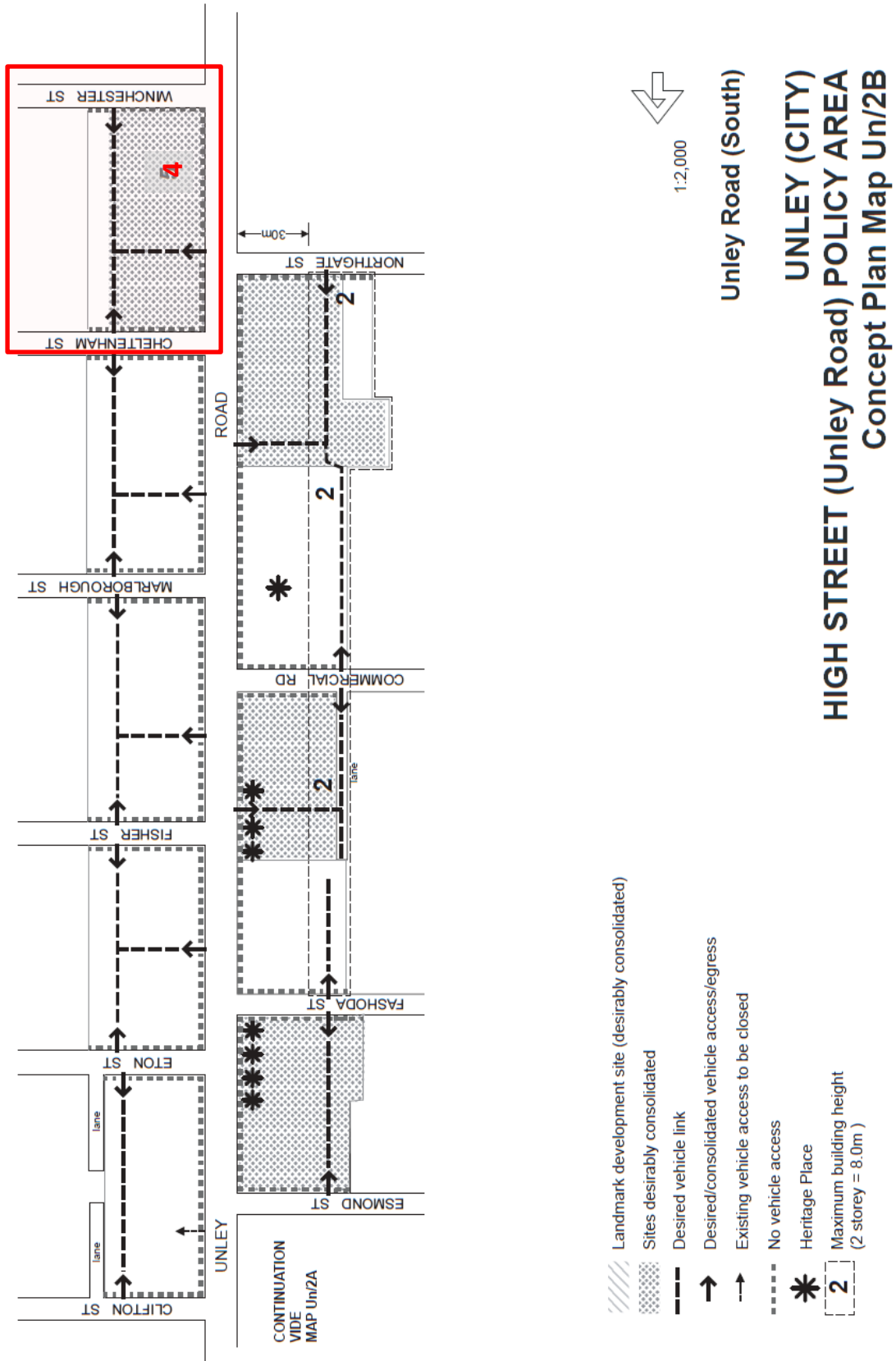
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Unley Road South

**UNLEY (CITY)
 HIGH STREET (Unley Road) POLICY AREA
 Concept Plan Map Un/2A**

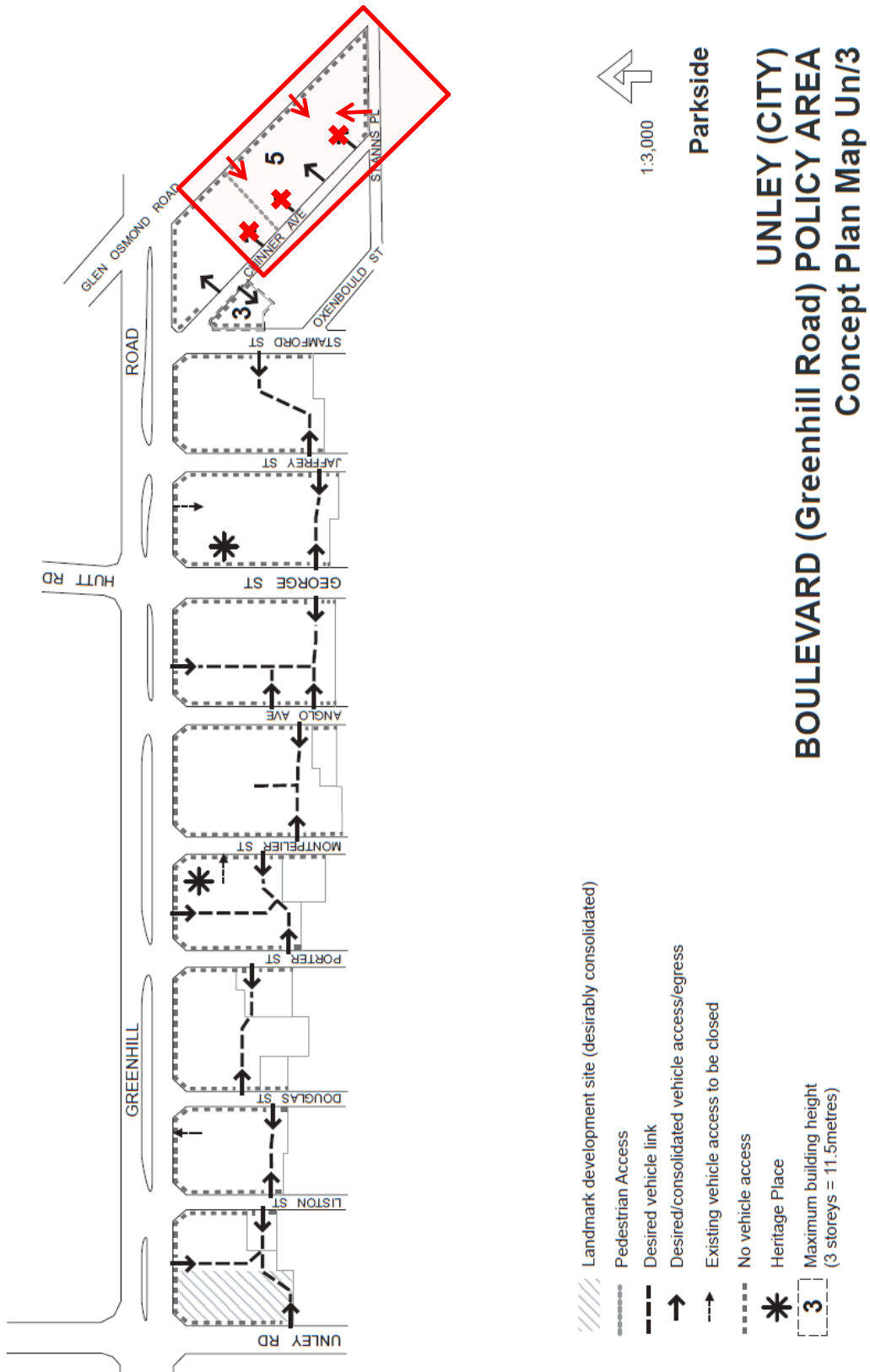
- Landmark development site (desirably consolidated)
- Sites desirably consolidated
- Desired vehicle link
- Desired/consolidated vehicle access/egress
- Existing vehicle access to be closed
- No vehicle access
- Heritage Place

