



Strategic Planning and Development Policies Committee Monday 13 November 2017

(Presiding Member: Mayor David O'Loughlin)

The meeting of the Strategic Planning and Development Policies Committee will be held in the Civic Centre, 128 Prospect Road, Prospect commencing at 7.30pm

A G E N D A

1. **On Leave -**
2. **Apologies -**
3. **Confirmation of the Minutes of the Strategic Planning and Development Policies Committee Meeting held on 9 August 2017**
4. **Presiding Member's Report – Nil**
5. **Questions With Notice - Nil**
6. **Deputations- Nil**
7. **Notices Of Motion- Nil**
8. **Declaration by Members of Conflict of Interest**
9. **Protocol**

The Council has adopted the protocol that only those items on Committee reports reserved by members will be debated and the recommendations of all items will be adopted without further discussion.
10. **Reports of the Director Community & Planning**
 - 10.1 Draft Urban Corridor Zone and Interface Areas Policy Review DPA - For Approval
(Pages 1-166, Recommendations on Page 2)
 - 10.2 Community Engagement Charter 2017 Consultation Draft
(Pages 167-230, Recommendations on Page 168)
11. **Questions Without Notice**

12. General Business

Council has resolved that an Agenda Item "General Business" be included on Council and Committee Agendas for members to raise matters of a minor nature for action by the Administration, or to call for reports.

13. General Business – Urgent Matters

Council has resolved that an Agenda Item "General Business – Urgent Matters" be included on Council and Committee Agendas for members to raise matters of a genuinely urgent nature, is not a change to Council Policy and can not wait until the next Council or Committee meeting recognising that the leave of meeting will be required for each item on each occasion.

14. Confidential Items - Nil

15. Closure

A handwritten signature in black ink, appearing to be 'Ben Footner', with a long horizontal stroke extending to the right.

Ben Footner

Acting Director Community & Planning

AGENDA ITEM NO.: 10.1

TO: Strategic Planning and Development Policies Committee
Meeting on 13 November 2017

DIRECTOR: Ben Footner, Acting Director Community and Planning

REPORT AUTHOR: Rick Chenoweth, Senior Policy Planner

SUBJECT: Draft Urban Corridor Zone and Interface Areas Policy Review
DPA - For Approval

1. EXECUTIVE SUMMARY

For Council to amend its Development Plan it must undertake a Development Plan Amendment (DPA) as required under Section 25 of the Development Act 1993.

Council as part of the Urban Corridor Zone and Interface Areas Policy Review DPA process were invited to work in collaboration with staff of the Department of Planning Transport and Infrastructure (DPTI) in recognition of City of Prospect being a leader in delivery of the 30 Year Plan for Greater Adelaide. The partnership work was drafting design related policy amendments for Council Wide provisions as they affect multi-storey development in inner metropolitan areas.

Urban Corridor Zone policy changes are specific to the City of Prospect and have been drafted independently, but like the Council Wide provisions are also based on the key design related issues raised from the investigative workshop and consultation process. Both the Council Wide and Urban Corridor Zone policy amendments are covered by this DPA.

A public and agency consultation process was undertaken for the required two month period with 41 submissions received. In general a good level of support was received for the direction of the policy changes. In addition, design testing by Matt Davis (Davis + Davis Architects) was also undertaken to verify that different multi-storey housing types and the new design provisions were allowing for envisaged development. The following key issues were identified as being raised through the consultation phase where further work/consideration was warranted including:

- Strengthening visual privacy by providing greater clarity on the protection of sensitive views into habitable rooms and private open space areas of lower density adjacent zones
- Strengthen site amalgamation provisions further to encourage consolidation of properties that do not have main road frontage to emphasise development on main roads and away from local streets
- Reduce residential site density for Boulevard Policy Area to 70du/ha (from 100du/ha) and High Street Policy Area to 60du/ha (from 70du/ha) to promote multi-storey dwellings other than apartments that display good design outcomes

- Provide flexibility in the provision of private open space at ground level and/or upper levels to support minimum density requirements, multi-storey housing diversity and good design outcomes
- Minor edits in response to Agency submissions and staff review of the new policy in relation to:
 - Landscaping and green infrastructure
 - Wastewater disposal into stormwater system
 - Setbacks from zone boundary requirements to be more easily read and accord with other provisions e.g. 45 degree building envelope.

The purpose of this meeting is for the SPDPC to consider and provide recommendations to Council on the post consultation re-drafted Urban Corridor Zone and Interface Areas Policy Review DPA for Ministerial Approval.

2. RECOMMENDATION

- (1) Strategic Planning and Development Policies Committee having considered Item 10.1 Draft Urban Corridor Zone and Interface Areas Policy Review DPA - For Approval receives and notes the Report**
- (2) Council is advised that the Strategic Planning and Development Policies Committee supports the proposed changes to the Prospect (City) Development Plan as described in the Urban Corridor Zone and Interface Areas Policy Review Development Plan Amendment – The Amendment - For Approval.**
- (3) That the Strategic Planning and Development Policies Committee recommend that the Chief Executive Officer is authorised to sign the Schedule 4B Certificate 4B that confirms that the amendment to the Development Plan is suitable for approval.**
- (4) That the Strategic Planning and Development Policies Committee recommend delegated authority be given to the CEO to authorise any minor changes to the DPA that may be necessary prior to submission to the Minister for Planning.**

3. RELEVANCE TO CORE STRATEGIES / POLICY

- 3.1 The *Development Act 1993* establishes Council as a planning authority and the ability of Council to make changes to its Development Plan (with the approval of the Minister for Planning).
- 3.2 Under Council's Strategic Plan – Towards 2020 and particularly relevant to this DPA is the theme of 'Place', which identifies the strategy to 'respect the past and create our future' and the following outcomes:
 - A city recognised for high quality and interesting design and built form
 - Diverse development is encouraged on Main Road corridors

- Green strategies are established within development activities across the City.
- 3.3 This DPA is considered to be consistent with the themes, strategies and outcomes of Council's Strategic Plan 2020.

4. COMMUNITY INVOLVEMENT

A series of investigative key stakeholder workshops were undertaken with DPTI staff to ascertain design related issues from Urban Corridor Zone development, and included:

- Elected and DAP members
- Developers and UDIA
- Local resident and environment groups
- Inner Metropolitan Councils.

The feedback from the investigative workshops was used to draft the DPA for Consultation. The DPA underwent 2 months of formal community and agency consultation pursuant to the *Development Act 1993* and included a letter box drop of 1255 properties within and adjacent to the Urban Corridor Zone, two information sessions and meetings with local school children. Information sheets were prepared and interactive 3D design and resource material was available on Council's website.

A Public Meeting was held on 9 August 2017 to hear verbal submission on the DPA where nine (9) presentations were made.

5. DISCUSSION

The City of Prospect Development Plan was amended to introduce the Urban Corridor Zone on 31 October 2013, via the Ministerial Inner Metropolitan Growth DPA.

Whilst the introduction of the Zone has been successful in encouraging development along Prospect's corridors (particularly in the Churchill Road area), there are a number of approved developments which demonstrate that development outcomes could be enhanced by a targeted and limited DPA addressing a number of design matters. Additionally, Council's Development Assessment Panel (DAP) had been deferring approximately 50% of applications presented to it primarily based on concerns with design related issues.

In essence, the experience and knowledge gained from a number of recent Urban Corridor Zone developments provides an opportunity to refine and improve the Urban Corridor Zone policies as they relate to design issues in accordance with the approved Statement of Intent.

Pre-consultation investigative workshops with key stakeholder groups identified the following consistent design themes that were considered to need refinement and improvement within relevant sections of the Development Plan, including:

- a strong desire to strengthen design considerations within planning provisions – objectives, desired character and principles of development control

- provide clarity and planning direction on what is considered to be good design principles
- improve street interface provisions (activation and building appeal, public/private connection, fencing, community benefit eg public art, minimise impacts to the public realm)
- provide transitional requirements at the zone interface (building setback, building height and landscaping)
- enhance landscaping and provide deep root zones
- promote opportunities for site amalgamation
- modify setbacks (side and rear at zone boundary) and introduce building separation (to habitable rooms and balconies)
- provide policy support for the transitional period where new development may sit uncomfortably with existing development within the zone
- promote greater diversity of building typology and housing styles and sizes
- other site issues (visual privacy, storage, waste).

The City of Prospect was invited to work in collaboration with DPTI staff on the drafting of design related policy amendments to the Council Wide provisions on multi-storey development. These policy changes pick up the design themes identified in the investigative workshops and are consistent with separate Ministerial DPAs to be applied across multiple councils.

Extensive Public and Agency consultation was undertaken over a 2 month period from 30 May 2017 to 25 July 2017 and a Public Meeting was held on 9 August 2017, as detailed in Section 4. Forty one (41) submissions were received and they have been summarised and reviewed within the Summary of Consultation and Proposed Amendments (SCPA) Report on Urban Corridor Zone and Interface Area Policy Review DPA. Refer to **Attachments 1-72**.

The main issues raised through consultation can be listed under the following themes/headings:

- Preservation of Character & Amenity
- Building Design and Appearance
- Traffic and car parking
- Private Open Space, Landscaping & Green Infrastructure
- Building setbacks & Visual Privacy
- Public Notification (not being amended by this DPA)
- Building Height (not being amended by this DPA)

- Boundary of Urban Corridor Zone (not being amended by this DPA)

Staff in collaboration with DPTI have proposed a number of further amendments to improve the policy outcomes and address concerns raised through consultation. All proposed changes are listed in the Summary of Consultation and Proposed Amendments (SCPA) Report. A number of examples of the issues raised and proposed response by Council are outlined below with a summary of all comments and responses in the Summary of Consultation and Proposed Amendments (SCPA) Report.

#	Name	Submission Summary	Comment	DPA Amendment
1	Anonymous	<ul style="list-style-type: none"> The height and size of these monstrosities is way too high Taking away from the 'feel of Prospect' and surrounding area Like the current version of the Plan as it has different types of townhouses and houses. 	<ul style="list-style-type: none"> Height provisions not subject to review Strengthened context and character provisions within desired character statements of policy areas and materials/finishes Strengthened housing diversity within desired character for Urban Corridor Zone and provided more appropriate densities to encourage these housing types 	To promote townhouse-like housing with good design outcomes revised dwelling density targets by amending PDC5 within Urban Corridor Zone to read: <i>Boulevard – 75 400 dwellings per hectare net; except where varied by Concept Plan Figure Urc/1</i> <i>High Street – 60 70 dwellings per hectare net.</i>
2	Rachel (email address)	<ul style="list-style-type: none"> Looks to be less buildings which is an improvement with more space between them and less balconies facing each other Could go further Some buildings on Churchill Road are very unattractive and drag down the area Bowden redevelopment is a better example of apartment living. 	<ul style="list-style-type: none"> Noted Noted Strengthened visual appearance to the street in Council Wide and Zone provisions as a main focus of the DPA Bowden development is a different development model with a single parent developer with control of the entire site and the ability to introduce a raft of additional design related encumbrances. 	Nil

#	Name	Submission Summary	Comment	DPA Amendment
			matter for the Building Fire Safety Committee	
11	Helen Tramountanas of Albert St, Prospect	<ul style="list-style-type: none"> Object to 2 or more storey buildings overshadowing single storey buildings (daylight, cost of heating and other sustainability concerns) 	<ul style="list-style-type: none"> Existing policy (CW PDC 139 and UCZ PDC13) and new policy on 'building separation' (CW PDC 170) to minimise overshadowing of adjacent dwellings and private open space, including to solar collectors and allow daylight infiltration 	Nil
12	SA Power Networks	<ul style="list-style-type: none"> Give consideration to the current network capacity and developer contributions 	<ul style="list-style-type: none"> No increases in development intensity or contributions to power infrastructure is proposed as part of this DPA 	Nil
13	Daniel Keller (email address)	<ul style="list-style-type: none"> Fully support the DPA changes. 	<ul style="list-style-type: none"> Noted 	Nil
14	Psprich1 (email address only)	<ul style="list-style-type: none"> Appears to be better control on the look, integration and quality of new builds but still don't like density arrangement Implementation of Plan still at mercy of developers who are in it for the money and not on improving housing affordability and liveability Parking is commented on but traffic flow is still a problem through local streets and should be focused toward main roads. 	<ul style="list-style-type: none"> Noted and reduced minimum density requirements proposed for specific policy areas to create a better balance of new built form Noted with design improvements at the core of this DPA, liveability and choice should be realised. Local Area Traffic Studies to ascertain issues within local streets. Recent studies in Churchill Road and between Prospect Road and Main North Road did not find any traffic issues of concern and traffic volumes fall within acceptable limits for existing local road classifications. The only exceptions are Pym Street (to a collector road) and Belford Avenue (to a minor collector road) and not as a result of the Zone, but from industry 	To promote townhouse-like housing with good design outcomes amend PDC5 within Urban Corridor Zone to read: <i>Boulevard – 75 400 dwellings per hectare net; except where varied by Concept Plan Figure Urc/1</i> <i>High Street – 60 70 dwellings per hectare net.</i>

In summary, Council Wide policy amendments (with post consultation changes, as triggered by submissions, underlined), include:

Development in Mixed Uses, Urban Corridor, and Centre Zones

- adding text on design elements to contribute to desired character in PDC132
- strengthening visual privacy by adding text to include overlooking to habitable rooms and measures such as using appropriate site layout and building orientation and external screening devices that complement building design in PDC140 and 141
- adding text to the street appeal and activation theme. A new sub-clause has been added to PDC146 to provide an additional way to encourage the design of people-friendly areas at the street interface
- adding a new sub-title named 'Private Open Space' and amending supporting text in PDC149(b) and 150 to provide greater flexibility in providing private open space at ground level and/or on upper levels to achieve desired densities, good design outcomes and provide a diversity of housing types (eg townhouses). This amendment is to satisfy post consultation modelling by Davis + Davis showing that townhouse-like development could not achieve minimum residential densities without resulting in poor design outcomes, particularly within the Boulevard Policy Area (Churchill Road area). By freeing up ground level private open space provision, more opportunity is provided to meet density, housing diversity and good design outcomes.

Refer to The Amendment – For Approval in **Attachments 73-145**.

Medium and High Rise Development (3 or more storeys)

- adding and strengthening text to context and desired character within the objectives
- adding and strengthening text to integrate built form and associated landscaping. Within Objective 21 and PDC163 add extra text to include green facades and roof-tops
- adding and strengthening text to enhance street activity and visual interest, including a new sub-heading on *Street Interface* in PDC164 to 169
- introducing text on materials and finishes to be selected to be durable and age well in PDC162
- adding text on balconies to achieve desired criteria such as visual privacy and sufficient depth to accommodate intended uses
- introducing new text on building separation and distances from habitable rooms and balconies in PDC170
- reducing the required number of dwellings (20 to 10 dwellings) needed before an applicant should provide a variety of dwelling sizes/ number of bedrooms in PDC172
- clarification of building adaptability to allow for changes of land uses such as flooring to ceiling heights suitable for commercial use
- strengthen environmental provisions such as landscaping (deep soil zones) and rainwater tanks

- strengthen site facilities and storage to be conveniently located and screened and introducing provision for on-site commercial collection if there are 10 or more bins.
- introduce a provision on *Zone Interface* to provide a deep soil zone to provide adequate landscape to streets and to provide a buffer to adjacent zones.

Refer to The Amendment – For Approval in **Attachments 73-145**.

Policy changes to the Urban Corridor Zone, picking up the design themes identified in the investigative workshops, are specific to City of Prospect and will not cover other inner metropolitan council considerations.

In summary, Urban Corridor Zone policy amendments (with post consultation changes, as triggered by submissions, underlined), include:

Urban Corridor Zone

- adding and strengthening text to Objectives on visual interest to the street, sustainable design and amalgamation of sites. Within Objective 5 and PDC7 additional text has been inserted to promote the amalgamation of sites particularly where they include surrounding sites without a main road frontage and are situated within the zone
- re-format, add new text and remove duplicated text within the Desired Character statement. Introduced the concept of good design principles and clearly outline what development is desired in a transforming urban growth area
- amend PDC5 table on minimum net residential site density to allow non-apartment multi-storey development with good design outcomes to occur. Boulevard Policy Area to 75 dwellings (from 100) per hectare net; except where varied by Concept Plan Figure UrC/1 & High Street Policy Area to 60 (from 70) per hectare net. Reasons for the changes are detailed in Section 5.10.
- adding and strengthening text to the visual privacy theme. Add text to Urban Corridor Zone with a new PDC8 on 'visual privacy to habitable rooms and private open space areas of dwellings in lower density residential and historic conservation zones to restrict views up to 1.7 metres above finished floor levels'.
- add text within the Principles of Development Control on street interface active spaces, landscaping and vehicle access ways
- remove recessed roof top gardens from being considered as an additional building storey or height
- adjust minimum setbacks from street frontages to add relevant landscaping requirements, wherever necessary. Also to consider relevant road widening requirements

- amend minimum setbacks to zone boundaries with increasing distance as development rises above envisaged development in adjacent zones. Within PDC17 amend and simplify the setback parameters to better correspond with the existing building envelope provisions (45 degree plane) and the new visual privacy requirement on setback to habitable windows, balconies and roof-patios
- introducing a new provision on building walls on or in close proximity to side boundaries to provide attractive and interesting facades and cater for existing sites that have not undergone transitioning to the new desired character, such as using recessed walls, continuing façade detailing, different materials and finishes, green walls and murals
- providing increased clarity on the reasons for the desired development intent for each of the policy areas, such as the Churchill Road area (Boulevard Policy Area) using the contextual attributes of adjacent North Ovingham's valued built form in terms of elevated front facades (steps up to front door), built to side boundaries, landscaped front yards and space within large backyards. Insert minor edits provided by Department of Environment, Water and Natural Resources on greening multi-storey developments

Refer to The Amendment – For Approval in **Attachments 73-145.**

Design testing of existing and proposed development envelopes has been undertaken by Matt Davis (Davis + Davis Architects). Refer to **Attachments 146-157.**

Apartment and non-apartment style multi-storey housing has been modelled using the updated design policies. Apartment living can achieve design requirements and cater for desired minimum housing density, but non-apartment multi-storey housing (e.g. townhouses) does not achieve desired minimum housing density, particularly within the Boulevard Policy Area (Churchill Road environs) that requires 100 dwellings per hectare.

Reducing residential density requirements within Boulevard and High Street Policy Areas will be more aligned to existing policy within the City of Unley at 75 and 60du/ha respectively. (Note: Unley allows development up to 7 storeys high compared to Prospect at 4 to 5 storeys). To encourage diversity in housing types and good design, whilst meeting desired residential density requirements, private open space requirements have been given greater flexibility to allow ground level provision to be catered for on upper levels (and subject to other standard criteria).

The Draft Urban Corridor Zone and Interface Areas Policy Review DPA – For Approval is now ready for consideration and the recommendations of the SPDPC, to Council and then the Planning Minister for approval.

ATTACHMENTS

Attachments 1-72: **Urban Corridor Zone and Interface Areas Policy Review DPA – Summary of Consultation and Proposed Amendments (SCPA) Report**

**Attachments 73-145: Urban Corridor Zone and Interface Areas Policy Review
DPA – The Amendment - For Approval**

Attachments 146-157: Design Testing (Davis + Davis Architects)

Development Plan Amendment

By the Council

City of Prospect
Urban Corridor Zone and
Interface Areas Policy Review
Development Plan Amendment
Summary of Consultation
and Proposed Amendments
(SCPA) Report

November 2017

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Document History & Status

Version No	Description	Author(s)	Approved	Date
1.0	DRAFT for Council Approval (post consultation)	RC	NC	30/10/2017
2.0	DRAFT for Council Approval (post consultation)	RC/DS	NC	7/11/2017

1.0 Introduction

The Summary of Consultation and Proposed Amendments Report (SCPA) is provided in accordance with Section 25(13) of the Development Act 1993 to identify matters raised during the consultation period and any recommended alterations to the Development Plan Amendment (DPA). The report also provides details of the consultation process undertaken by Council.

This report updates the consultation version of the DPA. Where relevant, any new matters arising from the consultation process are contained in this Report.

The SCPA Report, as adopted by Council, is to be forwarded to the Minister to document the review of the DPA and outline any recommended amendments (if any) to address issues identified (in the submissions and/or from subsequent analysis).

A revised draft DPA, reflecting the recommendations of Council contained in this report will be prepared to accompany the SCPA Report.

2.0 Consultation

2.1 Consultation Process

Statutory consultation with agencies and the public was undertaken in accordance with DPA process B (with consultation approval) and in accordance with Section 25(6) of the Development Act 1993; Regulations 10 and 11 of the Development Regulations 2008; and the agreed Statement of Intent.

The following Local Member(s) of Parliament were consulted on the DPA:

- (a) Ms Rachel Sanderson MP
- (b) Hon John Rau MP

The response(s) are included within **Attachment A**.

The consultation period ran from **30 May 2017 to 25 July 2017**.

Concurrent with release for public consultation, the DPA was granted interim effect for 12 months until the 30 May 2018. This makes the DPA effective as the planning rules in an effort to avoid development that may compromise the desired character of the affected area before the DPA is finalised.

The City of Prospect Strategic Planning and Development Policies Committee was appointed for the purposes of Section 25 (11) (c) of the Development Act, to provide advice to Council in relation to these recommendations on the DPA.

2.2 Public Notification

Notices were published in the 'The Advertiser' and 'Local Messenger' on the 30 and 31 May 2017, the Government Gazette on the 30 May 2017 and an article in the City of Prospect Magazine - Winter 2017.

A total of 1255 letters, together with a copy of information and feedback sheets, were sent to owners (at their nominated address) of all affected properties both within and immediately adjacent to the Urban Corridor Zone and prior to the commencement of the consultation period.

Letters and emails were also sent to 7 government agencies, 8 adjoining and nearby Councils and 6 other stakeholder groups (business and community). Correspondence was also provided to Elected Members and DAP Committee members.

The DPA documents, information and feedback sheets and background studies and interactive 3D graphics, were available on Council's web-site and on display at Council's Civic Office.

Two public information sessions were conducted at Council's Library on 20 June 2017 and at Civic Centre on 28 June 2017.

Also, post-consultation sessions with Prospect North Primary School Years 5 to 7 were undertaken and feedback was received and noted from the students. The responses are included within Attachment F.

The Minister's authorisation for consultation and interim effect was dated 23 May 2017.

3.0 Public and Agency Submissions

3.1 General overview

A total of forty one (41) submissions were received from the consultation process. Sixteen (16) or 39% of these submissions were in agreement, fourteen (14) or 34% disagreed and eleven (11) or 27% neither agreed nor disagreed with the new policy amendments. These figures represent a reasonably high level of support for the DPA, especially given that most of the submissions against the DPA were directed at existing development and design issues covered by the DPA or situations outside of the scope of the DPA.

Only minor further amendments are considered necessary from the review of the consultation process in relation to site amalgamation, landscaping, site facilities/ storage and technical matters on setbacks to zone boundaries and as detailed in Attachments A and B. Design testing by Matt Davis (Davis+Davis Architects) on behalf of Council has shown that further amendments are also required to a Council Wide private open space provision and minimum residential site densities within the Urban Corridor Zone.

3.2 Public Submissions

From a total of forty one (41) submissions, thirty four (34) public submissions were received. Fourteen (14) or 41% of these submissions disagreed with the policy changes, twelve (12) or 35% agreed and eight (8) or 24% neither agreed nor disagreed with the new policy amendments. These figures represent a reasonably high level of support for the DPA, especially given that most of the submissions against the DPA were directed at existing development and design issues covered by the DPA or situations outside of the scope of the DPA.

A report on each submission (summary, comments, and action taken in response to each submission) is included in **Attachment A**.

Key issues raised in the submissions are discussed further below:

3.1.1 Development on side streets

Key Issue:

The Urban Corridor Zone extends along some side streets to include properties that do not face onto a main road. Therefore, development of a scale and intensity expected along a main road corridor is extending into adjacent residential streets and zone interface conflicts are occurring between zones with different desired characters.

Public comment:

An anomaly exists in the current zoning that includes properties on side streets that are included within the Urban Corridor Zone. Re-zoning or amalgamation of allotments is required to protect the character of existing local streets.

Recommended response:

A zone boundary alteration has not been considered within this DPA and there are sound reasons for keeping the zone boundary in its current location (e.g. consistent boundary line that does not create additional interface edges, the zone covers existing higher density residential or non-residential development, uses physical barriers (e.g. rear laneway) to an adjacent zone and provides appropriate allotment depth for envisaged developments).

Nevertheless, local examples have shown that where multiple properties exist that don't have main road frontage, property amalgamation is not been realised and negative outcomes are impacting on local streets. This DPA aims to provide additional support for site amalgamation and the removal of existing dis-incentives to amalgamation.

Additional text is recommended for amalgamation of sites within the new Objective 5, Urban Corridor Zone to incorporate surrounding allotments within the zone that do not directly face the main road. A new amalgamation provision should also to be inserted within the Urban Corridor Zone, to support the intent of this Objective.

In addition please note that the DPA has already removed the differential side setback requirements that allowed greater development opportunities on narrow fronted allotments and served as a dis-incentive for site amalgamation (previous Urban Corridor Zone PDC16; now PDC17).

3.1.2 Street appearance and activation

Key issues:

A new built form is proposed for the Urban Corridor Zone that is different from other areas within Council in terms of scale, intensity and architectural presentation. Examples of apartments with poor designs, particularly at ground level (ie. dominated by car parks, vehicle access, services and bins, blank walls and little/no landscaping), have been identified by Council's DAP panel, community feedback and stakeholder investigations undertaken as part of this DPA. Townhouses have been identified as a more desirable alternative multi-storey dwelling type that provides a better street interface and level of activity at the ground level, but need to minimise negative spin-offs in terms of their impacts to the public realm from multiple access points to the streets and residential site density that is below minimum requirements.

This DPA has included various new provisions to improve street appearance and activation, including:

- Active uses and habitable rooms at ground level
- Prominent entry areas
- Deep soil area landscaping
- Encourage the use of public art
- Well-articulated facades and creating contrasts between solids (walls) and voids (windows, doors and balconies)
- Better positioning of services, plant and mechanical equipment in discreet locations, screened or integrated with the façade
- Maintains car parking design that does not detract from streetscape
- Minimise the number and width of vehicle access points.

Public comment:

General statements were provided about the need to adequately cover this area and support was given for the new design provisions for multi-storey buildings.

Recommended response:

No further changes are needed to the DPA.

3.1.3 Residential Density

Key issues:

The Statement of Intent identified the need to strengthen policy to promote ways to increase the diversity of building designs and discourage a 'cookie cutter' approach to multi-storey development. Prospect has been receiving a high proportion of similar apartment style development for narrow single allotments and needed to test whether other housing designs were being selected against by

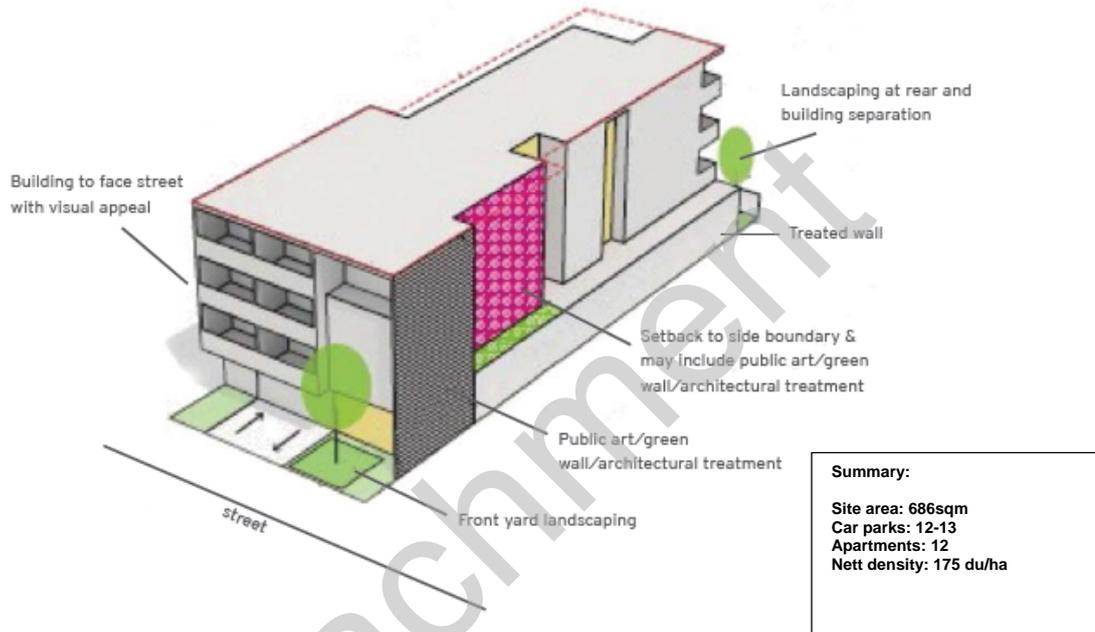
**City of Prospect
Urban Corridor Zone and Interface Areas Policy Review Development Plan Amendment
SCPA Report – October 2017**

the existing policy. For this purpose, Matt Davis from Davis + Davis design tested apartment and non-apartment multi-storey developments and his findings are as follows:

Davis + Davis design testing:

Apartment style multi-storey dwellings can cater for the various new design provisions as stated above, whilst protecting minimum site density provisions within the Zone (refer to Desired State Example below).

Desired state example:



Townhouse (non-apartment) style housing can support the new design provisions such as street appearance and activation, but falls short on minimum density requirements, especially in the Boulevard Policy Area that requires 100du/ha (i.e. on a single allotment @ 58du/ha; dual frontage (rear lane) @ 72du/ha; corner allotment @ 87du/ha and two amalgamated allotments @ 79du/ha). To support non-apartment style multi-storey development, minimum residential density is proposed to be amended to 75du/ha in Boulevard Policy Area and 60du/ha in High Street Policy Area. This is equivalent to Unley City Council density provisions for these two policy areas (note: Unley maximum heights to 7 storeys in Boulevard Policy Area). Also, a relaxation of ground level private open space (with an equivalent amount to be provided on upper levels and conveniently located to living rooms) is also required to provide capacity to meet these adjusted densities.

City of Prospect Urban Corridor Zone DPA



Scenario one - single street frontage

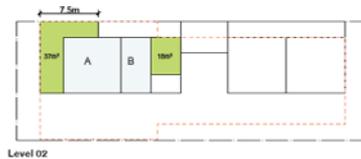
Summary

Narrow street frontage with shared vehicle access.
 Four dwellings of 2 -3 storey
 Nett Density - 58 dwellings / hectare
 Assumes 1 x 3bed and 3 x 2 bed dwellings.

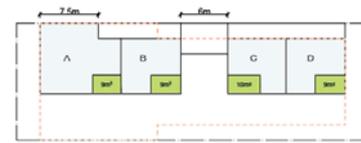
Policy Comment

Private open space - some variation to PDC 150 requirements for open space at ground level. Dwelling A includes POS to the street front to contribute to active and attractive frontage. Compensated by generous terrace at level 2. Ground level POS for Dwelling B + C slightly below min 16m² to enable visitor parking (or second private car-park). Additional POS provided at upper levels.

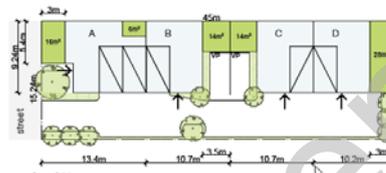
Visitor parking provided. Use of these parks as additional private parks could enable Dwellings B+C to be 3 bedrooms and / or support an additional dwelling.



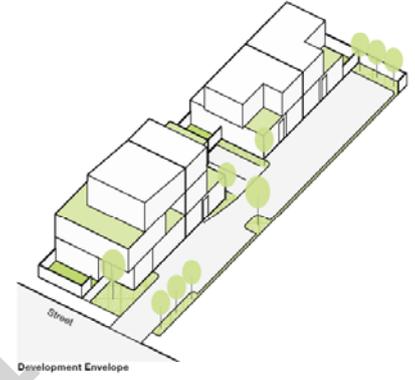
Level 02



Level 01



Level 00



Schedule

Lot	Lot Area	GBA	Car parks	Private Open Space
A	124m ²	221m ²	2	68m ²
B	80m ²	140m ²	1	41m ²
C	80m ²	111m ²	1	24m ²
D	94m ²	112m ²	1	37m ²

Key

- Car park
- Visitor parking
- Private open space
- Communal landscape
- Entry
- Secondary entrance
- Setbacks

Public comment:

A number of public submissions and presentations at the Public Meeting were concerned with new development that was not in context with the local area and lacked a diversity of housing styles eg townhouses.

Recommended response:

Amend Council Wide PDCs 149(b) & 150 to relax the need for a certain amount of ground level private open space (without reducing the overall amount of on-site private open space) to achieve desired development yields and design outcomes. Note here that 'deep root zone areas' are a separate new requirement that provides green landscaped spaces, particularly at ground level.

Amend Urban Corridor Zone PDC5 to reduce minimum residential density requirements within the Boulevard Policy Area to 75du/ha and High Street Policy Area to 60du/ha to allow for non-apartment style development and suitable design outcomes.

3.1.4 Contextual considerations

Key issues:

The new built form is not considered to fit comfortably within its local context (regardless of its desired character as an evolving larger scale growth area) and therefore it is not being positively embraced by the local community. Additional policy was introduced to Council Wide and Urban Corridor Zone sections of the Development Plan to ensure that development is contextual and responds to its surroundings. For example, the Urban Corridor Zone, Desired Character statement introduced 'good design principles' with specific reference to 'context'.

Additionally, new policy on materials and finishes was also included for the selection of products that are durable and age well through the use of materials such as natural stone, which is consistent with existing housing in the area.

Public comment:

This subject was raised by many of the submissions made on the DPA. Desired character statements need to be written to protect the character of inner suburban areas and new higher density development should complement existing neighbourhoods so they can be embraced by communities.

Recommended response:

No further changes are needed to the DPA.

3.1.5 Visual privacy

Key issues:

Visual privacy into neighbouring properties is a primary concern with multi-storey buildings. Prior to consultation, the DPA strengthened policy within the Council Wide section in various areas such as introducing 'habitable rooms as a sensitive area' and seeking 'appropriate site layout and orientation' (PDC140), balconies 'to be designed and positioned to provide visual privacy of nearby living spaces and private outdoor areas' (PDC163(b)(c)), and introducing building separation with 'habitable rooms and balconies designed and positioned with adequate separation (6 metres and 3 metres to property boundaries) and screening from one another to provide visual privacy (and other benefits) (PDC170).

Also, a Zone Interface provision (PDC184) provides a 'one way of achieving the policy' example of a setback of 6 metres from a zone boundary and incorporate a deep soil zone area for medium to large trees for screening purposes.

Public comment:

A common response from the submissions received regarded overlooking concerns from multi-storey development into lower scale existing properties.

Recommended response:

In addition to the pre-consultation DPA provisions to strengthen visual privacy, it is proposed to insert a provision within the Urban Corridor Zone (PDC8) that restrict views to habitable windows and private open space areas of sensitive lower density adjacent zones to a viewpoint at 1.7 metres above finished floor levels.

3.1.6 Overshadowing

Key issues:

Overshadowing into neighbouring properties is a primary concern with multi-storey buildings. The majority of the properties along the main roads run east/west and therefore overshadowing impacts to neighbouring properties occur during the morning or afternoon, but properties should receive at least 3 hours of sunlight in accordance with the existing requirements.

The DPA has introduced building separation with 'habitable rooms and balconies designed and positioned with adequate separation (6 metres and 3 metres to property boundaries) (PDC170) and 6 to 9 metres on the zone boundary (PDC184) to allow for daylight infiltration into interior and outdoor spaces (and other benefits).

Within the Urban Corridor Zone, side boundary setbacks and allowable building heights have been altered to reduce the impacts of built form on and near side, rear and zone boundaries. For example, instead of 2 storeys along the side boundary, a maximum of one storey will be required along the majority of the boundary (beyond the first 18 metres) with upper levels setback at least 2 metres and subject to building separation requirements. Building walls over 4.5 metres and within 2 metres of side boundaries also need to display design features, including recessed sections that could also provide additional daylight infiltration benefits.

Public comment:

A common response from the submissions received regarded overshadowing concerns from multi-storey development into lower scale existing properties.

Recommended response:

No further changes are needed to the DPA.

3.1.7 Built form configuration

Key issues:

This DPA has specifically amended the built form envelope within a site to address many of the design concerns that have been raised through the DPA stakeholder investigations. Previous policy provided a 'wedding cake' pattern with more development towards the side boundaries and differential side boundary setbacks based on site frontage widths. Instead, the proposed policy focuses development intensity at the front of the property to promote outlook and activation to the street and not into adjacent properties. Side setbacks at the front of the property are to the boundary to promote a continuous built form facade to the street and to restrict narrow openings that are difficult to utilise, maintain and can cause micro-climate impacts such as wind tunnels. Development yields are similar between the two proposals.

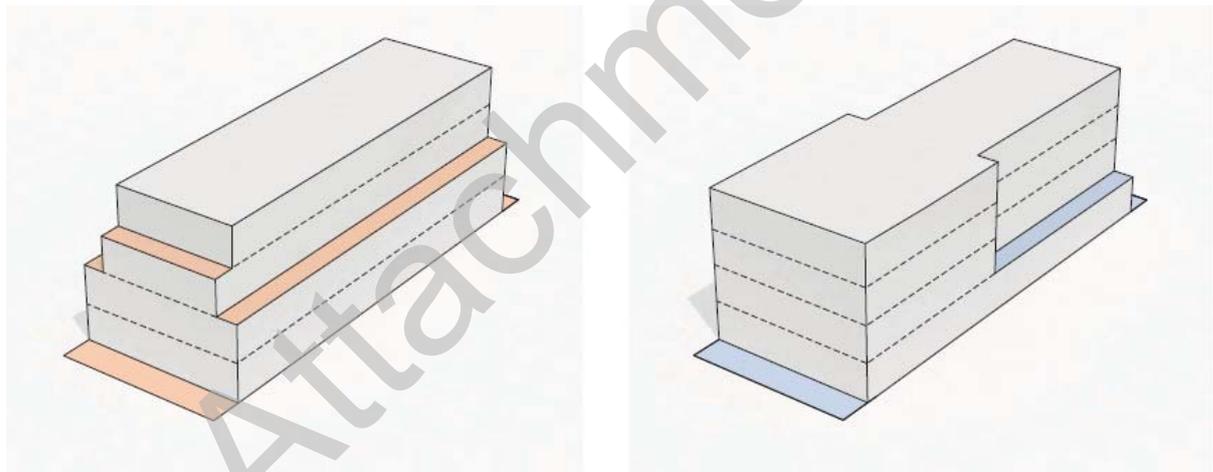


Diagram 1: Built form configuration
(previous policy)

Diagram 2: Built form configuration
(proposed policy)

Public comment:

A broad level of support was received for the proposed changes to the built form configuration. One submission indicated that they were 'not happy with the stepped layers on buildings disappearing and making a solid facing wall, particularly along Prospect Road'.

Recommended response:

No further changes are needed to the DPA.

3.1.8 Landscaping

Key issues:

Landscaping was identified as a key design issue within the stakeholder investigation process and supported in the consultation phase. The Urban Corridor Zone is characterised by high built form coverage and massing with limited areas provided for landscaping and green spaces. Contributing to this situation is a design and construction process where landscaping provision is treated as an 'after-thought' within new developments. This DPA aims to re-orientate the priority afforded to landscaping and green spaces and make them an integrated and 'fit-for-purpose' component of any development. The DPA proposes:

- Deep soil zone areas at around 7% of the site and with the ability to protect existing vegetation or to plant new vegetation
- Roof top gardens and green walls
- High quality landscaping at the street interface, exclusive of on-site services.

Public comment:

The submissions provided a broad level of support for the DPA amendments on landscaping and deep soil zones. Some submissions questioned the lack of public open space within the affected area, particularly with the higher development densities and associated reduction of backyard space.

Agency comment:

The Department of Environment Water and Natural Resources provided additional wording to be inserted into relevant landscaping and green infrastructure provisions.

Recommended response:

Insert Agency requested wording on landscaping and green infrastructure as detailed within Attachment A. As density requirements are proposed to be reduced in specific areas and site coverage and land use requirements remain the same within the DPA, public open space requirements were not investigated. Any public open space acquisition should be linked to local and state open space strategies and via the land division process or purchased at the point of sale.

3.1.9 Traffic and car parking

Key issues:

The 30 Year Plan for Greater Adelaide encourages growth areas within existing transport corridors and is based on a strategy to reduced reliance and use of motor vehicles and increase the use of other modes of transport (active transport). Therefore, the policy direction supports larger developments with lower car parking rates per dwelling or commercial tenancy. Any disparity between demand for and supply of alternative forms of transport has the potential to cause traffic and car parking overflow into local streets.

While acknowledging the importance of this issue to local communities, this DPA is concerned with design related issues. It does not look to increase development yields or provided land use changes that may have an impact on traffic and car parking. These issues were investigated as part of the 2013 introduction of the new corridor zone.

Council has recently conducted Local Area Traffic Studies within the affected area. These results concluded that traffic volume and on-street parking in local streets was within acceptable levels for local streets. The only exceptions were Pym Street and Belford Avenue that were more akin to minor and collector roads, not a product of the Urban Corridor Zone, but from through traffic from adjacent councils.

Public comment:

Common theme presented within the submissions was that local street traffic and on-street car parking congestion was a product of new development within the zone.

Recommended response:

No changes are needed to the DPA.

3.2.0 Site facilities and storage

Key issues:

Council's investigations showed that site facilities and storage within multi-storey development has unique considerations that were not being sufficiently covered for on-site use and impacts to the street and adjoining properties. To cover these issues the DPA has strengthened policy on the 'convenient location and screening of on-site communal facilities', collecting 'green organic waste and incorporating wash-bay facilities' and 'where the number of bins is 10 or more to include the provision of on-site collection'. In addition, 'interior areas should be sufficient to cater for envisaged on-site facilities, for example bicycles, strollers, mobility aids and visitor waiting areas'.

Public comment:

General support or no comment provided in regard to the proposed changes.

Agency comment:

The Environment Protection Authority proposed additional text to cover preventing wastewater disposal into the stormwater system.

Recommended response:

Insert additional Agency comment on wastewater disposal as detailed in Attachment A.

3.2.1 Other issues

Other issues were raised by the public submissions that have relevance to the planning process, but sit outside this DPA, and include:

- The use of subjective (non-mandatory) policy with 'should' and not 'must' used in policy drafting.

The Department's policy guideline documents indicate that 'the use of absolute expressions for merit based policy is inappropriate'. Additionally, the existence of advisory language and policy expression reflects the established practice of the courts in interpreting, weighing and applying Development Plan policy. Some common sentiments from the courts are:

- A Development Plan is a planning document couched in the language of planning objectives and principles, rather than that of legal obligation. It uses language appropriate to the expressions of goals and guiding principles, rather than the expression of legal mandates.
- Development Plans are a practical code calling for practical application; this implies some measure of flexibility
- Assessment is a matter of balancing up all relevant considerations and determining on a fact and degree basis in each case, whether the proposal is sufficiently in accord with the Development Plan to warrant consent.
- In effect, the Development Plan is not to be read or applied in an identical manner to an Act of Parliament.

- Concerns were raised on the Development Assessment process and in particular the public notification criteria. The area for notification was considered to be too narrow and needs to be extended so that affected properties can be part of the assessment and ideally the appeal process. Separate from the DPA, Council can act as advocate on behalf of the community to recommend introducing changes within the new planning system.
- An issue regarding visual amenity concerns from external clothes lines on multi-storey buildings was raised by various submissions and presentations. Planning policy already caters for external clothes lines for residential flat buildings (eg. apartments) that do not have ground level private open space to be 'readily accessible to each dwelling and complement the development and streetscape character' (CW PDC109). Although the provision directly concerns the structure itself, its function is to hang clothes and if that is deemed to have a negative impact on the streetscape then adjustments to proposals may be warranted under this provision.

The likely effects of these upper storey clothes lines are usually difficult to ascertain prior to occupation and use of the site. Another option is to seek clarification of the Corporation rules that deals with on-going site management issues, but this approach will not be enforceable by Council under the Development Assessment process. If this is shown to be absent or inadequate, then more emphasis should be placed on PDC109.

Recommended response:

No further changes are needed to the DPA. If deemed necessary and outside the scope of this DPA, Council can advocate on behalf of the community on these issues as part of the current update of the planning system by the State Government.

3.3 Agency/ MP/ Development Industry Submissions

Seven (7) responses were received from agencies/Members of Parliament/development industry. Four (4) or 57% of these submissions agreed with the policy changes, three (3) or 43% neither agreed nor disagree and zero (0) or 0% disagreed with the new policy amendments. This represents strong support for the DPA.

A report on each submission (summary, comments, and action taken in response to each submission) is included in **Attachment A**.

Key issues were raised are summarised as follows:

3.3.1 Department of Planning Transport and Infrastructure

This DPA was released simultaneously with other Ministerial DPAs, including design related issues. Feedback was received from the Department (31/10/2017) follow consideration of public submissions of each DPA.

Comment:

The Department was supportive of Council strengthening site amalgamation policy, private open space policy revisions and requirements for green infrastructure with some minor amendments to policy recommended.

Recommended response:

Most of the Departments recommendations have been accepted.

3.3.2 Department of Environment Water and Natural Resources

The Department of Environment Water and Natural Resources has indicated their support for many of the new provisions regarding landscaping and deep root zones. Feedback has been provided on minor changes to wording of green infrastructure and landscaping provisions.

The details of the amendments are outlined in the table in Attachment A.

Public comment:

The submissions received show strong support for increased landscaping and green spaces.

Recommended response:

Most of these recommendations have been accepted, unless they are duplicating other provisions or do not support the intent of the provision.

3.3.3 Environment Protection Authority

The Environment Protection Authority has provided suggested additional wording to strengthen 'Site facilities and storage' PDC182 to include its design and management so that wastewater does not discharge to the stormwater system.

Public comment:

Nil

Recommended response:

To insert comments as suggested.

3.3.4 Member of Parliament

Rachel Sanderson, State Member for Adelaide has raised various issues from the community (Richman Road residents, Thorngate Residents Group and Devonport Terrace residents) in relation to development within the Urban Corridor Zone. In summary, she has stated that Prospect has witnessed high levels of development and building designs that lack high standards and neighbourly friendly design considerations that are expected from the local community.

Ms Sanderson indicated that while many of these issues are addressed in the current review, amalgamation is not. A problem exists with properties within the zone that are not facing onto main roads. Second or third lots situated behind the main road should only be developed if they are amalgamated with the property facing the main road to minimise development intensity from moving into side streets.

Public comments:

Reflected the same sentiments expressed by Ms Sanderson.

Recommended response:

To provide additional text for amalgamation of sites within the new Objective 5, Urban Corridor Zone to incorporate surrounding allotments within the zone that do not directly face the main road. A new amalgamation provision is also to be inserted as a PDC within the Urban Corridor Zone to support and encourage the objectives for the zone.

3.3.5 Development Industry (UDIA)

The development industry response to the DPA, provided by UDIA, is pitched at a general level without outlining any specific issues of concern. Although agreeing that the new design policy has a role to play in providing better developments and improved public realm outcomes, the UDIA questions the increasing role of design policy and whether it should sit outside (within 'best practice guidelines') of Development Plans. They believe that the aim is to continue to streamline planning policy and not to make it more detailed. Policy has a tendency to be read and interpreted as minimum standards and there is a perception that development needs to satisfy all requirements.

Public comments:

The public feedback strongly supports the strengthening of design policy within the Development Plan and to have this policy reinforced and reflected in Development Assessment and compliance considerations.

Recommended response:

Nil

3.4 Review of Submissions and Public Meeting

Copies of all submissions were made available for public review at the Council offices up to the Public Meeting.

Eleven (11) of those making submissions requested to be heard and therefore a public meeting was held on the 9 August 2017 before a Strategic Policies Development and Planning Committee of Council. Nine (9) speakers were heard at the meeting.

Key issues that were raised did not highlight any new issues, but provided further background and supported the written submissions received by Council, and included:

- Visual privacy concerns [within 6 of the 9 presentations]
- The benefits of amalgamation of properties to provide better design outcomes and improve zoning anomalies [within 5 of the 9 presentations]
- Contextual considerations and particularly for buildings to sit comfortably within the local area and display durable materials and colours [within 4 of the 9 presentations]
- Development Assessment and enforcement process [within 3 of the 9 presentations]
- By-laws and corporation requirements (eg external washing lines) [within 2 of the 9 presentations].

A summary of verbal submissions made at the public meeting is included in **Attachment B**.

3.5 Technical matters

The proposed policy amendments have been on interim authorisation since 30 May 2017 and therefore have been tested and applied by planning staff and the development industry. On review of the new policy the following matter is considered to need minor amendment:

The setback provisions on the zone boundary as described within the table in Urban Corridor Zone PDC16 are difficult to read and conflict with the building envelope criteria as described in PDC12 and should be amended accordingly:

- second column in top row to read:

'Minimum setback from rear allotment boundary where not on a zone boundary within the Urban Corridor Zone'

- third column in top row to read:

'Minimum setback from ~~rear~~ allotment boundary where on a zone boundary'

- fourth column in top row to read:

'Minimum setback from side boundaryies where not on a street or zone boundary (~~where not on a street or different zone boundary~~) ()*

- third column in second row to read:

'3 metres if the closest portion of building when view from the boundary is distinctly 2 storeys or less'

'6 metres, except to a habitable room window, balcony or roof patio' where: (a)the closest portion of building is more than 2 storeys (b)the closest portion of the building is 2 storeys or less and increases in height to 3 storeys or more storeys within 6 metres of the boundary'.

'9 metres to a habitable room window, balcony or roof patio'.

4.0 Prospect North Primary School (post consultation) Feedback

Students from Prospect North Primary School Years 5-7 provided Council with their comments on the work they had been undertaking on our Development Plan and in particular the Urban Corridor Zone policy amendments and in summary this included:

- 'Prospect' is pretty special
- attracting good development eg Cinema and proposed tram line
- high rise development to the area will be beneficial to small businesses
- concerned about noise issues and access from overcrowding
- liked the design policy changes and in particular:
 - More landscaping and greenery (ground level, walls and roof tops) and to help reduce the 'heat island effect'
 - More housing diversity (townhouses, apartments and tourist accommodation)
 - Use of durable materials that age well
 - Buildings better positioned so that sunlight can be shared and bigger gaps between buildings with more light to lower levels
 - Encourage art work, on the sides of buildings (murals and vertical gardens) as a more creative 'Prospect'.
- suggested that:
 - Roof tops should be encouraging community gardens
 - More allocation of public spaces is needed
 - Promote energy and water efficiency
 - Promote public transport (eg trams) and bike use
 - Higher but not wider buildings to provide more ground level space for greenery
 - More native plants
 - Need for public car parks with electric charging facilities and bike storage
 - Laundry can be hung on balconies, but should not be visible from the road. Maybe use roof top as an alternative location.

This feedback provided by the students was not part of the formal consultation process, but has been noted and many of the issues raised are being dealt with as part of the process to amend Council's Development Plan. The comments provided are valued as it shows those areas of greatest interest to the students. Council can also act as advocate on behalf of the students on agreed issues that sit outside of the DPA.

5.0 Key Issues and Recommendations

The following key issues were identified from the post consultation review and include:

- Strengthening visual privacy by providing a greater setback distance to habitable room windows, balconies and roof patios on the zone boundary
- Provide flexibility in the provision of private open space at ground level and/or upper levels to support minimum density requirements, multi-storey housing diversity and good design outcomes.
- Strengthen site amalgamations to get consolidation of properties that do not have main road frontage to emphasise development to main roads and away from local streets

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- Reduce residential site density for Boulevard Policy Area to 70du/ha (from 100du/ha) and High Street Policy Area to 60du/ha (from 70du/ha) to provide multi-storey dwellings other than apartments that display good design outcomes
- Various minor technical updates in response to Agency submissions and staff review of the new policy in relation to:
 - Landscaping and green infrastructure
 - Wastewater disposal into stormwater system
 - Setbacks from zone boundary requirements to be more easily read and accord with other provisions eg 45 degree building envelope.

