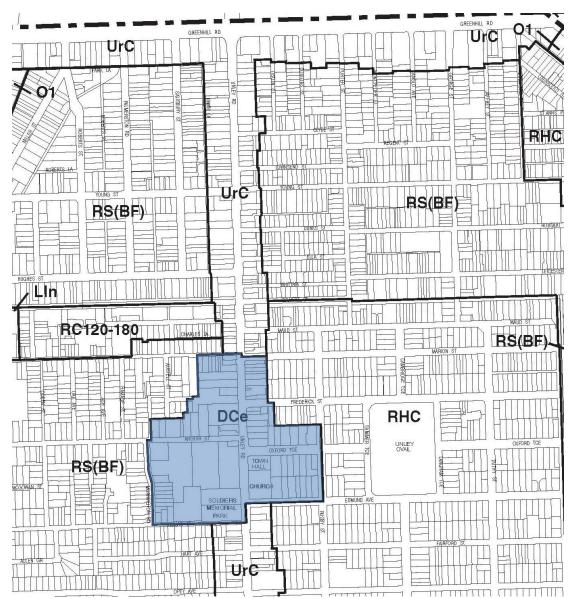
# FACT SHEET

DISTRICT CENTRE ZONE (Unley Central Precinct)

The City of Unley Development Plan was amended by the *Unley Central Precinct Development Plan Amendment (DPA)* on 4 July 2017 to revise and update the **District Centre Zone** and supporting policy; eg Vehicle and Bicycle Parking, Medium and High Rise Development (3 or More Storeys); to facilitate a higher density mixed use and residential hub in the heart of Unley. Refer to the Location Map below.



#### Location Map showing the District Centre Zone

This Fact Sheet includes relevant specific extracts from the Unley (City) Development Plan. In addition to this specific policy there is a range of other relevant parts from the whole Development Plan which are also applicable and must be referred to in the assessment of any development.

The full Unley (City) Development Plan can be viewed on Council's website www.unley.sa.gov.au

## **District Centre Zone**

### **OBJECTIVES**

- 1 A centre that accommodates a range of retail facilities, offices, consulting rooms, and cultural, community, public administration, entertainment, educational, religious and residential facilities to serve the community and visitors within the surrounding district.
- 2 Development of a visually and functionally cohesive and integrated district centre.
- **3** A centre accommodating medium to high-density residential development in conjunction with non-residential development.
- 4 A mix of land uses that enable people to work, shop and access a range of services close to home.
- **5** Adaptable and flexible building designs that can accommodate changes in land use and respond to changing economic and social conditions.
- 6 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.
- 7 Ground and lower floor level uses that create active and vibrant streets with only residential development along peripheral local streets.
- 8 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.
- **9** The retention and enhancement of important existing ground level public open space areas, and their landscaping, vistas and open connections via street frontages and key pedestrian access links.
- **10** Noise and air quality impacts mitigated through appropriate separation of land uses, building design and orientation.
- **11** A high quality contemporary built form promoting medium to high rise development while addressing internal and external amenity issues.
- 12 Development that contributes to the desired character of the zone.

# DESIRED CHARACTER

#### Land Use

The zone will function as the dominant mixed use centre within the Council area and will contain an integrated mix of retail, office, commercial, civic, recreational, community and residential land uses in accordance with the nature of the areas designated in Concept Plan Map Un/8 – Connections & Key Areas. Mixed use developments will be supported on both sides of Unley Road and comprise non-residential development in association with medium to high density residential living, and medium density residential development to peripheral local residential streets.

Retail developments, including specialty shops and cafes with narrow frontages that promote greater pedestrian activity and shopping variety for visitors, will be the focus of land use at ground level. Above ground level, business uses such as offices, consulting rooms, gyms and other commercial land uses, as well as residential uses, will be developed. The development of large floor plate retailing will be focussed on the western side of Unley Road, and will be 'sleeved' by smaller specialty shops in order to provide a 'high street' village character and vibrancy similar to other frontages along the eastern side of Unley Road, Arthur Street and Oxford Terrace.

Outdoor dining, which is complementary to existing businesses, is encouraged along Unley Road frontages and, on corner sites, may extend into side streets if it can be accommodated without disruption to convenient and safe pedestrian and vehicular movements. Opportunities to create upper level outdoor dining spaces which overlook Unley Road, Oxford Terrace, Arthur Street or open spaces will be encouraged where they contribute to the vibrancy of the area.

