



## **Aestus Pty Ltd**

Construction of a mixed use development comprising dwellings, office and shop; adaptive works to and extension of a State Heritage place to facilitate change of use to office; ancillary car parking, fencing and landscaping

## **179 Greenhill Road Parkside & 1 George Street Parkside**

090/M004/16

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## **OVERVIEW**

<b>Application No</b>	090/M004/16
<b>Unique ID/KNET ID</b>	#10731291 – 2016/11120/01
<b>Applicant</b>	Aestus Pty Ltd
<b>Proposal</b>	Construction of a mixed use development comprising dwellings, office and shop; adaptive works to and extension of a State Heritage place to facilitate change of use to office; ancillary car parking, fencing and landscaping
<b>Subject Land</b>	179 Greenhill Road Parkside 1 George Street Parkside
<b>Zone/Policy Area</b>	- Urban Corridor Zone, Boulevard (Greenhill Road) Policy Area - Residential Streetscape (Built Form) Zone, Compact Policy Area - Precinct 8.3 Parkside North
<b>Relevant Authority</b>	Inner Metropolitan Development Assessment Committee of the Development Assessment Commission
<b>Lodgement Date</b>	27 June 2016
<b>Council</b>	City of Unley
<b>Development Plan</b>	Consolidated 5 May 2016
<b>Type of Development</b>	Merit
<b>Public Notification</b>	Category 2 as determined by the Development Plan
<b>Representations</b>	Two representations received both wish to be heard
<b>Referral Agencies</b>	Government Architect, City of Unley, State Heritage Unit, DPTI (Transport), Renewal SA- Affordable Housing
<b>Report Author</b>	Lauren Moore- Senior Planning Officer
<b>RECOMMENDATION</b>	Development Plan Consent subject to conditions

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## **EXECUTIVE SUMMARY**

The applicant seeks Development Plan Consent for construction of a mixed use development at 179 Greenhill Road and 1 George Street, Parkside. The development comprises the construction of a nine storey apartment building with office and shop and additions and alterations to an existing State Heritage building for its adaptive re-use as an office.

The development site is situated within the Urban Corridor Zone and within the Residential Streetscape (Built form) Zone and comprises two allotments. The uses proposed are envisaged within this zone as is their arrangement across the levels of the proposed building.

The proposed built form is of a height exceeding the maximum envisaged within the zone and protrudes outside the building envelope defined and provided in order to manage interface impacts on the adjacent Residential (Built Form) Zone. Mitigating factors are however relevant to an assessment of these departures. These include the stepping back of upper levels from the most sensitive land uses to the south and east and the fact that the proposal has the broad support of the Government Architect.

The proposal achieves appropriate performance outcomes in respect of technical matters such as pedestrian, bicycle and vehicle access, waste management and acoustics.



On balance, it is considered that the proposal satisfies the intent of the Urban Corridor Zone and other relevant development plan policies. It is consequently considered that it warrants Development Plan Consent subject to conditions.

## **ASSESSMENT REPORT**

### **1. BACKGROUND**

#### **1.1 Strategic Context**

In October 2013, the Stage 3A - Main Road Corridors and Mixed Use and Residential Vitalisation (Greenhill and Unley Roads) Development Plan Amendment was gazetted.

This DPA introduced the Urban Corridor Zone to the City of Unley – specifically along two of the City’s major corridors in Greenhill Road and Unley Road. The Zone was introduced to encourage mixed-use forms of development complemented by well-designed and contemporary housing close to public transport, jobs and vibrant places and thereby enable a new form of urban living and allow more people to enjoy the benefits of an inner city lifestyle.

The DPA also introduced the Air and Noise Emissions Overlay to the Unley (City) Development Plan. This enables applicants to move noise assessment to the Building Rules Consent stage of the development assessment process. This Overlay also contains planning policies that seek to protect sensitive development from noise and air emissions generated from major transport corridors and mixed land use. The designated noise source in this case is Greenhill Road.

#### **1.2 Pre-Lodgement Process**

The proponent engaged in the Pre lodgement Service offered by the Department of Planning, Transport and Infrastructure to proponents of development involving building work exceeding four storeys in height within the Urban Corridor Zone.

The proponent participated in four (4) Pre-lodgement Panel meetings and three (3) Design Review sessions. The proponent responded to the issues raised during the pre-lodgement panel meetings and design review panel sessions, particularly with respect to the following issues:

- Building height
- Relationship between the State Heritage Place and the new building works
- Traffic, delivery access/egress, parking and related matters.

### **2. DESCRIPTION OF PROPOSAL**

Application plans and reports are contained in **ATTACHMENT 1**.

The applicant seeks to construct a mixed use development comprising dwellings, office and shop and adaptive works/additions to a State Heritage place to facilitate change of use to office; ancillary car parking, fencing and landscaping.

A summary of the proposal is as follows:

<b>Land Use Description</b>	Mixed use- Dwellings (apartments), Office and Retail
<b>Building Height</b>	Office addition to heritage building: 2-storey or 8 metres. Residential apartment complex: Up to 10-stories and 30 metres.
<b>Description of levels</b>	Residential Apartment Complex-



	<p><i>Basement:</i> Car parking (62 spaces), Bike (23)</p> <p><i>Ground level:</i> Car park (23 spaces), bike parking (57), storage lockers, main lobby, secondary lobby, ground floors of the 5 two-storey townhouses and one apartment, small coffee shop facing George Street, office tenancy and service areas.</p> <p><i>Level 1:</i> First floors of the 5 two-storey townhouses and 8 apartments, common area for a gym, spa and an office tenancy facing north</p> <p><i>Level 2:</i> 10 apartments and storage</p> <p><i>Level 3 &amp; 4:</i> Seven apartments per level</p> <p><i>Levels 5, 6 &amp; 7:</i> Six apartments per level</p> <p><i>Level 8:</i> Five apartments</p> <p><i>Level 9:</i> Two penthouse apartments</p> <p><i>Roof:</i> Solar panels</p>
<b>Apartment floor area (excluding balconies)</b>	Total of 62 dwellings (mix of 8 one bedroom, 34 two bedroom & 20 three bedroom) in the form of 57 apartments and five (5) townhouses with internal floor areas ranging from 45m <sup>2</sup> to 141m <sup>2</sup> .
<b>Site Access</b>	The northern access point servicing the at grade forecourt area will remain in the location of one of the existing access points on George Street. The southern access point to the basement car park will be relocated to be two metres south of the kerb protuberance on George Street also.
<b>Car and Bicycle Parking</b>	85 car parks 80 bicycle parking spaces
<b>Encroachments</b>	Some protrusions of upper level balconies into the 3m secondary frontage setback (from 700mm at the lower levels to 1.5m in higher levels).
<b>Staging</b>	<p><i>Stage 1:</i> State Heritage Building – Part external demolition works, southern elevation only (for establishing apartment sales office).</p> <p><i>Stage 2:</i> remaining external demolition works to heritage building;</p> <ul style="list-style-type: none"> <li>- external conservation works of heritage building;</li> <li>- proposed new two-storey office building (Adjacent St. Margaret's);</li> <li>- proposed new residential apartment complex (rear of St. Margaret's);</li> <li>- proposed urban / landscape design works to entire site.</li> </ul> <p><i>Stage 3:</i> State Heritage building - internal conservation and adaptive reuse works</p>



### 3. SITE AND LOCALITY

#### 3.1 Site Description

The subject site is located on the south-eastern corner of the intersection of Greenhill Road and George Street. The site consistent of 2 allotments, described as follows:

Lot No	Plan	Street	Suburb	Hundred	Title
200	95015	Greenhill Road	Parkside	Adelaide	6151/798
201	95015	Greenhill Road	Parkside	Adelaide	6151/799

The figure below illustrates the subject site (highlighted in blue) in the context of its immediate locality.

**Figure 1- Subject land and locality**



The subject site has a frontage of 32.53 metres to Greenhill Road and a depth of some 109.7 metres. The total site area (of both allotments) measures some 4185 square metres. The site is bordered by the secondary street of George Street to the west and Greenhill Road to the north. The subject site currently contains a two storey building which is listed as a State Heritage Place known as St Margaret's House in the northern section of the subject land.



The site is generally flat and contains one significant tree (Ombu) in the south eastern corner and one regulated tree (Lemon Scented Gum) in the north western corner. There are also two regulated street trees along Greenhill Road (both Dutch Elms/ Ulmus).

The subject site is affected by a Land Management Agreement to the Minister for Housing and Urban Development (administered by Renewal SA) details of which will be covered in the assessment below. No easements exist on either title comprising the subject land however the site straddles both the Urban Corridor Zone (majority of site) and the Residential Streetscape Zone (Built Form) to the south.

Access to the site is currently gained via two, two-way crossovers along the George Street frontage.

### **3.2 Locality**

The locality is characterised by a mix of land uses, including commercial, residential and open space. More specifically:

North: The Adelaide Park Lands are located directly opposite the subject land, which are used for both formal and informal recreational and sporting activities.

South: The southern boundary abuts a single storey dwelling which is located within the Residential Streetscape Zone (Built form).

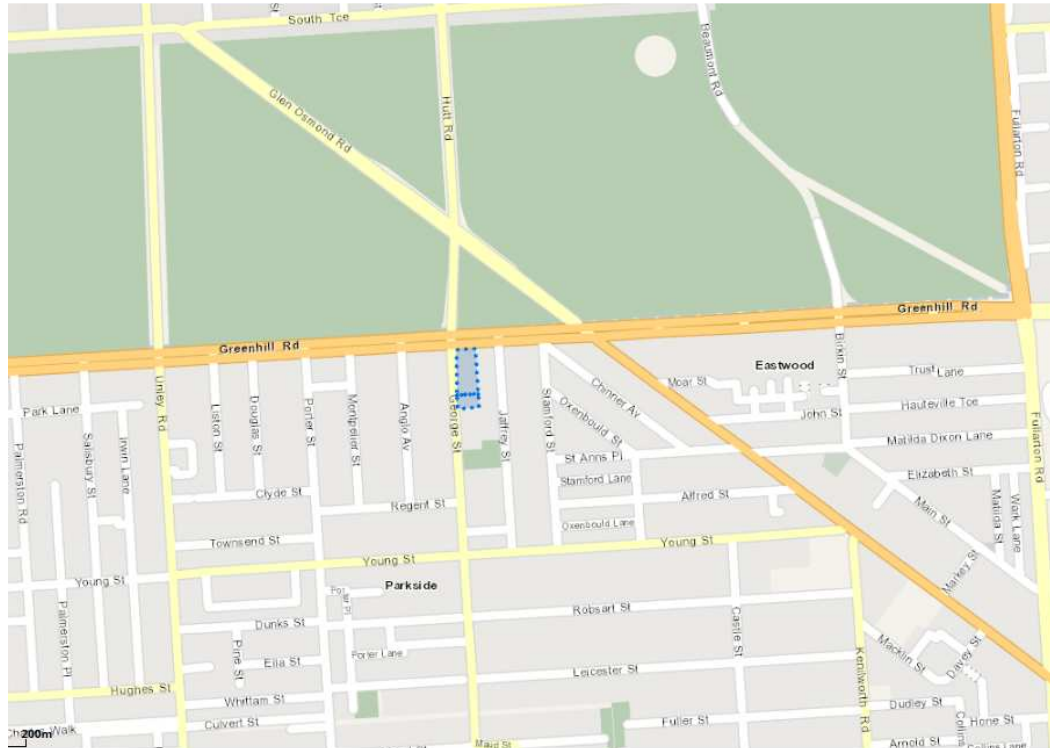
East: A three storey office building is located on the adjoining site which consists of an under croft car park and offices above.

West: A two storey residential apartment/hotel building.

Greenhill Road is an arterial road under the care, control and management of DPTI and forms part of the city ring route. George Street is a local road under the care, control and management of Council.

The figure overleaf illustrates the subject site in the context of the wider locality.

**Figure 2 – Location Map**



#### 4. STATUTORY REFERRAL BODY COMMENTS

Referral responses are contained in **ATTACHMENT 3**.

##### 4.1 State Heritage Unit, DEWNR

As per Schedule 8 of the *Development Regulations 2008*, The State Heritage Unit (SHU) of DEWNR are a mandatory referral and the Commission must have regard to this advice. The SHU is of the opinion the development is acceptable however has raised the following concerns:

- A greater setback or lesser height of the apartment building would have been preferred however acknowledge the benefits that this integrated proposal will bring which outweigh the cost the land being left undeveloped.
- Concern that land division (at a future point in time) may affect the curtilage of St Margaret's House should the land one day cease to be an integrated development.

All recommended conditions have been included in this recommendation.

##### 4.2 Government Architect

As per Schedule 8 of the *Development Regulations 2008*, the application was referred to the Government Architect.

The Associate Government Architect (AGA) provided a response to the referral to which the Commission must have regard. The response expresses support for numerous key aspects of the proposal including the architecture generally and finds, notably, that the proposal establishes good outcomes in response to the site context for this landmark site.



The AGA has also reviewed the amendments for the inclusion of affordable housing units at Level 1 of the apartment building as submitted in amended plans dated 31 August 2016, and provided the following comments:

*The amendment to the proposal includes eight (8) apartments to level one facing George Street and Carramar House. Inboard bedrooms occur in six (6) of the apartments facing George Street which I do not support due to the lack of amenity for residents.*

*I note amendments to the north and west facades to accommodate the new apartments. In my opinion, the facade amendments are in accord with the original design intent and are supported.*

#### **4.3 Safety and Services Division, DPTI**

The application was referred to the Safety and Service Division of the Department of Planning, Transport and Infrastructure (DPTI) in accordance with Schedule 8 of the Development Regulations 2008 as the proposed development involves a change in the nature of movement within 25metres adjacent a main road.

The Division does not object in-principle to the proposal and has advised of conditions and notes relating to access and car parking. The recommendations of the Division have been taken into consideration and been adapted to the conditions forming part of this recommendation.

#### **4.4 Renewal SA (RSA)**

RSA stated that the final proposal incorporates affordable housing as part of the Land Management Agreement (LMA) registered to the title. RSA has provided in-principle support to the eight (8) affordable apartments and one (1) additional dwelling offsite within metropolitan Adelaide (location yet to be determined). These 9 dwellings represent 15% affordable housing of the total number of dwellings and is therefore considered to be in line with the LMA attached to the titles for the land.

### **5. COUNCIL COMMENTS**

#### **5.1 City of Unley**

Although the City of Unley is not a statutory referral agency, the application was referred to Council for technical advice relating to encroachments, street tree impact and traffic management. The response received provided the following advice:

##### *Street tree and footpath impact*

The two mature Dutch Elm street trees along the Greenhill Road frontage will need due regard with arborist advice and liaison with Council officers to avoid any unacceptable damage from excavations and construction. Any footpath paving disturbed from the construction and the altered or relocated cross-over would be reinstated or compensated through normal operational procedures.