6.0 Timeframe Report

A summary of the timeframe of the DPA process relative to the agreed Statement of Intent timetable is located at **Attachment C**.

The DPA has proceeded in accordance with the agreed timetable, as periodically revised, but delay(s) have occurred because of:

- (a) up-front extensive stakeholder workshopping was undertaken as part of the investigations phase
- (b) Minister's consideration of DPA for authorisation of interim operation and consultation.

7.0 CEO's Certification

The consultation process has been conducted and the final amendment prepared in accordance with the requirements of the Act and Regulations as confirmed by the CEO's Certifications provided in **Attachment D** (Schedule 4A Certificate) and **Attachment E** (Schedule 4B Certificate).

Attachment A – Summary and Response to Public and Agency Submissions

Report on each public submission received (including summary, comments and action taken in response)

#	Name	Submission Summary	Comment	DPA Amendment
1	Anonymous	<ul style="list-style-type: none"> ▪ The height and size of these monstrosities is way too high ▪ Taking away from the 'feel of Prospect' and surrounding area ▪ Like the current version of the Plan as it has different types of townhouses and houses. 	<ul style="list-style-type: none"> ▪ Height provisions not subject to review ▪ Strengthened context and character provisions within desired character statements of policy areas and materials/finishes ▪ Strengthened housing diversity within desired character for Urban Corridor Zone and provided more appropriate densities to encourage these housing types 	<p>To promote townhouse-like housing with good design outcomes revised dwelling density targets by amending PDC5 within Urban Corridor Zone to read:</p> <p><i>Boulevard – 75 400 dwellings per hectare net; except where varied by Concept Plan Figure UrC/1</i></p> <p><i>High Street – 60 70 dwellings per hectare net.</i></p>
2	Rachel (email address)	<ul style="list-style-type: none"> ▪ Looks to be less buildings which is an improvement with more space between them and less balconies facing each other ▪ Could go further ▪ Some buildings on Churchill Road are very unattractive and drag down the area ▪ Bowden redevelopment is a better example of apartment living. 	<ul style="list-style-type: none"> ▪ Noted ▪ Noted ▪ Strengthened visual appearance to the street in Council Wide and Zone provisions as a main focus of the DPA ▪ Bowden development is a different development model with a single parent developer with control of the entire site and the ability to introduce a raft of additional design related encumbrances. 	Nil
3	Inspiredam (email)	<ul style="list-style-type: none"> ▪ The whole thing is a disgrace, in what should have been exciting new 'mixed use' area with a retail focus to rival The 	<ul style="list-style-type: none"> ▪ Policy areas identify the level and type of residential and non-residential 	Nil

City of Prospect
Heritage (Conservation) Zone Policy Areas Development Plan Amendment
Attachment A — Summary and Response to Public Submissions

#	Name	Submission Summary	Comment	DPA Amendment
	address)	<p>Parade and Jetty Road, instead is a licence to build more multi-storey flats in a prestige suburb</p> <ul style="list-style-type: none"> What is wrong with putting this kind of development in Blair Athol or Islington? 	<p>use expected. High Street on Prospect Road to have similar retail focus to The Parade and Jetty Road</p> <ul style="list-style-type: none"> State Governments 30 Year Plan for Greater Adelaide identifies inner metropolitan Adelaide for corridor growth areas. 	
4	Will (email address)	<ul style="list-style-type: none"> Policy changes are an improvement on previous policy Agree in greater population density around corridors to enhance vibrancy, stronger retail, walkable and reduced reliance on cars More bicycle lanes are needed and removal of polluting trucks. 	<ul style="list-style-type: none"> Noted Noted Local area and DPTI traffic needs can be supported outside of the DPA 	Nil
5	John Lennox of Devonport Tce, Prospect	<ul style="list-style-type: none"> Too little too late Some development is hideous Development in side streets is not appropriate and loss of character. 	<ul style="list-style-type: none"> Noted, Council is responding to the former Ministerial Policy as real life examples now inform our policy settings Strengthened visual appearance and context requirements in Council Wide and Zone provisions as a main focus of the DPA Strengthened amalgamation policy to coordinated development focus to the main road and away from side streets. Zone boundary changes were not investigated within this DPA and there are reasons for these allotments being incorporated within the Urban Corridor Zone (eg consistent boundary line that does not create additional interface edges, creating appropriate allotment depth for larger developments, covers existing larger residential or non-residential 	<p>Add text to Urban Corridor Zone, Objective 5 and insert a new PDC 7 to read:</p> <p><i>Objective 5: Amalgamation of sites to provide opportunity to better accommodate envisaged development, design flexibility, diverse building types and dwelling sizes and to include surrounding allotments within the zone that do not have main road frontage.</i></p> <p><i>PDC7: Amalgamation of allotments should provide opportunity for consolidating and coordinating development in accordance with the desired character of the zone and policy area and</i></p>

City of Prospect
Urban Corridor Zone and Interface Areas Policy Review Development Plan Amendment
Attachment A — Summary and Response to Public and Agency Submissions

#	Name	Submission Summary	Comment	DPA Amendment
			development) .	<u>interface zone and policy areas wherever applicable.</u>
6	Robin Pearce of James Street, Prospect	<ul style="list-style-type: none"> ▪ Developments are not meeting car parking requirements and don't agree with car parking fund as a way of reducing car parking numbers ▪ Traffic and car parking congestion in local area ▪ Reduce number of apartments if can't meet requirements even if the project becomes unviable. 	<ul style="list-style-type: none"> ▪ Developments need to justify car parking rates against Development Plan provisions. No changes proposed as there is no increase in proposed density (reduced density for some policy areas), scale and use of development and current provisions have only been recently tested and adopted ▪ Local area traffic surveys do not support this (Note: construction traffic may be causing temporary congestion) ▪ Related to Development Assessment and not the DPA. 	Nil
7	J.A Newell of Devonport Tce, Prospect	<ul style="list-style-type: none"> ▪ I agree to the amendment, but object to an existing 5 storey development in Belford Ave. with regard to parking and boundary fences ▪ Traffic lights needed at intersection with Churchill Road and better site distances ▪ Loss of sunlight from my backyard and to solar cells on roof ▪ Stolen items from my yard. 	<ul style="list-style-type: none"> ▪ Noted comments on an approved development. Fencing matters are largely outside of Council control. ▪ Local area traffic issue and outside scope of the DPA ▪ New building separation provisions are part of this DPA together with a goal of moving the bulk of new buildings to the street (away from side and rear boundaries) to encourage daylight penetration into adjacent properties ▪ Not relevant to the DPA 	Nil
8	Paul Ellis (email	<ul style="list-style-type: none"> ▪ Increased development and infill without providing other quality of life and infrastructure facilities e.g. open space, public 	<ul style="list-style-type: none"> ▪ The 2013 Ministerial DPA for the zone undertook these investigations. This 	Nil

**City of Prospect
Heritage (Conservation) Zone Policy Areas Development Plan Amendment
Attachment A — Summary and Response to Public Submissions**

#	Name	Submission Summary	Comment	DPA Amendment
	address)	<p>transport, schools, shopping</p> <ul style="list-style-type: none"> ▪ Car parks per dwelling are manifestly inadequate and will encourage on-street parking with safety and traffic management problems. Should be 2 parks per dwelling. ▪ Interface areas should have fencing requirements (noise/privacy/security) and be provided at developers expense ▪ Does Council intend re-zoning residential properties adjacent to Urban Corridor Zone? ▪ More protection to adjacent properties. Height of buildings tower above and overshadow existing residences. 	<p>DPA is targeted specifically on design policy only. Council’s Open Space Strategy to inform open space acquisition and land division allocations. State Government transport and education plans consider future planning needs. These issues are outside of the scope of this DPA which is targeted to design related issues</p> <ul style="list-style-type: none"> ▪ No car parking rate changes proposed as the density, scale and use of development remains the same and current corridor provisions have only recently been scrutinised and adopted. Anecdotal evidence from new development and 2016 Census data on average car ownership suggest the car parking rates to be fair and aligned with needs. ▪ Privacy fencing is standard practise along the side and rear property boundaries. Also, along interface boundaries a new deep root area provision has been introduced to retain and enhance vegetation screening ▪ This DPA does not include any rezoning or zone boundary changes ▪ New provisions introduced to minimise impacts to adjoining properties (building separation, pushing building mass towards the 	

City of Prospect
Urban Corridor Zone and Interface Areas Policy Review Development Plan Amendment
Attachment A — Summary and Response to Public and Agency Submissions

#	Name	Submission Summary	Comment	DPA Amendment
		<ul style="list-style-type: none"> ▪ Compensation provided for devaluation of properties. ▪ Planning controls to be tightened and unambiguous ▪ 30 Year Plan asks for 'quality open space within walking distance of neighbourhoods' and Objective 26 in DP and this is not the case along Main North Road, Prospect Road and Churchill Road. 	<p>street and away from other properties)</p> <ul style="list-style-type: none"> ▪ Recent real estate and economic data would seem to indicate that values are increasing in the local area ▪ Planning policy is written in a non-mandatory fashion, with emphasis placed on the desired intent of envisaged development ▪ Public open space provision is beyond the scope of this DPA, which does not propose any increases in density or change of land uses. Desired open space provision is a product of the land division process and preferably linked to an Open Space Strategy. 	
9	Frances Mingorance of Sherbourne Road, Medindie Gardens	<ul style="list-style-type: none"> ▪ No to businesses, shops and offices ▪ No to rubbish behind my fence or waste material ▪ No to large trucks ▪ Like to see some beautiful trees and flowers. 	<ul style="list-style-type: none"> ▪ Not within scope of this DPA which is concerned with design related policy ▪ On-site communal bin collection, location, screening and bin washing facilities have been added to the policy. ▪ Temporary construction phase only within local streets or linked to the main road function e.g. Main North Road and Churchill Road ▪ New landscaping provisions and deep soil areas to support trees and more mature vegetation 	Nil

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10	Rod Ralph of Airlie Ave, Prospect	<ul style="list-style-type: none"> ▪ Totally supportive of on-site commercial collection of waste ▪ Existing residents should be exempt from boundary fence payments and fencing should be 2.4 metres high to minimise interface impacts ▪ Developers causing considerable damage to public infrastructure or assets and nothing is done ▪ Traffic blockages to local streets caused by construction ▪ Fire retardant material to be enforced on new buildings. 	<ul style="list-style-type: none"> ▪ Noted and also noted that on-site collection of waste is occurring or has been proposed in a number of denser developments ▪ Unsure of the value of higher fences due to trade-offs (privacy or visual amenity/daylight). Standard privacy fencing to 2.1 metres high seems reasonable and associated costs are a civil matter between owners for all boundary fences. It is considered better to minimise overlooking at its source (window or balcony) as per existing and new policy. New provisions added to encourage visual privacy - minimum deep soil areas allow for vegetation screening to adjacent properties, building separation policy with minimum setback distances to habitable windows and balconies and minimum setbacks to the zone boundary that increase when built form goes beyond envisaged development scale of development in adjacent zones. ▪ Noted and while not part of the DPA process Council is currently reviewing its compliance role and preparing revised compliance policies and procedures. ▪ Noted ▪ Building Code requirement and also a 	Nil

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#	Name	Submission Summary	Comment	DPA Amendment
			matter for the Building Fire Safety Committee	
11	Helen Tramountanas of Albert St, Prospect	<ul style="list-style-type: none"> Object to 2 or more storey buildings overshadowing single storey buildings (daylight, cost of heating and other sustainability concerns) 	<ul style="list-style-type: none"> Existing policy (CW PDC 139 and UCZ PDC13) and new policy on 'building separation' (CW PDC 170) to minimise overshadowing of adjacent dwellings and private open space, including to solar collectors and allow daylight infiltration 	Nil
12	SA Power Networks	<ul style="list-style-type: none"> Give consideration to the current network capacity and developer contributions 	<ul style="list-style-type: none"> No increases in development intensity or contributions to power infrastructure is proposed as part of this DPA 	Nil
13	Daniel Keller (email address)	<ul style="list-style-type: none"> Fully support the DPA changes. 	<ul style="list-style-type: none"> Noted 	Nil
14	Psprich1 (email address only)	<ul style="list-style-type: none"> Appears to be better control on the look, integration and quality of new builds but still don't like density arrangement Implementation of Plan still at mercy of developers who are in it for the money and not on improving housing affordability and liveability Parking is commented on but traffic flow is still a problem through local streets and should be focused toward main roads. 	<ul style="list-style-type: none"> Noted and reduced minimum density requirements proposed for specific policy areas to create a better balance of new built form Noted with design improvements at the core of this DPA, liveability and choice should be realised. Local Area Traffic Studies to ascertain issues within local streets. Recent studies in Churchill Road and between Prospect Road and Main North Road did not find any traffic issues of concern and traffic volumes fall within acceptable limits for existing local road classifications. The only exceptions are Pym Street (to a collector road) and Belford Avenue (to a minor collector road) and not as a result of the Zone, but from industry 	<p>To promote townhouse-like housing with good design outcomes amend PDC5 within Urban Corridor Zone to read:</p> <p><i>Boulevard – 75 400 dwellings per hectare net; except where varied by Concept Plan Figure UrC/1</i></p> <p><i>High Street – 60 70 dwellings per hectare net.</i></p>

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			through traffic from City of Port Adelaide Enfield and City of Charles Sturt	
15	Njrossiter (email address only)	<ul style="list-style-type: none"> Green space and landscaping have been adequately covered Not happy with stepped layers on buildings disappearing and making a solid facing wall. Particularly along Prospect Road. 	<ul style="list-style-type: none"> Noted Noted, intent is to bring built form massing towards the street and minimise built form impacts on the side boundaries alongside traditional backyard spaces. Solid facing walls on or near boundaries have a new provision within the Zone (PDC17) to provide attractive and interesting facades. 	Nil
16	Miss Debbi (email address only)	<ul style="list-style-type: none"> Churchill Road buildings are mostly ugly, coloured and out of context to this historical area, jamming the streets and not enough parking provided Lack of natural light. 	<ul style="list-style-type: none"> Building appearance, materials/ finishes and contextual considerations have been addressed with new additional policy. Recent Local Area Traffic Studies have shown that volumes and on-street parking are suitable for local streets. 2016 Census data also confirms that Development Plan requirements align well with average car ownership across dwelling types in the city. Existing policy (CW PDC 139 and UCZ PDC13) and new policy on 'building separation' (CW PDC 170) to minimise overshadowing of adjacent dwellings and private open space, including to solar collectors 	Nil
17	David Edwards of Bridges Street, Broadview	<ul style="list-style-type: none"> No comment Wish to present to the Public Meeting. 	<ul style="list-style-type: none"> Noted Noted 	Nil

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#	Name	Submission Summary	Comment	DPA Amendment
18	Kate Barrett	<ul style="list-style-type: none"> Whilst the design/cosmetic changes are an improvement the bulk and overall impact of developments over 2 storeys high will remain a non-human-scale. 	<ul style="list-style-type: none"> Noted. Envisaged development will remain between 2 to 4 storeys in accordance with state strategy for Inner Metropolitan growth corridor areas. New policy amendments in the DPA are to encourage better interface outcomes (public and private) from larger scale development 	Nil
19	Briar Newland of 5 Churcher Street, Thorngate	<ul style="list-style-type: none"> Existing limited access and congestion. Particularly, right hand turns onto Main North Road from Robe Tce. Lack of street parking from existing uses (Blackfriars school, Stillwell Ford) New development overshadowing existing solar panels Keep Main North Road to Carter Street (from Fitzroy Terrace) 1 to 2 storeys high with graduated height increases after Carter Street Multi-storey buildings too close to main roads and need to be setback to avoid tunnel effect 	<ul style="list-style-type: none"> DPTI traffic requirements outside scope of the DPA and beyond Council control. Recent Local Area Traffic Studies have shown that volumes and on-street parking are suitable for local streets. 2016 Census data also confirms that Development Plan requirements align well with average car ownership across dwelling types in the city. Existing policy (CW PDC 139 and UCZ PDC13) and new policy on 'building separation' (CW PDC 170) to minimise overshadowing of adjacent dwellings and private open space, including to solar collectors and allow daylight infiltration DPA did not consider making any changes to building heights Different policy areas with varying front property setbacks are proposed to respond to traditional character patterns and need to provide front yard elements like landscaping (eg nil 	Nil

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#	Name	Submission Summary	Comment	DPA Amendment
		<ul style="list-style-type: none"> ▪ New Cinema on Prospect Road has limited footpath space for a variety of users ▪ Need more on-site parking. 	<p>on High Street and 3 metres minimum on Main North Road)</p> <ul style="list-style-type: none"> ▪ Noted but outside the scope of this DPA ▪ No car parking rate changes proposed as the density, scale and use of development remains the same and current corridor provisions that have only recently been scrutinised and adopted. 2016 Census data also confirms that Development Plan requirements align well with average car ownership across dwelling types in the city. 	
20	A Edwards (email address only)	<ul style="list-style-type: none"> ▪ Churchill Road traffic is becoming busier and difficult to cross as a pedestrian or in a car from denser apartment developments ▪ Development with no backyards and no increase in parks. 	<ul style="list-style-type: none"> ▪ Local area studies are not showing discernible increases in local traffic and Churchill Road is likely to be subject to increasing through traffic to areas beyond the council ▪ A reduction in backyard areas per dwelling from larger scale developments. Alternative private and communal open space provided from balconies and roof top gardens. Public open space requirements will be guided by Council's Open Space Strategy 	Nil
21	SA Water (Note: late submission received on 28/07/2017)	<ul style="list-style-type: none"> ▪ Development should not have deleterious effects on quality or quantity of source waters ▪ All applications for connections needing an extension to water/wastewater networks will be assessed on its merits ▪ Industrial or commercial developments connected to SA 	<ul style="list-style-type: none"> ▪ Noted ▪ Noted ▪ Noted 	Nil

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#	Name	Submission Summary	Comment	DPA Amendment
		Water's wastewater infrastructure will need authorisation to discharge of trade waste.		
22	Department of Environment, Water and Natural Resources (Note: late submission received on 28/07/2017)	<ul style="list-style-type: none"> ▪ Similar submission was provided on the Draft Design Guidelines (ODASA) ▪ Support for many new provisions re landscaping and deep root zones ▪ <i>Add the following text in Council Wide PDC 146 as follows: (e) including awnings, eaves, verandahs, vine-covered pergolas, or similar, to the street where setbacks and ground floor uses allow, to provide pedestrian amenity. Amend the following text:</i> ▪ Medium and High Rise Development (3 or more storeys) ▪ <i>Objective 21(f) incorporating generous areas of high quality fit-for-purpose green infrastructure including landscaping, green walls and green roofs</i> ▪ <i>PDC160(a) ...for example ...vine-covered pergolas</i> ▪ <i>PDC 163(a) utilise...louvres, green facades ...</i> ▪ <i>PDC 164(f) ...impacts on street trees and ...</i> ▪ <i>PDC 176(b)....landscaping roof top gardens</i> ▪ <i>PDC 176 to also include: (c) incorporate rainwater capture for internal or external use.</i> 	<ul style="list-style-type: none"> ▪ Noted ▪ Noted ▪ Agree ▪ Agree ▪ Disagree as the provision relates to shelter and not vegetation growing on structures. ▪ Agree ▪ Agree ▪ Disagree as it is covered by PDC177 ▪ Disagree as it is already provided under 'water sensitive design' PDC 262 	<ul style="list-style-type: none"> ▪ Add PDC 146(e) with minor word edits ▪ Add amendment to Objective 21(f) as shown ▪ Add amendment to PDC163(a) as shown ▪ Amend PDC 164(f) to read: <i>(f) minimise the number...and impacts on street trees and pedestrian areas.</i>

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#	Name	Submission Summary	Comment	DPA Amendment
		<ul style="list-style-type: none"> ▪ <i>PDC180 ...be provided with and have access to ...</i> Urban Corridor Zone ▪ <i>Objective 2incorporating trees and verge plantings to create high levels of amenity.</i> ▪ <i>Desired Character (a) Contextualbuilt form, green infrastructure and linkages and landscaping , and positively ...</i> ▪ <i>PDC17(d) include green facades landscaped walls/vertical gardens</i> <i>Boulevard Policy Area</i> ▪ <i>Desired Character (7th paragraph) Landscaping ed areas and green facades ...</i> ▪ <i>Mixed Use Churchill Area (6th paragraph) Front fencing ...with appropriate landscaping treatments if required for noise attenuation</i> <i>High Street Policy Area</i> ▪ <i>Desired Character (5th and 7th paragraphs) Verandas or vine-covered pergolas will be provided...</i> ▪ <i>Landscaping and other green infrastructure will be primarily confined to areas with provided in the public realm...</i> <i>Business Policy Area</i> ▪ <i>Desired Character (4th paragraph) Landscaping ed areas and other green infrastructure will be exclusive of on-site services, while additional landscaping areas are to be provided on buildings in the form of green walls or roof top gardens, ...</i> 	<ul style="list-style-type: none"> ▪ Disagree (PDC180) ▪ Disagree (Objective 2) ▪ Disagree (Desired Character (a)) ▪ Agree ▪ Agree ▪ Agree ▪ Agree with minor edit ▪ Agree ▪ Agree 	<ul style="list-style-type: none"> ▪ Add amendment to Urban Corridor Zone PDC17 as shown ▪ Add amendments to Boulevard Policy Area as shown ▪ Delete existing text ▪ Add amendment to High Street Policy Area to read: <i>Verandas (including vine covered) will be provided...</i> ▪ Add amendment to High Street Policy Area as shown ▪ Add amendment as shown to Business Policy Area

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#	Name	Submission Summary	Comment	DPA Amendment
23	John Painter of Richman Ave, Prospect	<ul style="list-style-type: none"> ▪ Notification of development is insufficient and should be a minimum of 200 metres from proposed development. Any changes proposed after approval should be provided to notified properties as well ▪ Visual privacy concern and apartment occupants rights above neighbouring residents ▪ Certifiers need to be totally independent of developers. 	<ul style="list-style-type: none"> ▪ Comments provided are outside the scope of the DPA and the public notification process and requirements are controlled by the State Government and provisions of the Development Act 1993 and Development Regulations 2008. ▪ This matter has been raised many times based on misquoted correspondence. Visual privacy provisions exist and have been strengthened in the DPA and there is no policy bias toward the development occupants over neighbouring residents ▪ Noted but outside the scope of this DPA and Council control with responsibility with the State Government. 	<p>Nil</p> <p>Add 'visual privacy' text to Urban Corridor Zone – Principle of Development Control 8.</p>
24	Celia Pheasant (email address only)	<ul style="list-style-type: none"> ▪ Lack of street greening that discourages ground level use by pedestrians ▪ Insufficient setback from street with a dominant car feel 	<ul style="list-style-type: none"> ▪ Landscaping provisions (on private land) have been significantly strengthened within this DPA (CW – 2 objectives & 5 PDCs; UCZ & Policy Areas – 2 objectives, desired character statements & 7 PDCs) ▪ High Street Policy Area will remain on zero setback from street property boundary to reflect uniform facades and verandas and business activation of the street. Other policy areas have a minimum of 3 metres setback to allow for landscaping and building separation from the street 	<p>Nil</p>

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#	Name	Submission Summary	Comment	DPA Amendment
		<ul style="list-style-type: none"> ▪ Village vibe along Prospect Road is not supported by 4 storey development with no/little setback ▪ Little consideration given to transition between adjacent zones going from 3 to 4 storeys to 1 storey ▪ Should be no change to zone boundary. 	<ul style="list-style-type: none"> ▪ Higher built form to support targeted growth area as per 30 Year Plan ▪ Existing building envelope provisions and new provisions on building and zone boundary separation/height related to setbacks and provision for deep root zone areas ▪ No change to zone boundary proposed 	
25	Cathy Aldridge of Prospect Road, Prospect	<ul style="list-style-type: none"> ▪ Amendments are too little too late ▪ Area is known for heritage and traditional homes and leafy streets and this has been ruined by ugly 2 to 3 storey buildings ▪ No visual appeal to these multi-storey buildings ▪ Prospect is too small to handle developments of this scale 	<ul style="list-style-type: none"> ▪ City of Prospect has undertaken a leadership role to review design related policy based on rapid development within our council area and responding to lessons learnt. Concentration of growth and provision of housing choice in Urban Corridors allows for the preservation of existing residential and historic conservation areas. ▪ Council has recently undertaken and adopted a doubling of heritage areas and items throughout the city preserving a great balance with growth proposed in the 30 Year Plan for corridor growth areas and a different urban form ▪ This DPA has had a strong emphasis on enhancing visual appearance provisions within the Development Plan (13 new provisions and additional text within desired character statements) ▪ Disagree 	Nil

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#	Name	Submission Summary	Comment	DPA Amendment
		<ul style="list-style-type: none"> ▪ Infrastructure provision concerns ▪ Prospect Road is too narrow. Future tram? ▪ Multi-storey and overlooking and overshadowing issues into existing dwellings. Should be ample notice and opportunities to object ▪ Urban corridor should restrict development on main roads only and not into back streets ▪ Prospect Road should have parking bays ▪ All multi-storey development should occur over a minimum of 2 blocks to prevent intense poor design ▪ Promote more 3 bedroom apartments for families 	<ul style="list-style-type: none"> ▪ Infrastructure investigations were part of the zone amendments in 2013 ▪ Outside the scope of the DPA ▪ Noted and visual privacy provisions have been further strengthened. Objections part of the Development Assessment process and outside the scope of the DPA ▪ This DPA does not include any amendments to the zone boundary. Strengthen amalgamation provisions so that sites without a main road frontage are coordinated with surrounding main road frontage sites and development emphasis is directed away from local streets ▪ Outside the scope of the DPA ▪ Strengthen amalgamation provisions so that sites without a main road frontage are coordinated with surrounding main road frontage sites and development emphasis is directed away from local streets. Not applicable to all sites as good design outcomes can be achieved on individual allotments ▪ Text had been added to Urban Corridor Zone desired character to support a diversity of housing sizes. Housing variety and choice is already 	<p>Add 'visual privacy' text to Urban Corridor Zone Principle of Development Control 8</p> <p>Add text to Urban Corridor Zone, Objective 5 and insert a new PDC 7 to read: <i>Objective 5: Amalgamation of sites to provide opportunity to better accommodate envisaged development, design flexibility, diverse building types and dwelling sizes and to include surrounding allotments within the zone that do not have main road frontage.</i></p> <p><i>PDC7: Amalgamation of allotments should provide opportunity for consolidating and coordinating development in accordance with the desired character of the zone and policy area and interface zone and policy</i></p>

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#	Name	Submission Summary	Comment	DPA Amendment
		<ul style="list-style-type: none"> Not supplying adequate car parking should incur an ongoing penalty so that developers take the time to better design sites, are functional and serve the community and reduces street congestion Most key changes in DPA are good but it needs more. 	<p>being realised. 2016 Census data also confirms that Development Plan requirements align well with average car ownership across dwelling types in the city.</p> <ul style="list-style-type: none"> Car parking rates assessed as part of Development Approval and development needs to take place in accordance with that approval otherwise penalties and enforcements will apply Noted and some additional policy is recommended as part of the review of submissions received 	<u>areas wherever applicable.</u>
26	Glenn and Gaynor Heylen of Richman Ave, Prospect	<ul style="list-style-type: none"> Current guidelines are loosely written and interpreted in favour of developers Issues outlined in relation to existing development on Richman Ave (density, not mixed use, height, interface height, visual interest, overshadowing, landscaping, under car parking rate, does not front onto main road, side street traffic congestion, design not in character, overlooking and setbacks) Certificate of completion and private certifier issues DPA information sheet list a number of key changes which are appropriate 	<ul style="list-style-type: none"> Development Plan policy is required to be written in a non-mandatory manner as required by the Minister for Planning. Decisions are made in accordance with a consideration of allotments of the relevant provisions of the Plan. Noted and many issues have been strengthened through this DPA. Additional text also inserted for improved visual privacy outcomes. Outside of the scope of the DPA. Control is with the State Government. Noted 	

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#	Name	Submission Summary	Comment	DPA Amendment
		<ul style="list-style-type: none"> ▪ Should be mandatory to inform more residents of new developments (200m radius) ▪ New development appears to be harsh contemporary structures of concrete and steel in suburbs of character housing. Will age poorly. ▪ Should demand high quality new dwellings which complement and contribute to the amenity of the neighbourhood. 	<ul style="list-style-type: none"> ▪ Noted, but outside the scope of the DPA. Public notification process and requirements are controlled by the State Government and provisions of the Development Act 1993 and Development Regulations 2008. ▪ New provisions on materials and finishes that are contextual and age well ▪ Stronger links to contextual considerations and quality design within the proposed amendments 	
27	Department of Transport Planning and Infrastructure	<ul style="list-style-type: none"> ▪ This DPA was released simultaneously with other Ministerial DPAs on design related issues. ▪ Changes to the DPAs may follow consideration of all public submissions of each of these documents and Council should engage early with the Department to ensure a consistent policy framework is maintained ▪ Otherwise, no other comments are made as the policy was developed in collaboration with the Department. <p><u>Additional Comments (31/10/2017)</u></p> <ul style="list-style-type: none"> ▪ Site amalgamation policy in the Urban Corridor Zone <p>DPTI supports Council strengthening site amalgamation policy in the zone – however Council should be aware that this policy is likely to receive further review through the P & D Code next year.</p> <p>The department provides the following suggested wording in the context of the Ministerial Kilburn DPA which was recently approved. The following wording changes are based on what was added to the Urban Renewal Zone DCS in this DPA:</p>	<ul style="list-style-type: none"> ▪ Noted ▪ Noted ▪ Noted ▪ Noted 	<p>Nil</p> <p>DPA amended as per DPTI advice</p>

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#	Name	Submission Summary	Comment	DPA Amendment
		<p>(DPTI's suggested changes are in green and strikeout / <u>Prospects changes in yellow</u>)</p> <p>Urban Corridor Zone</p> <p>Objective 5: “Amalgamation of sites, including adjacent sites that may or may not have main road frontage, are encouraged to provide better design outcomes opportunity to better to accommodate envisaged development, design flexibility, diverse building types, landscaping, private open space and dwelling sizes.” and to include surrounding allotments within the zone that do not have main road frontage.</p> <p>Principle of Development Control 7: “Amalgamation of sites, including adjacent sites that may or may not have main road frontage, of allotments should provide opportunity for comprehensively planned development and better design outcomes consolidating and coordinating development in accordance with the desired character of the zone/policy area and interface zone/policy area, wherever applicable.”</p> <ul style="list-style-type: none"> ▪ Design and Appearance PDC 162 (Medium and High Rise Development general policy) <ul style="list-style-type: none"> □ DPTI requests the removal of the following part of the PDC “; and avoiding painted surfaces particularly above ground level.” ▪ Development in Mixed Use, Urban Corridor, and Centre Zones <p>Relationship to the Street and Public Realm 146. In mixed use and medium and high density residential areas, development facing the street should be designed to provide interesting and pedestrian friendly street frontage(s) by:</p>	<ul style="list-style-type: none"> ▪ Noted 	<p>DPA amended as per DPTI advice</p>

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		<p>.....(e) including awnings, eaves, verandahs, vine-covered structures, or similar, to the street where setbacks and ground floor uses allow.</p> <p>DPTI support the changes proposed subject to the recommended change in the column to the left or council could specify pergola</p> <ul style="list-style-type: none"> ▪ Medium and High Rise Development (3 or More Storeys) <p>Private Open Space 149. Private open space (available for exclusive use by residents of each dwelling) should be provided for each dwelling and should be sited and designed: (b) to be generally at ground level and/or upper levels (comprising balconies, roof patios and the like) (other than for residential flat buildings) and to the side or rear of a dwelling and screened for privacy.</p> <p>150 Dwellings at located to ground level should provide private open space at and/or above ground level in accordance with the following table:</p> <p>DPTI support the changes proposed allowing private open space to be opened up to comprise upper level balconies, roof patios etc. but would like council to consider retaining the minimum dimension of 2 metres</p> <p>Objective 21:Development that enhances the public environment, provides activity and interest at street level and a high quality</p>	<ul style="list-style-type: none"> ▪ Noted ▪ Noted 	<p>DPA amended as per DPTI advice</p> <p>DPA amended as per DPTI advice with the exception of the 2m minimum dimension for balcony private open space. As balcony private open space can now form the sole private open space a minimum dimension of 3m is considered more appropriate.</p>

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		<p>experience for residents, workers and visitors by:(f) incorporating generous areas of high quality fit for purpose landscaping, green walls and roofs.</p> <p>DPTI support the changes proposed</p> <p>163. Balconies should be integrated into the overall architectural form and detail of the development and should: (a) utilise sun screens, pergolas, louvres, green facades and openable walls to control sunlight and wind.....</p> <p>DPTI support the changes proposed</p> <p>164. Development facing the street should be designed to provide attractive and pedestrian friendly street frontage(s) by:(f) minimising the number and width of driveways and entrances to car parking areas to reduce the visual dominance of vehicle access points and impacts on street trees and pedestrian areas.</p> <p>DPTI support the changes proposed</p> <p>182. Development should provide a dedicated area for the on-site collection and sorting of recyclable materials and refuse, green organic waste and wash-bay facilities for the ongoing maintenance of bins. Storage areas and wash-bays should be designed and managed so that wastewater (contaminated stormwater and washdown water) does not discharge to the stormwater system. This area should be screened from view from public areas so as to not to detract from the visual appearance of the ground floor.</p> <p>DPTI do not support the amendment – consider that the matter is dealt with adequately elsewhere relating to stormwater management</p>	<ul style="list-style-type: none"> ▪ Noted ▪ Noted ▪ Noted ▪ Noted 	<p>Nil</p> <p>Nil</p> <p>Nil</p> <p>DPA amended as per DPTI advice</p>

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#	Name	Submission Summary	Comment	DPA Amendment
		<p>184. Unless separated by a public road or reserve, development site(s) adjacent to any zone that has a primary purpose of accommodating low rise (1-2 storey) residential activity should incorporate deep soil zones along the common boundary to enable medium to large trees to be retained or established to assist in screening new buildings of 3 or more storeys in height.</p> <p>One way of achieving this is for development comprising building elements three or more storeys in height to be setback at least 6 metres or 9 metres to habitable room windows, balconies and roof patios (from a zone boundary) and incorporate a deep soil zone area capable of accommodating medium to large trees with a canopy spread of not more than 8 metres when fully mature.</p> <p>DPTI doesn't support this addition to the zone interface principle but may consider other options to address the matter</p> <p>Objective 5: Amalgamation of sites to provide opportunity to better accommodate envisaged development, design flexibility, diverse building types and dwelling sizes and to include surrounding allotments within the zone that do not have main road frontage.</p> <p>DPTI support – but refer to suggested wording changes above</p> <ul style="list-style-type: none"> ▪ Urban Corridor Zone <p>Residential development in a building largely for residential living should aim to achieve a target minimum net residential site density in accordance with the following:</p> <p>DPTI support the changes in minimum net residential site densities subject to Council providing detailed justification for this change when submitting the DPA for approval</p> <p><u>7. Amalgamation of allotments should provide opportunity for consolidating and coordinating development in accordance with</u></p>	<ul style="list-style-type: none"> ▪ Noted ▪ Noted 	<p>DPA amended as per DPTI advice</p> <p>DPA amended as per DPTI advice</p>

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		<p><u>the desired character of the zone/ policy area and interface zone/policy area, wherever applicable.</u></p> <p>DPTI support – but refer to suggested wording changes above</p> <p>18. Unless abutting an existing building, walls (including attached structures) that have a height of greater than 4.5 metres, located on or within 2 metres of side allotment boundaries should provide attractive and interesting façades utilising techniques and combinations such as the following:..... (c) ... (d) include green landscaped walls/<u>vertical</u> gardens</p> <p>DPTI support the changes proposed</p> <p>Verandas (<u>including vine covered</u>) will be provided to create a comfortable and intimate place for pedestrians, and while avoiding the need to replicate those on adjoining buildings, will complement the size, alignment and height of nearby traditional canopies.</p> <p>Landscaping <u>and other green infrastructure</u> will be primarily confined to areas within the public realm and in accordance with the Prospect Road Master Plan, on buildings (roof top, walls and verandas), within rear yards, on zone boundaries or on buildings/structures to contribute to a pleasant pedestrian environment, and enhance the built form especially as viewed from adjacent zones.</p> <p>DPTI support the changes proposed with the exception of the inclusion of “including vine covered” after verandas</p> <p>Buildings will be set back from Prospect Road and, where relevant, from the secondary street, to provide for landscaping <u>and green facades</u>. This planting will be exclusive of on-site services and will enhance the built form, contribute to a pleasant pedestrian</p>	<ul style="list-style-type: none"> ▪ Noted ▪ Noted ▪ Noted 	<p>No further change to DPA</p> <p>No further change to DPA</p> <p>DPA amended as per DPTI advice</p>

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#	Name	Submission Summary	Comment	DPA Amendment
		<p>environment and provide an attractive transition between the public and private realms.</p> <p>DPTI support the changes proposed</p> <p>Buildings will be setback from Main North Road to provide for landscaping to integrate with and contribute to the public realm as a feature of all development along Main North Road. Landscaping areas will be exclusive of on-site services, while additional landscaping areas are to be provided on buildings in the form of green walls and roof top gardens, on zone boundaries, and within courtyards in residential development.</p> <p>DPTI support the changes proposed</p>	<ul style="list-style-type: none"> ▪ Noted ▪ Noted 	<p>No further change to DPA</p> <p>No further change to DPA</p>
28	Urban Development Institute of Australia	<ul style="list-style-type: none"> ▪ Support increased density along corridors in accordance with 30 Year Plan ▪ Understand that there have been some examples where better design may have improved public realm outcomes ▪ Identical policies [CW section] to Inner and Middle Metropolitan Corridor (Design) DPA and reflective of Design Guidelines document by ODASA ▪ Our members are concerned that this DPA appears to be a 'tool' for the incorporation of the Design Guidelines into the assessment process rather than its assumed role as a 'best practice guide' for the Planning and Design Code ▪ Concern is raised that where 'one way achieving' a provision is 	<ul style="list-style-type: none"> ▪ Noted ▪ Noted ▪ Noted ▪ The Design Guidelines are a separate document and have been written as a guidelines document (goes beyond planning controls) and not as policy to be incorporated into the Plan. Some of the design issues may overlap but this DPA specifically deals with issues raised in its investigations and consultation process ▪ 'one way of achieving' does not 	Nil

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		<p>provided that it is not viewed as a minimum expected standard but alternative design standards can also be used</p> <ul style="list-style-type: none"> ▪ The level of planning policy detail proposed run counter to the intent to streamline the planning policy framework and provide a more performance based assessment. 	<p>indicate a minimum expected standard, but provides guidance on a method that meets the intent of the provision</p> <ul style="list-style-type: none"> ▪ Strengthening design policy has been required because the previous wording has not delivered desired outcomes within the Urban Corridor Zone, as shown by 50% DAP referrals and community concern of developments within the affected area 	
29	David Smith of Castle Ave, Prospect	<ul style="list-style-type: none"> ▪ Support the DPA but don't think it goes far enough ▪ Needs to be restrictions on development in specific areas to avoid destroying present resident human rights ▪ Apartments are an environmental disaster e.g. high energy users ▪ Urban development is devaluing original homes ▪ Outlook and visual privacy for homes being eroded by new development 	<ul style="list-style-type: none"> ▪ Noted and changes have been made post consultation ▪ Re-zoning process is a legal process pursuant to the Development Act 1993 and requires extensive investigations, consultation and approvals from various authorities ▪ Depends on design and materials used and literature also supports higher density development in terms of relative energy use eg. reduced car use, less heat loss and gain from attached walls, less footprint and materials used per dwelling etc ▪ Not supported by recent property valuation data ▪ Outlook and visual privacy provisions strengthened (eg CW – PDC 140, 170 and various visual amenity provisions; UCZ – establishing the greatest 	<p>Add 'visual privacy' text to Urban Corridor Zone to DPC 8</p>

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#	Name	Submission Summary	Comment	DPA Amendment
		<ul style="list-style-type: none"> ▪ Road network is narrow and congested and new development is compounding it ▪ Existing residents moving out ▪ Overcrowding leading to greater crime rates and higher mental health issues ▪ Lifestyle and beautiful village feel is being removed 	<p>height, mass and intensity of development at the main road frontages and away from side and rear boundaries)</p> <ul style="list-style-type: none"> ▪ Recent Local Area Traffic Surveys are not supporting views on local street congestion as volumes are within acceptable levels for local streets. 2016 Census data also confirms that Development Plan requirements align well with average car ownership across dwelling types in the city. ▪ Noted ▪ SA Health’s support for higher density urban areas (mental and physical). Crime rates are attributed to various factors operating in society and cannot be linked to a single issue ▪ An evolving character is envisaged from different built form and land uses. Concentration of growth and provision of housing choice in Urban Corridors allows for the preservation of existing residential and historic conservation areas. Council has recently undertaken and adopted a doubling of heritage areas and items throughout the city preserving a great balance with growth proposed in the 30 Year Plan for corridor growth areas and a different urban form 	

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#	Name	Submission Summary	Comment	DPA Amendment
		<ul style="list-style-type: none"> Risk of only one type of living accommodation along Churchill Road is not encouraging a mix of dwelling types. 	<ul style="list-style-type: none"> Policy support for a diversity of housing types within the DPA, including reviewing minimum densities to encourage townhouse-like developments 	<p>To promote townhouse-like housing with good design outcomes amend PDC5 within Urban Corridor Zone to read:</p> <p><i>Boulevard – 75 400 dwellings per hectare net; except where varied by Concept Plan Figure UrC/1</i></p> <p><i>High Street – 60 70 dwellings per hectare net.</i></p>
30	Lynette and Wayne Carroll of James Street, Prospect	<ul style="list-style-type: none"> We do not like this DPA as it will decrease our privacy, property value and street will be congested Did not live here for high rise conglomeration of buildings and congestion Should be a focus on preservation like Unley and Goodwood Development does not match the spirit of the place. 	<ul style="list-style-type: none"> Multiple issues raised are addressed in comments directly above and throughout this table. Larger built form and higher density within main road corridors is in accord with the 30 Year Plan for Greater Adelaide City of Unley is also subject to Urban Corridor zoning. Recent Heritage DPAs for City of Prospect were adopted in 2016 which has assisted in ensuring a balance of growth, housing choice and character preservation. Noted 	Nil
31	Andrew Watherston of Carter Street, Thorngate	<ul style="list-style-type: none"> I do not support this amendment. 	<ul style="list-style-type: none"> Noted 	Nil
32	Steve and Lisa Mikajlo of Azalea Street,	<ul style="list-style-type: none"> I support this amendment I would like to see Light Commercial in areas immediately 	<ul style="list-style-type: none"> Noted Beyond the scope of this DPA, but 	Nil

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#	Name	Submission Summary	Comment	DPA Amendment
	Prospect	behind the Urban Corridor Zone, to 2 storeys <ul style="list-style-type: none"> ▪ Good recommendations that will address poor development around Churchill Road 	unlikely to be supported in Residential and Historical (Conservation) Zones. Business Policy Area has light industry as an envisaged use. <ul style="list-style-type: none"> ▪ Noted 	
33	Lino and Anna Fusco of Churcher Street, Thorngate	<ul style="list-style-type: none"> ▪ We strongly believe that these changes will negatively impact both the residents and character of homes. 	<ul style="list-style-type: none"> ▪ Noted. The intent of the DPA is to improve built form outcomes whilst delivering the objectives of the States 30 Year Plan for Greater Adelaide. 	Nil
34	Mary Clarke of Richman Ave, Prospect	<ul style="list-style-type: none"> ▪ Current Plan is not being implemented well with an 'open slather' approach taken by DAP panel ▪ Resident concerns are secondary to development occupants ▪ Privacy issues, conditions of approval not undertaken or enforced. 	<ul style="list-style-type: none"> ▪ Non-specific concerns related to implementation of existing Development Plan and issues outside of DPA ▪ Intent of DPA policy focused on achieving appropriate (site and locality) envisaged development and therefore both stakeholder groups are covered ▪ Visual privacy provisions strengthened (e.g. CW – PDC 140; UCZ – establishing the greatest height, mass and intensity of development at the main road frontages and away from side and rear boundaries). Conditions of approval are part of the Development Assessment process 	Add 'visual privacy' text to Urban Corridor Zone PDC 8
35	Brenton and Rachel Davey of Princes St, Prospect	<ul style="list-style-type: none"> ▪ We are very encouraged by the updated Council proposal with multi-storey buildings more in keeping with surrounding buildings. 	<ul style="list-style-type: none"> ▪ Noted 	Nil

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#	Name	Submission Summary	Comment	DPA Amendment
36	Prospect Residents Association	<ul style="list-style-type: none"> ▪ Agree with many of issues identified in the document ▪ The Design Guidelines (like the Development Plan) will be meaningless unless mandated and followed ▪ Desired character statements need to be written to protect the character of inner suburban areas and new higher density development should complement existing neighbourhoods so they can be embraced by communities ▪ Car parking problems in streets should be accommodated in basement car parks or well concealed ground level parks ▪ Overshadowing and privacy impact to neighbours ▪ Green infrastructure very important to health of communities. Open space provision (private and shared) is a vital issue to be addressed ▪ Having a higher height at frontage and lower at rear of apartments is supported. But, do not raise current heights 	<ul style="list-style-type: none"> ▪ Noted. ▪ Noted but Design Guidelines status in the new Planning System is not linked to this DPA ▪ Changes made to Policy Areas within Urban Corridor Zone to incorporate design attributes from surrounding areas. Strengthen policy to promote townhouse development and maintain traditional connections with the ground level by amending the minimum residential density requirements ▪ Car parking covered by existing provisions no changes proposed to increase density or change land uses ▪ Rely on existing overshadowing provisions and visual privacy provisions strengthened (e.g. CW – PDC 140 & 170; UCZ – establishing the greatest height, mass and intensity of development at the main road frontages and away from side and rear boundaries). ▪ Noted. Existing private and communal open space provisions in the Plan ▪ Noted. Building heights are not proposed to be amended as part of 	<p>To promote townhouse-like housing with good design outcomes amend PDC5 within Urban Corridor Zone to read: <i>Boulevard – 75 400 dwellings per hectare net; except where varied by Concept Plan Figure UrC/1 High Street – 60 70 dwellings per hectare net.</i></p> <p>Add 'visual privacy' text to Urban Corridor Zone PDC 8</p>

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#	Name	Submission Summary	Comment	DPA Amendment
		<ul style="list-style-type: none"> ▪ Little comment on the impact on heritage and character homes. 	<p>this DPA.</p> <ul style="list-style-type: none"> ▪ Within the Urban Corridor Zone Policy Areas the DPA has broadened consideration of heritage matters to also include adjacent Historic (Conservation) Zones. <p>Note: Please also refer to the Public Meeting notes by Elizabeth Crisp.</p>	
37	Joe Larecki (email address only)	<ul style="list-style-type: none"> ▪ Raising my concerns about inappropriate developments in Prospect, namely: ▪ Lack of parking on main roads and side streets ▪ Increased traffic from development and difficulties accessing main roads ▪ Lack of trees and green space ▪ Building to side boundaries and lack of setbacks from streets 	<ul style="list-style-type: none"> ▪ Not supported by recent Local Area Traffic Studies ▪ Not supported by recent Local Area Traffic Studies ▪ Landscaping and green infrastructure provisions had been significantly strengthened within this DPA (CW – 2 objectives & 5 PDCs; UCZ & Policy Areas – 2 objectives, desired character statements & 7 PDCs) ▪ New requirements pull the intensity of development away from side boundaries (beyond 18 metres from front boundary). Most areas have a minimum front setback of 3 metres (except High Street Policy Area) and 4 metres for deep soil zone areas, however, the intention is to focus the intensity of developments toward the primary street ▪ New desired character provisions to 	Add 'visual privacy' text to Urban Corridor Zone PDC 8

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#	Name	Submission Summary	Comment	DPA Amendment
		<ul style="list-style-type: none"> ▪ Design style not in keeping with desired character of street or local area ▪ Overlooking from apartments into backyards ▪ Overshadowing affecting solar panels and gardens ▪ Limited consultation with residents when developments assessed ▪ Need for footpath paving at top end of Dudley Ave. ▪ Development pressure on overloaded infrastructure 	<p>give greater support to contextual considerations. Increased support for townhouse-like development with amended residential densities in some policy areas</p> <ul style="list-style-type: none"> ▪ Visual privacy provisions strengthened (eg CW – PDC 140 & 170; UCZ – establishing the greatest height, mass and intensity of development at the main road frontages and away from side and rear boundaries). ▪ Overshadowing is covered by existing provisions and there are no discernible changes proposed by the new amendments ▪ Development Assessment process and outside the scope of this DPA. Public notification process and requirements are controlled by the State Government and provisions of the Development Act 1993 and Development Regulations 2008. ▪ Footpath upgrades are outside scope of this DPA ▪ Investigations undertaken on infrastructure needs as part of re-zoning process in 2013. If site specific demands are high, developer contributions are envisaged. 	