Development which incorporates a significant residential component (more than 20 dwellings) will provide a range of dwelling sizes and a minimum of 15 per cent affordable housing suitable for a range of ages and

lifestyles. Short term residential accommodation, in the form of serviced apartments and tourist accommodation, is also desired as part of the overall mix of accommodation in the zone.

Entertainment venues, such as cinemas, theatres, small bars and small live entertainment venues, are envisaged within the zone. Larger venues which offer night-time entertainment may also be appropriate. All such venues will be suitably designed and separated/buffered from residential development, including in adjacent residential zones, to ensure an appropriate level of amenity is provided.

#### Design / Built Form

New buildings will be recognised for their design excellence. A range of building heights is anticipated within the zone, with sensitive consideration of transitional arrangements at the street frontages, to open space and zone interfaces as depicted on Concept Plan Map Un/9 – Indicative Building Heights to promote a human-scale streetscape.

The scale and massing of taller building elements within the zone will be designed to maximise access to natural light to these buildings and avoid large uniform building bulk and mass. Building designs will carefully manage overlooking and overshadowing impacts on residential land uses and private and public open spaces, both within the zone and in adjacent residential zones. Development in proximity to a State or Local Heritage Place will maintain key public vistas, an appropriate curtilage and a suitable setting to the Heritage Place, including in relation to building height.

The character of street frontages will be reinforced by a well-defined low to medium scale built form edge, continuing the established width, rhythm and pattern of facades with narrow shop fronts, raised stall-board window displays, feature parapets, pediments, detailing and protruding canopies that generally support a variety of tenancies with narrow frontages along Unley Road and continuous active side street frontages. In areas of longer commercial side streets away from Unley Road, and residential street frontages, buildings will have side setbacks, scale and articulation to reflect their differing nature.

Varied ground level setbacks will be provided, as depicted on Concept Plan Map Un/10 - Ground Level Setbacks, to create a reflection of the Unley Road heritage churches setting and distinguish the core of the precinct, provide an adequate sense of space in narrow streets and allow room for outdoor pedestrian activated places along key road frontages, public open spaces and areas of interest.

To maintain the character and a human-scale at street level, the upper levels of buildings will be recessed behind the dominant 2 and 3 storey podium/street wall heights. Upper level setbacks will be increased progressively and variably to reflect the desired nature, features and scale of the respective road corridors, opposite street frontages and an openness and sunlight access for public spaces.

These buildings will establish an interesting pedestrian environment and human-scale at ground and lower levels, through building setbacks as designated in Concept Plan Map Un/9 – Indicative Building Heights and Concept Plan Map Un/10 - Ground Level Setbacks, articulation and fenestration, verandas, balconies, canopies and landscaping.

Small allotments will not fully realise potential development opportunities unless amalgamated to create sites of sufficient size, in the order of 35 metres street frontage, to allow for efficient and functional on-site vehicle parking, waste and servicing and appropriate building envelopes, setbacks and design.

Well-designed landscaping integrated with the building design (including roof top gardens and green walls) 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.

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.

#### Movement Networks and Parking

The zone will be characterised by permeable pedestrian access networks (in private or public ownership) of appropriate widths, flanked by specialty shops and cafes to provide street interest at ground and lower levels and promotion of crime prevention through environmental design principles. These networks, as designated in Concept Plan Map Un/8 – Connections & Key Areas, will provide integrated linkages to adjacent activity

nodes, public transport stops and public spaces. Access for people with disabilities, signage, seating, shade and street lighting will be provided along key walking routes between activity nodes and to service public transport stops.

Development on public and private land will consider the needs of cyclists, in terms of providing secure bicycle parking and storage facilities and creating linkages through the zone which can be shared safely by both pedestrians and cyclists. Larger scale commercial developments will also provide appropriate end of journey facilities such as showers and change rooms.

The function of Unley Road as a peak hour major transport corridor will be recognised by consolidating and minimising vehicle access points and providing vehicular access to developments from secondary road frontages and rear integrated access ways where possible. This function will be balanced with the need to primarily calm traffic, provide convenient and safe pedestrian and cycle crossings and other attributes as an active people place. The creation of new vehicle access points from Unley Road is not desired. Parking areas will be consolidated, shared and screened from the street or public spaces.

#### **Open Space**

Open space will be considered as an integral part of development of the zone with its ability to improve the liveability, amenity and sustainability of the area. Existing key areas of ground level public open space, the Soldiers Memorial Gardens and the informal 'Village Green' (albeit in a potentially enlarged form), are to be retained and enhanced while maintaining wide openings and vistas to street frontages and connections via key pedestrian links.