CP Un/2B



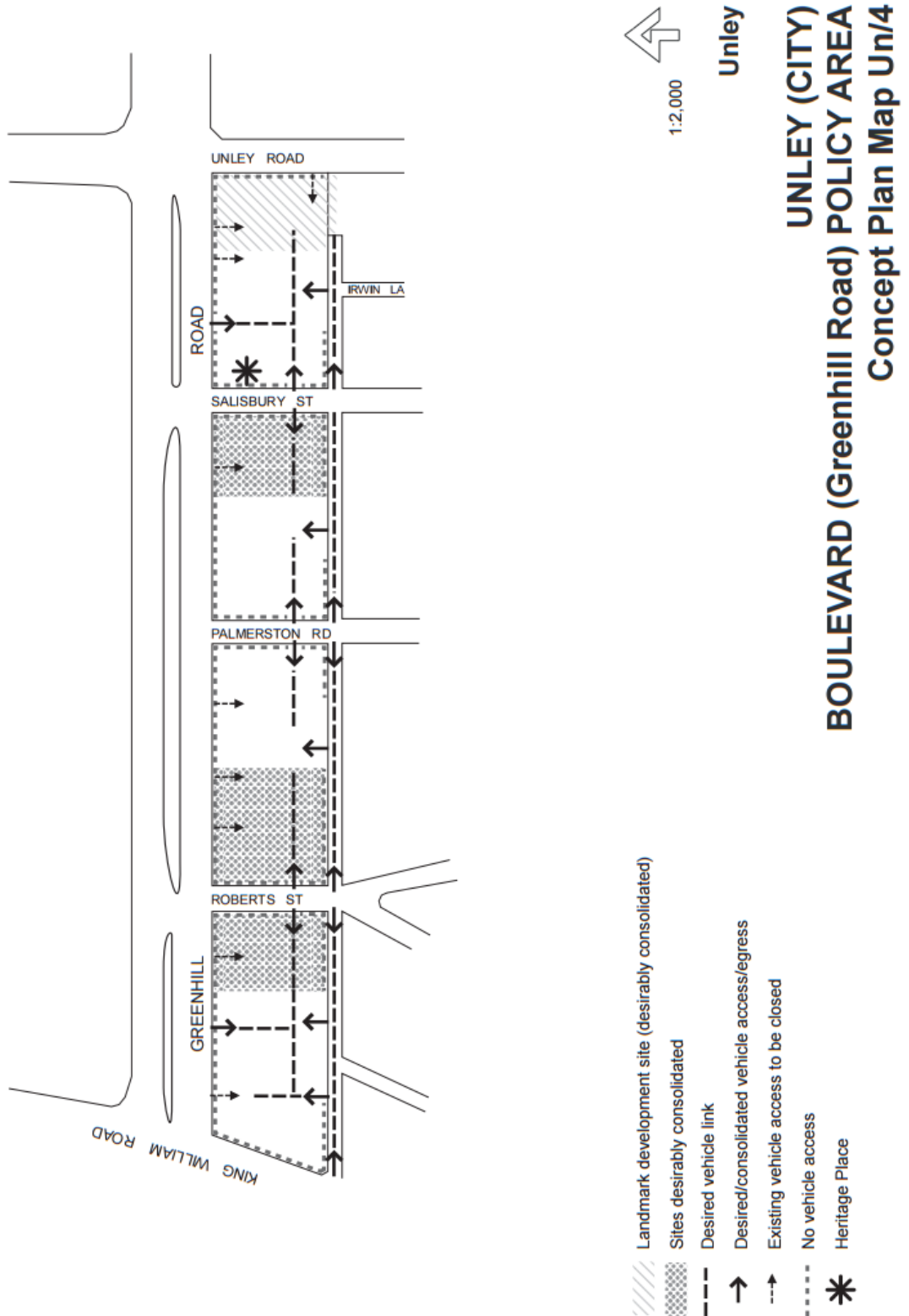
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CP Un/3