##### *Traffic, access, servicing and parking*

Council advises that the anticipated traffic movements are low and should not result in any increase in safety risk with regards to access to and from the site. The peak hour congestion may lead to some inconvenience entering and exiting the site at times however with due care, the movements can be negotiated safely.

Further to this, the traffic modelling provided is considered adequate and in considering the site and intersection circumstances, the traffic impact from the site is considered unlikely to be significant.





No significant concerns with waste servicing was raised noting that contracted waste service times will need to be limited to be after 9am and before 4pm Monday to Saturday to avoid peak periods.

The number of parking spaces proposed overall was considered to be adequate however some concern was raised with regards to parking availability for the commercial tenancies to avoid over-spill of all-day parking into adjacent local streets.

#### *Stormwater Management*

Council have indicated that the stormwater calculations and proposed retention for re-use and detention tank(s) is limited and should be calculated based on a 40% impervious area as opposed to 60% proposed. There will also be a requirement to upgrade to the underground infrastructure connection of stormwater as part of the development, at the developers cost.

#### *Key local planning matters*

- Building height which exceeds the policy guideline of 25.5m by 18%
- The 30° rear building envelope is not observed from the zone boundary which results in additional building mass and overshadowing to adjoining southern properties.
- Ensure that detailed design and protection of the Significant Tree (Ombu) is observed.
- Unreasonable short range overlooking of nearby private residences.
- Stormwater detention/retention capacities should be increased.

Overall, Council administration does not support the redevelopment of the subject site in its current however in the event that approval is contemplated, council has recommended a number of conditions be imposed.

## **6. PUBLIC NOTIFICATION**

The application was notified as a Category 2 development pursuant to Principle of Development Control 23 of the Urban Corridor Zone. The portion of the development within the Residential Streetscape (Built Form) Zone is no greater than two-storey and is also categorised as Category 2 for public notification. Public notification was undertaken (by directly contacting adjoining owners and occupiers of the land) and 2 representations were received.

The table below is a summary of the issues raised in both representations and combines any common issues with the applicant's response.

<b>Issue</b>	<b>Applicant's Response</b>
<i>Overlooking/Visual Privacy</i>	<p>Council Wide Development Plan provisions require that direct overlooking be <i>minimised</i> and that screening devices be designed to complement the associated buildings external materials and finishes.</p> <p>Concerns regarding overlooking are adequately mitigated by the existing vegetated environs and the proposed treatments re: planter boxes and increase in fence height which will manage direct overlooking onto the closest adjoining residences (i.e. 3 George Street &amp; 2 Jaffrey Street). Any direct overlooking will be minimised and moderated as shown.</p>



Issue	Applicant's Response
<i>Overshadowing of adjoining dwellings, private open space and solar panels</i>	Using the widely applied principle of acceptable overshadowing levels in many SA Council Development Plans, the overshadowing diagrams provided show that winter sunlight will be available to adjacent dwellings and private open space for at least 3 hours between the hours of 9am to 3pm on 21 June.
<i>External light spill</i>	Outdoor lighting to the common areas and balconies could be managed through the installation of an automated lighting system and 'shading' to external lighting that has the potential to cause light spillage onto adjoining residential uses.
<i>Noise pollution</i>	The location of the car parking, commercial activity and mechanical plant operation associated with the proposed development with enclosed and centralised car parking arrangements will ensure that car parking activities achieve the requirements of the EPA (Noise) Policy 2007. During the detailed design phase of the project the acoustic consultants will provide further input to ensure that all of the Development Plan requirements for noise levels are achieved.
<p><i>Will decrease available on street parking and cause traffic congestion,</i></p> <p><i>Inappropriate access on to George Street</i></p>	<p>DPTI Traffic Operation Unit has endorsed the proposal subject to standards conditions which are consistent with the proposed development regarding access and traffic movement.</p> <p>The proposed number of parking spaces provided in the development is adequate and the bicycle parking provisions are above the requirements.</p> <p>Alternative access from Greenhill Road was originally proposed however this received strong discouragement from State Heritage Unit, ODASA and the Traffic Operation Unit of DPTI.</p> <p>The site also qualifies for reduced onsite parking rates as per PDC 17 of the Urban Corridor Zone by which:</p> <ul style="list-style-type: none"> <li>b) development includes <u>affordable housing</u> or student accommodation;</li> <li>c) sites are located within 200 metres walking distance of a convenient and frequent service fixed public transport stop;</li> <li>d) mixed use development including residential and a variety of non-residential development has respective peak demands for parking occurring at different times;</li> <li>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;"</li> </ul>



<b>Issue</b>	<b>Applicant's Response</b>
<i>Greenhill Road is not considered to be the 'city edge' rather the city edge is South Terrace which forms the 'gateway' into the CBD where towers such as this are desirable.</i>	In response to these issues, the project team referred to the AGA's comments as follows: <i>The subject land is a prominent 'gateway' site to the city and the proposed height of the residential apartment tower above a recessed podium of two storey townhouses is supported in this landmark location.</i>
<i>Exceeds allowed height by 28.5%</i>  <i>Reduced visible skyline- this site cannot justify such a tall building without conflicting with the Heritage building or to the detriment of local residents.</i>	This site presents a unique overall depth (110m) compared to the adjoining allotments either side in this section of the Boulevard (Greenhill Road) Policy Area. This means the site can accommodate a greater building height whilst sufficiently addressing the 30° building envelope plane (from the allotment boundary), bulk, mass, overshadowing and other interface issues. The site is also not dissimilar in dimension to the allotments further west along Greenhill Road in the same policy area where building heights up to 36m and 10-storeys is envisaged (refer to Concept Map Un/6 and Un/7).
<i>Sets a precedent for 11 or 12 storey buildings</i>	The majority of allotments along Greenhill Road have a lesser depth than the subject land and it is therefore unlikely that there will be many opportunities for a similar proposals to be built to this height which sufficiently address interface issues.
<i>Fails to be contained within building envelope including the 30° plane from adjoining residential zone.</i>	Proposed development satisfies the intent of the building envelope principle in that if it is applied from the boundary of the adjoining residential property to the south (which is arguably where the zone boundary should follow), the proposed development is within the 30° plane.
<i>Insufficient community consultation by developer.</i>	-

A total of 2 representors wish to be heard by the Commission. Their locations are shown on the below figure.

A copy of each representation and the applicant's response is contained in **ATTACHMENT 2**.



Figure 3 – Representation Map and Reference

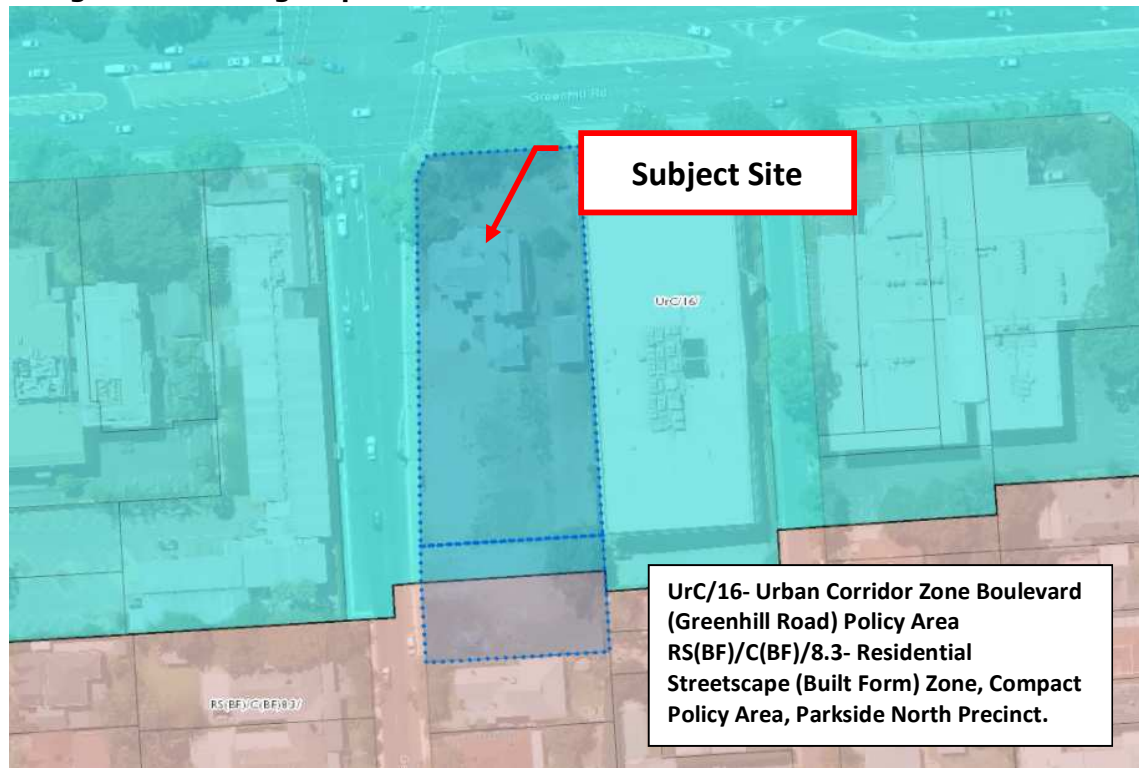


Representation	Name	Representing
1	Christopher & Margot Wilson, 3 George Street, Parkside	Property owners/ occupiers of 3 George Street, Parkside
2	Mark Downie, 2 Jaffrey Street, Parkside	A property owner/ occupier of 2 Jaffrey Street, Parkside



## 7. POLICY OVERVIEW

Figure 4 – Zoning Map



### 7.1 Urban Corridor Zone, Boulevard (Greenhill Road) Policy Area

The main part of the site is situated within the *Urban Corridor Zone – Boulevard (Greenhill Road) Policy Area 16* as described in the Unley (City) Development Plan. This encourages a diverse range of land uses, providing opportunity for compatible non-residential and medium and high density residential land uses orientated towards a high frequency public transport corridor; Greenhill Road in this instance.

Buildings of three or more storeys will be the predominant form, with key sites developed with landmark buildings that will feature prominent, attractive and active road facades. At ground level, the zone seeks a high amenity pedestrian environment for Unley Road, which provides integrated linkages to adjacent centres, public transport stops and public spaces.

It is intended that, over time, development within the zone will produce a linear corridor framing the main roads and establishing an interesting and vibrant pedestrian environment. The desired character of the zone anticipates a new built form, and one that is considerably different from the existing established development context. New buildings will be recognised for their design excellence, ensuring careful building articulation and fenestration, focussing height, mass and intensity of the built form to the main road frontage.

The zone seeks a built form transition down in scale and intensity at the zone boundary to maintain the amenity of residential properties located within adjoining zones. A maximum building height of 7 storeys (25.5 metres) is envisaged in the policy area. Car parking to the rear of development is emphasized, with access and parking areas designed to minimise impacts on adjoining residential areas. Similarly, landscaping is encouraged across the site to soften the appearance of buildings, car parking and interface areas, and provide an overall enhanced level of amenity. Relevant planning policies are contained in the concluding appendix.



## **7.2 Residential Streetscape (Built Form) Zone, Compact Policy Area 8, Parkside North Precinct**

This Zone/Policy Area/Precinct applies to the southern end of the site and generally seeks that development will:

- (a) be of street-fronting dwelling format, primarily detached dwellings, together with semi-detached dwelling and row dwelling types. The conversion or adaptation of a building for a multiple dwelling or residential flat building may also be appropriate; and
- (b) maintain or enhance the streetscape attributes comprising:
  - (i) siting - the regular predominant allotment pattern, including the distinctive narrow-fronted sites associated with the various cottage forms produces an intimate streetscape with a compact building siting and low scale built character with generally low and open style fencing and compact front gardens. Street setbacks are generally of some 6 metres and side setbacks are consistently of 1 metre or greater, other than for narrow, single-fronted and attached cottages producing a regular spacing between neighbouring dwellings of generally 3 to 5 metres (refer table below); and
  - (ii) form - the consistent and recognisable pattern of traditional building proportions including wall heights and widths of facades, and roof height, volumes and shapes associated with the identified architectural styles in (iii) below; and
  - (iii) key elements - the defining design features, including the verandahs and pitched roofs, use of wall and roofing materials facades of the predominant architectural styles (Victorian and Turn-of-the-Century double-fronted and single-fronted cottages and villas, and complementary Inter-war bungalows as well as attached cottages).

The Parkside North Precinct sets out specific guidelines for allotment dimensions and building setbacks.

## **7.3 Council Wide**

Council-wide policies of relevance to the proposal provide generic guidance with respect to the following assessment considerations:

- transport and access (encompassing provision of car and bicycle spaces, location of loading zones etc)
- design and appearance
- interface between land uses
- medium and high rise development (3 or more storeys)
- water sensitive design, energy efficiency and waste

Given the detailed nature of policy dealing with these matters contained within the Urban Corridor Zone and the Boulevard (Greenhill Road) Policy Area, Council-wide policy of relevance to assessment of the proposal is considered very much secondary to that provided by the zone.



The Council-wide policies of relevance to assessment of the proposal are reproduced in the Appendix.

#### 7.4 Overlay Section

The site is subject to the following relevant overlays:

##### *Strategic Transport Routes*

The site is located within the designated area for the Strategic Transport Routes. This overlay seeks minimisation of access from Greenhill Road. The development does not include any access off Greenhill Road.

##### *Noise and Air Emissions*

This site is located within the designated area for the Noise and Air Emissions Overlay, and as such requires compliance with the Minister's Specification SA 78B for Construction Requirements for the Control of External Sound. The applicant has expressed intent to meet these requirements at the building rules stage. Further details are provided within the planning assessment below.

##### *Affordable Housing*

Development comprising 20 or more dwellings should include a minimum of 15 percent affordable housing (as defined by the South Australian Housing Trust Regulations 2010 as amended).

### 8. PLANNING ASSESSMENT

The application has been assessed against the relevant provisions of the City of Unley Development Plan, which are contained Appendix 1.