With increased residential densities within the zone, opportunities to increase the overall amount of outdoor and green space will be pursued through innovative measures such as plazas, forecourts, green walls and publicly accessible or communal roof top gardens. Any upgrading of Oxford Terrace will provide improved accessibility to the open space facilities at Unley Oval and the Village Green.

#### Environmental Design

Water sensitive urban design for the harvest, treatment, storage and reuse of stormwater, and environmentally sustainable design for reduction in energy consumption through passive design, construction and operation is envisaged with development.

Green infrastructure elements, including vegetation in streetscapes, green roofs, green walls, green facades and rain gardens, will be established. Some of the benefits of successfully establishing and maintaining these elements will be improved liveability and amenity for residents, workers and visitors, reduced urban heat island effects and energy requirements, and re-use of water on-site. Green roofs can also provide additional open space for residents and the opportunity for food or other gardens.

## PRINCIPLES OF DEVELOPMENT CONTROL

#### Land Use

1 The following forms of development are envisaged in the zone:

affordable housing aged persons' accommodation bank child care centre civic centre community centre consulting room discount department store dwelling educational establishment emergency services facility entertainment venue

health facility hospital hotel indoor games centre library licensed premises motor repair station office place of worship pre-school primary school recreation area/facility residential flat building retirement village restaurant service industry shop small bar and live music venues supermarket supported accommodation tourist accommodation.

- 2 Development listed as non-complying is generally inappropriate.
- 3 Development comprising a variety of medium to high-density residential (including affordable housing) and non-residential uses should be developed only if it does not prejudice the operation of existing or future non-residential activity within the zone through separation, building design or orientation.

#### Form and Character

4 The Key Areas designated on Concept Plan Map Un/8 - Connections & Key Areas should have a scale of development and range of functions and land uses as designated below:

ley Areas	Scale of development	Functions and land use
West (Unley Road)	Large scale development and building floor areas, with larger development sleeved with small premises to street frontages at ground level	Shop, showroom, entertainment venue, licensed premise, restaurant/cafe, office, consulting room and the like land uses with residential above
		Reinforcement and enhancement of the 'Soldiers Memorial Garden' as key ground level public open space with wide openings and vistas to street frontages and connected via key pedestrian links.
<b>Residential -</b> Mornington Road, Thomas Street and Beech Avenue	Smaller scale development respecting the context and nature of development opposite and providing an attractive street frontage	Residential development and building forms

Key Areas	Scale of development	Functions and land use
East (Unley Road)	Modest scale development and small individual premises to street frontages at ground level	Shop, restaurant/cafe, office, consulting room and the like land uses at ground and lower levels, with residential above
<b>Community</b> - Oxford Terrace, Edmund Avenue and Rugby Street	Modest scale development with smaller premises with direct access to street frontages at ground level	Community centre, library, educational establishment, places of worship, office, consulting room, complementary small retail/cafe and like land uses with residential above, except south of Oxford Terrace Retention (potentially in an enlarged form) and enhancement of the 'Village Green' as key
		ground level public open space with wide openings and vistas to street frontages and connected via key pedestrian links.

- 5 Development should not be undertaken unless it is consistent with the desired character for the zone.
- 6 Residential development should achieve a minimum net residential site density of 75 dwellings per hectare.
- 7 Development should be sited and designed to promote linkages between the various developments within the centre and adjoining roads, public places and open space.
- 8 Facilities within the centre should be sited and designed with a view to promoting after-hours use to reinforce the centre as the focus of social activity in the district.
- 9 Vehicle parking should be located to the rear of development or not be visible from public land along the primary road frontage.
- 10 Undercroft or semi-basement car parking areas should not project above natural or finished ground level by more than 1 metre.
- 11 Dwellings should be located only behind or above non-residential uses on the same allotment, other than where in a solely residential development in the Residential Key Area illustrated in Concept Plan Map Un/8 Connections & Key Areas or where fronting peripheral local residential streets.
- 12 Development should occur in accordance with Concept Plan Maps Un/8, 9 and 10.