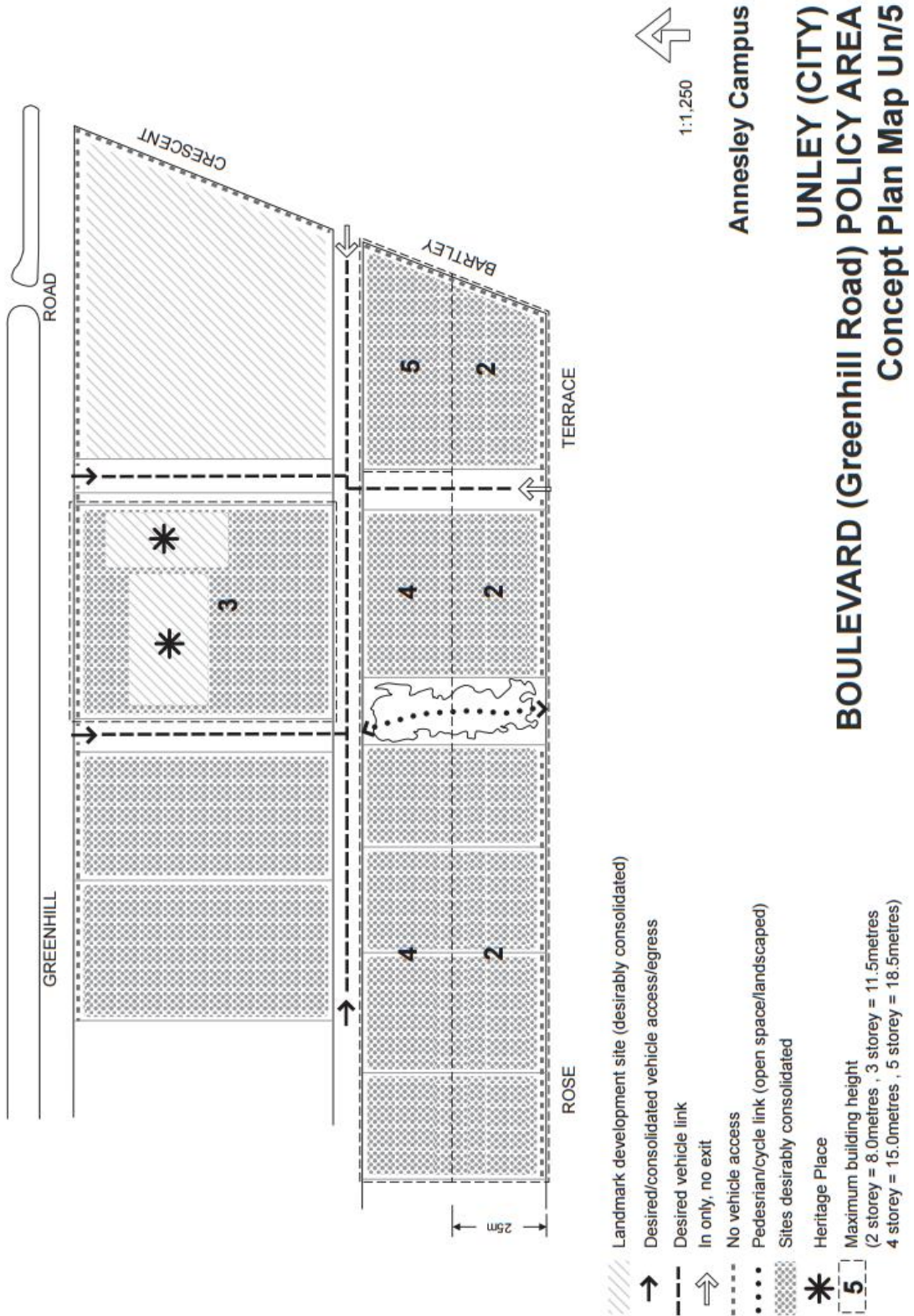


On Public Consultation from Tuesday 30 May 2017 to Tuesday 25 July 2017

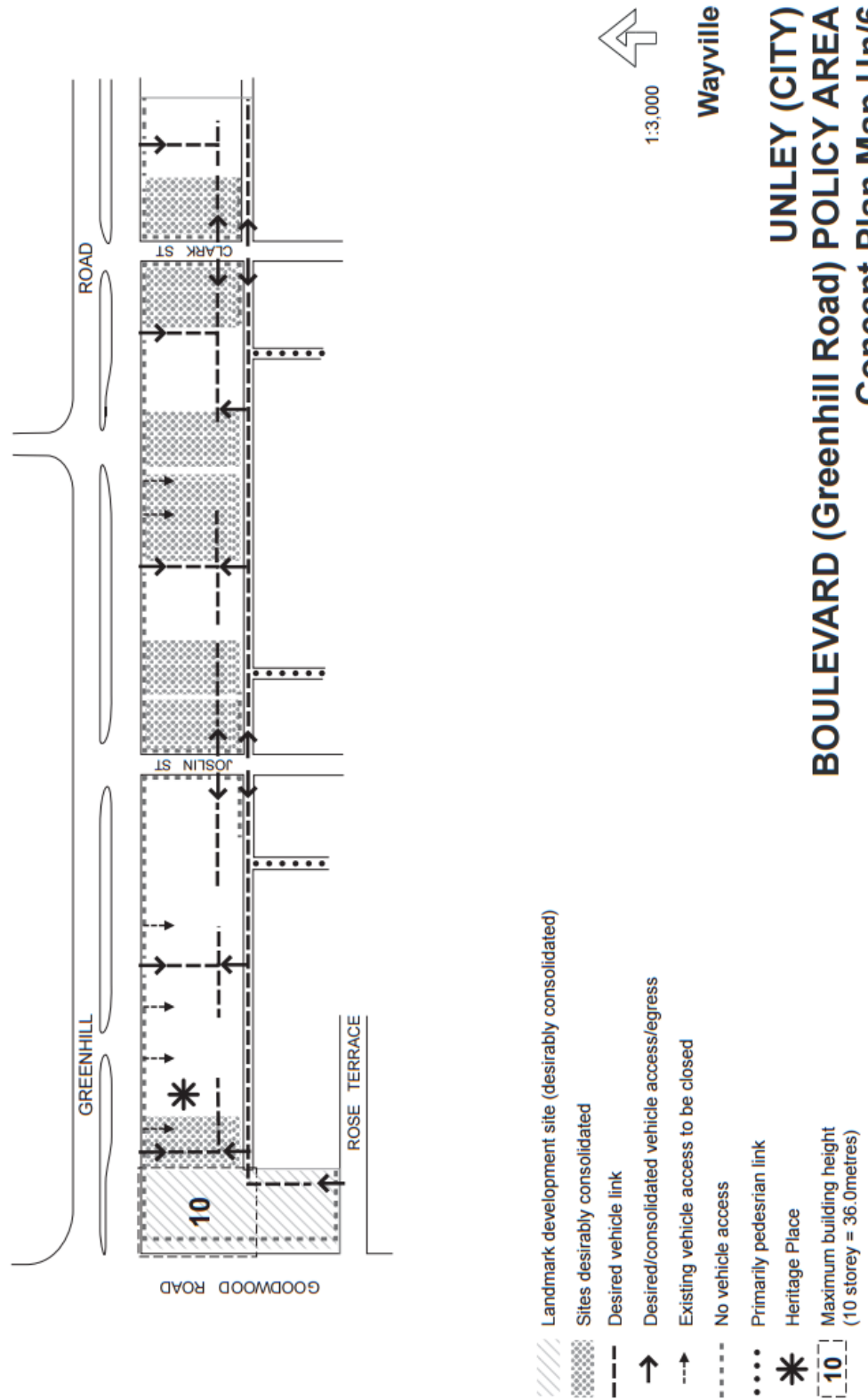
CP Un/4



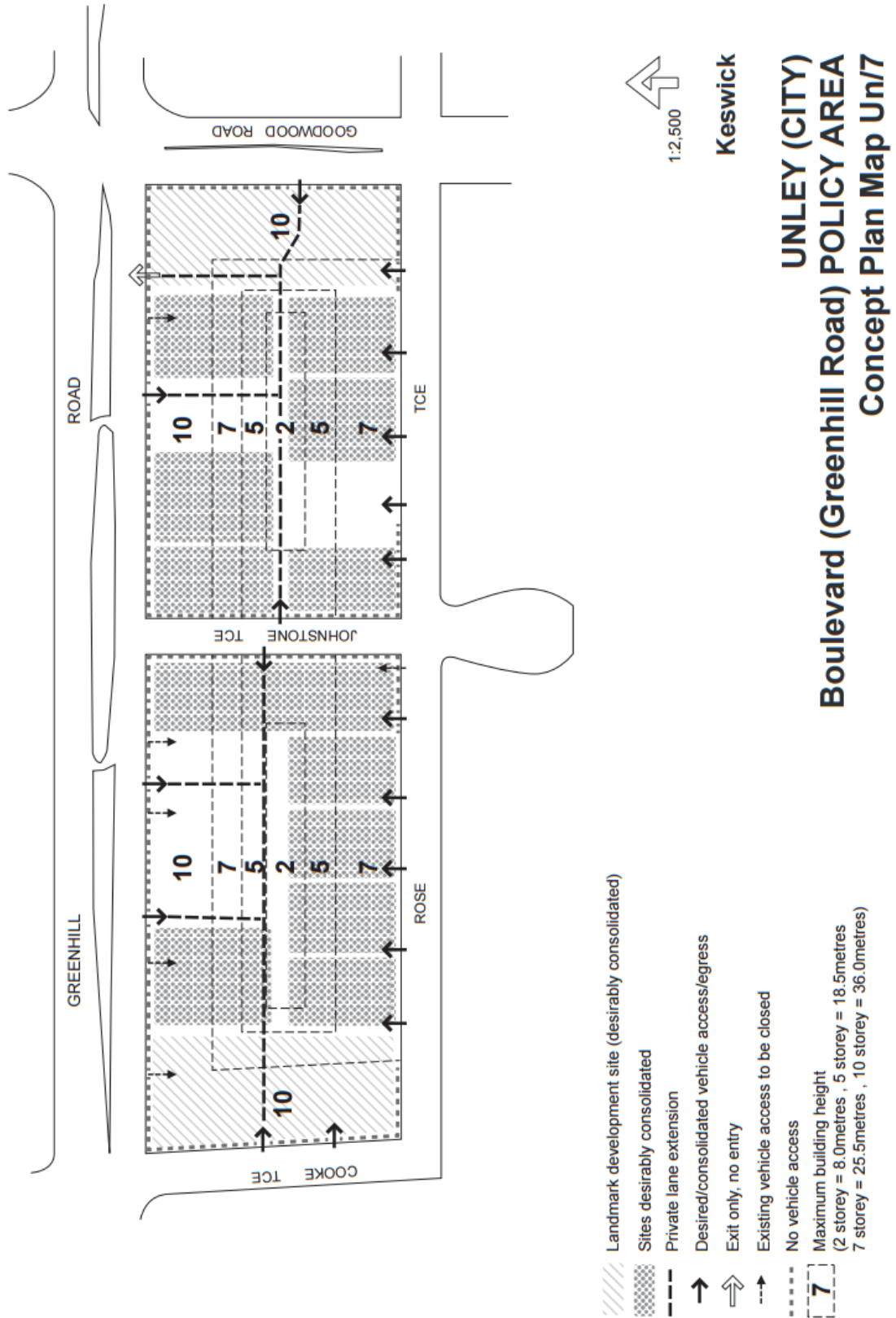
CP Un/5



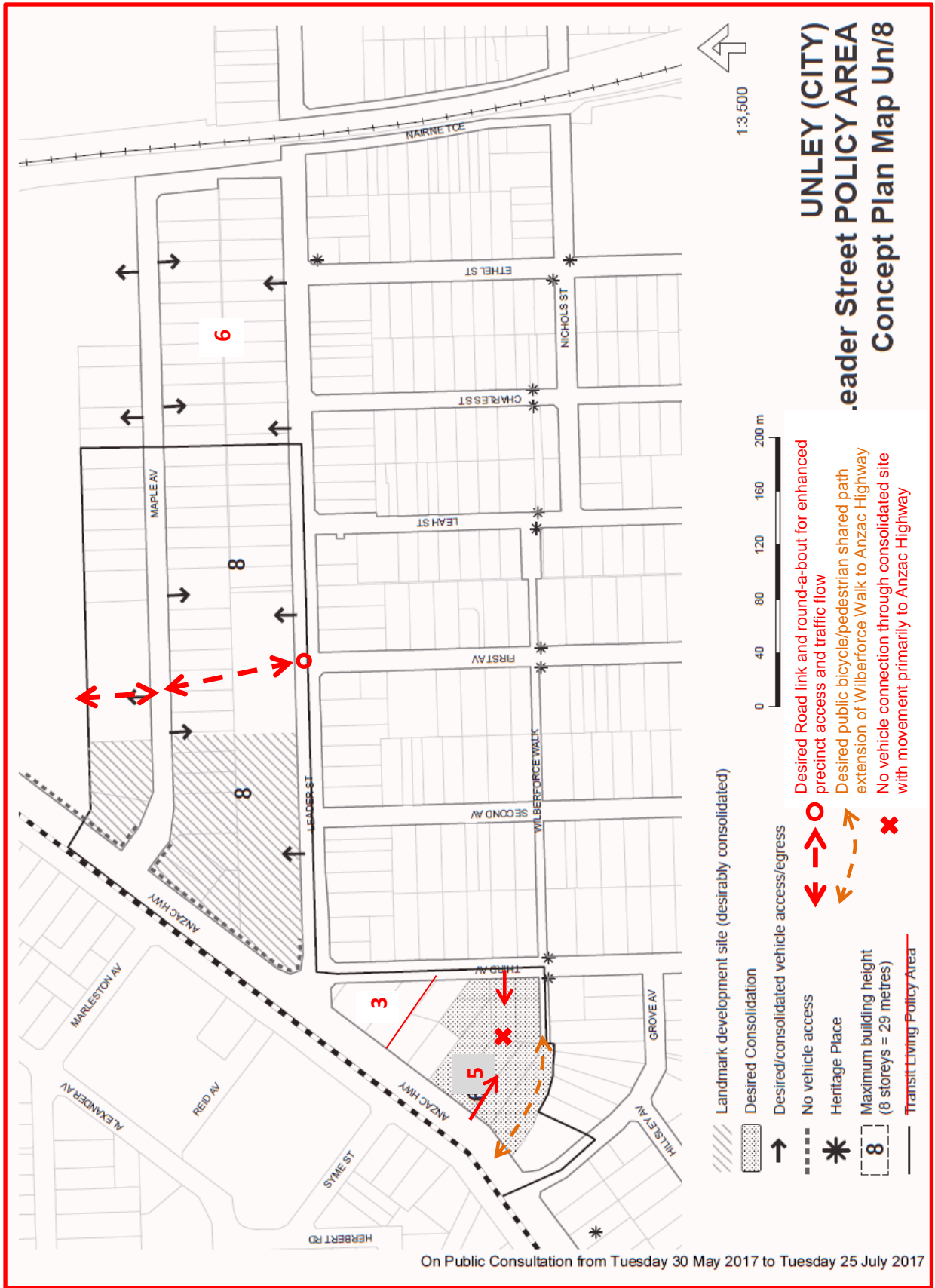
CP Un/6



CP Un/7



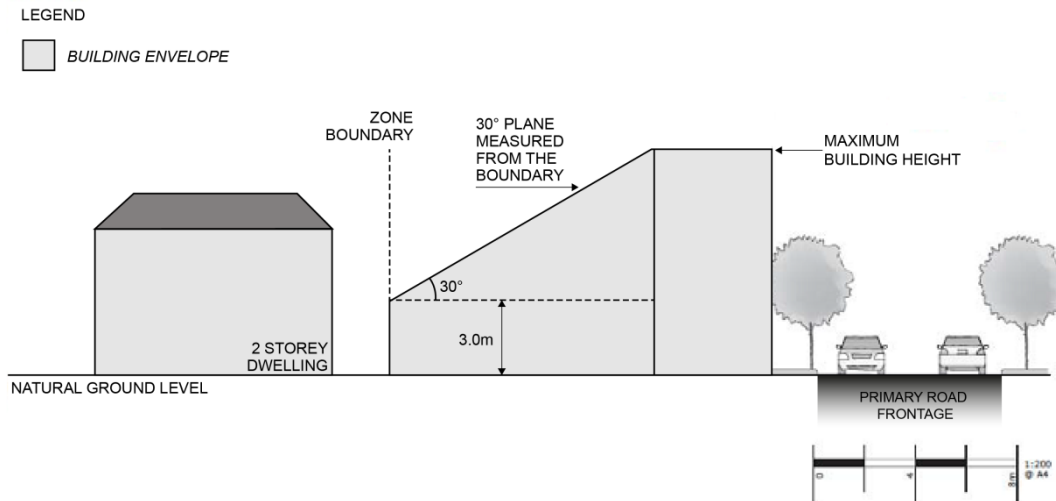
CP Un/8



Interface Height Provisions

- 13 To minimise building massing at the interface with development outside of the zone, buildings should be constructed within a building envelope provided by a 30 degree plane, measured from a height of 3 metres above natural ground level at the zone boundary with adjoining land or local streets or lanes (centre-line) with frontage to land in a different zone (except where this boundary is a primary main corridor road frontage, ie Anzac Highway, Glen Osmond Road, Greenhill Road or Unley Road), as illustrated in Figure 1).

Figure 1



- X Local roads or lanes forming the boundary of the zone (road centre-line) to a different lower density zone should be regarded as a zone interface and development contained within the interface height provisions in accord with Figure 1.

Setbacks from Road Frontages

- 14 Buildings (excluding verandahs, porticos and the like) should be set back from the primary road frontage (exclusive of any land required under the Metropolitan Road Widening Act) in accordance with the following parameters

Policy area	Minimum setback from the primary road frontage
Boulevard Policy Area	6 metres
High Street Policy Area	No minimum (3 metre maximum setback where extended outdoor dining/licensed area only is proposed forward of the building)
Transit Living	42 metres except where the road frontage is a primary corridor (eg. Anzac Highway) where there is no minimum except where the frontage is to Third Avenue it is 6 metres
Business	32 metres except where the frontage is to Anzac Highway it is 4 metres

- 15 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	3 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
High Street Policy Area	0 metres for a distance of 20 metres from the primary road junction and 2 metres thereafter	As above
Transit Living	32 metres and 6 metres for 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	2 metres No minimum	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

- X An appropriate building setback should be provided from a local road or lane to which dwellings have a frontage, and such local road or lane is not solely a vehicle access way.

Other Setbacks

- 16 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 road boundary)
Boulevard Policy Area	65 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 Maps Un/1 to 7 (b) more than 20 metres: 3 metres
High Street Policy Area	As above	0 metres

Designated area	Minimum setback from rear allotment boundary	Minimum setback from side boundaries (where not on a road boundary)