#### 8.1 Quantitative Provisions

	Development Plan Guideline	Proposed	Guideline Achieved	Comment
<b>Building Height</b>	UCZ- 7 Storey & up to 25.5m RS(BF) 2-storey	UCZ- 9 Storey & up to 30m RS(BF) 2-storey	YES <input type="checkbox"/> NO <input type="checkbox"/> PARTIAL <input checked="" type="checkbox"/>	See Building Height and Transition section
<b>Land Use</b>	UCZ- Mixed use RS(BF)-Dwellings	UCZ- Mixed use RS(BF) Dwellings	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> PARTIAL <input type="checkbox"/>	Meets provision
<b>Car Parking</b>	114	85 with optional 15 car stacker subject to demand	YES <input type="checkbox"/> NO <input type="checkbox"/> PARTIAL <input checked="" type="checkbox"/>	The proposed number of spaces is considered adequate given the proximity to transport services
<b>Bicycle Parking</b>	21 staff/resident 10 visitor	58 resident/ 12 Staff + plus 10 visitor	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> PARTIAL <input type="checkbox"/>	Well exceeds this provision
<b>Front Setback</b>	6m	16.7m	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> PARTIAL <input type="checkbox"/>	Meets provision
<b>Rear Setback</b>	RS(BF)- Nil UCZ- 5m	5m	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> PARTIAL <input type="checkbox"/>	Proposed setback considered reasonable transition to



				adjoining development
<b>Side Setback</b>	UCZ- 3m RS (BF)- 1-3m	In UCZ- on the side boundary  In RS(BF)- 14m	YES <input type="checkbox"/> NO <input type="checkbox"/> PARTIAL <input checked="" type="checkbox"/>	The construction of part of the building on the eastern boundary should not have significant impacts due to the commercial nature of development to the east
<b>Secondary Street setback</b>	UCZ- 3m RS (BF)- 1-3m	2.4- 3m at nearest point	YES <input type="checkbox"/> NO <input type="checkbox"/> PARTIAL <input checked="" type="checkbox"/>	The protrusions of balconies into the 3m setback are considered minor in nature
<b>Private Open Space</b>	<250m <sup>2</sup> : 8m <sup>2</sup> and 2m minimum dimension	2m <sup>2</sup> -69m <sup>2</sup>	YES <input type="checkbox"/> NO <input type="checkbox"/> PARTIAL <input checked="" type="checkbox"/>	There are six 1-bedroom apartments with less than 8m <sup>2</sup> POS areas. These are affordable housing units and still have access to a shared gym/spa and the site is located adjacent the Parklands.

## 8.2 Land Use and Character

The Urban Corridor Zone supports mixed use development, comprising a range of compatible non-residential land uses in association with medium to high density residential land uses. Commercial land uses (such as offices) are envisaged by the zone, as outlined by Principle of Development Control 1. The proposal will encompass a commercial tenancy and a small scale retail tenancy as well as residential land use.

The proposed land uses are acceptable and appropriate forms of development within the Zone, aligning with the desired character, which supports more intensive mixed land use activities along major transport corridors.

The portion of the subject land which is zoned Residential Streetscape (Built Form) will be a residential only component of the proposal and will not exceed 2-stories in height.

## 8.3 Design and Appearance

Guidance regarding the design and appearance of buildings provided by the Urban Corridor Zone and the Council-wide section of the Unley (City) Development Plan is generic. Guidance provided by the Boulevard (Greenhill Road) Policy Area of the Urban Corridor Zone is most fine-grained and instructive. This includes:

- *...tall, articulated building façades (zone Objective 2)*
- *...strong and imposing buildings of high design quality within well landscaped surrounds (zone statement of desired character)*
- *well-designed buildings which... reinforce the importance of Greenhill 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 (zone statement of desired character)*
- *create simple and elegant buildings of high design quality with a consistent rhythm, proportions and form but of individuality and enduring appeal (policy area statement of desired character)*
  - *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) (policy area statement of desired character)*

The AGA acknowledges that this is a prominent gateway site to the Adelaide CBD and supports the proposed architectural expression which is characterised by a strongly articulated single volume.

The AGA has also expressed general support for the detailed material finishes however the painted concrete splayed walls are a prominent feature of the residential apartment building and will weather differently by virtue of orientation. A material finish that affords longevity is therefore recommended. The proposed office building is considered simple in its detailing providing a contemporary material pallet and contrasts well with the adjoining buildings.

Overall, the design and appearance of the proposal achieves a sufficient degree of consistency with the policy guidance and has the overall support of the AGA.

#### **8.4 Building Height and Transition**

The Zone and Policy Area envisage a maximum building height of 7 storeys and up to 25.5 metres within the subject site. At its highest point, the proposed building will be 10 storeys and 30 metres above ground level. The proposed building height is some 4.5m in excess of the maximum envisaged for the Zone. It is acknowledged however that the site's combined depth of 109.7m provides an adequate distance to enable an orderly transition in height of the built form to meaningfully relate to existing development on the adjoining allotments which are of a lower intensity.

The two-storey portion of the building comprising townhouses is setback 5m from the southern boundary which provides a reasonable separation to the single storey cottage to the south and does not crowd or impose unreasonably on this building when viewed from George Street. The two-storey portion of development extends into the subject land some 17.5m from the southern property boundary. The building then transitions with a third-storey for a further 14.8 metres and is then incrementally stepped in for the remaining upper levels. This transition offers both a greater setback of the upper levels and provides a well-articulated façade which significantly reduces the building mass, bulk and scale.

The proposed development has carefully considered the siting of the highest portions of built form in relation to the adjoining low intensity residential development which is echoed in the comments provided by the AGA as follows:

*I support the intent to penetrate the built form envelope on the proviso that the scheme achieves a high design quality for the site as a whole. I also support the extent of the residential podium built on the eastern boundary to the rear of the site, given the existing condition adjacent.*

A building of this scale and height will have a strong visual impact on the character of the immediate locality and will clearly define the edge of the Inner Metropolitan area adjacent the Parklands to the north which is noted as the intent of the policy for the Boulevard (Greenhill Road) Policy Area. Notwithstanding the complexities of siting and design in the context of a heritage building (discussed in more detail below), the proposed building height is also setback a reasonable distance from the heritage building so as to not unreasonably impose on its context or setting. The impacts of this building height is given



a 'Low Impact' rating in the Heritage Impact Statement (HIS) supplied (**ATTACHMENT 1**) however it is noted this opinion is subjective in the absence of a formulaic setback principle to adhere to.

It is noted in the HIS however that the proposal appears conservative when compared with other comparable development of heritage sites within the city context and is therefore considered suitable to its context fronting Greenhill Road. The building height is considered to have a sufficient setback to the heritage building and appropriate interface of form to overcome the height scale to the heritage building.

Based on this analysis, it is therefore considered that appropriate measures in design and siting of the building sufficiently mitigate any unreasonable bulk, scale and mass concerns resulting from the variance in building height.

## **8.5 Setback**

### *Front Setback*

As indicated in the quantitative provisions (section 8.1), the front setback requirement for the zone is 6m and the proposed development provides a 16.7 metre setback to the primary road frontage being Greenhill Road which well exceeds the setback provision and is in keeping the setback of the associated State Heritage building.

### *Side and Secondary Street Boundary Setbacks*

Principle of Development Control 15 of the Urban Corridor Zone seeks that buildings be setback 3.0 metres from a secondary road boundary such as George Street. The Residential Streetscape Zone requires a 1m or collective 3m setback to a secondary street.

The ground level of the proposed development is setback 2.4 metres at its nearest point to 3 metres from the George Street frontage. The upper level balconies do protrude into this setback by up to 1.5m in sections however these protrusions are considered minor and do not interrupt the building's grounding setback at 2.4-3 metres. The townhouse on the far southern end of the development has also been stepped in design resulting in the nearest wall of this building being aligned in street setback to the adjoining dwelling at 7.5m.

The proposed walls along the eastern side boundary are directly adjoining an existing three-storey commercial building to the east and its impacts are not considered to be significant when viewed from this property. The existing significant tree in the south eastern corner (to be retained) will also screen and soften the boundary wall impact to the adjoining residential properties to the south east.

### *Rear Setback*

A 5m setback to the rear boundary of the site for the southern-most two-storey town house is proposed which is also considered to provide a sufficient separation to the adjoining single storey dwelling.

## **8.6 Interface**

Policy within the Urban Corridor Zone addressing management of interface impacts between land uses generally seeks that such impacts on neighbouring low rise residential areas be minimised (rather than being completely prevented from occurring). This is as per the following extract from the statement of Desired Character for the zone:

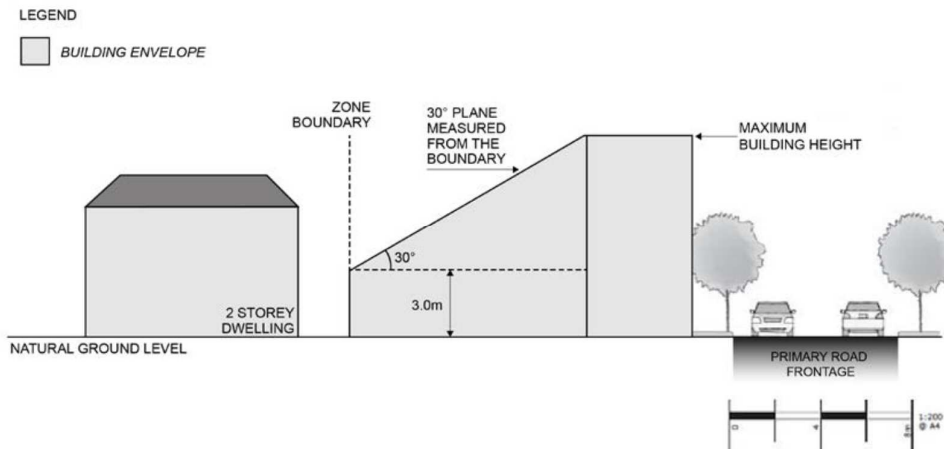
*Overlooking, overshadowing and emission impacts will be moderated through good design and mitigation techniques, however, it is noted noise and air amenity cannot be expected to be equivalent to a purely residential area. Impacts upon adjoining zones will be minimised through appropriate land uses, building envelopes,*



*transition of building heights, design and location of on-site activities/windows/balconies, and use of landscaping.*

### *Building Envelope*

Principle of Development Control 13 of the Urban Corridor Zone provides an envelope within which buildings should be contained in order to minimise building massing at the interface with development outside the zone. Principle 13 illustrates this envelope – which illustration is reproduced below:



The variance of the proposed development to this building envelope is considered to have been sufficiently addressed as there are mitigating factors which ameliorate the consequences of and provide reason for this departure. Discussed below, these lead to the consideration that the departure from the building envelope policy is acceptable.

### *Overlooking*

The relevant policy regarding management of overlooking of proximate residential and other sensitive uses within the adjoining Residential Built Form (Streetscape) Zone seeks that this be minimised (as opposed to avoided completely), it is considered that the following features of the proposal provide, for the most part, an appropriate balance between maintaining outlook and access to light for the proposed serviced apartments and maintenance of neighbours' privacy:

- Existing Significant Tree (i.e. Ombu Tree) and Mature Trees / Shrubs within the site will provide significant screening for visual privacy;
- Building orientation – orientation of windows and balconies in the design of the apartments and townhouses;
- Planter boxes - specific location of planter boxes on level 1-2 (between 1.0m – 1.5m wide and 1.0m – 1.2m high) and significant setbacks from the southern boundary will minimise direct overlooking;
- Fence heights on boundary – increasing fence height by providing 1.0m high timber batten screen on top of a 1.8m high fence (in consultation with adjoining owners).

It is considered that the combination of these design elements combined will sufficiently mitigate the impacts of overlooking in accordance with the policy.

### *Overshadowing*

The application documents include plans illustrating the additive shadow that will be cast by the proposed development during the winter solstice. This reveals that the additive shadow will affect residential uses to the south of the subject site but that no such use will be starved of access to less than 3 hours direct sunlight.



Bearing in mind the policy direction provided by the Urban Corridor Zone in this context (namely, that overshadowing of sensitive uses outside of the zone be *minimised*) it is considered that the proposal will not cast an unreasonable degree of shadow across adjoining sites to the south.

### **8.7 Affordable Housing**

The applicant had indicated in the Planning Report dated 28 June 2016 (page 38 of the Planning Report) that affordable housing was not to be incorporated into the proposed apartment building. Affordable housing has since been included however as per the Land Management Agreement (LMA) (**ATTACHMENT 7**) which exists on the title appurtenant to the Minister for Housing and Urban Development which requires a 15% affordable housing outcome for any new development proposed. The applicant has provided a supplementary report dated 1 September 2016 with amended plans and traffic report outlining the steps undertaken to ensure affordable housing is included.

The amended proposal has incorporated eight (8) single bedroom apartments ranging in size from 45m<sup>2</sup> to 51m<sup>2</sup> by reconfiguring the floor plan layout of Level 1. The Development Plan offers no minimum floor area requirement for single bedroom apartments and the proposed units are considered to generally accord with the provisions for residential development with shortfalls in the private open space provided and the lack of designated car parking spaces for the additional 4 dwellings to the original development. These shortfalls are considered to be inconsequential to the overall development for the following reasons:

- There is a high level of public and active (walking and cycling) transport accessibility for the subject site, including regular bus services providing connection to shopping destinations
- a high level of bicycle parking will be provided;
- The residents will have direct access to the communal open space area in the south eastern corner of the site and the site directly adjoining the Parklands to the north.
- Level 1 residents will have direct access to a shared gym and spa.

The in-bound bedrooms of the proposed units facing George Street are generally not supported from a general design perspective however, this is not expressly prohibited in any Development Plan principles and the distance of the bedrooms to a source or natural light is less than 8m which meets the minimum Building Code of Australia requirements.

The addition of an affordable housing product to development is encouraged throughout the Unley (City) Development Plan to provide a greater mix of housing types and enable those of differing incomes to enjoy the benefits of an inner city lifestyle. It should also be noted that the proposed affordable housing aspect has the support of RSA, as the administering body for the Minister Housing and Urban Development as per the LMA.

### **8.8 Heritage**

The proposed development involves conservation works, additions and adaptive re-use of an existing State Heritage Building which is identified in the City of Unley Development Plan Table Un/3 as 'Office (Carramar Clinic and former dwelling)' State Heritage ID: 10671.

It should also be noted that a concurrent development application lodged with the City of Unley (090/251/2016) has been approved which involves heritage conservation works and the applicant has advised that both proposals will form an integrated development.

The building is also known as St Margaret's House named after the first inhabitants of the land and has important cultural and physical aspects which clearly demonstrate strong



connections to South Australia's history and is deemed worthy of retention and preservation. The two-storey office addition to the eastern side of the heritage building is of a scale and design that is sympathetic to the form of the heritage building and its simplicity in materiality contrasts well with the intricate detailing of the heritage building.

The applicant has provided a Heritage Management Strategy and Heritage Impact Statement, both of which are generally concurred with by the SHU of DEWNR. The applicant has advised that a boundary realignment will occur where by the heritage building and the residential apartment complex will be separated however, a right of way will exist on both allotments for shared access car parking and will function as one integrated site from that perspective.

The development is considered to satisfy the relevant heritage provisions of the Development Plan which encourage the adaptive reuse of State Heritage Place whilst conserving its cultural and physical contribution to the locality and the State. It is also recognised that the long-term viability of the preservation of heritage places is entirely dependent on the continued adaptive use in line with contemporary demands to provide an adequate commercial return, a view which is recognised by the SHU also.