#### Design and Appearance

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

- (b) providing a high degree of visual interest though articulation, avoiding any large blank facades, or incorporating other such design features;
- (c) ensuring lower levels are well integrated with, and contribute to a vibrant public realm; and
- (d) ensuring any ground and first floor level car parking elements are sleeved by residential or nonresidential land uses (such as shops, offices and consulting rooms) to ensure an activated street frontage.
- 15 Buildings should be designed to include a podium/street wall height and upper level setbacks that: (a) relates to the scale and context of adjoining built form;
  - (b) provides a human scale at street level;
  - (c) creates a well-defined and continuity of frontage;
  - (d) gives emphasis and definition to street corners to clearly define the street grid;
  - (e) contributes to the interest, vitality and security of the pedestrian environment;
  - (f) maintains a sense of openness to the sky for pedestrians and brings daylight to the street; and
  - (g) achieves pedestrian comfort by minimising micro climatic impacts (particularly shade/shelter, wind tunnelling and downward drafts).
- 16 Development that may justify variation in the local context from relevant quantitative policy provisions should demonstrate a significantly higher standard of design outcome in relation to qualitative policy provisions including building design, pedestrian and cyclist amenity, activation, environmental design and public realm and streetscape contribution.
- 17 Buildings on sites with a frontage greater than 10 metres should be well articulated through variations in form, materials, openings and colours.
- 18 Buildings should be designed and sited to:
  - (a) address the primary facing public road;
  - (b) face other public thoroughfares (other than rear laneways) and open spaces;
  - (c) enable suitable sunlight access to public and communal private open space;
  - (d) enable suitable sunlight access to habitable room windows of dwellings.
- 19 Development affecting State and Local Heritage Places, including landmark church, civic and community places, and public open spaces, should result in:
  - (a) maintenance of key public vistas;
  - (b) retention of an appropriate curtilage;
  - (c) provision of a suitable setting for Heritage Places, which may be wider than the curtilage.
- 20 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.
- 21 Key pedestrian links of appropriate widths should be established through the zone and major development areas in accordance with Concept Plan Map Un/8 Connections & Key Areas to provide:
  - (a) convenient and safe crossing of roads;
  - (b) convenient access to public transport stops and open spaces;
  - (c) opportunities to stop and experience the place (i.e. at roadways, path junctions, key activity nodes, open spaces and points of interest).
- 22 Development at the pedestrian level should:
  - (a) create active frontages by avoiding blank walls along pedestrian paths by incorporating narrow frontage shops and their entry points;

- (b) use design elements including, but not limited to, varying building heights, articulated wall treatments, changes in façade plane, large windows, awnings, canopies, marquees, and prominent pedestrian entrances to highlight building corners;
- (c) integrate weather protection systems including awnings, canopies, pergolas, marquees and/or landscaping to mitigate the effects of rain, wind, glare, shadow, reflection, and sunlight on the external public footpath and internal circulation pedestrian environments;
- (d) define public places, such as road reserves and open space, with continuous and solid-built form thereby creating and maintaining a sense of urban enclosure;
- (e) orient building elements such as main entries, lobbies, windows, and balconies to face streets, public parks, plazas, open spaces and pedestrian and cycle paths;
- (f) develop visual and physical connections into buildings and active interior space from adjacent pedestrian paths;
- (g) create active plaza, promenade, outdoor dining, display, entertainment, seating spaces within the prescribed ground level road frontage setbacks along Unley Road and the Soldiers Memorial Gardens;
- (h) include lit water features, significant trees, landmark buildings and/or public art to enhance the public area.
- 23 Development should:
  - (a) include verandas, wide eaves, breezeways and pergolas to minimise energy consumption used for lighting, heating, cooling and ventilation;
  - (b) incorporate good passive building design to optimise climate comfort within buildings and minimise use of mechanical climate systems;
  - (c) demonstrate high levels of energy-efficiency.
- 24 Development should include artist-designed elements utilising local materials and local imagery which acknowledge surroundings, provides a unique sense of place, reflects cultural identity and generates a sense of community pride.
- 25 Exterior lighting should:
  - (a) be integrated with the overall design concept for buildings;
  - (b) highlight the development's architectural elements, landscaping and public art;
  - (c) enhance the pedestrian environment;
  - (d) include the use of integrated identification advertisements, and pedestrian oriented night-lighting systems that offer safety, interest, and diversity to pedestrians.
- 26 Development should consolidate and minimise the number of vehicle access points onto Unley Road, and where possible access points should be:
  - (a) from side streets (including rear lane access);
  - (b) shared between developments.
- 27 Vehicle access points on side streets and rear access ways should be located and designed to:
  - (a) avoid non-residential activity usage adjacent to residential zones;
  - (b) minimise the impacts of headlight glare and noise on nearby residents;
  - (c) avoid excessive traffic flows into residential streets.