Transit Living	<p>63 metres where the subject land directly abuts an allotment of a different zone</p> <p>30 metres in all other cases, except where the development abuts the wall of an existing or simultaneously constructed building on the adjoining land.</p>	<p>For allotments with a frontage width of:</p> <p>(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 Maps Un/1 to 7</p> <p>(b) more than 20 metres: 3 metres</p>
Business	<p>63 metres where the subject land directly abuts an allotment of a different zone</p> <p>30 metres in all other cases, except where the development abuts the wall of an existing or simultaneously constructed building on the adjoining land.</p>	<p>No minimum</p> <p>For allotments with a frontage width of:</p> <p>(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 Maps Un/1 to 7</p> <p>(b) more than 20 metres: 3 metres</p>

Car Parking Efficiency

- 17 A lesser on-site car parking rate that still affords adequate provision may be applied to applicable elements of a development where justified based on local circumstances in relation to a reduced overall demand, efficiency of use of the parking provided or practical constraints, where:
- (a) amalgamation of allotments occurs, or an agreement is formed to integrate and share adjoining parking areas, to create larger more functional and efficient parking areas incorporating a number of features, as follows:
 - (i) sites of greater than 2000 square metres and providing greater than 60 parking spaces;
 - (ii) side road frontage with two-way vehicle access provided;
 - (iii) convenient flow through two-way vehicle accessibility created between side roads;
 - (iv) rationalised, minimised or coordinated vehicle crossovers to roads and optimisation of on-street parking;
 - (b) development includes affordable housing or student accommodation;
 - (c) sites are located within 200 metres walking distance of a convenient and frequent service fixed public transport stop;
 - (d) mixed use development including residential and a variety of non-residential development has respective peak demands for parking occurring at different times;
 - (e) the proposed development is on or adjacent to the site of a heritage place, or includes retention of a desired traditional building and its features, which hinders the provision of on-site parking or the most effective use of the spaces within the building;

- (f) the parking shortfall is met by contribution to the Car Parking Contributions Fund, or other arrangements, to provide improved or increased on-site parking elsewhere in convenient proximity;
- (g) generous on-street parking and/or public parking areas are available and in convenient proximity, other than where such parking may become limited or removed by the probable future priority for traffic flow, parking restrictions, road modifications or widening (eg Strategic Transport Routes [Map Un/1 \(Overlay 4, 4a and 4b\)](#)).