### 8.9 Traffic Impact, Access and Parking

The following extract from Table Un/6 of the Development Plan provides guidance with respect to the number of car parking spaces that should be provided as part of the proposal – namely:

Use Component	Rate of Provision	Number of Car Parking Spaces Sought	Number of car parking spaces provided
Dwelling	1.5 on-site per dwelling (residential flat)	93	78 + potential for 15 car stacker spaces
Office/Café	3 per 100m <sup>2</sup>	27	7- dedicated to office 8- at grade shared between office/staff/visitors

PDC 17 of the Urban Corridor Zone provides for lesser on-site parking rates where the following relevant local circumstances apply:

- 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;*

The proposed development certainly meets the majority of the above circumstances to justify the relatively minor shortfall presented. It should be further noted that the development provides bicycle storage capable of accommodating 80 bicycles which will assist in encouraging a more 'car free' environment within the complex.

### **8.10 Crime Prevention**

The Development Plan provides that personal safety of people should be considered in the design of development and should promote natural surveillance of the public realm. The design of the building has the following features to promote personal safety:

- Orientation of windows, balconies and building entrances towards the public road.
- Avoids and minimises blank façades on ground level, in particular along the pedestrian walkway
- Clear sight lines to the entrances along the pedestrian walkways and entrances of apartments.
- Location of CCTV security webcams and appropriate lighting at strategic locations.

These measures are considered to address the principles of personal safety and provides a sufficient level of passive surveillance to the public and private realms of the development.

### **8.11 Noise Emissions**

The site is located within the designated area for the Noise and Air Emissions Overlay. Where sensitive development is located within the overlay, the 'Minister's Specification SA 78B for Construction Requirements for the Control of External Sound' applies. The objective of the Minister's Specification is to protect community health and amenity from adverse impacts of noise and air emissions.

The applicant has provided an acoustic report (prepared by Sonus Acoustic Noise Consultants) which provides guidance as to the extent of acoustic attenuation and measures that are required to ensure the occupants of the building and residents within the locality are protected.

The report recommends:

- Appropriate glazing to the facades of all bedrooms and living rooms
- Restricting the hours of on-site waste collection and ancillary activities
- Selections and placement of mechanical plant equipment to be appropriately enclosed and centralised away from adjoining sensitive land uses.

During the detailed design phase of the proposal, the acoustic noise consultants will provide further input to ensure that the requirements of the Development Plan are achieved.

### **8.12 Waste Management**



The applicant has provided a waste management plan prepared by Colby Industries. The waste report details the likely number of bins required to address waste volumes generated by the proposed land uses. A dedicated waste room is proposed at ground level within the service areas of the main apartment complex and waste vehicles will load waste entirely within the boundaries of the site. It is considered to be in a safe and convenient location for staff to access.

The City of Unley has advised that, because Council contractors will not be able to access the building, the responsibility for waste services will need to be with the Body Corporate. This is understood and accepted by the applicant.

### **8.13 Energy Efficiency**

The Development Plan provides that multi storey buildings should incorporate roof designs that enable the provision of rain water tanks and other sustainable features. In addition, development should include stormwater harvesting techniques. Green rooves are also encouraged on all new mixed use buildings (Council-wide Principle of Development Control 276).

The proposal incorporates a stormwater management plan and has agreed to the City of Unley request for a 20000L on-site rainwater tank (several smaller tanks) be provided to be used in irrigation of the landscaped garden areas.

The proposal also incorporates solar voltaic sustainable electricity generation to provide up to 90% of the commercial space energy demands and ensure the 6 Star NABERS Energy rating can be achieved. Passive design initiatives include the use of external shading, high performance glazing and natural ventilation of the apartments to reduce energy demands.

The proposed development is considered to have seriously considered environmentally sensitive design aspects as outlined in the ESD report supplied in **ATTACHMENT 1**.

### **8.14 Wind Analysis**

Council-wide Principle of Development Control 277 seeks that development of 5 or more storeys or 21 metres or more in building height be designed to minimise the risk of wind tunnelling effects on adjacent streets.

The applicant has engaged Vipac to undertake a wind analysis of the building. The report contained in **ATTACHMENT 1** concludes that the proposed design will not generate unacceptable wind impacts upon adjoining properties or public realm. The internal wind conditions to the building entrances are within the standing criteria and the seated area next to the coffee shop is within sitting criteria. It is advisable however that residents are educated about wind conditions on high rise terraces during high wind events and the 'tying down' of loose furniture.

### **8.15 Landscaping**

The Urban Corridor Zone provides that development should incorporate '*well designed landscaping....to visually soften large building facades, screen and buffer parking/service areas/zone interface areas, and provide amenity and micro-climate benefits*'.

The applicant has proposed extensive landscaping throughout the site and in particular to the front of the State Heritage Building to recreate the original garden setting of the heritage building (cica 1897).



Overall, the landscaping treatment for the proposal is considered to visually soften the building facade, screen the parking area and improve amenity and provide a sufficient level of privacy to adjoining properties.

### 8.16 Site Contamination

Due to the historical use of the subject land being residential and consulting room / health care as documented in the Conservation Management Plan and the Heritage Impact Statement Reports, it is considered that there is negligible risk of potential contaminants. Accordingly, there was not considered to be a requirement for any Site History Report to be prepared.

## 9. CONCLUSION

The proposal for the construction of a multi-storey mixed use development and adaptive works and extension of a State Heritage place at 179 Greenhill Road, Parkside is considered to broadly align with the Boulevard (Greenhill Road) Policy Area of the Urban Corridor Zone and the Compact Policy Area of the Residential Streetscape (Built Form) Zone.

The proposal has the broad support of the AGA and departures from maximum building height, building envelope and set back policies are considered acceptable in light of contextual mitigating factors. Performance outcomes in respect of the heritage building and technical matters such as pedestrian, bicycle and vehicle access, waste management and acoustics are acceptable.

The proposal provides affordable housing which addresses an LMA appurtenant to the titles for the land and Development Plan provisions.

On balance, it is considered that the proposal warrants Development Plan Consent subject to conditions.

## 10. RECOMMENDATION

It is recommended that the Development Assessment Commission:

- 1) RESOLVE that the proposed development is NOT seriously at variance with the policies in the Development Plan.
- 2) RESOLVE to grant Development Plan Consent to the proposal by Aestus Pty Ltd for construction of a mixed use development comprising dwellings, office and shop; adaptive works to and extension of a State Heritage place to facilitate change of use to office; ancillary car parking, fencing and landscaping, subject to the following conditions of consent:

## PLANNING CONDITIONS

### General

1. That except where minor amendments may be required by other relevant Acts, or by conditions imposed by this application, the development shall be established in strict accordance with the details and following plans submitted in Development Application No 090/M004/16:

Drawing No.	Sheet Title	Revision	Date
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SK00	JPE Design Studio, Project Number 10015, Existing Site Plan	N/A	June 16
SK01	JPE Design Studio, Project Number 10015, Proposed Site Plan	N/A	Nov 15
SK02	JPE Design Studio, Project Number 10015, Greenhill Road Streetscape Elevations	N/A	Nov 15
SK03	JPE Design Studio, Project Number 10015, George Street Streetscape Elevations	N/A	June 16
SK04	JPE Design Studio, Project Number 10015, Basement Floor Plan	N/A	June 16
SK05	JPE Design Studio, Project Number 10015, Ground Level Floor Plan	N/A	June 16
SK06	JPE Design Studio, Project Number 10015, Landscape Plan	N/A	June 16
SK07	JPE Design Studio, Project Number 10015, Level 1 Floor Plan	B	June 16
SK08	JPE Design Studio, Project Number 10015, Level 2 Floor Plan	N/A	June 16
SK09	JPE Design Studio, Project Number 10015, Level 3 Floor Plan	N/A	June 16
SK10	JPE Design Studio, Project Number 10015, Level 4 Floor Plan	N/A	June 16
SK11	JPE Design Studio, Project Number 10015, Level 5 Floor Plan	N/A	June 16
SK12	JPE Design Studio, Project Number 10015, Level 6-7 Floor Plan	N/A	June 16
SK13	JPE Design Studio, Project Number 10015, Level 8 Floor Plan	N/A	June 16
SK14	JPE Design Studio, Project Number 10015, Level 9 Floor Plan	N/A	June 16
SK15	JPE Design Studio, Project Number 10015, Roof Plan	N/A	June 16
SK18	JPE Design Studio, Project Number 10015, North and West Elevations Plan	B	Nov 15
SK19	JPE Design Studio, Project Number 10015, South and East Elevations Plan	N/A	Nov 15
SK20	JPE Design Studio, Project Number 10015, Section A Plan	N/A	Nov 15
SK21	JPE Design Studio, Project Number 10015, Detail Section B Overlooking Diagrams Plan	N/A	Nov 15
SK22	JPE Design Studio, Project Number 10015, Detail Section C Overlooking Diagrams Plan	N/A	Nov 15
SK23	JPE Design Studio, Project Number 10015, Detail Section D Overlooking Diagrams Plan	N/A	Nov 15
SK24	JPE Design Studio, Project Number 10015, Detail Plan George Street South	N/A	June 16
N/A	Shadow Diagram Plan	N/A	N/A

**Reports and Correspondence**



- Planning Report and Contextual Information by JPE Consultants dated 24 June 2016
- Planning Report by IBS Consultants dated 28 June 2016
- Traffic and Transport Report by Cirqa Consultants dated 1 September 2016
- Stormwater Management Report by TMK Consulting dated 15 August 2016
- Waste Management Plan Report by Colby Industries dated 9 June 2016
- Sonus Environmental Noise Assessment Report dated June 2016
- Tree Report by Arborman Tree Solutions dated 27 May 2016
- Heritage Impact Statement by Catalyst Consultants dated 28 June 2016
- Heritage Management Strategy by Catalyst Consultants dated 18 March 2016
- Sustainability Strategy Report by d2 Consultants dated 7 June 2016
- Wind Impact Assessment by Vipac Engineers and Scientists dated 25 May 2016
- Community Engagement Summary by Natalie Fuller and Associates dated June 2016

#### State Heritage Conditions

2. The original east facade of St Margaret's shall be reinstated as, and remain legible as, an external face red brick wall, to the satisfaction of the Development Assessment Commission in consultation with the Department of Environment, Water and Natural Resources prior to the issue of development approval.
3. Glass selection for the new office building adjacent St. Margaret's shall achieve a high degree of transparency, so that the original east facade of St. Margaret's remains legible from the outside. A sample of the proposed glazing system shall be submitted to the Development Assessment Commission for approval, in consultation with the Department of Environment, Water and Natural Resources.
4. Site induction of all contractors and staff undertaking the works shall be undertaken and include information about the heritage significance and listing of the place, and about potential archaeological issues. Site inductions should highlight good heritage practice and what to do if works vary from the approval. A generic site induction is attached for reference.
5. Detailed documentation of the junctions between the proposed link structure and the eastern face of St Margaret's shall be submitted to the satisfaction of the Development Assessment Commission in consultation with the Department of Environment, Water and Natural Resources.

#### Construction and site works

6. A Construction Environment Management Plan (CEMP) shall be prepared and implemented in accordance with current industry standards – including the EPA publication "Environmental Management of On-site Remediation" - to minimise environmental harm and disturbance during construction.

The management plan must incorporate, without being limited to, the following matters:

- avoidance of damage to the trees within that part of the Joslin Street road reserve immediately adjacent the site
- air quality, including odour and dust
- surface water including erosion and sediment control
- soils, including fill importation, stockpile management and prevention of soil contamination



- groundwater, including prevention of groundwater contamination
- noise
- occupational health and safety.

For further information relating to what Site Contamination is, refer to the EPA Guideline: '*Site Contamination – what is site contamination?*':  
[www.epa.sa.gov.au/pdfs/guide\\_sc\\_what.pdf](http://www.epa.sa.gov.au/pdfs/guide_sc_what.pdf)

The CEMP shall be submitted to the Development Assessment Commission prior to commencement of site works and construction.

#### Stormwater

7. That all stormwater design and construction shall be in accordance with Australian Standards and recognised engineering best practices to ensure that stormwater does not adversely affect any adjoining property or public road. The final stormwater management plan shall include the increased detention tank volume (20,000) and shall show the location of the proposed tanks.
8. A proprietary stormwater treatment device (i.e. Gross Pollutant Trap) shall be installed to the carpark in accordance with Council and EPA Water Quality Guidelines. This system shall be regularly inspected, cleaned and maintained in good working order, with gross pollutants, sediments, oil and grease removed by the facility operator (at regular intervals) for the life of the development.

#### Plant and Equipment

9. Mechanical plant or equipment shall be designed, sited and screened to minimise noise impact on adjacent premises or properties. The noise level associated with the combined operation of plant and equipment such as air conditioning, ventilation and refrigeration systems when assessed at the nearest existing or envisaged noise sensitive location in or adjacent to the site shall not exceed 50 dB(A) during daytime (7.00am to 10.00pm) and 40 dB(A) during night time (10.00pm to 7.00am) at the most affected residence when measured and adjusted in accordance with the relevant environmental noise legislation except where it can be demonstrated that a high background noise exists.

#### Noise

10. The acoustic attenuation measures recommended in the Sonus Acoustics report dated June 2016 forming part of this consent shall be fully incorporated into the building rules documentation to the satisfaction of the Development Assessment Commission. Such acoustic measures shall be made operational prior to the occupation or use of the development.

#### Car Park Layout

11. The proposed car parking layout shall be designed and constructed to conform to Australian Standard 2890.1:2004 for Off-Street Parking Facilities and Australian Standard 2890.6:2009 for Parking Facilities.

#### Access and Loading/Unloading

12. The site shall have vehicular access via George Street only. The vehicular crossovers shall be located approximately 32 metres and 72 metres from the Greenhill Road/ George Street corner respectively.
13. All vehicles shall enter and exit the site in a forward direction.



14. The largest vehicle permitted on site shall be an 8 metre long refuse vehicle.
15. All service vehicle movements associated with the development shall be undertaken between 7am and 10pm Monday to Saturday and 9am and 10pm Sunday and Public Holidays whilst also generally being undertaken outside of peak hours from Monday-Friday.
16. All commercial vehicle facilities shall be designed in accordance with AS 2890.2 2002.

#### Lighting

17. All external lighting of the site, including car parking areas and buildings, shall be designed and constructed to conform with the relevant Australian Standards and must be located, directed and shielded and of such limited intensity that no nuisance or loss of amenity is caused to any person beyond the site.

#### Infrastructure

18. All Council, utility or state-agency maintained infrastructure (i.e. roads, kerbs, drains, crossovers, footpaths etc) that is demolished, altered, removed or damaged during the construction of the development shall be reinstated to Council, utility or state agency specifications. All costs associated with these works shall be met by the proponent.