#### **Building Envelope**

#### Building Height

28 Except where airport building height restrictions prevail or the interface height provisions require a lesser height, building heights (excluding any rooftop mechanical plant or equipment) should be consistent with those shown on Concept Plan Map Un/8 - Connections and Key Areas and Concept Plan Map Un/9 - Indicative Building Heights and the following parameters:

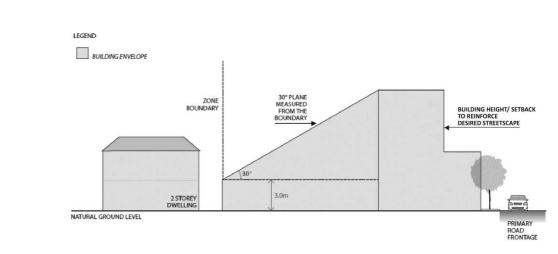
Key Areas	Minimum building height	Maximum building height
West (Unley Road)	11.5 metres and 3 storeys	32.5 metres and 9 storeys north of Arthur Street
		25.5 metres and 7 storeys south of Arthur Street
Residential (Mornington Road, Thomas Street and Beech Avenue)	7.0 metres and 2 storeys	18.5 metres and 5 storeys
East (Unley Road)	11.5 metres and 3 storeys	18.5 metres and 5 storeys
Community (Oxford Terrace, Edmund Avenue and Rugby Street)	4.5 metres and 1 storey	11.5 metres and 3 storeys

29 Except where for residential uses, 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.

#### Interface Height

Figure 1

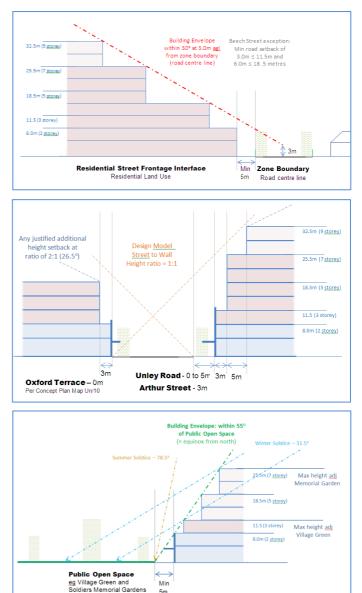
30 To minimise building massing and over shadowing impacts on development outside of the zone, buildings should be constructed within a building envelope provided by a 30 degree plane, measured from a height of 3 metres above natural ground level at the zone boundary (except where this boundary is a primary road frontage), as illustrated in Figure 1.



- 31 To minimise building massing impacts on development outside of the zone, where the zone boundary is on the north facing boundary of a site, buildings should be constructed within a building envelope provided by a 40 degree plane, measured from a height of 2 metres above natural ground level at the zone boundary, providing a reasonable outlook and articulation of mass is presented to the adjoining residential property.
- 32 Where allotments have rear or side boundaries adjoining residential zones:
  - (a) new development should not be sited on the boundary;
  - (b) the boundary should be fenced;
  - (c) a 2 metre wide irrigated landscape buffer, incorporating ground covers, shrubs, and trees with an expected mature height of 6 metres, should be established along the boundary to minimise visual intrusion into the adjoining residential area.

#### Setbacks from Road Frontages and Public Open Spaces

- 33 Buildings (excluding verandas, porticos and the like) should be setback from the road frontage (exclusive of any land required under the Metropolitan Road Widening Act) and public open spaces:
  - (a) relative to the nature, character and scale of development in Key Areas and to Landmarks designated on Concept Plan Map Un/8 - Connections & Key Areas;
  - (b) to provide:
    - (i) a human scale at ground level;
    - (ii) distinctive places and spaces;
    - (iii) pedestrian active forecourts;
    - (iv) a landscaped amenity;
    - (v) a sense of enclosure while maintaining access to sunlight;
  - (c) to minimise:
    - (i) overshadowing of adjacent residential areas and ground level public open spaces;
    - (ii) the effect of building mass on adjacent residential areas and ground level public open spaces;
  - d) in accordance with Concept Plan Map Un/9 Indicative Building Heights and Concept Plan Map Un/10 Ground Level Setbacks and the following parameters:
    - i) for perimeter and side street residential road frontages, a minimum of 5.0 metres; except to Beech Avenue a minimum of 3.0 metres up to 11.5 metres height and 6.0 metres up to 18.5 metres height; and otherwise within a building envelope provided by a 30 degree plane, measured from a height of 3.0 metres above natural ground level at the zone boundary (road centre-line);
    - ii) for primary commercial and community road frontages, generally 0.0 metres up to 11.5 metres height, except for Unlev Road south of Arthur Street where it should be 5.0 metres and for Arthur Street where it should be 3.0 metres on the southern side and northern side west of Unley Road fronting properties, with an additional 3.0 metres above the lower levels podium façades up to 25.5 metres streetwall, with a further 5.0 metres beyond 25.5 metres up to 32.5 metres and thereafter twice any greater building height;
    - iii) for ground level public open space, a minimum of 5 metres and otherwise within a building envelope provided by a 55 degree plane measured from natural ground level from the outer edge of the ground level public open space.