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#	Name	Submission Summary	Comment	DPA Amendment
38	Rachel Sanderson MP, State Member for Adelaide	<ul style="list-style-type: none"> ▪ 5 years ago I tabled in State Parliament a petition against high rise development on main roads in City of Prospect ▪ Prospect has long been celebrated for its character and heritage ▪ Developers are not part of the community and move on to their next financial opportunity. High development in Prospect and many are not designed to the high standard expected by community and lack of communication/consultation has caused angst ▪ Construction of cheap and badly designed buildings that looked like 'concrete blocks', balconies not well positioned and lack of green or landscaping 	<ul style="list-style-type: none"> ▪ Noted. That petition did not amend the State Governments 30 Year Plan for Greater Adelaide which outlines that inner Adelaide is expected to accommodate higher density development in key locations. A focus on accommodating growth in corridors or on key sites allows the preservation of the character of existing residential and heritage areas. ▪ Noted. Council has recently undertaken and adopted a doubling of heritage areas and items throughout the city preserving a great balance with growth proposed in the 30 Year Plan for corridor growth areas and a different urban form ▪ Noted. The intent of the DPA is to improve built form outcomes whilst delivering the objectives of the States 30 Year Plan for Greater Adelaide. ▪ This DPA has had a strong emphasis on enhancing visual appearance provisions within the Development Plan (13 new provisions and additional text within desired character statements); new balcony provision PDC163; landscaping and green infrastructure provisions have been significantly strengthened within this DPA (CW – 2 objectives & 5 	

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#	Name	Submission Summary	Comment	DPA Amendment
		<ul style="list-style-type: none"> ▪ Richman Avenue development as an example of development in side street with overlooking, traffic, service access for rubbish concerning residents ▪ Thorngate Residents Group (more than 50 residents) concerned that key changes lack detail and are open to interpretation, may negatively impact heritage character of Thorngate, do not agree that the Urban Corridor Zone development has been successful, conflict of interest with SA Labor Government initiative. ▪ Devonport Terrace residents who are concerned about the number of new developments and overlooking, overshadowing, road safety and access to properties 	<p>PDCs; UCZ & Policy Areas – 2 objectives, desired character statements & 7 PDCs)</p> <ul style="list-style-type: none"> ▪ Noted comments on Richman Avenue development ▪ Noted feedback from Thorngate Residents Group – (a) Development Plan is written in a non-mandatory way and decisions are made on balance after assessing all considerations;(b) new provisions included about sympathetic development adjacent to heritage buildings and historic conservation areas, deep soil zones/increased setbacks/vegetation screening to zone boundaries; (c) &(d) design related review to update policy within Urban Corridor Zone ▪ Noted feedback from Devonport Terrace residents – number of developments already constructed is a product of local area demand; visual privacy provisions strengthened (e.g. CW – PDC 140 & 170; UCZ – establishing the greatest height, mass and intensity of development at the main road frontages and away from side and rear boundaries); overshadowing is covered by existing provisions and there are no discernible changes proposed by the new amendments; amendments to 	<p>Add 'visual privacy' text to Urban Corridor Zone PDC 8 ...</p>

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#	Name	Submission Summary	Comment	DPA Amendment
		<ul style="list-style-type: none"> ▪ Other nearby residents have communicated their dismay at what is happening in the local area (lack of consultation, fast tracking emphasis, loss of resident input in assessment process, not in character, different interpretations of the provisions, overlooking and overshadowing, balcony placement, building on boundary, lack of green and trees, lack of parking, side street congestion ▪ While many of these issues are addressed in current review, amalgamation is not. Problem with properties within the zone that are not facing onto main roads. Second or third lot back from the main road only developed if amalgamated with block facing main road ▪ To review and report on increased traffic congestion and access 	<p>limit the number and width of access into sites to minimise impacts to the public realm</p> <ul style="list-style-type: none"> ▪ Noted feedback from other residents – comments related to Development Assessment process; amendments within zone and policy areas to strengthen contextual considerations; building on boundary related to density provisions/ height restrictions/policy area character/desired design outcome to encourage built form massing to the front of the site/additional text on visual appearance of walls on or near boundary; other issues covered in the previous dot points. ▪ Many points raised in this submission appear not to be based on fact. The City of Prospect consults its community in accordance with State Government legislation as a minimum, there is no such thing as a ‘fast track’ for development through Council process and the City of Prospect has achieved great steps forward with conservation. ▪ Strengthen amalgamation provisions so that sites without a main road frontage are coordinated with surrounding main road frontage sites and development emphasis is directed away from local streets ▪ Recent Local Area Traffic Surveys are 	<p>Add text to Urban Corridor Zone, Objective 5 and insert a new PDC 7 to read:</p> <p><i>Objective 5: Amalgamation of sites to provide opportunity to better accommodate envisaged development, design flexibility, diverse building types and dwelling sizes and to include surrounding allotments within the zone that do not have main road frontage.</i></p> <p><i>PDC7: Amalgamation of allotments should provide opportunity for consolidating and coordinating development in accordance with the desired character of the zone and policy area and interface zone and policy areas wherever applicable.</i></p>

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#	Name	Submission Summary	Comment	DPA Amendment
		to and from side streets.	not supporting views on local street congestion and on-street parking impacts and are within acceptable levels for local streets. 2016 Census data also confirms that Development Plan requirements align well with average car ownership across dwelling types in the city.	
39	Julie Sloan of Churcher Street, Thorngate	<ul style="list-style-type: none"> ▪ Lacks detail and open to interpretation ▪ May negatively impact on heritage values of Thorngate ▪ May negatively impact on character of Prospect 	<ul style="list-style-type: none"> ▪ Development Plans are written in a non-mandatory way and decisions are made on balance by qualified practitioners after assessing all considerations and relevant provisions of the Plan ▪ New provisions included relating to sympathetic development adjacent to heritage buildings and historic conservation areas, deep soil zones/increased setbacks/vegetation screening to zone boundaries. ▪ The Urban Corridor Zone is a new growth zone for City of Prospect and is in accord with the 30 Year Plan for Greater Adelaide. Concentration of growth and provision of housing choice in Urban Corridors allows for the preservation of existing residential and historic conservation areas. Council has recently undertaken and adopted a doubling of heritage areas and items throughout the city preserving a great balance with growth proposed in the 30 Year Plan for corridor growth areas and a different urban form 	

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#	Name	Submission Summary	Comment	DPA Amendment
		<ul style="list-style-type: none"> Not giving consideration to adjacent residents. 	<ul style="list-style-type: none"> Additional policy to strengthen visual privacy to residents in adjacent zones. 	Add 'visual privacy' text to Urban Corridor Zone Principle of Development Control 8
40	Kenneth MacPherson of Braund Rd, Prospect	<ul style="list-style-type: none"> Hope leads to end of garishly coloured and ugly apartments on Churchill Road that do nothing to enhance Prospect. 	<ul style="list-style-type: none"> New policy on contextual and durable materials and finishes. Strengthen policy to encourage non-apartment style residential development 	<p>To promote townhouse-like housing with good design outcomes amend PDC5 within Urban Corridor Zone to read:</p> <p><i>Boulevard – 75 400 dwellings per hectare net; except where varied by Concept Plan Figure UrC/1</i></p> <p><i>High Street – 60 70 dwellings per hectare net.</i></p>
41	Environment Protection Authority	<ul style="list-style-type: none"> Notes the strong design quality focus targeted at improving development outcomes in the Urban Corridor Zone 'Site facilities and Storage' PDC 182 amended to read: <i>Development should provide a dedicated area.....maintenance of bins. <u>Storage areas and wash-bays should be designed and managed so that wastewater (ie contaminated stormwater and washdown water) does not discharge to the stormwater system. This area should be screened from view.... ground floor. Where the number of bins to be collected kerbside is 10 or more at any one time provision should be made for on-site commercial collection.</u></i> Water sensitive urban design provision similar to SAPPL. 	<ul style="list-style-type: none"> Noted Amendment not supported by DPTI Already covered within the Development Plan 	

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Attachment

Attachment B – Summary and Response to Public Meeting Submissions

Eleven (11) submitters requested to be heard at a public meeting that was held on 9 August 2017. Nine (9) were present and spoke at the meeting.

As the presenters were supporting their written submissions the responses are also addressed in Attachment A.

Urban Corridor Zone and Interface Areas Policy Review DPA			
#	Name	Comments	Response
1	Rachel Sanderson MP, State Member for Adelaide	<ul style="list-style-type: none"> ▪ Unhappy with the extent and density of current developments ▪ Welcome a review of the following matters including: overshadowing, lack of vegetation, visual privacy, traffic and parking concerns and emergency access ▪ Protection of side streets is not occurring due to the leakage of properties and would like to see the current zone boundary reviewed. Liberal party discussion to only allow development on adjacent properties not facing main roads if they were part of an amalgamated site 	<ul style="list-style-type: none"> ▪ Noted ▪ Noted. Density and land use requirements are not changing and therefore car parking rates (recently approved) are not subject to further review. Also, local area traffic studies in the affected area (conducted outside of the DPA process) did not show levels of parking and traffic above what is expected in local streets. Access and number of crossovers has been strengthened to promote better streetscape qualities and on-street parking opportunities. To add text on visual privacy to read: PDC184 to include an additional setback to habitable windows, balconies and roof patios on the zone boundary. <i>Zone Interface</i> <i>PDC184 Unless separated by ...3 or more storeys in height. One way of achieving this is...setback at least 6 metres or 9 metres to habitable room windows, balconies and roof patios (from a zone boundary)...</i> ▪ Zone boundary changes are outside of the scope of this DPA which is targeted to design related policy changes. Suggested amendments: To add text to the new Objective 5 within Urban Corridor Zone to read: <i>Amalgamation of sites to provide opportunity to better accommodate envisaged development, design flexibility, diverse building types and dwelling sizes and to include surrounding allotments within the zone that do not not have</i>

**City of Prospect
Historic (Conservation) Zone Policy Areas Development Plan Amendment
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		<ul style="list-style-type: none"> ▪ 2012 petition lodged regarding high rise development and a number of those fears have been realised and largely related to low design qualities and lack of local character of developments ▪ The extent and speed of change has been significant <p>Question to speaker – Rather than change the boundary which is outside the scope of this DPA could we require that blocks are developed together with those facing the main road?</p> <p>Answer – yes, will resolve the unintended consequence.</p>	<p><u>main road frontage.</u></p> <p>To add a new PDC to read: <u>7. Amalgamation of allotments should provide opportunity for consolidating and coordinating development to accord with the desired character of the zone and policy area and interface zone and policy areas wherever applicable.</u></p> <ul style="list-style-type: none"> ▪ Noted that petition did not amend the State Governments 30 Year Plan for Greater Adelaide which the City of Prospect is required to follow. ▪ Noted
2	Elvio Ferrara – Design and Construct P/L	<ul style="list-style-type: none"> ▪ 30 years in Prospect (living and working) ▪ Respect for character homes and natural materials ▪ Has designed two projects on Churchill Road, one on an amalgamated site ▪ Amalgamated sites allow for design benefits including atrium, roof gardens, shops/cafes, housing size mix and basement parking ▪ Current issue with narrow sites that become dominated by vehicles and lack of landscaping which is an important site element ▪ Brompton example highlighted, though affordability of Prospect is desirable 	<ul style="list-style-type: none"> ▪ Noted ▪ Policy support provided within DPA ▪ Noted ▪ Refer to new text on ‘amalgamation’ added in No.1 above ▪ New provisions to improve street activation, appeal and landscaping. Also refer to new text on ‘amalgamation’ added in No.1 above ▪ Noted and design attributes have been utilised wherever possible, but it is a different scenario characterised by a very large site with a single developer that has control over all design outcomes. Price points and affordability are different between areas and within Prospect (Churchill and Prospect

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		<ul style="list-style-type: none"> ▪ More natural materials and colours should be part of design to ensure older houses are respected ▪ Commended Council and thought that the policy was moving in the right direction with minor tweaking around the edges needed <p>Question – How do we encourage good architect/artist input? Answer – Starts with appropriate site or amalgamated site that gives opportunity for this creativity.</p>	<p>Roads). Good design principles are important and can be used without impacting on affordability</p> <ul style="list-style-type: none"> ▪ Durable and natural materials have been included in Council Wide and Zoning policies ▪ Noted ▪ Amalgamation policy strengthened further with new text (refer to No.1 above).
<p>3</p>	<p>Rod Ralph</p>	<ul style="list-style-type: none"> ▪ This amendment is an opportunity to get the policy right and gain community support ▪ Strongly in support of the draft policy ▪ On-site commercial collection of recyclable and green organic waste is important ▪ Abutting single storey owners should be allowed to construct taller fences (up to 2.4m high) at the cost of the developer to resolve privacy and other issues ▪ Significant challenge beyond the approval process re airing of laundry and other unsightly behaviours to the street ▪ Council unwillingness to enforce compliance with conditions, road and footpath damage during construction ▪ Problem with how Private Certifiers are doing their work and need to advocate for changes ▪ Greater focus on materials eg London fire example <p>Q – Landscaping instead of fencing?</p>	<ul style="list-style-type: none"> ▪ Noted ▪ Noted ▪ Noted and included in Council Wide PDC182 ▪ Existing visual privacy policy and has been strengthened by new additional text within Council Wide PDC140, 163(b)(c) & 170 and Urban Corridor Zone within Desired Character Statement and setback requirements in PDC16. ▪ Outside of scope of DPA policy. Separately consider whether it can be covered by Council by-laws or enforced through building corporation by-laws ▪ Noted but outside the DPA. Councils current practise is to follow up any and all complaints made. ▪ Noted for future opportunities to provide feedback to State Government ▪ Building Code requirement. New policy introduced in DPA on materials and finishes

**City of Prospect
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Attachment B – Summary and Response to Public Meeting Submissions**

		<p>A – There may be various treatment types that can be used. Q – Precedence for use of drying room and how might this be policed? A – Obtain legal advice. Through DAP process/Council by-laws.</p>	<ul style="list-style-type: none"> ▪ Noted ▪ Noted, but already have a Council Wide provision (PDC 109) about external clothes drying areas for residential flat buildings and consider additional policy to insist on a designated internal drying area as excessive, particularly as it can be undertaken anywhere within the home and trade-offs for affordable housing and housing size. Corporate body also have their own requirements.
4	David Edwards	<ul style="list-style-type: none"> ▪ Not satisfied with quality of development ▪ Don't see how 5 storey buildings can be integrated into the character of Prospect with little benefit to residents ▪ Support older heritage character as an asset e.g. Sydney Rocks and don't encourage 60's and 70's slum development like that which occurred in London ▪ Larger buildings must have amalgamated sites and use natural contextual materials, verandahs/balconies fronting roads, car parking and common garden areas in middle of the site ▪ Terrace housing preferred (eg Thorngate) with rear lane parking and access ▪ Trade-off preventing growth development elsewhere in council does not appear to be working eg Broadview area ▪ Backyard sizes are inadequate and are equivalent to AFL goal square in area 	<ul style="list-style-type: none"> ▪ Noted ▪ Noted but this opinion does not accord with State Government policy nor with the intent of the DPA ▪ Noted but little relevance given direction of 30 Year Plan for Greater Adelaide. ▪ Amalgamated sites and natural/durable materials policy has been strengthened within the DPA. Existing policy on car parking sites with these areas located away from road frontages. Larger sites would encourage courtyard open space areas. ▪ To promote townhouse-like housing with good design outcomes amend PDC5 within Urban Corridor Zone to read: <i>Boulevard – 75 400 dwellings per hectare net; except where varied by Concept Plan Figure UrC/1</i> <i>High Street – 60 70 dwellings per hectare net..</i> ▪ Noted and there is likely to be lower density infill pressure on existing residential areas, but not at the growth levels expected along corridors. Likely to be investigated as part of a future DPA ▪ Noted. Urban Corridor Zone with higher density requirements has a higher proportion of built form and site coverage. To

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Attachment B – Summary and Response to Public Meeting Submissions

		<ul style="list-style-type: none"> ▪ Would like to see well-constructed reproduction bungalows or cottages and infill developments of high character ▪ 5 metre setbacks from boundaries ▪ Window screening to 1.9 metres <p>Q – Advantage of amalgamation? A – Yes, too much development on too small a block</p>	<p>keep traditional backyard spaces maximum building heights would need to increase, which is not palatable to the community. Introduced 'deep root areas' and strengthened landscaping requirements to protect/enhance existing or new vegetation and green spaces</p> <ul style="list-style-type: none"> ▪ Noted, but this would not meet the density requirements for the zone and would restrict housing diversity ▪ These setbacks would make many properties unviable to develop. Council has adopted an approach within the DPA to remove the disincentive for amalgamation of sites and push the intensity of development toward the street and away from side and rear boundaries ▪ Visual privacy has been strengthened in the Urban Corridor Zone with screening to 1.7 metres above finished floor levels ▪ Amalgamation policy introduced, strengthened and disincentives removed.
5	Briar Newland	<ul style="list-style-type: none"> ▪ Please use common sense in relation to privacy eg frosted windows ▪ Implementation of development and display of washing and other matters of concern ▪ Don't make it a building tunnel along Main North Road 	<ul style="list-style-type: none"> ▪ Visual privacy to adjacent properties has been strengthened adjacent to the Urban Corridor Zone with screening to 1.7 metres above finished floor levels. Also utilise existing provisions in Plan ▪ Outside scope of DPA. By-laws or corporation rules. ▪ Larger built form is to be designed to frame main roads.
6	John Painter	<ul style="list-style-type: none"> ▪ Richman Avenue resident ▪ Pleased with the proposed policy improvements, but several matters need to be highlighted ▪ Public notification needs to be broader to include a 200 metre radius and any development variations need to be provided to properties within this area ▪ Visual privacy policies is of concern with windows and balconies still causing issues to adjoining properties 	<ul style="list-style-type: none"> ▪ Noted ▪ Noted ▪ Development Assessment process and public notification is controlled by the legislative requirements and the State Government ▪ Had strengthening Council Wide visual privacy policy (PDC140& 163) and building separation (PDC170) and

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		<ul style="list-style-type: none"> ▪ Certifiers should be totally independent of any developer ▪ Compliance needs to be policed more closely otherwise the policies are largely meaningless <p>Q – Current notification process inadequate and should be extended? A – Yes</p> <p>Q – Any recommendations for visual privacy space? A – The interpretation of privacy issues should be improved.</p>	<p>further strengthened in Urban Corridor Zone (PDC8) with screening to 1.7 metres above finished floor levels.</p> <ul style="list-style-type: none"> ▪ Noted however this is a matter for the State Government ▪ Noted. Council currently follows up all complaints in an effort to realise the outcomes expressed in policy and assessed in the development assessment process. ▪ Noted ▪ Noted
7	Glenn Heylen	<ul style="list-style-type: none"> ▪ Richman Avenue resident ▪ Current Development Plan is too loosely written with developers being prioritised over current residents <ul style="list-style-type: none"> ▪ Pleased to see policy amendments, but prioritisation still a concern ▪ The word 'should' appears far too often instead of 'must' with the loss or changes made to valued policy ▪ Should be mandatory to inform residents within 200 metres of a development and minor variations notified as well <p>Q – Policy should be written unique to each area rather than generically? A – The policy changes appear worthwhile, but the word 'should' limits the effectiveness of these proposed changes.</p>	<ul style="list-style-type: none"> ▪ Noted ▪ Development Plan policy is deliberately written in a non-mandatory manner as required by the Minister. Decisions are made in accordance with a consideration of the relevant provisions of the Plan ▪ DPA aims to strengthen design outcomes to adjacent properties and public realm ▪ Refer to comment provided in the second dot point as this is a requirements of how Development Plans are constructed. ▪ Noted for the Development Assessment process. Schedule 9 of the Development Regulations 2008 controls the public notice process. ▪ Noted
8	E Crisp – Prospect Resident Association	<ul style="list-style-type: none"> ▪ Appreciate the amount of time given to the consultation process (pre and formal consultation) ▪ Concern that all changes are not enforceable and will be 	<ul style="list-style-type: none"> ▪ Noted ▪ Noted

City of Prospect
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	<p>affected by the proposed Design Code</p> <ul style="list-style-type: none"> ▪ Public has been taken out of development assessment ▪ Original re-zoning meant to provide good quality design but has not occurred and therefore trust of community is low ▪ Buildings should be sustainable and complement existing neighbourhoods ▪ Failure of our planning system to mandate a minimum size for backyards or open space and amalgamation of sites needed to counteract this trend ▪ Need to lobby State Government to have properties in side streets taken out of the Urban Corridor Zone ▪ Glut of high rise flats and shortfall of family friendly dwellings (Australian Population Research Institute Report March 2016) ▪ Daylight and privacy into adjacent properties needs greater attention (e.g. horizontal louvers) ▪ Prefer for main streets to retain/encourage small footprint/fine grained shops, businesses, entertainment facilities and apartments ▪ Podium and setback required on High Street to maintain pedestrian scale and reduce wind effects. With a podium 5 storeys may be appropriate subject to privacy, overshadowing and character/amenity of high street not affected ▪ Interest in 3 storey units, not apartments and conflicts with new 	<ul style="list-style-type: none"> ▪ Noted but outside of scope of DPA ▪ Noted, but previous zoning was trying to achieve multiple outcomes (eg. growth, multiple land uses and new built form) whereas this DPA is specifically focussed on achieving better design outcomes ▪ Contextual considerations strengthened in Council Wide and Zoning provisions ▪ Private open space covered by existing provisions and new provisions to encourage amalgamation and remove any disincentives ▪ No proposed changes to zone boundary but amalgamation of properties without main road frontage with a main road frontage site ▪ This is a Sydney and Melbourne study and Adelaide still have at least 75% of dwelling stock comprising detached dwellings (ABS data). New policy to encourage diversity of housing and housing sizes. ▪ New building separation provision (PDC170) to encourage daylight into interior and outdoor spaces. Visual privacy amendments added to PDC 140 and 163 ▪ Agree and included within High Street Policy Area. Other policy areas display a different character. ▪ Podium provision inserted into High Street Policy Area (1 to 2 storey street podium) ▪ To promote townhouse-like housing with good design
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**City of Prospect
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		<p>provisions on decreasing the number and width of accessways</p> <ul style="list-style-type: none"> ▪ High rise apartments are not suitable in traditional high streets (lack human scale, poor connectivity with adjoining areas, separate people from the street, poor on environmental sustainability, health and wellbeing issues, not family friendly). <p>Q – Any thoughts regarding different housing models? A – The Nightingale Model is interesting, but community interest in the townhouse model rather than apartments. Carefully consider densities, and liked a lot of Elvio’s suggestions eg amalgamation.</p>	<p>outcomes amend PDC5 within Urban Corridor Zone to read: <i>Boulevard – 75 400 dwellings per hectare net; except where varied by Concept Plan Figure UrC/1</i> <i>High Street – 60 70 dwellings per hectare net.</i></p> <ul style="list-style-type: none"> ▪ Noted
9	Julie Sloan	<ul style="list-style-type: none"> ▪ Representing the Thorngate Residents Group on behalf of 50 residents ▪ Concerned that the proposal lacks detail and are open to interpretation ▪ Overlooking and traffic concerns ▪ Thorngate housing values could drop ▪ Will government decisions be made in the best interest of the community, as the current corridor outcomes are not successful ▪ Concerned about some conflicts of interest with the Labor Party, who promoted the corridors, and Council members. Declare any conflicts of interest. Thrilled to hear that the Minister agreed with changes put forward, deals done with the Government regarding heritage protection ▪ Recommend that Urban Corridor development cease until a vote can be held with residents regarding tightening of detail in the 	<ul style="list-style-type: none"> ▪ Noted ▪ Development Plan policy is deliberately written in a non-mandatory manner as required by the Minister. Decisions are made in accordance with a consideration of the relevant provisions of the Plan ▪ Visual privacy amendments added to PDC 140 and 163 and building separation PDC170. Local area traffic study indicates that local streets are not carrying excessive traffic ▪ No evidence of any actual downturn on local property value ▪ 30 Year Plan for Greater Adelaide directs growth into strategic corridor areas of the existing urban area to prevent continuing expansion of the urban fringe ▪ Elected Member interests are available on public record and any conflicts of interest are declared prior to decision making. Not a DPA issue. ▪ This DPA has incorporated more design detail in the Development Plan

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	<p>zone changes</p> <ul style="list-style-type: none"> ▪ Wants Thorngate Residents Group to be involved in reviewing any policy change within Prospect ▪ Support for Rachel Sanderson’s comment re requirements for amalgamation <p>Chair – To confirm financial and non-financial interests of Elected Members are publically available to be viewed.</p>	<ul style="list-style-type: none"> ▪ Involvement through the consultation process undertaken as part of the DPA. Future matters and involvement are to be considered on a case by case basis and in accordance with legislative requirements. ▪ Noted and further amendments have been made, including: To add text to the new Objective 5 within Urban Corridor Zone to read: <i>Amalgamation of sites to provide opportunity to better accommodate envisaged development, design flexibility, diverse building types and dwelling sizes and to include surrounding allotments within the zone that do not have main road frontage.</i> <p>To add a new PDC to read: <u>7. Amalgamation of allotments should provide opportunity for consolidating and coordinating development to accord with the desired character of the zone and policy area and interface zone and policy areas wherever applicable.</u></p>
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Attachment

Attachment C – Timeframe Report

SCPA Timeframe Report: Process B1 – with consultation approval

The Statement of Intent (SOI) was agreed by the Minister on 26 October 2016

Key steps	Period agreed to in SOI	Actual time taken	Reason for difference (if applicable)
Investigations conducted and DPA prepared	12 weeks	16 weeks	Extensive up-front stakeholder workshops; Christmas break; drafting in partnership with DPTI and aligned to Design Guidelines program
Ministerial Approval for Interim Operation and Public Consultation	2 weeks	4 weeks	
Agency and public consultation concludes	8 weeks	8 weeks (30/5 to 25/7/2017)	
Public Hearing held, submissions summarised and DPA amended in accordance with Council's assessment of submissions. SCPA prepared and lodged with the Department	8 weeks	8 to 10 weeks (Public Meeting 9/8/2017 and SCPA Report prepared and considered by Council Committee/Council in November 2017) prior to lodging with Department	
SCPA assessed and report on DPA prepared for Minister	7 weeks		
Minister considers report on DPA and makes decision	4 weeks		
Approved amendment gazetted	2 weeks		

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Attachment

Attachment D – Schedule 4A Certificate

Schedule 4A—Certificate—section 25(10)

Certificate of chief executive officer that a Development Plan Amendment (DPA) is suitable for purposes of public consultation

Cate Hart, as Chief Executive Officer of City of Prospect, certify that the Statement of Investigations, accompanying this DPA, sets out the extent to which the proposed amendment or amendments—

(a) accord with the Statement of Intent (as agreed between the Council and the Minister under section 25(1) of the Act) and, in particular, all of the items set out in regulation 9 of the Development Regulations 2008; and

(b) accord with the Planning Strategy, on the basis that each relevant provision of the Planning Strategy that relates to the amendment or amendments has been specifically identified and addressed, including by an assessment of the impacts of each policy reflected in the amendment or amendments against the Planning Strategy, and on the basis that any policy which does not fully or in part accord with the Planning Strategy has been specifically identified and an explanation setting out the reason or reasons for the departure from the Planning Strategy has been included in the Statement of Investigation; and

(c) accord with the other parts of the Development Plan (being those parts not affected by the amendment or amendments); and

(d) complement the policies in the Development Plans for adjoining areas; and

(e) satisfy the other matters (if any) prescribed under section 25(10)(e) of the Development Act 1993.

The following person or persons have provided advice to the Council for the purposes of section 25(4) of the Act:

Rick Chenoweth, Senior Policy Planner (MPIA)

Date: this day of 20 April 2017

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Chief Executive Officer

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Attachment

Attachment E – Schedule 4B Certificate

CERTIFICATION by COUNCIL’S CHIEF EXECUTIVE OFFICER

Development Regulations 2008 - Schedule 4B

Development Act 1993 - Section 25(14)(b) – Certificate - Approval

Certificate of Chief Executive Officer that an amendment to a Development Plan is suitable for approval

I, Cate Hart, as Chief Executive Officer of City of Prospect, certify, in relation to the proposed amendment or amendments to Prospect (City) Development Plan as last consolidated on 30 May 2017, referred to in the report accompanying this certificate—

- (a) that the Council has complied with the requirements of section 25 of the Development Act 1993 and that the amendment or amendments are in a correct and appropriate form; and
- (b) in relation to any alteration to the amendment or amendments recommended by the Council in its report under section 25(13)(a) of the Act, that the amendment or amendments (as altered)—
 - (i) accord with the Planning Strategy, on the basis that each relevant provision of the Planning Strategy that relates to the amendment or amendments has been specifically identified and addressed, including by an assessment of the impacts of each policy reflected in the amendment or amendments against the Planning Strategy, and on the basis that any policy which does not fully or in part accord with the Planning Strategy has been specifically identified and an explanation setting out the reason or reasons for the departure from the Planning Strategy has been included in the report of the Council; and
 - (ii) accord with the other parts of the Development Plan (being those parts not affected by the amendment or amendments); and
 - (iii) complement the policies in the Development Plans for adjoining areas; and
 - (iv) satisfy the other matters (if any) prescribed under section 25(14)(b)(ii) of the Development Act 1993; and
- (c) that the report by the Council sets out a comprehensive statement of the reasons for any failure to complying with any time set for any relevant step under section 25 of the Act; and
- (d) that the following person or persons have provided professional advice to the Council for the purposes of section 25(13)(a) of the Act:
 - Rick Chenoweth, Senior Policy Planner (MPIA)

Date: xxx November 2017

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 Chief Executive Officer

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Attachment

ATTACHMENT F – Prospect North Primary School Student Feedback (Years 5-7) – Received in September 2017 and post consultation (30 May to 25 July 2017)

ROOM 10

Thank you for the opportunity to contribute to the Prospect Development Plan. This task helped us to appreciate all the features that make Prospect unique. We brainstormed these words to describe Prospect: creative, diverse, complicated, welcoming to everyone, awesome, educational, multicultural and interesting. We tried to look at the plan from an environmental, social and economically sustainable focus. Please consider the following ideas:

- The council could go to schools and get feed-back on their ideas.
- Have a tram on Prospect road, but if you have a car you can take another road.
- Have houses placed in front of tall buildings so the small and big house can get sunlight.
- Create wider bike lanes, so we can have more children riding to and from school.
- Make roads narrower so we can have more footpaths for people to walk on.
- Have a shop where you can buy spare parts for cars. We can use the spare parts that people don't need to make electric cars.
- Have the government give solar panels to schools so they can put them on the rooves to get more energy (schools use lots of electricity). It's more sustainable to use energy from the solar panels.
- Create more community gardens, maybe on top of the apartment buildings.
- Build houses that look like a building. A café below is half-underground and half showing on land to attract customers. The café is a community hotspot for people to communicate and hang out. The bins will be hiding in a garage so it wouldn't look really bad.
- Have a community garden where you can have a vegetable patch to grow vegetables and fruit; people around the community can come to the garden and collect SOME of the crops.
- Install wind vanes to show which direction the wind is coming from.
- Artist can make their art from recycled products, and we can have an art museum and present them there.
- Small waterparks would cool the area in summer.
- More Public Spaces would give people a chance to get to know eachother, especially when there are lots of single people and families in Prospect.
- Technology Events would give people ideas for sustainable living.
- More community halls would help people hold more events.
- Games con
- More play Areas and ovals for children to play any sport.
- Free WIFI areas because some families can't afford internet.
- More Multicultural Cuisines in restaurants.
- Graffiti walls would make Prospect look more creative.
- Vidicon
- Parks and Garden Beds would reduce the island heating effect.
- Districts made more separate.
- Have solar panels on cafés.
- Underground Tramlines to create more space for people to walk.
- More soccer clubs.
- More community Bins
- More town houses
- Less Chimneys to reduce air pollution.

**City of Prospect
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Attachment F – Key Issues Review**

- More electric cars
- Trams with Solar Panels
- No Motorcycles because they are too dangerous.
- More Public Pool Areas.
- Town Square with sport courts, activities etc.
- Moving sidewalks like in the airports.
- Every building with solar panels.
- More jobs for people living in Prospect.
- Way more Hotels/apartments
- Housing underground with solar panels or wind turbines on the surface.
- Water catchments discounts eg water tanks
- Energy efficient windows.
- Energy storage eg use batteries.
- Make solar panels cheaper for more people to buy Solar Panels.
- Place houses where most sunlight hits so people are forced to buy solar panels.
- Share Energy between buildings and apartments.
- Apartments that share electricity
- Recycling Centre
- No landfill
- Places cars cannot go
- Will there be any road rules near tramlines?
- Tram idea prevents accidents.
- It gives restaurants new opportunities.
- We have to build higher but not wider houses.
- A bin that goes underground and then you press a button and it pops up.
- Water parks using grey water
- Town square with sport courts, activities etc.
- Bigger houses so people with a big family can live better.
- Destroy old houses and make new for better living.
- No transport that pollutes.
- Make solar panels cheaper.
- Free solar panel installation for houses.
- More garden beds throughout Prospect
- \$1000 grant for new home owners for sustainable features.
- Health centre for elderly conveniences
- Educational learning sessions for the younger kids.
- Bikes only in suburbs.
- **To help encourage people to move out so that you can build new houses you could offer a reward or benefit for people who do it.**
- **Clock tower**
- **Another swimming center**
- **Homeless shelter**
- **Better recycling systems and more encouragement of recycling**
- **Free rental bikes**
- **Easier place to get a busking permit (make the process easier)**
- **More native plants around**
- **A new (and interesting) landmark- you could get some local artists to design it.**

ROOM 11

- Putting the different types of bins together (joint) - recycling, green waste, rubbish- was a good idea. We also liked that they didn't look like bins (made it more appealing)
- Planning before starting was good
- Bigger gaps between buildings was good- because it created more light to the lower levels

City of Prospect
Urban Corridor Zone and Interface Areas Policy Review Development Plan Amendment
Attachment F – Key Issues Review

- By making prospect road bigger, there will be more vehicles, which isn't great for being sustainable and for living spaces
- Green spaces were really creative
- Positioning of the buildings was really smart (took into account sun and shadows)
- Use of broken rocks to create a fence (economical and sustainable)
- Planting of plants and trees where cars are to be parked
- We liked that you thought of the bigger picture- more community focussed rather than individual
- Using greenery and plants in different spots including sides and tops of buildings
- More walkways and open spaces in between buildings to create more community feel
- Communal spaces to store bikes was good
- We also liked that the buildings were positioned to share the sunlight
- Not keen on adding more parking to prospect road, should be more pedestrian/bike friendly
- Mixed views on having cafes or restaurants on the ground floor. Some could see the potential but others were not keen to live there.

ROOM 12

- Balconies to include: Structures and plumbing for green walls, Structure on balustrades to house greenery. Laundry can be hung on balconies, but not viewed from the road.
- On green rooves – could structures be in place to also dry laundry instead of at street level
- Buildings to be made from sustainable, energy efficient materials, not products that will only last 50 years.
- Windows to be double-glazed to minimise heat/ cool. Noise pollution from main roads.
- When building high-rise apartments, in the design there needs to be an allocation of space for more parks, green spaces, places for people to exercise without fences that the local community could access.
- Building should be of the same size so that shadows are not casted onto others.
- Designs of apartment buildings on each block should be different so that they have their own design characteristics
- Streetscape is important – looking for as much green space as possible.
- Apartment building should be close to public transport for visitors. Visitors should be able to park in underground car parks, instead of congesting main roads. Apartment buildings need to have space to secure bikes safely on ground floor level. Apartment building should have electric car charging stations
- Car parking where possible should not be from main road but from side roads
- PUBLIC CARPARKS need to be developed so that they can house more than 1 level of cars, close in proximity to city centres to entice people to walk to shops and amenities and be roofed with solar panels to make more energy efficient. Electric car charging stations available. Public car parks should house bikes safely.
- On all roads provide bike lanes and on narrow roads encourage bike lanes only or more one-way streets.
- Where possible display a variety of different art works genres, not just street art (graffiti). Where possible on sides of buildings, display murals or vertical gardens, so they are just not concrete walls.
- More community garden spaces with the building of more apartment buildings.

City of Prospect
Urban Corridor Zone and Interface Areas Policy Review Development Plan Amendment
Attachment F – Key Issues Review

ROOM 13

Dear Scott,

Thank you for giving us the opportunity to visit the Prospect City Council. Following our visit we had some incredible class discussions, we have a newfound appreciation for the vital role you play within our community. It was fascinating to learn about the improvements made in urban planning, and the importance of considering the community's needs in the decision making process.

As a class we believe that our little suburb of "Prospect" is pretty special. We are surrounded by major roads that provide us with ease of access to the city and the outer suburbs of Adelaide. We are in close vicinity to major shopping centres, including one of the only Costco stores in all of Adelaide. We also have a great restaurant and café strip that celebrates the cuisines of many cultures.

We believe that the addition of high rise apartments to the area will be beneficial to the small businesses within our suburb. The addition of cafés and restaurants to these buildings will also increase employment rates in our community. We love the idea of decreasing the size of 'heat islands' and increasing vertical gardens, this will improve our suburb aesthetically and also reduce energy usage by cooling buildings during our hot summer months. We are however concerned about noise pollution and the access issues overcrowding may cause within our community.

We think the extension of the tram line is a wonderful idea! The tram line would encourage people to catch public transport and allow us to cut down on the Co2 emissions produced into our atmosphere. It would also reduce our usage of non-renewable energy.

We also think the addition of the cinema complex is going to make a great improvement to the social atmosphere of our community. This will attract more families to settle into our suburb, and also encourage individuals to engage in a positive social activity within our community.

Thanks again. Keep up the great work!

Yours sincerely,
Studio 13

Development Plan Amendment

By the Council

Prospect (City)

Urban Corridor Zone and Interface Areas Policy Review DPA

The Amendment

For Approval

Amendment Instructions Table				
Name of Local Government Area: City of Prospect				
Name of Development Plan: Prospect (City) Development Plan				
Name of DPA: Urban Corridor Zone & Interface Areas Policy Review DPA				
<p><i>The following amendment instructions (at the time of drafting) relate to the Prospect (City) Development Plan consolidated on 30 May 2017.</i></p> <p><i>Where amendments to this Development Plan have been authorised after the aforementioned consolidation date, consequential changes to the following amendment instructions will be made as necessary to give effect to this amendment.</i></p>				
Amendment Instruction Number	Method of Change	Detail what in the Development Plan is to be amended, replaced, deleted or inserted. If applicable, detail what material is to be inserted and where. Use attachments for large bodies of material.	Is Renumbering required (Y/N)	Subsequent Policy cross-references requiring update (Y/N) if yes please specify.
COUNCIL WIDE / GENERAL SECTION PROVISIONS (including figures and illustrations contained in the text)				
Amendments required (Yes/No): Yes				
Council Wide – Development in Mixed Use, Urban Corridor, and Centre Zones				
1.	Replace	Principles of Development Control 132 – 150 (inclusive) under the headings of ‘Design and Appearance’, ‘Development Adjacent Heritage Places’, ‘Overshadowing’, ‘Visual Privacy’, ‘Relationship to the Street and Public Realm’, ‘Outdoor Storage and Service Areas’ and ‘Private Open Space’ with the contents of Attachment A <i>(Drafting Note: Existing subsequent principles in this section starting from the heading “Private Open Space” remain unchanged.</i>	Y	N
Council Wide – Medium and High Rise Development (3 or More Storeys)				
2.	Replace	Objectives 17 to 20 (inclusive) with contents of Attachment B	Y	N
3.	Replace	Principles of Development Control 157 to 171 (inclusive) with the contents of Attachment C	Y	N

ZONE AND/OR POLICY AREA AND/OR PRECINCT PROVISIONS (including figures and illustrations contained in the text)				
Amendments required (Yes/No): Yes				
Urban Corridor Zone				
4.	Replace	Replace all the contents of the existing Urban Corridor Zone with Attachment D	N	N
TABLES				
Amendments required (Yes/No): No				
MAPPING (Structure Plans, Overlays, Enlargements, Zone Maps, Policy Area & Precinct Maps)				
Amendments required (Yes/No): No				

Note: Post consultation amendments are shown in blue text and underlined.

Note: Pre-consultation amendments are shown in red text.

Note: Existing text shown in black.

Attachment

Attachment A: Development in Mixed Use, Urban Corridor and Centre Zones

Design and Appearance

132. Buildings should reflect the desired character of the locality while incorporating contemporary designs that have regard to the following:
- (a) building height, mass and proportion
 - (b) external materials, patterns, colours and decorative elements
 - (c) roof form and pitch
 - (d) façade articulation and detailing
 - (e) verandas, eaves, parapets and window screens.
133. 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 adjacent properties
 - (b) overshadowing of adjacent properties and allow adequate sunlight access to neighbouring buildings.
134. The external walls and roofs of buildings should not incorporate highly reflective materials which will result in glare to neighbouring properties, drivers or cyclists.
135. Structures located on the roofs of buildings to house plant and equipment should be screened from view and should form an integral part of the building design in relation to external finishes, shaping and colours.
136. 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.

Development Adjacent Heritage Places

137. The design of multi-storey buildings should not detract from the form and materials of adjacent State and local heritage places listed in [Table Pr/2 - State Heritage Places](#) or in [Table Pr/1 - Local Heritage Places](#).
138. Development on land adjacent to a State or local heritage place, as listed in [Table Pr/2 - State Heritage Places](#) or in [Table Pr/1 - Local Heritage Places](#), should be sited and designed to reinforce the historic character of the place and maintain its visual prominence.

Overshadowing

139. 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

140. Development should minimise direct overlooking of **habitable rooms** and private open spaces of dwellings through measures such as:
- (a) **appropriate site layout and building orientation**
 - (b) off-setting the location of balconies and windows of habitable rooms with those of other buildings so that views are oblique rather than direct **to avoid direct line of sight**
 - (c) building setbacks from boundaries (including building boundary to boundary where appropriate) that interrupt views or that provide a spatial separation between balconies or windows of habitable rooms
 - (d) screening devices (including fencing, obscure glazing, screens, external ventilation blinds, window hoods and shutters) that are integrated into the building design and have minimal negative effect on resident's or neighbour's amenity.
141. **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

142. 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.
143. Buildings, landscaping, paving and signage should have a coordinated appearance that maintains and enhances the visual attractiveness of the locality.
144. Buildings should be designed and sited to avoid extensive areas of uninterrupted walling facing areas exposed to public view.
145. Building design should emphasise pedestrian entry points to provide perceptible and direct access from public street frontages and vehicle parking areas.
146. In mixed use and **medium and high density residential** areas, development facing the street should be designed to **provide interesting and pedestrian friendly** street frontage(s) by:
- (a) including features 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, **semi-basement** 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
 - (e) including awnings, eaves, verandahs or similar, to the street where setbacks and ground floor uses allow.
147. Where zero or minor setbacks are desirable, development should incorporate shelter over footpaths to enhance the quality of the pedestrian environment.

Outdoor Storage and Service Areas

148. Outdoor storage, loading and service areas should be:
- (a) screened from public view by a combination of built form, solid fencing and/or landscaping
 - (b) conveniently located and designed to enable the manoeuvring of service and delivery vehicles
 - (c) sited away from sensitive land uses.

Private Open Space

149. (b) to be generally at ground level and/or upper levels (comprising balconies, roof patios and the like) (other than for residential flat buildings) and to the side or rear of a dwelling and screened for privacy;

150. Dwellings at located to ground level should provide private open space at and/or above ground level in accordance with the following table:

Site area per dwelling (square metres)	Minimum area excluding any area at ground level at the front of the dwelling (square metres)	Minimum dimensions (metres)	Minimum area provided at the rear or side of the dwelling, directly accessible from a habitable room (square metres)
>500	80, of which 10 may comprise balconies, roof patios and the like, provided they have a minimum dimension of 2 metres	4	24
300-500	60, of which 10 may comprise balconies, roof patios and the like, provided they have a minimum dimension of 2 metres	4	16
<300	24, of which 8 may comprise balconies, roof patios and the like, provided they have a minimum dimension of 2 metres	3	16

Attachment

Attachment B: Medium and High Rise Development (3 or More Storeys)

OBJECTIVES

Objective 17: Medium and high rise development that provides housing choice and employment opportunities.

Objective 18: Residential development that provides a high standard of amenity and adaptability for a variety of accommodation and living needs.

Objective 19: Development that is contextual and responds to its surroundings, having regard to adjacent built form and character of the locality and the Desired Character for the Zone and Policy Area.

Objective 20: Development that integrates built form within high quality landscapes to optimise amenity, security and personal safety for occupants and visitors.

Objective 21: Development that enhances the public environment, provides activity and interest at street level and a high quality experience for residents, workers and visitors by:

- (a) enlivening building edges
- (b) creating attractive, welcoming, safe and vibrant spaces
- (c) improving public safety through passive surveillance
- (d) creating interesting and lively pedestrian environments
- (e) integrating public art into the development where it fronts the street and public spaces
- (f) incorporating generous areas of high quality fit for purpose landscaping, [‘green’ walls and roofs](#).

Objective 22: 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 23: Buildings designed and sited to be energy and water efficient.

Attachment C: Medium and High Rise Development (3 or More Storeys)

Note: Some of the following Principles of Development Control (PDC) prescribe a measurable design solution as one way of achieving the intent of the PDC. Where this solution is met, it should be taken as meeting the intent of the principle. Alternative design solutions may also achieve the intent of the PDC and, when proposed, should be assessed on their merits.

Design and Appearance

157. Buildings should be designed to respond to key features of the prevailing local context within the same zone as the development. This may be achieved through design features such as vertical rhythm, proportions, composition, material use, parapet or balcony height, and use of solid and glass.
158. In repetitive building types, such as row housing, the appearance of building façades should provide some variation, but maintain an overall coherent expression such as by using a family of materials, repeated patterns, façade spacings and the like.
159. Windows and doors, awnings, eaves, verandas or other similar elements should be used to provide variation of light and shadow and contribute to a sense of depth in the building façade.
160. Buildings should:
- (a) achieve a comfortable human scale at ground level through the use of elements such as variation in materials and form, building projections and elements that provide shelter (for example awnings, verandas, and tree canopies)
 - (b) be designed to reduce visual mass by breaking up the building façade into distinct elements
 - (c) ensure walls on the boundary that are visible from public land include visually interesting treatments to break up large blank façades.
161. Buildings should reinforce corners through changes in setback, materials or colour, roof form or height.
162. Materials and finishes should be selected to be durable and age well to minimise ongoing maintenance requirements. This may be achieved through the use of materials such as masonry, natural stone, prefinished materials that minimise staining, discolouring or deterioration, and avoiding painted surfaces particularly above ground level.
163. Balconies should be integrated into the overall architectural form and detail of the development and should:
- (a) utilise sun screens, pergolas, louvres, 'green' facades and openable walls to control sunlight and wind
 - (b) be designed and positioned to respond to daylight, wind, acoustic conditions to maximise comfort and provide visual privacy
 - (c) allow views and casual surveillance of the street while providing for safety and visual privacy of nearby living spaces and private outdoor areas
 - (d) be of sufficient size, particularly depth, to accommodate outdoor seating.

Street Interface

164. Development facing the street should be designed to provide attractive and pedestrian friendly street frontage(s) by:
- (a) incorporating active uses such as shops or offices, prominent entry areas for multi-storey buildings (where it is a common entry), habitable rooms of dwellings, and areas of communal public realm with public art or the like

- (b) providing a well landscaped area that contains a deep soil zone space for a medium to large tree in front of the building (except in a High Street Policy Area or other similar location where a continuous ground floor façade aligned with the front property boundary is desired). One way of achieving this is to provide a 4 metre x 4 metre deep soil zone area in front of the building
 - (c) designing building façades that are well articulated by creating contrasts between solid elements (such as walls) and voids (for example windows, doors and balcony openings)
 - (d) positioning services, plant and mechanical equipment (such as substations, transformers, pumphouses and hydrant boosters, car park ventilation) in discreet locations, screened or integrated with the façade
 - (e) ensuring ground, semi-basement and above ground parking do not detract from the streetscape
 - (f) minimising the number and width of driveways and entrances to car parking areas to reduce the visual dominance of vehicle access points and impacts on [street trees and pedestrian areas](#).
165. Common areas and entry points of the ground floor level of buildings should be designed to enable surveillance from public land to the inside of the building at night.
166. Entrances to multi-storey buildings should:
- (a) be oriented towards the street
 - (b) be visible and clearly identifiable from the street, and in instances where there are no active or occupied ground floor uses, be designed as a prominent, accentuated and welcoming feature
 - (c) provide shelter, a sense of personal address and transitional space around the entry
 - (d) provide separate access for residential and non-residential land uses
 - (e) be located as close as practicable to the lift and/or lobby access
 - (f) avoid the creation of potential areas of entrapment.
167. The finished ground level of buildings should be no more than 1.2m above the level of the footpath to contribute to direct pedestrian access and street level activation, except for common entrances to apartment buildings which should be at ground level or universally accessible.
168. Dwellings located on the ground floor with street frontage should have individual direct pedestrian street access.
169. The visual privacy of ground floor dwellings within multi-storey buildings should be protected through the use of design features such as the elevation of ground floors above street level, setbacks from street and the location of verandas, windows porticos or the like.
- One way of achieving this is for ground floor levels of multi-storey residential developments to be raised by up to 1.2 metres (provided access is not compromised where relevant).

Building Separation and Outlook

170. Residential buildings (or the residential floors of mixed use buildings) should have habitable rooms, windows and balconies designed and positioned with adequate separation and screening from one another to provide visual and acoustic privacy and allow for natural ventilation and the infiltration of daylight into interior and outdoor spaces.

One way of achieving this is to ensure any habitable room windows and/or balconies are separated by at least 6 metres from one another where there is a direct 'line of sight' between them and be at least 3 metres from a side or rear property boundary.

Where a lesser separation is proposed, alternative design solutions should be applied (such as changes to orientation, staggering of windows or the provision of screens or blade walls, or locating facing balconies on alternating floors as part of double floor apartments), provided a similar level of occupant visual and acoustic privacy, as well as light access, can be demonstrated.

171. Living rooms should have a satisfactory short range visual outlook to public or private open space.

Dwelling Configuration

- 172. Buildings comprising more than 10 dwellings should provide a variety of dwelling sizes and a range in the number of bedrooms per dwelling.
- 173. Dwellings located on the ground floor with street frontage should have habitable rooms with windows overlooking the street or public realm.
- 174. Dwellings with 3 or more bedrooms should, where possible, have the windows of habitable rooms overlooking internal courtyard space or other public space.

Adaptability

- 175. Multi-storey buildings should include a variety of internal designs that will facilitate adaptive reuse, including the conversion of ground floor residential to future commercial use (i.e. including floor to ceiling heights suitable for commercial use).

Environmental

- 176. 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, photovoltaic cells and other features that enhance sustainability (including landscaping)
- 177. Green roofs (which can be a substitute for private or communal open space provided they can be accessed by occupants of the building) are encouraged for all new residential commercial or mixed use buildings.
- 178. 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 verandas 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.
- 179. Deep soil zones should be provided to retain existing vegetation or provide areas that can accommodate new deep root vegetation, including tall trees with large canopies.

One way of achieving this is in accordance with the following table:

Site Area	Minimum Deep Soil Area	Minimum dimension	Tree Size / Deep Soil Zones
<300m ²	10m ²	1.5 metres	1 small tree / 10m ² deep soil
300-1500m ²	7% site area	3 metres	1 medium tree / 30m ² deep soil
>1500m ²	7% site area	6 metres	1 large or medium tree / 60m ² deep soil

Tree size and site area definitions:	
Small tree:	<6 metres mature height and <4 metres canopy spread
Medium tree:	6-12 metres mature height and 4-8 metres canopy spread
Large tree:	>12 metres mature height and >8 metres canopy spread
Site area:	The total area for development site, not average area per dwelling.

180. Deep soil zones should be provided with access to natural light to assist in maintaining vegetation health.

Site Facilities and Storage

181. Dwellings should provide a covered storage area of not less than 8 cubic metres in one or more of the following areas:

- (a) in the dwelling (but not including a habitable room)
- (b) in a garage, carport, outbuilding or an on-site communal facility and be conveniently located and screened from view from streets and neighbouring properties.

182. Development should provide a dedicated area for the on-site collection and sorting of recyclable materials and refuse, green organic waste and wash-bay facilities for the ongoing maintenance of bins. This area should be screened from view from public areas so as to not detract from the visual appearance of the ground floor.

Where the number of bins to be collected kerbside is 10 or more at any one time provision should be made for on-site commercial collection.

183. The size of lifts, lobbies and corridors should be sufficient to accommodate bicycles, strollers, mobility aids and visitor waiting areas.

Zone Interface

184. Unless separated by a public road or reserve, development site(s) adjacent to any zone that has a primary purpose of accommodating low rise (1-2 storey) residential activity should incorporate deep soil zones along the common boundary to enable medium to large trees to be retained or established to assist in screening new buildings of 3 or more storeys in height.

One way of achieving this is for development comprising building elements three or more storeys in height to be setback at least 6 metres (from a zone boundary) and incorporate a deep soil zone area capable of accommodating medium to large trees with a canopy spread of not more than 8 metres when fully mature.

Attachment D: Urban Corridor Zone

URBAN CORRIDOR ZONE

Introduction

The objectives and principles of development control that follow apply in the Urban Corridor Zone shown on [Maps Pr/3, 4, 6 and 7](#). They are additional to those expressed for the whole of the council area.

The Urban Corridor Zone is divided into a number of Policy Areas. Each policy area has been defined according to the existing and desired character of the area, the type and nature of development considered appropriate and other features that differentiate one area from another. The policy areas are shown on [Maps Pr/8, 9, 11 and 12](#).

The policies for development in the Urban Corridor Zone are expressed both as general policies applying throughout the zone, and more specific provisions for each of the policy areas.

OBJECTIVES

- Objective 1:** A mixed use zone accommodating a range of compatible non-residential and medium and high density residential land uses orientated towards a high frequency public transport corridor.
- Objective 2:** Integrated, mixed use, medium and high rise buildings with ground floor uses that create active vibrant, **and visually appealing streetscapes incorporating high levels of amenity.**
- 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 **sustainable** building designs that can accommodate changes in land use and respond to changing economic, social and **environmental conditions.**
- Objective 5:** **Amalgamation of sites, including sites that may or may not have main road frontage, is encouraged to provide better design outcomes to opportunity to better accommodate envisaged development, design flexibility, diverse building types, landscaping private open space and dwelling sizes.**
- Objective 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.
- 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

The Zone will enable the development of a mixed use urban environment that contributes to the economic **and community** vitality of the City by increasing the density **and diversity** of housing, businesses and other services offered to residents and the wider community.

Residential land uses within the Zone will be developed with a diversity of housing (eg row dwellings, residential flat buildings and multi-storey buildings) **and sizes (eg studios and one to three or more bedroom dwellings)** that incorporate affordable housing opportunities for families, students and other household types in areas with frequent public transport provision.

As one of the key Zones in the City where there will be transformation in built form, new buildings and associated landscaping and open space areas will be recognised for their design excellence by demonstrating good design principles, including:

- (a) Contextual and Desired Character – development that responds to its place, recognises and carefully considers surrounding built form, linkages and landscaping, and positively contributes to the Desired Character.
- (b) Responsive and Durable – development that is fit for purpose, adaptable and incorporates long lasting materials.
- (c) Inclusive – development that integrates the public and private realms through street activation, enhancing quality views and passive surveillance into and out of sites.