Land Division

- 18 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.
- 19 Streets that provide rear access for vehicles should be created in accordance with Concept Plan [Maps Un/1 to 7](#).

Vehicle Parking

- 20 Vehicle parking should be provided in accordance with the rates set out in [Table Un/5 - Off Street Vehicle Parking Requirements](#) or [Table Un/5A - Off Street Vehicle Parking Requirements for Designated Areas](#) (whichever applies)

PROCEDURAL MATTERS

Complying Development

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

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

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](#):

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 (Unley Road) Policy Area
 - ~~- Transit Living Policy Area~~
- (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 (A) or (B):
 - (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 (A) or (B):
- (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 Un/5 - Off Street Vehicle Parking Requirements](#) or the desired minimum rate in [Table Un/5A - Off Street Vehicle Parking Requirements for Designated Areas](#) 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

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

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

Public Notification

23 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

Advertisement
Aged persons accommodation
All forms of development that are ancillary and in association with residential development
Consulting room
Dwelling
Educational establishment
Office
Pre-school
Residential flat building
Retirement village
Supported accommodation
Shop or group of shops:
(a) located within the High Street (Unley Road) Policy Area 17;
(b) located within the Boulevard (Greenhill Road) Policy Area 16 with a gross leasable area of 450 square metres or less
(c) **located within the Transit Living Policy Area 18 or Business Policy Area 19 with a gross leasable area of 500 square metres or less**
Any non-residential development
(a) **located within the Transit Living Policy Area 18 with a gross leasable area of 200 square metres or less**
Tourist accommodation

Category 2

All forms of development not listed as Category 1
Any development listed as Category 1 and located on adjacent land to a residential zone that:
(a) is 3 or more storeys, or 11.5 metres or more, in height above natural ground level;
(b) exceeds the maximum building height in the Building Envelope Building Height or Concept Plan [Maps Un/1 to 78](#);
(c) exceeds the Building Envelope Interface Height Provisions.

Boulevard (Greenhill Road) Policy Area

Refer to [Maps Un/12, 13, and-14 and 15](#) that relate to this policy area.

OBJECTIVES

Objective 1: Medium and high rise development framing the street, including mixed use buildings that contain offices together with small scale shops and mixed business development at lower floors with residential land uses above.

Objective 2: A uniform streetscape edge established through a largely consistent front setback and tall, articulated building façades.

Objective 3: Development that does not compromise the transport functions of the road corridor.

Objective 4: Development that contributes to the desired character of the policy area.

DESIRED CHARACTER

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.

The Boulevard (Greenhill Road) Policy Area is framed by avenues of exotic and native trees and wide grassed and landscaped medians and verges on Unley's interface with the Park Lands. Development within the policy area will reinforce its significance as one of Adelaide's most prominent and well trafficked City-fringe commercial corridors and comprising strong and imposing buildings of high design quality within well landscaped surrounds.

The predominant built form will front and frame Greenhill Road, with smaller scale and compatible built form and land uses adjacent to lower density residential zones. This corridor is to develop primarily as a premium fringe office and medium to high density living area with dwellings or residential apartments provided at least in the upper levels of new and refurbished buildings. In general, no single use buildings are to be developed, unless residential or in combination with other on-site buildings to achieve the desired mixed use. The non-residential component of multi-storey buildings (primarily offices together with associated minor shop and personal service establishments and restaurants supporting primarily the development occupiers) are to be limited to lower floor levels.

The Annesley Campus, as shown in Concept Plan [Map Un/5](#), requires a comprehensive master planned redevelopment if the college does not continue as an educational facility. The Greenhill Road frontage is for wholly residential or mixed use development comprising upper level dwellings and ground level offices together with tourist accommodation or serviced apartments for short term stay. The central hub of the campus, including the heritage buildings should be developed with compatible scale and form of buildings and for low key residential use alone or in association with educational, mixed business, conference, recreational, hospitality, community uses and retail services for resident occupiers. The Rose Terrace frontage is for low to medium scale and density land use or buildings.

The area adjacent to the Showgrounds, as shown in Concept Plan [Map Un/7](#), requires a consistency in the pattern of development with higher building tower elements concentrated near road frontages and lower heights and spaces provided away from street frontages, to allow appropriate juxtaposition of buildings and spaces to afford appropriate outlooks, access to light, daylight and air within, and between, developments.

Vehicle access and movement is to be restricted to consolidated points onto Greenhill Road and via side streets and where applicable rear laneways, with primarily local resident access onto Rose Terrace.

Well designed buildings and associated site works are sought which:

- (a) reinforce the importance of Greenhill Road **and the northern end of Glen Osmond Road** with buildings of grand and consistent proportions, with height relative to width, and dominant solid bases, well articulated middle levels and lighter construction on top levels, which together with

neighbouring sites create a complementary built form with noticeable gaps and landscaping framing the street and filling the gaps between buildings at ground level;

- (b) create simple and elegant buildings of high design quality with a consistent rhythm, proportions and form but of individuality and enduring appeal;
- (c) avoid glass curtain walls of mirrored/highly reflective or tinted finishes and create visual transparency and interest at ground floor and lower levels (particularly for non-residential buildings);
- (d) create appealing at-grade public entries linked to and complementing access from car parks, pedestrian and cycle paths, and associated plazas or forecourts providing active streetscape environments;
- (e) locate parking areas under, behind or within buildings, and avoid exposed or raised undercroft or parking areas and the raising of ground floor levels above footpath levels or voids along road frontages and around entries, to provide for planting, easy access entry paths and direct interaction to the public realm.

Create high quality living environments by:

- (a) applying sustainable design solutions to optimise ventilation and capture of sunlight;
- (b) optimising resident and visitor safety, convenience and amenity by providing reserved and secured car parks, lighting and surveillance of public and common spaces;
- (c) locating and screening goods storage and refuse collection areas in a sensitive manner;
- (d) locating and designing sensitive habitable rooms and balconies to optimise the utility of those spaces and minimise noise intrusion.

In order to achieve the desired building design outcome and car parking and access links it will be necessary for existing small and narrow sites to be amalgamated and their redevelopment co-ordinated.

Glen Osmond Road Section

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.

Buildings of up to five storeys in height will have their focus and greatest height at the Glen Osmond Road frontage with a transition down from Glen Osmond Road to the rear of sites fronting Chinner Avenue.

Vehicle access will primarily occur from Chinner Avenue / rear of sites 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 via a limited number of well distributed consolidated locations.

Development will be carefully designed to minimise overshadowing impacts on existing low density residential land uses and development and provide substantial landscaping and tree screening to zone boundary interface.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 Development should predominately comprise mixed use across larger sites or within buildings.

- 2 In a mixed use building, non-residential development (offices and small scale shops, restaurants) should be located on the ground floor and lower levels, and residential development should be located on upper levels.
- 3 Existing service industries, workshops and storage activities should be removed or redeveloped to reduce these land uses to a minor floor area and not having a public street frontage.
- 4 Shops or groups of shops contained in a single building, should be of a minor and local scale to support envisaged local services.

Form and Character

- 5 Development should be consistent with the desired character for the policy area.
- ~~6 The finished ground floor level should be at grade and level with the footpath.~~
- 6 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.
- 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 percent 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.
- 9 No new access points are appropriate onto Greenhill Road except where rationalising existing crossovers on consolidated sites. All ramped driveways accessing parking areas are to encompass a vehicle length near level standing area within the property boundary.
- X Access points onto side or rear roads should be consolidated in accord with Concept Plan [Map Un/3](#) and only provide limited levels of vehicle movement.
- 10 Laneway-style links between side streets should be retained where provided or re-established under coordinated redevelopments at the rear of consolidated sites and formalised through reciprocal rights of way.
- 11 Development should be in accordance with Concept Plan [Maps Un/3 to 7](#).

High Street (Unley Road) Policy Area

Refer to [Maps Un/14 and 18](#) that relate to this policy area.

OBJECTIVES

- Objective 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.
- Objective 2:** Buildings sited to provide a continuous and consistent built edge with verandahs / awnings over the public footpath and an intimate built scale, with fine-grained detailing of buildings in the public realm.
- Objective 3:** An interesting and varied skyline as viewed from the street and afar, provided by modulation in roof forms and the use of parapets.
- Objective 4:** An intimate public realm with active streets created by buildings designed with frequently repeated frontage form and narrow tenancy footprints.
- Objective 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.
- Objective 6:** Development that contributes to the desired character of the policy area.