#### Side and Rear Setbacks

- 34 Buildings (excluding verandas, porticos and the like) should have side and rear setbacks to:
  - (a) provide for separation and reasonable soft screening from development to the rear;
  - (b) create continuous active building frontages to Unley Road and proximate portions of side streets;
  - (c) create separation and articulation of larger building mass along commercial side streets;
  - (d) minimise the effect of building mass on adjacent residential areas and public open spaces;
  - (e) be in accordance with the following parameters:

Road/Street	<i>Minimum setback from rear allotment boundary</i>	<i>Minimum setback from side allotment boundary (where not on a road boundary)</i>	ſ	Different Zone
Unley Road Mary Street Marion Street Frederick Street Arthur Street	5 metres where the subject land abuts an allotment in 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	0 metres 3 metres where the subject land abuts an allotment in a different zone	ם Different Zone ⇔∆	0 to 5m 0 m 0 m 0 m 0 m
Oxford Terrace	land abuts an allotment in a different zone	20 metres or less: no minimum to one boundary but at least 3 metres to the other side	Different Zone	5m 5m 5m 5m 3m 5m 5m 0m 5m 0m 0m 3m
Beech Avenue Birdwood Avenue Mornington Road Thomas Street Edmund Avenue Rugby Street	5 metres	For allotments with a frontage width of : 20 metres or less: no minimum to one side boundary but at least 3 metres to the other side boundary More than 20 metres: 3 metres 3 metres where the subject land abuts an allotment in a different zone	Minimum one boundary / Different Zone	Site ≥ 20m Site ≤ 20m Site ≤ 20m

#### Vehicle Parking

35 Vehicle parking should be provided in accordance with the rates set out in <u>Table Un/5A</u> - Off Street Vehicle Parking Requirements for Designated Areas.

#### Land Division

36 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.

#### Zone Procedural Matters

The zone sets out '**Complying**' development per Schedule 4 of the Development Regulations 2008, Table Un/1 and Table Un/7 in the Development Plan, other than for heritage places. These provide for minor development, advertisements and change of use of an existing shop, office or consulting room or any combination of these uses for any of these uses, subject to specific conditions.

The zone sets out a short list of '**Non-complying**' forms of development:

- Detached Dwelling
- Industry (except service and light industry)
- Transmitting Station (above 30 metres in height).

In addition the Zone sets out requirements for the '**Public Notification**' of development applications. A wide range of development is **Category 1** (no notice).

A specific range of development is Category 2 (direct advice to adjacent land owners) where:

- the proposed development includes the following land use(s) within 60 metres or less from a residential zone boundary;
  - entertainment venue; or
  - indoor games centre; or
  - industry; or
  - hotel; or
  - motor repair station;
- any proposed building:
  - is three stories or more, or 11.5 metres or more, in height above natural ground level; or
  - is located within 5 metres of a residential site in a residential zone; or
  - exceeds building envelope or provides setbacks less than designated in principles of development control; or
  - exceeds the maximum building heights as designated on Concept Plan Map Un/9 Indicative Building Heights or as designated in principles of development control;
- the development involves the demolition of a Local Heritage Place (other than demolition of any part of a Local Heritage Place not contributing to the heritage value of the Place);

Demolition of a State Heritage Place or Non-complying development is **Category 3** (direct advice to locality and public advertisement with 3<sup>rd</sup> party appeal rights).

#### General design controls for development

As the urban form increases in its scale and intensity, design outcomes need to carefully consider the corresponding quality of design, building bulk, streetscape relationship, transition of built form, overlooking, overshadowing and provision of space for places and green infrastructure. Refer to applicable Council-wide policy, and in particular for Medium and High Rise Development (3 or More Storeys).