The balanced consideration of qualitative and quantitative Development Plan provisions is fundamental to achieving design excellence.

Future development in the Zone will comprise an evolving transformation of land uses, built form and scale to accommodate urban growth along transit corridors and accord with the following key elements/attributes:

- (a) The use of a predominant 2 to 4 storey building scale that will create a linear corridor that frames the main roads.
- (b) The establishment of greatest height, mass and intensity of development at the main road frontages (behind setbacks / landscaping if envisaged in the Policy Area), and will reduce in scale to transition down where there is interface with low rise residential development in the adjacent zone.
- (c) The use of designs that consider the local topography that slopes from east to west, such as raised ground floor levels on the east side of roads, lowered ground floor levels and/or car parking underneath buildings on the west side of roads, and stepping the building form across the site on properties facing north and south.
- (d) The use of building articulation and fenestration to all visible sides of buildings and supported by integrated landscaping to enhance the built form, contribute to a pleasant pedestrian environment and provide an attractive transition between the public and private realms.
- (e) The use of active frontages at ground level to contribute to the liveliness, vitality and security of the public realm.
- (f) The use and combination of natural and durable materials and finishes (self-finished or pre-finished) that respond to the predominant attributes of the area, such as brick, stone and rendered finishes and architectural elements addressing entrances, windows and eaves. Contemporary buildings and expressions are envisaged that complement the solid and lasting styles of the traditional built form of the area.
- (g) Appropriate site design, building separation, orientation and transition of building heights to address the potential for overlooking, overshadowing and noise impacts.
- (h) The use of consolidated parking areas (where possible), screened and located away from public spaces or underneath buildings and minimise access ways (number and frontage widths) and sited to retain public realm benefits.

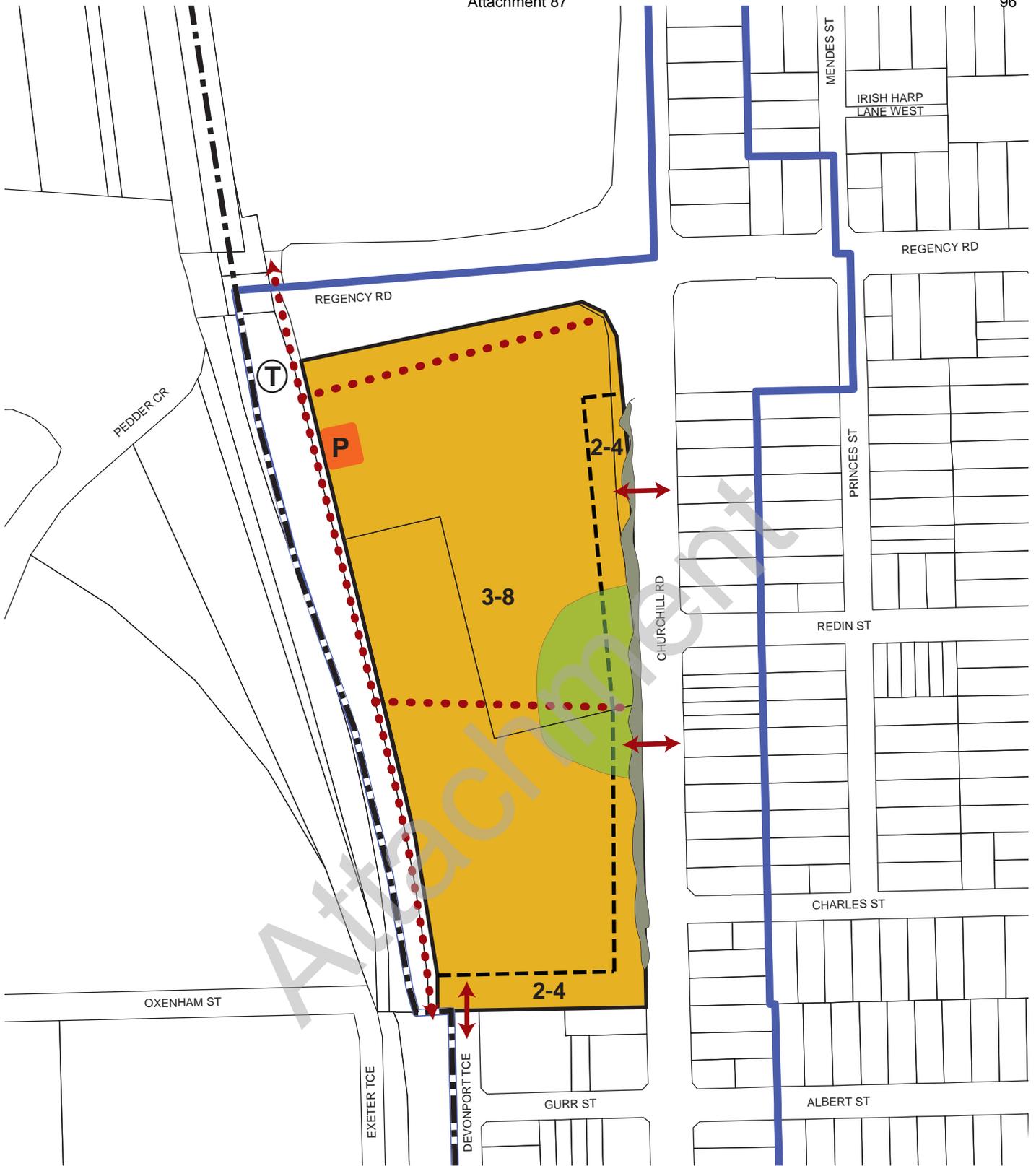
PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 The following types of development, or combination thereof, are envisaged in the Zone:
 - Affordable housing
 - Aged persons accommodation
 - Community centre
 - Consulting room
 - Dwelling
 - Educational establishment
 - Entertainment venue
 - Licensed premises
 - Office
 - Pre-school Primary school
 - Residential flat building
 - Retirement village
 - Shop or group of shops
 - Supported accommodation
 - Tourist accommodation.
- 2 Development listed as non-complying is generally inappropriate.

Form and Character

- 3 Development should be consistent with the desired character for the zone.
- 4 Development should be in accordance with Concept Plan [Figures UrC/1 to 6](#).
- 5 Residential development in a building largely for residential living should aim to achieve a target minimum net residential site density in accordance with the following:



3-8 Minimum - Maximum Building Height (Storeys)
Minimum Density - 150 dwellings per hectare net

P Kiss 'n' Ride Associated with Islington Rail Station

↔ Preferred Access Point

T Train Station

..... Cycle and Pedestrian Links

———— Boulevard Policy Area Boundary

- - - - Development Plan Boundary

— Landscaping

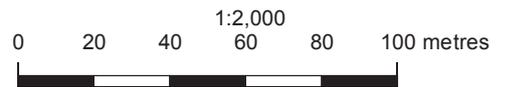
○ Open Space (Indicative only)



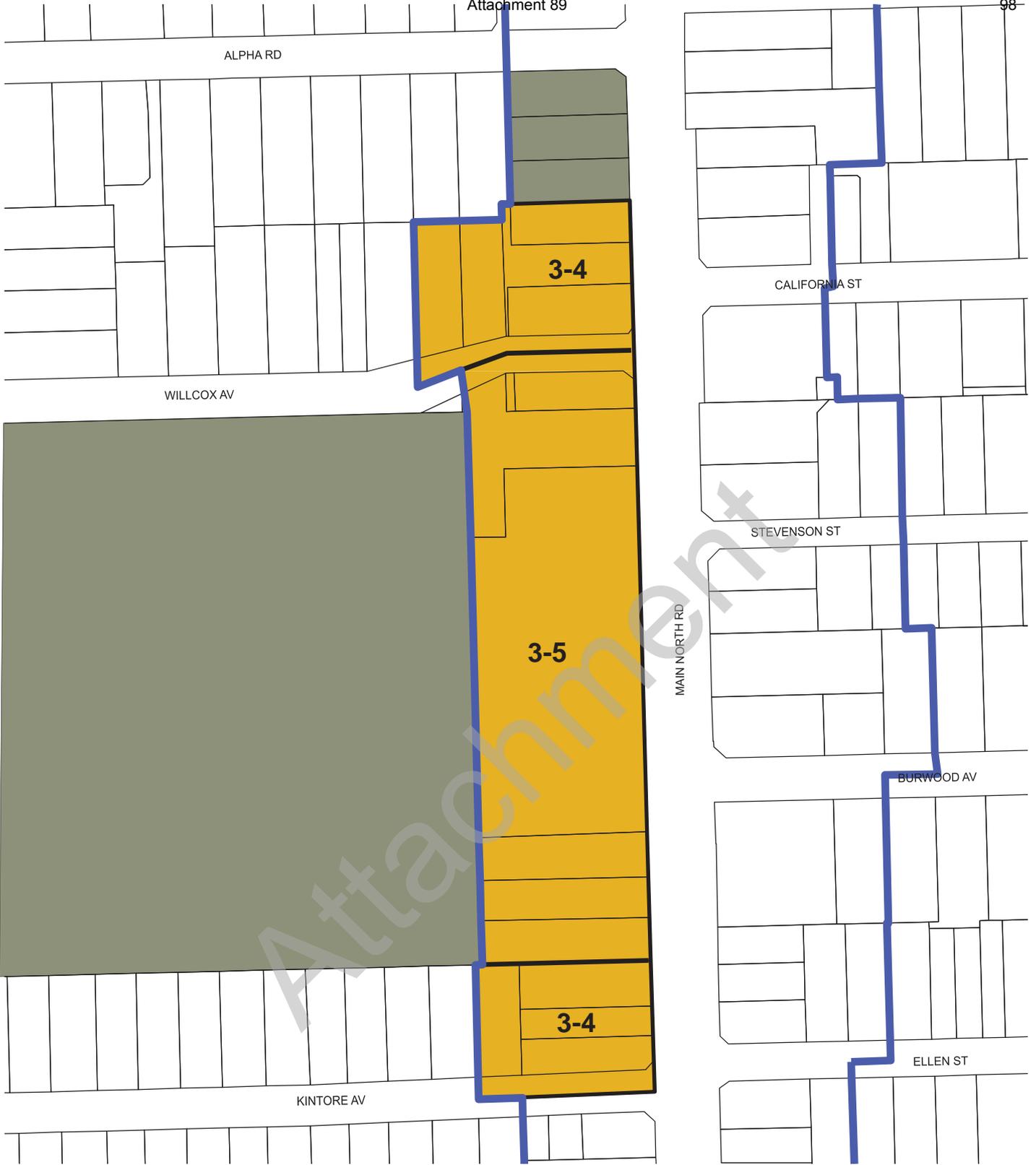
PROSPECT (CITY) CHURCHILL ROAD Concept Plan Fig UrC/1



- 4-5 Minimum - Maximum Building Height (Storeys)
- No Minimum Front Setback
- Business Policy Area Boundary
- Development Plan Boundary

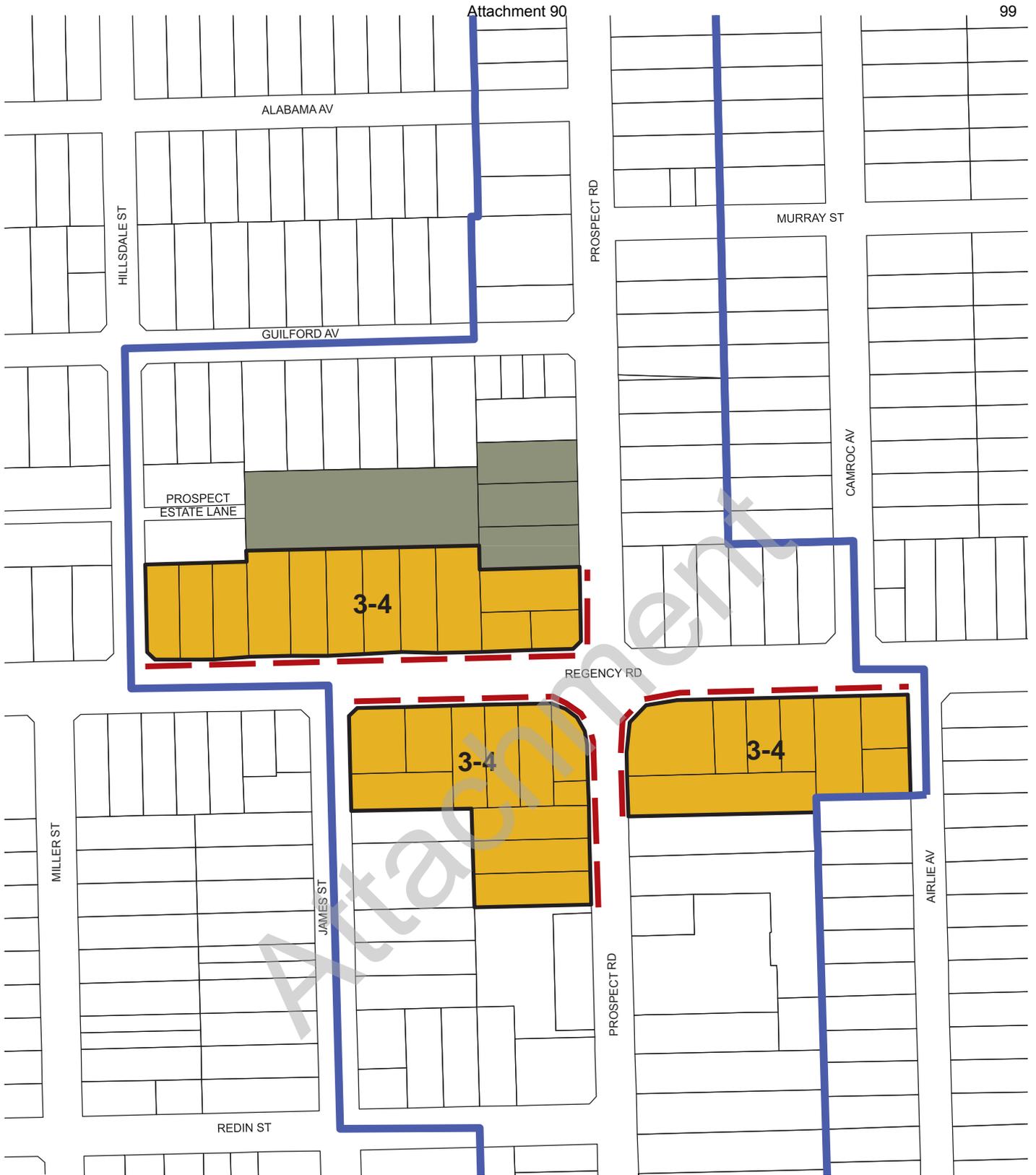


**PROSPECT (CITY)
MAIN NORTH ROAD
Concept Plan Fig UrC/2**



- Open Space
- 3-4 Minimum - Maximum Building Height (Storeys)
- Business Policy Area Boundary

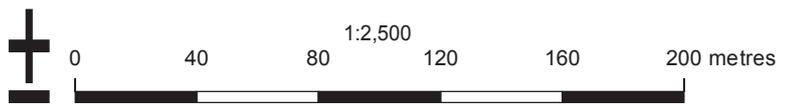
PROSPECT (CITY)
MAIN NORTH ROAD
Concept Plan Fig UrC/3



- Open Space
- 3-4 Minimum - Maximum Building Height (Storeys)
- No Minimum Front Setback
- Transit Living Policy Area Boundary



PROSPECT (CITY) PROSPECT ROAD Concept Plan Fig UrC/4



- 4-5 Minimum - Maximum Building Height (Storeys)
- Business Policy Area Boundary
- Development Plan Boundary

PROSPECT (CITY)
MAIN NORTH ROAD
Concept Plan Fig UrC/5



-  Open Space
-  Minimum - Maximum Building Height (Storeys)
-  No Minimum Front Setback
-  Boulevard Policy Area Boundary
-  Development Plan Boundary

**PROSPECT (CITY)
CHURCHILL ROAD
Concept Plan Fig UrC/6**

Policy Area	Minimum net residential site density
Boulevard	<u>75</u> 400 dwellings per hectare net; except where varied by Concept Plan Figure UrC/1 .
High Street	<u>60</u> 70 dwellings per hectare net
Transit Living	45 dwellings per hectare net.
Business	No minimum

- 6 Vehicle parking should be located to the rear of development or not be visible from public land along the primary road frontage.
- 7 [Amalgamation of sites, including sites that may or may not have main road frontage, should provide opportunity for comprehensively planned development and better design outcomes consolidating and coordinating development in accordance with the desired character of the zone/ policy area and interface zone/policy area.](#)

Design and Appearance

- 8 [To provide visual privacy to habitable rooms and private open space of dwellings in lower density residential and historical \(conservation\) zones, views \(from windows, balconies, roof terraces and the like\) should be restricted to 1.7 metres above finished floor levels through the use of 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 resident's or neighbour's amenity.](#)
- 9 Buildings should provide visual interest to the street and promote pedestrian activity with active building spaces, particularly at the ground level, in association with high quality landscaping and other community benefits such as public art.
- 10 To maintain sight lines between buildings and the street, and to improve street activation and safety through passive surveillance, solid fencing should not be constructed between the front building line and the primary or secondary street, unless providing visual privacy to ground floor habitable rooms, in which case a combination of solid fencing, screening and landscaping should be used.
- 11 Development should minimise the number of access points onto an arterial road, by providing vehicle access:
 - (a) from side streets or rear access ways
 - (b) via co-ordinated through-property access rights of way or common rear vehicle parking areas.
- 12 Vehicle access points on side streets and rear access ways should be located and designed to:
 - (a) minimise the impacts of headlight glare and noise on nearby residents
 - (b) avoid excessive traffic flows into residential streets
 - (c) [consolidate on-site circulation and provide minimal entry/exit points, unless connected to a suitable rear access way](#)
 - (d) [maintain appropriate distances from street intersections](#)
 - (e) [minimise impacts to on-street parking spaces](#)
 - (f) [minimise impacts on the public realm, including pedestrian circulation paths, mature street trees and public infrastructure](#)
 - (g) [maximise opportunities for the integration of landscaping.](#)

Building Envelope

Building Height

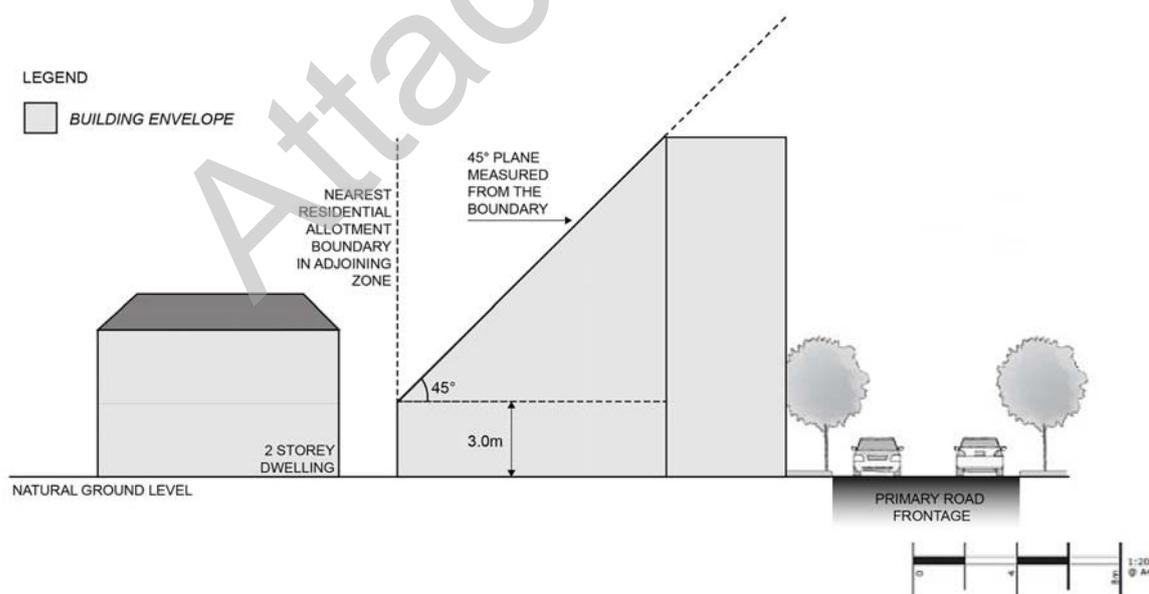
- 13 Except where airport building height restrictions prevail, the interface height provisions require a lesser height, or an alternative maximum building height is shown on Concept Plan [Figures UrC/1 to 6](#), building heights (excluding any rooftop mechanical plant, equipment or roof top garden) should be consistent with the following parameters:

Policy Area	Minimum Building Height	Maximum Building Height
Boulevard	2 storeys	4 storeys and up to 15 metres
High Street	2 storeys	4 storeys and up to 15 metres
Transit Living	1 storey	3 storeys and up to 11.5 metres
Business	2 storeys	4 storeys and up to 15 metres, except on allotments fronting Highbury Street where a 2 storey maximum applies

Interface Height Provisions

- 14 To minimise building massing at the interface with residential development outside of the zone, buildings should be constructed within the following building envelopes provided by a 45 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: Typical Boundary



- 15 To minimise overshadowing of sensitive uses outside of the zone, buildings should ensure that:
- north-facing windows to habitable rooms of existing dwellings in adjacent zones receive at least 3 hours of direct sunlight over a portion of their surface between 9.00am and 3.00pm on 21 June

- (b) ground level open space of existing residential buildings in adjacent zones receive direct sunlight for a minimum of 2 hours between 9.00am and 3.00pm on 21 June to at least the smaller of the following:
- (i) half of the existing ground level open space; or
 - (ii) 35 square metres of the existing ground level open space (with at least one of the area's dimensions measuring 2.5 metres).

Setbacks from Road Frontages

- 16 Buildings (excluding verandas, porticos, balconies and the like) should be set back from the primary road frontage in accordance with the following parameters, except where varied by the relevant Concept Plan [Figures UrC/2, 4 and 6](#) and where additional land may be required to achieve landscaping requirements:

Policy Area	Minimum setback from the primary road frontage
Boulevard	3 metres
High Street	No minimum
Transit Living	3 metres
Business	3 metres

Note: These setbacks are in addition to any setback requirements pursuant to the Metropolitan Adelaide Road Widening Plan.

- 17 Buildings (excluding verandas, porticos, balconies and the like) should be set back from the secondary road frontage or a vehicle access way in accordance with the following parameters except where varied by the relevant Concept Plan [Figures UrC/2, 4 and 6](#) and the allocation of land for quality landscaping:

Designated Policy Area	Minimum setback from secondary road	Minimum setback from a rear access way
Boulevard, Transit Living and Business	2 metres	(a) No minimum where the access way is 6.5 metres or more; or (b) 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	No minimum	As above

Other Setbacks

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

Designated Policy Area	Minimum setback from rear allotment boundary within the Urban Corridor Zone <u>where not on a zone boundary</u>	Minimum setback from rear allotment boundary <u>where</u> on a zone boundary	Minimum setback from side boundaries where not on a street <u>or different zone boundary</u> (*)
Boulevard, High Street, Transit Living, and Business	3 metres	3 metres if the closest portion of building <u>when viewed from the boundary is distinctly 2 storeys or less.</u> 6 metres in all other cases where: (a) the closest portion of building is more than 2 storeys (b) the closest portion of the building is 2 storeys or less and increases in height to 3 storeys or more storeys within 6 metres of the boundary	Irrespective of height, no minimum on boundary, within 18 metres from the front property boundary. No minimum for remaining length for the ground level only. More than 18 metres from the front property boundary, 1 st level and above (ie above ground level) should be setback 2 metres).

(*) Assumes the building fronting the boundary has no window/s or balcony/s.

19 Unless abutting an existing building, walls (including attached structures) that have a height of greater than 4.5 metres, located on or within 2 metres of side allotment boundaries should provide attractive and interesting façades utilising techniques and combinations such as the following:

- (a) including recessed sections of wall
- (b) continuing some façade detailing
- (c) integrated use of different building materials and finishes
- (d) include green landscaped walls/vertical gardens
- (e) include public art, including murals.

Vehicle Parking

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

Land Division

21 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.

PROCEDURAL MATTERS

Complying Development

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

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

Urban Corridor Zone and Interface Areas Policy Review DPA
City of Prospect
Attachment D

- (a) Subject to the conditions contained in [Table Pr/5](#) - Off Street Vehicle Parking Requirements for Designated Areas and [Table Pr/6](#) - Off-street Bicycle Parking Requirements for the Urban Corridor Zone:
- (i) change in the use of land, from residential to office on the ground or first floor of a building;
 - (ii) change in the use of land from residential to shop less than 250 square metres on the ground floor of a building.
- (b) A change of use to a shop, office, consulting room or any combination of these uses where all of the following are achieved:
- (i) the area to be occupied by the proposed development is located in an existing building and is currently used as a shop, office, consulting room or any combination of these uses;
 - (ii) the development is located inside any of the following area(s):
 - High Street Policy Area
 - (iii) the building is not a State heritage place;
 - (iv) it will not involve any alterations or additions to the external appearance of a local heritage place as viewed from a public road or public space;
 - (v) if the proposed change of use is for a shop that primarily involves the handling and sale of foodstuffs, it achieves either (A) or (B):
 - A. all of the following:
 - a. areas used for the storage and collection of refuse are sited at least 10 metres from any Residential Zone boundary or a dwelling (other than a dwelling directly associated with the proposed shop);
 - b. if the shop involves the heating and cooking of foodstuffs in a commercial kitchen and is within 30 metres of any Residential Zone boundary or a dwelling (other than a dwelling directly associated with the proposed shop), an exhaust duct and stack (chimney) exists or is capable of being installed for discharging exhaust emissions;
 - B. the development is the same or substantially the same as a development, which has previously been granted development approval under the *Development Act 1993* or any subsequent Act and Regulations, and the development is to be undertaken and operated in accordance with the conditions attached to the previously approved development;
 - (vi) if the change in use is for a shop with a gross leasable floor area greater than 250 square metres and has direct frontage to an arterial road, it achieves either (A) or (B):
 - A. the primary vehicle access (being the access where the majority of vehicles access/egress the site of the proposed development) is from a road that is not an arterial road;
 - B. the development is located on a site that operates as an integrated complex containing two or more tenancies (and which may comprise more than one building) where facilities for off-street vehicle parking, vehicle loading and unloading, and the storage and collection of refuse are shared;
 - (vii) off-street vehicular parking is provided in accordance with the rate(s) specified in [Table Pr/5](#) - Off Street Vehicle Parking Requirements for Designated Areas to the nearest whole number, except in any one or more of the following circumstances:
 - A. the building is a local heritage place;
 - B. the development is the same or substantially the same as a development, which has previously been granted development approval under the

Development Act 1993 or any subsequent Act and Regulations, and the number and location of parking spaces is the same or substantially the same as that which was previously approved

- C. the development is located on a site that operates as an integrated complex containing two or more tenancies (and which may comprise more than one building) where facilities for off-street vehicle parking, vehicle loading and unloading, and the storage and collection of refuse are shared.

Non-complying Development

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

Industry, except light industry or service industry located in the Business Policy Area
Fuel depot
Petrol filling station, except where located in the Business Policy Area
Public service depot
Road transport terminal
Service trade premises, except where located in the Business Policy Area
Store, except where located in the Business Policy Area
Transport depot
Warehouse, except where located in the Business Policy Area
Waste reception storage treatment and disposal

Public Notification

- 24 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 Primary school
Residential flat building Retirement village
Store in Business Policy Area Supported accommodation
Shop or group of shops with a gross leasable area of 2000 square metres or less located in the High Street, Business or Boulevard Policy Areas
Shop or group of shops with a gross leasable area of 500 square metres or less located in the Transit Living Policy Area
Tourist Accommodation
Warehouse in Business Policy Area

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 or Historic (Conservation) Zone that:

- (a) is 3 or more storeys, or 11.5 metres or more, in height
- (b) exceeds the 'Building Envelope - Interface Height Provisions'.

Boulevard Policy Area

The Objectives and Principles of Development Control that follow apply in the Boulevard Policy Area shown in [Maps Pr/8 and 11](#). They are additional to those expressed for the whole of the council area.

OBJECTIVES

- Objective 1:** Medium and high rise development framing the street, including mixed use buildings that contain shops, offices and commercial development at lower floors with residential land uses above.
- Objective 2:** A streetscape edge that is setback from the street boundary to allow for landscaping and framed by 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

The Policy Area will contain a variety of housing types at medium to high densities, as well as small-scale businesses, local shops and facilities while maintaining the important transport function of the road as a strategic transport route.

Land parcels will be amalgamated where possible, resulting in the establishment of more diverse and comprehensive developments on larger sites. Within the Policy Area west of Churchill Road properties extend to more than one allotment deep allowing greater opportunity for land amalgamations.

To reinforce the desired boulevard character of Churchill Road and maintain front setbacks in other streets, buildings will be set back from the front property boundary. Setbacks may be varied to accommodate desired areas for street activation and interest, such as outdoor seating and landscaping in deep root zones. Shelter will be provided over pedestrian areas at the front of buildings. If land is required for road widening, such shelter can be constructed in a manner that allows it to be demountable.

Built form will display its greatest height, mass and intensity to address the primary street frontage and shall be situated within the front portion of the site and extend to side boundaries. Where walls are built on or in close proximity to boundaries, they should display attractive and interesting qualities that are neighbour friendly, such as recessed walls and wrapping around elements of façade detailing. Behind the front portion, built form will be of a lesser scale, with increasing building separations to habitable rooms and balconies and transitioning down to zone boundaries. These attributes are contextually derived from traditional double fronted cottages in North Ovingham with ground floors elevated and frontages addressing the street, front yards, built form to side boundaries (usually without a driveway) and large backyards.

Building façades will be articulated with elements such as recessed and cantilevered balconies -verandas, entrances, wall features and eaves. A contextual palette of materials and finishes (as described in the Zone) that are durable and fit-for-purpose will be carefully used to create an enduring building appearance.

Street fencing will contribute to a pleasant pedestrian environment and will be articulated and display visual permeable qualities to provide visual interest and casual surveillance while maintaining privacy to ground floor dwellings.

Landscaping areas and 'green' facades will be extensively used to enhance the built form, contribute to a pleasant pedestrian environment and provide an attractive transition between the public and private realms, and will be exclusive of on-site services.

Pedestrian and bicycle movement will be encouraged through an activated and appealing public realm that is supported by the Churchill Road Master Plan, including maximising use of the Greenway adjacent to the railway line.

Areas adjacent Churchill Road (as described below) are potentially contaminated because of previous activities. Due to these circumstances, development is expected to occur on a precautionary basis where a site contamination audit verifies that a site or sites are suitable and safe for the intended use, particularly where it involves sensitive uses like residential development.

Mixed Use Churchill Area

The land at the intersection of Regency and Churchill Roads as shown on Concept Plan [Figure UrC/1](#) will be developed at a greater intensity than the Boulevard Policy Area generally, containing an innovative mix of medium to high density residential development, community and non-industrial employment land uses, which together create a people-orientated living environment. The arrangement of streets and buildings will maximise pedestrian and cyclist movements through the precinct and create strong connections to public transport.

Medium and high density housing, primarily in the form of apartment and terrace style accommodation and mixed-use buildings, will accommodate a range of dwelling sizes to encourage diversity in household types within the Area. This substantial housing focus for the Area will be supported by retail and commercial development, providing a strong presence to Churchill and Regency Roads and a positive connection to the railway station.

The pattern of land division will support medium and high density residential development, with public and/or private roads creating a permeable movement network to underpin safe and convenient pedestrian, cyclist and vehicle movements within the precinct. The allotment pattern within the Area will create highly walkable links between open space areas, the Islington Railway Station, shops/community facilities and residential development.

Large scale development in the Area will facilitate the establishment of a substantial public open space network. This will include an area of open space located away from noise generated on the adjacent arterial roads and railway line. This area will be well-used, being easily accessible from residential development and located close to the Islington Railway Station and non-residential land uses. Development adjoining this space will be designed to integrate with the public realm and provide passive surveillance to enhance safety and a sense of community.

As one of the key precincts in the Boulevard Policy Area where there will be transformation in built form, new buildings will be recognised for their design excellence. Large buildings of up to eight storeys in height will be accommodated on most of the site, and will transition down to a maximum of four storeys in height along the Churchill Road frontage and the southern end of the site. This will be supported through careful building articulation and fenestration, with integrated verandas, balconies, canopies and landscaping.

Where buildings are set back from Churchill and Regency Roads, landscaping will contribute to a pleasant pedestrian environment and provide an attractive transition between the public and private realms. Front fencing will be kept low and/or visually permeable, or shall be well-articulated with appropriate landscaping treatments if required for noise attenuation.

Vehicle access points off Churchill and Regency Roads will be minimised to maintain vehicle flows and safety on these arterial roads.

Cane Reserve Area

Cane Reserve will act as a focal point for development within the Boulevard Policy Area, with an increase in building heights and residential densities surrounding this open space to invigorate the public realm and support a range of activities within the reserve (as shown on Concept Plan [Figure UrC/6](#)).

Uses that generate a high frequency of pedestrian activity and activate the street, such as shops and restaurants, will be located on the ground floor, with offices and apartment-style residential development located on upper floors overlooking the reserve and providing views to the east and west.

The ground floor of buildings will abut the footpath and support a variety of tenancies with a range of frontage widths. Portions of the ground floor will be set back in some locations to create spaces for outdoor dining.

Balconies overlooking the streets and reserve are encouraged, to provide for passive surveillance to **the streetscape and public open spaces**, with sufficient and varied screening to provide privacy for occupiers.

PRINCIPLES OF DEVELOPMENT

CONTROL

LAND USE

- 1 Development should predominantly comprise mixed use buildings and wholly residential buildings.
- 2 In a mixed use building, non-residential development should be located on the ground floor and lower levels, and residential development should be located on the upper levels.
- 3 Shops or groups of shops contained in a single building, other than a restaurant, should have a maximum gross leasable area in the order of 2000 square metres.

Form and Character

- 4 Development should be consistent with the desired character for the policy area.
- 5 The finished ground floor level should be approximately at grade and level with the footpath for **non-residential ground level developments, however, where habitable rooms are proposed at ground level floor areas can increase to 1.2 metres to ensure greater privacy to residents.**
- 6 The ground floor **(including undercover car parking areas) of buildings should be built to having minimum floor to ceiling floor height of at least 3.5 metres** to allow for adaptation to a range of land uses including retail, office and residential without the need for significant change to the building.
- 7 A minimum of 50 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.

High Street Policy Area

The Objectives and Principles of Development Control that follow apply in the High Street Policy Area shown in [Maps Pr/8 and 11](#). They are additional to those expressed for the whole of the council area.

OBJECTIVES

- Objective 1:** A mix of land uses including retail, office, commercial, community, civic and medium and high density residential development that support the economic vitality of the area.

- Objective 2:** Buildings sited to provide a continuous and consistent built edge with verandas / awnings over the public footpath and an intimate built scale, with fine-grained detailing of buildings in **and adjacent to** the public realm.
- Objective 3:** An interesting and varied skyline as viewed from the street and afar, provided by modulation in roof forms and the use of parapets.
- Objective 4:** An intimate public realm with active streets created by buildings designed with frequently repeated frontage form and narrow tenancy footprints.
- Objective 5:** A high degree of pedestrian activity and a vibrant street-life with well lit and engaging shop fronts and business displays including alfresco seating and dining facilities and licensed areas.
- Objective 6:** **A safe, comfortable and appealing street environment for pedestrians that is sheltered from the weather, is of a pedestrian scale and optimises views or any outlook onto spaces of interest.**
- Objective 7:** Development that contributes to the desired character of the policy area.

DESIRED CHARACTER

This Policy Area will contain a variety of land uses including shops, offices, community centres, consulting rooms and medium-to-high density residential development, to create a destination that attracts people for a variety of reasons. Uses that generate a high frequency of pedestrian activity and activate the street, such as shops and restaurants, will be located on the ground floor, with offices, apartment-style residential development, or both, located on upper floors overlooking the street. The mix of complementary land uses will extend activities beyond normal working hours to enhance the area's vibrancy.

Development on Prospect Road will be **large in scale and height whilst incorporating the dominant street podium building form of one or two storeys that abuts the footpath and continuing the established width, rhythm and pattern of façades to support a variety of tenancies with narrow frontages.** Portions of the ground floor will be set back in some locations to emphasise the building entrance or to create spaces for outdoor dining. **Upper levels will be offset and setback behind the street podium with variation in façade treatments, materials and colours as well as the use of modulated roof forms and parapets that contribute to a varied and interesting skyline.**

Heritage buildings will be adapted and reused while maintaining their heritage qualities with development encouraged towards the rear and behind the front façades. Buildings adjacent to heritage buildings **and historic conservation areas** will be sympathetic to the heritage nature and character in their design while having a modern appearance.

Active street frontages will be promoted through the frequency of different tenancies, diversity of activities, a high proportion of windows and numerous pedestrian entrances. Development will continue to provide visual interest after hours, by having no external shutters.

Verandas will be provided to create a comfortable and intimate place for pedestrians, **and while avoiding the need to replicate those on adjoining buildings, will complement the size, alignment and height of nearby traditional canopies.**

A variety of recessed and cantilevered balconies overlooking the street are encouraged to provide a connection to the street and passive surveillance, with sufficient and varied screening to provide privacy for occupiers and to obscure furniture from view. To respect the integrity of the traditional high street character at ground level, balconies will not extend over the footpath.

Landscaping and other green infrastructure will be primarily confined to areas within the public realm and in accordance with the Prospect Road Master Plan, on buildings (roof top, walls and verandas), within rear yards, on zone boundaries or on buildings/structures to contribute to a pleasant pedestrian environment, and enhance the built form especially as viewed from adjacent zones.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 Development should provide continuity of ground floor shops, offices and other non-residential land uses along the road corridor by ensuring the ground floor of buildings is non-residential.
- 2 Shops or groups of shops contained in a single building, other than a restaurant, should have a maximum gross leasable area in the order of 2000 square metres.

Form and Character

- 3 Development should be consistent with the desired character for the policy area.
- 4 Pedestrian shelter and shade should be provided over footpaths through the use of structures such as awnings, canopies and verandas.
- 5 The ground level street frontages of buildings should contribute to the appearance and retail function of the area by providing at least 5 metres or 60 percent of the street frontage (whichever is greater) as an entry/ foyer or display window to a shop (including a café or restaurant) or other community or commercial use which provides pedestrian interest and activation.
- 6 Buildings should maintain a pedestrian scale at street level, and should:
 - (a) include a clearly defined podium with a maximum building height of 2 storeys or 8 metres in height; and
 - (b) have levels above the defined podium or street wall setback a minimum of 2 metres from that wall.
- 7 Development should respect the predominant traditional rhythm of narrow-fronted tenancies built side by side to create a largely continuous built edge to the street with varied and distinctive building façades.
- 8 The ground floor of buildings should be built to have a minimum floor to ceiling height of at least 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.
- 9 The finished ground floor level should be approximately at grade and level with the footpath for non-residential ground level developments.
- 10 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.

Transit Living Policy Area

The Objectives and Principles of Development Control that follow apply in the Transit Living Policy Area shown in [Maps Pr/8 and 11](#). They are additional to those expressed for the whole of the council area.

OBJECTIVES

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

DESIRED CHARACTER

This Policy Area will primarily serve a residential function, with local shops, offices and community land uses provided as part of mixed-use development to support the daily living and working needs of residents. Residential development will take place at medium to high densities, requiring the replacement of existing detached dwellings with apartment and terrace style dwellings and mixed use buildings, desirably two to three storeys in height.

A variety of building forms will be developed, creating housing opportunities for people of various life stages and a range of household types. Building façades will be articulated with elements such as recessed and cantilevered balconies, verandas, entrances, wall features and eaves. A contextual palette of materials and finishes (as described in the Zone) that are durable and fit-for-purpose will be carefully used to create an enduring building appearance.

Buildings will be set back from Prospect Road and, where relevant, from the secondary street, to provide for landscaping and 'green' facades. This planting will be exclusive of on-site services and will enhance the built form, contribute to a pleasant pedestrian environment and provide an attractive transition between the public and private realms.

Street fencing will contribute to a pleasant pedestrian environment and will be articulated and display visual permeable qualities to provide visual interest, casual surveillance and activation, while maintaining privacy to ground floor dwellings.

Prospect Estate Reserve Area

As shown on Concept Plan [Fig UrC/4](#) this area will feature an increase in building heights and residential densities surrounding Prospect Estate to activate the reserve, while building setbacks to Prospect and Regency Roads will reduce to emphasise the importance of this precinct as a gateway to the City of Prospect.

Uses that generate a high frequency of pedestrian activity and activate the street, such as shops and restaurants, will be located on the ground floor, with apartment-style residential development located on upper floors overlooking the reserve and to ground floors with direct access to the reserve encouraged.

The ground floor of buildings will abut the footpath and support a variety of tenancies, with verandas provided to cover the footpath.

Balconies overlooking the streets and reserve are encouraged, to provide for passive surveillance, with sufficient and varied screening to provide privacy for occupiers and to obscure furniture from view.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 Shops or groups of shops contained in a single building should have a maximum gross leasable area in the order of 500 square metres.

Form and Character

- 2 Development should be consistent with the desired character for the policy area.
- 3 The ground floor (including undercover car parking areas) of buildings should be built to have a minimum floor to ceiling height of at least 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.
- 4 The finished ground floor level should be approximately at grade and level with the footpath for non-residential ground level developments, however, where habitable rooms are proposed at ground level floor areas can increase to 1.2 metres to ensure greater privacy to residents.

Business Policy Area

The Objectives and Principles of Development Control that follow apply in the Business Policy Area shown in [Maps Pr/9 and 12](#). They are additional to those expressed for the whole of the council area.

OBJECTIVES

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

DESIRED CHARACTER

This Policy Area will have a strong employment focus, containing retail showrooms, bulky good outlets, service trade premises, offices and consulting rooms that serve a wide catchment area, together with shops to support the local workforce's daily needs.

In suitable locations higher density residential development is anticipated as part of mixed use development with shops or restaurants at ground level to take advantage of site characteristics.

Development will take place on large, often amalgamated allotments. The design of buildings will feature display glazing, windows and entries facing Main North Road to ensure a strong visual connection to and relationship with the public realm. Buildings will be varied in form and will incorporate articulated façades, careful detailing and a variety of building materials and finishes that are durable and fit-for-purpose.

Buildings will be setback from Main North Road to provide for landscaping to integrate with and contribute to the public realm as a feature of all development along Main North Road. Landscaping areas will be exclusive of on-site services, while additional landscaping areas are to be provided on buildings in the form of 'green' walls and roof top gardens, on zone boundaries, and within courtyards in residential development.

Heritage buildings will be adapted and reused while maintaining their heritage qualities with development encouraged towards the rear and behind existing structures. Buildings adjacent to heritage buildings and historic conservation areas will be sympathetic to the heritage nature and character in their design while having a modern appearance.

Areas adjacent Main North Road are potentially contaminated because of previous activities. Due to these circumstances, development is expected to occur on a precautionary basis where a site contamination audit verifies that a site or sites are suitable and safe for the intended use, particularly where it involves sensitive uses like residential development.

Nottage Terrace Intersection

As shown on Concept Plan [Figure UrC/2](#), this will be a mixed use precinct with a focus on medium to high density residential development. Development of up to five storeys is envisaged along Main North Road, with heights stepping down at the rear of allotments where there is an interface with lower intensity residential development in an adjoining residential zone or Historic (Conservation) Zone. Development fronting Highbury Street will be 2 storeys in height and residential use only.

The area faces the Main North Road – Nottage Terrace intersection which will provide high exposure opportunities for a mix of ground floor uses including shops, cafes, restaurants and markets. Strong linkages to public transport will be achieved along the Main North Road corridor. Landscaping will be used to minimise the impact of traffic on the development, and help to create a pedestrian friendly environment.

Prospect Oval Area

As shown on Concept Plan [Figure UrC/3](#), Prospect Oval is a focal point, with development taking advantage of views over the oval. Development of up to five storeys is envisaged along Main North Road with the allotments closest to Kintore Avenue being a maximum of four storeys.

The area will be distinguished from the remainder of the Policy Area through predominantly medium to high density residential uses. This development will be supported by activating uses such as shops and restaurants at street level.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 The following types of development, or combination thereof, are envisaged in the Business Policy Area and are additional to those identified in the zone:
 - Bulky goods outlet
 - Light Industry
 - Petrol filling station
 - Service industry
 - Service trade premises
 - Store
 - Warehouse.
- 2 Land uses on the ground floor of buildings should be non-residential (except on allotments fronting Highbury Street).
- 3 Shops or groups of shops should have a maximum gross leasable area in the order of 2000 square metres.
- 4 Light industry should comprise high technology and/or research and development related uses.
- 5 Development on allotments fronting Highbury Street should be residential uses only and to a maximum height of two storeys.

Form and Character

- 6 Development should be consistent with the desired character for the policy area.

- 7 The ground floor (including undercover car parking areas) of buildings should be built to have a minimum floor to ceiling height of at least 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 The finished ground floor level should be approximately at grade and level with the footpath for non-residential ground level developments, however, where habitable rooms are proposed at ground level floor areas can increase to 1.2 metres to ensure greater privacy to residents.

Attachment

Development Plan Amendment

By the Council

Prospect (City)

Urban Corridor Zone and
Interface Areas Policy Review
DPA

Explanatory Statement and Analysis

For Consultation

Version 5

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Attachment

Have Your Say

This Urban Corridor Zone and Interface Areas Policy Review Development Plan Amendment (DPA) will be available for inspection by the public at Council's Civic Centre at 128 Prospect Road, Prospect from Tuesday 30 May 2017 until Tuesday 25 July 2017.

During this time anyone may make a written submission about any of the changes the DPA is proposing.

Submissions should be sent to the Senior Policy Planner, City of Prospect, PO Box 171 Prospect SA 5082 or via email admin@prospect.sa.gov.au.

Submissions should indicate whether the author wishes to speak at a public meeting about the DPA. If no-one requests to be heard, no public meeting will be held.

If requested, a meeting will be held on at the Civic Centre, 128 Prospect Road, Prospect on 9 August 2017.

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Attachment

Explanatory Statement

Introduction

The *Development Act 1993* provides the legislative framework for undertaking amendments to a Development Plan. The *Development Act 1993* allows either the relevant council or, under prescribed circumstances, the Minister responsible for the administration of the *Development Act 1993* (the Minister), to amend a Development Plan.

Before amending a Development Plan, a council must first reach agreement with the Minister regarding the range of issues the amendment will address. This is called a Statement of Intent. Once the Statement of Intent is agreed to, a Development Plan Amendment (DPA) (this document) is written, which explains what policy changes are being proposed and why, and how the amendment process will be conducted.

A DPA may include:

- An Explanatory Statement (this section)
- Analysis, which may include:
 - Background information
 - Investigations
 - Recommended policy changes
 - Statement of statutory compliance
- References/Bibliography
- Certification by Council's Chief Executive Officer
- Appendices
- The Amendment.

Need for the amendment

Background

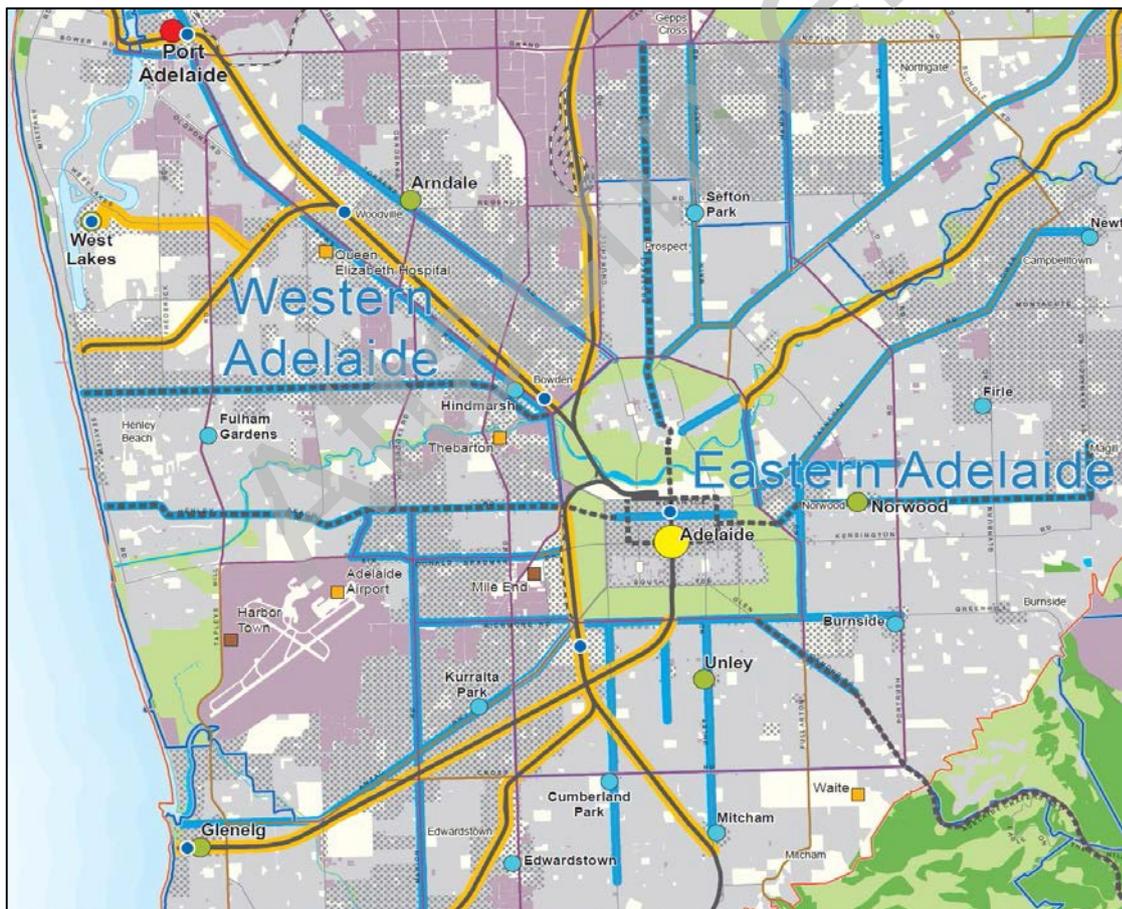
The City of Prospect Development Plan was amended to introduce the Urban Corridor Zone on 31 October 2013, via the Ministerial Inner Metropolitan Growth DPA.

The current 30 Year Plan for Greater Adelaide (2010), and reiterated within the 2016 Update of the 30-Year Plan for public consultation, describes a vision for a new urban form within metropolitan Adelaide. Under the heading City Shaping (on page 14) of the Updated Plan commentary is provided in this regard:

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

The area affected by this DPA is a proposed growth area within Metropolitan Adelaide and all six targets of the 30-Year Plan are relevant to, and supported by, the DPA (as follows):

Number	Target	Location
1 – Protecting our resources	85% of all new housing will be built in established urban areas by 2045	Metropolitan Adelaide
2 – Smarter Travel	60% of all new housing will be built within close proximity to quality public transport (rail, tram, O’Bahn and bus) by 2045	Metropolitan Adelaide
3 – Getting Active	Increase the share of work trips made by active transport modes by 25% by 2045	Metropolitan, Middle and Outer Metro Adelaide
4 – Walkable neighbourhoods	Increase the share of work trips made by active transport modes by 25% by 2045	Inner and Middle Metro Adelaide
5 – Green livable city	Tree canopy to be increased by 20% by 2045	Metropolitan Adelaide
6 – Greater housing choice	Increase housing diversity by 25% to meet changing needs by 2045	Metropolitan Adelaide



Updated 30 Year Plan (2016)

Of the 14 themes that underpin the Updated 30-Year Plan, 'design quality' is the most relevant to this DPA and states:

Our competitiveness will be further strengthened by encouraging high quality and innovative design that create beautiful buildings and public space. New or redeveloped precincts will have unique characters, with an urban form that builds on the distinctive character and valued heritage of Adelaide's existing neighbourhoods.

Within City of Prospect, the existing Urban Corridor Zone seeks medium and high density development, a mix of uses, building heights generally up to 4 storeys, and high quality urban design along Prospect Road, Churchill Road and Main North Road.