DESIRED CHARACTER

This policy area includes two sections of the Unley Road corridor either side of the Unley District Centre and extending the full length of the road as far south as Northgate Street from Greenhill Road.

The maintenance of a safe and efficient movement system (for significant private vehicle numbers as well as critical public transport links) needs to be balanced with the desire to transform these strips into vibrant, intimate and appealing mixed use pedestrian friendly corridors of small scale retail, mixed business and entertainment facilities at ground and lower levels with medium to high density living at upper levels of multi-storey buildings.

Some incompatible land uses such as service trade premises, bulky goods outlets, warehousing and workshops need to be progressively replaced or redeveloped such that they are reduced to a minor floor area and/or without public road frontage.

High quality buildings and associated site works are sought which:

- (a) improve the comfort, safety, convenience and appeal of the public realm and the pedestrian environment for visitors and residents by creating:
 - (i) visually interesting, highly transparent and varied shop fronts and building entries;
 - (ii) continuity of verandahs, awnings or canopies to provide shelter and shade;
 - (iii) appealing through links to shops and businesses set behind the street frontage and also to ground level and multi-level car parking areas at the rear or underneath buildings;
 - (iv) occasional outdoor dining areas extending in part over the public footway and linked to recessed buildings comprising restaurants and licensed premises;
 - (v) paving, lighting, tree planting, furniture and amenities in areas to the rear of street fronting buildings and linked to key local movement networks, public reserves and common private spaces;
 - (vi) parking areas under, behind or within buildings, to ensure ground floor levels match public footpath levels along road frontages and provide for level access and direct interaction to the public realm.

- (b) respect the predominant, traditional rhythm of narrow-fronted shop tenancies and the siting, height and street format by:
 - (i) retaining, adapting and redeveloping existing historic or appealing traditional buildings and developing 'behind' the converted street fronting shop or business facades;
 - (ii) developing or maintaining a dominant street level podium building form along the main road reflecting the one to two storey shop or commercial parapet façades traditionally associated with this strip and developing the core building element (and any building above 8.5 metres in total building height) offset and setback behind the ground level façade;
 - (iii) complementing in an innovative and contemporary manner, using modern materials and finishes, the key traditional building and shop-front elements including verandahs, parapet facades, detailed pediments, and clear-glazed narrow shop front displays above raised display levels (base stall boards) and recessed entries;
 - (iv) developing narrow buildings built side by side so as to create a largely continuous built edge to the street and reflecting the traditional narrow-fronted tenancies by creating varied and distinctive building facades through careful and fine-grained attention to building detailing;
 - (v) supporting the predominant street boundary setback, and no more than 3 metres (to allow for a wider pedestrian footway and outdoor dining area forward of the building) setback from the main road;
- (c) create high quality living environments by:
 - (i) applying sustainable design solutions to optimise natural ventilation and capture of sun or natural daylight;
 - (ii) optimising resident and visitor safety, convenience and amenity by providing reserved and secure car parks, lighting and surveillance of public and common spaces;
 - (iii) locating and screening goods storage, refuse collection areas in a sensitive manner;
 - (iv) locating and designing sensitive habitable rooms and balconies to optimise the utility of those spaces and minimise noise intrusion.

In order to achieve the desired building design outcome and car parking and access links, it will be necessary for existing small and narrow sites to be amalgamated and their redevelopment co-ordinated.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 Development should provide continuity of predominately narrow small ground floor shops, and limited offices and other non-residential land uses along the road corridor at ground level or first floor level, and residential development above.
- 2 Existing service industries, workshops and storage activities should be removed or redeveloped to reduce these land uses to a minor floor area and not having a public street frontage.
- 3 Shops or groups of shops contained in a single building, should have a gross leasable area of less than 450 square metres (per tenancy).

Form and Character

- 4 Development should be consistent with the desired character for the policy area.
- 5 The finished ground floor level should be at grade and level with the footpath.
- 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.
- 8 Buildings should maintain a pedestrian scale at street level, and on land identified on Concept Plan [Maps Un/1, 2A and 2B](#), should:
 - (a) include a clearly defined podium or street wall fronting the High Street (Unley Road) Policy Area main road and side streets where appropriate, of a height consistent with traditional one and two storey facades and no greater than two storeys or 8.5 metres in height;
 - (b) have levels above the defined podium or street wall setback a minimum of 3 metres from that wall.
- 10 The integrity and spatial setting of a heritage place, and positive character facades, be respected by adjacent development providing appropriate setbacks, wall heights, format and features, and new and taller building elements being distinctly further setback and of lightweight subservient appearance.
- 11 Development should be in accordance with Concept Plan [Maps Un/1, 2A and 2B](#).

Transit Living Policy Area 18

Refer to Policy Areas Maps Un/12, Un/13, Un/14, Un/17 and Un/18 that relate 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 56 storeys are anticipated for sites south of Leader Street, with buildings up to 38 storeys anticipated north of adjacent to Leader Street on the former Le Cornu furniture site. 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 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.

~~Vehicle access will be from the side and rear of sites, where possible, and the development of laneways is encouraged. Parking and garages will be located behind the front façade of buildings.~~

North of Leader Street

~~The Le Cornu site should be developed as an integrated mixed use development, primarily comprising residential uses to capitalise on access to public transport. Development will provide variations in scale, and building mass will be carefully articulated and distributed across the site.~~

Development will be carefully designed to minimise overshadowing impacts on existing residential land uses on the southern side of Leader Street and Third Avenue.

South of Leader Street

In the area south of Leader Street, bound by Anzac Highway and Grove and Third Avenues, taller buildings are to be developed toward the Anzac Highway frontage with a transition down from Anzac Highway to Third Avenue, with development of typical low density residential land uses and building typology, scale and form, to provide a sensitive interface with established residential area in Third Avenue.

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

On the southern side of the site 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

- X Land uses should be predominately residential.

- X Only residential land uses should front adjoining local residential street frontages, eg Third Avenue.
- 1 Non-residential land uses ~~Shops or groups of shops~~ contained in a single building should have a gross leasable area of less than 200 square metres and on a development site less than 500 square metres, ~~except for sites located north of Leader Street.~~

Form and Character

- 2 Development should be undertaken in accordance with Concept Plan [Map Un/8](#).
- 3 Development should be consistent with the desired character for the policy area.
- 4 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.
- 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.
- X Development fronting Third Avenue should be of sensitive low density residential uses and building scale, typology and form with a minimum 6 metres road setback up to 2 storey (7.0 metres) and setback of 14 metres up to maximum height of 4 storey (14.0 metres) and in any case within an interface envelope of 30 degrees at 3.0m above ground level from the zone boundary (road centre-line).

Business Policy Area 19

Refer to Policy Areas Map Un/12 that relate 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.

~~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.~~ (relocate to Zone Desired Character to apply to whole zone)

Parking will be predominantly under and at the rear of buildings and vehicle access will be from the rear or side rather than the main road, where possible. Some parking conveniently located near at 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.

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.

Anzac Highway Section

The Le Cornu site should be developed as an integrated mixed use development, primarily comprising residential uses to.

The form of buildings, setbacks and street pattern will vary and make use of site opportunities, provide space for landscaping and good design outcomes and capitalise on access to public transport. Buildings of up to 8 storeys on western end on the former Le Cornu furniture site are anticipated, with dominant lower 3 storey podium façades and recessed upper levels, 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 and road frontages, ie Leader Street. Development will provide variations in scale, and building mass will be carefully articulated and distributed across the site. 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 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.

Vehicle access will be from the side and rear of sites, where possible, and the development of laneways is encouraged. Parking and garages will be located behind the front façade of buildings.

Development will be carefully designed to minimise overshadowing impacts on existing residential land uses on the southern side of Leader Street.

Leader Street Section

This section of the policy area includes the land to the north of Leader Street and east of the railway line. The northern boundary of this section is bounded in the most part by the Keswick Creek.

This section of the policy area will continue to contain a mixture of commercial uses including retail showrooms, service industry, service trade premises and warehousing as well as increasing proportions of residential uses.