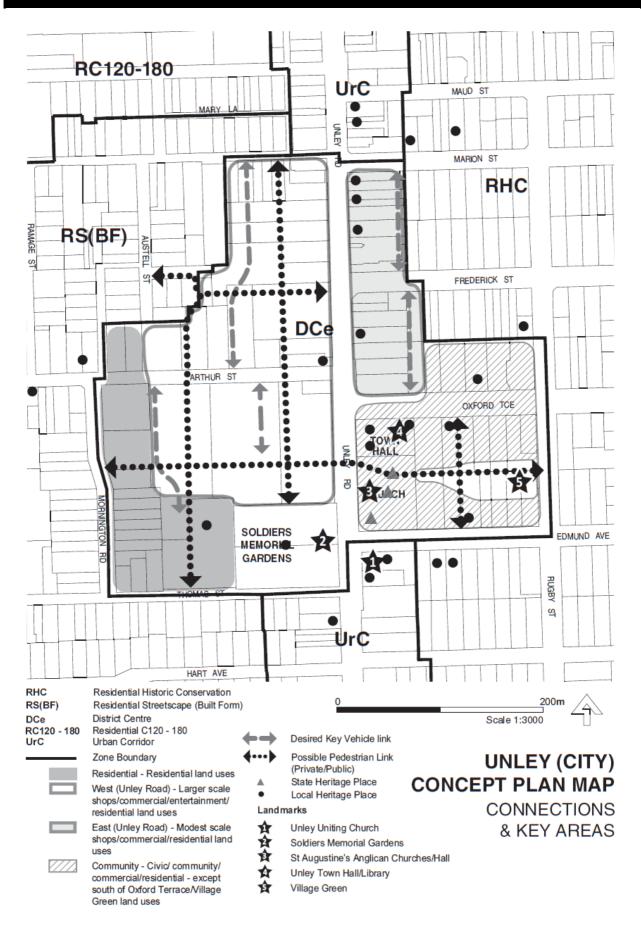
Development requires the provision of vehicle parking (car and bicycle) pursuant to general policy and rates set out in Tables Un/5A and Un/6.

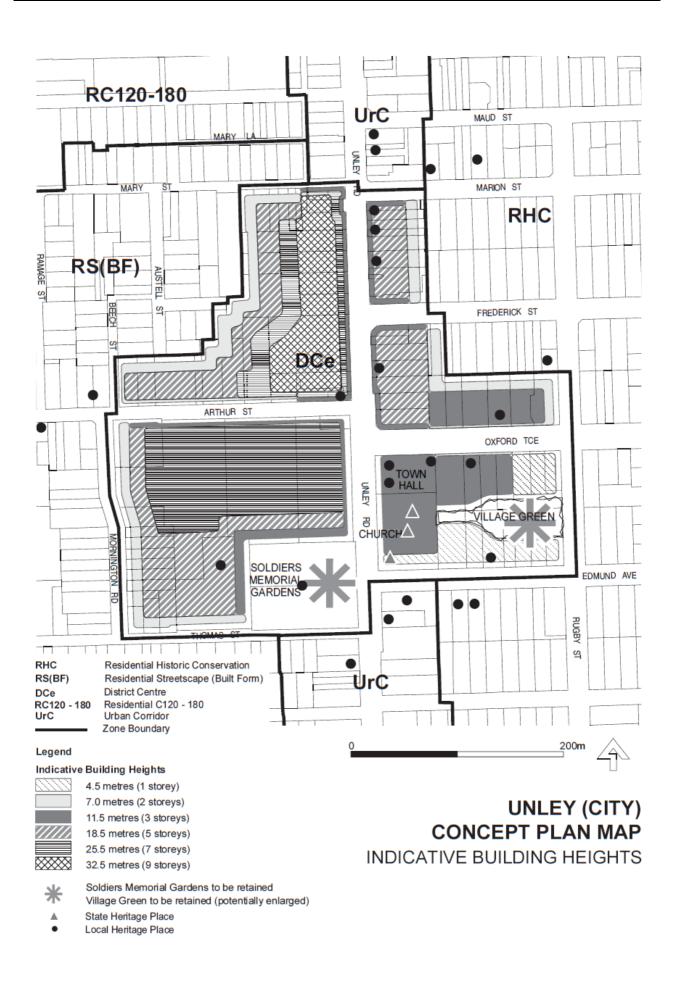
#### Full and further Information

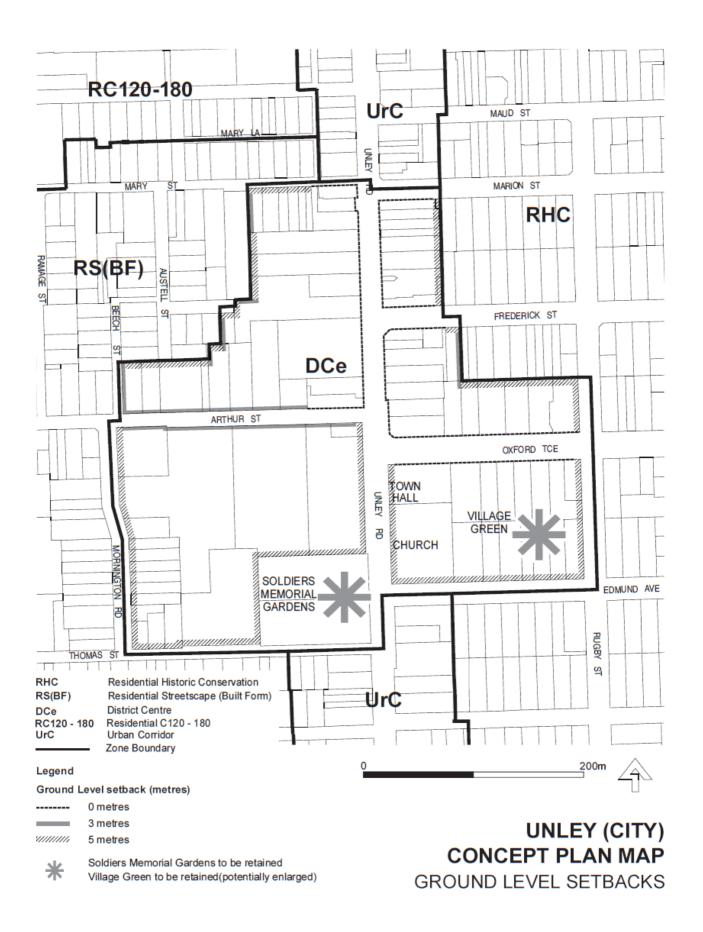
In addition to the more specific policy of the zone the broader Council-wide residential policy and other relevant parts of the whole Development Plan are also applicable to the assessment of any development.

The full Development Plan is available on Councils web-site <u>www.unley.sa.gov.au</u> under Development heading or Planning SA web-site <u>www.planning.sa.gov.au/go/development-plans</u>

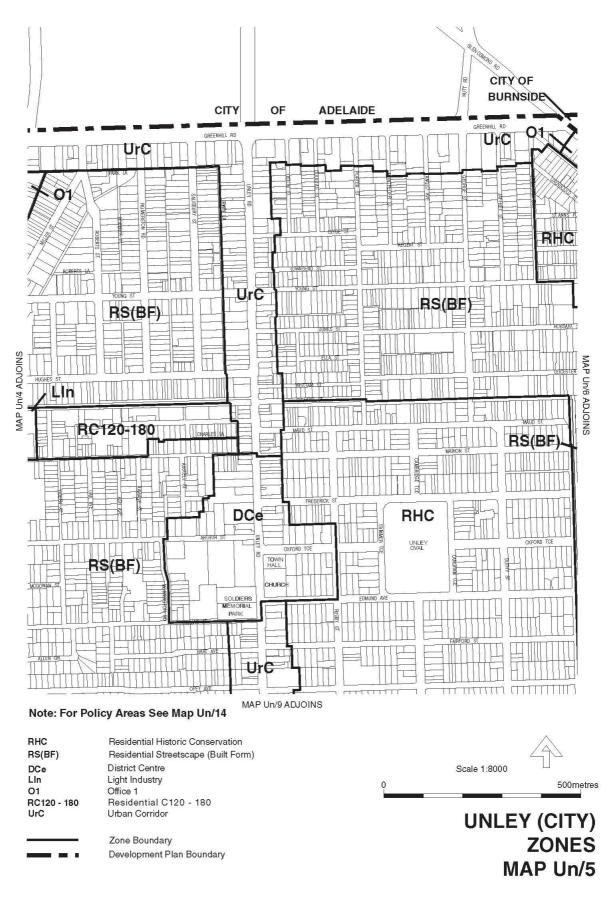
# **Concept Plan Maps**







# **Zone Map**



# **Overlay Policy and Maps**