Change in Circumstances

Since the Urban Corridor Zone was introduced into the Development Plan in October 2013, only minor and largely procedural changes have been made to the provisions of the Zone, whilst approximately 71 development applications (comprising \$179 million in investment and 858 new dwellings) have been assessed in the Zone (as of 15 February 2017).

Whilst the introduction of the Zone has been successful in encouraging development along Prospect's corridors, there are a number of examples that demonstrate how development outcomes could be enhanced by a targeted DPA addressing a number of design matters.

In effect, the experience and knowledge gained from the recent Urban Corridor Zone developments now provides an opportunity to refine and improve the Urban Corridor Zone policies.

How Targeted Design Matters Have Been Identified

Potential policy directions that have informed the scope and substance of the draft DPA have been identified through a series of steps involving various stakeholders and practitioners:

- Elected Members held a joint workshop with members of Council's Development Assessment Panel (DAP) on 15 March 2016, considering desirable design attributes and the current Urban Corridor Zone policy context.
- The Council (DAP) held a workshop with the Associate Government Architect on 9 May 2016, reviewing Urban Corridor Zone policy and design matters.
- Elected Members held a further workshop on 7 June 2016, reviewing Urban Corridor Zone policy and design issues.
- Council, DPTI and ODASA staff held a workshop on 24 June 2016 reviewing key design based issues in relation to higher density development within City of Prospect.
- The Government Architect has identified policy issues in their mandatory referral responses
- Council staff have undertaken a review of Urban Corridor Zone developments
- Council and Council's consultants (URPS) in partnership with DPTI held a series of workshops with key stakeholders (developers and UDIA, local resident and environmental groups, Inner Ring Councils and DAP/Elected Members) from October 2016 until December 2016.

Statement of Intent

The Statement of Intent relating to this DPA was agreed to by the Minister on 26 October 2016

The issues and investigations agreed to in the Statement of Intent have been undertaken or addressed.

Affected area

The area(s) affected by the proposed DPA is described as follows:

The existing Urban Corridor Zone within the Prospect (City) Development Plan.

Summary of proposed policy changes

The DPA proposes the following changes, which are limited to:

- Design-related policy amendments to the “Medium to High Rise Development (3 or more storeys)” and “Development in Mixed Use, Urban Corridor and Centre Zones” Sections of the Council Wide provisions of the Development Plan
- Design-related policy amendments to the Urban Corridor Zone and Policy Areas including revision of Objectives, Desired Character Statements and Principles of Development Control.

Legal requirements

Prior to the preparation of this DPA, Council received advice from a person or persons holding prescribed qualifications pursuant to section 25(4) of the *Development Act 1993*.

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

- accords with the Planning Strategy
- accords with the Statement of Intent
- accords with other parts of council's Development Plan
- complements the policies in Development Plans for adjoining areas
- accords with relevant infrastructure planning
- satisfies the requirements prescribed by the *Development Regulations 2008*.

Interim operation

This DPA has been brought in on interim operation pursuant to section 28(1) of the *Development Act 1993*.

Interim operation means that the policies being proposed in this DPA will apply for 12 months. It is used when the Minister considers that the immediate application of the policy changes is necessary in the interests of orderly and proper development.

Consultation

Preliminary consultation as part of the investigations phase has occurred with the following key stakeholders:

- DPTI and ODASA staff
- selected developers and Urban Development Institute of Australia (UDIA)
- local resident and environmental groups
- Inner Rim Councils (Burnside, Charles Sturt, Norwood Payneham & St Peters, West Torrens, Unley and Walkerville)
- Elected and DAP members of City of Prospect.

This DPA is now released for formal agency and public consultation. The following government agencies and organisations are to be formally consulted:

- Department for Communities and Social Inclusion – Housing SA
- Department of Environment, Water and Natural Resources – Planning Assessment
- Department for Health and Ageing
- Department of Planning, Transport and Infrastructure (Planning and Transport Services)
- Department of State Development
- SA Water
- SA Power Networks
- City of Adelaide
- City of Burnside
- City of Charles Sturt
- City of Port Adelaide Enfield
- City of Norwood Payneham & St Peters
- City of West Torrens
- City of Unley
- Town of Walkerville
- Australian Institute of Architects
- Urban Development Institute of Australia
- Property Council of Australia
- Real Estate Institute of Australia
- Ms Rachel Sanderson, State MP for Adelaide.
- Mr John Rau, State MP for Enfield.

All written and verbal, agency and public submissions made during the consultation phase will be recorded, considered, summarised and responses provided. Subsequent changes to the DPA may occur as a result of this consultation process.

The final stage

When the council has considered the comments received and made any appropriate changes, a report on this (the *Summary of consultations and proposed amendments* report) will be sent to the Minister.

The Minister will then either approve (with or without changes) or refuse the DPA.

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Attachment

Analysis

1. Background

The Prospect (City) Development Plan was amended to introduce the Urban Corridor Zone on 31 October 2013, via the Ministerial Inner Metropolitan Growth DPA.

The Urban Corridor Zone seeks medium and high density development, a mix of uses, building heights generally up to 4 storeys, and high quality urban design along Prospect Road, Churchill Road and Main North Road.

Since the Urban Corridor Zone was introduced into the Development Plan in October 2013, only minor and largely procedural changes have been made to the provisions of the Zone, whilst approximately 71 development applications (comprising \$179 million in investments and 858 new dwellings) have been assessed in the Zone (as of 15 February 2017).

Whilst the introduction of the Zone has been successful in encouraging development along Prospect’s corridors, there are a number of approved/development examples which demonstrate that development outcomes could be enhanced by a targeted and limited DPA addressing a number of design matters. Additionally, Council’s Development Assessment Panel (DAP) has been deferring approximately 50 percent of applications received based on design related issues.

In essence, the experience and knowledge gained from a number of recent Urban Corridor Zone developments now provides an opportunity to refine and improve the medium to high rise Council Wide provisions and Urban Corridor Zone policies.

2. The strategic context and policy directions

2.1 consistency with South Australia’s Strategic Plan

South Australia’s Strategic Plan outlines a medium to long-term vision for the whole of South Australia. It has two important, complementary roles. Firstly, it provides a framework for the activities of the South Australian Government, business and the entire South Australian community. Secondly, it is a means for tracking progress state-wide, with the targets acting as points of reference that can be assessed periodically.

The DPA supports the following targets of South Australia’s Strategic Plan:

South Australia’s Strategic Plan 2015	
Strategic Plan Objective/Targets	Comment/Response
Vision: Our communities are vibrant places to live, work, play and visit.	This DPA contributes by strengthening quality design related provisions, including the street interface and promoting street appeal and activation.
Target No.1: Urban spaces – increase the use of public spaces by the community	
Target 68: Urban development – by 2036, 70% of all new housing in metropolitan Adelaide is to be built in established areas.	Targeted review of design related issues is limited to within the existing Urban Corridor Zone, with no changes to zone boundaries or density requirements.

2.2 consistency with the Planning Strategy

The Planning Strategy presents current State Government planning policy for development in South Australia. In particular, it seeks to guide and coordinate State Government activity in the construction and provision of services and infrastructure that influence the development of South Australia. It also indicates directions for future development to the community, the private sector and local government.

The following volumes of the Planning Strategy are relevant to this DPA:

- 30 Year Plan for Greater Adelaide (2010)
- 30 Year Plan for Greater Adelaide - 2016 Update.

A detailed assessment of the DPA against the Planning Strategy is contained in **Appendix A**.

2.3 consistency with other key strategic policy documents

This DPA accords with other key policy documents in the following manner:

2.3.1 Council's Strategic Directions Report

This DPA is consistent with Council's Strategic Directions Report (as agreed by the Minister on April 2012) and helps deliver on the following recommendations/targets of this plan:

- Identified the major road corridors (Churchill Road, Prospect Road and Main North Road) for mixed uses and increased residential densities near public transport that was subject to a DPA Amendment and consolidated into the Development Plan on 31 October 2013
- Supports the previous DPA Amendment while updating and enhancing design related aspects of higher density development.

2.3.2 Council's Strategic Plan to 2020

The Strategic Plan to 2020 identifies four key themes and associated statements as follows:

- People – know, empower, celebrate, educate and activate our community
- Place – loved heritage, leafy streets, fabulous places
- Prosperity – more jobs, more investment, more activity, more vibrancy
- Services – leaders of the sector providing efficient, responsive, accessible services.

Under the theme of 'Place,' Council's activities associated with Strategy 2.1 'Respect the past, create our future' are intended to deliver the following outcomes:

- A city recognised for high quality and interesting design and built form
- Diverse development is encouraged on Main Road corridors
- Green strategies are established within development activities across the City.

This DPA is consistent with the themes, strategies and outcomes of Council's Strategic Plan.

2.3.2 Infrastructure planning

Where relevant, a DPA must take into account relevant infrastructure planning (both physical and social infrastructure) as identified by Council (usually through the Strategic Directions Report), the Minister and/or other government agencies.

The following infrastructure planning is of relevance to this DPA:

Council Infrastructure Planning	Response/Comment
Not applicable (addressed previously under Urban Corridor Zone DPA as consolidated on 31 October 2013)	Nil

Government Agency Infrastructure Planning	Response/Comment
Not applicable (addressed previously under Urban Corridor Zone DPA as consolidated on 31 October 2013)	Nil

2.3.3 Current Ministerial and Council DPAs

This DPA has taken into account the following Ministerial and Council DPAs which are currently being processed:

Council DPAs	Response/Comment
Residential City Wide Policies DPA (City of Charles Sturt)	The DPA seeks to amend General Section provisions to align with the Planning Policy Library (Version 6), amend Desired Character Statements for selected policy areas, and address procedural matters within the Residential Zone and Development Regulations. These amendments are not considered to affect City of Prospect's DPA.

Ministerial DPAs	Response/Comment
Capital City Policy Review (Design Quality) DPA – seeks to review the operation of existing policy in light of recent development assessment (including Design Review) experience to ascertain whether the policies are achieving the desired outcome or may need to be improved, and to respond to the directions of a carbon neutral Adelaide.	Consultation completed and subject to Ministerial Approval.

2.3.4 Existing Ministerial Policy

This DPA proposes changes to the following, existing Ministerial policy:

Existing Ministerial Policy	Proposed Change and Justification
Development in Mixed Use, Urban Corridor, and Centre Zones	Refer to Attachment A
Medium and High Rise Development (3 or More Storeys)	Refer to Attachment B and C
Urban Corridor Zone	Refer to Attachment D

3. Investigations

3.1 Investigations undertaken prior to the SOI

Investigations previously undertaken (prior to the preparation of this SOI) that will inform this DPA include the following:

- Elected Members held a joint workshop with members of Council's Development Assessment Panel (DAP) considering desirable design attributes and the current Urban Corridor Zone policy provisions in the context of urban design research undertaken in California by the presiding member of Council's DAP (March 2016).
- The Council Development Assessment Panel (DAP) held a workshop reviewing Urban Corridor Zone policy and design issues and increasing rates of deferrals from a large number of development applications witnessed since the introduction of new Urban Corridor Zone policy within the City of Prospect in late 2013 (May 2016).
- Council workshop reviewing Urban Corridor Zone policy on design issues (June 2016)
- Council, DPTI and ODASA staff held a workshop reviewing key design based issues in relation to higher density development within City of Prospect, including the collaborative opportunity available in relation to the medium density design guidelines being prepared by Matt Davis and ODASA (June 2016)
- Council staff have prepared a review of Urban Corridor Zone developments, collecting data on approval numbers, location of development, land uses, site area, site density, street frontage, dwelling numbers, number of bedrooms and car parking. (August 2016). On-going time series photographs have also been taken of development within the Urban Corridor Zone.
- Council's *Draft Main North Road Master Plan* (2015-2016) establishes guiding principles for public realm development and supports the recently introduced planning policy incentives for Urban Corridor Zone growth in business and residential focus areas.
- Council's *Strategic Plan: People, Place, Prosperity – Great Prospects: 2020 Strategic Plan* (2015-2016) established community priorities for local development that will help inform this DPA.

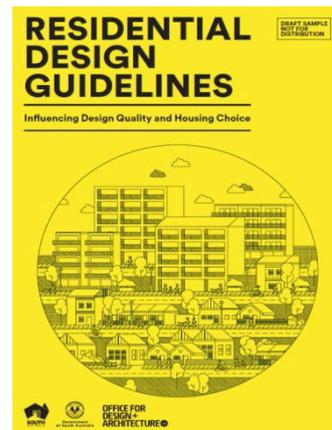
3.2 Investigations undertaken to inform this DPA

3.2.1 Review of draft Residential Design Guidelines

The draft Residential Design Guidelines have been established as an aspirational, best practice guide that supports high quality design outcomes beyond the minimum statutory requirements. They are intended to inform the development of any relevant DPAs that concern residential development and have been prepared to guide the design of new housing to complement current and desired neighbourhood character and thus are directly relevant to this DPA.

The Residential Design Guidelines (RDG) are founded upon six Principles of Good Design about **Context, Inclusivity, Durability, Value, Performance** and **Sustainability** and then expressed through six sections of Guidelines covering:

- **Context**
- **Movement**
- **Building Form**
- **Open Space and Landscape**



- **Building Design**
- **Appearance.**

The Draft Residential Design Guidelines (2017) identifies context as a key design consideration and states: *‘Considering context is key. New housing is successful when it has been informed by a complete understanding of the site’s character, its physical features and surroundings. It can be simultaneously fresh and new, while also being sympathetic to the area’.*

3.2.2 Stakeholder workshops

In accordance with the Statement of Intent for this DPA the following investigations have been undertaken by Council staff and planning consultant (URPS) to inform this DPA:

- Site visit of recent projects within the City of Prospect with Mayor, DAP Presiding Member, DPTI and ODASA staff (October 2016)
- Discussion with local developers (November 2016)
- Discussion at Urban Development Institute of Australia (UDIA) Steering Committee Meeting (November 2016)
- Discussion with local community groups (November 2016)
- Discussion with representatives from Cities of Charles Sturt, Burnside, Norwood, Payneham & St Peters, Unley, Walkerville and West Torrens (December 2016)
- Review of interstate and local design guidelines:
 - Victorian ResCode
 - Victorian Guidelines for Higher Density Residential Development
 - Bowden Urban Design Guidelines
 - Moreland Apartment Design Code
 - NSW SEPP 65/Apartment Design Guide
 - Draft SA Residential Design Guidelines – Influencing Design Quality and Housing Choice.
- Validation of new or amended policy with development and design industry.

A summary of the key issues from the *Urban Corridor Zone and Interface Areas Policy Review and DPA: Draft Discussion Paper (Version 4, March 2017)*, raised in the investigative workshops, included:

Stakeholder Group	Comments
Developers and UDIA	<ul style="list-style-type: none"> ▪ Maintain density in corridors ▪ Accepted financial model and interest of the plan (outside of the planning framework) limits building diversity ▪ Provide a balance between design quality and investment viability ▪ Problematic to promote uses at ground level that are not economically viable and look to other ways of providing vitality to the street interface ▪ Sensitive treatment of side setbacks as they have an impact on development potential ▪ Support amalgamation of properties but not if it restricts the viability of development (eg. owners holding out for a better offer) ▪ Support roof top gardens but not if they trigger additional storeys and a different planning authority.
Resident Groups	<ul style="list-style-type: none"> ▪ Witnessing a loss of liveability, context and community benefits ▪ Traffic management and car parking problems within local residential streets ▪ Environmental and sunlight issues are important

Stakeholder Group	Comments
	<ul style="list-style-type: none"> ▪ Providing buildings that do not age well ▪ Site amalgamations to prevent overdevelopment and provide building diversity ▪ 'ageing in place' not supported by a lack of 1 and 3 bedroom apartment accommodation ▪ Zone interface areas need further policy support to provide better transitional development ▪ Concern that external appearance is not being considered to same level as internal issues ▪ Gated sites = loss of community ▪ Fencing should be mindful of context and street activation ▪ Boundary walls are blank concrete especially during transitional phase from a low density residential area ▪ Public art and community contributions are important.
Inner Councils	<ul style="list-style-type: none"> ▪ Strengthen desired character statements to provide better guidance ▪ Context, street activation (but not everywhere) and appeal are important ▪ Use design review process (ODASA) to promote/seek trade-offs and not through the Development Plan ▪ Support for on-site communal waste storage and collection ▪ Open storage to be curtailed through better policy ▪ Support for not enlarging the Urban Corridor Zone as it will be further promoting a patchwork of multi-storey buildings rather than consolidation ▪ Need better policies on landscaping that is currently an after thought ▪ Front of site public services are problematic toward streetscape appearance ▪ Yield tied to car parking provision is creating design problems ▪ Give consideration to the transitional period and the impacts on existing development ▪ More emphasis on amenity compared to yield to get preferred outcomes.
Elected and DAP Members	<ul style="list-style-type: none"> ▪ Diverse views on what is good design and therefore it needs to be defined in line with ODASA principles ▪ Lack of building diversity and overdevelopment of smaller sites ▪ Corner lots and amalgamated sites provide more design flexibility ▪ Desire for more occupant led housing models eg Nightingale ▪ Landscaping neglected and not integrated into developments ▪ Desired character statements to give greater weightings to valued design issues ▪ Durability is an issue ▪ Liven up side walls eg wrap around wall detailing ▪ DAP currently sending back 50-60% of development applications based on poor designs ▪ Activation and bringing developments down to ground level is not always about uses but includes public art, landscaping, paving, lighting etc ▪ Need to get applicants to justify contextual and desired character considerations ▪ Interstate models eg SEPP65 works on three levels (1. Design guide; 2. Legislative requirements & 3. Design review panels).

Key design themes that emerged from the investigative workshops, include:

- Strong desire to **strengthen design considerations** within planning provisions – Objectives, Desired Character and Principles of Development Control
- Provide clarity on what is considered to be **good building design** (context/desired character, responsive and durable, inclusive & sustainable)
- Promote greater **diversity of building typology and housing sizes**
- **Street interface (activation and building appeal, public/ private connection, fencing, community benefit eg public art, impacts to the public realm)**
- **Zone interface (building setback, building height and landscaping)**
- **Landscaping and deep root zones**
- **Site amalgamation**
- **Setbacks (side and rear) and building separation (to habitable rooms and balconies)**
- Policy support for the **transitional period for zone/ policy area redevelopment**
- **Other site issues (visual privacy, storage, waste).**

These design themes will target the areas for policy change within the Council Wide and Zoning sections of the Development Plan.

3.2.3 Review of City of Prospect Development Plan policy

The City of Prospect was invited to work in collaboration with DPTI staff on the drafting of design related policy amendments to the Council Wide provisions on multi-storey development. These policy changes are included in this DPA and are consistent with a separate Ministerial DPA (unknown title). Policy changes to the Urban Corridor Zone are City of Prospect specific and will not cover other councils regardless of whether they have similar provisions. Separate and related Ministerial DPAs will be the mechanism used to address policy changes that have relevance across multiple councils.

Council Wide Policy Issues

Contextual considerations

Development within existing urban areas should sit comfortably within its context and provide a 'sense of place' through considered neighbourhood and site analysis and/or be complementary to the desired character for the locality. Currently, there is no policy trigger for the applicant to undertake considered contextual assessment.

It is proposed to:

- Include a new Objective 19 and PDC 157 in the Council Wide, 'Medium and High Rise Development (3 or more storeys)' section for development to respond to and give direction on contextual considerations and the identified desired character of the locality.

Street activation and appeal

Recent examples of multi-storey development within City of Prospect have not provided desirable levels of street activation and visual appeal to the street, particularly at ground level (as illustrated in the photos below). Activation of the street can be promoted through encouraging land uses on the ground floor and providing other well used areas, such as entrances and lobbies. Instead, the ground floor level of apartment buildings has been dominated by car parking, access ways, storage areas, services and blank walls. Tenant and community benefit can also be derived from promoting landscaping and public art in front of buildings and toward the street. Policy is proposed to strengthen the requirement for design attention to ground level street activation and appeal.

210 Churchill Road, Prospect:

Services, rubbish bins, vehicle access and car parking dominating the street interface.



Corner of Allan Street and Churchill Road, Prospect:

Solid and gated fencing, vehicle access and car parking dominating the street interface.



It is proposed to:

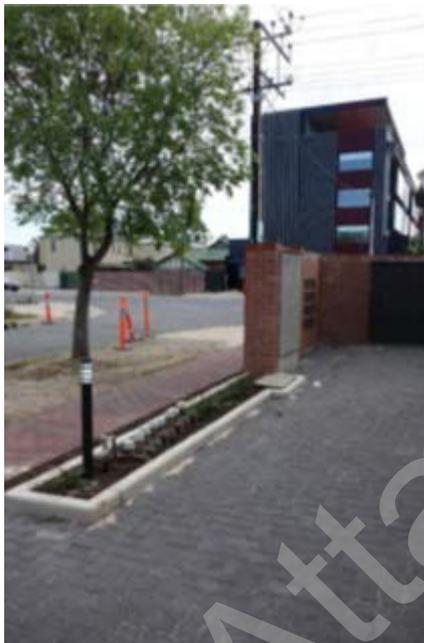
- Include a new Objective 21 and new PDCs 158, 159, 160(b), 164, 166 & 167 in Council Wide, 'Medium and High Rise Development (3 or more storeys)' section for the incorporation of active uses and street appeal, such as the use of public art, landscaping, façade articulation, and minimising the visual negative impact of services, plant and equipment, car parking and access ways.

Landscaping

Local development has shown a disconnect between new larger built form and associated landscaping, with the latter component being treated as an afterthought and therefore under represented on sites (refer to photos below). To address this issue it is proposed to introduce the concept of integrated and fit-for-purpose landscaping. New requirements for deep root zones are also included to support larger vegetation and retain existing trees.

Corner of LeHunte Avenue and Churchill Road:

Lack of on-site landscaping



Corner of LeHunte Avenue and Churchill Road:

Landscaping area to the side street and dominated by non-landscaping services

It is proposed to:

- Include new Objectives 20 and 21(f) and PDCs 176 and 179 to reinforce integration of the built form within generous landscape surrounds that are designed to be fit for purpose. New deep soil zones requirements have been introduced to retain existing vegetation and provide opportunities for larger vegetation to be provided within front yards and on zone boundaries.

Balconies and Building Separation

Balconies are an important building façade element for streetscape appeal and to provide upper level private open space. Policy strengthening is needed to provide adequate protection of visual privacy of nearby living spaces and private outdoor areas and should display suitable dimensions to cater for reasonable use such as outdoor dining as a component of private open space.

Building separation to habitable rooms and balconies is important to provide reasonable levels of visual and acoustic privacy, natural daylight and ventilation into internal and external living areas. Distance requirements from building to building, and building to property boundary, are proposed.



Corner of Allan Street and Churchill Road:

Privacy to adjoining sites and balcony to balcony if used as private open space.

It is proposed to:

- Include a new PDC163 to cater for visual privacy of nearby living space and private outdoor areas
- Include a provision that requires adequate balcony depth to cater for reasonable intended use of private open space such as outdoor seating
- Include amendments to PDC170 to provide reasonable building separation from habitable rooms and balconies and allow visual and acoustic privacy, daylight and natural ventilation.

Zone interface

The zone interface is a sensitive area where different zones and envisaged development meet. The Urban Corridor Zone has a common boundary with lower density residential and historic conservation areas. Existing policy provides building envelopes and boundary setbacks, but this is considered to need refinement so that urban corridor zone development can sit more comfortably alongside development in other zones.

Council Wide policy proposes introducing a new provision on 'deep root zones' that provides areas for medium to large trees to be retained or established and assist in softening or screening new multi-storey buildings. Zone amendments (refer to Zone Policy Issues) will also support this policy and introduce additional setback provisions from zone boundaries as building height increases beyond that which is envisaged in adjacent zones (ie. above 2 storeys).

It is proposed to:

- Include a new PDC183 in Council Wide, 'Medium and High Rise Development (3 or more storeys)' section to provide direction on how to achieve reasonable building separation and areas for deep root zones.

Materials and finishes

Currently there is no clear direction on the use of suitable materials and finishes to buildings. Facades are being primarily treated with painted concrete finishes that do not have timeless qualities provided by natural and pre-finished materials. Maintenance issues are further complicated where sites have multiple tenants that require the approval of a body corporate. New policy is required for the following reasons:

- To better respond to local context
- To provide sustainable qualities that protect the desired future character of areas.

It is proposed to:

- Introduce a new PDC162 in Council Wide, 'Medium and High Rise Development (3 or more storeys)' section to provide direction on suitable materials and finishes that are durable and age well.

Dwelling sizes

Multi-storey development within the Urban Corridor Zone within the City of Prospect has substantially provided dwellings with 2 bedrooms (81%). To promote a greater diversity of dwelling sizes it is proposed to amend the provision and reduce the number of dwellings to more than 10 (instead of more than 20) as a reasonable threshold that covers about half of the applications (refer to Appendix B).

It is proposed to:

- Include amendments to PDC172 in Council Wide, 'Medium and High Rise Development (3 or more storeys)' section to provide an amended dwelling number whereby applications will need to consider providing a diversity of dwelling sizes.

Site facilities and storage

Investigations showed that on-site storage was negatively impacting on the streetscape and to neighbouring properties (refer to photo below). Suitable siting and screening of storage areas is recommended and where sites have large numbers of 240 litre bins to be collected kerbside, then to provide protection to the public realm it is proposed to insert a provision for on-site commercial collection.

It is proposed to:

- Include amendments to PDCs 180 and 181 in Council Wide, 'Medium and High Rise Development (3 or more storeys)' section to provide strengthening of suitable siting, screening, maintenance and commercial collection of bins.



Corner of Allan Street and Churchill Road:

Storage boxes provided in undercroft car park and visible from street and adjacent property.



210 Churchill Road, Prospect:

Rubbish bins clearly visible from street.

Other minor edits

Other minor edits to existing text have been added to provide greater clarity and direction to some policy provisions. Refer to Amendment Instructions for these changes.

Zoning Policy Issues – Urban Corridor Zone

Design principles

A common theme raised through the investigation workshops was the need for planning policy to define what ‘good design’ means. Examples of this approach have been recently introduced through the Draft Residential Design Guidelines and Capital City Policy Review (Design Quality) Development Plan Amendment. The City of Prospect proposes a similar approach although tailoring it to local circumstances and covering context and desired character, displaying responsive and durable qualities and being inclusive of both public and private realms.

It is proposed to:

- Introduce additional text to the Urban Corridor Zone Desired Character statement that demonstrates what is meant by the principles of good design to provide direction to development assessment.

Amalgamation

Existing land division patterns are based on historically lower density development. The Urban Corridor Zone is a transforming zone with larger scale development and multiple land uses that would benefit from larger site areas in suitable areas, where street frontage patterns are not being protected, to provide more flexible design options and minimise the perception of over development on smaller sites. Planning policy direction is considered necessary to promote amalgamations that are subject to land availability and speculative selling.

It is proposed to:

- Introduce a new Objective 5 to the Urban Corridor Zone and strengthen the Desired Character statement in Boulevard Policy Area (already within Business Policy Area) that supports site amalgamations to provide better opportunities for envisaged development and good design outcomes.

Street activation and appeal

A strong theme put forward in the investigative workshops and associated site analysis was the lack of street activation and appeal at ground floor level. To strengthen the new Council Wide policy on street activation

and appeal, statements and provisions have also been inserted into Desired Character Statements and Principles of Development Control.

It is proposed to:

- Strengthen the Desired Character statement within the Urban Corridor Zone and Policy Areas and introduce new provisions in PDC7 and amend PDC8, 10, 14 & 15 that cover issues of active ground floor land uses, landscaping, maintaining views into/out of front yards, entrances and providing other community benefits. Associated with this is the visual minimisation of vehicle access, car ways, car parks, services, storage areas and blank walls.

Fencing

Solid fencing to street boundaries is being widely used in multi-storey developments along major roads. Benefits include visual privacy, noise attenuation, safety and security and screening unsightly areas. Negative impacts come from creating a disconnect between the site and the public realm in terms of street activation and appeal. Hence, fencing policy needs to cover a fit for purpose role.

It is proposed to:

- Amend PDC8 in the Urban Corridor Zone to strengthen street activation and visual privacy to habitable rooms
- Strengthen desired street fencing characteristics within Desired Character statements of Boulevard and Transit Living Policy Areas

Vehicle access points

Multi-storey townhouse development is characterised by narrow frontages and street frontage with individual vehicle access, usually to single garages/carports. Narrow smaller allotments, common within the City of Prospect, also make it challenging to provide common on-site vehicle circulation and minimal street access ways for apartment development, unless on a corner allotment. Unless there is direct access available to a secondary street, the result is a streetscape dominated by crossovers and driveways with limited space for front yard landscaping, street trees and on-street parking.

It is proposed to:

- Amend PDC10 in the Urban Corridor Zone to minimise access ways onto side streets to protect the public realm, on-street parking and opportunities for front yard landscaping

Landscaping

Closely associated with the section on street activation and appeal, landscaping (lack of it) was raised as a key issue within the investigative workshops. A consistent view expressed was that the loss of backyards by increasing built form needs to be replaced by shared green spaces. To strengthen the new Council Wide policy on landscaping it is considered reasonable to insert additional text into relevant Principles of Development Control and Desired Character statements within Policy Areas.

It is proposed to:

- Insert text into PDC7, 8, 11 (roof top gardens), 14, 15 & 17 in the Urban Corridor Zone
- Insert into Desired Character statements within Policy Areas.

Setbacks

Street setbacks are not being changed, except to incorporate provision for landscaping requirements. Rear allotment boundary setbacks within the zone are to remain the same.

Setbacks from zone boundaries are being altered to provide greater protection (separation and height) to development in adjacent zones that comprise lower density residential living. The 3 metre distance will remain for development of a similar height to that envisaged in adjacent zones, but will increase to 6 metres when the building height reaches 3 storeys or more.

Side boundary setbacks are also being amended to remove the different requirements for sites with narrow or wide frontages. The current arrangement provided a disincentive for amalgamation of sites, an objective for the zone, by restricting the floor plate available for development for wider allotment. Additionally, the new requirement promotes development mass to the front of the site to address the street and allows less built form and more separation space toward the rear portion of the site where it is likely to be more sensitive to adjoining sites.

It is proposed to:

- Strengthen Desired Character statements within Zone and Policy Areas to reinforce desired development patterns and transitional development along zone boundaries
- Amend text to PDC14 and 15 to add requirements for landscaping
- Amend text to PDC16 to provide setback criteria (3 metres and 6 metres) for development with similar height parameters to adjacent zones and greater distance as that height increases.

Walls on boundary

A new provision is proposed to provide more interesting and attractive walls (above one storey) on or in close proximity to a common property boundary. This requirement is designed to address the concern that unattractive blank walls are negatively impacting on adjacent properties and particularly during the transformation stage where multi-storey buildings are located alongside single storey detached dwellings.

It is proposed to:

- Insert text into PDC17 to provide attractive and visually interesting walls (with a height above 4.5 metres).

Policy areas

Insert new text, amend existing and remove duplicated text for the Objectives, Desired Character statements and Principles of Development Control to clarify the development and design intent for these areas.

It is proposed to:

- Insert new, amend existing and remove duplicated text within Boulevard Policy Area including Objective 2, Desired Character statement and PDCs 5 and 6
- Insert new, amend existing and remove duplicated text within High Street Policy Area including Objective 6, Desired Character statement and PDCs 6, 7 and 8
- Insert new, amend existing and remove duplicated text within Transit Living Policy Area including Desired Character statement and PDCs 3 and 4
- Insert new, amend existing and remove duplicated text within Business Policy Area including Desired Character statement and PDCs 5 and 9.

4. Recommended Policy Changes

The proposed policy changes have been outlined above in Section 3.2.3. The proposed policy changes are shown in detail within the Amendment Instructions section of this document.

A comprehensive summary, including a summary of the conclusions drawn from the investigations, is contained in the Urban Corridor Zone and Interface Areas Policy Review and DPA: Draft Discussion Paper (Version 4, March 2017) (available under separate cover).

5. Consistency with the Residential Code

The Residential Development Code was introduced in 2009 to make simpler, faster and cheaper planning and building approvals for home construction and renovation.

The affected area for this DPA is the Urban Corridor Zone within the City of Prospect which is exempt from the Residential Development Code.

6. Statement of statutory compliance

Section 25 of the *Development Act 1993* prescribes that the DPA must assess the extent to which the proposed amendment:

- accords with the Planning Strategy
- accords with the Statement of Intent
- accords with other parts of council's Development Plan
- complements the policies in Development Plans for adjoining areas
- accords with relevant infrastructure planning
- satisfies the requirements prescribed by the Development Regulations 2008.

6.1 ccords with the Planning Strategy

Relevant strategies from the Planning Strategy are summarised in the Appendices of this document. This DPA is consistent with the direction of the Planning Strategy.

6.2 ccords with the Statement of Intent

The DPA has been prepared in accordance with the Statement of Intent agreed to on 26 October 2016. In particular, the proposed investigations outlined in the Statement of Intent have been addressed in section 3.2 of this document.

6.3 ccords with other parts of the Development Plan

The policies proposed in this DPA are generally consistent with the format, content and structure of the Prospect (City) Development Plan. Where considered appropriate, policy amendments have incorporated 'Design Techniques' as a useful way of providing direction for the policy intent and transitioning the Development Plan towards a Design Code established under the proposed Planning Reforms.

6.4 Complements the policies in the Development Plans for adjoining areas

The policies proposed within the Council Wide section have been derived in collaboration with staff from DPTI and will be consistent with their proposed Ministerial DPA. Urban Corridor Zone proposed policies in this DPA are City of Prospect specific and will not cover other councils regardless of whether they have similar provisions. Separate and related Ministerial DPAs will be the mechanism used to address policy changes that have relevance across multiple councils.

6.5 ccords with relevant infrastructure planning

This DPA complements current infrastructure planning for the Council area, as discussed in section 2.3.2 of this document.

6.6 Satisfies the requirements prescribed by the Regulations

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

Attachment

References/Bibliography

- Draft Residential Design Guidelines (2017)
- Urban Corridor Zone and Interface Areas Policy Review and DPA: Draft Discussion Paper (Version 4, March 2017)

Attachment

Schedule 4a Certificate

**CERTIFICATION BY COUNCIL'S CHIEF EXECUTIVE OFFICER
DEVELOPMENT REGULATIONS 2008
SCHEDULE 4A**

Development Act 1993 – Section 25 (10) – Certificate - Public Consultation

**CERTIFICATE OF CHIEF EXECUTIVE OFFICER THAT A
DEVELOPMENT PLAN AMENDMENT (DPA) IS SUITABLE FOR THE PURPOSES OF PUBLIC
CONSULTATION**

I Cate Hart, as Chief Executive Officer of City of Prospect, certify that the Statement of Investigations, accompanying this DPA, sets out the extent to which the proposed amendment or amendments-

- (a) accord with the Statement of Intent (as agreed between the City of Prospect and the Minister under section 25(1) of the Act) and, in particular, all of the items set out in Regulation 9 of the *Development Regulations 2008*; and
- (b) accord with the Planning Strategy, on the basis that each relevant provision of the Planning Strategy that related to the amendment or amendment has been specifically identified and addressed, including by an assessment of the impacts of each policy reflected in the amendment or amendments against the Planning Strategy, and on the basis that any policy which does not fully or in part accord with the Planning Strategy has been specifically identified and an explanation setting out the reason or reasons for the departure from the Planning Strategy has been included in the Statement of Investigation; and
- (c) accord with the other parts of the Development Plan (being those parts not affected by the amendment or amendments); and
- (d) complement the policies in the Development Plans for adjoining areas; and
- (e) satisfy the other matters (if any) prescribed under section 25(10)(e) of the *Development Act 1993*.

The following person or persons have provided advice to the council for the purposes of section 25(4) of the Act:

Rick Chenoweth, Senior Policy Planner

DATED this day of 20 April 2017



.....
Chief Executive Officer

Appendices

Appendix A - Assessment of the Planning Strategy

Appendix B – Review of City of Prospect Urban Corridor Zone Development Sites

Attachment

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Appendix A - Assessment of the Planning Strategy

The 30-Year Plan for Greater Adelaide	DPA Response
<p>The 30-Year Plan for Greater Adelaide By the end of the Plan’s 30 years, 70 per cent of all new housing in metropolitan Adelaide will be being built in established areas.</p>	<p>The Urban Corridor Zone, in its current form, assists with the achievement of these targets as it facilitates infill development and increased residential densities around transport corridors.</p>
<p>The draft 30-Year Plan for Greater Adelaide – 2016 Update Protecting our resources: 85% of all new housing in metropolitan Adelaide will be built in established areas by 2045.</p>	<p>The DPA will not alter the desired densities within the Urban Corridor Zone, nor the desired mix of land uses. As such, the DPA will continue to uphold the targets of the Planning Strategy in regard to density and infill. City of Prospect is already identified in the Plan (pp40) as a densely populated suburb (2500-2999 people per square kilometre).</p>
<p>The 30-Year Plan for Greater Adelaide About 60 per cent of metropolitan Adelaide’s (50 per cent of the Greater Adelaide region’s) new housing growth will be located within 800 metres of current or extended transit corridors.</p>	<p>The Urban Corridor Zone promotes higher density development in immediate proximity of main road corridors, whilst opportunities for infill development remain within the Residential Zones located adjacent the Zone.</p>
<p>The draft 30-Year Plan for Greater Adelaide – 2016 Update Smarter travel as described by the integration of development and transport.</p>	<p>Providing higher density mixed uses in close proximity to transit corridors is a strategy to promote active modes of transport and is supported by this DPA.</p>
<p>The 30-Year Plan for Greater Adelaide Density of development in transit corridors will vary throughout the corridor but gross densities will increase on average from 15 to 25–35 dwellings per hectare. Net residential site densities for individual developments will be higher than the average gross density.</p>	<p>The DPA will not alter the desired densities within the Urban Corridor Zone, which will remain at between 45 and 200 dwellings per hectare (dependent on policy area and relevant concept plans)</p>
<p>The draft 30-Year Plan for Greater Adelaide – 2016 Update Increase average gross densities of development within activity centres and transit corridors from 15 to 25 dwellings per hectare to 35 dwellings per hectare</p>	
<p>The 30-Year Plan for Greater Adelaide</p>	

The 30-Year Plan for Greater Adelaide	DPA Response
<p>Locate more than 50 per cent of Greater Adelaide’s net dwellings growth (about 137,000 dwellings—including 60,000 in transit-oriented developments and sites that incorporate these development principles and design characteristics) and about 35 per cent of Greater Adelaide’s new jobs in transit corridors.</p> <p>The draft 30-Year Plan for Greater Adelaide – 2016 Update</p> <p>Encourage medium rise development along key transport corridors.</p> <p>Provide retail and other services outside of designated activity centres to support viable clusters of activities and minimise unnecessary car trips.</p>	<p>The DAP will not alter desired densities and land uses within the Urban Corridor Zone.</p>
<p>The 30-Year Plan for Greater Adelaide</p> <p>Develop design principles for multi-unit and mixed-use developments, to be incorporated in Structure Plans. These will determine setbacks, height transitions, and scale principles based on existing character, ensuring that consistent rules apply for building renewal across Greater Adelaide. Some adaptation will be required in heritage areas.</p> <p>The draft 30-Year Plan for Greater Adelaide – 2016 Update</p> <p>Facilitate good design outcomes that ensure new development positively contributes to existing neighbourhoods.</p> <p>.</p>	<p>The DPA will provide greater clarification and strength on matters relating to building diversity, design, appearance, existing/desired character, landscaping and public realm, contributing to the achievement of the Planning Strategy in these regards.</p>
<p>The 30-Year Plan for Greater Adelaide</p> <p>Develop guidelines for safe, attractive residential streetscapes that provide for vegetation, lighting and, potentially, water-sensitive urban design techniques.</p>	<p>The DPA will provide strengthening of street appeal, vegetation and environmental benefits.</p>
<p>The draft 30-Year Plan for Greater Adelaide – 2016 Update</p> <p>A green liveable city:</p>	<p>The introduction of deep planting zones and quantifiable areas for landscaping will contribute to achieving this target.</p>

The 30-Year Plan for Greater Adelaide	DPA Response
Tree canopy cover is increased by 20% across metropolitan Adelaide by 2045.	
Provide for an additional 560,000 people over 30 years.	The DPA will continue to support the Urban Corridor Zone’s desire for increased density and infill-style development, which will contribute to a net growth of dwelling stock in Greater Adelaide, which will in turn accommodate a growth in population. As such, the DPA will continue to uphold the targets of the Planning Strategy in regard to the growth of population and housing.
Plan for net growth of 258,000 dwellings over 30 years, or an annual average construction target of about 10,100 dwellings a year (allowing for dwellings lost due to demolition).	City of Prospect has considered 71 applications for 858 new dwellings) in the Zone (as of 15 February 2017).
At least 30 per cent of new housing is available at competitive house prices (that is, at or below the median house sale price in its market) to ensure affordability.	Development involving 20 dwellings or more will need to include a minimum of 15% affordable housing, in accordance with the Development Act and the existing Affordable Housing overlays within the Development Plan (the overlays affect Churchill, Prospect and Main North Roads), the DPA will continue to provide for affordable housing in accordance with the Planning Strategy and Development Act.
Provide for at least 15 per cent of housing in all new significant developments to be affordable housing, including five per cent for high-needs people	No change to this parameter but new policy provides more encouragement for housing diversity, including smaller more affordable housing.
Closely connect new dwellings to shops, schools, local health services and a variety of destinations within a walking range of 400 metres. Residents will have easy access to open space for physical activity and recreation	Urban Corridor zoning provides more dwellings in close proximity to services, shops, public transport corridors and open space. The DPA will continue to contribute to the achievement of the Planning Strategy in this manner.
<p>The draft 30-Year Plan for Greater Adelaide – 2016 Update</p> <p>Walkable neighbourhoods: Increase the percentage of residents living in walkable neighbourhoods in Inner and Middle Adelaide by 25% by 2045.</p>	
Provide for 282,000 additional jobs during	The DPA will require developments to provide improved

The 30-Year Plan for Greater Adelaide	DPA Response
<p>the next 30 years. The regional distribution of additional jobs is</p> <ul style="list-style-type: none"> - 6500 in Eastern Adelaide 	<p>streetscape activation, which may be achieved by providing active ground floor land uses. As such, employment opportunities along the City's transit corridors will be maintained, if not improved, by the DPA.</p>
<p>Reduce car dependency and increase public transport to 10 per cent of all transport use by 2018 (South Australia's Strategic Plan, target T3.6)</p>	<p>Urban Corridor Zoning encourages an increase in public transport use given it coincides with public transport corridors. The DPA will not compromise this target of the Planning Strategy.</p>
<p>The draft 30-Year Plan for Greater Adelaide – 2016 Update</p>	
<p>Getting active: Increase the share of work trips made by active modes by residents of Inner, Middle and Outer Adelaide by 25% (Inner Metro @ 30%) by 2045.</p>	
<p>The 30-Year Plan for Greater Adelaide Require new mixed-use medium- and high rise developments to provide active street frontages (such as shops, services and restaurants) to encourage connectivity and increase public safety</p>	<p>As previously noted, the DPA will provide greater clarification and strength on matters relating to design, appearance, existing/desired character, landscaping and public realm, contributing to the achievement of the Planning Strategy in these regards.</p>
<p>The draft 30-Year Plan for Greater Adelaide – 2016 Update</p>	
<p>Encourage development that positively contributes to the public realm by ensuring compatibility with its surrounding context and providing active interfaces with streets and public open spaces.</p>	
<p>The 30-Year Plan for Greater Adelaide Develop and promote a distinctive range of building typologies for residential housing density, which responds to metropolitan Adelaide's existing character and climate.</p> <p>The draft 30-Year Plan for Greater Adelaide – 2016 Update Greater housing choice: Increase housing choice by 25% to meet changing household needs in metropolitan Adelaide by 2045.</p>	<p>The DPA will seek an increase in housing types and housing diversity, in satisfaction of the Planning Strategy.</p>
<p>The 30-Year Plan for Greater Adelaide Create a clear transition between new</p>	<p>The DPA will maintain higher density transit orientated development and also strengthen design considerations in</p>

The 30-Year Plan for Greater Adelaide	DPA Response
<p>higher-density development (near shops and railway stations) and existing detached housing precincts, such that housing densities will decrease in line with the distance from transport thoroughfares and railway stations.</p>	<p>interface areas between higher and lower density development.</p>
<p>The draft 30-Year Plan for Greater Adelaide – 2016 Update Ensure that local area plans adequately manage interface issues in the local context.</p>	

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Appendix B – Review of City of Prospect Urban Corridor Zone Development Sites

Urban Corridor Zone Development Sites (17) as of August 2016

Issue	Analysis	Comment
Location of development	59% (Boulevard Policy Area)	Nearly two thirds of all new development is within Boulevard Policy Area around Churchill Road
	35% (Transit Living Policy Area)	
	6% (High Street Policy Area)	
	0% (Business Policy Area)	
Land uses	88% only residential	Most development is entirely residential.
	12% with non-residential	
Site area	Average site area is 939 sqm	Most development occurring on smaller sites (one allotment).
	71% less than average site area	
	29% larger and amalgamated sites	
Site frontage	71% with 15 to 20 metre frontages	Most development on land with narrow frontages.
	29% with 28 to 40 metre frontages	
	47% of these sites on corner lots	
Dwelling density	1.5 times higher than minimum density (Boulevard)	Higher than minimum dwelling density, particularly in Boulevard Policy Area.
	1.3 times higher than minimum density (Transit Living)	
	Nil (other policy areas)	
Number of dwellings	47% with less than 10 dwellings	Largely developments of up to 20 dwellings.
	41% with 10 to 20 dwellings	
	12% with more than 20 dwellings	
Number of bedrooms	81% with 2 bedrooms	Most dwellings have 2 bedrooms.
	11% with 3 bedrooms	
	8% with 1 bedroom	
Number of car parks	1.2 car parks per dwelling	Car parking in accordance with car parking rates in Development Plan.

City of Prospect Urban Corridor Zone DPA

DAVIS + DAVIS
Architecture. Urban Design. Great places for people.

Design Testing - Townhouse Development

Prepared by Davis + Davis Architects
for City of Prospect

12th October 2017



City of Prospect Urban Corridor Zone DPA

Design Testing - Townhouse Development

DAVIS + DAVIS
Architecture. Urban Design. Great places for people.

Purpose + Scope

Davis + Davis Architects have been engaged by City of Prospect to undertake a study of the potential for townhouse development within the Urban Corridor Zones identified in the Prospect (City) DPA - Consolidated 30 May 2017.

The study outlines potential development approaches for a typical site, including variations for different site conditions (specifically relating to street frontages and vehicle access). The design approaches are high-level and focus on the key development controls that substantially influence the development outcomes. We have been mindful of the likely internal planning and amenity of dwellings, as well as commercial considerations relating to dwelling type and mix, but detailed assessment of these issues is outside the scope of this study.

Summary

The study demonstrates a range of development scenarios that we consider to be generally consistent with the objectives of the Development Plan. Thoughtful design of the dwellings and landscape should enable good outcomes.

Dwelling yields achieved range from 58-87 du/Ha (nett). Target yields range from 45-100 du/Ha in the various Policy Areas (100 in the Boulevard Policy Area).

Additional yield is primarily limited by car-parking rates and the requirement for private open space (16m²) to be provided at ground floor adjacent a habitable room. Greater flexibility, such as enabling open space to be provided exclusively as balconies, would increase the yield potential.

Principal Controls

The following Objectives and Principles of Development Control have been the primary influences in developing the design approaches:

Urban Corridor Zone

PDC 3. Density - target 100 du/ha

PDC 11. Building height - 2-4 storey

PDC 14. Setback - 3m from street frontage

PDC 15. Setback - 2m from secondary frontage

PDC 16. Other setbacks - 3m rear.

Nil side to ground, 2m above

Nil to side within 18m of front.

PDC 18. Parking - as per Table Pr/5*

* Table Pr/5 does not require visitor parking however there is limited on-street parking available within the Zone. As such, we have provided vehicle parking for residents and visitors at a similar rate to apartment developments.

Council Wide Provisions

PDC 150 - Private Open Space. 24m² (16m² at ground*)

* PDC 150 requires principal POS be provided to 'rear or side' or dwelling. Some of the design approaches have located this to the street frontage to achieve the objective for an attractive and 'active' street frontage. (UCZ PDC 7)

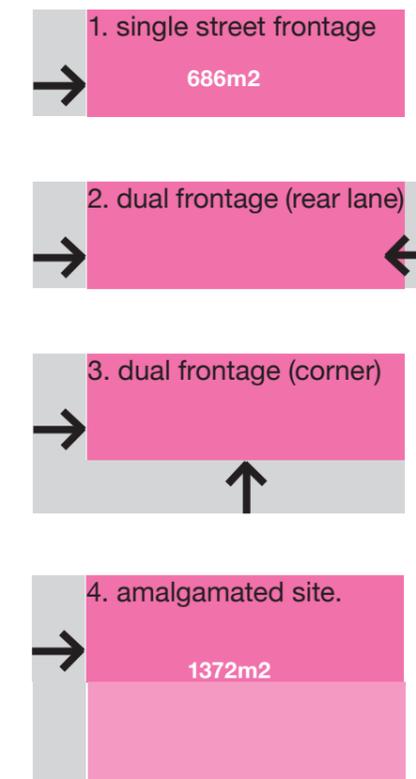
Objective 21 - Development that enhances the public environment, including (f) incorporating landscaping

Sites

The Urban Corridor Zones in the City of Prospect are characterised by long narrow sites typically of less than 20m width and vehicle access from the main frontage. A number of different Policy Areas existing within the Zone. For the purposes of this study, the site is assumed to be wholly within the Boulevard Policy Area and without interface with adjoining zones.

This design testing assesses a site with dimensions of 15.24m x 45m, a site nominated by Prospect Council as 'typical'. Sites within this Zone generally have vehicle access from an arterial road and to narrow frontage of the lot although some sites benefit from a secondary frontage (corners) or additional rear-lane access.

Four site conditions have been tested:



City of Prospect Urban Corridor Zone DPA

Scenario one - single street frontage

Summary

Narrow street frontage with shared vehicle access.

Four dwellings of 2 -3 storey

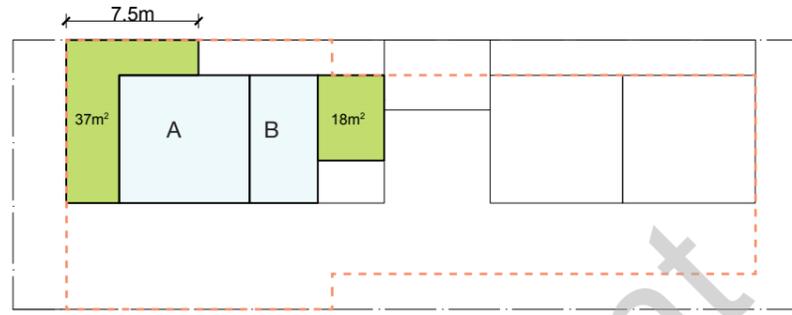
Nett Density - 58 dwellings / hectare

Assumes 1 x 3bed and 3 x 2 bed dwellings.

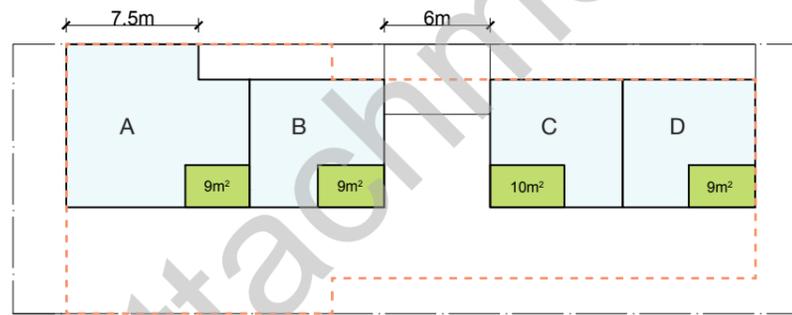
Policy Comment

Private open space - some variation to PDC 150 requirements for open space at ground level. Dwelling A includes POS to the street front to contribute to active and attractive frontage. Compensated by generous terrace at level 2. Ground level POS for Dwelling B + C slightly below min 16m² to enable visitor parking (or second private car-park). Additional POS provided at upper levels.