The form of buildings, setbacks and street pattern will vary and make use of site opportunities, provide space for landscaping and good design outcomes and capitalise on access to public transport. Buildings of up to 6 storeys are anticipated for sites to the eastern end of Leader Street, with dominant lower 3 storey podium façades and recessed upper levels. Development will provide a strong presence and focus towards the main roads with a transition down to the adjoining residential areas and road frontages, ie Leader Street. Development will provide variations in scale, and building mass will be carefully articulated and distributed across the site. A variety of building forms will be developed, creating housing opportunity for people of various life stages and accommodating a variety of small businesses.

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 3 and 68 storeys. Development will be carefully designed to minimise visual bulk to outlook and overshadowing impacts on existing residential land uses on the southern side of Leader Street.

Unley Road Section

High quality buildings up to 4 storeys and associated landscaped site settings are sought which continue the visually interesting, highly transparent and varied building themes, low scale facades, continuity of verandahs, awnings or canopies to provide shelter and shade, improved comfort, safety, convenience and appeal of the public realm and the pedestrian environment for visitors and residents.

Parking areas should be under, behind or within buildings, to ensure ground floor levels match public footpath levels along road frontages and provide for level access and direct interaction to the public realm.

Develop or maintain a dominant street level podium building form along the main road reflecting the one to two storey shop or commercial parapet and develop the core building element (and any building above 8.5 metres in total building height) offset and setback behind the ground level façade. Create varied and distinctive building facades through careful and fine-grained attention to building detailing.

The predominant road boundary setback should be at least 3 metres to allow for wider pedestrian footways, outdoor areas and landscaping to the main road and in addition similar side boundary setbacks to separate building mass and allow for complementary landscaping.

In order to achieve the desired building design outcome and car parking and access links, it will be necessary for existing small and narrow sites to be amalgamated and their redevelopment co-ordinated.

Development will provide a strong presence and focus towards the main roads with a transition down to the adjoining residential areas and road frontages. Development will provide variations in scale, and building mass and will be carefully articulated and distributed across the site.

Development will be carefully designed to minimise overshadowing impacts on existing low density residential land uses and development and provide substantial landscaping and tree screening along rear zone boundary interface.

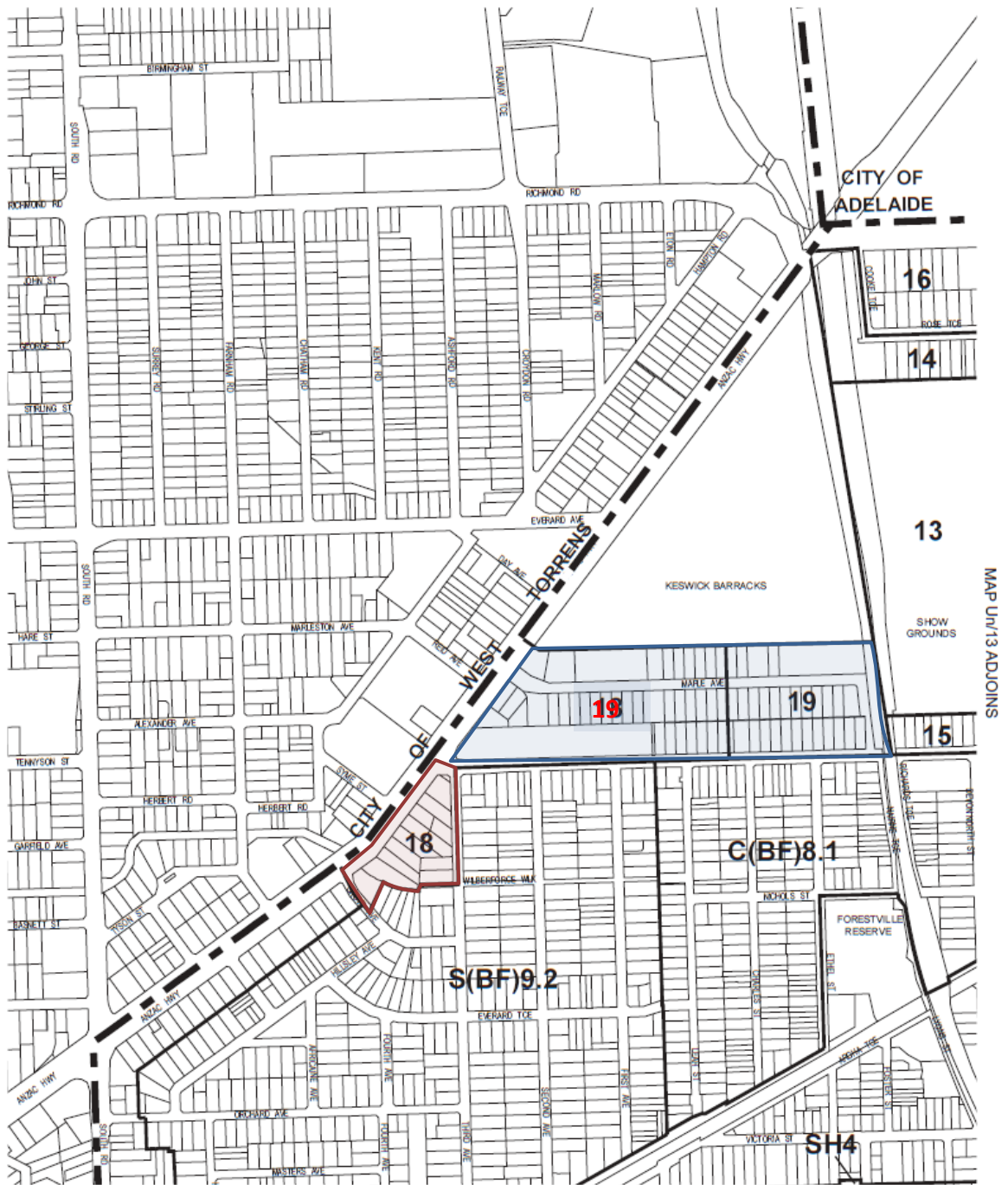
PRINCIPLES OF DEVELOPMENT CONTROL

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, except in parts of the policy area adjacent to Leader Street, ~~Anzac Highway, and Maple Avenue~~ and Third Avenue which should comprise only residential development.
- 3 Shops or groups of shops should have a gross leasable area of less than 500 square metres ~~on land adjoining Leader Street, Anzac Highway and Maple Avenue.~~
- 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 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.
- 7 Vehicle parking should be predominantly located at the rear or underneath buildings with limited short-term parking located to the front.
- 8 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.
- 9 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.



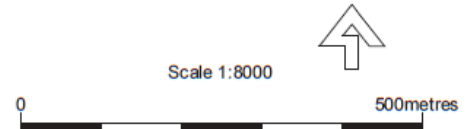
MAP Un/16 ADJOINS

MAP Un/13 ADJOINS

- S(BF)9.2** Policy Area 9 - Spacious (Built Form) Precinct 9.2
- C(BF)8.1** Policy Area 8 - Compact (Built Form) Precinct 8.1
- SH4** Policy Area 4 - Spacious Historic Millwood Page Estate
- 13** Policy Area 13 - Core Policy Area
- 14** Policy Area 14 - Rose Terrace Policy Area
- 15** Policy Area 15 - Leader Street Policy Area
- 16** Policy Area 16 - Boulevard (Greenhill Road)

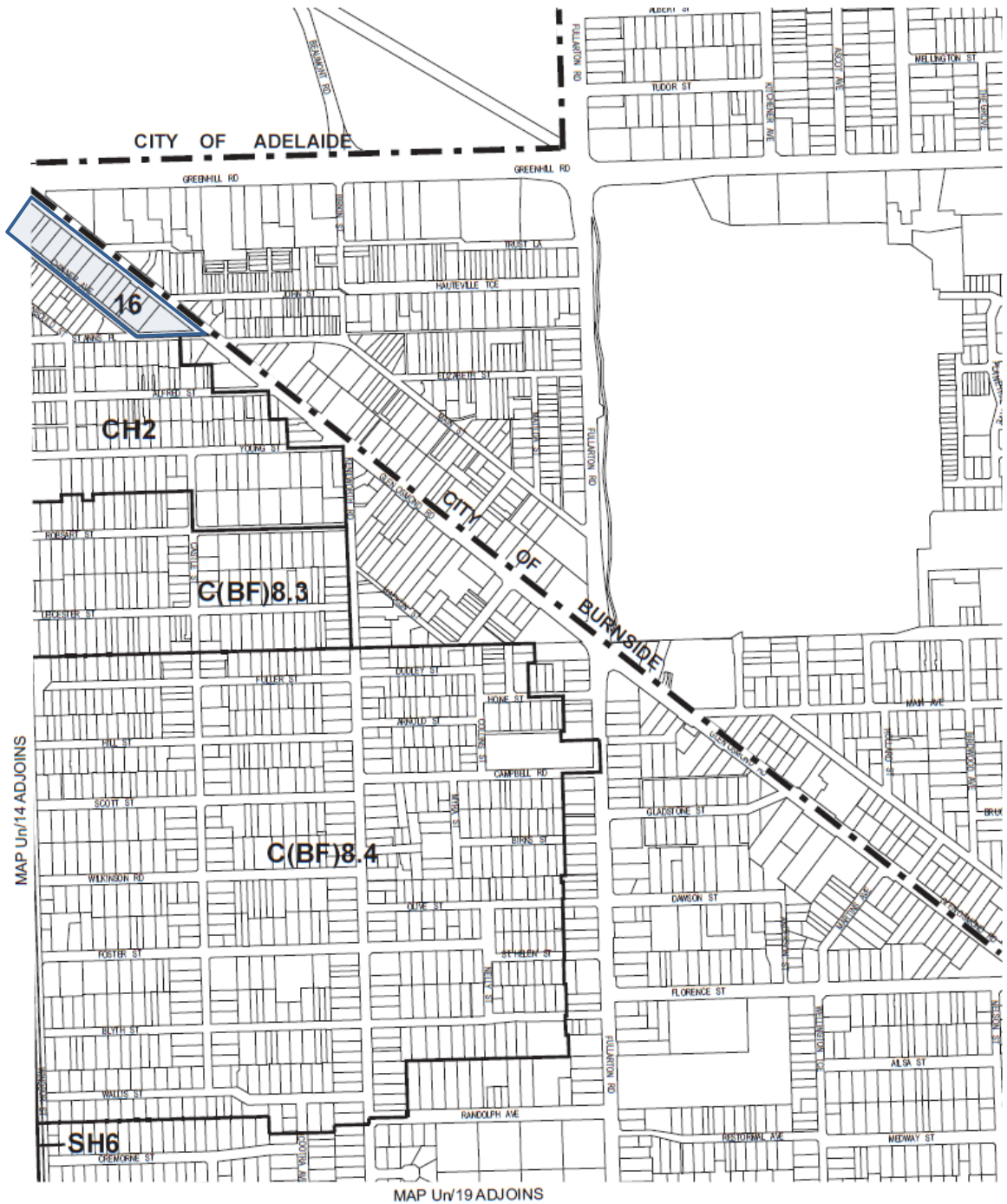
- 18** **Policy Area 18 - Transit Living Policy Area**
- 19** **Policy Area 19 - Business (Anzac Highway and Leader Street)**

- Policy Area Boundary
- Development Plan Boundary



UNLEY (CITY) POLICY AREAS MAP Un/12

On Public Consultation from Tuesday 30 May 2017 to Tuesday 25 July 2017



- CH2** Policy Area 2 - Compact Historic Parkside St. Ann's Estate
- SH6** Policy Area 6 - Spacious Historic Unley and Malvern Trimmer Estate
- C(BF)8.3** Policy Area 8 - Compact (Built Form) Precinct 8.3
- C(BF)8.4** Policy Area 8 - Compact (Built Form) Precinct 8.4
- 16** Policy Area 16 - Boulevard (Greenhill Road)

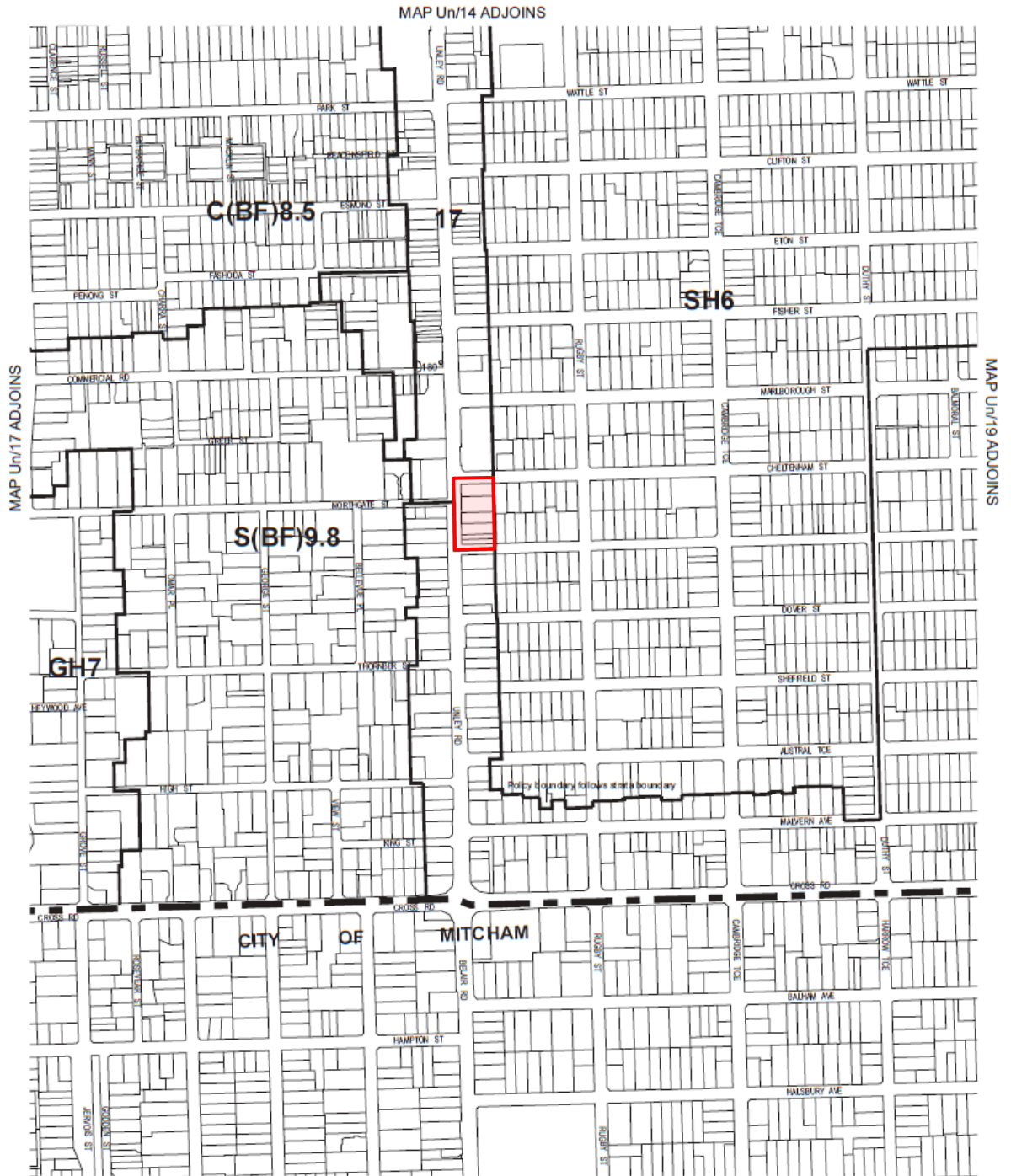


- Policy Area Boundary
- Development Plan Boundary

UNLEY (CITY) POLICY AREAS MAP Un/15

On Public Consultation from Tuesday 30 May 2017 to Tuesday 25 July 2017

**Inner and Middle Corridor (Sites) Minister DPA
City of Unley Response – 24 July 2017**



- SH6 Policy Area 6 - Spacious Historic Unley and Malvern Trimmer Estate
- GH7 Policy Area 7 - Grand Historic Unley Park Heywood Estate
- C(BF)8.5 Policy Area 8 - Compact (Built Form) Precinct 8.5
- S(BF)9.8 Policy Area 9 - Spacious (Built Form) Precinct 9.8
- 17 Policy Area 17 - High Street (Unley Road)**

19 Policy Area 19 - Business (Unley Road)



**UNLEY (CITY)
POLICY AREAS
MAP Un/18**

- Policy Area Boundary
- Development Plan Boundary

On Public Consultation from Tuesday 30 May 2017 to Tuesday 25 July 2017