#### Roadways

19. All vehicle car parks, driveways and vehicle entry and manoeuvring areas shall be designed and constructed in accordance with the relevant Australian Standards and be constructed, drained and paved with bitumen, concrete or paving bricks in accordance with sound engineering practice and appropriately line marked to the reasonable satisfaction of the Development Assessment Commission prior to the occupation or use of the development.

#### Landscaping

20. The landscaping shown on the approved plans shall be established prior to the operation of the development and shall be maintained and nurtured at all times, with any diseased or dying plants being replaced.

### **ADVISORY NOTES**

#### **General**

- a. The development must be substantially commenced within 12 months of the date of this Notification, unless this period has been extended by the Development Assessment Commission.
- b. The authorisation will lapse if not commenced within 12 months of the date of this Notification.
- c. The applicant is also advised that any act or work authorised or required by this Notification must be completed within 3 years of the date of the Notification unless this period is extended by the Commission.
- d. The applicant has a right of appeal against the conditions which have been imposed on this Development Plan Consent or Development Approval.



- e. Such an appeal must be lodged at the Environment, Resources and Development Court within two months from the day of receiving this notice or such longer time as the Court may allow.
- f. The applicant is asked to contact the Court if wishing to appeal. The Court is located in the Sir Samuel Way Building, Victoria Square, Adelaide (telephone number (08) 8204 0289).

#### Environmental Duty

- g. The applicant is reminded of its general environmental duty, as required by Section 25 of the Environment Protection Act 1993, to take all reasonable and practical measures to ensure that the activities on the whole site, including during construction, do not pollute the environment in a way which causes or may cause environmental harm.
- h. Any information sheets, guidelines documents, codes of practice, technical bulletins etc. that are referenced in this response can be accessed on the following web site: <http://www.epa.sa.gov.au/pub.html>
- i. The emission of noise from the premises is subject to control under the Environment Protection Act and Regulations, 1993 and the applicant (or person with the benefit of this consent) should comply with those requirements
- j. With regard to the regulated and significant trees are to be retained (including on the council verge), the applicant is advised to consult Australian Standard AS 4970 – 2009 Protection of Trees on Development Sites to ensure the incorporation of protective fencing, mulch and appropriate remedial treatments.

Requirements of the standard include:

- The establishment of Tree Protection Zones to restrict activities including the dumping of waste, machine excavation, storage and preparation of chemicals, and physical damage to trees;
- The erection of protective fencing around a Tree Protection Zone prior to machinery or materials brought onto the site;
- The use of approved signs to identify the Tree Protection Zone;
- Mulching, watering and weed removal recommendations to maintain the tree protection zone.

Regular monitoring of tree protection measures should be undertaken throughout the development and construction process to ensure that any trees to be retained on the site are carefully managed to ensure their long-term survival and growth.

#### Heritage

- k. Any changes to the proposal for which planning consent is sought or granted may give rise to heritage impacts requiring further consultation with the Department of Environment, Water and Natural Resources, or an additional referral to the Minister for Sustainability, Environment and Conservation. Such changes would include for example
  - 1) an application to vary the planning consent; or
  - 2) Building Rules documentation that incorporates differences from the proposal as documented in the planning application.



- i. If an archaeological artefact believed to be of heritage significance is encountered during excavation works, disturbance in the vicinity shall cease immediately and the SA Heritage Council shall be notified.
- m. Where it is known in advance (or there is reasonable cause to suspect) that significant archaeological artefacts may be encountered, a permit is required prior to commencing excavation works. For further information, contact the Department of Environment, Water and Natural Resources on (08) 8124 4960 or e-mail [DEWNR.StateHeritageDA@sa.gov.au](mailto:DEWNR.StateHeritageDA@sa.gov.au)
- n. If Aboriginal sites, objects or remains are discovered during excavation works, the Aboriginal Heritage Branch of the Aboriginal Affairs and Reconciliation Division of the Department of the Premier and Cabinet (as delegate of the Minister) shall be notified under Section 20 of the *Aboriginal Heritage Act 1988*.

**TOM VICTORY**  
**for**  
**LAUREN MOORE**  
**SENIOR PLANNING OFFICER**  
**DEVELOPMENT DIVISION**  
**DEPARTMENT OF PLANNING, TRANSPORT and INFRASTRUCTURE**



## APPENDIX A: RELEVANT DEVELOPMENT PLAN POLICIES

### Unley (City) Development Plan dated 5 May 2016

#### **Urban Corridor Zone**

**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.*

*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.*

*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.*

**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 7](#).
- 5 Residential development should achieve a minimum net residential site density in accordance with the following:

<b>Policy Area</b>	<b>Minimum net residential site density</b>
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

- 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 7](#);
  - (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 7](#), building heights (excluding any rooftop mechanical plant or equipment) should be consistent with the following parameters:

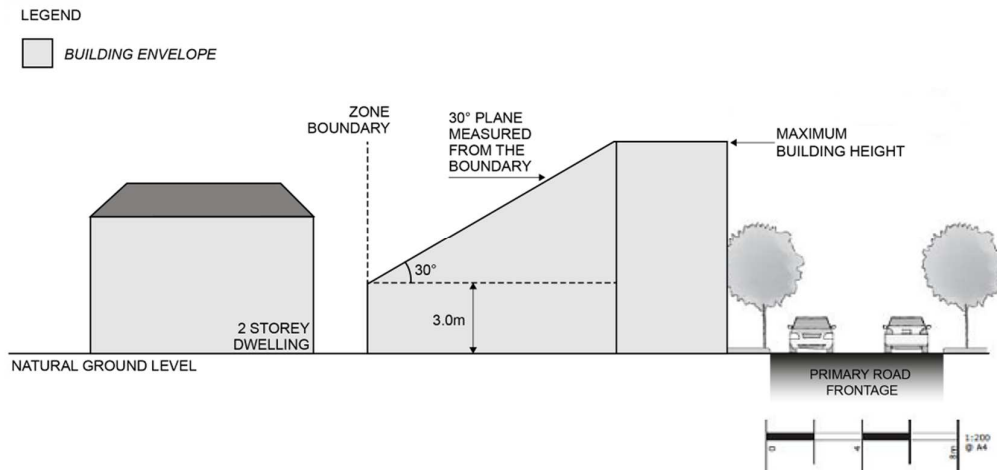


<b>Policy area</b>	<b>Minimum building height</b>	<b>Maximum building height</b>
Boulevard (Greenhill Road) Policy Area 16	3 storeys (11.5 metres), or 4 storeys (15 metres) for land that is directly adjacent to or facing the Adelaide Park Lands.	7 storeys and up to 25.5 metres
High Street (Unley Road) Policy Area 17	3 storeys (11.5 metres)	5 storeys and up to 18.5 metres

**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 (except where this boundary is a primary road frontage, as illustrated in Figure 1).

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

<b>Policy area</b>	<b>Minimum setback from the primary road frontage</b>
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)

**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:



<b>Designated area</b>	<b>Minimum setback from secondary road</b>	<b>Minimum setback from a rear access way</b>
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

### Other Setbacks

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

<b>Designated area</b>	<b>Minimum setback from rear allotment boundary</b>	<b>Minimum setback from side boundaries (where not on a road boundary)</b>
Boulevard Policy Area	5 metres where the subject land directly abuts an allotment of a different zone  3 metres in all other cases, except where the development abuts the wall of an existing or simultaneously constructed building on the adjoining land.	For allotments with a frontage width of :  (a) 20 metres or less: no minimum to one boundary but at least 3 metres to the other side boundary, with respective setbacks to create an orderly pattern of built form in accord with the Desired Character and desired consolidated sites in Concept Plan <a href="#">Maps Un/1 to 7</a>  (b) more than 20 metres: 3 metres
High Street Policy Area	As above	0 metres

### 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 \(Overlay 4\)](#)).*

### **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](#).*

### **PROCEDURAL MATTERS**

#### **Complying Development**

- 20** *Complying developments are prescribed in Schedule 4 of the Development Regulations 2008. Refer to the Residential Code Maps for the 'determined area' for the purposes of Schedule 4.*

*In addition, the following forms of development are designated as complying, other than in respect to a Heritage Place identified in [Table Un/3](#) and [Table Un/4](#) and subject to [Table Un/1](#) – Conditions for Complying Development:*

*Advertisement*

#### **Non-complying Development**

- 21** *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  
Fuel depot  
Petrol filling station  
Major public service depot  
Road transport terminal*



Store  
Transport depot  
Warehouse  
Waste reception storage treatment and disposal

### **Public Notification**

**22** 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*

*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 7](#);*
- (c) exceeds the Building Envelope Interface Height Provisions.*

### **Boulevard (Greenhill Road) Policy Area**

Refer to [Maps Un/12, 13 and 14](#) 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 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.*

*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 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 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 coordinated.*

### **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.*
- 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.*
- 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.*



## **RESIDENTIAL STREETScape (BUILT FORM) ZONE**

### **OBJECTIVES**

**Objective 1:** *Enhancement of the desired character of areas of distinctive and primarily coherent streetscapes by retaining and complementing the siting, form and key elements as expressed in the respective policy areas and precincts.*

**Objective 2:** *A residential zone for primarily street-fronting dwellings, together with the use of existing non-residential buildings and sites for small-scale local businesses and community facilities.*

**Objective 3:** *Retention and refurbishment of buildings including the sensitive adaptation of large and non-residential buildings as appropriate for supported care or small households.*

**Objective 4:** *Replacement of buildings and sites at variance with the desired character to contribute positively to the streetscape.*

### **Streetscape Value**

*The Residential Streetscape (Built Form) Zone encompasses much of the living area in inner and western Unley, (excluding the business and commercial corridors and those areas of heritage value). The zone is distinguished by those collective features (termed "streetscape attributes") making up the variable, but coherent streetscape patterns characterising its various policy areas and precincts. These attributes include the:*

- (a) rhythm of building sitings and setbacks (front and side) and gaps between buildings; and*
- (b) allotment and road patterns; and*
- (c) landscape features within the public road verge and also within dwelling sites forward of the building façade; and*
- (d) scale, proportions and form of buildings and key elements.*

### **Streetscape Attributes**

*It is important to create high quality, well designed buildings of individuality and design integrity that nonetheless respect their streetscape context and contribute positively to the desired character in terms of their:*

- (a) siting --open style front fences delineate private property but maintain the presence of the dwelling front and its garden setting. Large and grand residences are on large and wide sites with generous front and side setbacks, whilst compact, narrow-fronted cottages are more tightly set on smaller, narrower, sites. Infill dwellings ought to be of proportions appropriate to their sites and maintain the spatial patterns of traditional settlement; and*
- (b) form – there is a consistent and recognisable pattern of traditional building proportions (wall heights and widths) and overall roof height, volume and forms associated with the various architectural styles. Infill and replacement buildings ought to respect those traditional proportions and building forms; and*

*(c) key elements – verandahs and pitched roofs, the detailing of facades and the use of traditional materials are important key elements of the desired character. The use of complementary materials, careful composition of facades, avoidance of disruptive elements, and keeping outbuildings, carports and garages as minor elements assist in complementing the desired character.*

## **PRINCIPLES OF DEVELOPMENT CONTROL**

### **General**

**1** *Development should support and enhance the desired character (as expressed for each of the three policy areas, and the respective precincts).*

**2** *Development should comprise:*

- (a) alterations and/or additions to an existing dwelling; and*
- (b) ancillary domestic-scaled structures and outbuildings; and*
- (c) the adaptation of, and extension to, a building to accommodate and care for aged and disabled persons, or for a multiple dwelling or residential flat building; and*





- (d) selected infill of vacant and/or under-utilised land for street-fronting dwelling type(s) appropriate to the policy area; and*
- (e) replacement of a building or site detracting from the desired character of a precinct with respectful and carefully designed building(s).*

**3** *Development should retain and enhance the streetscape contribution of a building by:*

- (a) retaining, refurbishing, and restoring the building; and*
- (b) removing discordant building elements, detailing, materials and finishes, outbuildings and site works; and*
- (c) avoiding detrimental impact on the building's essential built form, characteristic elements, detailing and materials as viewed from the street or any public place (ie only the exposed external walls, roofing and chimneys, verandahs, balconies and associated elements, door and window detailing, and original finishes and materials of the street façade); and*
- (d) altering or adding to the building and carrying out works to its site only in a manner which maintains its streetscape attributes and contribution to the desired character, and responds, positively to the streetscape context of its locality in terms of the:*
  - (i) rhythm of buildings and open spaces (front and side setbacks) of building sites; and*
  - (ii) building scale and forms (wall heights and proportions, and roof height, volumes and forms); and*
  - (iii) open fencing and garden character; and*
  - (iv) recessive or low key nature of vehicle garaging and the associated driveway.*

**4** *Alterations and additions to a building should be located primarily to the rear of the building and not be visible from the street or any public place unless involving the dismantling and replacement of discordant building elements so as to better complement the building's original siting, form and key features.*

**5** *Adaptation, expansion or redevelopment of a building for a community or non-residential use should be:*

- (a) confined to an existing non-residential building or its site; and*
- (b) of a form and nature readily able to accommodate such a use; and*
- (c) of a small scale and low impact, or serving a local community function, and in any event have minimal impact on abutting or nearby residential occupiers.*

### **Replacement Development**

**6** *Demolition of the whole of a building should only be undertaken – where the replacement building(s) makes a comparable or more positive contribution to the desired character than the building to be demolished, or alternatively where the building to be demolished:*

- (a) is structurally unsafe or so unsound as to be unreasonably economically rehabilitated; or*
- (b) is so compromised or altered that there is no reasonable prospect of its original character being revealed; or*
- (c) adds little value to the desired character due to its discordant form and poor streetscape contribution; or*
- (d) is incongruous with, and makes a poor contribution to the particular character of its streetscape.*

**7** *Demolition of portion only of a building should only be undertaken where it does not involve the essential built form, characteristic elements, detailing and materials of the front or visible sides of the building as viewed from the street or any public place.*

### **New Development**

**8** *Development should comprise street-fronting dwellings exhibiting streetscape attributes consistent with the desired character. In this respect:*

- (a) sites should not be amalgamated for the purposes of developing residential flat buildings, group dwellings or non street-fronting dwellings unless involving existing large sites occupied by buildings of discordant character where the consolidated site and its replacement dwellings produce a streetscape setting and built forms complementing the desired character; and*
- (b) "hammerhead" allotment(s) should not be created, nor should a dwelling be located in a rear yard of an existing street-fronting dwelling site where this would detrimentally impact on the established settlement pattern or impose on the characteristic spacious setting of neighbouring dwelling sites, exceed single storey, or impose excessive building bulk.*



**9** Development should present a single storey built scale to the streetscape. Any second storey building elements should be integrated sympathetically into the dwelling design, and be either:  
(a) incorporated primarily into the roof or comprise an extension of the primary single storey roof element without imposing excessive roof volume or bulk, or massing intruding on neighbouring spacious conditions, nor increasing the evident wall heights as viewed from the street; or  
(b) set well behind the primary street façade of the dwelling so as to be inconspicuous in the streetscape, without being of a bulk or mass that intrudes on neighbouring properties.

**10** Buildings should be of a high quality contemporary design and not replicate historic styles. Buildings should nonetheless suitably reference the contextual conditions of the locality and contribute positively to the desired character, particularly in terms of:

(a) scale and form of buildings relative to their setbacks as well as the overall size of the site; and  
(b) characteristic patterns of buildings and spaces (front and side setbacks), and gaps between buildings; and  
(c) primarily open front fencing and garden character and the strong presence of buildings fronting the street.

**11** In localities of a distinctive and generally coherent character consistent with the pertinent desired character, building facades should be composed in a more traditional manner adopting key building elements, materials and detailing complementing the characteristic architectural styles.

**12** In localities where the built character and streetscape qualities are incoherent or generally in discord with the desired character, development should redevelop a site by replacing the discordant elements, key features or materials and better support the desired character.

### **Boundary Walls**

**13** Building walls on side boundaries should be avoided other than:

(a) a party wall of semi-detached dwellings or row dwellings; or  
(b) a single storey building, or outbuilding, which is not under the main dwelling roof and is setback from, and designed such that it is a minor, low and subservient element and not part of, the primary street façade, where:  
(i) there is only one side boundary wall, and  
(ii) the minimum side setback prescribed under the desired character is met on the other side boundary; and  
(iii) the desired gap between buildings, as set out in the desired character, is maintained in the streetscape presentation.

### **Carports and Garages**

**14** A carport or garage should form a relatively minor streetscape element and should:

(a) be located to the rear of the dwelling as a freestanding outbuilding; or  
(b) where attached to the dwelling be sited alongside the dwelling and behind its primary street façade, and adopt a recessive building presence. In this respect, the carport or garage should:  
(i) incorporate lightweight design and materials, or otherwise use materials which complement the associated dwelling; and  
(ii) be in the form of a discrete and articulated building element not integrated under the main roof, nor incorporated as part of the front verandah or any other key element of the dwelling design; and  
(iii) have a width which is a proportionally minor relative to the dwelling façade and its primary street frontage; and  
(iv) not be sited on a side boundary, except for minor scale carports, and only where the desired building setback from the other side boundary is achieved.

**15** Vehicle access should be taken from:

(a) a rear laneway or secondary street, or a common driveway shared between dwellings, wherever possible; or

(b) a driveway from the primary street frontage but only of a single car width for as long as is practicable to minimise the impact on the garden character, and on street trees and the road verge.



**Fencing**

**16** Fencing of the primary street frontage and the secondary street on corner sites, forward of the front façade of the dwelling, should complement the desired character, and be compatible with the style of the associated dwelling and its open streetscape presence, and comprise:

- (a) on narrow-fronted dwelling sites of up to 16 metres in street frontage - low and essentially open-style fencing up to 1.2 metres in height, including picket, dowel, crimped wire or alternatively low hedging; or
- (b) on dwelling sites in excess of 16 metres in street frontage - low and essentially open-style fencing as in (a), but may also include masonry pier and plinth fencing with decorative open sections of up to 1.8 metres in total height.

**Policy Area 8 – Compact**

**Introduction**

This policy area contains five precincts located across the northern parts of City of Unley near the Parklands fringe, from Forestville in the west to Parkside in the east.

The desired character and streetscape attributes to be retained and enhanced for each of these precincts is set out below. The table below identifies in detail the differences between the five precincts in terms of the predominant:

- (a) allotment widths and sizes; and
- (b) front and side building setbacks including the collective side setbacks.

**Desired Character**

The streetscape attributes include the:

- (a) low scale building development;
- (b) compact road verges and building setbacks to the street;
- (c) building forms and detailing of the predominant cottages and villas; and
- (d) varied but coherent rhythm of buildings and spaces along its streets.

Development will:

- (c) be of street-fronting dwelling format, primarily detached dwellings, together with semi-detached dwelling and row dwelling types. The conversion or adaptation of a building for a multiple dwelling or residential flat building may also be appropriate; and

(b) maintain or enhance the streetscape attributes comprising:

- (i) siting - the regular predominant allotment pattern, including the distinctive narrow-fronted sites associated with the various cottage forms produces an intimate streetscape with a compact building siting and low scale built character with generally low and open style fencing and compact front gardens. Street setbacks are generally of some 6 metres and side setbacks are consistently of 1 metre or greater, other than for narrow, single-fronted and attached cottages producing a regular spacing between neighbouring dwellings of generally 3 to 5 metres (refer table below); and
- (ii) form - the consistent and recognisable pattern of traditional building proportions including wall heights and widths of facades, and roof height, volumes and shapes associated with the identified architectural styles in (iii) below; and
- (iii) key elements – the defining design features, including the verandahs and pitched roofs, use of wall and roofing materials facades of the predominant architectural styles (Victorian and Turn-of-the-Century double-fronted and single-fronted cottages and villas, and complementary Inter-war bungalows as well as attached cottages).

Precinct	Predominant Allotment Size		Predominant Setbacks		
	Area	Width	Street setbacks	Minimum side setbacks	Collective side setbacks†
8.1 Forestville (North)	550m <sup>2</sup>	15m	6.0m	1.0m	4.0m
8.2 Goodwood and Hyde Park	500m <sup>2</sup>	15m	6.0m	1.0m	5.0m
8.3 Parkside (North)	400m <sup>2</sup>	15m	5.0m	1.0m	3.0m
8.4 Parkside South	500m <sup>2</sup>	15m	7.0m	1.0m	4.0m
8.5 Unley (West) and Hyde Park	500m <sup>2</sup>	15m	5.0m	1.0m	4.0m

† ie the distance between the main walls of neighbouring dwellings.



**Council Wide**

**PRINCIPLES OF DEVELOPMENT CONTROL**

- 1 Development should be consistent with the Structure Plan indicated on [Map Un/1 \(Overlay 1\)](#), primarily by:
  - (a) concentrating comprehensive redevelopment and renewal for more intensive mixed activity and housing development along major transport corridors and within/adjacent to key centres and activity hubs;
  - (b) replacing existing buildings and land uses not contributing to a locality's character within areas of historic and valued streetscape character where revitalisation is warranted;
  - (c) restoring and conserving valued buildings and streetscape character, including the visual rhythms and patterns created by physical elements in a streetscape including the valued buildings, site proportions, building curtilage, fencing, mature trees and private gardens.
- 2 Development should conserve resources through:
  - (a) retention and adaptation of existing valued buildings and streetscape character;
  - (b) achieving principles of Environmentally Sustainable Design (ESD) in any new buildings or any alterations and additions; and
  - (c) reduction, retention and re-use of stormwater.

**Form of Development**

**OBJECTIVES**

**Objective 2:** Orderly and economic development.

**Objective 4:** The establishment of urban development which provides models in the conservation and management of resources and the natural environment and the enhancement of natural site features, in urban planning and the provision of physical and social infrastructure.

**Objective 5:** A proper distribution and segregation of living, working and recreational activities by the allocation of suitable areas of land for those purposes.

**Objective 8:** The City of Unley will be a City that offers its citizens the best of living and working environments.

**PRINCIPLES OF DEVELOPMENT CONTROL**

**General**

- 3 Development should be in accordance with the Unley Plan, [Map Un/1 \(Overlay 1\)](#), primarily by:
  - (a) concentrating comprehensive redevelopment and renewal for more intensive mixed activity and housing development along major transport corridors and within/adjacent to key centres and activity hubs;
  - (b) replacing existing buildings and land uses not contributing to a locality's character within areas of historic and valued streetscape character where revitalisation is warranted;



- (c) *restoring and conserving valued buildings and streetscape character, including the visual rhythms and patterns created by physical elements in a streetscape including the valued buildings, site proportions, building curtilage, fencing, mature trees and private gardens.*

**4** *Development should be orderly and economic.*

**5** *New housing and other urban development should create a safe, convenient and pleasant environment in which to live.*

**7** *Land used for the erection for buildings should be stable.*

**Utility Services**

**18** *Development should be capable of economic and effective servicing, including garbage collection and fire protection.*

**19** *All non-residential development should be provided with adequate waste receptacles and waste storage areas which should be:*

- (a) *conveniently located;*
- (b) *screened from public view;*
- (c) *distanced from any adjacent residential development; and*
- (d) *of a total area in accord with the following ratio:*
  - (i) *one square metre for each 30 square metres, or part thereof, of total floor area of the development up to 120 square metres total floor area.*
  - (ii) *an additional one square metre for each 50 square metres, or part thereof, of total floor area of the development over 120 square metres total floor area; and*
  - (iii) *an additional 1.5 square metres for a premises occupied by a restaurant or takeaway food premises to accommodate additional receptacles for their special needs*

**Landscaping**

**20** *Development should incorporate landscaping as an integral part of the design of the development and include plants with a mature height, scale and form to complement and relate to that of the development.*

**21** *Existing substantial landscaping should be retained in conjunction with any development, and for new landscaping trees should be a minimum height of one metre at the time of planting.*

**22** *Landscaping should be selected and located to provide shade for pedestrians and parked vehicles which use the development, and so as not to affect the structural integrity of adjacent development.*

**23** *Landscaping of development should:*

- (a) *use selected species that require minimal maintenance;*
- (b) *incorporate automatic maintenance devices, such as mechanical watering systems; and*
- (c) *be used to enhance the appearance of development, establish visual buffers to adjacent development and screen service, loading, outdoor storage and parking areas.*



### **Crime Prevention**

**24** Development should promote the personal safety of people by:

- (a) enabling them to be seen, to see and to interpret their surrounds, through:
  - (i) adequate lighting;
  - (ii) clear sightlines;
  - (iii) the elimination of entrapment spots;
  - (iv) the design of buildings to overlook public space;
  - (v) the mixing of activities which facilitate more constant public use; and
  - (vi) appropriate use and design of landscaping and fencing; and
- (b) enabling them to leave an area or seek assistance when in danger, through legible design and comprehensive signage.

**25** Development should promote the security of property by:

- (a) clearly defining ownership and legitimate use of private, public and community space;
- (b) minimising access between roofs, balconies and windows of adjacent buildings;
- (c) avoiding the use of materials which are likely to be susceptible to damage and vandalism; and
- (d) avoiding landscaping and fencing which may present a security risk by obscuring doors and windows.

### **Transportation (Movement of People and Goods)**

#### **OBJECTIVES**

**Objective 14:** Control the movement of traffic within the city having regard to a hierarchy of loads in order to ensure compatibility between development adjacent to roads and the position of the road in the hierarchy.

The following arterial roads are of primary importance to metropolitan traffic movement:

Anzac Highway;  
Cross Road;  
Glen Osmond Road;  
Greenhill Road; and  
South Road.

The following arterial roads supplement the above arterial roads in catering for metropolitan traffic movement, but are of secondary importance to the above roads in this role:

Fullarton Road;  
Goodwood Road; and  
Unley Road



*The following major collector roads carry a small component of through traffic particularly during peak periods. Traffic restraint is necessary due to the impacts upon adjacent land use arising from through traffic on the road:*

*Duthy Street;  
George Street;  
East Avenue/Leah Street/Leader Street; and  
King William Road/Northgate Street/Victoria Avenue.*

*The following roads have a local crossing/collector function in that:*

- (a) they fulfil a need to subdivide a local traffic area because, in one dimension at least, the area is too large to be reasonably circumnavigated by intra-suburban traffic; and/or*
- (b) distribute traffic between the arterial roads and the local street system:*

*Albert Street;  
Arthur Street (Unley);  
Ferguson Avenue;  
Fisher Street;  
Forest Avenue;  
Mills Street;  
Mitchell Street;  
Park Street;  
Victoria Street; and  
Wattle Street.*

*All other local streets and roads have a main function of providing access to abutting property and are not designed to facilitate through traffic movement.*

**Objective 15:** *A network of roads, paths and tracks, to accommodate satisfactorily a variety of vehicular, cycle and pedestrian, traffic.*

**Objective 16:** *A safe and efficient vehicular and pedestrian movement system.*

**Objective 17:** *Safe and easy movement of pedestrians across arterial roads.*

**Objective 19:** *A compatible arrangement between land uses and the transport system which will:*

- (a) ensure minimal noise and air pollution;*
- (b) protect amenity of existing and future land uses;*
- (c) provide adequate access; and*
- (d) ensure maximum safety.*

**Objective 20:** *A form of development adjoining main roads which will:*

- (a) ensure traffic can move efficiently and safely;*
- (b) prevent large traffic-generating uses outside designated shopping/centre zones;*
- (c) provide for adequate off-street parking; and*
- (d) provide limited and safe points of access and egress.*

**Objective 21:** *A high degree of visibility at intersections for drivers of motor vehicles entering arterial roads*



**Objective 22:** *The retention of all present road reserve widths in the city, other than in respect of arterial roads.*

**Objective 24:** *Development located and designed to direct traffic away from local crossing/collector roads and local streets, and the improvement of the environment of these classes of streets.*

### **PRINCIPLES OF DEVELOPMENT CONTROL**

#### **General**

- 40** *Development adjacent to every road and street should conform with the objectives relating to movement of people and goods and be compatible with the hierarchy of roads shown on [Map Un/1 \(Overlay 1\)](#).*
- 41** *Where traffic control works, public works or facilities are required as a direct result of a development, the cost of such works or facilities should be borne by the developer.*
- 42** *Development should:*
- (a) provide safe and convenient access for private cars, cyclists, pedestrians, service vehicles, emergency vehicles and public utility vehicles;*
  - (b) include access points located and designed in such a way as to minimise traffic hazards, vehicle queuing on public roads and intrusion of vehicles into adjacent residential areas; and*
  - (c) provide off-street loading, service and vehicle manoeuvring areas.*
- 43** *The number, location and design of access points onto the arterial roads shown on [Map Un/1 \(Overlay 1\)](#) should be such as to minimise traffic hazards, queuing on the roads, right turn movements and interference with the function of intersections, junctions and traffic control devices.*

#### **Cycling and Walking**

- 44** *Development should ensure that a permeable street and path network is established that encourages walking and cycling through the provision of safe, convenient and attractive routes with connections to adjoining streets, paths, open spaces, schools, pedestrian crossing points on arterial roads, public and community transport stops and activity centres.*
- 45** *Development should provide access, and accommodate multiple route options, for pedestrians and cyclists by enhancing and integrating with:*
- (a) open space networks, recreational trails, parks, reserves, and sport and recreation areas;*
  - (b) Adelaide's principal cycling network (Bikedirect), which includes arterial roads, local roads and off-road paths.*
- 46** *New developments should give priority to and not compromise existing designated bicycle routes.*
- 47** *Where development coincides with, intersects or divides a proposed bicycle route or corridor, development should incorporate through-access for cyclists.*
- 48** *Development should encourage and facilitate cycling as a mode of transport by incorporating end-of-journey facilities including:*
- (a) showers, changing facilities and secure lockers*
  - (b) signage indicating the location of bicycle facilities*





- (c) *bicycle parking facilities provided at the rate set out in [Table Un/6](#) – Off-street Bicycle Parking Requirements for Mixed Use and Corridor Zones.*

**49** *On-site secure bicycle parking facilities should be:*

- (a) *located in a prominent place;*
- (b) *located at ground floor level;*
- (c) *located undercover;*
- (d) *located where surveillance is possible;*
- (e) *well lit and well signed;*
- (f) *close to well used entrances;*
- (g) *accessible by cycling along a safe, well lit route.*

**50** *Pedestrian and cycling facilities and networks should be designed and provided in accordance with relevant provisions of the Australian Standards and Austroads Guides.*

**Access**

**51** *Development should have direct access from an all-weather public road.*

**52** *Development should be provided with safe and convenient access which:*

- (a) *avoids unreasonable interference with the flow of traffic on adjoining roads*
- (b) *provides appropriate separation distances from existing roads or level crossings*
- (c) *accommodates the type and volume of traffic likely to be generated by the development or land use and minimises induced traffic through over-provision*
- (d) *is sited and designed to minimise any adverse impacts on the occupants of and visitors to neighbouring properties.*

**54** *The number of vehicle access points onto arterial roads shown on Strategic Transport Routes [Map Un/1 \(Overlay 4\)](#) should be minimised and, where possible, access points should be:*

- (a) *limited to local roads (including rear lane access)*
- (b) *shared between developments.*

**56** *Structures such as canopies and balconies that encroach onto the footpath of an arterial road should not cause visual or physical obstruction to:*

- (a) *signalised intersections*
- (b) *heavy vehicles*
- (c) *street lighting*
- (d) *overhead electricity lines*
- (e) *street trees*
- (f) *bus stops.*

**57** *Driveways, access tracks and parking areas should be designed and constructed to:*



- (a) follow the natural contours of the land
- (b) minimise excavation and/or fill
- (c) minimise the potential for erosion from surface runoff
- (d) avoid the removal of existing vegetation
- (e) be consistent with Australian Standard AS 2890 Parking facilities.

**Parking Area - Design, Location and Provision**

- 58** Development should provide sufficient off-street parking to accommodate resident, visitor, customer, employee, and service vehicles.
- 59** Off-street vehicle parking should be in accordance with [Table Un/5](#) Off Street Vehicle Parking Requirements.
- 60** Car parking areas should:
- (a) be located and designed in such a way as to ensure safe and convenient pedestrian access from vehicles to facilities; safe and convenient traffic circulation; include adequate provision for manoeuvring into and out of parking bays, and, in the case of centre-type development, result in minimal conflict between customer and service vehicles; and
  - (b) be designed so as to obviate the necessity for vehicles to back onto public roads.
- 61** Individual parking areas should, wherever possible, be so located and designed that:
- (a) vehicular movement between them does not require the use of public roads; and
  - (b) the number of access points is minimised.
- 62** Development should provide the opportunity for the shared use of car parking and integration of car parking areas with adjacent development so as to reduce the total extent of car parking areas.
- 63** Development providing 25 or more car parking spaces should provide at least one car parking space in every 25 spaces for the use of the disabled, up to a maximum of five spaces. (See [Table Un/5](#)).
- 64** Parking for the disabled should be allocated and located within a short distance and convenient to major building entrances, ramps and other pedestrian access facilities useable by disabled people.

**Vehicle Parking for Mixed Use and Corridor Zones**

- 65** Development should provide off-street vehicle parking and specifically marked accessible car parking places to meet anticipated demand.
- 66** Loading areas and designated parking spaces for service vehicles should:
- (a) be provided within the boundary of the site
  - (b) not be located in areas where there is parking provided for any other purpose.
- 67** Vehicle parking spaces and multi-level vehicle parking structures within buildings should:
- (a) enhance active street frontages by providing land uses such as commercial, retail or other non-car park uses along ground floor street frontages



- (b) *complement the surrounding built form in terms of height, massing and scale*
- (c) *incorporate facade treatments along major street frontages that are sufficiently enclosed and detailed to complement neighbouring buildings consistent with the desired character of the locality.*

**68** *In mixed use buildings, the provision of vehicle parking may be reduced in number and shared where the operating hours of commercial activities complement the residential use of the site.*

**Undercroft and Below Ground Garaging and Parking of Vehicles**

**69** *Undercroft and below ground garaging of vehicles should only occur where envisaged in the relevant zone or policy area or precinct and ensure:*

- (a) *the overall height and bulk of the undercroft structure does not adversely impact on streetscape character of the locality or the amenity of adjacent properties*
- (b) *vehicles can safely enter and exit from the site without compromising pedestrian or cyclist safety or causing conflict with other vehicles*
- (c) *driveway gradients provide for safe and functional entry and exit*
- (d) *driveways and adjacent walls, fencing and landscaping are designed to provide adequate sightlines from vehicles to pedestrians using the adjacent footpath*
- (e) *openings to undercroft areas are integrated with the main building so as to minimise visual impact*
- (f) *landscaping, mounding and/or fencing is incorporated to improve its presentation to the street and to adjacent properties*
- (g) *the overall streetscape character of the locality is not adversely impaired (e.g. visual impact, building bulk, front setbacks relative to adjacent development).*

**70** *In the case of undercroft and below ground car parks where cars are visible from public areas, adequate screening and landscaping should be provided.*

**Parking Area - Screening and Landscaping**

**71** *Landscaping should be provided and maintained in order to screen, shade and enhance the appearance of car parking areas. To this end, grade level car parking areas should not be located closer than two metres to the street alignment and 1.2 metres to the common boundary of adjoining property located within a residential zone.*

**72** *To allow for adequate landscaping and screening, below ground level parking areas should:*

- (a) *be set-back from property boundaries a distance which is the lesser of the building set-back or:*
  - (i) *in the case of the primary road frontage, six metres;*
  - (ii) *in the case of the secondary road frontage, three metres; and*
  - (iii) *in the case of other boundaries, two metres;*
- (b) *ensure that the finished ground floor level of the building does not exceed a height of 1.3 metres, when measured from the lowest point of existing natural ground level on the site;*



- (c) *incorporate earth mounding or raised ground levels in the landscaping areas and/or screening structures adjacent to any opening between ground level and the underside of the building; and*
- (d) *be designed to comply with Australian Standard 2890.1 (Off Street Parking).*

### **Design and Appearance**

#### **OBJECTIVES**

**Objective 27:** *Development of a high design standard and appearance that responds to and reinforces positive aspects of the local environment and built form.*

**Objective 28:** *Roads, open spaces, paths, buildings and land uses laid out and linked so that they are easy to understand and navigate.*

#### **PRINCIPLES OF DEVELOPMENT CONTROL**

**73** *Buildings should reflect the desired character of the locality while incorporating contemporary designs that have regard to the following:*

- (a) *building height, mass, proportion and siting;*
- (b) *external materials, patterns, colours and decorative elements;*
- (c) *roof form and pitch;*
- (d) *façade articulation and detailing;*
- (e) *verandahs, eaves, parapets and window screens.*

**74** *Where a building is sited on or close to a side or rear boundary, the boundary wall should minimise:*

- (a) *the visual impact of the building as viewed from adjoining properties;*
- (b) *overshadowing of adjoining properties and allow adequate sunlight access to neighbouring buildings.*

**75** *The external walls and roofs of buildings should not incorporate highly reflective materials which will result in glare to neighbouring properties, drivers or cyclists.*

**76** *Structures located on the roofs of buildings to house plant and equipment should be screened from view to the street and adjacent building viewing points (existing or envisaged) and should form an integral part of the building and roof top design in relation to creating an attractive appearance, external finishes and colours.*

**77** *Balconies should:*

- (a) *be integrated with the overall form and detail of the building;*
- (b) *include balustrade detailing that enables line of sight to the street;*
- (c) *be recessed where wind would otherwise make the space unusable;*
- (d) *be self-draining and plumbed to minimise runoff.*

#### **Overshadowing**

**81** *The design and location of buildings should enable direct winter sunlight into adjacent dwellings and private open space and minimise the overshadowing of:*

- (a) *windows of habitable rooms;*
- (b) *upper-level private balconies that provide the primary open space area for a dwelling;*
- (c) *solar collectors (such as solar hot water systems and photovoltaic cells).*

#### **Visual Privacy**

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



- (a) *off-setting the location of balconies and windows of habitable rooms with those of other buildings so that views are oblique rather than direct;*
- (b) *building setbacks from boundaries (including building boundary to boundary where appropriate) that interrupt views or that provide a spatial separation between balconies or windows of habitable rooms;*
- (c) *screening devices (including fencing, obscure glazing, screens, external ventilation blinds, window hoods and shutters) that are integrated into the building design and have minimal negative effect on residents' or neighbours' amenity.*

**83** *Permanently fixed external screening devices should be designed and coloured to complement the associated building's external materials and finishes.*

#### **Relationship to the Street and Public Realm**

**84** *Buildings (other than ancillary buildings, group dwellings or buildings on allotments with a battle axe configuration) should be designed so that the main façade faces the primary street frontage of the land on which they are situated.*

**85** *Buildings, landscaping, paving and signage should have a coordinated appearance that maintains and enhances the visual attractiveness of the locality.*

**86** *Buildings should be designed and sited to avoid extensive areas of uninterrupted walling facing areas exposed to public view.*

**87** *Building design should emphasise pedestrian entry points to provide perceptible and direct access from public street frontages and vehicle parking areas.*

**88** *The ground floor of mixed use buildings should comprise non-residential land uses.*

**89** *In mixed use areas, development facing the street should be designed to activate the street frontage(s):*

- (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;*
- (b) *minimising the frontage for fire escapes, service doors, plant and equipment hatches;*
- (c) *avoiding undercroft or ground floor vehicle parking that is visible from the primary street frontage;*
- (d) *using colour, vertical and horizontal elements, roof overhangs and other design techniques to provide visual interest and reduced massing.*

**90** *Where zero or minor setbacks are desirable, development should incorporate shelter over footpaths to enhance the quality of the pedestrian environment.*

#### **Interface Between Land Uses**

##### **OBJECTIVES**

**Objective 29:** *Development located and designed to minimise adverse impact and conflict between land uses.*

**Objective 30:** *Protect community health and amenity from adverse impacts of development.*

**Objective 31:** *Protect desired land uses from the encroachment of incompatible development.*



**PRINCIPLES OF DEVELOPMENT CONTROL**

**97** *Development should not detrimentally affect the amenity of the locality or cause unreasonable interference through any of the following:*

- (a) the emission of effluent, odour, smoke, fumes, dust or other airborne pollutants*
- (b) noise*
- (c) vibration*
- (d) electrical interference*
- (e) light spill*
- (f) glare*
- (g) hours of operation*
- (h) traffic impacts.*

**98** *Development should be sited and designed to minimise negative impacts on existing and potential future land uses desired in the locality.*

**99** *Development adjacent to a **Residential Zone** should be designed to minimise overlooking and overshadowing of adjacent dwellings and private open space.*

**101** *Sensitive uses likely to conflict with the continuation of lawfully existing developments and land uses desired for the zone should be designed to minimise negative impacts.*

**102** *Non-residential development on land abutting a residential zone should be designed to minimise noise impacts to achieve adequate levels of compatibility between existing and proposed uses.*

**Noise Generating Activities**

**103** *Development that emits noise (other than music noise) should include noise attenuation measures that achieve the relevant Environment Protection (Noise) Policy criteria when assessed at the nearest existing noise sensitive premises.*

**Bank Office and Consulting Room Development**

**206** *Bank, office and consulting room development should provide a building line set-back from side and rear boundaries, for the provision of landscaping to adjoining properties of at least three metres, other than in centre zones, where the building adjoining the road alignment may be built closer or to the side boundary to provide a continuous building frontage on the road.*

*Small protrusions from the building, such as floor slab projections and window and door canopies, may occur within the building line set-back up to a maximum projection of 1.1 metres from the building.*

**207** *Where bank, office or consulting room development involves the construction of more than one individual building unit on a site, each building unit should be separated from other buildings on the site by at least six metres, other than for projections from the building referred to in principle of development control numbered 167, with only open, lightweight, uncovered structures therein.*

**208** *Bank, office and consulting room development should be designed to provide a continuous physical and visual link between adjacent public footways and the ground floor of the development. Accordingly, the design of development should avoid significant vertical*



*separation between the public footway and ground floor level, or separation of the public footway and ground floor level by voids to undercroft parking areas.*

### **Conservation and Heritage**

#### **OBJECTIVES**

**Objective 54:** *The conservation, preservation, or enhancement, of scenically attractive areas, including land adjoining water or scenic routes.*

**Objective 55:** *The preservation of buildings or sites of architectural, historical, or scientific, interest.*

**Objective 56:** *The conservation of State and Local Heritage Places, and their setting.*

**Objective 57:** *Development of, or affecting, an identified Heritage Place complementing and conserving its heritage value.*

**Objective 58:** *Appropriate use, or re-use, of an identified Heritage Place assisting in its refurbishment, and maintenance, and the enhancement and promotion of its heritage value.*

**Objective 59:** *Complementary development that responds to the predominant streetscape attributes and context of its locality, and makes a positive contribution to the desired character as identified in the respective zone policy areas and precincts.*

### **Regulated and Significant Trees**

**Objective 60:** *The conservation of regulated trees that provide important aesthetic and/or environmental benefit.*

**Objective 62:** *The preservation of significant trees in The City of Unley which provide important aesthetic and environmental benefit.*

### **Medium and High Rise Development (3 or More Storeys)**

#### **OBJECTIVES**

**Objective 66:** *Medium and high rise development that provides housing choice and employment opportunities.*

**Objective 67:** *Residential development that provides a high standard of amenity and adaptability for a variety of accommodation and living needs.*

**Objective 68:** *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.*

**Objective 69:** *Buildings designed and sited to be energy and water efficient.*

### **PRINCIPLES OF DEVELOPMENT CONTROL**

#### **Design and Appearance**

**267** *Buildings should:*

- (a) *achieve a human scale at ground level through the use of elements such as canopies, verandahs or building projections*
- (b) *provide shelter over the footpath where minimal setbacks are desirable;*
- (c) *ensure walls that are visible from public land include visually interesting treatments to break up large blank façades.*



**268** *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.*

**269** *Entrances to multi-storey buildings should:*

- (a) be oriented towards the street;*
- (b) be clearly identifiable;*
- (c) provide shelter, a sense of personal address and transitional space around the entry;*
- (d) provide separate access for residential and non-residential land uses.*

### **Visual Privacy**

**270** *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, setbacks and juxtaposition of spaces, verandahs, windows, porticos or the like.*