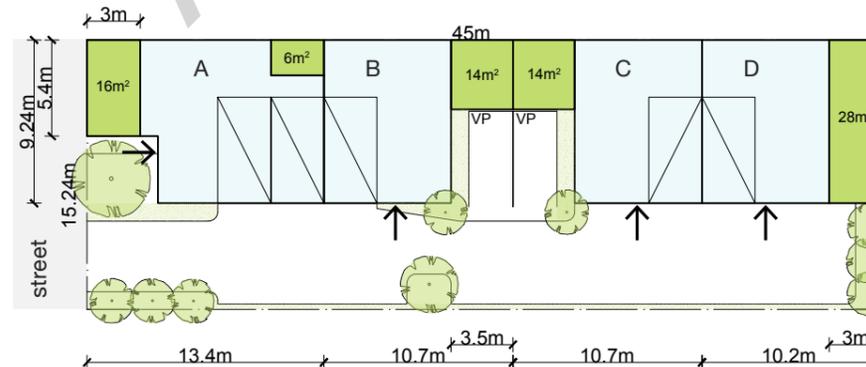
Visitor parking provided. Use of these parks as additional private parks could enable Dwellings B+C to be 3 bedrooms and / or support an additional dwelling.



Level 02



Level 01



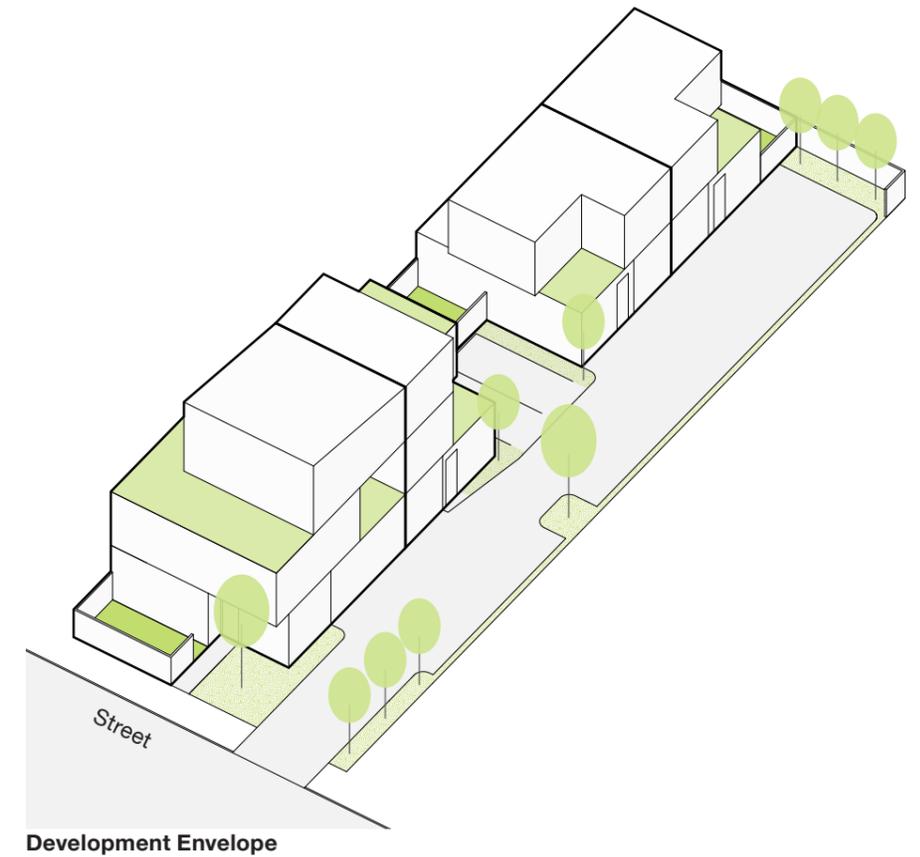
Level 00

Key

- Car park
- Visitor parking
- Private open space
- Communal landscape
- Entry
- Secondary entrance
- Setbacks

Schedule

Lot	Lot Area	GBA	Car parks	Private Open Space
A	124m ²	221m ²	2	68m ²
B	80m ²	140m ²	1	41m ²
C	80m ²	111m ²	1	24m ²
D	94m ²	112m ²	1	37m ²



City of Prospect Urban Corridor Zone DPA

Scenario two - dual street frontage (rear lane)

Summary

Dual street frontage including rear lane as sole vehicle access point. (Assumes 6.5m min width to rear lane)

Five dwellings of 2 -3 storey

Nett Density - 72 dwellings / hectare

Assumes 1 x 3bed and 4 x 2 bed dwellings.

Pedestrian connection from main street frontage to provide 'address' and visitor connection.

Policy Comment

Private open space - some variation to PDC 150 requirements for open space at ground level. Dwelling A includes POS to the street front to contribute to active and attractive frontage. Compensated by additional balconies / terrace at level 1+2.

Side setbacks to the rear of the site constrain the built form and reduce the benefit of the rear lane.

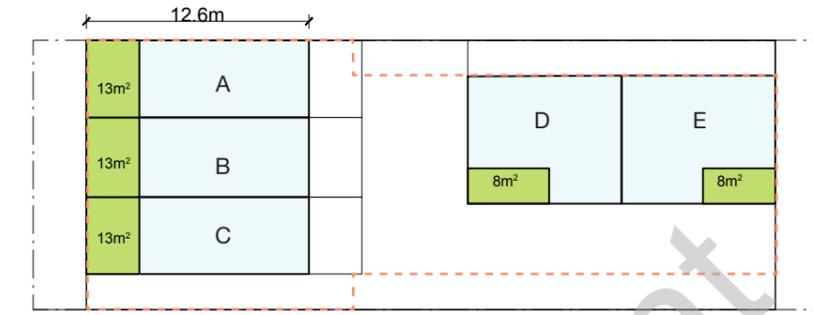
One visitor park provided at rate of 0.2 / dwelling.

Schedule

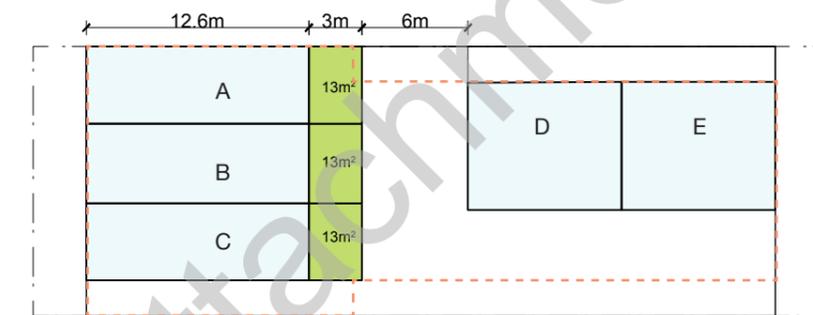
Lot	Lot Area	GBA	Car parks	Private Open Space
A	81m ²	161m ²	1	42m ²
B	84m ²	167m ²	1	42m ²
C	81m ²	161m ²	1	42m ²
D	80m ²	182m ²	1	24m ²
E	108m ²	199m ²	1	24m ²

Key

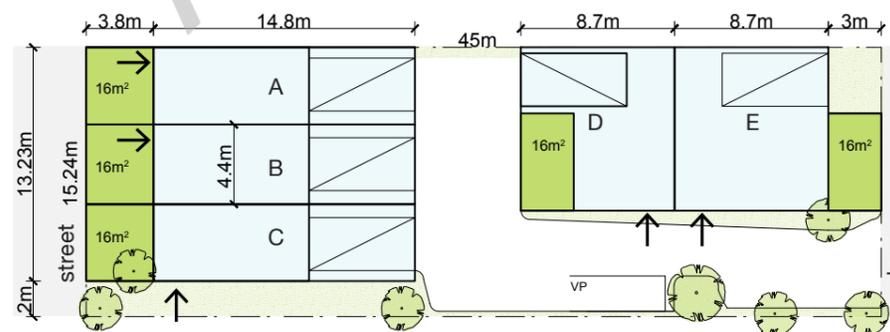
- Car park
- Visitor parking
- Private open space
- Communal landscape
- Entry
- Secondary entrance
- Setbacks



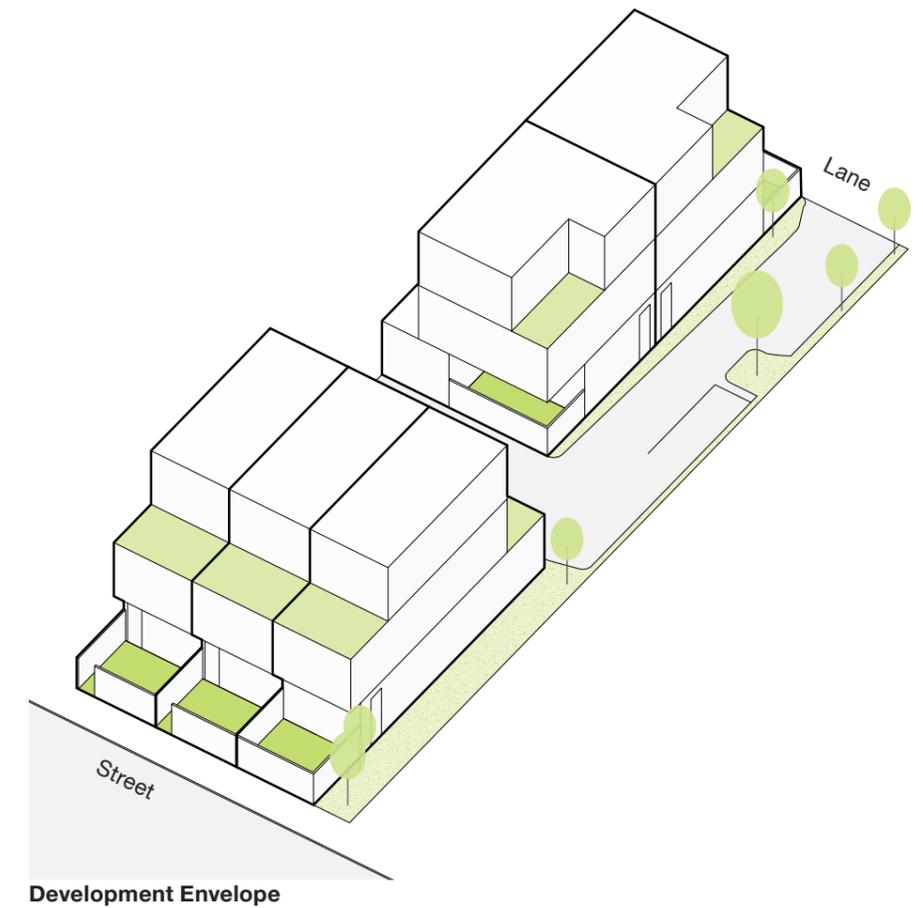
Level 02



Level 01



Level 00



City of Prospect Urban Corridor Zone DPA

Scenario three - dual frontage (corner site)

Summary

Dual street frontage including side street.
Six dwellings of 3 storey
Nett Density - 87 dwellings / hectare
Assumes 5 x 3bed and 1 x 2 bed dwellings.
All vehicle access provided from side street.
Two car parks per dwelling (except B) support predominantly 3 bedroom dwellings.

Policy Comment

Private open space - some variation to PDC 150 requirements for open space at ground level. Dwelling A includes POS to the street front to contribute to active and attractive frontage. Compensated by generous terrace at level 2.

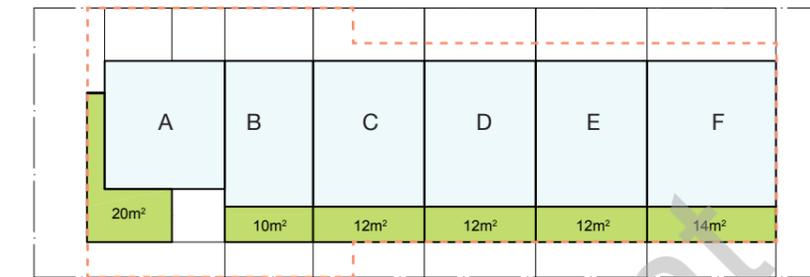
Car-park / garaging is generally limited to 50% of dwelling frontage to provide street level activation and interest. Narrower dwellings (such as B) would enable higher dwelling yield but may result in an inferior street-scape inconsistent with the Objective for development to enhance the public environment.

Schedule

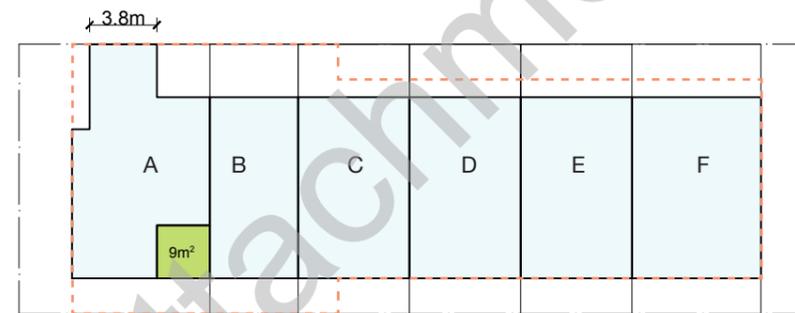
Lot	Lot Area	GBA	Car parks	Private Open Space
A	165m ²	207m ²	2	48m ²
B	76m ²	144m ²	1	26m ²
C	96m ²	168m ²	2	30m ²
D	96m ²	168m ²	2	30m ²
E	96m ²	168m ²	2	30m ²
F	157m ²	210m ²	2	54m ²

Key

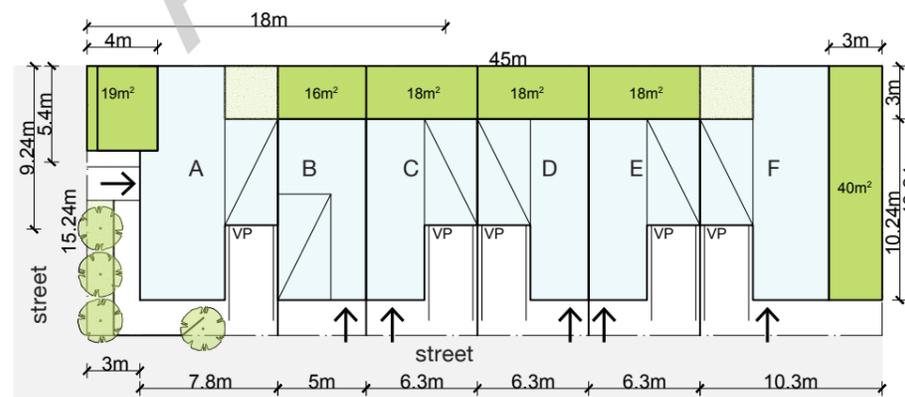
- Car park
- VP Visitor parking
- Private open space
- Communal landscape
- Entry
- Secondary entrance
- Setbacks



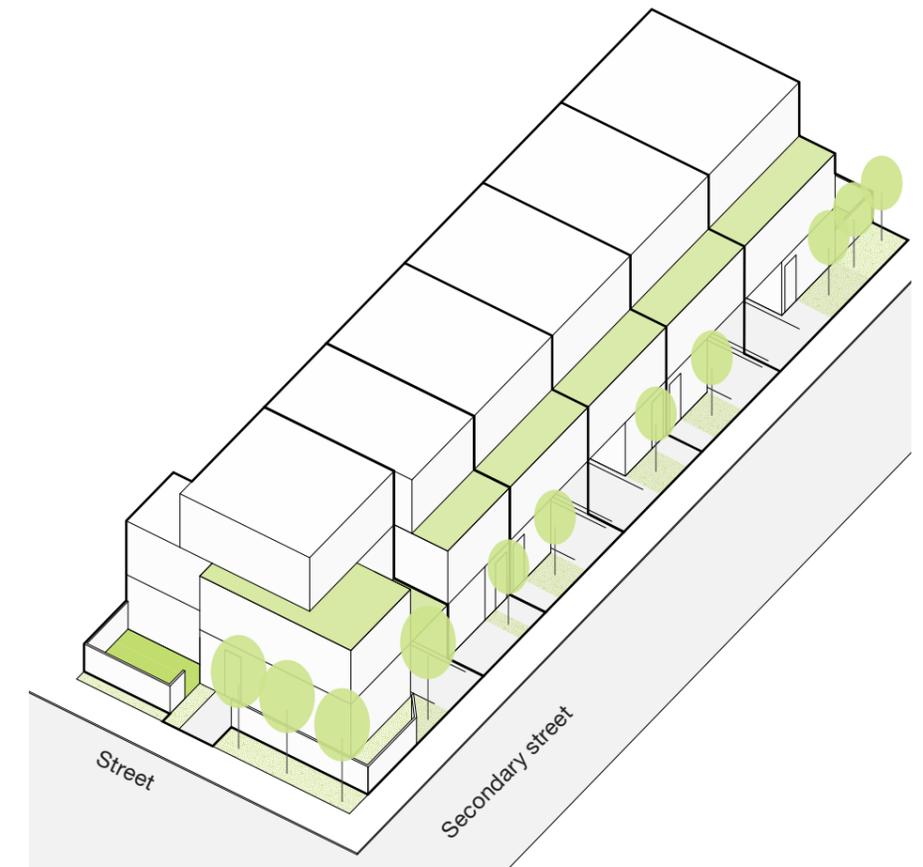
Level 02



Level 01



Level 00



Development Envelope

City of Prospect Urban Corridor Zone DPA

Scenario four - amalgamated site

Summary

Assumes amalgamation of two 'typical' 15.24m wide sites with single street frontage.

Eleven dwellings of 2-3 storey

Nett Density - 79 dwellings / hectare

Assumes 1 x 3bed and 10 x 2 bed dwellings.

All vehicle access provided from single shared driveway, enabling attractive street-scape.

Two visitor car parks provided.

Incorporates a variety of housing forms and typologies, providing a degree of diversity on site.

3.8m wide terraces (E-H) are narrow but commensurate with 'Terrace38' typology at Lightsview.

Policy Comment

Private open space - some variation to PDC 150 requirements for open space at ground level. Dwelling A and E,F,G,H includes POS to the street front to contribute to active and attractive frontage. Compensated by generous terraces, including large terraces over car-parks at level 1.

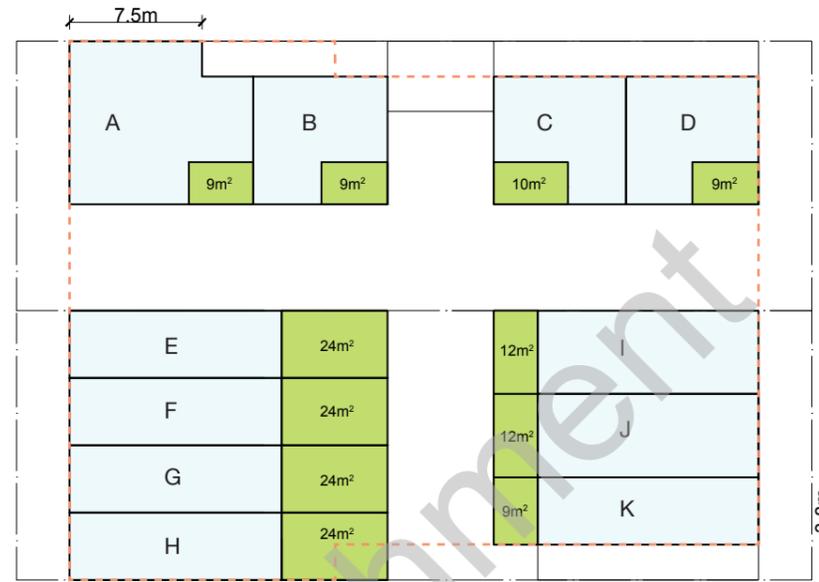
Inclusion of some tandem parking in dwellings E-H or I-K would support additional 3 bedroom dwellings for greater diversity or meet market expectations.

Schedule

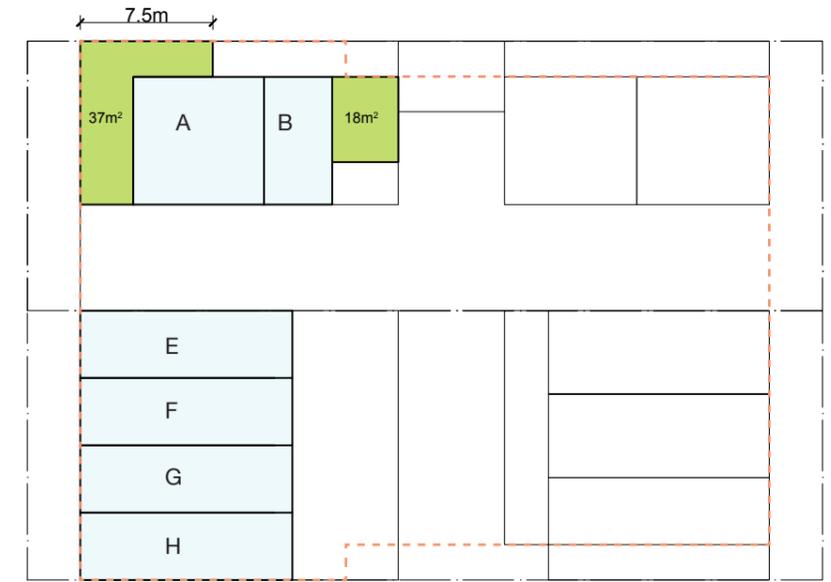
Lot	Lot Area	GBA	Car parks	Private Open Space
A	124m ²	221m ²	2	68m ²
B	80m ²	141m ²	1	41m ²
C	80m ²	111m ²	1	24m ²
D	94m ²	112m ²	1	37m ²
E	80m ²	152m ²	1	40m ²
F	80m ²	152m ²	1	40m ²
G	80m ²	152m ²	1	40m ²
H	80m ²	152m ²	1	40m ²
I	83m ²	122m ²	1	28m ²

Key

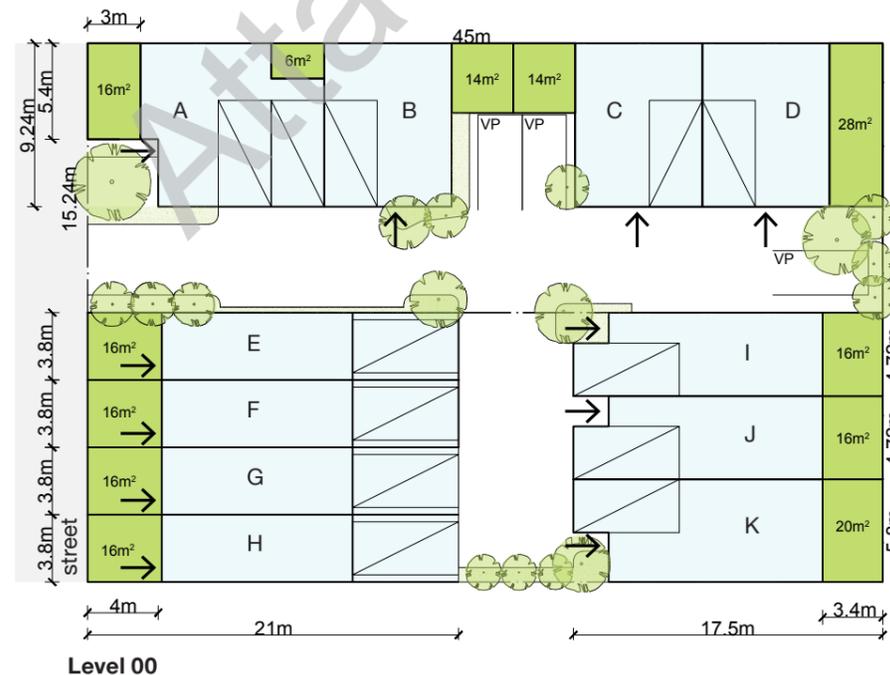
- Car park
- VP Visitor parking
- Private open space
- Communal landscape
- Entry
- Secondary entrance
- Setbacks



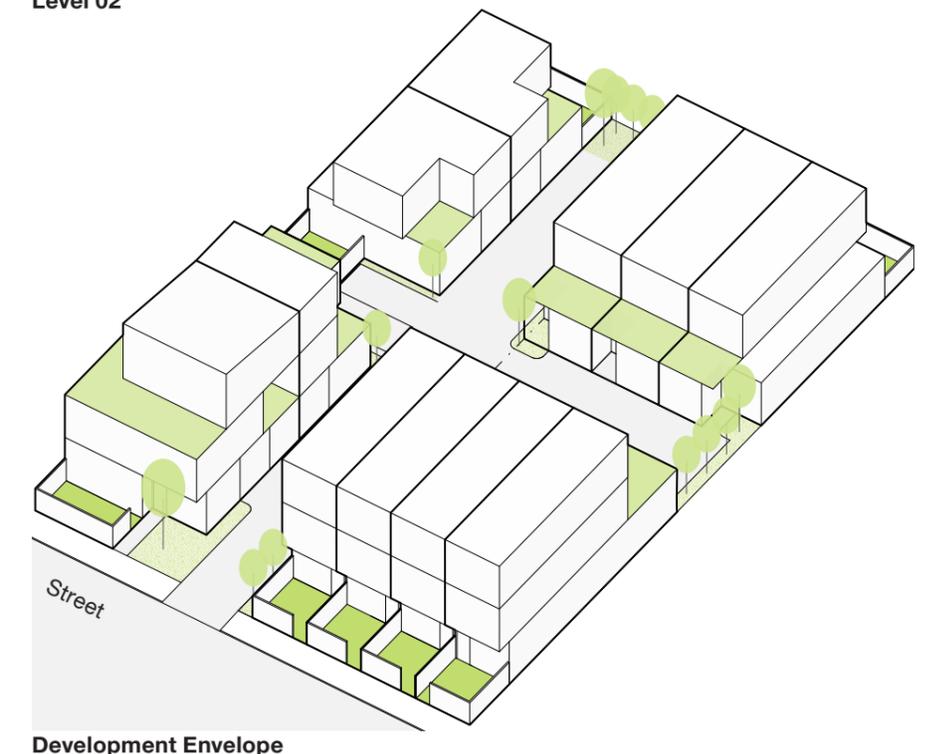
Level 01



Level 02



Level 00



Development Envelope

City of Prospect Urban Corridor Zone Policy Review + DPA

Design Testing

Purpose + Scope

The City of Prospect Urban Corridor Zone Policy Review and Development Plan Amendment seeks to fine tune existing policies to improve development outcomes. The Review does not seek to materially change the core policies or development objectives in the current Plan.

A series of draft policy recommendations have been prepared to address issues identified through engagement with Council, industry stakeholders, community representatives, and local and state government agencies.

This Design Testing examines the key policy recommendations to understand their effect on the quality and development potential of typical sites.

The testing is limited to a high level assessment of the primary policies that influence development capacity of a site. It does not extend to detailed assessment of apartment typologies, internal planning, residential amenity, or commercial viability.

Further additional testing may be required to validate these or other issues, or to examine other site conditions.

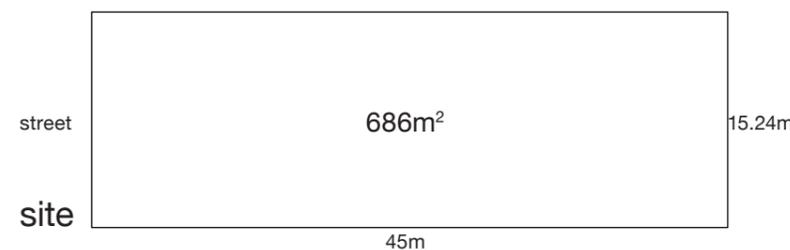
Site

The Urban Corridor Zones in the City of Prospect are characterised by long narrow sites typically of less than 20m width and vehicle access from the main frontage.

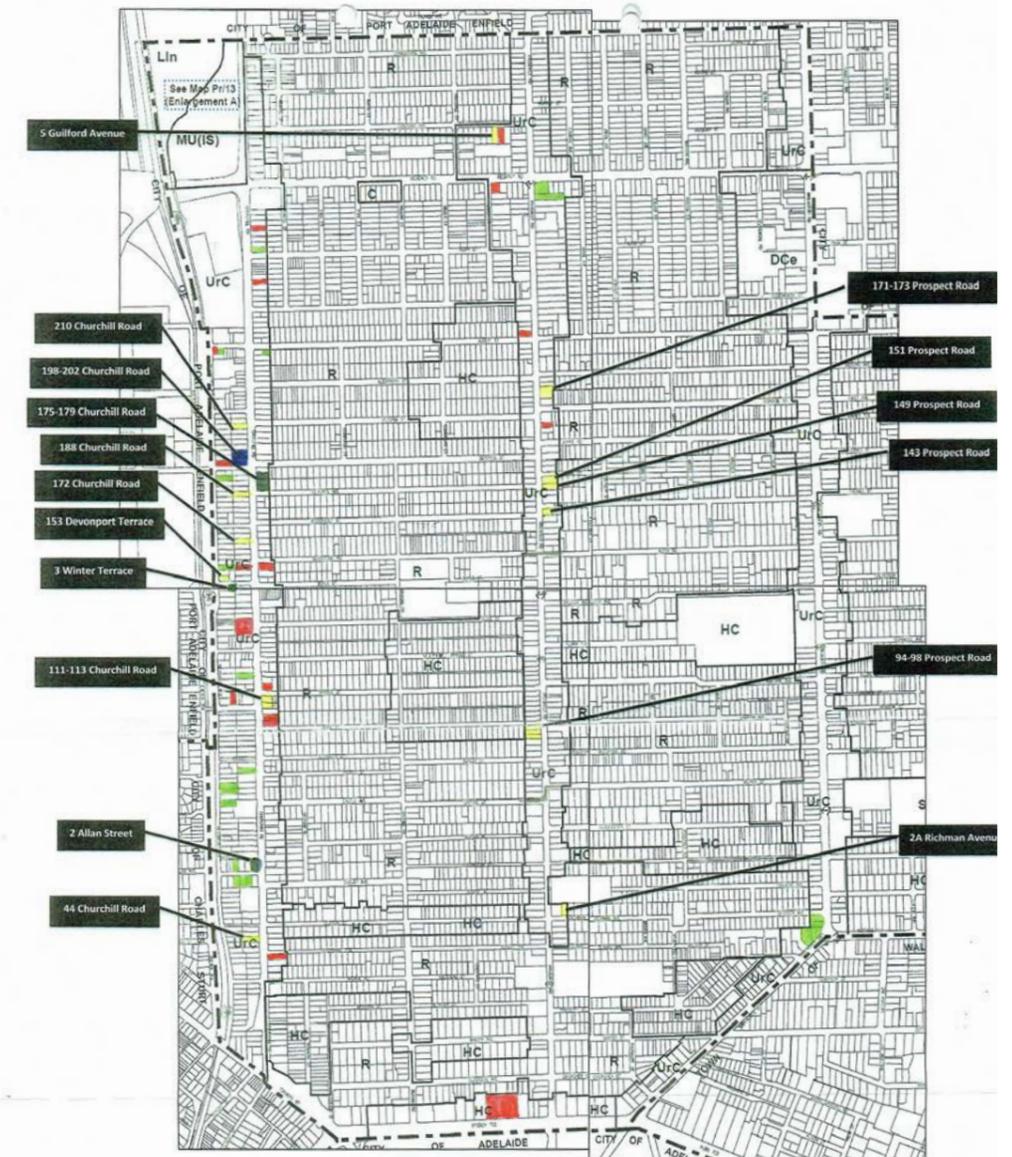
This design testing assesses a development site identified by Prospect Council as being typical. With a frontage of 15.24m and depth of nominally 45m, it represents a small site for medium-high density development.

Other sites with wider frontages, or multiple street frontages, should enable more efficient development. Accordingly, this test site can be considered a 'worst-case' scenario.

A number of different Policy Areas existing within the Zone. For the purposes of this design testing exercise, the site is assumed to be wholly within the Boulevard Policy Area and without interface with adjoining zones.



Zone + Development Activity



City of Prospect Urban Corridor Zone Policy Review + DPA

Current Policy

The following diagrams describe the theoretical development envelope determined by the principle controls of the current Development Plan:

Urban Corridor Zone

PDC 5: Density - Target minimum nett residential density of 100 du/ha (Boulevard)

PDC 7: Provide a podium at 3-storey with 2m setback above.

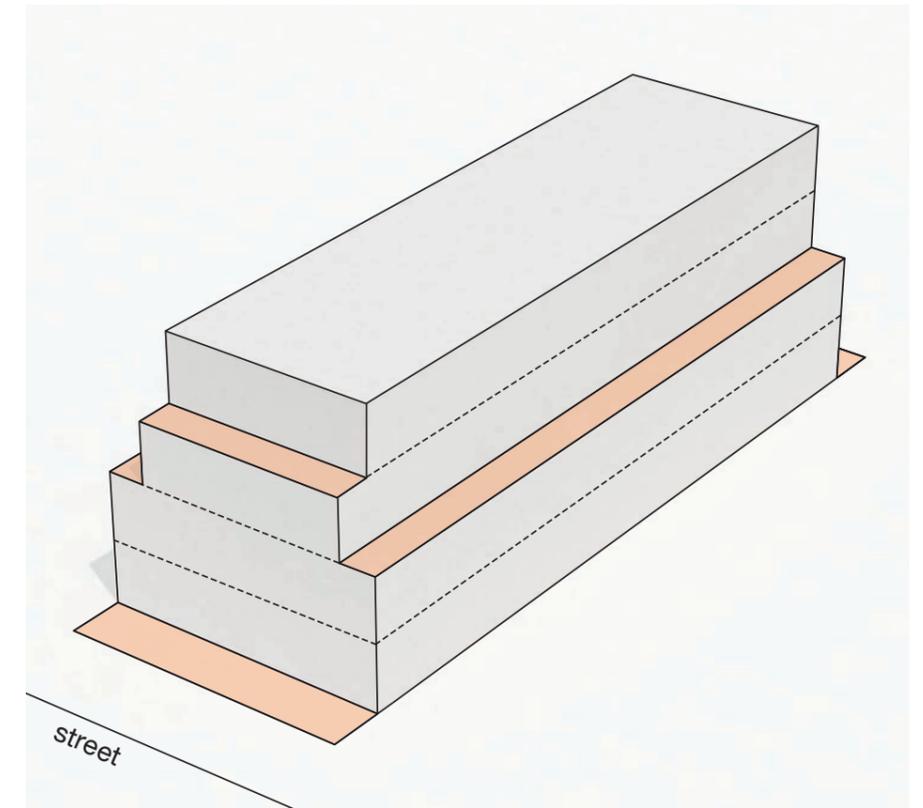
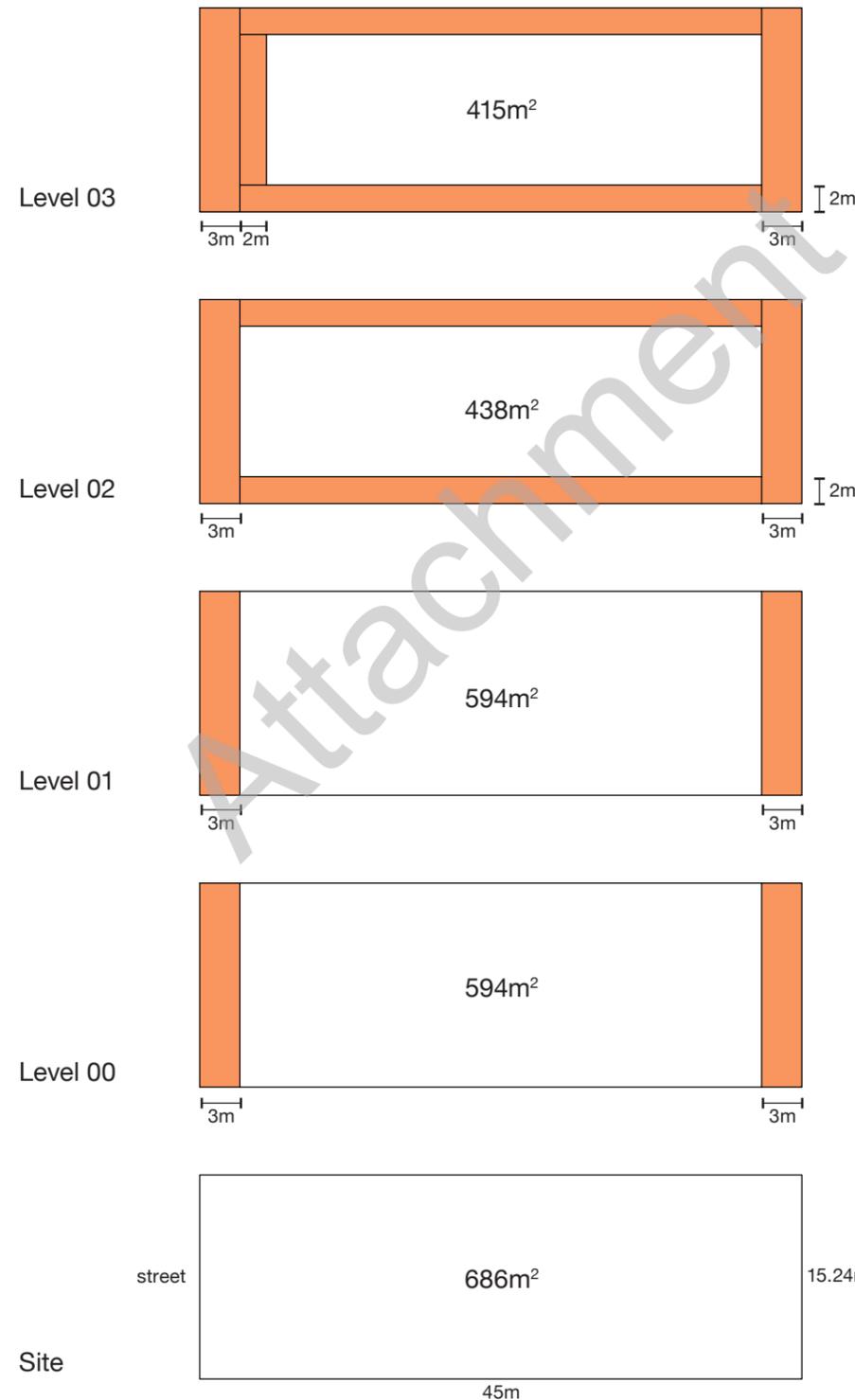
PDC 13: Height - Minimum 2 storey, Maximum 4 storey.

PDC 16: Street Setback - 3m

PDC 18: Other setbacks - 3m rear. Side - 0m for 2-levels, 2m above.

Summary

Site Area	686m ²
Development Envelope	2041m ²



Development Envelope

City of Prospect Urban Corridor Zone Policy Review + DPA

Proposed

The following diagrams describe the theoretical development envelope determined by the principle controls of the draft Development Plan Amendment.

Urban Corridor Zone

PDC 5: Density - Target minimum nett residential density of 100 du/ha (Boulevard) **unchanged**.

PDC 7: No requirement for podium, except for High Street Policy Area at 2 storeys. **changed**

PDC 11: Height - Minimum 2 storey, Maximum 4 storey. **unchanged**

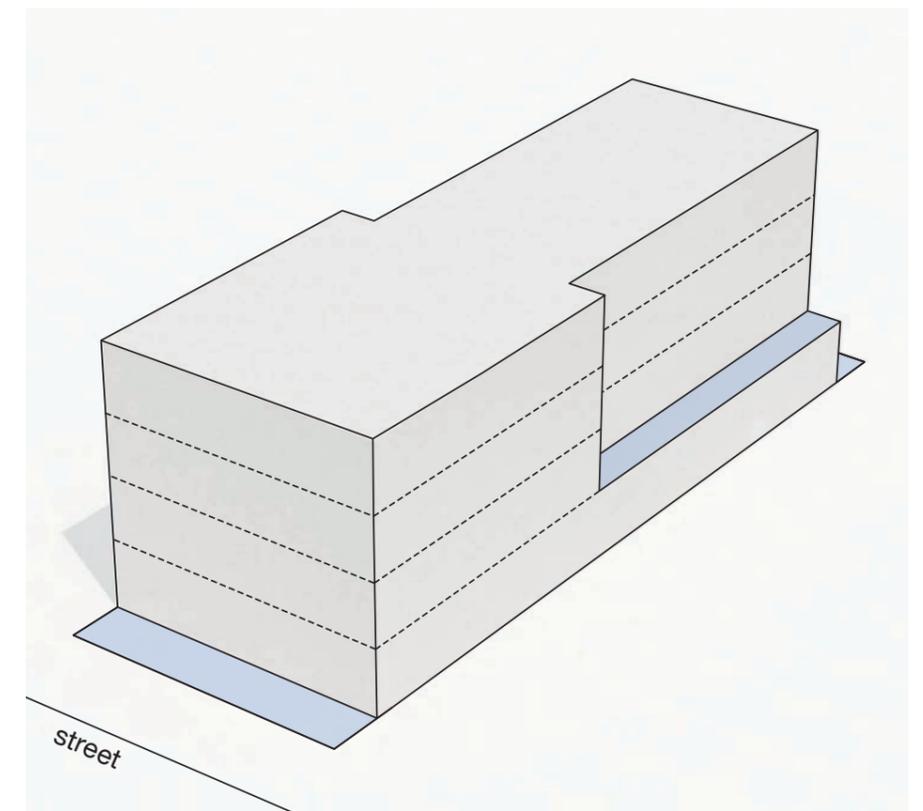
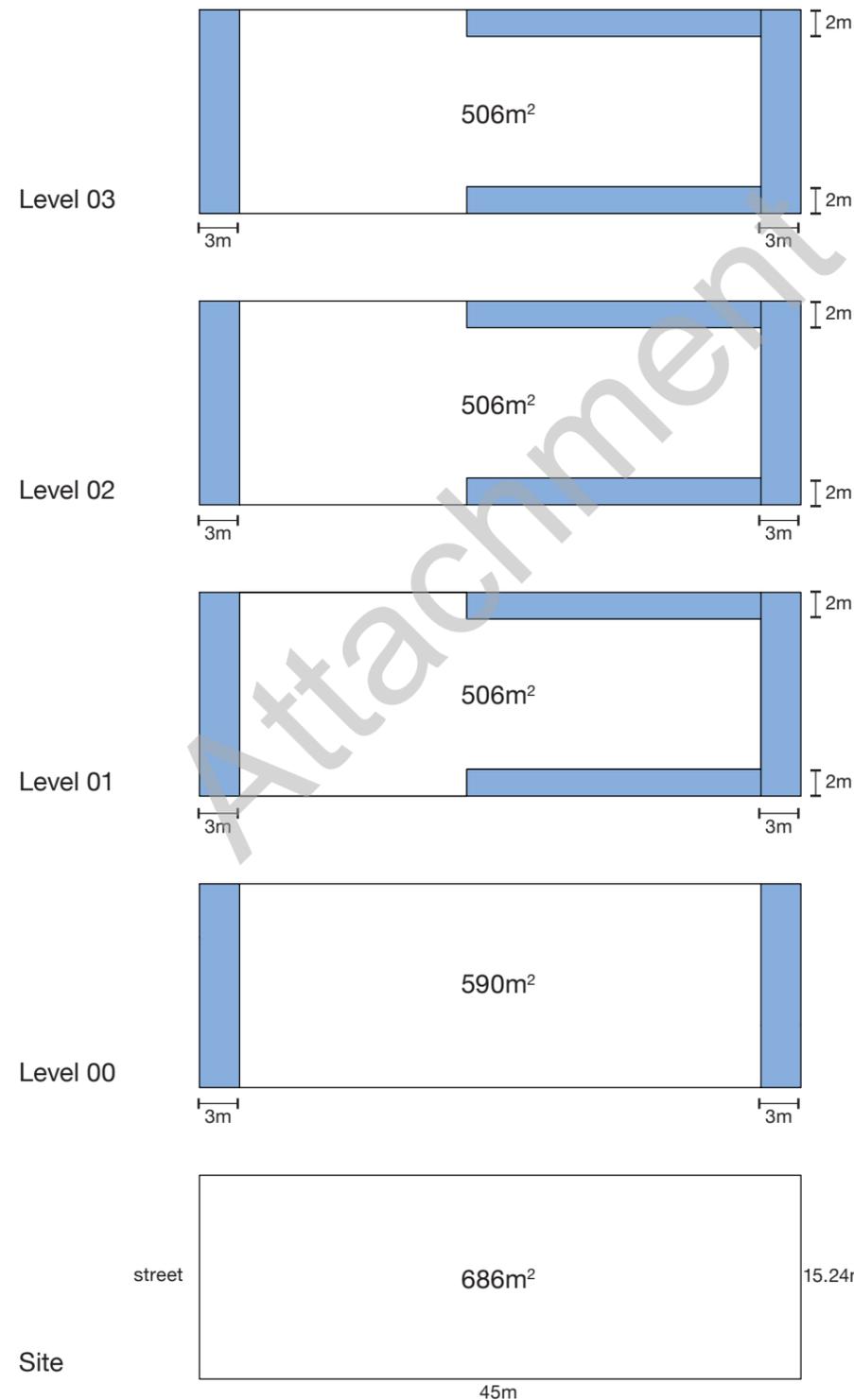
PDC 14: Street Setback - 3m **unchanged**

PDC 16: Other setbacks - 3m rear.
Side - 0m first 20m depth of site
Side - 0m at ground, 2m above.

No requirement for podium

Summary

Site Area 686m²
Development Envelope 2112m²



Development Envelope

City of Prospect Urban Corridor Zone Policy Review + DPA

Example Development

The following diagrams present an example of a possible development approach within the proposed Development Plan Amendment. In addition to the primary controls used to establish a theoretical development envelope, this scenario considers the following additional controls:

Medium and High Density Residential Development

PDC 14: Building Separation + Outlook - provide 6m separation between habitable rooms (or balconies).

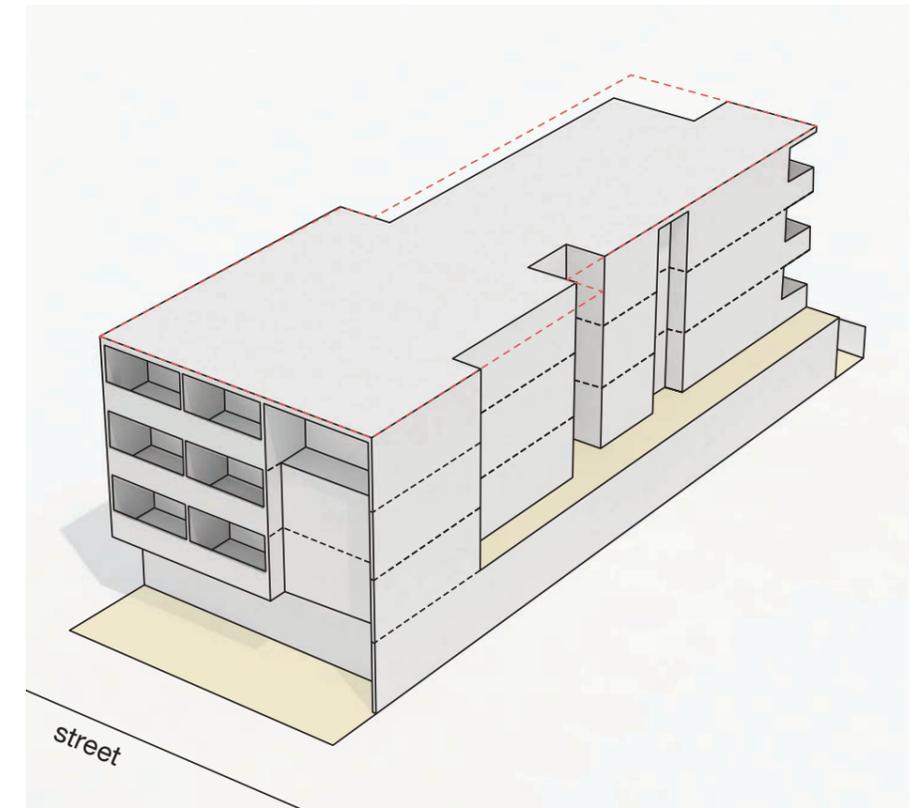
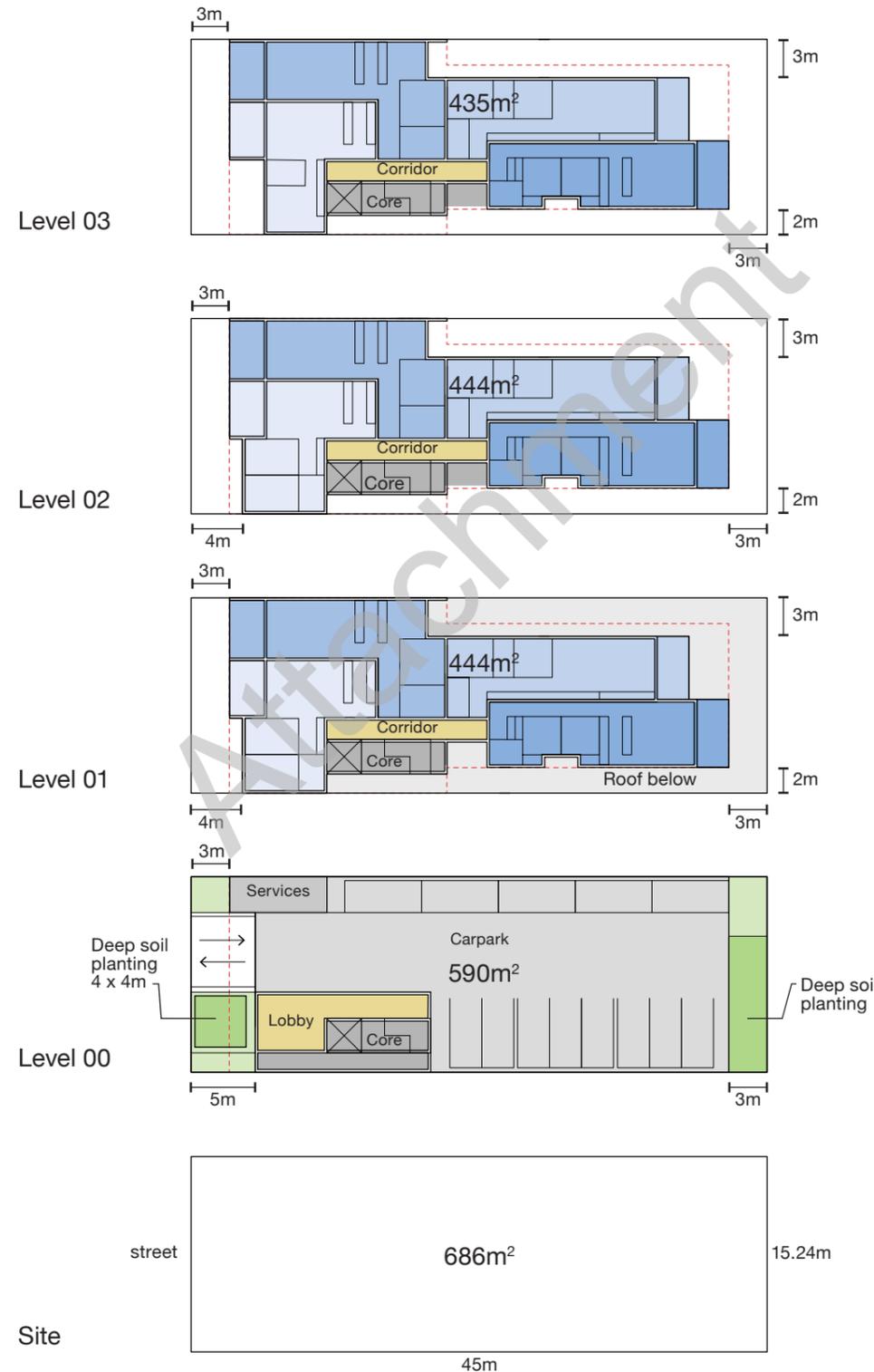
(Note, assumed to be 3m from boundary with responsibility to achieve 6m shared between sites)

PDC 21: Deep Soil Zones - provide 7% of site area as Deep Soil Zone with minimum dimension of 3m generally but including a 4x4m zone to the street frontage.

(4x4m has been proposed but not yet been included in draft DPA)

Summary

Site Area	686m ²
Residential GBA	1323m ²
<i>(Assumes ground to be predominantly parking)</i>	
Carparks	~ 12-13
Apartments	12
Nett Density	175 du/ha



Indicative Building Envelope

Other assumptions + limitations

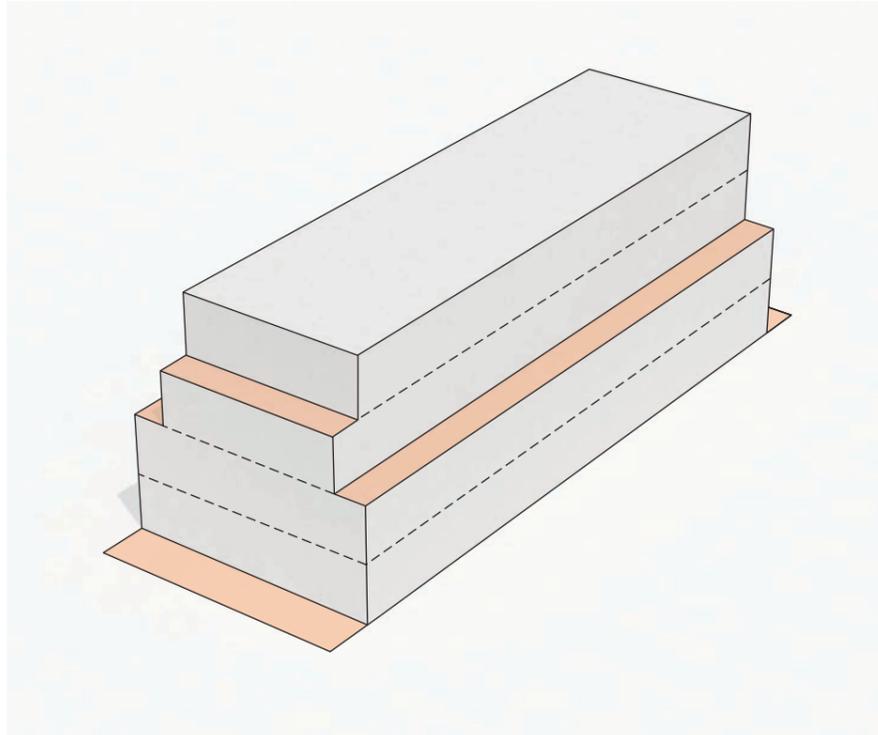
- Predominantly 2Bed units approx 70-85m² plus balconies
- Single egress stair
- 1 car per dwelling
- No basement
- No assessment of market / commerciality
- No assessment of NCC or Standards compliance or service requirements
- This concept is considered a reasonable depiction of a likely approach. It is not presented as the only, nor best, possible outcome.

City of Prospect Urban Corridor Zone Policy Review + DPA

Summary

DAVIS + DAVIS
Architecture. Urban Design. Great places for people.

Current



Summary

Site area: 686m²
Total envelope: 2041m²

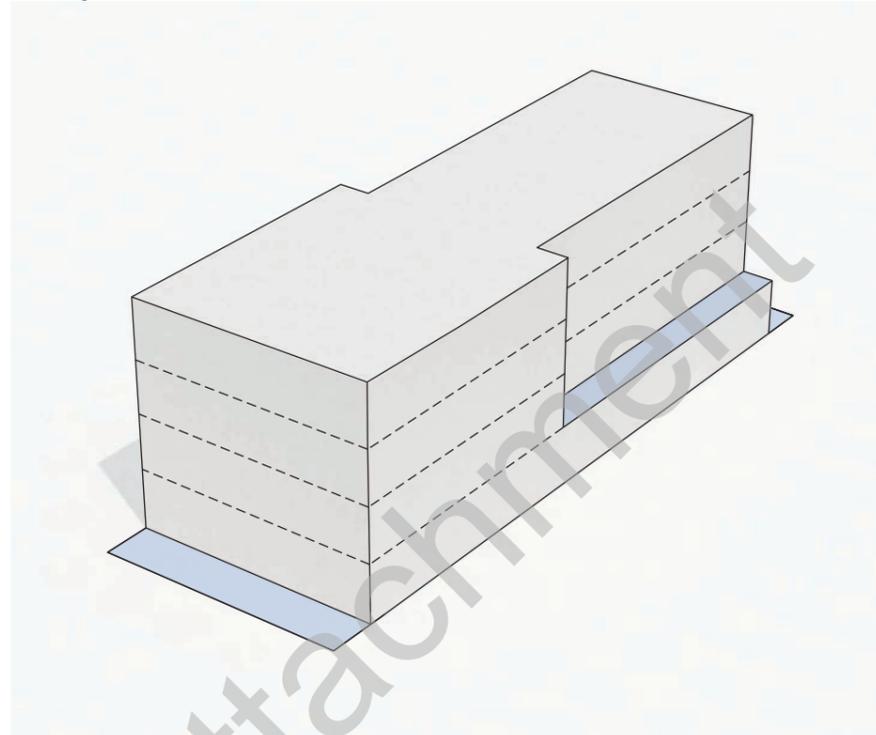
Levels 1 - 3 residential area (GBA): 1480m²

Notes:

Examples of similar developments in the zone suggest an expected yield of 11-16 dwellings

Identified problems with this approach included poor street presentation, overlooking, 2 storey wall on boundary, limited landscaping.

Proposed



Summary

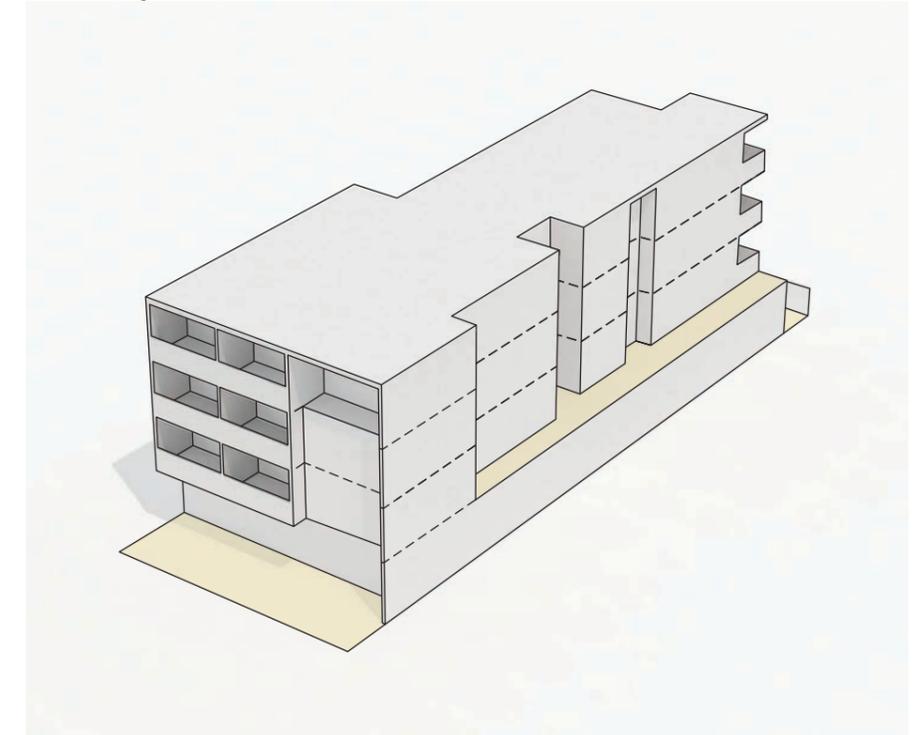
Site area: 686m²
Total envelope: 2112m²

Levels 1 - 3 residential area (GBA): 1518m²

Notes:

Small increase in overall development envelope (+71m²)
Including greater area in higher value upper levels (+159m² Levels 2 + 3)

Example



Summary

Site area: 686m²
Total Gross Building Area: 1892m²

Levels 1 - 3 residential area (GBA): 1323m² (incl Balconies)
Deep soil zone: 42m² min requirement.

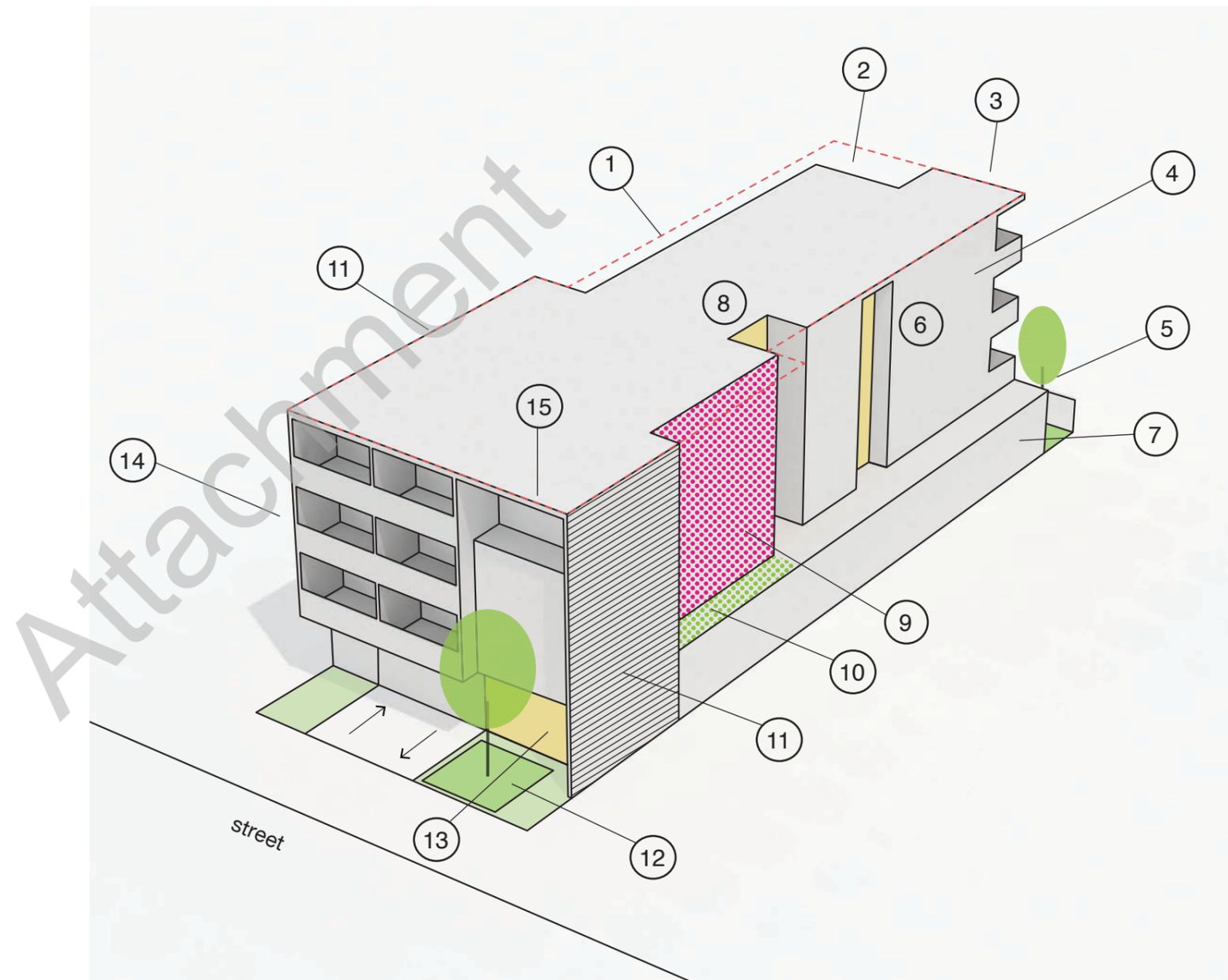
Cars: ~12-13
Apartments: 12
Density: 175 du/ha nett

City of Prospect Urban Corridor Zone Policy Review + DPA

Example Development - Features

Key features of the example development:

1. 3m setback to habitable rooms along north facade
2. Modulated rear facade with increased setbacks from rear boundary (3-6m)
3. Minimum 6m separation between balconies on adjoining sites
4. All apartments are dual aspect with cross ventilation.
5. Deep soil zone with canopy trees to rear of site
6. Recess in facade to achieve 3m separation of habitable room windows (ie bedrooms)
7. Side boundary wall limited to 1 storey for majority of site. (reduced from 2 storey under current DP)
8. Natural light, ventilation, and outlook to lift lobby on each floor.
9. Potential public art, green wall, or architectural treatment to walls less than 2m from boundary.
10. Potential podium level planter (common property)
11. Visual interest to boundary wall via integration of different materials, recesses, or textures. (PDC19)
12. Provision of minimum 4x4m deep soil planting zone with trees at building entry.
13. Visual connection to generous lobby + building entry.
14. Balconies facing street. Balustrades and screening walls to provide privacy.
15. Facade articulation to provide vertical proportions and integrated depth and visual interest.



AGENDA ITEM NO.: 10.2

TO: Strategic Planning and Development Policies Committee Meeting on 13 November 2017

DIRECTOR: Ben Footner, Acting Director Community & Planning

REPORT AUTHOR: Darren Starr, Manager Development Services

SUBJECT: Community Engagement Charter 2017 Consultation Draft

1. EXECUTIVE SUMMARY

The Community Engagement Charter is a requirement of the *Planning, Development and Infrastructure Act 2016* (PDI Act) and is to be used to develop the engagement process associated with the preparation and amendment of the following documents in the new planning system:

- State Planning Policy
- Regional Plans
- The Planning and Design Code
- Designation of Local Heritage Places
- Design Standards
- Infrastructure Schemes.

The Charter is intended to establish a measurable approach to community engagement in planning, excluding development assessment. The *Planning, Development and Infrastructure Act 2016* outlines that the charter should:

- *Ensure that the community has timely and meaningful opportunities to participate in, or access information about, planning policy setting*
- *Weight community engagement towards the early stages of policy-setting and scale it back when dealing with an advanced or settled policy*
- *Ensure that information about policy development is readily accessible, expressed in plain language and in a form that facilitates participation*
- *Support the use of participation methods that foster constructive dialogue and debate, and have regard to the significance or likely impact of a proposed policy*
- *Keep the community informed throughout the engagement process of their input and how it will be, or has been, used to shape policy.*

Entities such as the Minister for Planning, State Planning Commission, Councils, Joint Planning Boards and private entities will be responsible for developing and implementing an engagement strategy in accordance with the Charter when preparing any of the above documents. Under the Act, those responsible for preparing or amending designated instruments are required to comply with the Charter for the purposes of consultation.

Consultation on the Draft Community Engagement Charter is currently taking place for a 6 week consultation period until 8 December 2017. As part of this process a 'Draft Guide to the Community Engagement Charter 2017' has also been released for consultation and comment.

The Draft Community Engagement Charter will not apply to development applications. Consultation on development applications submitted under the *Planning, Development and Infrastructure Act 2016* are broadly established in the Act and will be further defined in regulation which is yet to be prepared by the State Government.

2. RECOMMENDATION

- (1) Strategic Planning and Development Policies Committee having considered Item 10.2 Community Engagement Charter 2017 Draft for Consultation receives and notes the Report.**
- (2) Recommends that Council staff provide a submission to the State Planning Commission on the issues as outlined in the discussion of this Report.**

3. RELEVANCE TO CORE STRATEGIES / POLICY

- 3.1 The Community Engagement Charter is a requirement of the *Planning, Development and Infrastructure Act 2016*.
- 3.2 **Strategic Plan to 2020 Theme 1 – People** “Know, empower, celebrate, educate and activate our community”

Strategy 1.1	Know our community	Community engagement is a core role in understanding and knowing our community.
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Intelligent Community Indicators

2. Knowledge Workforce	A labour force that creates economic value through its knowledge, skills and ability to use information effectively	Community engagement provides the opportunity for a collaborative relationship with Council to share knowledge and skills, build relationships and identify leaders to champion positive change.
3. Innovation	Intelligent Communities pursue innovation through a relationship between business, government and institutions (i.e. universities)	
6. Advocacy	Engaging leaders and citizens, businesses and institutions, in identifying opportunities to champion positive change	

4. REGIONAL IMPACT

Given the short timeframe to respond it is unclear whether the ERA will submit a response to Community Engagement Charter 2017 Consultation Draft.

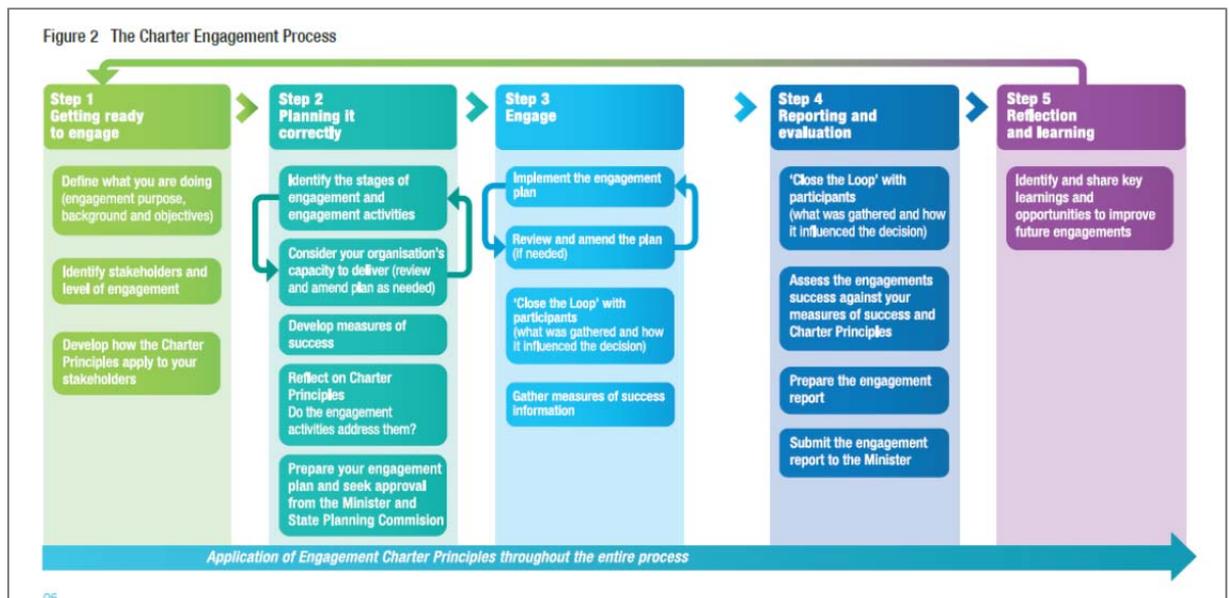
5. COMMUNITY INVOLVEMENT

The State Planning Commission is responsible for developing this Community Engagement Charter 2017 Consultation Draft (**Attachments 1-14**).

The Community Engagement Charter 2017 Consultation Draft has been circulated for a 6 week consultation period until 8 December 2017.

This is the second engagement process that will inform a final Charter to be developed for presentation to the Minister. As part of this process a 'Draft Guide to the Community Engagement Charter 2017' has also been released for consultation and comment (**Attachments 15-58**). The Guide provides advice on developing and implementing an engagement plan.

Figure 2 from the Guide (outlined below) summarises the engagement process.



6. DISCUSSION

The Commission is seeking feedback on the Community Engagement Charter 2017 Consultation Draft and the Draft Guide to the Community Engagement Charter 2017.

The Charter comprises four components; being 'mandatory requirements', 'principles', 'performance outcomes' and 'measuring performance'.

The mandatory requirements govern who e.g. Councils or land owners must be notified and consulted in particular circumstances. The manner in which consultation must take place is not specified by the Charter. Rather, the principles and performance outcomes provide guidance for the undertaking of community engagement.

The Principles contained within the Consultation Draft of the Community Engagement Charter are:

1. Engagement is genuine
2. Engagement is inclusive and respectful
3. Engagement is fit for purpose
4. Engagement is informed and transparent
5. Engagement is reviewed and improved

The principles are further clarified in the performance outcomes which must be reported against at the conclusion of the engagement process.

The performance outcomes and the corresponding principles are outlined below:

1. Engagement is genuine

Performance Outcome – People had faith and confidence in the engagement process

2. Engagement is inclusive and respectful

Performance Outcome – Affected and interested people had the opportunity to participate and be heard.

3. Engagement is fit for purpose

Performance Outcomes – People were effectively engaged and satisfied with the process

People were clear about the proposed change and how it would affect them

4. Engagement is informed and transparent

Performance Outcomes – All relevant information was made available and people could access it

People understood how their views were considered, the reasons for the outcomes and the final decision that was made.

5. Engagement is reviewed and improved

Performance Outcome – the engagement was reviewed and improvements recommended.

Reporting mechanisms are to be developed in an engagement plan. The Draft Guide to the Community Engagement Charter 2017 sets out the detail of how engagement plans should be developed and engagement processes measured. The Guide recommends elements of the International Association of Public Participation (IAP2) processes while allowing flexibility to determine alternate approaches to consultation if more appropriate. It is worth noting that the City of Prospect Community Engagement & Consultation Policy is also based on the principles of IAP2.

Key elements of the development of a community engagement plan include defining why you are engaging, identifying stakeholders and the level and stage of engagement, determine the scope of influence of engagement and examine capacity to deliver (resources). At the conclusion of engagement processes a report will be required to be prepared and submitted to the State Planning Commission and as part of that process authorities are encourage to 'close the loop' by informing participants of the results of the engagement process.

The Draft Guide to the Community Engagement Charter 2017 contains a series of examples and information relating to community engagement and an Engagement Plan template.

Financial and Resource Implications

The Community Engagement Charter 2017 Consultation Draft remains silent on the resource implications for councils or likely State Government assistance associated with implementing the Community Engagement Charter. There appears to be a commitment to strengthening community engagement at the planning strategy and policy levels with associated increased resource implications (in time, funding and staff commitments) directed toward these areas.

7. CONCLUDING STATEMENTS

The Community Engagement Charter 2017 Consultation Draft outlines the rationale for the need for the Community Engagement Charter, the statutory framework that requires the Charter and the key elements of community engagement proposed under the *Planning, Development and Infrastructure Act 2016* (PDI Act).

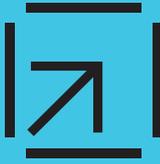
The Draft Guide to the Community Engagement Charter 2017 contains further detailed information of the issues to consider in developing a community engagement plan as well as a template for developing an Engagement Plan.

The financial and resource implications of the Charter are not detailed in the draft documents and need to be clearly articulated so that councils can establish the likely implications and whether the desired engagement outcomes are manageable and achievable.

ATTACHMENTS

Attachments 1-14: Community Engagement Charter 2017 Consultation Draft

Attachments 15-58: Draft Guide to the Community Engagement Charter 2017



**STATE
PLANNING
COMMISSION**



**Community
Engagement Charter 2017**
Consultation Draft



Government of South Australia
Department of Planning,
Transport and Infrastructure

Message from the State Planning Commission

The new *Planning, Development and Infrastructure Act 2016* was designed to improve the way we plan in South Australia.

The Act establishes Community Engagement Charter, an initiative to change the way we consult our communities. In the past, our system for notifying affected communities about establishing or changing planning policy has been too rigid and restricted and has not always reached the people affected.

The Charter defines a more flexible, effective and meaningful framework for engagement that will:

- foster better planning outcomes that takes account of community views and aspirations
- establish trust in the planning process, and
- improve the community's understanding of the planning system.

The State Planning Commission wants to see a vast improvement in the engagement process. This means finding new and innovative ways to engage with communities and other interest groups as the new planning system is rolled-out.

The Commission will also be responsible for making sure the Charter is complied with and may provide direction, or step in, if it considers the standard of engagement anticipated by the Charter has not been met.

A community panel process has been used to help shape the principles and outcomes of this Charter, supported by further community, council and industry consultation. In response to the feedback, a draft Engagement Charter Guide has been prepared for release with the Charter for consultation. It will provide guidance on engagement processes, practices and behaviours that satisfy the principles.

The Charter will help build community trust and confidence in the planning system by providing an engagement framework that is robust and adaptable. We intend to promote genuine engagement through our own activities.

We now invite the community, planning and development specialists and others to provide feedback on this statutory draft which will assist us in completing the Charter over the coming months.

What is the role of the Charter?

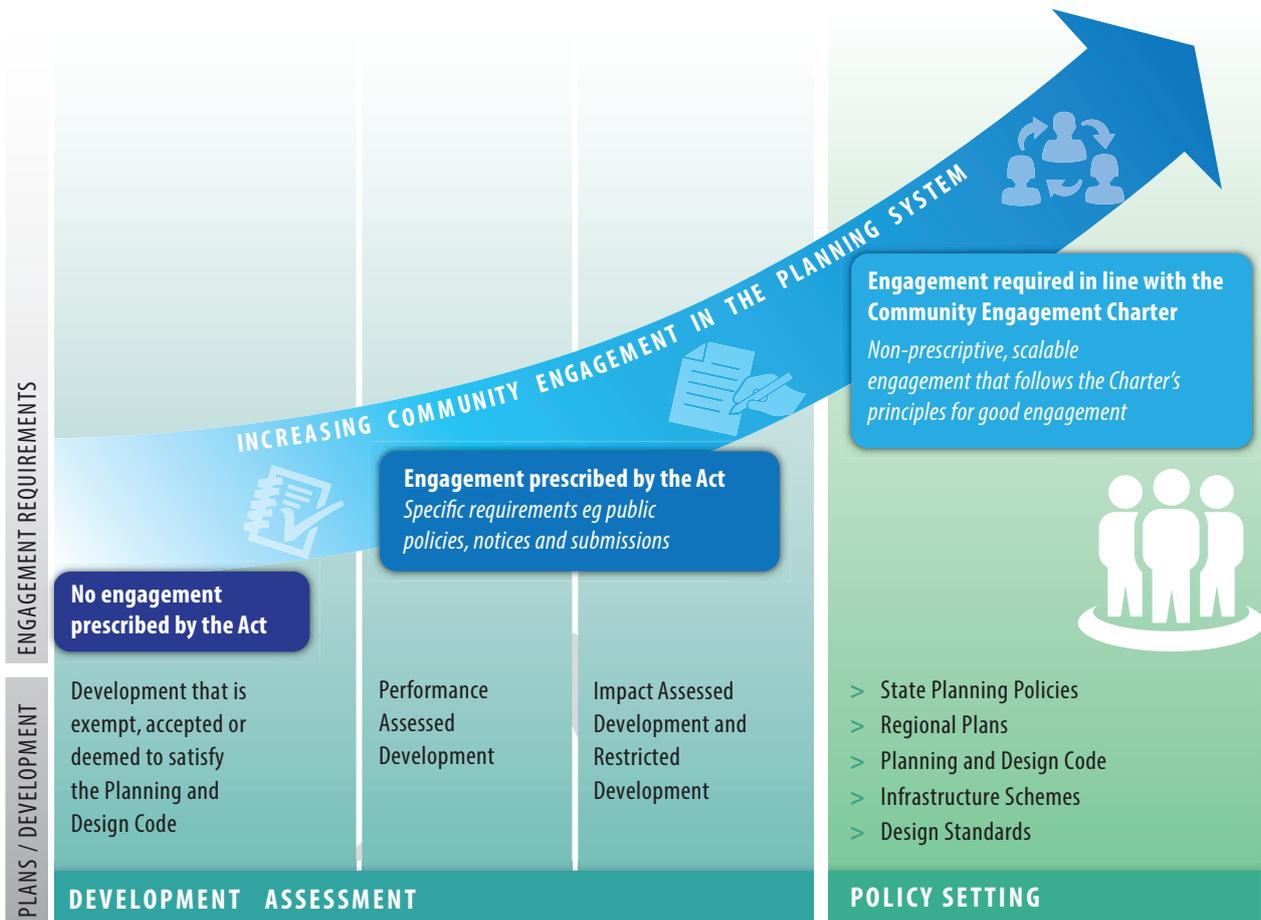
The Charter has a statutory role under the *Planning, Development and Infrastructure Act 2016*. The Act prescribes that the Charter must be used to guide public participation with respect to the preparation and amendment of designated instruments as set out in the table below. It also contains methods to measure the success and effectiveness of the engagement process.

Designated instruments and schemes	Entity
State Planning Policies	State Planning Commission
Regional Plans	Joint Planning Board State Planning Commission
The Planning and Design Code	Chief Executive Officer of DPTI State Planning Commission Council Joint Planning Board Government Agency
Design Standards	State Planning Commission
Infrastructure Delivery Scheme	Scheme Co-ordinator

Under the Act, entities that are responsible for preparing or amending designated instruments are required to comply with the Charter for the purposes of consultation. They are responsible for the preparation and implementation of a community engagement plan that meets the principles and performance outcomes of the Charter. However, the State Planning Commission may specify that the entity consults with a particular person or body.

If the State Planning Commission considers an entity has not complied with the Charter, it may require that entity to do so. The State Planning Commission or the Minister for Planning is not compelled to accept any of the above documents until it is satisfied with the engagement process. If necessary, the State Planning Commission may undertake the engagement on behalf of the entity and recover the associated costs.

The Charter does not have a statutory role in the assessment of development applications. Separate and specific requirements for the public notification of certain classes of development applications are outlined in the Act and the procedures to be followed will be subsequently determined by regulation.



COMMUNITY ENGAGEMENT IN THE PLANNING SYSTEM

(As required by the Planning, Development and Infrastructure Act, 2016)



Structure of the Charter

The charter includes the following components:

- **Mandatory requirements:** Requirements that override the principles and performance outcomes.
- **Principles:** A set of principles which guide engagement.
- **Performance outcomes:** The outcomes you would see from successful engagement
- **Measuring performance:** Types of measures for measuring performance.

Mandatory requirements

An entity to which this Charter applies must comply with the following mandatory requirements that are applicable, based on the consultation category below. Where the mandatory requirements do not apply, an entity must have regard to, and seek to achieve, the principles and performance outcomes that apply under the Charter.

The State Planning Commission, or an entity acting with the approval of the State Planning Commission, may adopt an alternative way to achieving compliance with the mandatory requirements if the State Planning Commission is satisfied that the alternative way is at least as effective in achieving the public consultation requirements under the Charter. An entity will therefore need to obtain the approval of the State Planning Commission for any variation of the mandatory requirements.

Consultation Category	Mandatory requirement
Proposals that are specifically relevant to a particular Council or Councils (where Council did not initiate the proposal).	That Council or Councils must be directly notified of the proposal and consulted.
Proposals that are generally relevant to councils.	The Local Government Association must be notified in writing and consulted.
A proposal to enter a place within the Planning and Design Code as a place of local heritage value.	The owner of any land on which the place resides, must be directly notified in writing of the proposal and consulted for a minimum period of four weeks.
A proposal to amend the Planning and Design Code to include any heritage character or preservation policy that is similar in intent or effect to a local heritage listing.	The owner of any land on which the place resides, must be directly notified in writing of the proposal and consulted for a minimum period of four weeks.
Infrastructure delivery scheme.	Landowners affected by the scheme must be directly notified in writing of the scheme under section 166 of the PDI Act for a minimum of four weeks.

Principles

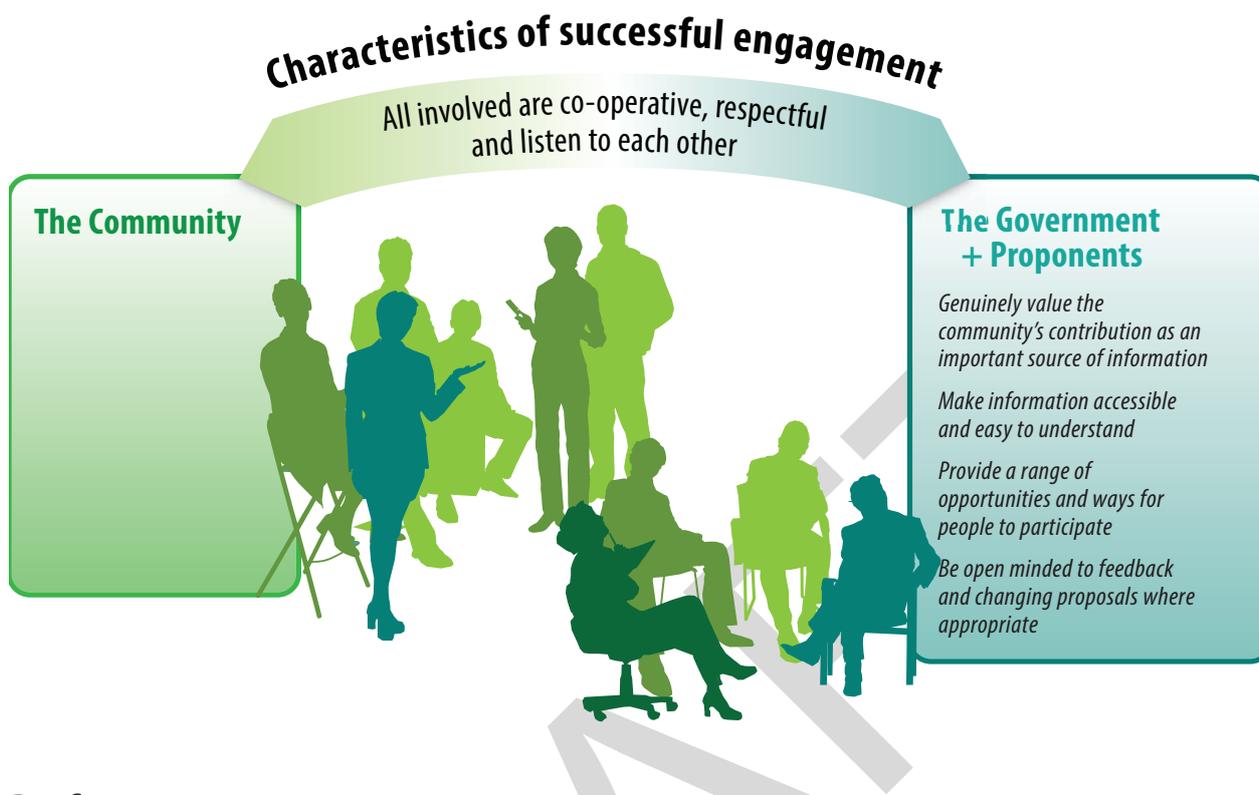
The following principles describe what is important when engaging under this Charter. The principles guide good engagement.

The application of the principles is mandatory and they must be considered when a decision maker determines the appropriate approach to engagement. Each engagement may have a different purpose, and may be undertaken in different places, with different outside influences and with different people involved.

The principles are a reference point for good engagement. If a decision maker can 'tick off' on each of the principles as the engagement strategy is designed and delivered, then the public can have confidence that the engagement will be appropriate and effective.

The principles are:

01**Engagement is genuine****02****Engagement is inclusive and respectful****03****Engagement is fit for purpose****04****Engagement is informed and transparent****05****Engagement is reviewed and improved**



Performance outcomes

To provide clarity about these principles the following descriptions and performance outcomes have been developed to inform what successful achievement of each principle would look like. The performance outcomes must be considered in the preparation of the engagement process and must be reported against at the conclusion of the process.

Engagement is genuine

All parties are genuine in their participation. Those conducting the engagement use their best endeavors to proactively seek community involvement and genuinely listen to and understand the range of views. Those participating are open to a range of perspectives and are well informed. Participants respect that their views may not prevail.

Performance outcomes

People had faith and confidence in the engagement process.

Engagement is inclusive and respectful

Affected and interested people can have their say and be heard, regardless of background or status. People are involved early so that they can influence the process and the thinking from the start. All views are acknowledged and considered.

Performance outcomes

Affected and interested people had the opportunity to participate and be heard.

Engagement is fit for purpose

The process matches the significance of the planning change. It is value-for-money, targeted, flexible, scalable and timely.

Performance outcomes

People were effectively engaged and satisfied with the process.

People were clear about the proposed change and how it would affect them.

Engagement is informed and transparent

People have access to all relevant information at the time it is needed so that they can participate fully. They understand what is happening, why it is happening and what the consequences are. When decisions are made, the reasons behind them will be explained.

Performance outcomes

All relevant information was made available and people could access it.

People understood how their views were considered, the reasons for the outcomes and the final decision that was made.

Engagement is reviewed and improved

After each engagement exercise, the process is reviewed to see whether the principles have been met and what can be done to improve the process next time.

Performance outcomes

The engagement was reviewed and improvements recommended.

Measuring performance

Engagement is undertaken to achieve better outcomes, decisions, projects and policies. Establishing engagement objectives, and then measuring progress helps to gauge how successful the engagement process has been. Evaluation can build transparency and accountability. It can contribute to the evidence base, identify good engagement practice and improve future practice.

Planning for evaluation should commence as early as possible in the engagement process. The scope of activities in the evaluation will vary based on the purpose and scale of the engagement. Early planning enables identification of the criteria that could be used to measure success and the information to be collected to support this, as well as what tools and resources are required. Early evaluation planning also provides an opportunity to clarify the purpose and objectives of the engagement process.

There are a range of ways that performance can be measured including surveys, capturing the number of responses received, the general tone of feedback and a range of other techniques.

Following are some examples of the types of measures that could be considered when preparing an engagement plan.

The Guide assists in planning for evaluation in the engagement plan.

Consideration in measuring performance		
Principles	Performance outcomes	Types of measures
Engagement is genuine	People had faith and confidence in the engagement process	<p><i>Primary</i></p> <p>Was there an opportunity for different knowledge and perspectives to be shared?</p> <p><i>Secondary</i></p> <p>How did people interact with each other, and did the process build community capacity?</p> <p>Would people participate in a similar process in the future?</p>
Engagement is inclusive and respectful	The affected and interested people had the opportunity to participate and be heard.	<p><i>Primary</i></p> <p>Did everyone who is impacted and/or interested have an opportunity to participate?</p> <p>Was there an opportunity for different knowledge and perspectives to be shared?</p> <p><i>Secondary</i></p> <p>What was the level of emotion and controversy?</p>
Engagement is fit for purpose	People were effectively engaged and satisfied with the process.	<p>Did people feel the process enabled appropriate input?</p> <p>Did people understand how to participate in the engagement?</p> <p>Did people understand what was being proposed?</p>
Engagement is informed and transparent	<p>All relevant information was made available and people could access it.</p> <p>People understood how their views were considered and reasons for the outcomes.</p>	<p><i>Primary</i></p> <p>Did people have access to the information they needed?</p> <p>Was community input considered in the final decision?</p>
Engagement is reviewed and improved	The engagement was reviewed and improvements recommended.	<p><i>Primary</i></p> <p>Were learnings about the process documented?</p>

Definitions

State Planning Policies

The State's overarching goals or requirements for the planning system (and to be given effect through the various instruments prepared in the system).

www.saplanningportal.sa.gov.au/our_new_system/state_planning_policies

Regional Plans

A long-term vision for a region or area, including provisions about the integration of land use, transport infrastructure and the public realm, and including maps and plans that relate to spatial patterns that are relevant to the long-term vision.

www.saplanningportal.sa.gov.au/our_new_system/regional_planning

Planning and Design Code

A comprehensive set of policies, rules and classifications which may be selected and applied in the various parts of the State for the purposes of development assessment and related matters within the State. The Code will include the use of zones, subzones, overlays and policies.

www.saplanningportal.sa.gov.au/our_new_system/planning_and_design_code

Design Standards

A design standard that relates to the public realm or infrastructure, which may specify design principles, design standards, or design guidelines.

Infrastructure Delivery Schemes

A scheme approved by the Minister for Planning in relation to the provision of basic or general infrastructure, and the funding arrangements associated with the provision of that infrastructure.

www.saplanningportal.sa.gov.au/our_new_system/infrastructure_schemes

Designated Entity

A person or entity that is approved by the Minister for Planning to undertake the legislative processes, (including engagement) involved in preparing or amending a designated instrument.

Designated Instrument

A state planning policy, regional plan, the planning and design code and a design standard are Designated instruments.





Consultation

The Community Engagement Charter and Guide is open for comment

A number of engagement activities will be run by the State Planning Commission during the 6 week formal consultation process including:

- general community feedback on-line via the SA Planning Portal
- written submissions invited from the general community
- a survey for planning professionals and practitioners on the SA Planning Portal
- further consultation with the Practitioner Group
- feedback invited specifically from the Planning Together Panel.

Submissions on the draft Charter and Guide may be made as follows:

By: 8 December 2017

Email to: DPTI.PlanningEngagement@sa.gov.au

Comment on: www.saplanningportal.sa.gov.au

On line survey: www.saplanningportal.sa.gov.au

Mail to: The State Planning Commission
GPO Box 1815, Adelaide, SA, 5001

Engagement to date

The first Discussion Draft of the Charter released for informal comment in August 2017 was prepared with significant contribution by a public Planning Together Panel. This Panel was also influenced and guided by the “Practitioner Group” and the more widely represented “Larger Stakeholder Group”.

The feedback received on the Discussion draft has assisted the State Planning Commission refine the Charter and build on the work of the Panel. This includes exploring in greater detail implementation measures that will assist authorities in making decisions about how to engage, the community’s role in the engagement process, and how to evaluate the success (or otherwise) of the engagement process.

The 6 workshops and 25 submissions received during the engagement on the discussion draft also assisted the State Planning Commission in preparing the draft Guide which is also now available for comment.

We have been working with three key groups to prepare the draft Charter. These groups include:

- **Planning Together Panel** - a randomly selected, statistically representative group of 50 community members who were tasked with developing the draft Charter in collaboration with representatives from the planning sector and other groups with an interest in planning. This group met for four full days over two weekends in July 2017. An outline of the Panel’s work is provided attached.
- **Practitioner Group** - a hand-selected group of senior planning professionals (encompassing local and state government, peak bodies and consultants) tasked with providing industry perspective and context for the Panel and ensuring the Charter’s ‘decision-making framework’ is relevant and practical in a strategic planning policy setting. This group met prior to the first Panel session and their advice was considered by the Panel in their deliberations.
- **Broader Stakeholder Group** - includes planning practitioners and groups and individuals with an interest in the planning system (around 50 people), who contributed knowledge and experience of the planning system as part of the Panel discussions.

These groups continue to be provided opportunities to input in the Charter and Guide.

Input into the Charter’s development has also been sought from the broader public through yourSAy.sa.gov.au.



Our Next Steps

On completion of consultation the State Planning Commission will collate the feedback into a report for the Minister for Planning, along with the draft Charter and Guide, for consideration.

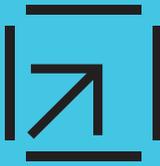
Over the first 12 months or so, the Charter will primarily be used by the State Planning Commission as it develops the designated instruments as set out in the Act. The work entailed in developing the new State Planning Policies and the Planning and Design Code library, as well as the Infrastructure Scheme pilot programs, will be an opportunity for the Charter to be tested and reviewed, allowing the State Planning Commission to evolve the document in collaboration with the intended 'end-users'.

During this time an on-line tool kit will also be developed to enable future users of the Charter to have extra guidance, tools and access to examples of 'best practice'.

Ongoing refinement

Being the first of its kind, it is recognised that the Charter will need to evolve over time. In its first year, it will primarily be applied to the development of the new State Planning Policies, the Planning and Design Code, and Infrastructure Schemes required under the Act. As the State Planning Commission prepares these documents, it will test the Charter and its application to allow for its ongoing evolution. During this time the State Planning Commission welcomes feedback to assist in monitoring and improving the Charter.

Implementation assistance will be available for Government agencies, Councils and other practitioners to help consider how they will frame their engagement programs in accordance with the Charter well in advance of them being required to formally undertake this role.



**STATE
PLANNING
COMMISSION**

**DRAFT
Guide to the
Community
Engagement Charter 2017**



Government of South Australia

Department of Planning,
Transport and Infrastructure

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The Charter

Introduction

The Community Engagement Charter (the Charter) is the first of its kind in Australia, putting consultation and participation at the forefront of the planning process.

The Charter is a central component of the *Planning, Development and Infrastructure Act 2016* (the Act), which is the most significant change to South Australia's planning system in over 20 years. In drafting the new legislation it was recognised that there was a need to improve community participation in planning processes and encourage innovation in engagement methods.

The Charter establishes an outcome-based, measurable approach for engaging community members on planning policy. It provides a flexible framework that enables fit-for-purpose engagement rather than prescriptive minimum standards.

The Act states that the Charter must seek to:

- Ensure that the community has timely and meaningful opportunities to participate in, or access information about, planning policy setting
- Weight community engagement towards the early stages of policy-setting, and scale it back when dealing with an advanced or settled policy
- Ensure that information about policy development is readily accessible, expressed in plain language and in a form that facilitates participation
- Support the use of participation methods that foster constructive dialogue and debate, and have regard to the significance or likely impact of a proposed policy,
- Keep the community informed throughout the engagement process of their input and how it will be, or has been, used to shape policy.

The Government of South Australia has acknowledged the importance of good engagement through its Better Together community engagement framework. The Charter follows the key principles of this framework and adds to it by focusing specifically on the planning system.

Why is engagement in the planning system important?

People expect to have a role in the matters that impact their lives. In the past, many people's first interaction with the planning system was when a new house or shopping centre or other form of development was built near them or a tree was cut down without their understanding the planning policy that enabled this to occur.

The Charter seeks to change this by increasing the community's knowledge of the planning system and inviting their input early when developing the planning policies that will shape the places they value.

The Charter seeks to support community engagement, not for engagement's sake, but to add value to the planning process and deliver improved planning outcomes.

What is the legislative role of the Charter?

The Act requires that the Charter be established by the State Planning Commission. The Act sets out requirements for the Charter's implementation, including the consideration of engagement plans and reports by the Commission.

Who does the Charter apply to?

The following entities are required under the Act to comply with the Charter when proposing and establishing changes to particular planning instruments:

- State Planning Commission
- Chief Executive of the Department of Planning Transport and Infrastructure
- Infrastructure Scheme Coordinators and government agencies
- Councils
- Joint Planning Boards

What does the Charter apply to?

The Charter must be used to develop the engagement process associated with the preparation or amendment of the planning instruments and schemes listed in **Table 1**.

Figure 1 shows the process for preparation or amendment of these planning instruments and when community engagement fits in.

What does the Charter not apply to?

The Charter does not have a statutory role in the assessment of development applications. Separate and specific requirements for the public notification of certain classes of development applications are outlined in the Act and the procedures to be followed will be subsequently determined in regulations (yet to be prepared) under the Act.

Table 1 - Planning instruments and schemes to which the Charter applies

Planning Instruments and schemes	Role
State Planning Policies	Provide the government's overarching goals or requirements for the planning system. They are to be taken into account when preparing other statutory instruments.
Regional Plans	Set the long-term vision for an area of the state, and must align with any relevant State Planning Policies.
Planning and Design Code	Set the rules and process for assessing development applications. Will replace Development Plans.
Design Standards	May specify design principles and standards and provide design guidance in relation to the public realm and infrastructure (e.g. public roads, footpaths, lighting, stormwater)
Infrastructure Schemes	Are legally binding arrangements for the delivery of basic and essential infrastructure within a defined area.

What is the role of the State Planning Commission?

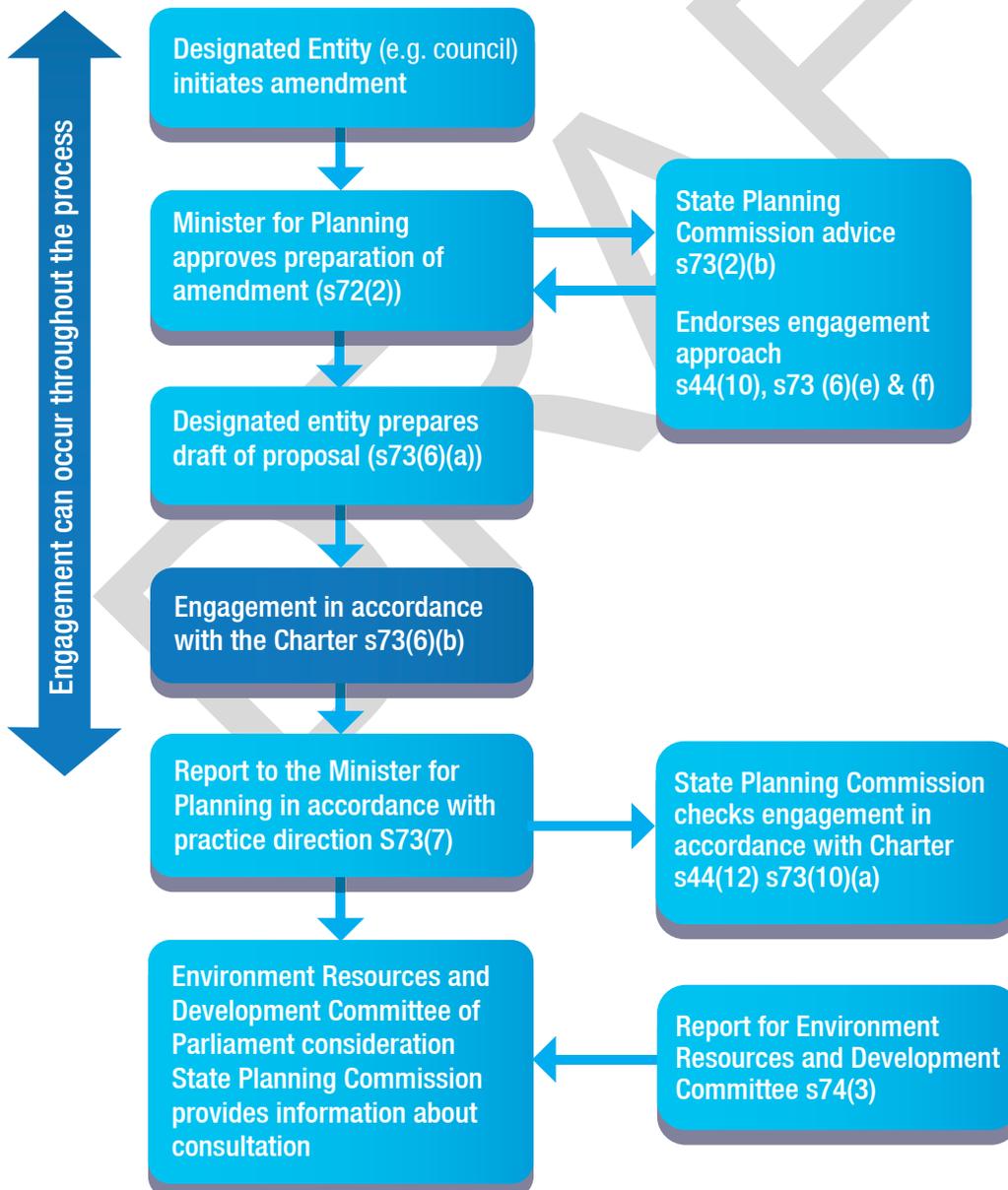
The State Planning Commission is responsible for establishing and maintaining the Charter, which must be reviewed at least every 5 years.

Engagement plans required under the Charter are to be submitted to the Minister for Planning for approval, who acts on the advice of the State Planning Commission. Once the engagement on the instrument has been finalised, the instrument is required to be submitted to the Minister along with a public consultation report in accordance

with a practice direction. If the Minister considers that the Charter requirements may not have been sufficiently met, he/she may consult with the State Planning Commission and ask them for advice as to whether they consider the Charter has been satisfied by the engagement conducted.

The State Planning Commission will use lessons learnt from reviewing the effectiveness of engagement to support ongoing sector-wide improvements in community engagement.

Figure 1 - Process for preparing or amending designated planning instruments in accordance with the Planning, Development and Infrastructure Act, 2016



What might the Charter look like in action?

The Charter outlines five principles that describe what is important when engaging on changes to planning instruments and the outcomes sought by the community when they are involved in an engagement process.

Table 2 outlines these principles what they might look like in practice.