### **Building Separation and Outlook**

**271** *Residential buildings (or the residential floors of mixed use buildings) should:*

- (a) have adequate separation between habitable room windows and balconies from other buildings to provide visual and acoustic privacy for dwelling occupants and allow the infiltration of daylight into interior and outdoor spaces;*
- (b) ensure living rooms have, at a minimum, a satisfactory short range visual outlook to public or communal space.*

### **Dwelling Size and Configuration**

**272** *Buildings comprising more than 20 dwellings should provide a variety of dwelling sizes and a range in the number of bedrooms per dwelling.*

**273** *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.*

### **Adaptability**

**274** *Multi-storey buildings should include a variety of internal designs that will facilitate adaptive reuse.*

### **Environmental**

**275** *Multi-storey buildings should:*

- (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;*
- (b) incorporate roof designs that enable the provision of rain water tanks (where they are not provided elsewhere), photovoltaic cells and other features that enhance sustainability.*





**276** *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 on all new residential, commercial or mixed use buildings.*

**277** *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:*

- (a) a podium at the base of a tall tower and aligned with the street to deflect wind away from the street;*
- (b) substantial verandahs around a building to deflect downward travelling wind flows over pedestrian areas;*
- (c) the placement of buildings and use of setbacks to deflect the wind at ground level.*

### **Site Facilities and Storage**

**279** *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.*

**280** *Development should provide a dedicated area for the on-site storage, collection and sorting of recyclable materials and waste that is consistent with the following:*

- (a) easily and safely accessible to a safe and effective collection point;*
- (b) easily and safely accessible to residents and collection service providers;*
- (c) located and incorporated into site and building design to be disguised from public views and remote from neighbouring properties;*
- (d) well screened to prevent vandalism and theft;*
- (e) designed to reduce odour and discourage vermin.*

**281** *Development should provide for the communal storage, collection and management of waste when it involves:*

- (a) a gross floor area of 2000 square metres or more;*
- (b) 6 or more separate tenancies;*
- (c) mixed non-residential and residential land use.*

### **Water Sensitive Design**

**286** *Development should be designed to maximise conservation, minimise consumption and encourage reuse of water resources.*

**288** *Development should be sited and designed to:*

- (a) capture and re-use stormwater, where practical;*
- (b) minimise surface water runoff;*
- (c) prevent soil erosion and water pollution;*
- (d) protect and enhance natural water flows;*
- (e) protect water quality by providing adequate separation distances from watercourses and other water bodies;*



- (f) *not contribute to an increase in salinity levels;*
- (g) *avoid the water logging of soil or the release of toxic elements;*
- (h) *maintain natural hydrological systems and not adversely affect:*
  - (i) *the quantity and quality of groundwater;*
  - (ii) *the depth and directional flow of groundwater;*
  - (iii) *the quality and function of natural springs.*

**289** *Water discharged from a development site should:*

- (a) *be of a physical, chemical and biological condition equivalent to or better than its pre-developed state;*
- (b) *not exceed the rate of discharge from the site as it existed in pre-development conditions.*

**290** *Development should include stormwater management systems to protect it from damage during a minimum of a 1-in-100 year average return interval flood.*

**291** *Development should have adequate provision to control any stormwater over-flow runoff from the site and should be sited and designed to improve the quality of stormwater and minimise pollutant transfer to receiving waters.*

**292** *Development should include stormwater management systems to mitigate peak flows and manage the rate and duration of stormwater discharges from the site to ensure the carrying capacities of downstream systems are not overloaded.*

**293** *Development should include stormwater management systems to minimise the discharge of sediment, suspended solids, organic matter, nutrients, bacteria, litter and other contaminants to the stormwater system.*

**294** *Stormwater management systems should preserve natural drainage systems, including the associated environmental flows.*

**295** *Stormwater management systems should:*

- (a) *maximise the potential for stormwater harvesting and re-use, either on-site or as close as practicable to the source;*
- (b) *utilise, but not be limited to, one or more of the following harvesting methods:*
  - (i) *the collection of roof water in tanks;*
  - (ii) *the discharge to open space, landscaping or garden areas, including strips adjacent to car parks;*
  - (iii) *the incorporation of detention and retention facilities;*
  - (iv) *aquifer recharge.*

### **Energy Efficiency**

#### **OBJECTIVES**

**Objective 83:** *Development designed and sited to conserve energy.*



**Objective 84:** *Development that provides for on-site power generation including photovoltaic cells and wind power.*

**PRINCIPLES OF DEVELOPMENT CONTROL**

**321** *Development should provide for efficient solar access to buildings and open space all year around.*

**322** *Buildings should be sited and designed:*

- (a) *to ensure adequate natural light and winter sunlight is available to the main activity areas of adjacent buildings;*
- (b) *so that open spaces associated with the main activity areas face north for exposure to winter sun;*
- (c) *to allow for cross ventilation and natural cooling of buildings and zoning of building layouts to enable main living room areas to be separately heated and cooled;*
- (d) *to incorporate roof top gardens and green 'living' walls, particularly for multi-storey and large developments, to reduce the 'urban heat island effect';*
- (e) *to use energy efficient building materials or the re-use of existing materials (embodied energy).*

**Waste**

**OBJECTIVES**

**Objective 85:** *Development that, in order of priority, avoids the production of waste, minimises the production of waste, re-uses waste, recycles waste for re-use, treats waste and disposes of waste in an environmentally sound manner.*

**Objective 86:** *Development that includes the treatment and management of solid and liquid waste to prevent undesired impacts on the environment including, soil, plant and animal biodiversity, human health and the amenity of the locality.*

**PRINCIPLES OF DEVELOPMENT CONTROL**

**325** *Development should be sited and designed to prevent or minimise the generation of waste (including wastewater) by applying the following waste management hierarchy in the order of priority as shown below:*

- (a) *avoiding the production of waste;*
- (b) *minimising waste production;*
- (c) *reusing waste;*
- (d) *recycling waste;*
- (e) *recovering part of the waste for re-use;*
- (f) *treating waste to reduce the potentially degrading impacts;*
- (g) *disposing of waste in an environmentally sound manner.*

**326** *The storage, treatment and disposal of waste materials from any development should be achieved without risk to health or impairment of the environment.*

**329** *Development should include appropriately sized area to facilitate the storage of receptacles that will enable the efficient recycling of waste.*



## **OVERLAYS**

### **Overlay – Affordable Housing**

Refer to [Map Un/1 \(Overlay 5\)](#) that relates to this overlay. The following policies apply to the 'designated area' marked on the relevant Overlay Map.

### **INTERPRETATION**

Where the Objectives and/or Principles of Development Control that apply in relation to this overlay are in conflict with the relevant General Objectives and/or Principles of Development Control in the Development Plan, the overlay will prevail.

### **OBJECTIVES**

**Objective 1:** Affordable housing that is integrated into residential and mixed use development.

**Objective 2:** Development that comprises a range of affordable dwelling types that caters for a variety of household structures.

### **PRINCIPLES OF DEVELOPMENT CONTROL**

- 1** Development comprising 20 or more dwellings should include a minimum of 15 percent affordable housing (as defined by the South Australian Housing Trust Regulations 2010 as amended).

### **Overlay – Noise and Air Emissions**

Refer to [Map Un/1 \(Overlay 3\)](#) that relates to this overlay. The following policies apply to the 'designated area' marked on the relevant Overlay Map.

### **INTERPRETATION**

Where the Objectives and/or Principles of Development Control that apply in relation to this overlay are in conflict with the relevant General Objectives and/or Principles of Development Control in the Development Plan, the overlay will prevail.

### **OBJECTIVES**

**Objective 1:** Protect community health and amenity from adverse impacts of noise and air emissions.

### **PRINCIPLES OF DEVELOPMENT CONTROL**

- 1** Noise and air quality sensitive development located adjacent to high noise and/or air pollution sources should:
  - (a) shield sensitive uses and areas through one or more of the following measures:
    - (i) placing buildings containing less sensitive uses between the emission source and sensitive land uses and areas;
    - (ii) within individual buildings, place rooms more sensitive to air quality and noise impacts (e.g. bedrooms) further away from the emission source;
    - (iii) erecting noise attenuation barriers provided the requirements for safety, urban design and access can be met;



- (b) use building design elements such as varying building heights, widths, articulation, setbacks and shapes to increase wind turbulence and the dispersion of air pollutants provided wind impacts on pedestrian amenity are acceptable;
- (c) locate ground level private open space, communal open space and outdoor play areas within educational establishments (including childcare centres) away from the emission source.

**TABLE Un/5**

**Off Street Vehicle Parking Requirements**

<b>Kind of Development</b>	<b>Number of Vehicle Parks Required</b>
<i>Amusement Machine Centres</i>	<i>1 per 15 square metres of total floor area plus sufficient and secure parking for bicycles.</i>
<i>Auction Room</i>	<i>Within a Specialty Goods Zone, a Neighbourhood Centre Zone and a Historic (Conservation) Zone - Centre:</i> <ul style="list-style-type: none"><li>• <i>6 per 100 square metres of total floor area.</i></li></ul> <i>Within the Mixed Use 1,2 and 3 Zones, the District Centre Zone and any other zone not referred to:</i> <ul style="list-style-type: none"><li>• <i>7 per 100 square metres of total floor area.</i></li></ul>
<i>Bank</i>	<i>1 per 25 square metres of total floor area.</i>
<i>Community Centre</i>	<i>1 per 10 square metres of total floor area.</i>
<i>Consulting Room</i>	<i>1 per 25 square metres of total floor area.</i>
<i>Discotheques</i>	<i>1 for every 3 square metres of entertainment area.</i>
<i>Educational Establishments</i>	<i>1 per full time staff member plus a minimum of 5 spaces for visitors.</i>
<i>Gymnasiums</i>	<i>1 per 10 square metres of total floor area, plus provision for rates specified for restaurants, hotels and gymnasiums for that part of the development used for each such purpose.</i>
<i>Hospital</i>	<i>1 for every 2 beds in the development.</i>
<i>Hotels</i>	<i>1 space for every 3 seats in lounge and dining areas, including outdoor dining areas, plus 1 space for every 2 square metres of bar floor area. Where a hotel incorporates a discotheque additional parking should be provided in accordance with discotheques.</i>
<i>Light Industry</i>	<i>1 space per 50 square metres of total floor area.</i> <i>Where, either individually or in combination, a shop or office exceeds one tenth of the total floor area of a warehouse, store or industrial development, car parking should be provided for these uses at a rate applicable to shop or office development.</i>
<i>Lodging House (includes boarding house and guest house)</i>	<i>1 for every three beds.</i>



<b>Kind of Development</b>	<b>Number of Vehicle Parks Required</b>
Meeting Hall	1 per 5 seats provided or able to be provided.
Motel	1 for every unit available to be provided for separate occupancy. When a motel incorporates a restaurant additional parking should be provided at a rate of 1 for every four seats able to be provided in the restaurant.
Motor Repair Station	3 for each vehicle service bay plus where a development incorporates a shop or restaurant not supplying goods associated with motor services additional parking at the rate applicable to a shop or restaurant.
New and Used Vehicle lot Vehicle Showroom	1 per 10 vehicles able to be displayed for sale plus car parking at a rate applicable to office development where such floor area exceeds one tenth of the total floor area.
Non-residential Clubs (includes clubrooms)	1 per 6 square metres of floor space able to be used by members.
Office	1 per 25 square metres of total floor area.
Petrol Filling Station	3 for each vehicle service bay plus where a development incorporates a shop or restaurant not supplying goods associated with motor services additional parking at the rate applicable to a shop or restaurant.
Place of Worship	1 per 5 seats provided or able to be provided.
Restaurant	1 per 3 seats <ul style="list-style-type: none"><li>• additional car parking if it incorporates take-away food.</li></ul>
Retail Showroom	4 per 100 square metres of gross leasable floor space.
Shops (not including restaurants)	Within a Local Centre Zone: <ul style="list-style-type: none"><li>• 5 per 100 square metres of total floor area.</li></ul> Within a Neighbourhood Centre Zone, a Specialty Goods Zone or a Historic (Conservation) Zone - Centre: <ul style="list-style-type: none"><li>• 6 per 100 square metres of total floor area.</li></ul> Within a District Centre Zone or a Mixed Use 1, 2 or 3 Zone: <ul style="list-style-type: none"><li>• 7 per 100 square metres of total floor area.</li></ul> Outside centre zones: <ul style="list-style-type: none"><li>• 7 per 100 square metres of total floor area.</li></ul> where total floor area includes store and other shop-associated areas, but excludes covered public circulation areas.
Skating Rinks	1 per 10 square metres of total floor area, plus provision for rates specified for restaurants, hotels and gymnasiums for that part of the development used for each such purpose.
Squash Courts	4 per squash court, plus provision for rates specified for restaurants, hotels and gymnasiums for that part of the development used for each such purpose.
Store	1 per 50 square metres of total floor area.



<b>Kind of Development</b>	<b>Number of Vehicle Parks Required</b>
Warehouse	1 per 50 square metres of total floor area.

**DISABLED PARKING PROVISION**

If a car park has more than 25 spaces then 1 space per 25 car parks must be provided for disabled car parking up to a maximum of 5 car parks.

**MULTIPLE USE PARKING PROVISION**

The following provision is to be used where a site has a multiple use. Where two or more uses are located together and those uses occupy individually more than 10 percent of the total floor area, car parking should be provided for these uses at a rate applicable for each use. (a use which occupies less than 10 percent is considered to be an ancillary use)

**VEHICLE CAR PARK DESIGN**

Vehicle car park design is to be in accordance with:

- (a) AS 2890.1 Off-street car parking;
- (b) AS 2890.2 Commercial vehicle facilities;
- (c) AS 2890.5 On-street parking.

**TABLE Un/6**

**Off-street Bicycle Parking Requirements for Mixed Use and Corridor Zones**

The following bicycle parking requirements apply to development specifically in Mixed Use and Corridor Zones.

- 1 In residential and mixed use development, the provision of bicycle parking may be reduced in number and shared where the operating hours of commercial activities complement the residential use of the site.
- 2 Residential and mixed use development, in the form of multi-storey buildings, should provide bicycle parking in accordance with the following rates:

<b>Form of development</b>	<b>Employee/resident (bicycle parking spaces)</b>	<b>Visitor/shopper (bicycle parking spaces)</b>
Residential component of multi-storey building/residential flat building	1 for every 4 dwellings	1 for every 10 dwellings
Office	1 for every 200 square metres of gross leasable floor area	2 plus 1 per 1000 square metres of gross leasable floor area
Shop	1 for every 300 square metres of gross leasable floor area	1 for every 600 square metres of gross leasable floor area



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*Tourist accommodation*

*1 for every 20 employees*

*2 for the first 40 rooms plus 1  
for every additional 40 rooms*

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