Table 2 - Engagement Charter Principles in Practice

Charter Principle	Performance Outcomes	How the principle may look in practice
<p>Engagement is genuine <i>All parties are genuine in their participation. Those conducting the engagement use their best endeavours to proactively seek community involvement and genuinely listen to and understand the range of views. Those participating are open to a range of perspectives and are well informed. Participants respect that their views may not prevail.</i></p>	<ul style="list-style-type: none"> People had faith and confidence in the engagement process. 	<ul style="list-style-type: none"> A variety of opportunities are provided to participate (e.g. time of day, day of the week, online, face-to-face) to genuinely seek input. Information is presented in an easy-to-understand and accessible language and is available in multiple languages and formats, including graphics and other visual forms. Those engaging are open to considering change to a proposal as a result of engagement feedback. Engagement actively seeks input to shape proposals early in their development. The proponent is available to the process. Engagement allows adequate notice and time for input. Should a final proposal be presented, people have adequate time to understand and provide comments before the proposal is adopted.
<p>Engagement is inclusive and respectful <i>Affected and interested people can have their say and be heard, regardless of background or status. People are involved early so that they can influence the process and the thinking from the start. All views are acknowledged and considered.</i></p>	<ul style="list-style-type: none"> Affected and interested people had the opportunity to participate and be heard. 	<ul style="list-style-type: none"> Engagement is tailored to support people of different ages, backgrounds, abilities and perspectives to participate. Effort is made to ensure that those affected or interested are aware of the proposal and engaged through the most direct means possible. Engagement actively seeks input to shape proposals early in their development. All comments and views are captured and considered. Participation methods encourage constructive discussion and debate. Real and potential conflicts are acknowledged in an open and non-judgemental way and those tensions are held in respectful dialogue.
<p>Engagement is fit-for-purpose <i>The process matches the significance of the planning change. It is value-for-money, targeted, flexible, scalable and timely.</i></p>	<ul style="list-style-type: none"> People were effectively engaged and satisfied with the process. People were clear about the proposed change and how it would affect them. 	<ul style="list-style-type: none"> The “reach” of the engagement is determined based on the extent of the impact of the proposal and the level of community interest. Engagement activities address specific issues and/or matters of contention. Engagement activities are appropriate to the significance and likely impact of the proposal. Engagement activities match the scope of influence the community has in the proposal (i.e. what they can or cannot influence).
<p>Engagement is informed and transparent <i>People have access to all relevant information at the time it is needed so that they can participate fully. They understand what is happening, why it is happening and what the consequences are. When decisions are made, the reasons behind them will be explained.</i></p>	<ul style="list-style-type: none"> All relevant information was made available and people could access it. People understood how their views were considered, the reasons for the outcomes and the final decision that was made. 	<ul style="list-style-type: none"> Information about the proposal is provided in a timely fashion and is readily available online or at request. Information is presented in an easy-to-understand language and format, uses visual tools or scenarios where possible, and builds knowledge from the starting point of community understanding on the matter. The process of the engagement, proposal development and when and how people can provide input and about what they can influence or not is clearly articulated. Engagement materials and activities articulate the key drivers for the proposal: what is the imperative, need, issue or opportunity that it will address. The potential impacts of the proposal and on-ground development outcomes, including those that may be contentious, are clearly articulated. Feedback is provided to participants at the end of each stage of engagement and at the end of the process, that outlines the input gathered and how it will be, or has been, used to inform the proposal and why. A decision maker’s reasons for supporting a particular outcome demonstrate that alternatives have been considered.
<p>Engagement is reviewed and improved <i>After each engagement exercise, the process is reviewed to see whether the principles have been met and what can be done to improve the process next time.</i></p>	<ul style="list-style-type: none"> The engagement was reviewed and improvements recommended. 	<ul style="list-style-type: none"> As the engagement plan is implemented, debriefs occur after each activity is completed to determine if any changes are required. At the conclusion of the engagement process, debriefs occur that identify lessons learnt and learnings are shared with peers. Engagement plans contain measures of success for the engagement undertaken. Where possible the community will be involved in setting measures about performance. Measures consider what successful engagement would mean for the community and the proponent (e.g. government). Engagement reports at the end of projects report and measure the outcomes of the engagement.

What is the role of this Guide?

This Guide provides step-by-step advice on putting the Charter into action when developing and implementing an engagement plan associated with the preparation or amendment of a designated planning instrument.

It is recognised that there are many organisations across South Australia- such as local governments - who have been actively engaging with their communities about planning using innovative and

best practice techniques. It is intended that this Guide reinforces and builds on this work to move towards great engagement broadly across the planning system.

This Guide does not set prescriptive, one size fits all approaches for community engagement. Instead it provides prompts to stimulate thinking about why you are engaging and encourages you to tailor your engagement approach to fit your project's and community's unique characteristics.

How to use this Guide

This Guide presents 5 key steps when developing and implementing your engagement (**Fig. 2**). Considering this process will enable you to tailor your engagement so that it suits your needs, whilst also addressing the directions of the Charter.

This Guide does not provide prescriptive templates. You can use your own or those suggested.

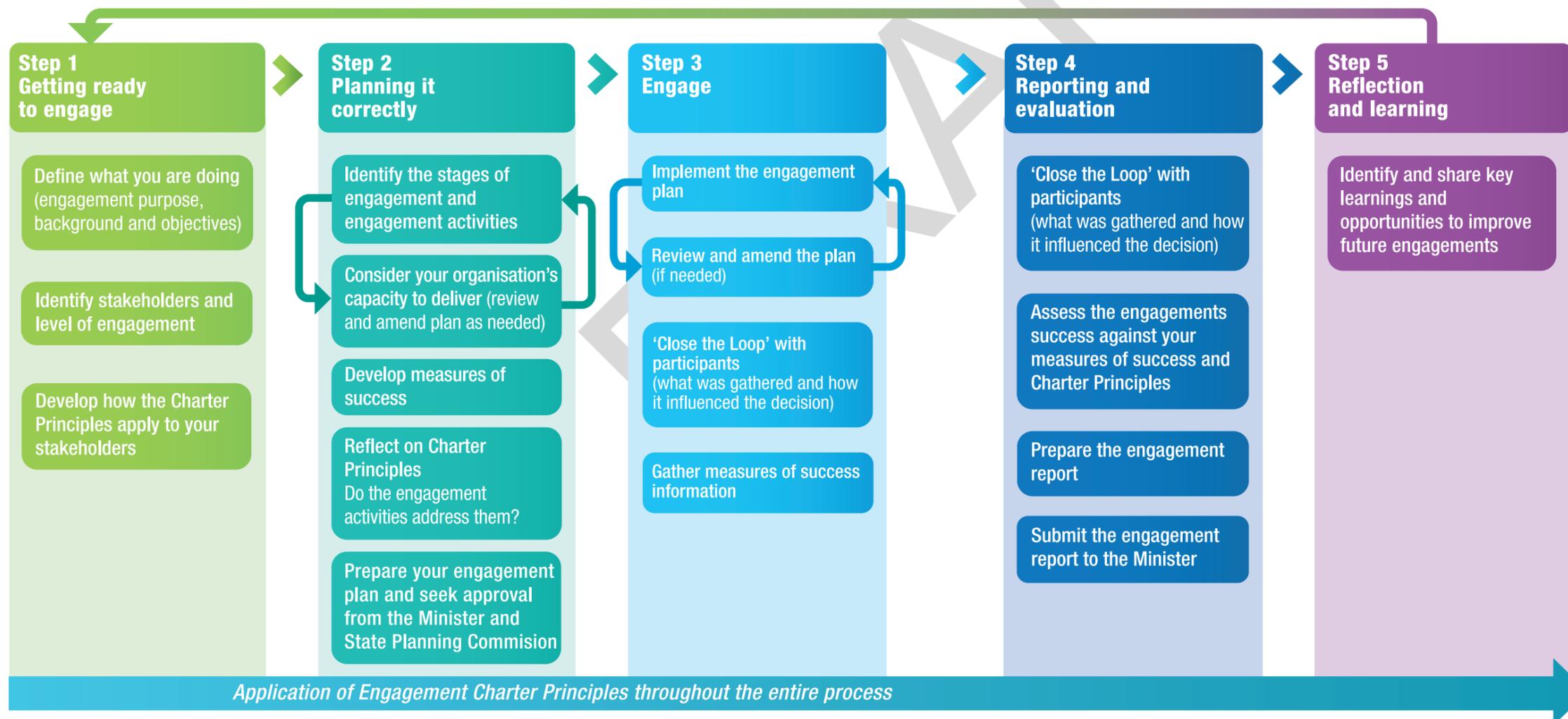


A series of actions are provided at the end of each step.

Completing these actions will enable you to build and implement your engagement plan.

A checklist is provided at the end of this Guide to assist you in determining if you have all actions in place to meet the Charter's requirements.

Figure 2 The Charter Engagement Process



Step 1 Getting ready to engage

Define what you are doing
(engagement purpose,
background and objectives)

Identify stakeholders and level
of engagement

Develop how the Charter
Principles apply to your
stakeholders

This first step involves getting ready to engage and includes ensuring that you are clear about who you are engaging, why you are engaging them and what their scope of influence is.

Define what you are engaging on

In preparing for your engagement it is essential to have clear project team agreement on what is being engaged on and why. This will ensure from the outset that the best process is followed. It's important to be on the same page, as all your engagement activities will stem from this point on.

It is also important at this stage that you understand what engagement may have already been undertaken as this will influence who you engage with and how you go about it.

Defining what you are doing involves being clear about the planning decision you are focused on and articulating aspects such as:

- What proposed planning instrument you are engaging on?
- Is it being proposed or amended?
- Why it is being initiated (e.g. what are the key drivers, what issues are looking to be resolved or what opportunities are looking to be maximised)
- Any relevant background or history
- The location/area that it applies to.

Being clear about what you are doing and why will assist you with designing and implementing an appropriate engagement plan.

Determine the scope of influence

Determining your approach to engagement and the activities you will deploy depends on the level of influence people will have in the decision making process.

At the project's outset it is important to define the 'scope of influence' that applies to the decision at hand. This means identifying the extent to which the community, through their participation in engagement activities, can influence the final decision.

There may be aspects of the proposed planning instrument (i.e. the proposal) that are not negotiable (e.g. the geographic extent of a zone amendment) but others that are (e.g. specific conditions within a zone amendment).

Determining the scope of influence will enable you to identify the appropriate engagement activities in step 2. For instance, where there is a lot of room to move in a proposal, use techniques that encourage people to contribute diverse ideas (e.g. a workshop for open ideas sharing). Where there is less room to move, you may create activities that seek feedback on particular options only.

It is important that the community understands from the outset what aspects of the proposal they can influence and those they cannot. This must be clear in communication materials.

Identify stakeholders and the level of participation

In preparing for your engagement it is essential to have clear project team agreement on who your stakeholders are, their interest in the proposal and the level of participation they will have in the engagement. Agreeing on these things will determine the 'reach' of your engagement and the engagement activities you later identify.

Reach refers to those who the engagement is targeted at and whose participation is desired. This could be those people impacted (positively or negatively) by the decision and/or those that have a particular interest. Reach can therefore be defined by a locality, geographical area, people, communities and/or groups.

To determine the level of engagement, this Guide recommends the International Association of Public Participation (IAP2) Spectrum (**Fig.3**), as it is well known and used by councils. The spectrum is the foundation of 'Better Together' the State Government's approach to engagement. If desired, alternative engagement frameworks can be used to determine your approach to engagement.

Identifying the level/s of participation for your engagement requires two steps:

1. **Identifying stakeholders** who are likely to have an interest and/or be impacted (positively or negatively) by the proposal and what this interest or impact is.
2. **Identifying the levels of engagement for each stakeholder** by considering:
 - Their level of INTEREST in the proposal and
 - The extent to which the proposal IMPACTS them.

It is important to recognise that in establishing or amending the various planning instruments the engagement will likely:

- Involve multiple levels on the IAP2 Spectrum.
- Differ depending on the level of impact and/or interest that the decision may have for members of the community.
- Be dependent on the 'promise to the public' and the extent to which the community can influence what is being proposed.

Figure 3 IAP2 Public Participation Spectrum

The International Association of Public Participation (IAP2) Spectrum provides a guide to help define the public’s role in any engagement process. A key element of the IAP2 Spectrum is identifying your ‘promise to the public’. The further along the Spectrum, the greater the scope of influence available.

	 Inform	 Consult	 Involve	 Collaborate	 Empower
Public participation goal	To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.	To obtain public feedback on analysis, alternatives and/or decisions.	To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.	To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.	To place final decision making in the hands of the public.
Promise to the public	We will keep you informed.	We will keep you informed, listen to and acknowledge concerns and aspirations, and provide feedback on how public input influenced the decision. We will seek your feedback on drafts and proposals.	We will work with you to ensure that your concerns and aspirations are directly reflected in the alternatives developed and provide feedback on how public input influenced the decision.	We will work together with you to formulate solutions and incorporate your advice and recommendations into the decisions to the maximum extent possible.	We will implement what you decide.



Engagement Charter Principles in practice

Now that you have identified your stakeholders, consider how the Charter Principles may apply to them.

Points to consider to ensure your stakeholders have the best opportunity to contribute include:

- Cultural needs
- Age related needs or preferences
- Language needs
- Preferred means of communication
- Accessibility requirements (physical ability and also timing and location of engagement)
- Particular forums or processes of stakeholder for providing feedback.

These considerations will inform the engagement activities developed in Step 2.

Diversity

Every community is unique. The reach of your engagement may require you to work with stakeholders of different cultural, professional or religious etc. backgrounds. Considering particular needs or preferences in how your stakeholders engage will maximise the most they and you get out of the process.

Step 1 Actions



Discuss as a project team what your engagement purpose is, the background and your objectives. These will ultimately form part of your Engagement Plan.

For example:

Engagement purpose:

To engage on the establishment of a Climate Change Policy that will apply to the whole of South Australia.

Engagement background:

Establishing a Climate Change Policy for South Australia is a requirement of the Planning, Development and Infrastructure Act 2016. The Policy is one of four State Planning Policies, which are designated instruments of the Act required to support the delivery of the new planning system. The Climate Change Policy will ensure that development in South Australia is resilient and mitigates and responds to the impacts of climate change. The Act requires that community engagement be conducted on the Policy's establishment in accordance with the requirements of the community engagement charter.

Engagement objectives:

- *Obtaining localised knowledge and perspective to inform climate change mitigation and adaptation approaches*
- *To ensure stakeholders can provide early input to inform the development of the Climate Change Policy*
- *To ensure stakeholders are aware of the proposed changes to the Climate Change Policy*
- *To ensure that all affected and interested stakeholders have the ability to provide input*



Determine the scope of influence of the community and stakeholders. Highlight what aspects of the proposal are negotiable (open to change) and those which are not negotiable (not open for change).

For example:

Negotiable

What elements of the proposal can stakeholders influence

- Specific conditions within the zone amendment, being...
- etc.

Not Negotiable

What elements do the stakeholders not have any opportunity to influence? This may be due to safety, technical or legislative requirements.

- The geographic extent of an amendment of an existing zone to an urban corridor zone
- etc.



As a project team conduct a stakeholder and community analysis to identify:

- Your stakeholders
- Their level of interest in the proposal
- The level to which they are impacted by the proposal
- Their anticipated expectations for the engagement and their scope of influence
- The level of participation they can expect in the engagement
- Any engagement they may have previously been involved in

For example:

Stakeholder analysis for changing zoning of an area as an amendment to the Planning and Development Code. These are for example only. The stakeholders and levels of engagement will be specific to the nature and significance of your proposal.

Stakeholder	Level and nature of Interest and Impact	Expectations	IAP2 Level
Property/Business owners within the zone	High interest and impact as zone change will affect their participation	That they will be made aware of the proposal, have an opportunity to participate, influence the outcome and be kept informed	Involve
Neighbouring land owners	Medium interest and impact as zone change will impact some qualities of their neighbourhood	That they will be made aware of the proposal, have an opportunity to participate, influence the outcome and be kept informed	Consult
etc			



Through the lens of the Charter Principles, consider how the characteristics of your stakeholders and community will need to be considered in the design of your engagement.

For example:

Stakeholder	Engagement need or avenue
Chinese community	Information brochure in Mandarin
Climate change officers in local government	Local Government Climate Change Officers Group
Regional community with limited internet	Hard copy materials in community hubs (e.g. libraries and sporting clubs)
etc.	etc.



Consider how to best demonstrate the tangible impacts of policy changes through visual and graphic means appropriate to your stakeholders and the nature of the policy changes.

For example:

For a policy that will effect built form consider 'now' versus 'future' drawings or visualisations.

Step 2 Planning it correctly

Identify the stages of engagement and engagement activities

Consider your organisation's capacity to deliver (review and amend plan as needed)

Develop measures of success

Reflect on Charter Principles
Do the engagement activities address them?

Prepare your Engagement Plan and seek approval

Now that you know what you are engaging on, why it is important, what you want to achieve, who you want to engage with and the level of engagement required, you can put your mind to identifying and selecting the engagement activities to be undertaken.

Identify stages of engagement and engagement activities

Stages of engagement

The Charter encourages engagement to be weighted towards engagement at an early stage and scaled back when dealing with a settled or advanced policy. As such your engagement is likely to occur over multiple stages- at least early in the proposal's development and once the draft proposal is prepared.

Different stakeholders may be engaged at each stage and the primary level of engagement may change at each stage. For example you may involve or collaborate with residents in the development of a draft proposal (Stage 1) and then consult with them on the draft proposal (Stage 2). You may consult with the wider community only as part of Stage 2.

Attachment B demonstrates how the level of engagement may change across the stages of a proposal's development for the various designated instruments.

Determining the stages of engagement require you to consider:

- That engagement it is likely to occur over multiple stages.
- The objective of each stage. Is it early input to inform a draft feedback on the proposal's development; or notification that the proposal is complete?
- The primary level of engagement for each stage.
- The timeframes in which these stages of engagement must occur.

Engagement activities

Determining your engagement activities will require you to consider:

- The Charter Principles (see **Table 2**)
- The characteristics of your stakeholders and what their needs may be in the engagement e.g. the venue, timing and communication requirements. (Use methods tailored to stakeholders that they are comfortable with by reflecting on your stakeholder analysis and assessment against the Charter Principles in Step 1).
- The level of engagement required. If for instance, if you are simply 'informing' then a public press advertisement or letter may suffice. However if you are 'consulting' you may feel that inviting submissions, or holding a community event is more appropriate.
- Any mandatory requirements for engagement. (refer **Fig. 4**)
- The scope of influence stakeholders have to influence the outcome of the proposal. (Choose activities that gather the level of information needed to develop the proposal and that set the right level of community expectation.)
- The information that needs to be provided for the community to build their understanding of the matter so they can provide informed feedback. (Provide information in plain language and consider visual tools or scenarios to demonstrate on-ground development outcomes.)
- How you will 'close the loop' with stakeholders. This involves providing them feedback about the results of engagement and how it will be, or has been used to inform the development of the proposal.

Attachment B provides some guidance about the types of activities that can be conducted for different levels of engagement.

The Charter provides flexibility about how the engagement takes place. The important thing is to ensure that the Charter Principles and any statutory obligations (**Fig. 4**) are adhered to in the approach you take.

When developing your engagement approach remember to:

- Be clear about the scope of influence that is available in relation to the decision being made, and
- Ensure that the engagement techniques used match the scope of influence.

Figure 4 Statutory Obligations for engagement

The Planning Development and Infrastructure Act identifies a number of mandatory requirements for engagement in relation to the preparation and amendment of statutory instruments which must be reflected in engagement plans established under the Charter.

Consultation Category	Mandatory requirement
Proposals that are specific to a particular Council or Councils (where a Council did not initiate the proposal).	Council(s) must be directly notified of the proposal and consulted.
Proposals that are generally relevant to councils.	The Local Government Association must be notified in writing and consulted.
A proposal to enter a place within the Planning and Design Code as a place of local heritage value.	The owner of the land on which the place is situated, must be directly notified in writing of the proposal and consulted for a minimum of four weeks.
A proposal to amend the Planning and Design Code to include any heritage character or preservation policy that is similar in intent or effect to a local heritage listing.	The owner of the land on which the place is situated, must be directly notified in writing of the proposal and consulted for a minimum of four weeks.
Infrastructure delivery scheme.	Landowners affected by the scheme must be directly notified in writing of the scheme for a minimum of four weeks.

Determine your capacity to deliver

How ready is your organisation to deliver your engagement plan?

It is important to ensure that you have the resources (e.g. people, skills, finances, materials, venues) to implement your engagement plan.

Reflecting on your organisation's readiness will help identify areas that need more support or resourcing and the good engagement work that is already happening.

Preparation of the engagement plan and consideration of your organisation's capacity to deliver may lead you to amend your engagement plan.

Similarly, as the engagement plan is implemented, it may be subject to change as new issues or ideas emerge.

Table 3 Charter Engagement Measures

Considerations in measuring performance		
Principles	Performance outcomes	Types of measures
Engagement is genuine	People had faith and confidence in the engagement process	<p><i>Primary</i></p> <p>Was there an opportunity for different knowledge and perspectives to be shared?</p> <p><i>Secondary</i></p> <p>How did people interact with each other and did the process build community capacity?</p> <p>Would people participate in a similar process in the future?</p>
Engagement is inclusive and respectful	Affected and interested people and parties had the opportunity to participate and be heard.	<p><i>Primary</i></p> <p>Did everyone who is impacted and/or interested have an opportunity to participate?</p> <p>Was there an opportunity for different knowledge and perspectives to be shared?</p> <p><i>Secondary</i></p> <p>What was the level of emotion and controversy?</p>
Engagement is fit-for-purpose	People were effectively engaged and satisfied with the process.	<p>Did people feel the process enabled appropriate input?</p> <p>Did people understand how to participate in the engagement?</p> <p>Did people understand what was being proposed?</p>
Engagement is informed and transparent	All relevant information was made available and people could access it easily. People understood how their views were considered and the reasons for the outcomes.	<p><i>Primary</i></p> <p>Did people have access to the information they needed?</p> <p>Was community input considered in the final decision?</p>
Engagement is reviewed and improved	The engagement was reviewed and improvements recommended	<p><i>Primary</i></p> <p>Were learnings about the process documented?</p>

Develop measures of success

Consider how the ‘success’ of your engagement process will be measured. It is important to do this early, as you will need to incorporate the methods for collecting information into the engagement so it can be evaluated and you can ultimately determine whether the principles of the Charter have been met. This information will be needed as part of your reporting to the Minister and the State Planning Commission when you submit your initial or amended planning instrument.

Table 3 shows the areas in which engagement can be measured. These measures were developed with the assistance of the community during the preparation of the Charter. The Charter identifies some measures as being of primary importance and places secondary importance on others.

In developing measures of success, consider what a successful engagement would look like for:

- The project team
- The decision maker
- The community and stakeholders.

The extent to which you can collect information that helps you measure the success of your engagement process will differ depending on the level of participation. It is expected that the higher the level of participation on the IAP2 Spectrum, the easier the engagement will be to measure as more direct contact is generally occurring with the public at this level and it is easier to gather feedback (e.g. via a survey or feedback form). This differs to the example of a widespread information campaign ‘advertising’ that consultation is occurring on a draft document and seeking input via an online survey. In this scenario, it is much more difficult to measure who has been ‘reached’ by the engagement and their level of satisfaction with the process.

Reflect on the Charter Principles

Reflect on the Charter Principles (**Table 2**) and assess how well your engagement plan addresses them.

Make any adjustments to ensure they are adequately represented, along with all statutory requirements.

How well your engagement plan addresses the principles will be a major consideration of the Minister and the State Planning Commission in approving your engagement plan.

Prepare your engagement plan

Using the information gathered through steps 1 and 2, prepare your engagement plan.

The Charter does not prescribe a particular template for the plan. The important thing is that it captures the information outlined in the steps of this Guide.

You may use your organisation’s engagement plan template, another template or the example shown in **Attachment C**. This template is also available on the Better Together website (www.bettertogether.sa.gov.au) along with other great engagement tools.

Seek State Planning Commission approval

You are required to submit your engagement plan to the Minister for Planning, who acting on advice of the State Planning Commission, will consider it for approval.

Step 2 Actions



Determine the stages of engagement required for your proposal. Consider the engagement's objective(s), stakeholders, level of engagement and timeframes for each stage.

For example:

Stage	Objective	Stakeholders	Level of engagement	By When
Stage 1	We will engage early to enable stakeholders to understand the proposal and give their input into the development of the first draft.	Ministers Residents Interest groups	Involve	January 2018
Stage 2	We will refine and test the draft proposal and provide feedback to stakeholders arising from the early engagement.	Ministers Residents Interest groups Wider community	Consult	April 2018
Stage 3	We will inform stakeholders that proposal is completed and to provide feedback on the draft engagement.	Ministers Residents Interest groups Wider community	Inform	August 2018



Determine the engagement approach to be conducted for each stage of the engagement. Outline the activity/technique, resourcing and timing.

For example:

Stage	Engagement Level & Objective	Stakeholders	Technique/s	Who & Where	Estimated Timing
Stage 1	INVOLVE to obtain early input into the development of the proposal	The State Planning Commission	State Planning Commission meeting/paper	Project Manager DPTI Offices	January 2018
	As above	Ministers	Ministerial Briefing	Project Manager DPTI Offices	January 2018
	As above	Residents	Community open day	Engagement Officer Local reserve	February 2018
	As above	Interest Group	Stakeholder workshop	Engagement Officer Community Centre	February 2018
Stage 2	To CONSULT/seek adoption of the draft proposal for the purposes of stage 2 engagement and to INFORM how the results of stage 1 were taken into account	The State Planning Commission	State Planning Commission meeting/paper	Project Manager DPTI Offices	April 2018
	CONSULT on the draft proposal and INFORM how the results of stage 1 were used	Ministers	Ministerial Briefing Stage 1 results report	Project Manager DPTI Offices	April 2018
	As above	Residents	Letter Online feedback form Submissions Stage 1 results report	Engagement Officer	May 2018
	As above	Interest Groups	As above	Engagement Officer	May 2018
	To CONSULT on the draft proposal	General public	Public ad Social media Media release	Engagement Officer	May 2018
Stage 3	To INFORM about the final proposal and how the results of stage 2 were used	Ministers	Ministerial Briefing	Project Manager DPTI Offices	April 2018



Consider your organisation's capacity to deliver the engagement plan.

Key questions to ask include:

- What resources do we have available to implement this engagement plan (both financial and staffing)?
- Do we have the internal capacity to deliver this engagement process (i.e. the skills and expertise)?
- How else might we resource this engagement plan?
- How do we build our internal capacity to deliver this (or any future) engagement plan?
- Do we need to adjust the engagement plan to match our available capacity?
- Are there any opportunities to collaborate and share the responsibilities for engagement?



Identify measures of success for your engagement for areas in Table 3 (focusing on the primary measures as a minimum). Consider what success would look like for the project team, decision maker and stakeholders. Determine how you will collect the data or information required for the measures as part of the implementation of your engagement.

For example:

Measure	How measure
<ul style="list-style-type: none"> ■ Number of stakeholder groups 	<ul style="list-style-type: none"> ■ Attendance sheet for workshops ■ Web or social media hits or promotions reach
<ul style="list-style-type: none"> ■ Extent that participants' comments influence the final position 	<ul style="list-style-type: none"> ■ Engagement report(s) that outline the themes of the feedback and how they have influenced the policy's position
<ul style="list-style-type: none"> ■ Activities tailored to match the scope of influence of the community ■ Activities tailored to stakeholder groups ■ Information materials clearly articulated the proposal, its impacts and the engagement process 	<ul style="list-style-type: none"> ■ Description of activities undertaken ■ Participant feedback form on workshop experience



Include a table in your engagement plan that outlines how the engagement approach addresses each of the Charter Principles. Refer to **Table 2** for examples of the Charter Principles in practice but make them specific to the actions your engagement will deliver. Also ensure that the activities you have selected consider the specific needs of the stakeholders you identified in Step 1.

For example:

Charter Principle	How the principle can be addressed
Inclusion and participation is genuine	<ul style="list-style-type: none"> ■ Open day held on weekend to maximise opportunity for people to attend. ■ Etc.
People affected are meaningfully engaged and those interested have an opportunity to participate	<ul style="list-style-type: none"> ■ Letterbox drop/direct email to those immediately affected. ■ Etc.
Differing views are acknowledged, respected and considered	<ul style="list-style-type: none"> ■ Invitation only workshop(s) held for most affected stakeholder group(s) and tailored to their needs ■ Etc.
People have access to complete information that they can understand, they know about proposals and the impacts of the potential outcomes	<ul style="list-style-type: none"> ■ Information brochure (online and hard copy) in basic language clearly articulates the proposal, potential impacts, engagement process and invites feedback/participation ■ Etc.
Engagement processes make clear the reasons for the outcomes and the decisions	<ul style="list-style-type: none"> ■ Community engagement report prepared at the end of each stage of engagement summarising the feedback received and how it has been, or will be, used to inform the decision. ■ Etc.
Engagement is accountable and improving	<ul style="list-style-type: none"> ■ Measures of success are identified and measured at the conclusion of the engagement and reported on in the Engagement Report to the State Planning Commission. ■ Etc.
Engagement is targeted, flexible, scalable and specific	<ul style="list-style-type: none"> ■ Engagement activities included the following activities to involve the broader community and the following to target specific stakeholder groups... ■ Etc.
People recognise that decision making often involves some interests being supported and others not	<ul style="list-style-type: none"> ■ Key messages prepared and used across all engagement activities to articulate the key drivers for the proposal.



Prepare an engagement plan for your project which includes the information gathered through Steps 1 and 2.



Submit your engagement plan to the Minister and the State Planning Commission for consideration for approval.

Step 3 Engage

Implement the Engagement Plan

Review and amend the plan (if needed)

'Close the Loop' with participants informing them what was gathered and how it influenced the decision

Gather measures of success information

Once the engagement plan is prepared, approved by the State Planning Commission and the resources are available, the engagement process can be delivered.

Implement the engagement plan

Deliver the engagement activities in line with your engagement plan.

Review and amend your plan

As the engagement gets underway, you may need to review and amend your plan as new issues or ideas emerge; you learn more about the community; and/or your resourcing needs change. This may mean rethinking the activities you have planned and/or, the timing of the engagement or you may need to change who you engage with. As you review your actions, consider the resourcing requirements and adjust your plan as required.

Be flexible. Actively review and change direction if you need to throughout the engagement.

The reality is that all engagement plans will change in some way.

Close the loop

As you complete the stages of the engagement, 'close the loop' and provide information back to participants (such as those who attended a workshop or forum or the broader community) summarising the information that was gathered and how it will be, or has been, used.

An important direction of the Charter is to ensure that participants involved in engagement are shown that their input was heard and whether or not it has impacted the proposal. Doing so shows participants that their participation was valued and meaningful, and that the engagement and policy process is open, transparent and accountable.

The Charter does not require a set format to do this. The important thing is to ensure that by closing the loop you summarise the diversity of feedback received, outline how the information has been, or will be, used to inform the proposal, and does so in a way that is accessible to stakeholders.

Options for closing the loop include:

- Preparing an engagement report and providing it to participants and/or the wider public at the end of each stage of engagement.
- Providing closing statements at the end of activities, such as workshops, reiterating the kinds of feedback received during the event and how the information will be used.
- Sharing the results of the engagement online in information brochures or other published means.
- Conducting information events or presentations to groups on how the engagement results have influenced the evolved proposal.

Gather measures of success

As you implement your engagement activities, ensure you are gathering the required information, data and observations to support the analysis of the measures of success identified in Step 2. You will need this information to be able to complete your engagement report (in Step 4), which is submitted to the Minister and the State Planning Commission.

If multiple people are running different engagement activities, ensure that everyone is aware of the data collection requirements for their activities, prior to any activities being implemented.

Ensure that people have the tools to gather the information you need (e.g. feedback form, attendance sheet, web analytic tools) and the specific details you need (e.g. attendance numbers events, postcodes of participants, names of organisations).

Step 3 Actions



Implement the Engagement Plan and actively review and amend as required.



As your engagement progresses, provide feedback to participants (and/or the wider community) at the end of activities or stages to summarise the information gathered and how it will be, or has been, used to inform the proposal.



As the engagement progresses, gather the information required to measure the success of your engagement.

Step 4 Reporting

'Close the Loop' with participants
(what was gathered and how it
influenced the decision)

Assess the engagements success
against your measures of success
and Charter Principles

Prepare the engagement report

Submit the engagement
report to the State Planning
Commission

Step 4 involves reporting on what you heard during the engagement, how this input has been used to inform the final proposed planning instrument and how well the engagement achieved its measures of success.

Closing the loop

An important direction of the Charter is ensuring that people know how their feedback was used to influence a planning outcome.

If your project involved a multi-stage engagement, you will have already closed the loop with your stakeholders and community at the end of each engagement activity and stage.

Once the proposal for the planning instrument has been completed, you need to again close the loop with your stakeholders and community about the feedback received and how it has been used to inform the proposal.

Remember, **'closing the loop'** is not just something that occurs at the end of the process when you submit your instrument to the State Planning Commission for approval.

Instead, it may occur multiple times as you provide feedback after each engagement activity or stage regarding information that has been gathered and how it has been used.

Review measures of success

At the end of the project it is important to determine how successful the engagement has been.

Understanding what went well in your engagement and what could have gone better will help inform future engagements. The information gathered will also form part of your engagement report to the Minister and the State Planning Commission.

Using the information collected, analyse how well your measures of success were achieved and how well the principles of the Charter were addressed.

Your measures of success will (at the very least) have considered the primary engagement measures in **Table 3**. You may also like to reflect on the secondary measures.

Questions to consider in reviewing the engagement's success include:

- Was there an opportunity for different knowledge and perspectives to be shared?
- How did people interact with each other, and did the process build community capacity?
- Would people participate in a similar process in the future?
- Did everyone who is impacted and/or interested have an opportunity to participate?
- Was there an opportunity for different knowledge and perspectives to be shared?
- What was the level of emotion and controversy?
- Did people feel the process enabled appropriate input?
- Did people understand how to participate in the engagement?
- Did people understand what was being proposed?
- Did people have access to the information they needed?
- Was community input considered in the final decision?

- Were learnings about the process documented?
- Did engagement result in a better planning outcome?

The questions you can answer will depend on the information and data gathered and the observations made.

Prepare your engagement report

You are required to submit an engagement report in accordance with a practice direction, along with the final proposed planning instrument (or amended version of), to the Minister. If the Minister considers that the Charter requirements may not have been sufficiently met, he/she may consult with the State Planning Commission and ask them for advice as to whether they consider the Charter has been satisfied by the engagement conducted.

This engagement report should outline the engagement conducted, the feedback received and how that feedback was used to shape the final proposed policy.

The engagement report must also include an evaluation of the effectiveness of the engagement that considers whether:

- The measure of success been achieved
- The principles of the Charter been achieved
- All mandatory requirements been met.

Step 4 Actions



At the end of the project report back to participants and the community regarding:

- The decision outcome
- How input gathered via the engagement has been used to inform the ultimate proposed planning instrument.



Compile the data collected and gather project team opinion to determine the level to which your measures of success have been achieved.

Also cross check how the engagement was delivered against the Charter Principles to identify where the engagement worked and where there were challenges.



Prepare your engagement report and submit it to the Minister and the State Planning Commission along with the completed proposed planning instrument.

Step 5 Reflection & learning

Identify and share key learnings and opportunities (improve future engagement)

This final step involves reflecting on the engagement process to identify key learnings and opportunities to improve future engagement processes.

Reflect on the engagement

As a project team reflect on how well the engagement went. Record and share your learnings to improve future engagement processes.

Key questions to ask include:

- What went well?
- What was challenging?
- What would you change if the same or similar situation presented itself again in the future?
- Was there anything you could have done better?
- Were the measures useful in understanding the success of the engagement?
- How could you incorporate these learnings into your next engagement process?

The important thing is to celebrate your successes and hard work, and where short fall is recognised, identify what you would do differently in the future.

Share your engagement journey with your colleagues and the industry to help improve their engagement skills.

Consider doing a presentation to staff or at an industry event, or share your story in a publication or as a case study on the Planning Portal.

Step 5 Actions



Conduct a lessons learnt exercise with your project team and share your engagement journey with your peers or industry.

Checklist

Step 1

- ✓ Decide as a project team, your engagement's purpose, background and objectives. These will ultimately form part of your engagement plan.
- ✓ Determine the scope of influence of the community and stakeholders. Highlight what aspects of the proposal are negotiable (open to change) and those which are not negotiable (not open for change).
- ✓ Consider how to best demonstrate the tangible impacts of policy changes through visual and graphic means appropriate to your stakeholders and the nature of the policy changes.

Step 2

- ✓ Determine the stages of engagement required for your proposal. Consider the engagement objective, stakeholders, level of engagement and timeframes for each stage.
- ✓ Determine the engagement approach to be conducted for each stage of engagement. Outline the engagement objective, level of engagement, stakeholders, activity/technique, resourcing and timing.
- ✓ Consider your organisation's capacity to deliver the engagement plan.
- ✓ Identify measures of success for your engagement for the areas in **Table 3** (focusing on the primary measures as a minimum). Consider what success would look like for the project team, decision maker, stakeholders and community. Determine how you will collect the data or information required for the measures as part of the implementation of your engagement.
- ✓ Include a table in your engagement plan that outlines how the engagement approach addresses each of the Charter Principles. Refer to **Table 2** for examples of the principles in practice but make them specific to the actions your engagement will deliver. Also ensure that the activities you have selected consider the specific needs of stakeholders you identified in Step 1.

- ✓ Prepare an engagement plan for your project which includes the information gathered through steps 1 and 2.

- ✓ Submit the plan to the Minister and the State Planning Commission for approval.

Step 3

- ✓ Implement the engagement plan and actively review and amend as required.
- ✓ As your engagement progresses, provide feedback to participants (and/or the wider community) at the end of each activity and stage to summarise the information gathered and how it will be, or has been, used to inform the proposal.
- ✓ As the engagement progresses, gather the information required to measure the success of your engagement.

Step 4

- ✓ At the end of the project report back to participants and the community regarding: the decision outcome and how input gathered via the engagement has been used to inform the ultimate proposed planning instrument.
- ✓ Compile the data collected and gather project team opinion to determine the level to which your measures of success have been achieved. Also cross check how the engagement was delivered against the Charter Principles to identify where the engagement succeeded and where there were challenges.
- ✓ Prepare your engagement report and submit it to the Minister and the State Planning Commission along with the completed proposed planning instrument.

Step 5

- ✓ Conduct a lessons learnt exercise with your project team and share your engagement journey with your peers and industry.

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Attachment A

Examples of the varying levels of engagement that may be used throughout an engagement process for different designated instruments or schemes.

(These are examples only and not designed to provide direction for real projects)

Instrument or scheme to be prepared or amended	Examples of the levels of engagement that could be used throughout the process to prepare or amend an instrument or scheme	
State Planning Policies	Inform	stakeholders and the broader community that the instrument is being prepared/amended and communicate opportunities for involvement
	Consult	stakeholders to gather information to inform the preparation/ amendment of the instrument
	Involve	stakeholders in the identification of key directions for preparing/ amending the instrument
	Consult	on the draft instrument
	Inform	stakeholders and the broader community about how input gathered via the engagement has or has not been used to prepare/amend the instrument and communicate the final outcome that has been delivered
Regional Planning	Inform	stakeholders and the broader community that the instrument is being prepared/amended and communicate opportunities for involvement
	Collaborate	with stakeholders to gather information to inform the preparation/ amendment of the instrument
	Consult	with the broader community to gather information to inform the preparation/amendment of the instrument
	Consult	on the draft instrument
	Inform	stakeholders and the broader community about how input gathered via the engagement has or has not been used to prepare/amend the instrument and communicate the final outcome that has been delivered
Planning & Design Code	Inform	stakeholders and the broader community that the instrument is being prepared/amended and communicate opportunities for involvement
	Collaborate	with stakeholders to gather information and together shape the preparation/amendment of the instrument
	Consult	with the broader community to gather information to inform the preparation/amendment of the instrument
	Involve	stakeholders in the identification of key directions for preparing/ amending the instrument
	Consult	on the draft instrument
	Inform	stakeholders and the broader community about how input gathered via the engagement has or has not been used to prepare/amend the instrument and communicate the final outcome that has been delivered

Instrument or scheme to be prepared or amended	Examples of the levels of engagement that could be used throughout the process to prepare or amend an instrument	
Design Standards	Inform	stakeholders and the broader community that the instrument is being prepared/amended and communicate opportunities for involvement
	Consult	stakeholders to gather information to inform the preparation/ amendment of the instrument
	Involve	stakeholders in the identification of key directions for preparing/ amending the instrument
	Consult	on the draft instrument
	Inform	stakeholders and the broader community about how input gathered via the engagement has or has not been used to prepare/amend the instrument and communicate the final outcome that has been delivered
Infrastructure Schemes	Involve	stakeholders to identify key directions or features to inform the draft scheme outline
	Consult	stakeholders and the broader community about how input gathered via the engagement has or has not been used to prepare/amend the scheme and communicate the final outcome that has been delivered

Attachment B

Example engagement tools for different levels of engagement (IAP2)

		Providing Information	Maintaining Awareness/ Updating Information	Identify Concerns and Issues	Develop Objectives/ Visions	Develop Options	Test Ideas Prioritise Options	Build Relationships and Involvement	Potential for Consensus/ Agreement	Potential to Reach Large Numbers	Suitable for People who don't readily participate	Suitable for small groups/individual contact	Obtaining input into decision making	Make decisions	Satisfy statutory Requirements
Inform	Advertisement/ Media	✓	✓							✓					✓
	Letter/Phone Call/ Door Knock	✓		✓				✓			✓	✓			
	Newsletter/ Brochure	✓	✓							✓					
	Internet/Social Media	✓	✓	✓			✓	✓		✓	✓		✓		
	Signs/Maps/ Models	✓	✓							✓					
	Public Display/ Exhibition	✓					✓			✓	✓		✓		✓
Consult	Submissions			✓						✓		✓	✓		✓
	Telephone Hotline	✓		✓						✓		✓			
	Surveys			✓			✓			✓	✓		✓		
	Presentations to Existing Groups	✓		✓								✓			
	Public Meetings	✓		✓						✓			✓		✓
	Seminar/Forum	✓	✓	✓						✓					
	Community Event	✓	✓	✓	✓	✓	✓	✓		✓	✓	✓	✓		
Open Day Information Session	✓	✓	✓				✓		✓	✓	✓				

Guide for the Community Engagement Charter

		Providing Information	Maintaining Awareness/ Updating Information	Identify Concerns and Issues	Develop Objectives/ Visions	Develop Options	Test Ideas Prioritise Options	Build Relationships and Involvement	Potential for Consensus/ Agreement	Potential to Reach Large Numbers	Suitable for People who don't readily participate	Suitable for small groups/individual contact	Obtaining input into decision making	Make decisions	Satisfy statutory Requirements
Involve	Meetings with key Individuals	✓	✓	✓				✓				✓	✓		
	Local Community Group Meetings	✓	✓	✓		✓	✓	✓				✓	✓		
	Workshops	✓		✓	✓	✓	✓	✓	✓			✓	✓		
	Value Management Workshop	✓			✓	✓	✓	✓	✓				✓		
	Participatory Design Exercise	✓			✓	✓	✓	✓	✓				✓		
	Search Conference	✓		✓	✓	✓		✓	✓				✓		
Collaborate	Consultative Committee	✓	✓					✓	✓				✓		
	Community Forum/ Precinct Committee	✓	✓					✓	✓				✓		
	Advisory/ Reference Group	✓	✓					✓	✓				✓		
	Steering/ Management Committee	✓	✓					✓	✓				✓	✓	
Board/Authority	✓	✓					✓	✓				✓	✓	✓	

Attachment C

Engagement Plan Template

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Engagement Plan

An engagement plan takes you through a step by step process to guide planning, engaging and reporting successful and appropriate engagement activities for your project.



Engagement Plan

ENGAGEMENT PLAN

Project: *Insert title*

Prepared By: *Insert name*

Date: *Insert date*

The red guiding text has been provided to prompt your thinking about what you may need to consider for each stage. You can delete it as you go and replace with text relating to your project.

BACKGROUND INFORMATION

Gather and compile background information on the project, from its very beginning through to its current status.

Work with staff and stakeholders, review past reports or strategies and research related studies, media articles and press releases.

Draft a clearly written background information statement and a project purpose statement.

*If you have followed the **Prepare** process you can simply copy and paste this information here.*

Please visit the Better Together website to see what tools you can use to help guide you.

www.bettertogether.sa.gov.au/prepare

PURPOSE OF ENGAGEMENT

Craft a clear statement that summarises:

- the purpose of the project,
- the opportunity to be explored,
- the problem to be solved,
- the decision to be made and
- the 1of influence the community can have on the project outcome.

A clear statement should be:

- reflective of the needs of decision makers and the public
- expressed clearly in common language
- a statement that the majority of stakeholders can live with.
- Keep the language concise and to the point.
- Where possible limit its length to one paragraph



Engagement Plan

ENGAGEMENT OBJECTIVES

Engagement objectives are where you can start to 'unpack' your engagement purpose statement.

Here you can be really clear about each stage of engagement.

Remember – a good objective is Succint, Measurable, Achievable, Realistic and Timely (SMART)

For example, you may have developed the following purpose statement

“The purpose of the engagement is to consult with affected stakeholders during May 2016 to seek their level of support for the proposed laneway closure for an upcoming event in mid July 2016”

Your objectives may then be to:

- Inform the community of the proposed laneway closure at the beginning of May 2016 and the rationale as to why this is required.
- Promote engagement opportunities and timeframe input is required by during May 2016.
- Consult with directly affected stakeholders via a survey to identify how they currently use the laneways and how their needs can be considered in the negotiable aspects of the closure.
- Inform the community the consultation period has closed end of May 2016 and when you will be in touch with them about the outcome - June 2016.
- Follow up any queries or concerns and summarise key themes in survey using an engagement report.
- Inform the community of how their input was considered by distributing the feedback report by mid June 2016.
- Provide a project information update to explain the closure of the laneways by start of July 2016.



STAKEHOLDER AND COMMUNITY ANALYSIS

This table identifies stakeholders who may be impacted by the decision and those who will influence the outcomes of the engagement process. The level of impact / influence will help to determine the level of stakeholder engagement and communication required.

**There are a number of tools you can use to identify your stakeholders. Please visit the Better Together website to see examples to suit your project.
<http://bettertogether.sa.gov.au/prepare>*

Stakeholder	Interest / Impact / Influence	Expectations	IAP2 Level
<i>Ministers</i>	<i>High interest, impact and influence.</i>	<i>That they will remain informed of community feedback and the engagement process as it progresses</i>	<i>Involve</i>
<i>Business owners</i>	<i>Medium interest / high impact / medium influence</i>	<i>That they will be invited to participate in the decision to ensure their needs are considered during the closure</i>	<i>Consult</i>
<i>Traffic users and pedestrians</i>	<i>Medium interest / high impact / low influence</i>	<i>That they will know how to easily access alternate routes during closure and know when it is occurring</i>	<i>Inform</i>
<i>Event organisers</i>	<i>High interest / high Impact / high influence</i>	<i>That they will receive the support required from the Department to facilitate a successful event</i>	<i>Consult</i>
<i>General public (community)</i>	<i>Medium interest / low impact / low influence</i>	<i>A good experience at the event</i>	<i>Inform</i>


 Engagement
Plan

ENGAGEMENT SUMMARY TABLE

Project Stage	Engagement Level & Objective	Stakeholders	Technique/s	Who & Where	Estimated Timing
<i>List the stage</i>	<i>State the IAP2 level to be used (Inform, Consult, Involve, Collaborate, Empower) and the objective of the engagement activity for each stage.</i>	<i>List key stakeholder groups from your stakeholder identification worksheet. Stakeholder list may vary per project stage.</i>	<i>Describe the activity and techniques being used for each stage - eg mail out, workshop, online survey, focus group</i>	<i>Insert name/s of responsible officer and where the activity is to occur</i>	
<i>Planning</i>	<i>Involve</i>	<i>Ministers</i>	<i>Ministerial briefing</i>	<i>Department</i>	<i>Month 2016</i>
<i>Planning</i>	<i>Consult</i>	<i>Event Organisers</i>	<i>On site meeting Briefings Traffic planning session</i>	<i>Traffic engineers Communications department Community Engagement Coordinator</i>	<i>Month 2016</i>
<i>Planning</i>	<i>Consult / Inform</i>	<i>Business owners Traffic and pedestrian users</i>	<i>Information update/flyer Website Online and hard copy survey Door Knock business</i>	<i>Community Engagement Coordinator</i>	<i>Month 2016</i>
<i>Feedback</i>	<i>Inform</i>	<i>Business owners Traffic and pedestrian users Event Organisers Ministers</i>	<i>Feedback report Website update</i>	<i>Community Engagement Coordinator</i>	<i>Month 2016</i>
<i>Implementation</i>	<i>Inform</i>	<i>Business owners Traffic and pedestrian users, community</i>	<i>On site signage for alternate route Media release, website, social media.</i>	<i>Signage team Community Engagement Coordinator</i>	<i>Day / Month / Year</i>

You may need to develop an Action Plan or program to outline when and how these activities will be implemented and by whom.

Check with your agency if they have a project management system with a template or tools that may assist with this.



Engagement Plan

KEY MESSAGES

Consider developing key messages with your project team / working group to communicate consistent messages during the engagement process.

These key messages will form the basis of all communications materials and for use with stakeholder meetings.

Key messages could include:

- Relevant background information
- High level project/policy/initiative overview
- Project / initiative timeframe
- Purpose of the engagement process
- Overview of engagement process / key timing
- What can the community influence and how will feedback be used
- What is your promise to the public? (refer to [IAP2 Spectrum](#))
- Outline what is negotiable and what is NOT negotiable.
- Status of funding – i.e. if your initiative is not currently funded, let the community know during the engagement process to manage expectations.



Engagement Plan

PARAMETERS AND LIMITATIONS

Consider your available budget to conduct engagement activities. This can impact the kind of techniques you may use. Think about budget considerations for the engagement – separate to the project budget.

Consider the timeline of key dates and project milestones for delivery of your project. Ensure that the dates comply with any specific legislative requirements.

These types of considerations can be parameters or limitation to your project engagement, which needs to be considered in the planning.

Type of limitation/parameter	
Staff capacity and skills	<i>e.g. Our Communications staff member is unavailable during June 2016 – we will need to consider using external resources to assist us to develop our information</i>
Government meeting dates information may be required by	<i>It will be important to provide a summary of the feedback at the departments meeting by 15 June 2016</i>
Legal requirements you need to abide by	
Time to engage a consultant if required	
Time needed to complete engagement	
Consultation period	
Key organisational milestones	
Adverts/Notices dates	
Dates of face to face activities	



Negotiable and Not negotiable	Negotiable	Not Negotiable
	What elements do stakeholders not have any opportunity to influence? This may be due to safety, technical or legislative requirements	
	<i>Length of laneway required for closure</i>	<i>Height of temporary fencing required (as per Australian Standards)</i>
	<i>Alternate route can be negotiated</i>	<i>Timeframe lane closed for (as per event requirements)</i>

Engagement Risks	Issue	Response
	<i>IT systems such as online survey does not work properly</i>	<i>Prepare and provide hard copies as well Speak with IT about options if this occurs</i>
	<i>Stakeholders you want to engage with not participating</i>	<i>Ensure a variety of communication and engagement techniques Door knock the businesses with a high level of impact</i>



Engagement Plan

REPORTING BACK

How will you respond to your participants	Who will do it	When
<i>Phone call/email follow up as issues raised during survey process</i>	<i>Project team</i>	<i>During engagement in May 2016</i>
<i>Build on FAQs on website and update during engagement process</i>	<i>Community Engagement Coordinator</i>	<i>During engagement in May 2016</i>
<i>Formal feedback report</i>	<i>Community Engagement Coordinator</i>	<i>June 2016</i>

EVALUATION

What success looks like for:	The project team	The decision maker	The stakeholders

Evaluation measure	How we will measure	Who will do it
How successful was the engagement?		
What could we do better?		
What did we learn?		



Engagement Plan

CHECKLIST

Before you send your engagement plan for sign off take some time to think....have you?

- ✓ Had input from others in your team or work group?
- ✓ Asked for some feedback and proof reading?
- ✓ Spoken with the Better Together team about your approach?

It is useful to read over your plan with others to identify how you have met each of the Better Together Principles

- ✓ We know why we are engaging
- ✓ We know who to engage
- ✓ We know the history
- ✓ We start together
- ✓ We are genuine
- ✓ We are relevant and engaging

SIGN-OFF

Discuss with the project manager who is the appropriate body to sign off this Engagement Plan. Obtain their approval prior to commencing with implementation.

Full Name:		
Position Title:		
Signature:		Date:

