

Development Plan

Norwood Payneham and St Peters (City)

Consolidated – 11 February 2021

Please refer to the Norwood Payneham and St Peters (City) page at www.sa.gov.au/developmentplans to see any amendments not consolidated.



Government of South Australia
Attorney-General's Department

Norwood Payneham and St Peters (City)

The following table is a record of authorised amendments and their consolidation dates for the Norwood Payneham and St Peters (City) Development Plan since its inception on 3 April 2003. Further information on authorised amendments prior to this date may be researched through the council, the Planning and Land Use Services Division of the Attorney-General's Department or by viewing Gazette records.

CONSOLIDATED	AMENDMENT – [Gazetted date]
3 April 2003	Kensington & Norwood (City), Payneham (City) and St Peters (CT) Development Plans – Consolidation PAR – [3 April 2003]
10 July 2003	Cessation of interim operation of the 'City of Norwood Payneham and St Peters – Kensington and Norwood (City), Payneham (City) and St Peters (CT) Development Plans – Significant Trees PAR' on 21 June 2003 and its removal from the Norwood Payneham and St Peters (City) Development Plan – [26 June 2003]
16 October 2003	Wind Farms PAR (<i>Ministerial</i>) – [24 July 2003]
27 October 2005	Heritage (St Peters, Kensington and Norwood) PAR (Interim) – [27 October 2005] Heritage (Payneham) PAR (Interim) – [27 October 2005]
9 November 2006	Heritage (St Peters, Kensington and Norwood) PAR – [26 October 2006] Heritage (Payneham) PAR – [26 October 2006]
23 November 2006	Editorial Correction to Figures Her/6 and Her/12
13 December 2007	Residential Parks and Caravan and Tourist Parks DPA (<i>Ministerial</i>) (Interim) – [13 December 2007]
18 December 2008	Residential Parks and Caravan and Tourist Parks DPA – (<i>Ministerial</i>) – [11 December 2008]
29 October 2009	Section 27(5)(a) Amendment – Residential Parks and Caravan and Tourist Parks DPA – [29 October 2009]
18 August 2011	Residential Development (City Wide Policy) DPA – [18 August 2011]
2 February 2012	Regulated Trees DPA (Interim) (<i>Ministerial</i>) – [17 November 2011]
7 March 2013	Regulated Trees DPA (<i>Ministerial</i>) – [15 November 2012] Stepney Community Zone DPA – [7 March 2013]
31 October 2013	Kent Town and The Parade Strategic Growth DPA – [29 October 2013]
2 July 2015	Residential Development (Zones and Policy Areas) DPA – [2 July 2015] Section 29(2)(b)(ii) Amendment – [2 July 2015] Editorial Correction to Map NPSP/15 and Figure Her/20
28 April 2016	Existing Activity Centres Policy Review DPA (<i>Ministerial</i>) – [21 April 2016]
30 May 2017	Inner and Middle Metropolitan Corridor (Design) DPA (Interim) (<i>Ministerial</i>) – [30 May 2017]
19 December 2017	Section 29(3)(a) Amendment – [4 July 2017] Inner and Middle Metropolitan Corridor (Design) DPA (<i>Ministerial</i>) – [19 December 2017] Inner and Middle Metropolitan Corridor (Sites) DPA (<i>Ministerial</i>) – [19 December 2017]
21 March 2019	Educational Establishments Review DPA – [21 March 2019]
11 February 2021	Payneham and Stepney Strategic Sites DPA (<i>Ministerial</i>) – [11 February 2021]

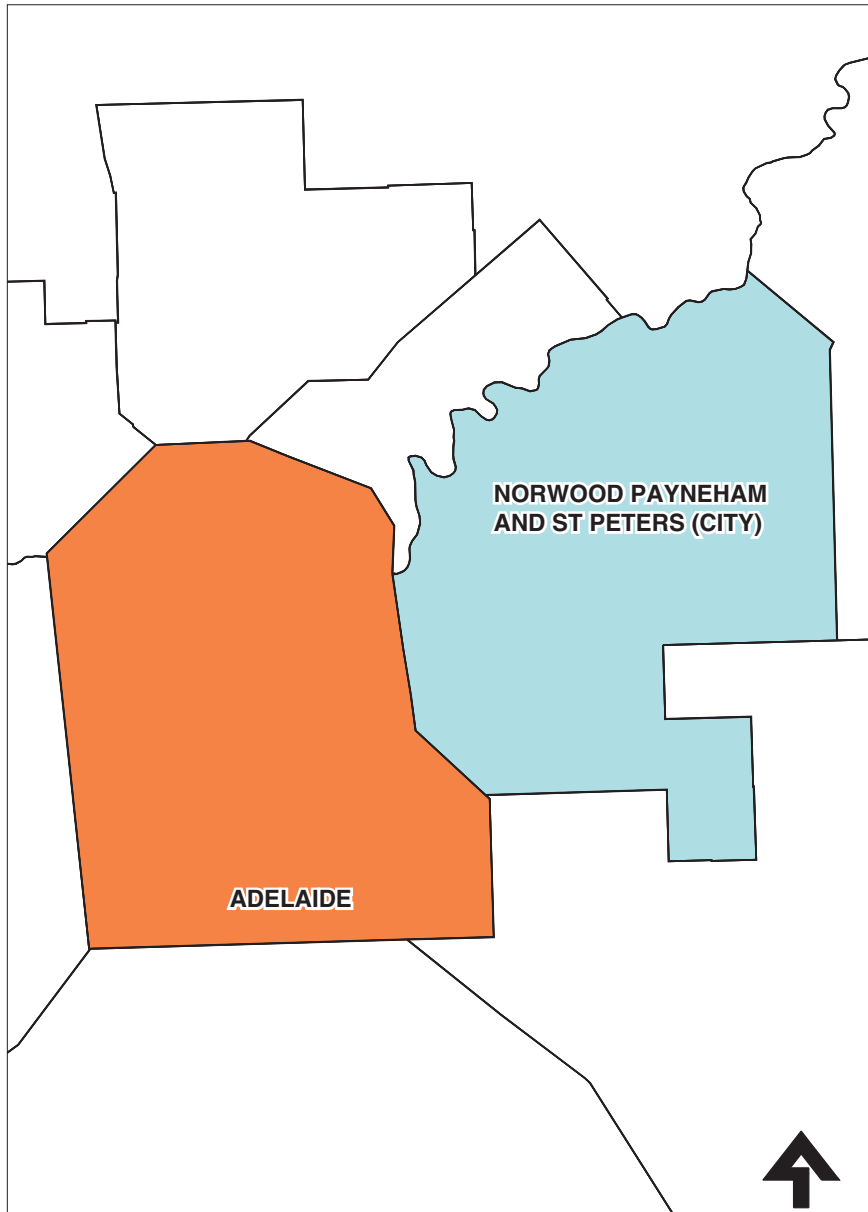
Consolidated: The date of which an authorised amendment to a Development Plan was consolidated (incorporated into the published Development Plan) pursuant to section 31 of the *Development Act 1993*.

Gazetted: The date of which an authorised amendment was authorised through the publication of a notice in the Government Gazette pursuant to Part 3 of the *Development Act 1993*.

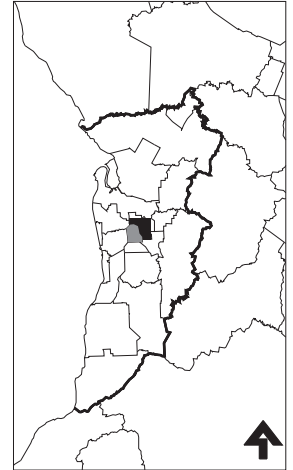
Preface

The Objectives and Principles of Development Control that follow apply within the area of the NORWOOD PAYNEHAM AND ST PETERS (CITY) Development Plan as shown on Map NPSP/1

The Development Plan is arranged with the objectives and principles of development control for Metropolitan Adelaide, appearing first, followed by the Council Wide policies and in turn more detailed policies relating to particular zones, and areas



Enlargement Map



Location Map

TABLE OF CONTENTS

CITY OF NORWOOD PAYNEHAM AND ST PETERS	9
CITY WIDE	10
Orderly and Sustainable Development	10
Land Division	12
Design and Appearance of Land and Buildings.....	15
Energy Efficiency	19
Landscaping, Fences and Walls	20
Interface Between Land Uses.....	22
Movement, Transport and Car Parking.....	24
Infrastructure	31
Stormwater Management.....	33
Hazards.....	37
Residential Development.....	38
Residential Parks and Caravan and Tourist Parks	54
Medium and High Rise Development (3 or More Storeys).....	54
Centres, Shops & Business	59
Commercial and Industrial Development.....	68
Community Facilities	69
Open Space	70
Metropolitan Open Space System (MOSS).....	71
Environment and Conservation	72
Heritage.....	75
Advertisements	82
Dangerous Materials and Processes	84
Keeping of Animals	84
Regulated Trees	84
Significant Trees	85
Telecommunications Facilities.....	86
Renewable Energy.....	87
OVERLAYS	89
Affordable Housing Overlay	89
Noise and Air Emissions Overlay	89
Strategic Transport Routes Overlay	90
RESIDENTIAL ZONE.....	91
Medium Density Policy Area	97
RESIDENTIAL CHARACTER ZONE.....	104
Evandale/Maylands/Stepney Policy Area	110
Hackney Policy Area	112
Heathpool/ Marrayville Policy Area	114
St Peters/Joslin/Royston Park Policy Area	117
Trinity Gardens/St Morris Policy Area.....	120
RESIDENTIAL CHARACTER (NORWOOD) ZONE	123
RESIDENTIAL HISTORIC (CONSERVATION) ZONE.....	132
College Park Policy Area	141

Norwood Payneham and St Peters (City)

Hackney North Policy Area	143
Hackney South Policy Area	145
Joslin/Royston Park Policy Area	147
Kensington 1 Policy Area	149
Kensington 2 Policy Area	150
Kent Town 1 Policy Area	150
Kent Town 2 Policy Area	151
Marden (Broad Street/Pollock Avenue) Policy Area	152
Maylands Policy Area	154
Norwood 1 Policy Area	155
Norwood 2 Policy Area	156
Norwood 3 Policy Area	157
Norwood 4 Policy Area	158
Norwood 5 Policy Area	158
Payneham (Harcourt Road) Policy Area	159
Payneham (Henry Street/George Street) Policy Area	161
St Peters Policy Area	163
Stepney Policy Area	165
The Avenues Policy Area	167
MIXED USE HISTORIC (CONSERVATION) ZONE	170
Dequetteville Terrace Policy Area	177
Kensington Policy Area	178
Payneham Road Policy Area	179
Portrush Road Policy Area	180
The Parade/Fullarton Road Policy Area	181
URBAN CORRIDOR ZONE	184
Boulevard Policy Area	197
Business Policy Area	200
High Street Policy Area	203
Transit Living Policy Area	205
DISTRICT CENTRE (NORWOOD) ZONE	208
Retail Core Policy Area	218
The Parade East Policy Area	220
The Parade West Policy Area	221
DISTRICT CENTRE (ST PETERS) ZONE	222
NEIGHBOURHOOD CENTRE ZONE	225
LOCAL CENTRE (ST PETERS) ZONE	229
LOCAL CENTRE (NORWOOD) ZONE	232
DISTRICT SHOPPING ZONE	235
LOCAL SHOPPING ZONE	238
BUSINESS ZONE	241
DISTRICT COMMERCIAL ZONE	245
LOCAL COMMERCIAL ZONE	247
LOCAL OFFICE ZONE	249

MIXED USE A ZONE	251
MIXED USE B ZONE	253
LIGHT INDUSTRY ZONE	256
COMMUNITY ZONE	258
Education Policy Area	258
Recreation Policy Area	261
RECREATION ZONE	265
LINEAR PARK (RIVER TORRENS) ZONE	267

TABLES

TABLE NPSP/1	269
TABLE NPSP/2	273
TABLE NPSP/3	277
TABLE NPSP/4	279
TABLE NPSP/5	288
TABLE NPSP/6	292
TABLE NPSP/7	326
TABLE NPSP/8	362
TABLE NPSP/9	364
TABLE NPSP/9A	365
TABLE NPSP/10	367

MAPS

Map NPSP/1	368	Map NPSP/7	388
Map NPSP/1 (Overlay 1)	369	Map NPSP/8	389
Map NPSP/1 (Overlay 1) Part A	370	Map NPSP/9	390
Map NPSP/1 (Overlay 1) Part B	371	Map NPSP/10	391
Map NPSP/1 (Overlay 2)	372	Map NPSP/11	392
Map NPSP/1 (Overlay 3)	373	Map NPSP/12	393
Map NPSP/1 (Overlay 4) Part A	374	Map NPSP/13	394
Map NPSP/1 (Overlay 4) Part B	375	Map NPSP/14	395
Map NPSP/1 (Overlay 5)	376	Map NPSP/15	396
Map NPSP/1 (Overlay 6)	377	Map NPSP/16	397
Map NPSP/1 (Overlay 6b)	378	Map NPSP/17	398
Map NPSP/1 (Overlay 7)	379	Map NPSP/18	399
Map NPSP/1 (Overlay 7b)	380	Map NPSP/19	400
Map NPSP/1 (Overlay 8)	381	Map NPSP/20	401
Map NPSP/1 (Overlay 8b)	382	Map NPSP/21	402
Map NPSP/2 - Index	383	Map NPSP/22	403
Map NPSP/3	384	Map NPSP/23	404
Map NPSP/4	385	Map NPSP/24	405
Map NPSP/5	386	Map NPSP/25	406
Map NPSP/6	387		

Copyright

© Government of South Australia.

All rights reserved. The document may be reproduced free-of-charge in any format providing that it is reproduced accurately and not used in any misleading context. The material must be acknowledged as Government of South Australia copyright and the title of the document specified.

Disclaimer

Although every effort has been made to ensure the accuracy of the information contained in this document, the Government of South Australia, its agents, officers and employees make no representations, either express or implied, that the information contained is accurate or fit for any purpose and expressly disclaims all liability for loss or damage arising from reliance upon the information supplied. Persons using this information should consult the relevant Gazette Notices and/or view an authorised copy of the subject Development Plan Amendment when exacting legal clarification on any amendment is required.

CITY OF NORWOOD PAYNEHAM AND ST PETERS

Introduction

The following policies apply across the area within the boundary of the Norwood Payneham and St Peters (City) Development Plan as shown on [Map NPSP/1](#).

The City of Norwood Payneham and St Peters was formed on 30 November 1997 as a result of the amalgamation between the former City of Kensington and Norwood, the former City of Payneham and the former Town of St Peters.

The City is a largely developed inner eastern municipality covering an area of 15.1 square kilometres. The land slopes generally downwards from the east and south to the west and north-west towards the River Torrens which forms one boundary of the City. Four creeks traverse the City from east to west.

Settlement within the City began as towns and villages in the 1840s. These established along the main communication networks that spread out from the City of Adelaide. Towns and villages were either on coach routes to Adelaide to take advantage of passing trade or came into being due to the establishment of industries that required labour, such as brick making. Agriculture was also a major land use within the City.

Post war migration also contributed to the development of the City. There is a strong multicultural identity within the City which is reflected in business and commercial development and the lifestyle provided for residents.

Since the 1840s the City has experienced a number of development booms all of which have contributed to its fabric and lifestyle. It remains a popular place to live and in recent years has experienced significant amounts of land division and residential development. Never the less, the City still retains a strong sense of history.

The urban form of the City is diverse, ranging from reasonably homogenous residential areas to commercial areas and mixed use areas. There is also a significant area of open space in the River Torrens Linear Park, that gives the City a unique and identifiable character.

This Plan seeks to provide policies that will ensure that the City can develop and maintain its vibrant cultural, tourism and business focus whilst retaining and building upon its strong heritage and providing residents with a high quality of life.

CITY WIDE

Orderly and Sustainable Development

The future development of the City of Norwood Payneham & St Peters will in part be influenced by the development of the Metropolitan area. Over the past 20 to 30 years, the Adelaide Metropolitan area has been experiencing growth to the north and south. Growth in this alignment is a product of geographical constraints created by the coast to the west and by the South Mount Lofty Ranges to the east, which is difficult and expensive to service. The introduction of an urban containment policy means that a large proportion of Metropolitan Adelaide's future housing supply, will now need to come from urban infill, necessitating an increase in medium and high-density living in parts of Metropolitan Adelaide.

In recent times, changes to household structures, with a general decline in the average household size, and the desire to live close to the CBD, have also seen increased development within the City. This has resulted in slightly increased densities in some parts of the City and a wider variety of housing choice.

With very few broadacre land holdings remaining within the City, new residential development opportunities are likely to continue to occur as a result of small scale infill developments at various densities.

It is essential that the future development of the City addresses issues such as increased housing demand, efficient use of infrastructure and population change, while at the same time retaining the City's built heritage and valued elements of its historic character that play a major role in defining the City's character. Development should provide a wide variety of housing choice, utilising medium and high density in Zones and/or Policy Areas where it is envisaged, as well as complementary land uses such as community facilities, schools, shops and other services.

OBJECTIVES

- Objective 1:** Orderly and economic development that creates a safe, convenient and pleasant environment in which to live.
- Objective 2:** A proper distribution of living, working and recreational activities by the allocation of suitable areas of land for those purposes.
- Objective 3:** The provision of such facilities as are required for accommodation, employment, recreation, health and welfare.
- Objective 4:** The appropriate location of public and community facilities by the reservation of suitable land in advance of need.
- Objective 5:** Development occurring in an orderly and compact form to support the efficient provision of public services and community facilities.
- Objective 6:** Co-ordination of the City's development with that in the abutting council areas, and other council areas which may be affected.
- Objective 7:** Rational distribution of land uses to avoid incompatibility between them.
- Objective 8:** Compatibility of new buildings with the desired environment around them.
- Objective 9:** Minimisation of fire and flood risk throughout the City.
- Objective 10:** Development that does not jeopardise the continuance of adjoining authorised land uses.
- Objective 11:** Provision of a choice of lifestyles within the law and custom of the community.
- Objective 12:** Maintenance and increase of employment opportunities.

Objective 13: Provision of services to encourage and provide for visitors to the City.

Objective 14: Land and buildings maintained free of vermin, weeds and unwarranted accumulation of materials.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development should be orderly and economic.
- 2 Development should:
 - (a) form a compact and continuous extension of an existing built-up area;
 - (b) be located to achieve economy in the provision and use of public services and infrastructure; and
 - (c) create a safe, convenient and pleasant place to live.
- 3 Development should take place on land which is suitable for the intended use of that land, having regard to the location and condition of that land and the provisions for the relevant Zone and Policy Area.
- 4 Development should take place in a manner which will not:
 - (a) interfere with the effective and proper use of any other land; and
 - (b) prevent the attainment of the objectives for that other land.
- 5 Development should be undertaken in accordance with the Norwood Payneham and St Peters (City) Structure Plan, [Map NPSP/1 \(Overlay 1\) Parts A & B](#).
- 6 Development should not take place excessively in advance of a demonstrated need for the use for which it provides.
- 7 Development should be located and take place with reasonable and effective precautions being taken against hazards from fire and flooding.
- 8 Buildings and structures should not adversely affect, by way of their height and location, the long term operational, safety and commercial aviation requirements of Adelaide International Airport and Parafield Airport.
- 9 Buildings and structures which exceed the heights shown on [Map NPSP/1 \(Overlay 3\)](#) and which penetrate the obstacle limitation surfaces (OLS), should be designed, marked or lit, to ensure the safe operation of aircraft within the airspace around the Adelaide International Airport and Parafield Airport.
- 10 Building development should not take place where it would require substantial excavation or earthworks.
- 11 Buildings should be designed so as not to unreasonably overlook or overshadow indoor or outdoor living areas of adjacent dwellings.
- 12 Development should take place in a manner which is not liable to cause an unreasonable nuisance to neighbours or the community or significantly detrimentally affect the amenity, use or enjoyment of nearby properties by:
 - (a) the emission beyond the site boundaries of noise, vibration, odour, atmospheric liquid or other pollutants, waste water, waste products, electrical interference, light overspill or loss of privacy; or
 - (b) stormwater or the drainage of run-off from the land.

- 13** Development fronting a laneway (including a service lane), or other minor or unserviced street, not shown on [Map NPSP/1 \(Overlay 4\)](#), should only take place where:
- (a) it does not require the removal or relocation of any existing public infrastructure, including traffic slowing devices such as speed humps;
 - (b) it does not require the additional provision of infrastructure on public land (such as lighting, footpaths, the installation or upgrading of a stormwater management system);
 - (c) existing infrastructure and services, including the collection of waste and postal delivery, are available that can accommodate the projected demand from the development; and
 - (d) it will not obstruct or compromise the safety of pedestrians or vehicle movement.
- 14** New development in a locality which has an unsatisfactory layout, or an unhealthy or obsolete existing development, should improve or rectify those conditions.
- 15** Landfill facilities should not be located in existing residential, commercial, centre, office, business, industry or institutional zones, or environment protection, conservation, landscape, open space or similar zones or in a Water Protection Area.
- 16** Land used for the erection of buildings should be stable.
- 17** Land and buildings should be kept in a condition of proper care and maintenance, free from vermin, weeds and any unwarranted accumulation of materials.
- 18** Where development is expected to impact upon the existing infrastructure network (including the transport network), development should demonstrate how the undue effect will be addressed.
- 19** Vacant or underutilised land should be developed in an efficient and co-ordinated manner so as to not prejudice the orderly development of adjacent land.

Land Division

OBJECTIVES

- Objective 15:** Land division that creates allotments appropriate for the intended use.
- Objective 16:** Land division that is integrated with site features, including landscape and environmental features, adjacent land uses, the existing transport network and the availability of infrastructure.
- Objective 17:** Land division that occurs in an orderly sequence allowing efficient provision of new infrastructure and facilities and making optimum use of existing infrastructure and facilities.

PRINCIPLES OF DEVELOPMENT CONTROL

- 20** When land is divided:
- (a) any reserves or easements necessary for the provision of public utility services should be provided;
 - (b) native vegetation and significant trees should be preserved;
 - (c) stormwater should be capable of being drained safely and efficiently from each proposed allotment and disposed of from the land or retained on the land, in an environmentally sensitive manner;

- (d) and the land borders a river or creek, the land immediately adjoining the river or creek should, where practicable and where public access can be achieved, become public open space; and
- (e) proposed roads should be graded and sealed, or be capable of being graded and sealed, to connect safely and conveniently with an existing road or thoroughfare.

21 Land should not be divided:

- (a) if the size, shape, location, slope or nature of the land makes any of the allotments unsuitable for the intended use. Acute angles of less than 50° between intersecting boundaries should be avoided except in circumstances where the land division is consistent with the safe and convenient occupation of existing or substantially completed structures;
- (b) in a manner which would prevent the satisfactory future division of the land;
- (c) unless all of the allotments have:
 - (i) a frontage to an existing road (but not including a laneway (including a service lane), or other minor or unserviced street shown on [Map NPSP/1 \(Overlay 4\)](#));
 - (ii) a frontage to a proposed public road (but not including a laneway (including a service lane), or other minor or unserviced street shown on [Map NPSP/1 \(Overlay 4\)](#)); or
 - (iii) access to a public road via an internal roadway in a plan of community division;
- (d) if the intended use of the land would be contrary to the Zone and relevant Policy Area Objectives;
- (e) if the intended use of the land is likely to require excessive cut and/or fill;
- (f) if the proposed use, or the establishment of the proposed use, is likely to lead to undue erosion of the subject land or land within the locality;
- (g) if the boundaries of the proposed division are likely to cause or exacerbate problems arising from surface drainage;
- (h) if waste produced by the proposed use of the land, or any use envisaged in the Zone and/or Policy Area, will cause pollution of a public water supply or any surface or underground water resource;
- (i) if any portion of any allotment is within the principal flow path of the 1 in 20 year Average Recurrence Interval floodplain;
- (j) unless:
 - (i) the existing ground level of each of the allotments resulting from the division has sufficient area outside the 1 in 100 year Average Recurrence Interval floodplain; or
 - (ii) it can be demonstrated through specific engineering investigations that the land division and future development of each of the allotments affected by the 1 in 100 year Average Recurrence Interval floodplain, would not cause detrimental effects to any adjoining or downstream properties; or
- (k) where community facilities or public utilities are lacking or inadequate.

22 Allotments with a primary frontage to a laneway (including a service lane), or other minor or unserviced street (not shown on [Map NPSP/1 \(Overlay 4\)](#)) should only be created where:

- (a) the new allotment can access all necessary services directly from the laneway/other minor street/unserved street and can accommodate all associated car parking, including visitor car parking, on the site of the development; or
- (b) the new allotment includes provision for pedestrian access and services from a street frontage which has services and on street car parking, by way of appropriately dimensioned area(s) of land which form part of the new site.

Design and Layout

23 The design of a land division should:

- (a) incorporate safe and convenient access from each allotment to an existing or proposed public road or thoroughfare;
- (b) face abutting streets and open spaces;
- (c) incorporate suitable land for useable public open space;
- (d) preserve significant natural, cultural or landscape features, including State Heritage Places, Local Heritage Places and Contributory Items;
- (e) not require the removal of native vegetation to facilitate the development;
- (f) protect existing mature vegetation, watercourses and drainage lines;
- (g) incorporate the provision of a stormwater drainage system and/or appropriately designed retention/detention system;
- (h) minimise the need for earthworks and retaining walls;
- (i) not overshadow, dominate, encroach on or otherwise detrimentally affect the setting of the surrounding locality; and
- (j) where appropriate, amalgamate smaller allotments to ensure coordinated and efficient site development.

24 The layout of a land division should:

- (a) complement the appearance and function of the prevailing allotment pattern in the street;
- (b) keep flood-prone land free from development; and
- (c) provide for efficient solar access.

25 The design of a land division should facilitate the most direct route to local facilities for pedestrians and cyclists and enable footpaths, cycle lanes and shared-use paths to be provided of a safe and suitable width and reasonable longitudinal gradient.

26 The layout of land divisions should result in roads which are designed and constructed to ensure:

- (a) that traffic speeds and volumes are restricted where appropriate by limiting road length and/or the distance between bends and slow points;
- (b) that intersections of four or more carriageways are avoided;
- (c) that junctions on steep slopes are avoided;
- (d) there is adequate sight distance for motorists at intersections, junctions, pedestrian and cyclist crossings and crossovers to allotments, to ensure the safety of all road users and pedestrians;

- (e) that existing dedicated cycling and walking routes are not compromised;
- (f) the efficient movement of traffic and minimise trip lengths; and
- (g) direct routes for through traffic are not created.

Roads and Access

27 Road reserves should be of a width and alignment that can:

- (a) provide for safe and convenient movement and parking for the projected volumes of vehicles and other users;
- (b) provide for footpaths, bicycle lanes and shared-use paths for the safety and convenience of users;
- (c) allow vehicles to enter or reverse from an allotment or site in a single movement allowing for a car parked on the opposite side of the road;
- (d) provide unobstructed, safe and efficient vehicular access to individual allotments and sites;
- (e) accommodate street tree planting, landscaping and street furniture;
- (f) accommodate the location, construction and maintenance of stormwater drainage (including stormwater detention systems, where possible) and public utilities;
- (g) allow for the efficient movement of service and emergency vehicles; and
- (h) carry traffic flows consistent with their hierarchical function.

Design and Appearance of Land and Buildings

OBJECTIVES

- Objective 18:** The amenity of localities not impaired by the appearance of land, buildings and objects.
- Objective 19:** Development of a high architectural standard and appearance that responds to and reinforces positive aspects of the local environment and built form.
- Objective 20:** Architectural excellence allowing for design innovation consistent with sound design principles.
- Objective 21:** The continued visual dominance of key reference buildings, such as the Norwood Town Hall, St Peters Town Hall, the Maid and Magpie Hotel, Norwood Hotel, Bon Marche Building, the Payneham Uniting Church and the former Kent Town Brewery Site.
- Objective 22:** A safe, secure and crime resistant environment where land uses are integrated and designed to facilitate community surveillance.

PRINCIPLES OF DEVELOPMENT CONTROL

- 28** The appearance of land and buildings should not impair the amenity of the locality in which they are situated.
- 29** Except where the zone or policy area objectives, principles of development control and/or desired character of a locality provide otherwise, new buildings:

- (a) may be of a contemporary appearance and exhibit an innovative style;
 - (b) should complement the urban context of existing buildings on adjoining and nearby land in terms of:
 - (i) maintenance of existing vertical and horizontal building alignments
 - (ii) architectural style, building shape and the use of common architectural elements and features;
 - (iii) consistent colours, materials and finishes; and
 - (c) should not visually dominate the surrounding locality.
- 30** Buildings should be designed to minimise their visual bulk and provide visual interest through design elements such as:
- (a) articulation;
 - (b) colour and detailing;
 - (c) materials, patterns, textures and decorative elements;
 - (d) vertical and horizontal components;
 - (e) design and placement of windows;
 - (f) window and door proportions;
 - (g) roof form and pitch;
 - (h) verandahs and eaves; and
 - (i) variations to facades.
- 31** The design and location of buildings should ensure that adequate natural light is available to adjacent dwellings, with particular consideration given to:
- (a) windows of habitable rooms, particularly the living areas of adjacent buildings;
 - (b) ground-level private open space of adjacent dwellings;
 - (c) upper level private balconies that provide the primary open space area for any dwelling; and
 - (d) access to solar energy.
- 32** The height of buildings, structures and associated component parts should not exceed the number of storeys or height in metres above the natural ground level prescribed in the relevant Zone and/or Policy Area.
- For the purposes of this Principle, 'storey' refers to the space between a floor and the next floor above, or if there is no floor above, the ceiling above. A mezzanine floor level shall be regarded as a floor. A space with a floor located below natural ground level shall be regarded as a storey if greater than one metre of the height between the floor level and the floor level above is above natural ground level.
- 33** Buildings should be designed and sited to avoid creating extensive areas of uninterrupted walls facing areas exposed to public view.

- 34** Development on corner allotments should:
- (a) reinforce the primary and secondary street frontages of the subject site with highly articulated building forms; and
 - (b) be sited to complement the siting of buildings on the adjacent corner sites.
- 35** Unless otherwise specified in the relevant Zone and/or Policy Area, where a building is sited on or close to a side boundary, the side boundary wall should be sited and limited in length and height to minimise:
- (a) the visual impact of the building as viewed from adjoining properties;
 - (b) overshadowing of adjoining properties and allow adequate sunlight to neighbouring buildings, private open space and solar collectors (such as solar hot water systems and photovoltaic cells); and
 - (c) the risk of damage to mature/regulated vegetation on adjoining properties taking into consideration potential damage to the root system.
- 36** Balconies should:
- (a) be integrated with the overall architectural form and detail of the building;
 - (b) be sited to face predominantly north or east to provide solar access;
 - (c) be self-draining and plumbed to minimise runoff; and
 - (d) be recessed where wind would otherwise make the space unusable.
- 37** The external walls and roofs of buildings should not incorporate highly reflective materials which will result in excessive glare.
- 38** 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.
- 39** Building design should emphasise all pedestrian entry points to provide all users with perceptible and direct access from public street frontages and vehicle parking areas.
- 40** Buildings, landscaping, paving and signage should have a coordinated appearance that maintains and enhances the visual attractiveness of the locality.
- 41** Buildings (other than ancillary buildings, group dwellings or buildings located on hammerhead, battleaxe or similar configuration allotments) should be designed so that their main facade faces the primary street frontage of the land on which they are situated.
- 42** Development should be designed and sited so that outdoor storage, loading and service areas, fire escapes and plant and equipment hatches are screened from public view through the use of an appropriate combination of built form, solid fencing and/or landscaping.
- 43** Outdoor storage, loading and service areas should be located and designed to enable the convenient manoeuvring of service and delivery vehicles and sited away from sensitive land uses.
- 44** Development should:
- (a) protect existing site features, including mature vegetation and trees from damage; and
 - (b) not result in damage to neighbouring trees.

- 45** Development in non-residential zones abutting the Residential Zones or the Residential (Historic) Conservation Zones, should not prejudice the attainment of the Objectives relating to the residential zones.
- 46** Development adjacent to the boundary of a Residential Historic (Conservation) Zone, should provide a transition down in scale and mass to complement the built form within the Residential Historic (Conservation) Zone.
- 47** Development should not, in respect to its appearance, interfere with the attainment of the Objectives for the relevant Zone or Policy Area or otherwise impact upon the existing character of scenic or environmentally important areas.
- 48** Outdoor lighting should not result in light spillage on adjacent land.
- 49** No development should be undertaken which would impair, disfigure, interfere with or be in any way detrimental to the amenity, aesthetic appearance or scenic beauty of:
- (a) the River Torrens;
 - (b) the land within 60 metres of either side of the River Torrens as shown on [Maps NPSP/3, 4, 5 and 6](#); or
 - (c) the landscape visible from the River Torrens.

Building Setbacks from Road Boundaries

- 50** The setback of buildings should:
- (a) be similar to, or compatible with, the setbacks of buildings on adjoining land and the predominant setback of buildings in the locality, unless otherwise specified in the relevant Zone and/or Policy Area;
 - (b) contribute positively to the existing or desired streetscape character of the locality; and
 - (c) not result in or contribute to a detrimental impact upon the function, appearance or character of the locality.
- 51** Development likely to encroach within a road widening setback under the *Metropolitan Adelaide Road Widening Plan Act 1972*, should be set back the distance specified in the relevant Zone and/or Policy Area from the alignment of the boundary required for road widening.
- 52** Except where otherwise specified in the relevant Zone and/or Policy Area, the setback of development from a secondary street frontage should reflect the setbacks of the adjoining buildings and the predominant setback of other buildings in the locality.

Building on Sloping Sites

- 53** Development and associated driveways should be sited and designed to integrate with the natural topography of the land and minimise the need for earthworks (Refer to Figure 1).



Figure 1

- 54** Development, associated driveways and finished levels on sites with a slope greater than 1:10 should be sited, designed and undertaken in a manner that:
- (a) minimises their visual impact;
 - (b) reduces the bulk of the building(s) and/or structure(s);
 - (c) minimises the extent of cut and/or fill; and
 - (d) minimises the need for, and the height of, retaining walls.
- 55** The mass of buildings on sloping land should be minimised by variations in wall and roof lines and by floor plans, which complement the contours of the land.
- 56** Retaining walls on sloping sites should be constructed as a stepped series of low walls screened by landscaping.
- 57** The height of any retaining wall should not exceed:
- (a) 1 metre; and
 - (b) where practicable, the area immediately adjacent to a retaining wall should incorporate landscaping to soften its appearance.
- 58** The combined height of a fence and a retaining wall should not exceed 2.4 metres (measured from the lower of the two adjoining natural ground levels).

Crime Prevention

- 59** Development should be designed to maximise surveillance of public spaces through the incorporation of clear lines of sight, appropriate lighting and the use of visible permeable barriers wherever practicable.
- 60** Buildings should be designed to overlook public and communal open spaces and streets to allow casual surveillance.
- 61** Buildings should be designed to minimise and discourage access between roofs, balconies and windows of adjoining dwellings.
- 62** Development, including car park facilities should incorporate signage and lighting that indicate the entrances and pathways to, from and within the site.
- 63** Site planning, buildings, fences, landscaping and other features should clearly differentiate between public, communal and private areas.
- 64** Development should avoid pedestrian entrapment spots and routes and paths that are predictable or unchangeable and offer no choice to pedestrians.
- 65** Development fronting an alleyway, laneway (including a service lane), or other minor or unserviced street should be located and designed to maximise safety and security.
- 66** Development fronting a laneway (including a service lane), or other minor or unserviced street should maximise the potential for passive surveillance by ensuring that the building can be seen from nearby buildings and the laneway/minor streets/unserviced streets.

Energy Efficiency

OBJECTIVES

Objective 23: Development designed and sited to conserve energy and minimise waste.

PRINCIPLES OF DEVELOPMENT CONTROL

- 67** Development should provide for efficient solar access to buildings and open space all year round.
- 68** Buildings should be sited and designed to ensure:
- (a) that the main living areas and the private open space associated with the main living areas, face north to maximise exposure to winter sun; and
 - (b) adequate natural light and winter sunlight is available to the main internal living areas and principal private open spaces of adjacent properties.
- 69** Development should be designed to minimise energy consumption by incorporating, where practicable, energy efficient building design elements, techniques and materials, such as:
- (a) the sizing, orientation and shading of windows to reduce summer heat load and take advantage of winter sun;
 - (b) the use of deciduous trees, pergolas, eaves, verandas and awnings, to allow penetration of heat and light from the sun in winter and to provide shade in summer;
 - (c) openings designed to maximise the potential for natural cross-ventilation to enable cooling breezes to reduce internal temperatures in the summer months; or
 - (d) the use of colours on external surfaces such as roofs and walls, to minimise heat absorption in summer.

On-Site Energy Generation

- 70** Development should facilitate the efficient use of solar collectors, such as solar hot water systems and photovoltaic cells by:
- (a) taking into account overshadowing from neighbouring buildings and trees; and
 - (b) designing roof orientation and pitch to maximise exposure to direct sunlight.
- 71** Development should maintain solar access, for a minimum of 3 hours between 9am and 3pm on 21 June, to:
- (a) any existing solar collectors (such as solar hot water systems and photovoltaic cells) on adjoining properties; or
 - (b) an area of at least 10m² on the north facing roof of the existing building/s, in the event that there are no existing solar panels and/or photovoltaic cells on the adjoining property; and in any case

development should not increase the overshadowed area by more than 20 percent in cases where overshadowing already exceeds these requirements.

- 72** Development should not incorporate vegetation or landscape elements which are likely to overshadow existing or proposed solar collectors (including solar hot water systems and photovoltaic cells).

Landscaping, Fences and Walls

OBJECTIVES

- Objective 24:** The amenity of land and development enhanced with appropriate planting and landscaping, which uses locally indigenous plant species where possible.
- Objective 25:** Functional fences and walls that enhance the attractiveness of development.

PRINCIPLES OF DEVELOPMENT CONTROL

Landscaping

- 73** Development should incorporate open space and landscaping and minimise the use of hard paved surfaces in order to:
- (a) complement built form and reduce the visual impact of larger buildings (for example locating taller and broader plants against taller and bulkier building components);
 - (b) enhance the visual appearance from the street frontage;
 - (c) screen service yards, loading areas and outdoor storage areas;
 - (d) define and enhance the appearance of outdoor spaces, including car parking areas;
 - (e) minimise heat absorption and reflection;
 - (f) provide shade and shelter;
 - (g) assist in climate control within and around buildings;
 - (h) allow for natural infiltration of surface waters through permeable treatments;
 - (i) contribute to the viability of ecosystems and species; and
 - (j) promote water and biodiversity conservation.
- 74** Landscaped areas should:
- (a) where practicable, have a width of not less than two metres;
 - (b) be protected from damage by vehicles and pedestrians;
 - (c) result in the appropriate clearance from powerlines and other infrastructure being maintained;
 - (d) be designed to incorporate the re-use of stormwater for irrigation purposes; and
 - (e) include the planting of locally indigenous species where practical.
- 75** Landscaping should be used to assist in discouraging crime by:
- (a) screen planting areas susceptible to vandalism;
 - (b) planting trees or ground covers, rather than shrubs, alongside footpaths; and
 - (c) planting vegetation other than ground covers a minimum distance of two metres from footpaths to reduce concealment opportunities.
- 76** Landscaping of non-residential development should be provided and maintained in order to:
- (a) establish a buffer between the non-residential development and the development on adjacent sites;
 - (b) complement the landscaping provided by adjacent development and enhance the visual appearance and character of the area;
 - (c) shade, define and create windbreaks for pedestrian paths and spaces;
 - (d) screen, shade and enhance the appearance of car parking areas;

- (e) screen service yards, loading areas and outdoor storage areas; and
- (f) re-establish local indigenous plant species where it is practical to do so.

77 Non-residential development adjacent to a residential land use or zone or within a residential zone, should incorporate landscaping which includes plants of a mature height, scale and form.

78 Landscaping should not:

- (a) unreasonably restrict solar access to adjoining development;
- (b) cause damage to buildings, paths, infrastructure/services and other landscaping from root invasion, soil disturbance or plant overcrowding;
- (c) remove opportunities for passive surveillance;
- (d) increase leaf fall into watercourses; and
- (e) introduce pest plants and/or increase the risk of weed invasion.

Fences and Walls

79 Fences and walls, including retaining walls, should:

- (a) not result in damage to neighbouring trees;
- (b) be compatible with the associated development and with existing predominant, attractive fences and walls in the locality;
- (c) enable some visibility of buildings from and to the street or laneway (only where it is the primary street) to allow casual surveillance;
- (d) incorporate articulation or other detailing, where there is a large expanse of wall facing the street;
- (e) assist in highlighting building entrances;
- (f) be sited and limited in height, to ensure adequate sight lines for motorists and pedestrians especially on corner sites;
- (g) in the case of side and rear boundaries, be of sufficient height to maintain privacy and/or security without adversely affecting the visual amenity or access to sunlight of adjoining land; and
- (h) be constructed of non-flammable materials.

Interface Between Land Uses

OBJECTIVES

Objective 26: Development located and designed to minimise adverse impact and conflict between land uses.

Objective 27: Protect community health and amenity from the adverse impacts of development and support the continued operation of all desired land uses.

PRINCIPLES OF DEVELOPMENT CONTROL

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

- (a) the emission of effluent, odour, smoke, fumes, dust or other airborne pollutants;
 - (b) noise;
 - (c) vibration;
 - (d) electrical interference;
 - (e) light spill;
 - (f) glare;
 - (g) hours of operation; or
 - (h) traffic impacts.
- 81** Residential development adjacent to a non-residential land use or zone or within a non-residential zone should be located, designed and sited in a manner which:
- (a) protects residents from any adverse effects of non-residential activities; and
 - (b) minimises negative impact on existing and potential future land uses considered appropriate in the locality.
- 82** Non-residential development in residential zones should:
- (a) not detrimentally impact on the amenity of nearby residents;
 - (b) provide adequate protection for residents of adjoining sites from air and noise pollution, traffic disturbance and other harmful effects on health or amenity; and
 - (c) not negatively impact on adjoining open space, mature trees or vegetation.
- 83** Non-residential development adjacent to a residential zone or within a residential zone should be located, designed and sited to minimise overlooking and overshadowing of nearby residential properties.
- 84** Non-residential development on land abutting a residential zone or within a residential zone should be designed to minimise noise impacts and achieve adequate levels of compatibility between existing and proposed uses.
- 85** Sensitive land uses which are likely to conflict with the continuation of lawfully existing developments and land uses considered appropriate for the zone should not be developed.

Noise Generating Activities

- 86** Development that emits noise (other than music noise) should include noise attenuation measures that achieve the relevant *Environment Protection (Noise) Policy* criteria when assessed at the nearest existing noise sensitive premises.
- 87** Development with the potential to emit significant noise (e.g. industry) should incorporate noise attenuation measures that prevent noise from causing unreasonable interference with the amenity of noise sensitive premises.
- 88** Outdoor areas (such as beer gardens or dining areas) associated with licensed premises should be designed or sited to minimise adverse noise impacts on adjacent existing or future noise sensitive development.
- 89** Development proposing music should include noise attenuation measures that achieve the following desired noise levels:

Noise level assessment location	Desired noise level
Adjacent existing <i>noise sensitive development</i> property boundary	Less than 8 dB above the level of background noise (L90,15min) in any octave band of the sound spectrum; and Less than 5 dB(A) above the level of background noise (LA90,15min) for the overall (sum of all octave bands) A-weighted level.
Adjacent <i>land</i> property boundary	Less than 65dB(Lin) at 63Hz and 70dB(Lin) in all other octave bands of the sound spectrum; or Less than 8 dB above the level of background noise (L90,15min) in any octave band of the sound spectrum and 5 dB(A) overall (sum of all octave bands) A-weighted level.

Air Quality

- 90** Development with the potential to emit harmful or nuisance-generating air pollution should incorporate air pollution control measures to prevent harm to human health or unreasonable interference with the amenity of sensitive uses within the locality.
- 91** Chimneys or exhaust flues associated with commercial development (including cafes, restaurants and fast food outlets) should be designed to ensure they do not cause a nuisance or health concerns to nearby sensitive receivers by:
- incorporating appropriate treatment technology before exhaust emissions are released to the atmosphere; and
 - ensuring that the location and design of chimneys or exhaust flues maximises dispersion and takes into account the location of nearby sensitive uses.

Movement, Transport and Car Parking

OBJECTIVES

The main elements of the transport system are shown on [Map NPSP/1 \(Overlay 1\) Parts A & B](#).

Objective 28: A comprehensive, integrated and efficient public and private transport system which will:

- provide access to adequate transport services for all people, at an acceptable cost;
- effectively support the economic development of metropolitan Adelaide and the State;
- ensure a high level of safety; and
- maintain the options for the introduction of suitable new transport technologies.

Objective 29: A road hierarchy to form the basis of development controls and serve as a guide to the investment of road funds in order to ensure a safe and efficient traffic flow and to promote the saving of fuel and time. Arterial roads will provide for major traffic movements.

Objective 30: A safe, convenient and clearly defined network of roads, paths and tracks throughout the City that also links to networks beyond the City and accommodates a variety of vehicular, cycle and pedestrian traffic.

Objective 31: A compatible arrangement between land uses and the transport system which will:

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

Objective 32: A form of development adjoining main roads which will:

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

Objective 33: Control of the movement of traffic according to a defined hierarchy of roads which seeks to improve safety and to limit the speed and volume of traffic in local residential streets without unreasonably restricting access opportunities.

Objective 34: Development which provides adequate and safe car parking appropriate to the demands generated.

Objective 35: Provision of an effective public transport system to facilitate travel to, from and within the City.

Objective 36: Improved off-street parking facilities for The Parade District Centre (Norwood) Zone by the provision of public car parking in general accordance with the District Centre (Norwood) Core Concept Plan, [Fig DCe/1](#).

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

92 Land uses arranged to support the efficient provision of sustainable transport networks and encourage their use.

Movement Systems

93 Development should be integrated with existing transport networks, particularly major rail, road and public transport corridors, and designed to minimise its potential impact on the functional performance of the transport network.

94 Transport corridors should be sited and designed so as to not unreasonably interfere with the health and amenity of adjacent sensitive land uses.

95 Land uses that generate large numbers of visitors such as shopping centres, places of employment, schools, hospitals and medium to high density residential uses should be located so that they can be serviced by the public transport network and encourage walking and cycling.

- 96** Development generating high levels of traffic, such as schools, shopping centres and other retail areas, and entertainment and sporting facilities should incorporate passenger pick-up and set-down areas. The design of such areas should minimise interference to existing traffic and give priority to pedestrians, cyclists and public and community transport users.
- 97** The location and design of public and community transport set-down and pick-up points should maximise safety and minimise the isolation and vulnerability of users.
- 98** Development should provide safe and convenient access for all anticipated modes of transport.
- 99** Development at intersections, pedestrian and cycle crossings, and crossovers to allotments should maintain or enhance sightlines for motorists, cyclists and pedestrians to ensure safety for all road users and pedestrians.
- 100** Driveway crossovers affecting pedestrian footpaths should maintain the level and surface colour of the footpath.
- 101** Driveway crossovers should be appropriately separated and the number minimised to maintain streetscape character, preserve street trees and optimise the provision of on-street visitor parking (where on-street parking is appropriate).
- 102** Development should be designed to discourage commercial and industrial vehicle movements through residential streets and adjacent other sensitive land uses.
- 103** Industrial/commercial vehicle movements should be separated from passenger vehicle car parking areas.
- 104** Development should include appropriate on-site provision to enable the parking, loading, unloading, turning and fuelling of vehicles.

Cycling and Walking

- 105** Development should ensure that a permeable street and path network is established that encourages walking and cycling through the provision of safe, convenient and attractive routes with connections to adjoining streets, paths, open spaces, schools, pedestrian crossing points on arterial roads, public and community transport stops and activity centres.
- 106** Development should provide access, and accommodate multiple route options, for pedestrians and cyclists by enhancing and integrating with:
- (a) open space networks, recreational trails, parks, reserves, and sport and recreation areas; or
 - (b) Adelaide's principal cycling network (Bikedirect), which includes arterial roads, local roads and off-road paths.
- 107** New developments should give priority to and not compromise existing designated bicycle routes.
- 108** Where development coincides with, intersects or divides a proposed bicycle route or corridor, development should incorporate through-access for cyclists.
- 109** Development should encourage and facilitate cycling as a mode of transport by incorporating end-of journey facilities including:
- (a) showers, changing facilities and secure lockers;
 - (b) signage indicating the location of bicycle facilities; and
 - (c) bicycle parking facilities provided at the rate set out in Table NPSP/10

110 On-site secure bicycle parking facilities should be:

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

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

Access

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

113 Development should be provided with safe and convenient access which:

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

114 Development should not restrict access to publicly owned land such as recreation areas.

115 On-site parking and manoeuvring areas servicing development abutting arterial roads should be designed to enable all vehicles to enter and exit the site in a forward direction.

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

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

117 Driveways and parking areas should be designed and constructed to:

- (a) follow the natural contours of the land;
- (b) minimise excavation and/or fill;

- (c) minimise the potential for erosion from surface runoff;
- (d) avoid the removal of existing vegetation, including street trees; and
- (e) be consistent with Australian Standard AS: 2890 – Parking facilities.

118 Driveways should:

- (a) not exceed a gradient of 1 in 5 at any point and have a near level gradient (of 1 in 20) at either end for a length of at least 5 metres and connect to any existing paved footpath surface at a level that does not require any modification to the level of any public infrastructure;
- (b) be designed, located and constructed in a manner which enables safe and convenient access, with surfaces providing adequate traction for the wheels of vehicles; and
- (c) be designed and located so that they are not constructed closer than 1.5 metres to any street tree.

Access for People with Disabilities

119 Development should be sited and designed to provide convenient access for people with a disability.

Vehicle Parking

120 Development should provide off-street vehicle parking in accordance with rates contained in [Tables NPS/8 and 9](#).

121 Development in the nature of additions to existing non-residential premises should provide on-site car parking in accordance with the principles of development control to serve new floor area while maintaining existing car parking numbers for the existing floor area.

122 A lesser on-site car parking rate may be applied to applicable elements of a development in any of the following circumstances:

- (a) development includes affordable housing or student accommodation; or
- (b) sites are located within 200 metres walking distance of a convenient and frequent service fixed public transport stop; or
- (c) mixed use development including residential and non-residential development has respective peak demands for parking occurring at different times; or
- (d) the proposed development is on or adjacent to the site of a heritage place, or includes retention of a desired traditional building and its features, which hinders the provision of on-site parking or the most effective use of the spaces within the site; or
- (e) the parking shortfall is met by contribution to a Car Parking Fund (where one is available); or
- (f) the development qualifies for certification under the Green Energy rating program, or similar program; or
- (g) where it can be demonstrated that it would not result in a greater demand for on-street car parking on existing streets in the locality.

123 Development should provide carparking which is consistent with *Australian Standard AS: 2890 - Parking facilities*.

124 Vehicle parking areas should be sited and designed to:

- (a) facilitate safe and convenient pedestrian linkages to the development and areas of significant activity or interest in the vicinity of the development;
- (b) include safe pedestrian and bicycle linkages that complement the overall pedestrian and cycling network;
- (c) not inhibit safe and convenient traffic circulation;
- (d) result in minimal conflict between customer and service vehicles;
- (e) avoid the necessity to use public roads when moving from one part of a parking area to another;
- (f) minimise the number of vehicle access points onto public roads;
- (g) avoid the need for vehicles to reverse onto public roads;
- (h) where practical, provide the opportunity for shared use of car parking and integration of car parking areas with adjoining development to reduce the total extent of vehicle parking areas and the requirement for access points;
- (i) not dominate the character and appearance of the development when viewed from public roads or spaces;
- (j) provide landscaping that will shade and enhance the appearance of the vehicle parking areas; and
- (k) where practicable, include infrastructure such as underground cabling and connections to power infrastructure that will enable the recharging of electric vehicles.

125 Where vehicle parking areas are not obviously visible or navigated, signs indicating the location and availability of vehicle parking spaces associated with businesses should be displayed at locations readily visible to users.

126 Vehicle parking areas that are likely to be used during non-daylight hours should provide floodlit entry and exit points and site lighting directed and shaded in a manner that will not cause nuisance to adjacent properties or users of the parking area.

127 Vehicle parking areas should be sealed or paved to minimise dust and mud nuisance.

128 To assist with stormwater detention and reduce heat loads in summer, outdoor vehicle parking areas should include landscaping.

129 Vehicle parking areas should be line-marked to delineate parking bays, movement aisles and direction of traffic flow.

130 On-site visitor parking spaces should be sited and designed to:

- (a) not dominate internal site layout;
- (b) be clearly defined as visitor spaces not specifically associated with any particular dwelling; and
- (c) be accessible to visitors at all times.

Vehicle Parking for Mixed Use and Corridor Zones

131 Loading areas and designated parking spaces for service vehicles should:

- (a) be provided within the boundary of the site; and
- (b) not be located in areas where there is parking provided for any other purpose.

132 Vehicle parking spaces and multi-level vehicle parking structures within buildings should:

- (a) enhance active street frontages by providing land uses such as commercial, retail or other non-car park uses along ground floor street frontages;
- (b) complement the surrounding built form in terms of height, massing and scale; and
- (c) incorporate facade treatments along major street frontages that are sufficiently enclosed and detailed to complement neighbouring buildings consistent with the desired character of the locality.

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

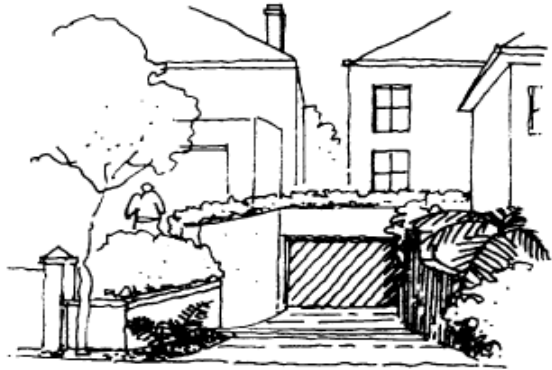
Undercroft and Below Ground Garaging and Parking of Vehicles

134 Undercroft or below ground garaging of vehicles should only occur where it is envisaged in the relevant Zone and/or Policy Area and only where:

- (a) the overall height and bulk of the undercroft structure does not adversely impact on streetscape character of the locality or the amenity of adjacent properties;
- (b) vehicles can safely enter and exit from the site without compromising pedestrian or cyclist safety or causing conflict with other vehicles;
- (c) driveway gradients provide for safe and functional entry and exit;
- (d) the appropriate gradient transition is provided within the subject site;
- (e) driveways and adjacent walls, fencing and landscaping are designed to provide adequate sightlines from vehicles to pedestrians using the adjacent footpath;
- (f) openings into undercroft areas are integrated with the main building so as to minimise visual impact;
- (g) the height of the car park ceiling does not exceed one metre above the natural ground level (Refer to Figure 2), unless otherwise specified in the relevant Zone and/or Policy Area;
- (h) landscaping, mounding and/or fencing is incorporated to improve its presentation to the street and to adjacent properties (Refer to Figure 3);



Figure 2



Landscaping, low walls and mounding to improve presentation of undercroft garage entries

Figure 3

Infrastructure

OBJECTIVES

- Objective 37:** The efficient and cost-effective use of existing infrastructure.
- Objective 38:** Infrastructure provided in an economical and environmentally sensitive manner.
- Objective 39:** Infrastructure, including social infrastructure, provided in advance of need.
- Objective 40:** Suitable land for infrastructure identified and set aside in advance of need.
- Objective 41:** The visual impact of infrastructure facilities minimised.

The most costly and difficult services to provide are water and sewerage. Investigations show that most of the land in the metropolitan area which can be supplied with these services economically, can also be supplied economically with electricity and gas, stormwater drainage, telephone, recycling and garbage collection and public transport services.

Routes of main transmission lines should be defined in advance of land division and the erection of buildings, to ensure that buildings are clear of easements. Care is needed in the siting of sub-stations to ensure that the appearance of surrounding areas is not marred by unsightly switchgear and equipment. When conspicuous sites have to be chosen for technical reasons, the site should be large enough to allow a screen of trees and shrubs to be planted.

Large areas of the Adelaide Plain contain no well-defined natural watercourses, and the provision of adequate stormwater drains is essential for the development of these areas. Action to overcome stormwater problems has seldom been initiated until the need has become urgent. Adequate drainage is a necessary attribute of land suitable for building, and it is in the interests of all concerned that the work involved should be the product of foresight rather than experience.

The overall metropolitan requirements for waste management will necessitate the acquisition, reservation, or identification of suitable sites for waste transfer, resource recovery, materials processing and the proper disposal of residual waste.

The priority for reclamation and remedial work on old land-fill sites should be established according to environmental hazard and the capacity to meet community needs, through new uses such as recreation areas.

PRINCIPLES OF DEVELOPMENT CONTROL

135 Development should not occur without the provision of adequate utilities and services, including:

- (a) electricity supply;
- (b) water supply;
- (c) drainage and stormwater systems;
- (d) waste disposal;
- (e) effluent disposal systems;
- (f) formed all-weather public roads;
- (g) telecommunications services;
- (h) social infrastructure, community services and facilities; and
- (i) gas service.

136 Electricity supply serving new development should be installed underground.

137 Development should provide for the suitable drainage of stormwater either into the public stormwater system or using alternative methods of stormwater control (including the collection and re-use of water), where appropriate standards can be satisfied.

138 The treatment and disposal of effluent and other waste material from any development or use of land should, having regard to the location or design of the development or use, be able to be achieved without risk to health or impairment to the environment.

139 Development should incorporate provision for the supply of infrastructure services to be located within common service trenches, where practical.

140 Development should not take place until adequate and coordinated drainage of land is assured.

141 Development should enable economic and effective servicing for public transport, recycling and waste collection, fire protection and street lighting.

142 Development should not enclose any existing open watercourse. Where buildings are to be constructed partially or wholly over existing covered sections of creek, they should be:

- (a) lightweight and readily demountable in construction and should not transfer any additional load to the creek structure; and
- (b) designed to continue to allow ready access to the creek for maintenance purposes.

143 Development in proximity to infrastructure facilities should be sited and be of a scale to ensure adequate separation to protect people and property.

144 Buildings and structures associated with the supply and maintenance of public utilities should where possible:

- (a) be grouped with non-residential development;
- (b) be sited unobtrusively; and
- (c) be landscaped.

- 145** Electricity infrastructure should be designed and located to minimise its visual and environmental impacts.
- 146** Electricity substations should be sited and designed so as to minimise visual impact in residential areas by:
- (a) screening the substation infrastructure in a form that has a bulk, scale and design that complements the surrounding residential buildings; and
 - (b) providing appropriate set-backs and landscaped buffers at the boundaries with residential land.

Stormwater Management

OBJECTIVES

- Objective 42:** Development sited and designed to maximise the harvest and use of stormwater and reduce run-off.
- Objective 43:** Development sited and designed to minimise demand on reticulated water supplies.
- Objective 44:** Development designed and located to protect stormwater from pollution sources.
- Objective 45:** Development designed and located to protect or enhance the environmental values of receiving waters.
- Objective 46:** Development sited and designed to prevent or minimise the risk of downstream flooding.
- Objective 47:** Development designed and located to prevent erosion.
- Objective 48:** Storage, use and disposal of stormwater which avoids adverse impact on public health and safety.

Surface water (inland, marine and estuarine) and ground water, has the potential to be detrimentally affected by water run-off from development containing solid and liquid wastes. Minimising and possibly eliminating sources of pollution will reduce the potential for degrading water quality and enable increased use of stormwater for a range of applications with environmental, economic and social benefits.

Development involving soil disturbance may result in erosion and subsequently sedimentation and pollutants entering receiving waters. Design techniques should be incorporated during both construction and operation phases of development to minimise the transportation of sediment and pollutants off site.

PRINCIPLES OF DEVELOPMENT CONTROL

- 147** Development should be designed to maximise conservation, minimise consumption and encourage re-use of water resources.
- 148** Development should be sited and designed to:
- (a) minimise surface water runoff;
 - (b) capture and re-use stormwater, where practical;
 - (c) prevent soil erosion and water pollution;
 - (d) protect and enhance natural water flows;

- (e) protect water quality by providing adequate separation distances from watercourses and other water bodies; and
- (f) maintain natural hydrological systems and not adversely affect:
 - (i) the quantity and quality of groundwater; and
 - (ii) the depth and directional flow of groundwater.

149 Development should include stormwater management systems to:

- (a) mitigate peak flows and manage the rate and duration of stormwater discharge from the site to ensure the carrying capacities of downstream systems are not overloaded; and
- (b) protect it from damage during a minimum of a 1 in 100 year Average Recurrence Interval flood.

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

151 Stormwater management systems should:

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

152 Stormwater management systems should be designed and located to improve the quality of stormwater, minimise pollutant transfer to receiving waters, and protect downstream receiving waters from high levels of flow.

Design Techniques (these are ONE WAY of meeting the above Principle)

152.1 The integrated use of open space for appropriate recreation and stormwater management through the installation of water treatment devices such as, wetlands, aquifer storage and recovery, detention and retention basins, gross pollutant traps, trash racks and biofilters.

152.2 The reservation, through land division, of drainage channels, drainage easements, watercourses and land required to convey the 1 in 100 year flood event.

153 Development affecting, or likely to affect, existing stormwater management systems should be designed and located to improve the quality of stormwater, minimise pollutant transfer to receiving waters, and protect downstream receiving waters from high levels of flow.

Design Techniques (these are ONE WAY of meeting the above Principle)

153.1 The retention of natural watercourses through:

- (a) *The control of development and activities within the 1 in 100 year floodplain, including the placement of fill, excavation, building work, the placement of structures and fences, the storage of materials, the keeping of animals, the piping of watercourses; and*

- (b) *The planting of local native flora along watercourses and the replacement of exotic plants.*

153.2 *The restoration of lined watercourses.*

153.3 *Maximise the road frontage onto open space areas in subdivision design.*

- 154** Development should incorporate appropriate measures to minimise the concentrated discharge of stormwater from the site.

Design Techniques (these are ONE WAY of meeting the above Principle)

154.1 *For residential and non-residential development rainfall run-off should be retained and used as much as possible through the application of an appropriate range of the following techniques:*

- (a) *The collection and use of run-off in rain saver gutters and rainwater tanks for irrigation and internal purposes (drinking when considered safe to do so, flushing toilets, washing, and bathing);*
- (b) *The use of on-site detention tank/s with an appropriately sized orifice;*
- (c) *The direction of rainfall run-off into landscaped areas;*
- (d) *The installation of appropriate soakage devices (soakage trenches or wells) having regard to the availability of unbuilt upon or unsealed areas, the ability of soils to absorb and drain water, the potential impact on building foundations and footings on or adjacent to the site, and the ability to safely direct surplus flows to a street without causing nuisance to adjoining properties; and*
- (e) *The use of permeable forms of paving for public and private parking areas, open storage, display, and work areas, driveways, vehicle and pedestrian carriageways.*

- 155** Site drainage should:

- (a) include, where practicable, scope for on-site stormwater detention, retention and use, including the collection and storing of water from roofs and communal car parks in appropriate devices;
- (b) provide for on-site infiltration where practicable, having regard to:
- (i) the availability of unbuilt upon or unsealed areas;
- (ii) the ability of the soils to absorb water;
- (iii) the ability of the building footings on and adjacent to the site to withstand the likely effects of any retained water; and
- (iv) any potential adverse impacts on the level of ground water in the locality;
- (c) allow for convenient access to all components of the drainage system for maintenance purposes; and
- (d) not cause damage or nuisance flows on site or to adjoining properties.

- 156** Stormwater detention and retention basins should be sited and designed to:

- (a) ensure public health and safety is protected, particularly in regard to high velocity drainage points and access to water bodies;
- (b) minimise long term maintenance and monitoring requirements; and

- (c) minimise potential health risks from exposure to mosquitoes.

157 Stormwater detention and retention basins should incorporate indigenous vegetation in the associated landscaping, where possible, to assist with improving water quality and habitat provision.

158 Above ground stormwater detention systems should:

- (a) not create or increase the risk of flooding to any building on the site or on an adjacent site; and
- (b) be designed with a maximum ponding depth of 200 millimetres.

159 All new dwellings and additions to existing dwellings (including dependent accommodation units) greater than 50 square metres (where the addition incorporates a water closet, water heater or a laundry cold water outlet) with direct access to the ground level, should be provided with a 2000 litre rainwater tank/s connected to the roof water outlets and plumbed to at least a water closet, a water heater and/or all laundry cold water outlets.

160 A development which includes:

- (a) three or more dwellings;
- (b) the replacement of one dwelling with three or more dwellings on one site, or on separate sites resulting from the land division of the original site; or
- (c) in the case of a non-residential development, an impervious surface area that is greater than the pre-development state;

should incorporate an on-site stormwater detention system (either above or below ground) to ensure that stormwater discharged from the site and/or combined sites does not exceed the capacity of the existing or planned 1 in 5 year Average Recurrence Interval stormwater system and increase the risk of flooding to downstream properties or add any significant pollutant load to the downstream stormwater system.

161 Where it is not practicable to detain or dispose of stormwater on site, only clean stormwater runoff should enter the public stormwater drainage system.

162 Water discharge from a site should be of a physical, chemical and biological condition equivalent to or better than the water discharge from the site in its pre-developed state.

163 Stormwater from a site should not discharge into or onto a laneway (including a service lane), or other minor or unserved street unless there is a defined underground piped stormwater drainage system which has sufficient capacity to receive the stormwater flows.

164 A dwelling, other than a dwelling located within the 1-in-100 year Average Recurrence Interval floodplain, should be sited and designed so that the finished floor level of the dwelling is a suitable height above the adjacent top of kerb level, to enable the efficient gravity-fed drainage of stormwater from all impervious surfaces on the site, provided that the finished floor level of the dwelling is no more than 700 millimetres above the natural ground level at any point along the side and rear boundaries of the site.

In instances where this can not be achieved, a lower floor level and alternative stormwater management system, such as pump and sump and/or soakage systems, should be provided. This alternative stormwater management system should take into consideration the secondary flood flows from the road reserve and provide adequate mitigation measures.

165 Development should incorporate appropriate measures to minimise the discharge of sediment, suspended solids, organic matter, nutrients, bacteria and litter and other contaminants to the stormwater system and may incorporate systems for treatment or use on site.

Design Techniques (these are ONE WAY of meeting the above Principle)**165.1** For residential and non-residential development:

- (a) rainfall run-off from the roof of any building, which is not to be retained on site, is discharged to the street water table or to the council stormwater system and not mixed with rainfall run-off originating from surfaces such as car parks, outdoor storage areas and display areas; and
- (b) rainfall run-off from ground surfaces is directed to a stormwater treatment system capable of removing litter, sediment, grease, oil and other substances capable of contaminating stormwater. Also, a high flow bypass is provided to enable water from extreme rainfall events to discharge direct to stormwater swales or to council stormwater systems. The stormwater treatment system is to discharge on site to storage; grassed swales; stone filled trenches; small infiltration basins; a constructed water feature; bores approved for aquifer recharge; or off site to the council stormwater system.

165.2 Wastewater from air conditioning units, cooling towers and compressors should not be discharged into any stormwater drainage system.**166** Development should not cause:

- (a) over extraction of groundwater sources; or
- (b) a deleterious effect on the quality or hydrology of groundwater.

Hazards**OBJECTIVES**

- Objective 49:** Development located away from areas that are vulnerable to, and cannot be adequately and effectively protected from the risk of natural hazards.
- Objective 50:** Maintenance of the natural environment and systems by limiting development in areas susceptible to natural hazard risk.
- Objective 51:** Development located and designed to minimise the risks to safety and property from flooding.
- Objective 52:** Appropriate assessment and remediation of site contamination to ensure land is suitable for the proposed use and provides a safe and healthy living and working environment.
- Objective 53:** Protection of human health and the environment wherever site contamination has been identified or suspected to have occurred.
- Objective 54:** Minimisation of harm to life, property and the environment through the appropriate location of development and appropriate storage, containment and handling of hazardous materials.

PRINCIPLES OF DEVELOPMENT CONTROL

- 167** Development should be excluded from areas that are vulnerable to, and cannot be adequately and effectively protected from, the risk of hazards.
- 168** Development located on land which is subject to hazards should not occur unless it is sited, designed and undertaken in association with appropriate precautions against the relevant hazards.

Flooding

169 Development, including earthworks associated with development, should not:

- (a) be adversely affected by flooding or inundation;
- (b) impede the flow of floodwaters through the land or the surrounding land;
- (c) increase the risk of flooding of other land;
- (d) adversely affect the level of flood waters on adjoining properties;
- (e) obstruct a watercourse;
- (f) aggravate the potential for erosion or siltation or lead to the destruction of vegetation during a flood;
- (g) occur on land where the risk of flooding is likely to be harmful to safety or damage property; or
- (h) increase the potential hazard risk to public safety of persons during a flood event.

170 No new buildings or structures, or extensions to existing buildings or structures, or portions thereof, should be constructed within any site which is at or below the principal flow path level of the 1 in 20 year Average Recurrence Interval floodplain.

171 The finished ground floor level of all habitable spaces should not be less than 300 millimetres above the 1 in 100 year Average Recurrence Interval floodplain.

Site Contamination

172 Development, including land division, should not take place where site contamination has occurred unless the site has been assessed and remediated as necessary to ensure that it is suitable and safe for the proposed use.

Containment of Chemical and Hazardous Materials

173 Hazardous materials should be stored and contained in a manner that minimises the risk to public health and safety and the potential for water, land or air contamination.

Residential Development

OBJECTIVES

Objective 55: Safe, pleasant, convenient, and healthy-living environments that meet the full range of needs and preferences of the community.

Objective 56: An increased mix in the range and number of dwelling types available within the City to cater for changing demographics, particularly smaller household sizes, housing for seniors and supported accommodation.

Objective 57: Increased dwelling densities in areas close to centres, public transport and significant public open spaces.

Objective 58: The retention and rehabilitation of structurally sound housing that contributes to the desired character of a location, on land suitable for residential use.

Objective 59: Affordable housing and housing for seniors provided in appropriate locations.

PRINCIPLES OF DEVELOPMENT CONTROL

General

- 174** Residential development should efficiently use infrastructure and services.
- 175** Residential development should not create conditions which are likely to exceed the capacity of existing roads, public utilities and other community services and facilities.
- 176** Residential development should be appropriately designed to take into account the climatic and topographic conditions of the site.
- 177** Residential development should minimise the potential for personal and property damage arising from natural hazards including landslips, bushfires and flooding.
- 178** Dwellings constituting affordable housing and/or housing for seniors should be located in close proximity to existing centres, social services and facilities, and public transport.
- 179** All dwellings should have frontage to a road but not including a lane shown on [Map NPSP/1 \(Overlay 4\)](#).

Residential Character and Identity

- 180** Residential development adjacent to a Residential Historic (Conservation) Zone, should form a transition between the Residential Historic (Conservation) Zone and the adjacent Zone and should be of a bulk and scale that complements the built form within the Residential Historic (Conservation) Zone.
- 181** Residential development should minimise the impact of driveways and garaging on the character of the existing streetscapes and maximise opportunity for soft landscaping.
- 182** Multi-unit development (greater than 10 dwellings) on large sites should address both the public and private realm through the inclusion of public art, good urban design and landscape features.
- 183** Non-residential development in a residential zone should be of a nature and scale that does not detrimentally affect the character or the amenity of the locality as a place in which to live.
- 184** No more than half of the open space (the area excluding all buildings and structures) around:
- (a) a dwelling located on a battleaxe allotment, hammerhead allotment or an allotment of a similar configuration;
 - (b) a residential flat building; or
 - (c) group dwellings;
- should be used for uncovered car parking, vehicle manoeuvring areas and driveways.

Land Division

- 185** Residential land division should:
- (a) preserve significant natural, cultural or landscape features including State and Local Heritage Places, and Contributory Items;
 - (b) preserve dwellings which contribute to the desired character of the Historic (Conservation) Zones and which predate 1920 in the Kent Town 2, Norwood 1, Norwood 2, Norwood 3, Norwood 5 and The Parade/Fullarton Road Policy Areas, or predate 1940 in the Dequetteville Terrace, Kent Town 1 and Norwood 4 Policy Areas;

- (c) encourage where appropriate, the amalgamation of smaller allotments to ensure coordinated and efficient site development;
- (d) preserve regulated trees; and
- (e) preserve street trees and where possible, other mature vegetation which contributes to the visual and environmental amenity of a location.

186 Residential allotments and sites should have the appropriate orientation, area, configuration and dimensions to accommodate:

- (a) the siting and construction of a dwelling and associated ancillary outbuildings;
- (b) the provision of landscaping and useable private open space;
- (c) convenient and safe vehicle access and off street parking;
- (d) passive energy design; and
- (e) the placement of a rainwater tank.

187 Residential allotments or sites should not be created where they will use a laneway (including service lane), or other minor or unserviced street shown on [Map NPSP/1 \(Overlay 4\)](#) as their primary frontage.

188 Residential allotments or sites in the form of a battleaxe, hammerhead or similar configuration should only be created if they are envisaged in the relevant part of the zone or policy area.

189 Residential allotments or sites in the form of a battleaxe, hammerhead or similar configuration, (including those accommodating group dwellings), should:

- (a) contain sufficient area on the development site, excluding area/s designated as covered and uncovered carparking spaces, for a vehicle to turn around and enable it to egress the allotment in a forward direction;
- (b) be capable of draining stormwater efficiently, without the need to excessively raise the floor or bench level of the development;
- (c) in the case of a battleaxe allotment, have the driveway 'handle' located adjacent to the site boundary; and
- (d) in relation to the driveway servicing dwellings to the rear of the allotment or site:
 - (i) have a driveway 'handle' length of no more than 35 metres and a width of no less than 4 metres and not more than 6 metres;
 - (ii) the driveway 'handle' should have a vehicle carriageway of no less than 3 metres in width for a site that accommodates up to two dwellings and no less than 6 metres in width for at least the first 6 metres and 5 metres in width thereafter, for a site that accommodates three or more dwellings(Refer to Figure 4). A reduced paved area width of not less than 2.8 metres may be considered if any existing dwelling is retained; and
 - (iii) the driveway 'handle' should incorporate a combined total width of 1 metre of landscaping along the length of the driveway 'handle' unless the driveway abuts unfenced areas of landscaping;

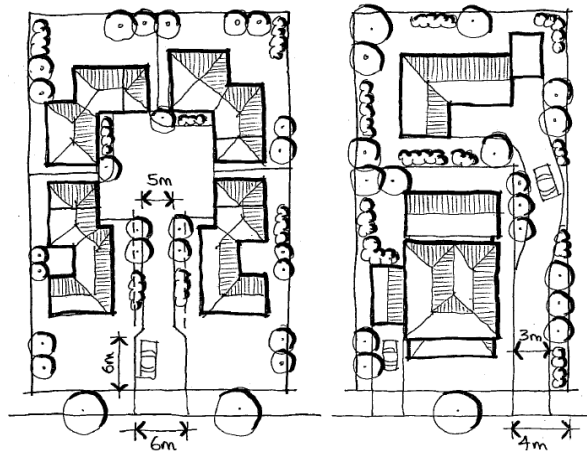


Figure 4

Design and Appearance

- 190** The roof form and design of semi-detached dwellings in localities where the predominant dwelling type is detached dwellings should achieve the form of a single integrated building (Refer to Figure 5) and be of a bulk and scale that is consistent with the predominant pattern of development.

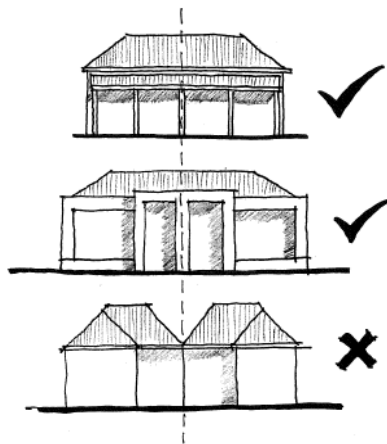


Figure 5

- 191** Main entrances to detached, semi-detached and row dwellings should be clearly visible from the streets to which they front to enable visitors to easily identify a particular dwelling.
- 192** Dwellings on corner sites should address both the primary and secondary street frontages and should be designed and sited so that the dwelling facade on the secondary street frontage includes visible articulation and detail, which complements the secondary streetscape (Refer to Figure 6).

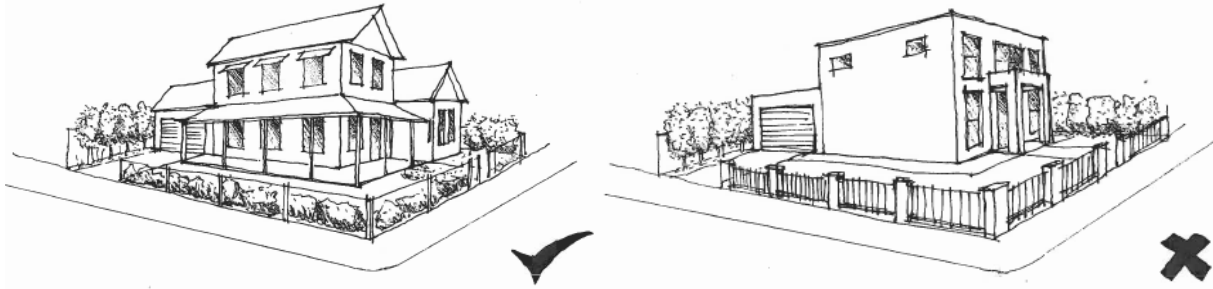


Figure 6

193 Dwellings should be designed and sited to minimise the impact of the building's bulk when viewed from the private open space of adjacent sites by:

- (a) increasing setbacks on upper levels of buildings in order to achieve greater separation from neighbouring private open space; and
- (b) using articulation, colour, materials and detailing.

194 All habitable rooms should have at least one window with a minimum horizontal distance, between any facing building and the face of the wall containing the window (ie the distance between the eaves, fascias or gutters), of no less than 900 millimetres which is clear to the sky (Refer to Figure 7).

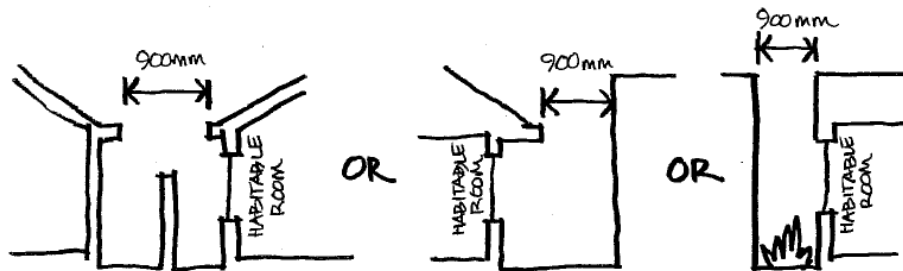


Figure 7

195 Unless otherwise specified in the relevant Zone and/or Policy Area, development should ensure that the north-facing windows of habitable rooms of dwelling(s) on adjacent sites receive at least 3 hours of direct sunlight over a portion of their surface and in the case of the main living area windows, a minimum of 50% of their surface, between 9am and 5pm on the winter solstice (21 June). Development should not increase the overshadowed area in cases where overshadowing from existing structures, fences and non-deciduous vegetation already exceeds this requirement.

196 Unless otherwise specified in the relevant Zone and/or Policy Area, development should ensure that at least half of the ground level private open space of existing dwelling(s) receive direct sunlight for a minimum of two hours between 9.00am and 3.00pm on 21 June. Development should not increase the overshadowed area in cases where overshadowing already exceeds these requirements.

197 The design of residential flat buildings (except residential flat buildings in the form of apartments in a multi-storey building) should define individual dwellings in the external appearance of the building.

198 Driveway crossovers should be single width, appropriately separated, and the number minimised to maintain streetscape character, preserve street trees and optimise the provision of on-street visitor parking.

199 A shared driveway associated with a group dwelling or residential flat building should be located at least 2 metres from any bedroom window.

200 On-site visitor parking spaces for group dwellings, multiple dwellings and residential flat buildings should be located and designed to:

- (a) not dominate the internal site layout;
- (b) not dominate the streetscape appearance;
- (c) be clearly defined as visitor spaces not specifically associated with any particular dwelling; and
- (d) ensure they are not sited behind locked garage doors, gates or fences and are accessible to visitors at all times.

201 The height of a dwelling/s sited behind a dwelling/s fronting a public road on a battleaxe, hammerhead or similar configuration allotment or site (including those accommodating group dwellings) should not exceed one storey, nor should the dwelling contain a second storey in the roof space, except where:

- (a) the predominant height of the surrounding existing dwellings is greater than one storey. In this instance the development should not be more than two storeys above the natural ground level; or
- (b) a height greater than one storey is envisaged in the zone or policy area for such dwellings.

202 The distance between any portion of a single-storey dwelling or any single-storey component of a two storey dwelling (including a verandah, garage or carport, which is an integrated part of the development) on a battleaxe, hammerhead or similar configuration allotment or site (including those accommodating group dwellings), and a side or rear boundary of the parent development site, should be no less than 2.5 metres.

203 The distance between any two-storey component of a dwelling on a battleaxe, hammerhead or similar configuration allotment, and the side or rear boundary of the parent development site, should be no less than 4.5 metres.

Street and Boundary Setbacks

204 Dwellings should be set back from front or side boundaries so as to:

- (a) contribute to the desired character of the area; and
- (b) provide adequate visual privacy by separating habitable rooms from pedestrian and vehicle movement.

205 Where the Zone and/or Policy Area does not specify a minimum distance and where there is a consistent front set-back pattern evident within a locality, dwellings should be set back from the allotment boundary on the primary street frontage:

- (a) the same distance as one or the other of the adjoining dwellings (or any distance in between), provided the difference between the setbacks of the two adjoining dwellings is not greater than 2 metres;
- (b) not less than the average of the setbacks of the adjoining dwellings, if the difference between the setbacks of the adjoining dwellings is greater than 2 metres; or
- (c) the same distance as the greater of the two adjoining dwelling setbacks, in all circumstances where a new dwelling comprising of 2 or more storeys is being introduced, and one or both of the adjoining properties are single storey.

206 Unless otherwise specified in the relevant Zone and/or Policy Area, the set-back of dwellings from their side and rear boundaries should be progressively increased as the height of the building increases:

- (a) to minimise the visual impact of the building from adjoining properties;
- (b) to minimise the overshadowing of adjoining properties;
- (c) to ensure adequate natural light and winter sunlight is available to the main activity areas and private open space of adjacent dwellings.

207 A wall or structure on a side or rear boundary should generally be limited to a height of 3 metres above natural ground level and a length of 8 metres. A greater height or length may be considered where:

- (a) there is an existing abutting boundary wall or structure on the adjoining land: or
- (b) there will be no unreasonable visual outlook impact or overshadowing impact on the occupants of the adjoining property.

Site Coverage

208 Site coverage should ensure that sufficient space is provided for:

- (a) front, side and rear boundary setbacks that contribute to the desired character of the area;
- (b) the required level of private open space and landscaping;
- (c) pedestrian and vehicle access and vehicle parking;
- (d) domestic storage;
- (e) outdoor clothes drying;
- (f) rainwater tank; and
- (g) convenient storage of household waste and recycling receptacles.

Garages, Carports and Outbuildings

209 Garages, carports and outbuildings should:

- (a) be domestic in size and nature;
- (b) be ancillary to and in association with a dwelling or dwellings;
- (c) not dominate the appearance of the dwelling from the street;
- (d) not detract from the visual appearance of the site as viewed from neighbouring properties due to their size and location relative to property boundaries and the siting of adjacent dwellings; and
- (e) not project forward of the main face of the associated dwelling.
- (f) not result in unreasonable overshadowing of, or visual impact from, habitable room windows of adjacent dwellings; and
- (g) not result in a significant loss of private open space.

- 210** Garages and carports should have a roof form and pitch, building materials and detailing that complement (without necessarily replicating) the associated dwelling.
- 211** Unless the desired character of an area provides otherwise, garages and carports fronting a primary street should:
- be of a width that is minimised relative to the width of the dwelling frontage and in any case, should be designed with a maximum width (including the total width of any support structure) of 6.5 metres or 50 percent (or 40 percent in a Residential Historic (Conservation) Zone) of the allotment or building site frontage width, whichever is the lesser distance; and
 - be set back at least 0.5 metres behind the main face of the associated dwelling, unless the main face incorporates projecting elements such as a portico or verandah, in which case the garage or carport may be in line with the main face of the associated dwelling (Refer to Figure 8); and
 - be set back no less than 5.5 metres from the primary street frontage, to allow for vehicle parking.

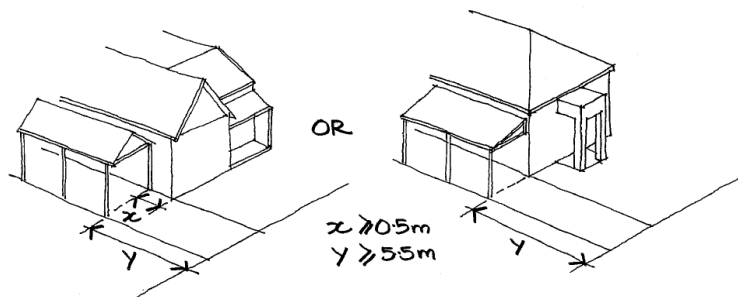


Figure 8

- 212** Garages and carports should have a minimum dimension (internal dimensions for a garage) for the siting of vehicles and access into and out of vehicles of 3 metres by 6 metres for one vehicle or 5.8 metres by 6 metres for two vehicles.
- 213** The floor area of a garage, carport or outbuilding should generally not exceed 60 square metres. A greater floor area may be considered where it does not exceed 10% of the total site area on which the associated dwelling is situated.
- 214** The external wall height of a garage, carport or outbuilding should generally not exceed 3 metres and the overall height should not exceed 5 metres.
- 215** Double garages or carports sited less than 7 metres from the primary street should be designed with two individual openings separated by a pier or other building element and be staggered, where practicable, to add interest to the primary street frontage (Refer to Figure 9).

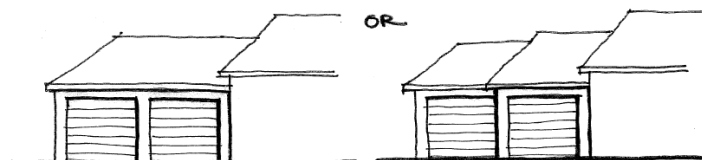


Figure 9

- 216** Garaging in association with semi-detached dwellings should generally not be placed side by side. In instances, where it may be considered appropriate, the garages should be set back from the main face of the dwellings and designed to provide visual separation between each garage

- 217** Unless the desired character of an area provides otherwise, garages and carports fronting the secondary street on a corner allotment, should be set back a minimum of 0.9m from the secondary street frontage and should be sited so as to minimise the visual impact of the structure when viewed from the street or the neighbouring dwelling.
- 218** Unless otherwise stated in the relevant Zone or Policy Area, garages and carports fronting a laneway should be set back from the laneway the distance required to provide a width of 6 metres from the opposite side of the laneway to the opening of the garage/carport, to allow for appropriate vehicular manoeuvring in and out of the garage/carport. A lesser set back may be considered in circumstances where an alternative design (such as a wider opening to the garage/carport) demonstrates safe and efficient access.
- 219** When a grade transition is required to enable access from a laneway (including a service lane), or other minor or unserviced street to a garage or carport, the grade transition should be accommodated completely on the site of the development and not on the public road or laneway.

Landscaping

- 220** Residential development should incorporate soft landscaping of a scale and intensity to offset built form and to reinforce the established garden and mature tree lined character of the City.
- 221** The landscaping of development in residential zones should:
- (a) enhance residential amenity;
 - (b) screen storage, service and parking areas;
 - (c) provide protection from sun and wind;
 - (d) not unreasonably affect adjacent land by shadow; and
 - (e) preferably incorporate the use of local indigenous plant species.

Private Open Space

- 222** Private open space (land available for the exclusive use of residents of each dwelling) may comprise one or more of the following forms:
- (a) a ground level courtyard, garden, yard, decking or patio space, or other private open space that:
 - (i) is screened to achieve privacy from adjoining properties and public areas by a suitable fence of at least 1.8 metres in height. The space should not be located between the primary street frontage and the main face of an existing or proposed building unless high, solid front fences form part of the existing streetscape or the desired character of the locality; and
 - (ii) has a minimum dimension of 2.5 metres and a minimum area of 10 square metres;
 - (b) a roof top outdoor private open space, with a minimum dimension of 2.5 metres provided the area is equal to or greater than 10 square metres; or
 - (c) a balcony, terrace, or other upper level outdoor areas (other than a roof top outdoor area), with a minimum dimension of 2 metres, provided the area of each is equal to or greater than 8 square metres.
- 223** Private open space should not include driveways, rubbish bin storage, sites for above ground rainwater tanks, effluent drainage areas and other utility areas, or common areas such as parking areas and communal open space in residential flat buildings and group dwellings.

224 Private open space should be located and designed:

- (a) to be accessed directly from the internal living areas of the dwelling;
- (b) generally at ground level to the side or rear of a dwelling and screened for privacy;
- (c) to take advantage of but not adversely affect natural features of the site;
- (d) to minimise overlooking from adjacent buildings;
- (e) to achieve where possible, separation from adjoining sites;
- (f) where possible, to have a northerly aspect to provide for comfortable year-round use;
- (g) to not be significantly shaded during winter by the associated dwelling or adjacent development;
- (h) to be shaded in summer, where possible; and
- (i) to retain any significant vegetation.

225 Dwellings (other than residential development in the form of apartments within a multi storey building) should have associated private open space of sufficient area, shape and gradient to be functional and capable of meeting the likely needs of the occupant(s) (taking into consideration the location of the dwelling and the dimensions and gradient of the site) and should be in accordance with the following:

- (a) a dwelling with a site area of 250 square metres or greater, 20 percent of the site area should be private open space, of which one portion should be equal to or greater than 10 percent of the site area and have a minimum dimension of 4 metres; or
- (b) a dwelling with a site area of less than 250 square metres, a minimum of 35 square metres should be private open space, of which one portion should have an area of 16 square metres and a minimum dimension of 4 metres; and
- (c) in either of the circumstances described above, have a maximum gradient of 1 in 10.

226 Residential development in the form of apartments within a multi storey building should have associated private open space of sufficient area and shape to be functional and capable of meeting the likely needs of the occupant(s) and should be in accordance with the following requirements:

- (a) studio (no separate bedroom) or one bedroom, a minimum area of 10 square metres of private open space;
- (b) two bedrooms, a minimum area of 12 square metres of private open space; or
- (c) three bedrooms or greater; a minimum area of 15 square metres of private open space.

227 A lesser amount of private open space may be considered in circumstances where:

- (a) the equivalent amount of private open space is provided in the form of communal open space, which is accessible to all occupants of the development; or
- (b) the development is directly adjacent to large areas of useable public open space, such as Felixstow Reserve, the Parklands and the River Torrens Linear Park, which can be easily accessed by all occupants of the development.

228 Rooftop gardens should be incorporated into multi-storey residential flat buildings and multi-storey buildings with a residential component.

229 Fifty percent of the total private open space requirement provided at ground level should be open to the sky and developed in a manner to provide outdoor amenity, opportunities for landscaping and a reduction in stormwater runoff through the use of permeable surface treatments.

230 Balconies should make a positive contribution to the internal and external amenity of residential buildings and should be located, where possible, adjacent to the main living areas, such as the living room, dining room or kitchen, to extend the living space of the dwelling.

Communal Open Space

231 Communal open space should be shared by more than one dwelling, not be publicly accessible and exclude:

- (a) private open space;
- (b) public rights of way;
- (c) private streets;
- (d) parking areas and driveways;
- (e) service and storage areas; and
- (f) narrow or inaccessible strips of land.

232 Communal open space should only be located on elevated gardens or roof tops where the area and overall design is useful for the recreation and amenity needs of residents and where it is designed to:

- (a) address acoustic, safety, security and wind effects;
- (b) minimise overlooking into habitable room windows or onto the useable private open space of other dwellings;
- (c) facilitate landscaping and/or food production; and
- (d) be integrated into the overall facade and composition of buildings.

Site Facilities and Storage

233 Site facilities for group dwellings and residential flat buildings of greater than six dwellings should include:

- (a) mail box facilities located close to the major pedestrian entrance to the site;
- (b) bicycle parking for residents and visitors;
- (c) household waste and recyclable material storage areas away from dwellings; and
- (d) external clothes drying areas, which are readily accessible to each dwelling and complement the development and streetscape character, for dwellings which do not incorporate ground level private open space.

Visual Privacy

234 In areas where buildings of 3 or more storeys are contemplated, direct overlooking into habitable room windows or onto the useable private open spaces of other dwellings from upper level windows, external balconies, terraces and decks should be minimised through the adoption of one or more of the following methods and may be supplemented by landscaping:

- (a) building layout;

- (b) location and design of windows and balconies;
- (c) screening devices; or
- (d) adequate separation.

235 Except where buildings of three or more storeys are contemplated within the Urban Corridor Zone and the District Centre (Norwood) Zone, in all other circumstances upper level windows, balconies, terraces and decks should:

- (a) have a sill height of not less than 1.7 metres above the finished floor level (Refer to Figure 10); or
- (b) be treated with permanently fixed obscured treatment (such as glazing or adhesive film) in the part of the window below 1.7 metres above the finished floor level (Refer to Figure 10); or
- (c) be permanently screened to a height of not less than 1.7 metres above the finished floor level, through the use of external screening devices, such as planter boxes and angled louvres (Refer to Figure 10); and
- (d) in the case of balconies, not exceed 15 square metres in floor.

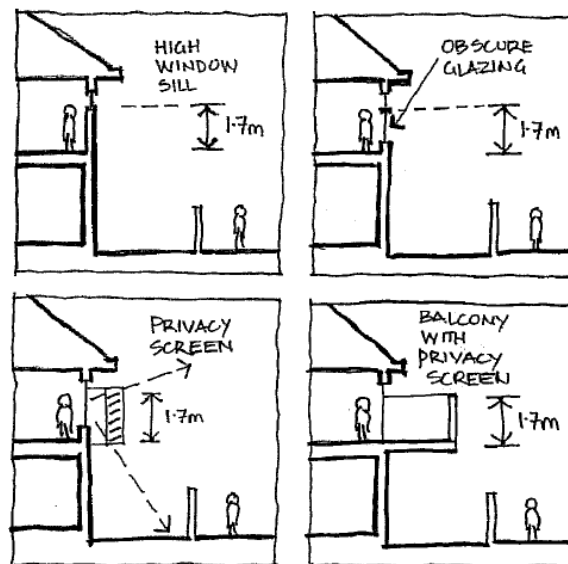


Figure 10

236 Permanently fixed external screening devices should be designed and finished in materials to blend in with the associated building's external materials and finishes.

Noise

237 Residential development close to high noise sources (eg major roads, O-bahn, and industry) should be designed to locate bedrooms, living rooms and private open spaces away from those noise sources, or protect these areas with appropriate noise attenuation measures.

238 Residential development on sites abutting established collector or higher order roads should include front fences, walls and landscaping that will supplement the noise control provided by the building facade.

239 The number of dwellings sharing a common internal pedestrian entry within a residential flat building should be minimised to limit noise generation in internal access ways.

240 External noise and light intrusion to bedrooms should be minimised by separating or shielding these rooms from:

- (a) active communal recreation areas, parking areas and vehicle access ways; and
- (b) service equipment areas on the same or adjacent sites.

241 Bedroom windows should be located at least 3 metres from a street carriageway, a communal parking area or an active communal recreation area. A reduced setback of no less than 1.5 metres may be considered where there is an intervening solid fence of at least 1.8 metres in height, or where the window sill is a minimum of 1.5 metres above the level of the carriageway or recreation area (Refer to Figure 11).

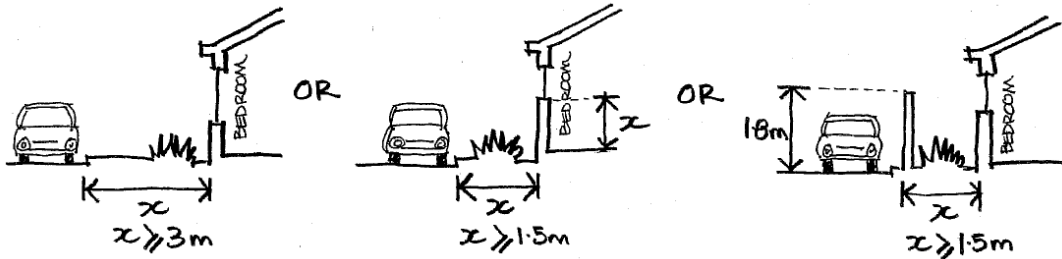


Figure 11

242 Noise generated by fixed noise sources such as air conditioning units and pool pumps should be located, designed and attenuated to avoid causing potential noise nuisance to adjoining landowners and occupiers.

Safety and Security

243 Residential developments and associated spaces should be designed to enhance safety and security by:

- (a) ensuring dwellings overlook public and communal streets and public open spaces to allow casual surveillance;
- (b) avoiding heavily obscured or isolated spaces that potentially expose residents to threat in their usual movements to and from home e.g. by providing convenient and safe access from car parking spaces to entry doors;
- (c) providing clear lines of sight and appropriate lighting;
- (d) clearly differentiating public, communal and private areas through the use of low front fences or other visual treatments; and
- (e) making the public realm attractive to general foot traffic and casual surveillance throughout various times of the day.

244 Residential development should:

- (a) not have a significant adverse effect on safety and amenity due to the generation of through traffic;
- (b) provide for the safe and efficient movement of vehicles;
- (c) provide for the safe and convenient movement for pedestrians and cyclists;
- (d) provide for easy access for emergency and essential service vehicles;

- (e) where practical, separate pedestrian and vehicular movements by incorporating separate paths or at the very least different surface materials; and
- (f) be designed to minimise the adverse effects of adjacent traffic movement.

Swimming Pools and Outdoor Spas

245 Swimming pools, outdoor spas and associated ancillary equipment and structures should be sited and designed so as to protect the privacy and amenity of adjoining residential land.

Dependent Accommodation

246 Dependent accommodation (ie accommodation where the living unit is located on the same allotment as the main dwelling and is connected to the same services of the main dwelling) should only be developed where:

- (a) the site is of an adequate size and configuration to accommodate the additional living unit;
- (b) the dependent accommodation living unit is set behind the main face of the existing dwelling;
- (c) the dependent accommodation has a small floor area relative to the associated main dwelling with a floor area not exceeding 60 square metres or 15 percent of the site area, whichever is the lesser;
- (d) the dependent accommodation is not more than one storey above the natural ground level, except where the predominant height in the immediate locality is two storey, in this instance the dependent accommodation living unit should not be more than two storeys above the natural ground level;
- (e) adequate private open space is provided for the use of all occupants;
- (f) adequate on site car parking, which is accessed from a common driveway, is provided to cater for all likely vehicle users of the allotment;
- (g) the building is designed to, and comprises colours, materials and finishes that will complement the original dwelling; and
- (h) it will not unreasonably impact on the amenity enjoyed by the occupants of the existing dwelling or the adjoining properties.

Supported Accommodation and Housing for Seniors

247 Supported accommodation and housing for seniors (including, nursing homes, hostels, retirement homes, retirement villages, residential care facilities and special accommodation houses) and people with disabilities should be:

- (a) located within walking distance of essential facilities such as convenience shops, health and community services and public and community transport;
- (b) located where on-site movement of residents is not unduly restricted by the slope of the land;
- (c) sited and designed to promote interaction with other sections of the community, without compromising privacy;
- (d) of a scale and appearance that reflects the residential nature and character of the locality; and
- (e) provided with public and private open space and landscaping.

248 Supported accommodation and housing for seniors should be designed to provide safe, secure, attractive, convenient and comfortable living conditions for residents and should include:

- (a) ground-level access or lifted access to all units;
- (b) internal communal areas and private spaces;
- (c) an interesting and attractive outlook from all units and communal areas for all residents, including those in wheelchairs;
- (d) useable recreation areas for residents and visitors, including visiting children;
- (e) adequate living space allowing for the use of wheelchairs with an attendant;
- (f) spaces to accommodate social needs and activities, including social gatherings, internet use, gardening, keeping pets, preparing meals and doing personal laundry;
- (g) storage areas for items such as boats, trailers and caravans in association with some independent living units;
- (h) storage for items such as small electric powered vehicles and other personal items, including facilities for recharging small electric powered vehicles; and
- (i) mail boxes and waste disposal areas within easy walking distance of all units.

249 A lesser requirement than that specified for site area and private open space may be appropriate for supported accommodation and housing for seniors provided the development is of a scale and appearance that reflects the residential nature and character of the locality and is designed to provide safe, attractive and comfortable living conditions for the residents.

250 Access roads within supported accommodation and housing for seniors developments should:

- (a) not have steep gradients;
- (b) provide convenient access for emergency vehicles, visitors and residents;
- (c) provide space for manoeuvring cars and community buses;
- (d) include kerb ramps at pedestrian crossing points; and
- (e) have level-surface passenger loading areas.

251 Car parking associated with supported accommodation and housing for seniors should:

- (a) be conveniently located on site within easy walking distance of resident units;
- (b) include covered and secure parking for residents' vehicles;
- (c) be adequate for residents, service providers and visitors;
- (d) include separate and appropriately marked places for people with disabilities and spaces for small electrically powered vehicles;
- (e) have slip-resistant surfaces with gradients not steeper than 1 in 40;
- (f) allow ease of vehicle manoeuvrability;
- (g) be designed to allow the full opening of all vehicle doors;
- (h) minimise the impact of car parking on adjacent residences owing to visual intrusion and noise; and
- (i) be appropriately lit to enable safe and easy movement to and from vehicles.

Home-Based Business

252 A home-based business (a business operated by the occupant of a dwelling (whether or not with the assistance of non-resident employees) from that dwelling or the site of that dwelling, which exceeds the criteria for a Home Activity, as defined in Schedule 1 of the *Development Regulations 2008*) should only occur where:

- (a) it operates from an occupied dwelling or within a lawfully approved building, or the site of an occupied dwelling;
- (b) the use is ancillary to the associated dwelling and has a total floor area (whether within a building or on an external space) not exceeding 10 percent of the total area of the site;
- (c) the nature, scale and intensity of the use does not adversely alter the character and amenity of the locality;
- (d) other than persons resident on the site, no more than two persons should be employed;
- (e) an additional on-site car parking space can be provided for every non-resident employee provided that:
 - (i) the total parking areas (including garages and carports) do not dominate the streetscape (dwelling facade and its primary street frontage);
 - (ii) no more than one of the additional car parking spaces is located forward of the dwelling (not including the existing driveway); and
 - (iii) no more than 50 percent of the total land area forward of the dwelling is occupied by car parking spaces;
- (f) no building or activity associated with the home-based business is sited closer to any street alignment than the existing or approved dwelling;
- (g) it does not require the display of goods in a window, on or around the dwelling or its curtilage;
- (h) any vehicle used in association with the home-based business does not exceed 3 tonne tare in weight;
- (i) all equipment and vehicles (other than customers) associated with the everyday operations of the home-based business can be located on the site of the development at all times; and
- (j) loading and unloading of vehicles can take place on the site of the development.

253 Signage associated with a home-based business should:

- (a) be limited to one sign;
- (b) be discreet in design and colour and a size of no more than 0.2 square metres;
- (c) relate directly to the nature of goods/services provided on the site; and
- (d) be complementary to the design and appearance of the building.

Residential Parks and Caravan and Tourist Parks

PRINCIPLES OF DEVELOPMENT CONTROL

254 Residential Parks which are principally designed for residents should be located in areas with access to employment, shops, schools, public transport and community and recreation facilities.

255 Residential Parks and Caravan and Tourist Parks should be designed to:

- (a) minimise potential conflicts between long-term residents and short-term tourists;
- (b) protect the privacy and amenity of occupants through landscaping and fencing;
- (c) minimise traffic speeds and provide a safe environment for pedestrians;
- (d) include centrally located recreation areas;
- (e) include extensive landscaping to enhance the appearance of the locality, with a landscape buffer around the perimeter of the site; and
- (f) ensure that adequate amenity blocks (showers, toilets, laundry and kitchen facilities) and service facilities (eg public telephones, kiosks and restaurants) are provided to serve the population to be accommodated by the facility.

256 On-site visitor parking should:

- (a) be designed and located to be accessible to visitors at all times;
- (b) not dominate the internal site layout; and
- (c) be clearly defined as visitor spaces and not specifically associated with any particular accommodation site.

257 Long-term occupation of Caravan and Tourist Parks should not lead to the displacement of existing tourist accommodation, particularly in important tourist destinations, such as in coastal or riverside locations.

258 A minimum of 12.5 percent of a park should comprise communal open space, landscaped areas and recreation areas.

259 Landscaping should comprise locally indigenous species that are appropriate to the development and the subject land, and facilitate amenity and environmental sustainability.

Medium and High Rise Development (3 or More Storeys)

OBJECTIVES

- Objective 60:** Medium and high rise development that provides housing choice and employment opportunities.
- Objective 61:** Residential development that provides a high standard of amenity and adaptability for a variety of accommodation and living needs.
- Objective 62:** 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 63:** Development that integrates built form within high quality landscapes to optimize amenity, security and personal safety for occupants and visitors.

Objective 64: 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 65: 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 66: Buildings designed and sited to be energy and water efficient.

PRINCIPLES OF DEVELOPMENT CONTROL

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

- 260** 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.
- 261** In repetitive building types, such as row housing, the appearance of building facades should provide some variation, but maintain an overall coherent expression such as by using a family of materials, repeated patterns, facade spacings and the like.
- 262** 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.
- 263** 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 facades.
- 264** Buildings should reinforce corners through changes in setback, materials or colour, roof form or height.
- 265** 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 and prefinished materials that minimise staining, discolouring or deterioration.

266 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, and 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

267 Development facing the street should be designed to provide attractive, high quality 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 where consistent with the Zone and/or Policy Area provisions;
- (b) providing a well landscaped area that contains a deep soil zone space for a medium to large 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, pumprooms and hydrant boosters, car park ventilation) in discreet locations, screened or integrated with the façade;
- (e) ensuring ground, undercroft, semi-basement and above ground parking does not detract from the streetscape;
- (f) minimising the number and width of driveways and entrances to car parking areas to reduce the visual dominance of vehicle access points and impacts on street trees and pedestrian areas.

268 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.

269 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.

270 To contribute to direct pedestrian access and street level activation, the finished ground level of buildings should be no more than 1.2 metres above the level of the footpath, except for common entrances to apartment buildings which should be at ground level or universally accessible.

271 Dwellings located on the ground floor with street frontage should have individual direct pedestrian street access.

272 The visual privacy of ground floor dwellings within multi-storey buildings should be protected through the use of design features such as orientation, 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 level dwellings in multi-storey developments to be raised by up to 1.2 metres (provided access is not compromised where relevant).

Building Separation and Outlook

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

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

Dwelling Configuration

275 Buildings comprising more than 10 dwellings should provide a variety of dwelling sizes and a range in the number of bedrooms per dwelling.

276 Dwellings located on the ground floor with street frontage should have habitable rooms with windows overlooking the street or public realm.

277 Dwellings with 3 or more bedrooms, should, where possible, have the windows of habitable rooms overlooking internal courtyard space or other public space.

Adaptability

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

Environmental

279 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).

280 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.

281 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.

282 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/ 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 < less than 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		

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

Site Facilities and Storage

284 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.

285 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.

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

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

Zone Interface

288 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 of three or more storeys in height to be setback at least 6 metres from a zone boundary, and incorporate a deep soil zone area capable of accommodating medium to large trees with a canopy spread of not more than 8 metres when fully mature.

Centres, Shops & Business

OBJECTIVES

Objective 67: Shopping, administrative, cultural, community, entertainment, educational, religious, and recreational facilities located in integrated centres which are distributed rationally throughout the area of metropolitan Adelaide.

Objective 68: Centres established and developed in accordance with a hierarchy based on function, so that each type of centre provides a proportion of the total requirement of goods and services commensurate with its role.

Objective 69: A hierarchy of centres located in centre zones or areas.

Objectives 67, 68 and 69 apply to the groupings of facilities into centres and the location of those centres. The grouping of a wide range of facilities in integrated centres will benefit the community by encouraging economic and shared use of facilities, providing a meeting place for communities and encouraging ready access by both public and private transport.

The hierarchy of centres is based on the principle that each type of centre provides a proportion of the total community requirement for goods and services commensurate with its role.

Centres within the area of metropolitan Adelaide are of the following type:

- (a) the central business area of the City of Adelaide;
- (b) regional centre;
- (c) district centre;
- (d) neighbourhood centre; and
- (e) local centre.

The degree to which the various facilities can be located within a centre will depend, among other things, upon the size of the centre, the specific policies relating to the centre, the implications of competing centres for the population being served, and the characteristics of the population to be served. Each development proposal for a centre should be evaluated against that centre's and other centres', defined roles in the centre hierarchy.

New development in centres should result in the expansion of the total range of retail goods and services available to the population to be served, have regard to the location and role of other existing and proposed centre zones and be of a size and type which would not demonstrably lead to the physical deterioration of any existing centre zone or designated shopping area.

The identification of each zone in a hierarchy of centres should be such as to:

- (a) cater for the existing and future population's shopping and community needs;
- (b) provide a degree of choice in the location of centre facilities;
- (c) be safely and readily accessible to the population to be served, particularly by public transport, and obviate the need for unscheduled large-scale traffic and transport works;
- (d) have minimal adverse impact on residential areas;
- (e) concentrate development on one side of a primary or a primary arterial, road, or one quadrant of a primary or primary arterial road, intersection and have minimal adverse impact on traffic movement on primary and primary arterial roads. Linear extension of centre zones or areas along primary or primary arterial, roads is to be minimised;
- (f) reflect the potential to rehabilitate or extend centre zones or areas, and make effective use of existing investment in public infrastructure, utilities and transport, any costs involved being offset by benefits to the population being served;
- (g) be of a size and shape suitable for their functions, and provide car parking facilities;
- (h) have regard to the maintenance of retail employment levels in the area; and
- (i) have regard to the degree to which existing centres satisfy the above objectives.

The development of new centres may be staged, and specific areas may be set aside for community and other non-retail uses, with the total integrated development producing a character desired for that particular centre.

Objective 70: The City of Adelaide central business area to provide the principal focus for the economic, social and political life of metropolitan Adelaide, and the State.

The central business area is located in the City of Adelaide.

Objective 71: Regional centres to function as the main centres outside the central business area for a full range of shopping, administrative, cultural, community, entertainment, education, religious and recreational facilities, as public transport interchanges and focus of public transport networks and public and private office development.

Regional centres are shown in the Development Plans for the relevant council areas, at Elizabeth, Modbury, Marion, Noarlunga and Port Adelaide.

In some instances the distribution of existing shopping development will be such that some centres, which provide a full range of other regional facilities, will be unable to develop the full range of shopping facilities envisaged for a regional centre.

The following list indicates the facilities which are appropriate in a fully developed regional centre:

Bank	Consulting Room
Church	Day Care Centre
Cinema	Department Store
Civic Centre	Discount Department Store
Commercial Development	Further Education
Community Health Centre	Hospital

Hotel/Tavern	Restaurant
Indoor Games Centre	Secondary School
Library	Service Station
Office (General, Professional, Governmental)	Special School
Parks	Specialty Shop
Personal Service Establishments	Supermarket
Playing Field	Swimming Pool
Police Station	Tertiary Education
Pre-school	Theatre
Primary School	

Objective 72: District centres served by public transport and including shopping facilities that provide mainly 'convenience' goods and a sufficient range of 'comparison' goods to serve the major weekly shopping trips, as well as a comparable range of other community facilities.

The size of a district centre and the range of facilities within it, may vary throughout the area of metropolitan Adelaide but should be related to the size and characteristics of the population it serves. The largest district centres should serve a population in the order of 60 000 people.

The following list indicates those facilities which are appropriate in a fully developed district centre:

Ambulance Station	Library
Bank	Offices (General, Professional, Governmental)
Child Minding/Child Care Centre	Park
Church	Personal Service Establishments
Cinema	Playing Field
Civic Centre	Police Station
Club/Meeting Hall	Pre-school
Commercial Development	Primary School
Community Health Centre	Restaurant
Consulting Room	Secondary School
Day Care Centre	Service Station
Discount Department Store	Special School
Further Education	Specialty Shop
Hospital	Supermarket
Hotel/Tavern	Swimming Pool
Indoor Recreation Centre	

Objective 73: Neighbourhood centres to include shopping facilities that provide mainly 'convenience' goods to serve the day-to-day needs of the neighbourhood, and a limited range of more frequently required 'comparison' goods as well as a narrow range of facilities. There are not likely to be administrative facilities in neighbourhood centres.

The size of a neighbourhood centre and the range of facilities within it may vary within the area of metropolitan Adelaide but it should be related to the size and characteristics of the population it serves. The largest neighbourhood centres should serve a population in the order of 10 000 people.

The following list indicates those facilities which are appropriate in a fully developed neighbourhood centre:

Bank	Park
Branch Library	Personal Service Establishment
Child Minding/Child Care Centre	Playing Field
Church	Pre-school
Club/Meeting Hall	Primary School
Commercial Development	Restaurant
Community Welfare Local Office	Service Station
Consulting Room	Specialty Shop
Local Health Centre	Squash Court
Office (to serve nearby residents)	Supermarket

Objective 74: Local centres to include shopping and local community facilities to serve day-to-day needs of the local community.

Local centres on arterial roads should comply with the same criteria as those for other local centres.

Objective 75: Retail showroom development should only be allowed outside of designated centres if it can be clearly demonstrated that it could be undesirable or impractical to locate them in the vicinity of designated centres.

Retail showrooms, trading in furniture, floor coverings, household appliances and other similar bulky merchandise, require extensive indoor areas for the display of products and exhibit a lower parking demand than convenience shops. Retail showrooms complement the overall provision of facilities in centres and should be located on the periphery of those centres.

In inner areas, the designation of service retail zones for retail showroom development may be appropriate in the event that a centre location cannot be achieved. Such a zone should not be created in a linear fashion along arterial roads.

Objective 76: Retailing not consistent with facilities envisaged in a centre located and operated so as not to adversely affect any designated centre, commercial, business or residential zones or areas and traffic movements on secondary and primary arterial roads.

The diversification of locations for retailing providing goods and services not compatible with the grouping of facilities envisaged for regional, district and neighbourhood centres may be considered so long as the integrity of the centre hierarchy is not compromised and the development is compatible with land uses in the locality.

Retail development of this kind should be evaluated having regard to:

- (a) its locational and operational compatibility with existing shopping, business, commercial zones, or areas, including the nature of the goods and materials to be stocked, and the noise levels of vehicles and plant used on, and servicing, the site;
- (b) its effect on adjacent residential development;
- (c) the increased use of local and arterial roads;
- (d) the adequacy of vehicular access and car parking; and
- (e) the maintenance of building and site development standards required for centres.

Objective 77: Provision of a rational distribution of integrated centres throughout the City.

Objective 78: Development of community facilities in the various centres, commensurate with their role and function in the hierarchy of centres.

Objective 79: Concentration of retail development and ancillary services should be located within the District Centre zones throughout the City in order to provide vibrant, fully developed District Centres offering shopping, recreational and community facilities.

PRINCIPLES OF DEVELOPMENT CONTROL

289 Except in the Urban Corridor Zone, development should be located as follows:

- (a) A shop or group of shops, with a gross leasable area of greater than 250 square metres should be located in a business, centre, or shopping zone or area.

- (b) A shop or group of shops with a gross leasable area of 250 square metres or less should not be located on an arterial road (as shown on [Map NPSP/1 \(Overlay 1\) Parts A & B](#) unless located in a business, centre, or shopping zone or area.

290 A shop or group of shops with a gross leasable area of 250 square metres or less located outside a business, centre, or shopping zone or area should:

- (a) not hinder the development or function of any business, centre or shopping zone, or area; and
- (b) within the St Peters Area shown on [Map NPSP/1 \(Overlay 1\)](#) provide retail services of a strictly local nature; and
- (c) not diminish the amenity of the locality.

291 Development or redevelopment within business, centre, and shopping zones or areas should meet the following criteria:

- (a) their location and assigned role in the centre hierarchy of designated centres and designated centre zones or areas;
- (b) the need to integrate facilities in the zone or area;
- (c) staging of development within the centre and the needs for any future expansion of the zone, or area, as a whole;
- (d) multiple use of facilities and sharing of utility spaces;
- (e) attractive development, with a unified design of buildings and produce a close relationship between shops in a lively setting;
- (f) materials compatible with the natural features of the site and adjacent buildings;
- (g) acceptable micro-climatic conditions and degree of exposure in designing and orienting buildings, and locating open space and car parking areas;
- (h) development and operation of facilities within a zone, or area, compatible with adjoining areas. This should be promoted through landscaping, screen walls, centre orientation, location of access ways, buffer strips and transitional use areas;
- (i) signs designed in scale with the amenity of the area, and carefully located. Illumination from signs or floodlights should not spill over to adjacent areas;
- (j) access and car parking for residential areas located within centres separate from the access and car parking areas serving the other centre facilities;
- (k) integration of public transport requirements; and
- (l) provision of retail showrooms for the trading of bulky goods on the periphery of centres, or in designated service retail zones in inner areas.

292 Provision for the movement of people and goods within business, centre and shopping zones or areas should comply with the following:

- (a) development should not cause inconvenient and unsafe traffic and pedestrian movements or be likely to result in the need for significant expenditure on transport and traffic works, or facilities within, or outside, the locality;
- (b) development should be concentrated for pedestrian convenience and not allowed to extend unnecessarily along road frontages; (increasing the depth of development is a more desirable alternative);

- (c) the separation of pedestrian and vehicle movements within zones or areas, is most desirable to ensure safety and convenience;
- (d) access to car parking areas should be designed not to cause congestion or detract from the safety of traffic on abutting roads;
- (e) adequate and convenient provision should be made for service vehicles and the storage and removal of waste goods and materials;
- (f) parking areas should be consolidated and co-ordinated into convenient groups, rather than located individually, and the access points minimised.
- (g) car parks should be orientated so as to facilitate direct and convenient access of pedestrians between them and the facilities they serve;
- (h) on-site parking shall be determined having regard to:
 - (i) the amount, type and timing of movement generated by the use;
 - (ii) the design, location and configuration of parking spaces;
 - (iii) the ability of the site to accommodate the parking spaces;
 - (iv) the potential for shared use of parking spaces;
 - (v) the effect on surrounding activities;
 - (vi) specific requests of cyclists; and
 - (vii) the availability of appropriate on-street parking; and
- (i) Retail showroom development should provide appropriate manoeuvring and circulation areas on the site, in order to accommodate trucks and trailer movements for the carriage of bulky products.

293 The location and design of centres and shopping development should ensure that all sources of noise, including refrigeration and air conditioning equipment, garbage collection and car parking, do not cause excessive or disturbing noise at neighbouring properties.

294 Landscaping should form an integral part of centre design, and be used to foster human scale, define spaces, reinforce paths and edges, screen utility areas, and generally enhance the visual amenity of the area. The use of locally indigenous plant species should be incorporated where it is practical to do so.

295 Centres should be highly accessible to the population to be served, especially by public transport, where that applies.

296 Centres should have a minimal adverse impact on traffic movements on primary, or primary arterial, roads.

297 Centres should develop on one side of an arterial road, or one quadrant of an arterial road intersection. Where centre facilities already straddle a primary, or primary arterial, road, or the intersection of two primary, or primary arterial, roads, development within them should:

- (a) concentrate on one side of the primary, or primary arterial, road or one quadrant of the arterial road intersection; and
- (b) minimise the need for pedestrian and vehicular movement across the arterial road, from one part of the centre to another.

298 Centres should have minimal adverse impacts on residential areas.

- 299** Centres should be so located as to make effective use of existing investment in public infrastructure, utilities, transport and other facilities, and any costs involved should be off-set by benefits to the population being served.
- 300** Centres should be located consistent with policies pertaining to adjoining council areas.
- 301** The development of centres should not result in the physical deterioration of any designated centre.
- 302** Shopping development, which is more appropriately located outside business, centre or shopping zones or areas should:
- (a) be of a size and type which would not hinder the development or function of any business, centre or shopping zone or area in accordance with the objectives and principles of development control for centres and shops and the objectives and principles of development control for the appropriate zones or areas;
 - (b) conform to the criteria above and the design, access, and car parking requirements for business, centre, and shopping, zones or areas set out in principles of development control above;
 - (c) result in the expansion of the total range of retail goods and services presently available to the community;
 - (d) result in a maintenance of retail employment in the area; and
 - (e) not demonstrably lead to the physical deterioration of any designated centre.
- 303** Shopping, administrative, cultural, community, entertainment, educational, religious and recreational facilities should be located in business, centre and shopping zones.
- 304** The total gross leasable area of shops in a Local Centre (Norwood) Zone should not exceed 450 square metres.
- 305** Development of shopping, administrative, cultural or entertainment facilities should:
- (a) be of a size and type which would not hinder the development or function of any business, centre or shopping zone, and be in accordance with the objectives for centres and the objectives for the appropriate zones; and
 - (b) conform to the access, car parking and design principles for business, centre or shopping zones set out below.
- 306** Development within business, centre and shopping zones should be located having regard to the following principles:
- (a) within zones which straddle arterial roads or intersections of arterial roads, the major shopping focus, defined by the gross leasable area and associated car parking, should be restricted to one side of the road or one quadrant of the intersection;
 - (b) development should not generate pedestrian or vehicular traffic onto or across an arterial road in such a way as to materially impair the movement of traffic on that road or to cause safety hazards;
 - (c) development should not generate significant increases in traffic in adjacent residential areas;
 - (d) where traffic control works, public works or facilities are required as a direct result of a development, the cost of such works or facilities should be borne by the developer; and
 - (e) development, including required car parking and landscaping should be accommodated on land which is not required for road widening.

307 Development within business, centre and shopping zones should conform to the following access and car parking principles:

- (a) development should provide safe and convenient access for private cars, cyclists, pedestrians, service vehicles, emergency vehicles and public utility vehicles;
- (b) access points onto public roads should be located and designed in such a way as to minimise traffic hazards, queuing on public roads and intrusion into adjacent residential areas;
- (c) the number, location and design of access points onto arterial roads shown on [Map NPSP/1 \(Overlay 1\) Parts A & B](#) should be such as to minimise traffic hazards, queuing on the roads, right turn movements and interference with the function of intersections, junctions and traffic control devices;
- (d) development should provide sufficient off-street parking to accommodate customer, employee and service vehicles;
- (e) car parking areas should be located and designed in such a way as to ensure safe and convenient pedestrian access from vehicles to facilities, safe and convenient traffic circulation, minimal conflict between customer and service vehicles and should include adequate provision for manoeuvring into and out of parking bays;
- (f) the layout of all parking areas should be designed so as to obviate the necessity for vehicles to back onto public roads;
- (g) individual parking areas should, wherever possible, be so located and designed that:
 - (i) vehicular movement between them does not require the use of public roads; and
 - (ii) the number of access points is minimised;
- (h) development in the form of retail showrooms trading in bulky goods merchandise, should provide adequate manoeuvring and circulation areas in order to accommodate truck and trailer movements. Access points for the development should be determined by Transport SA in consultation with the Planning Authority;
- (i) shopping development should provide for separate parking spaces for the disabled;
- (j) opportunities for the shared use of car parking between development sites should be exploited so as to reduce the total extent of car parking areas;
- (k) residential development located within centres should have access and parking areas separate from access and car parking areas serving the other centre facilities; and
- (l) landscaping should be provided and maintained in order to screen, shade and enhance the appearance of car parking areas.

308 Development within business, centre and shopping zones should conform to the following design principles:

- (a) Development should provide for the integration of existing and future facilities so as to promote ease of pedestrian movement and sharing of facilities as well as to retain the opportunity for future expansion within the zone.
- (b) Development should:
 - (i) comply with the objectives for the Zone or otherwise be compatible with the predominant character of other buildings in the locality; and
 - (ii) preserve buildings of historical or architectural significance.

- (c) Development should provide:
 - (i) off-street loading, service areas and service vehicle manoeuvring areas;
 - (ii) lighting for buildings and ancillary areas, with no light spill causing nuisance or hazard; and
 - (iii) unobtrusive facilities for storage and removal of waste materials.
- (d) Development should not cause nuisance or hazard arising from:
 - (i) microclimatic conditions;
 - (ii) excessive noise;
 - (iii) odours;
 - (iv) overlooking;
 - (v) overshadowing; or
 - (vi) visual intrusion.
- (e) Where applicable, development should:
 - (i) provide parking, access and facilities for disabled persons;
 - (ii) minimise energy consumption for lighting, heating, cooling and ventilation;
 - (iii) provide public spaces such as malls, plazas and courtyards;
 - (iv) provide public facilities including toilets, seating, telephones and community information boards; and
 - (v) provide access for public transport and sheltered waiting areas for passengers.
- (f) Landscaping should be provided and maintained in order to:
 - (i) establish a buffer between development in the zone and adjacent areas;
 - (ii) complement the landscaping provided by adjacent development and enhance the visual appearance and character of the zone;
 - (iii) shade, define and create windbreaks for pedestrian paths and spaces;
 - (iv) screen service yards, loading areas and outdoor storage areas; and
 - (v) improve the amount and quality of locally indigenous plant species in the area, where it is practical to do so.
- (g) Outdoor signs, both free-standing and attached to buildings, should be located and designed in such a way as to:
 - (i) be in scale with the development as a whole, the buildings therein and the desired character of the Zone or otherwise be compatible with the character of the locality;
 - (ii) not impair the view of or from nearby developments; and
 - (iii) not distract attention from traffic control information.

309 Within Centres Zones located within the St Peters Area shown on [Map NPSP/1 \(Overlay 1\)](#):

- (a) no new development should be more than two-storeys; and
- (b) development should not interfere with the amenity of adjoining residential zones.

Commercial and Industrial Development

OBJECTIVES

Objective 80: Commercial development located in suitable areas.

Commercial areas cater for wholesaling, storage and associated activities. Parts of these areas may be suitable for development that does not generate much traffic, such as car and boat sales yards, small offices, tyre sales outlets and premises which are used primarily for the fabrication, storage and repair of goods with only a small ancillary retailing area.

The layout of buildings should normally provide for offices and showrooms of high architectural standard to occupy the front of the site, with storage premises at the rear. Space should be provided on the site for car parking, the loading and unloading of vehicles and the circulation of vehicles.

Attractive and spacious site layouts with well-designed buildings, are important for storage warehouses. As buildings are usually large, level well drained land with good bearing capacity is essential. Areas set aside for warehouses should be close to transport facilities, with heavy duty roads of sufficient width to service individual sites.

The considerable amount of traffic associated with many warehouses makes it essential that points of access and egress receive careful attention, particularly when the site fronts a main road. The siting of warehouses near residential areas needs care because of the amount of traffic involved.

Objective 81: An adequate supply of suitable and appropriately located land to accommodate current and projected industrial activities.

Industry requires reasonably level, well drained land which can be supplied with the appropriate infrastructure and is readily accessible to labour and transport. In choosing suitable locations for industrial land it is also important to consider the effects of industry on surrounding land uses.

While supplies of industrial land are adequate in the short term, Metropolitan Adelaide's stocks of good quality industrial land have been reduced over past years. Industrial land is a valuable economic resource and it is vital that new supplies of suitable, well located land for industry are provided in Metropolitan Adelaide and that land set aside for industry is not developed for other purposes.

Objective 82: Industrial land and activities protected from encroachment by incompatible land uses.

Land earmarked for industrial purposes requires protection from encroachment by incompatible land uses. In particular, residential land uses can encroach upon existing industrial activities over time. As residential development moves closer to these industries, the capacity of industry to operate properly or to expand can be threatened. Similarly, increases in residential densities close to industrial areas can also have implications for industry.

The potential conflicts between existing industry and encroaching non-industrial development, either by the take up of vacant land or through residential density increases, need to be assessed when rezoning land, particularly for residential uses, or when reviewing zone policies in adjoining areas.

Distances to existing industrial development need to be taken into account when considering the zoning of land for residential or other potentially sensitive land uses. The use of separation areas along zone boundaries and the management of these areas to mitigate impacts and minimise the potential for conflict between industrial land uses and other incompatible land uses, should also be considered when appropriate.

Objective 83: Development at the interface between industrial activities and sensitive uses are to be compatible with surrounding activities, particularly those in adjoining zones.

Where industrial zones already adjoin residential areas, it is appropriate that those industrial activities with lower potential for off-site impacts be located on the periphery of industrial zones. Some types of commercial development are also suitable on the periphery of industrial areas as they can perform a separation role between housing and industry. Consideration should also be given to the appropriateness of, and design treatments required, for other land uses located in close proximity to industrial locations. Separation distances can be utilised as a trigger for more detailed assessment to ensure that impacts can be minimised.

Objective 84: Business, commercial and industrial development to be located in accordance with the Structure Plan [Map NPSP/1 \(Overlay 1\) Parts A & B](#), in order to take advantage of the inner-metropolitan location and close proximity to the Central Business District of Adelaide.

PRINCIPLES OF DEVELOPMENT CONTROL

- 310** Noise levels generated by an industrial or commercial activity should comply with the Environment Protection Authority's Environment Protection (Noise) Policy and, generally, should not significantly exceed the level of noise already present in the locality.
- 311** Wholesaling, storage, transport and service industries should be located in commercial, business or industrial zones.
- 312** Industrial development should be located in industrial zones and where appropriate, in accordance with the policy areas of the Business Zone.
- 313** Industrial and commercial development should be of a high architectural standard and be set-back from the road frontage to allow for landscaping.
- 314** Industrial and commercial development in proximity to residential zones should not impair the amenity of those residential zones and points of entrance and exit should be located so that the number of vehicles using nearby roads in residential zones is kept to a minimum.
- 315** The widths of roads in an industrial area should be adequate for the type and volume of traffic expected.
- 316** Industrial or commercial activities located within the St Peters Area shown on [Map NPSP/1 \(Overlay 1\)](#) should be operated during such hours as not to cause nuisance to others.
- 317** An accessway, at least 3.5 metres wide should be provided to the rear of any allotment on which commercial or industrial buildings are developed within the St Peters Area shown on [Map NPSP/1 \(Overlay 1\)](#).
- 318** No dwellings other than caretakers' quarters should be erected in industrial areas located within the Payneham Area shown on [Map NPSP/1 \(Overlay 1\)](#).
- 319** Where industrial areas abut residential areas, light industrial development should be located near the residential area to minimise the nuisance to households.

Community Facilities

OBJECTIVES

Objective 85: Location of community facilities including social, health, welfare, education and recreation facilities where they are conveniently accessible to the population they serve.

Objective 86: The proper provision of public and community facilities including the reservation of suitable land in advance of need.

PRINCIPLES OF DEVELOPMENT CONTROL

320 Community facilities should be sited and developed to be accessible by pedestrians, cyclists and public and community transport.

321 Community facilities should be integrated in their design to promote efficient land use.

322 Design of community facilities should encourage flexible and adaptable use of open space and facilities for a range of uses over time.

Open Space

OBJECTIVES

Objective 87: Adequate public parks and recreation areas conveniently located.

Open spaces are needed in a city for outdoor recreation, and all age groups must be catered for. The size of the open spaces must be adequate, and they must be located conveniently for the people who use them. Suitable land must be acquired or reserved long before the need becomes evident and long before funds for development are available. If such action is not taken, then the cost involved will be prohibitive as values rise, or the land will have been used for other purposes. Consequently, land acquisition should be programmed for a considerable number of years ahead.

Open spaces can be classified into four main groups in order to clarify requirements:

- (a) Regional parks, of at least 200 hectares, situated within a reasonable driving distance of the built-up area.
- (b) Major district open spaces, of at least 20 hectares, providing for all forms of recreation and within five kilometres of every home.
- (c) Minor district open spaces, preferably of about ten hectares, serving the people living within about one kilometre radius of the site.
- (d) Small local open spaces within short and safe walking distance of every home.

The function of regional parks is to provide the opportunity for active and passive recreation beyond the limits of the built-up area, and at the same time to preserve the natural character of the landscape and the flora and fauna. The standard of provision should be at least four hectares per 1000 population.

The function of major district open spaces is to provide for active and passive recreation for large numbers of people. Each major district open space should be large enough to provide a full range of sports grounds, children's playgrounds, gardens and preferably a golf course. The size of minor district open spaces allows room for two full-sized ovals, facilities for tennis, bowls and other games, a children's playground, formal gardens and space for car parking.

Local open spaces should have facilities for some organized sport and children's play activities, in a park-like setting. The size of local open spaces can vary, but in practice many will be small, probably little more than half a hectare. The smaller areas can accommodate tennis courts or children's playgrounds while the large areas can provide for team games of a junior standard and practice pitches.

Children's playgrounds should be available within half a kilometre of every home, and situated so that children do not have to cross a busy road. Playgrounds should be about one half to one hectare in extent, and can be irregular in shape, although the whole of the playground should be visible from a public road. Sites should be attractive, and where possible should be incorporated with a larger park.

The need for children's playgrounds is usually greater in new suburbs with a high proportion of newly married people. However, constant attempts should be made in the older suburbs to provide children's playgrounds, because of the number of children who could be living in flats.

Parks and gardens are required particularly for older people who desire a more passive form of recreation. Some form of local park or garden should be available within reasonable walking distance of every home. Parks spaced at approximately one kilometre intervals would mean a maximum walking distance of half a kilometre, but it may be difficult to obtain this distribution and at the same time provide reasonably sized areas. The site area should be not less than about one hectare, and maintenance problems can be reduced if parks are combined with areas for more active recreation.

Objective 88: Increased landscaped open space in the City especially along the creek system, and promotion of the creeks as unique and attractive recreational resources.

Objective 89: Upgraded street environments and additional attractively landscaped public spaces throughout the City, which assists in the re-establishment of local indigenous plant species where it is practical to do so.

Metropolitan Open Space System (MOSS)

OBJECTIVES

Objective 90: A clearly defined and linked Metropolitan Open Space System of public and privately owned land of an open or natural character in and around metropolitan Adelaide which will:

- (a) provide a visual and scenic contrast to the built urban environment;
- (b) separate different parts of the metropolitan area;
- (c) assist in the conservation of natural or semi-natural habitats and sites of scientific or heritage interest and re-vegetation;
- (d) provide corridors for movement of wildlife;
- (e) accommodate a range of active recreation and sporting facilities of regional or State significance, including facilities which may be used for national and international events;
- (f) accommodate a range of passive recreation and leisure areas; and
- (g) provide for the integration of stormwater management in association with recreation, aquifer recharge and water quality management.

Objective 91: The use of private land within the Metropolitan Open Space System for low-scale uses such as non-intensive agriculture, rural living or low-impact tourist facilities where the emphasis is on retaining or developing the open, natural or rural character and buildings are located and designed in such a way as to blend into the open character of the area.

Objective 92: The development of public land within the Metropolitan Open Space System for active and passive recreation, sporting facilities and conservation with emphasis on retaining the open, natural or rural character with wide landscaped buffers around the perimeter of areas where appropriate, areas of conservation significance retained in their natural state and buildings located and designed in such a way as to minimise their impact.

Objective 93: The development of open space recreation reserves through land purchases, contributions of open space, and exchanges of land.

Every opportunity should be taken to increase the extent of public open space within strategic locations of the Metropolitan Open Space System.

Means of encouraging this include:

- (a) purchase of land by councils, other public authorities and community groups;
- (b) encouraging developers who are obliged to provide public open space when land is divided, to fulfil that obligation by purchasing an equivalent area of land within the Metropolitan Open Space System in lieu of providing a public reserve within the land being divided;
- (c) agreements with landholders regarding valuation of land; and
- (d) land management agreements.

PRINCIPLES OF DEVELOPMENT CONTROL

- 323** Development should preserve and enhance the character and amenity of land within the Metropolitan Open Space System as shown on [Map NPSP/1 \(Overlay 2\)](#).
- 324** Publicly owned land within the Metropolitan Open Space System should be used to provide natural or landscaped open space, accommodate a range of public recreation, sporting and institutional facilities and uses and to accommodate stormwater management.
- 325** Publicly owned land within the Metropolitan Open Space System should also be used to conserve wildlife habitats and areas of natural vegetation, to allow for movement of wildlife, to conserve sites of scientific, cultural or heritage interest and for re-vegetation.
- 326** Privately owned land within the Metropolitan Open Space System should be used for rural activities and agriculture (but not intensive animal keeping), very low-density residential development, low-impact tourist, or sporting facilities, or conservation purposes.
- 327** Buildings and structures erected on land within the Metropolitan Open Space System should be designed, located and screened so as to be unobtrusive and not detract from the open natural or landscaped character of these areas.
- 328** When land fronting watercourses within the Metropolitan Open Space System is divided, land adjoining the watercourse should become a public reserve.
- 329** The width of reserves abutting watercourses within the Metropolitan Open Space System should be sufficient to allow for flood control, stormwater management, retention of the riverine ecosystem and to provide areas of open space which can be used to accommodate a range of recreational and sporting facilities.

Environment and Conservation

The watercourses with their natural vegetation are the most significant natural features on the Adelaide Plain. The trees and natural vegetation can add to the attractiveness of suburban areas and, wherever possible, these features should be incorporated in the layout of residential areas.

The land bordering watercourses should be reserved for public use. Buildings should be set well back, and front onto a road and reserve along a watercourse. The reserve could be used for public recreation and provide easy access for maintenance of the watercourse. The setting back of buildings from a watercourse reduces the need for costly engineering works to prevent erosion and flooding. In some instances it may be possible to retain privately owner orchards and market gardens along rivers by the use of open space proclamations.

The watercourses requiring particular attention are the River Torrens and Sturt River and Christie Creek. The gorge of the River Torrens through the South Mount Lofty Ranges is of special scenic value, needing particular attention to ensure that the natural character is preserved.

The character of the built-up area largely depends on the attractiveness of parks and recreation reserves, and every endeavour should be made to plant and develop reserves as soon as they become available. Reserves should be easily seen from adjoining roads, and housing development should not block out views or back onto reserves.

There are also many buildings and sites of architectural, historical and scientific interest in metropolitan Adelaide that warrant preservation. An awareness of their existence is the first stage in preservation. Details of the location and significance of these buildings and sites are available on various lists prepared by statutory bodies and interested organisations.

OBJECTIVES

- Objective 94:** The conservation, preservation, or enhancement, of scenically attractive areas, including land adjoining water or scenic routes.
- Objective 95:** The preservation of buildings or sites of architectural, historical, or scientific interest.
- Objective 96:** Retention, protection and restoration of natural resources and the environment.
- Objective 97:** Protection of land and items of natural interest.
- Objective 98:** The retention of native vegetation.
- Objective 99:** Conservation and establishment of vegetation, including trees.
- Objective 100:** Protection of the quality and quantity of South Australia's surface waters, including inland and underground waters.
- Objective 101:** Protection of watercourses from waste.
- Objective 102:** Minimisation of air, water and land pollution.
- Objective 103:** Protection of biological systems to maintain natural ecological processes.
- Objective 104:** The ecologically sustainable use of all natural resources including ground water, surface water and watercourses.
- Objective 105:** Natural hydrological systems and environmental flows reinstated, maintained and enhanced.
- Objective 106:** Conservation of landscaping of aesthetic merit, including sites and localities of natural beauty.
- Objective 107:** Native flora, fauna and ecosystems protected, retained, conserved and restored.

PRINCIPLES OF DEVELOPMENT CONTROL

- 330** Development should be undertaken with minimum impact on the natural environment, including air and water quality, land, soil biodiversity, or scenically attractive areas.
- 331** Development should take place in a manner which will protect biological systems and maintain natural ecological processes on the land and in surrounding localities.
- 332** Development should take place in a manner which does not cause soil erosion or the silting of watercourses, or create any unstable embankment or cutting.
- 333** Development should take place in a manner which is not liable to contribute to pollution of air, water or land.
- 334** Development should not have significant adverse micro-climatic impacts on other land and buildings, particularly with regard to:

- (a) increased overshadowing resulting in loss of winter sunlight to active outdoor living areas;
- (b) decreased daylight illumination; and
- (c) increased wind turbulence.

335 The condition of land or development should be improved where:

- (a) the land is derelict;
- (b) it contains buildings which are ruinous or have an obsolete layout;
- (c) objects or materials are stored or kept in a manner which is unsightly or prejudicial to the health or safety of the community; and
- (d) it promotes a use of land which does not interfere with the reasonable use of other land.

336 Development should not significantly obstruct or adversely affect sensitive ecological areas such as creeks, rivers, wetlands and estuaries.

337 Development should be appropriate to land capability and the protection and conservation of water resources and biodiversity.

338 Development should ensure that watercourses and their beds and banks are not damaged or modified and are retained in their natural state, except where modification is required for essential access or maintenance purposes.

339 The natural character of creeks should be preserved, particular in regard to the protection of natural topography and native vegetation.

340 Wherever possible, development should restore creeks to naturally landscaped and open waterways.

341 Sites, locations and items (extending beyond building development and vegetation) should be conserved which are of special:

- (a) historical (including archaeological) significance or heritage value;
- (b) scientific interest; or
- (c) scenic value or natural beauty.

342 Trees and other vegetation, including native flora should be conserved which are of:

- (a) special visual significance or interest;
- (b) value in the screening of a building or unsightly views;
- (c) value in the provision of shade or as a windbreak;
- (d) value in the prevention of soil erosion;
- (e) special historic significance or heritage value;
- (f) special interest; or
- (g) value as a habitat for native fauna.

343 Development should retain existing areas of native vegetation and where possible contribute to revegetation using locally indigenous plant species.

344 Development should be sited to include landscaped areas which incorporate existing significant sound vegetation, wherever possible, and to maintain appropriate clearance distances from the root or canopy spread of large trees.

345 Development should promote the long-term conservation of vegetation by:

- (a) avoiding substantial structures, excavations and filling of land in close proximity to the trunk of trees and beneath their canopies;
- (b) minimising impervious surfaces beneath the canopies of trees; and
- (c) taking other effective and reasonable precautions to protect both vegetation and the integrity of structures and essential services.

Heritage

The City of Norwood, Payneham & St Peters derives many benefits from its large number of intact State and local heritage buildings which define a certain character and ambience throughout many parts of the City, setting it apart from other metropolitan areas. It is desired that these places be conserved for the benefit of present and future generations, and to maintain a historic and cultural record of the settlement of the State and the Council area. The conservation of these places also enhances the attractiveness of the Council area to tourists and visitors.

For the purpose of interpreting the Objectives and Principles of Development Control a **heritage place** in the City of Norwood, Payneham & St Peters is:

- a **State Heritage Place** entered in the State Heritage Register or a place that is a provisional entry in the Register; or
- a **Local Heritage Place**.

All State and Local Heritage Places in the Council are listed in [Tables NPSP/5 and 6](#) and their locations are mapped on [Figures Her/2 to 24](#). The description of the heritage value of a State Heritage Place can be found in the Register of State Heritage Places. The description and extent of the heritage value of a Local Heritage Place can be found in [Table NPSP/6](#).

In respect to a State Heritage Place (listed in [Table NPSP/5](#)), the extent of control and protection applies to all elements of the place (exterior and interior), including fencing, painting and minor installations such as air conditioning units, roof fans and exhaust fans, together with any other work that may affect the heritage value of the place.

In respect to a Local Heritage Place (listed in [Table NPSP/6](#)), the extent of control and protection applies to all external elements of the original main portion of the subject building, such as exterior walls, chimneys, facades and roof, and contiguous elements such as verandas and balconies, including balustrades and lacework, doors and windows and their frames, original materials and finishes (excluding painting) and similar features, and other specific elements as described in [Table NPSP/6](#) that are characteristic of the building period and style of the place. In some circumstances (identified in [Table NPSP/6](#)), the extent of control and protection may also apply to the original fencing, the landscaped setting of the Local Heritage Place or components of the garden.

For the purposes of Development Plan interpretation the **main face** of a building means the closest external wall or walls of a room to the street frontage (or in the case of a building which has frontage to more than one street, the primary street frontage).

In assessing proposals involving Local Heritage Places, it is desirable that consideration be given to the existing character and appearance of the Local Heritage Place, which is proposed to be developed, and the contribution that the place makes to the heritage character of the streetscape and the locality. The character of a place is specifically influenced by design, construction materials and colours.

OBJECTIVES

Objective 108: The identification, conservation and enhancement of land, buildings and structures and their settings, which are of indigenous, non-indigenous and natural heritage and that display aesthetic, architectural, historic, social, economic, cultural, archaeological, technological, spiritual, geological or scientific significance.

Objective 109: Conservation of places and objects registered, designated or listed pursuant to the Heritage Places Act 1993.

Objective 110: Conservation of items of Aboriginal heritage importance that are subject to the control of the Aboriginal Heritage Act 1988.

Objective 111: Development that retains the heritage value of State and Local Heritage Places such that the heritage value of the place, locality and the Council area is reinforced through:

- (a) the conservation and complementary development of such places; and
- (b) the complementary development of land and sites adjacent to such places.

Objective 112: Development which conserves and reinforces the historic integrity of the Council area and is compatible with the desired character of the appropriate zone and policy area.

Objective 113: The continued use, or adaptive reuse, of State and Local Heritage Places that supports their ongoing retention and conservation.

Objective 114: Public awareness of heritage areas and places within the Council area that are of cultural, environmental, social, historic or architectural significance.

PRINCIPLES OF DEVELOPMENT CONTROL

General

346 All development involving or affecting State and Local Heritage Places, as designated in [Tables NPSP/5 and 6](#), should ensure that those places are retained, restored, rehabilitated, altered and added to, in an appropriate manner, which:

- (a) preserves, respects and complements the original integrity, character, scale and bulk, street frontage, architectural style, design, roof form and pitch, window and door openings and specific features, materials, colours and finishes of the existing identified place; and
- (b) maintains or reinstates the integrity and prominence of the original street frontage and significant streetscape, setbacks and other aspects and features.

347 Development (including land division) should not compromise or detrimentally affect the heritage value, character, integrity, setting, siting or function of buildings or sites of architectural, historic or scientific interest, sites of natural beauty or places of heritage value identified in [Tables NPSP/5 and 6](#) as State or Local Heritage Places.

348 Development on land containing a State or Local Heritage Place (including alterations or additions or a change in land use) as designated in [Tables NPSP/5 and 6](#) should:

- (a) retain and conserve the primary street frontage of the heritage place and the specific elements contributing to its heritage value;
- (b) not compromise the character of the original building;
- (c) be visually compatible with the elements contributing to its heritage significance;

- (d) have regard to the heritage value, physical material and setting of the heritage place;
 - (e) have regard to the character of the locality within which the development is to be undertaken;
 - (f) provide for the reinstatement and retention of views and vistas to the heritage place from public roads as well as between any elements of identified heritage value by removing unsympathetic fencing, building additions or alterations;
 - (g) enable the heritage place to have a curtilage of a size sufficient to protect its setting;
 - (h) be sited to the rear or side of the heritage place and not in front of the existing building or the elements of identified heritage value so that the original character, street prominence, siting and boundary set-backs are not compromised; and
 - (i) retain mature vegetation that complements the heritage value of the place.
- 349** Development affecting a heritage place should be sited to reinforce the prevailing subdivision patterns in the area within which the heritage place is situated.
- 350** Development of a heritage place that materially affects the appearance of a building, such as the rendering or covering of original unpainted or exposed brickwork or stonework, should not be undertaken.
- 351** Development affecting a heritage place should be carried out, where applicable, in accordance with the Design Guidelines for Heritage Places and Development in Historic (Conservation) Zones contained in [Table NPSP/4](#).
- 352** Development should facilitate the conservation of dilapidated heritage places where possible.
- 353** Development affecting the interior of a State Heritage Place should retain the significant fabric (including fixtures and fittings), spaces and volumes where these elements contribute to the heritage value of the place.
- 354** The development of a heritage place which is part of a public open space, should:
- (a) conserve, respect, complement and reinstate where appropriate the particular built and landscaped characteristics which establish the historic significance of the relevant place; and
 - (b) retain the open space nature of the relevant place.
- 355** New development which replaces an existing State or Local Heritage Place or part of a State or Local Heritage Place should complement the character, materials, form, scale, fenestration and features of any remaining elements of the place and the locality and should be designed to a high professional architectural standard.
- 356** Development associated with a State or Local Heritage Place may contain minor variations to the detailed design principles of development control where it facilitates appropriate and complementary conservation of the place providing that any variation:
- (a) is justified by significantly unusual and difficult constraints associated with the retention, conservation or unique circumstances of the place;
 - (b) avoids compromise or an adverse impact upon the integrity and appropriate setting of the place and is beneficial to the desired and general character and amenity of the locality;
 - (c) does not project forward of the main face of the heritage place; and

- (d) does not compromise fundamental management objectives, policies or functional criteria relating to the heritage place.

357 Uses to which a building, structure or site of heritage value are put should be those which will support the continued retention and conservation of the place.

358 Where adaptation of a heritage place involves additional construction, part demolition or alterations to the fabric (or defined elements) of the place, development should not diminish or detract from its heritage value.

Development on land adjacent to land containing a heritage place

359 Development on land adjacent to land containing a State or Local Heritage Place as designated in [Tables NPSP/5 and 6](#) should respect the heritage value, integrity and character of the heritage place and should clearly demonstrate design consideration of the relationships with the heritage place and its setting (without necessarily replicating its historic detailing) and the character of the locality by establishing compatible:

- (a) scale and bulk;
- (b) width of frontage and boundary setback patterns;
- (c) proportion and composition of design elements;
- (d) form and visual interest (as determined by play of light and shade, treatment of openings and depths of reveals, roofline and pitch and silhouette, colour and texture of materials as well as detailing, landscaping and fencing);
- (e) fencing and areas set aside for landscaping, particularly on the primary street frontage of an allotment, which complement the era, style and landscaping setting of the heritage place; and
- (f) garages, carports or outbuildings set-back at a greater distance from the primary street frontage than the main face of the primary building.

360 Development on land adjacent to land containing a heritage place and sited in strategic locations, such as corners or at the termination of vistas, should have a scale and visual interest in the streetscape at least equal to that of the adjoining heritage place, providing the heritage value of the place within its setting is not diminished.

361 Development on land adjacent to land containing a State or Local Heritage Place should not be undertaken if it is likely to dominate or detract from the heritage value and integrity of the heritage place by way of design, appearance or standard of construction.

Demolition (relating to State and Local Heritage Places only)

362 A State Heritage Place should not be demolished or removed, in whole or in part, unless:

- (a) the portion of the place to be demolished or removed does not contribute to the heritage value of the place; or
- (b) it can be demonstrated that the structural condition of the place is so seriously unsound as to be unsafe and irredeemable, which is verified by appropriate independent, qualified expert advice; and
- (c) in either of the circumstances described above, a heritage impact statement has been prepared by an independent qualified heritage expert, reviewing the heritage values of the place and including an assessment of the proposed demolition or removal on the heritage value of the place.

363 A Local Heritage Place should not be demolished or removed, in whole or in part, unless:

- (a) that portion of the place to be demolished or removed does not contribute to the heritage value of the place; or
- (b) it can be demonstrated that the structural condition of the place is seriously unsound and cannot be rehabilitated, which is verified by appropriate independent, qualified expert advice; and
- (c) in either of the circumstances described above, a heritage impact statement has been prepared by an independent qualified heritage expert, reviewing the heritage values of the place and including an assessment of the proposed demolition or removal on the heritage value of the place.

Land division

364 The division of land adjacent to or containing a heritage place should only occur where the division will:

- (a) result in an allotment pattern that maintains or reinforces the integrity of the heritage place;
- (b) maintain consistency with the allotment frontages in the relevant street;
- (c) create an allotment(s) of a size and dimension that can accommodate new development which will reinforce and complement the heritage value of the heritage place and the desired character of the zone and policy area generally;
- (d) be of a size and dimension that will provide for the siting and setback of new buildings from property boundaries so that new development does not overshadow, dominate, encroach on or otherwise impact on the setting of the heritage place;
- (e) retain on the site of the heritage place any existing natural, substantial, original and historic landscape elements which contribute to the heritage value and character of the heritage place;
- (f) provide an area for landscaping of a size and dimension that complements the landscape setting of the heritage place and the landscape character of the locality; and
- (g) accommodate on-site car-parking in a manner that complements the heritage value of the place and the character of the locality.

365 Land division within a building identified as a heritage place (eg by way of community title) should not result in development likely to materially affect the heritage value of the place.

366 The division of land adjacent to or containing a heritage place, in the form of a hammerhead allotment or similar allotment arrangement, such as community title land division that includes a shared driveway, should:

- (a) have a frontage to a public road;
- (b) have a 'handle' width of not less than five metres and not more than six metres to enable the provision of landscaping along the full length of both sides of the driveway and a driveway pavement of not more than 3.5 metres in width;
- (c) be located along allotment boundaries and provide a separation distance of at least 2 metres from the future driveway pavement and a bedroom window of a neighbouring dwelling;

- (d) ensure that on-site car parking can be accommodated on the site of the existing heritage place in a manner that is consistent with other principles of development control for the zone;
- (e) avoid the repetition of driveways immediately adjacent to each other; and
- (f) include fencing treatment along the length of the driveway that is consistent with other principles of development control for the zone.

Archaeological, geological and palaeontological and historic relic sites

367 Development of an archaeological, geological, palaeontological or historic relic site should:

- (a) include assessment of how the proposed development would affect the conservation of the site and any artefacts associated with the site;
- (b) be developed in accordance with any guidelines produced by the State Heritage Authority; and
- (c) not occur until the requirements of the *Heritage Act 1993* have been satisfied, including the granting of any necessary authorisations.

Aboriginal sites, objects and remains

Note: All Aboriginal sites, objects and remains are protected under the Aboriginal Heritage Act 1988.

368 Development should preserve items of Aboriginal heritage significance and cultural importance.

369 Where evidence exists of Aboriginal heritage in the various forms defined by the Aboriginal Heritage Act 1988 then, within the limitations of the Development Act 1993, development should not proceed until the requirements for the further on-site management of the heritage-related content have been determined according to the provisions of the Aboriginal Heritage Act 1988.

Access and Car Parking

370 Development on land containing a heritage place should maintain or provide access conditions in keeping with the heritage place and the character of the area within which the heritage place is located.

371 Vehicle access to sites should be via minor streets and/or existing crossovers where possible. Where rear lanes exist, vehicle access and garaging should be located at the rear of the allotment.

372 New vehicle crossovers from public roads should be:

- (a) of minimum width to preserve and enhance street character;
- (b) designed to avoid the need to remove historic kerbing, street trees and mature on-site landscaping;
- (c) separated from each other and located so that as many on-street car parking spaces as possible are retained; and
- (d) placed to avoid relocation of utility and infrastructure inspection points, poles and equipment.

373 Driveways commencing from a primary street frontage and terminating at or near the rear of the allotment, (including hammerhead allotments and shared driveways in group dwelling developments) should be located, landscaped and fenced to minimise the visual impact on the streetscape appearance.

Garages and Outbuildings

- 374** Development should provide on-site vehicle parking arrangements, where possible, which may include uncovered parking spaces, carports or garages.
- 375** Development of carports and garages or other outbuildings on land containing a heritage place should, without necessarily replicating the historic detailing of the heritage place:
- (a) be set behind the main face of the heritage place and may be freestanding;
 - (b) be designed and sited to ensure garage doors do not visually dominate the primary or secondary street frontage of the place;
 - (c) not extend design elements of the heritage place such as verandahs, roof forms or historic detailing at the same alignment as the main face of the principal building;
 - (d) exhibit architectural and roof form designs, and exterior finishes to enhance and not diminish the historic character of the heritage place; and
 - (e) not incorporate undercroft parking or other parking or access arrangements that are not in keeping with heritage character of the area.

Fencing

- 376** Fencing and gates to the front of the building alignment and along the front street boundary (including any secondary street frontage) and returning along the side boundaries to the alignment of the main face of the principal building on the site should:
- (a) be consistent with the character, style and height of the related building and the character of the zone and policy area generally;
 - (b) incorporate materials compatible with the period and style of the place and any existing fencing identified as an element of heritage value;
 - (c) comprise of materials compatible with traditional fencing materials such as low timber pickets, low pier and plinth masonry, stone, wrought iron and masonry, but should generally not include metal sheeting;
 - (d) be of a height that complements any existing fencing identified as an element of heritage value or otherwise does not compromise existing views of a heritage place from the primary street frontage;
 - (e) not include a solid masonry fence of a height greater than 1.2 metres on the primary street frontage (including the secondary street frontage) other than where it is required to be consistent with fencing of identified heritage value on the development site or where the heritage place is located on a main road; and
 - (f) be no more than 2 metres in height for rear boundary and side boundary fencing behind the alignment of the dwelling.
- 377** On corner sites:
- (a) the front fence should return along the secondary street frontage, at the same height, up to the alignment of the main face of the building and should include a corner cut off; and
 - (b) the remaining rear section of a side fence on a secondary street frontage should be constructed of traditional materials such as brick, rendered masonry and timber and should not be higher than 2 metres above natural ground level.

378 The use of solid front fences and walls along an arterial road or collector road for noise attenuation purposes, should not exceed 2 metres in height and there should be no sections of greater than 10 metres in length without articulation or detailing and a strip of landscaping on the road side of the fence to provide visual interest.

Advertisements and signage

379 The introduction of advertisements and signage to a heritage place should:

- (a) only be for business identification purposes of non-residential uses;
- (b) be visually framed by discrete elements of the heritage place's architecture such as shop fronts, parapets and wall panels, below the canopy or verandah, fascias, verandah blinds, infill end panels and windows, whichever is complementary to the architecture and scale of the place;
- (c) be discreet in size, number, design and colour and should reflect the character of the frontage of the place;
- (d) not conceal or obstruct historical detailing of the heritage place; and
- (e) not project beyond the silhouette or skyline of the heritage place.

Advertisements

OBJECTIVES

Objective 115: An urban environment not disfigured by advertisements.

Objective 116: Advertisements in retail, commercial and industrial areas, designed to enhance the appearance of those areas.

Objective 117: Advertisements not hazardous to any person.

PRINCIPLES OF DEVELOPMENT CONTROL

380 The location, siting, size, shape and materials of construction, of advertisements should be:

- (a) consistent with the desired character of areas or zones as described by their objectives;
- (b) consistent with the predominant character of the urban landscape; or
- (c) in harmony with any building or site of historic significance or heritage value in the locality.

381 Advertisements should not detrimentally affect by way of their siting, size, shape, scale, glare, reflection or colour the amenity of area in which they are situated.

382 Advertisements should not impair the amenity of area in which they are situated by creating, or adding to, clutter, visual disorder and the untidiness of buildings and spaces.

383 Advertisements should not obscure views of attractive landscapes or particular trees or groups of trees.

384 The scale of advertisements should be compatible with the buildings on which they are situated and with nearby buildings and spaces.

385 Advertisements should be constructed and designed in a workmanlike manner.

- 386** Advertisements wholly or partly consisting of bunting, streamers, flags, windvanes, and the like should not detrimentally affect the amenity of area in which they are situated.
- 387** Advertisements on buildings that have a single architectural theme but which contain a number of tenancies, should be attached and displayed so as to be co-ordinated with that theme.
- 388** Advertisements should not be erected in positions close to existing electricity mains so that potentially hazardous situations are created.
- 389** Advertisements should not create a hazard to persons travelling by any means.
- 390** Advertisements should not obscure a driver's view of other road vehicles, of rail vehicles at or approaching level crossings, of pedestrians and of features of the road such as junctions, bends, changes in width, traffic control devices and the like that are potentially hazardous.
- 391** Advertisements should not be so highly illuminated as to cause discomfort to an approaching driver, or create difficulty in his perception of the road, or of persons or objects on it.
- 392** Advertisements should not be liable to interpretation by drivers as an official traffic sign, or convey to drivers information that might be confused with instructions given by traffic signals or other control devices, or impair the conspicuous nature of traffic signs or signals.
- 393** Advertisements should not detract drivers from the primary driving task at a location where the demands on driver concentration are high.
- 394** Outdoor advertisements should:
- (a) be confined to appropriate locations in urban areas;
 - (b) be designed and sited to have regard to the predominant character of the locality; and
 - (c) be located and designed in respect of their size, colour, shape and lighting to harmonise with the desired character described by the objectives for the zone or otherwise the predominant character of the landscape.
- 395** The siting, size, colour, shape and materials of construction of advertisements should:
- (a) be compatible (including visually) with the buildings to which they relate, their environs generally, nearby buildings and spaces and other signs; and
 - (b) be designed to conceal structural supports from public view.
- 396** Advertisements and/or advertising hoardings should be:
- (a) no higher than the height of the finished floor level of the second storey of the building to which it relates; and
 - (b) where located below canopy level, flush with the wall or projecting horizontally; or
 - (c) where located at canopy level, in the form of a fascia sign; or
 - (d) where located above the canopy, flush with the wall and within the height of the parapet.
- 397** The function of an outdoor advertisement should be solely the identification of a site, enterprise or product.
- 398** Advertisements that are obsolete or badly maintained should be removed.
- 399** Advertisements directed at motorists on public roads should be simple and easily legible from a distance.

- 400** Advertisements located within the St Peters Area shown on [Map NPSP/1 \(Overlay 1\)](#) directed at motorists in vehicles on or approaching car parks should be descriptive, no larger than six square metres in area and mounted no more than four metres above road level.
- 401** Advertisements located within the St Peters Area shown on [Map NPSP/1 \(Overlay 1\)](#) directed at pedestrians should be no larger than two square metres in area and mounted no more than three metres above road level.

Dangerous Materials and Processes

PRINCIPLES OF DEVELOPMENT CONTROL

- 402** Development should not involve the handling, processing, testing, treatment, storage or disposal of uranium, or uranium by-products except for medical, veterinary, agricultural and horticultural purposes.

Keeping of Animals

PRINCIPLES OF DEVELOPMENT CONTROL

- 403** The keeping of large numbers of animals, including birds, at high densities should not occur in the council area.
- 404** No animals, including birds, should be kept which are vermin or which are liable to cause a nuisance by the harbouring of disease or parasites.
- 405** The keeping of pigs should not occur in the council area.
- 406** The keeping of animals, including birds, on a commercial basis or in a manner not reasonably incidental to residential use of land should not occur in the council area.
- 407** Effluent and other wastes from animal keeping, including bird keeping, should be properly managed.
- 408** Animals including birds should be confined or restrained at all times to prevent straying or trespassing.

Regulated Trees

OBJECTIVES

Objective 118: The conservation of regulated trees that provide important aesthetic and/or environmental benefit.

Objective 119: Development in balance with preserving regulated trees that demonstrate one or more of the following attributes:

- (a) significantly contributes to the character or visual amenity of the locality;
- (b) indigenous to the locality;
- (c) a rare or endangered species;
- (d) an important habitat for native fauna.

PRINCIPLES OF DEVELOPMENT CONTROL

409 Development should have minimum adverse effects on regulated trees.

410 A regulated tree should not be removed or damaged other than where it can be demonstrated that one or more of the following apply:

- (a) the tree is diseased and its life expectancy is short;
- (b) the tree represents a material risk to public or private safety;
- (c) the tree is causing damage to a building;
- (d) development that is reasonable and expected would not otherwise be possible;
- (e) the work is required for the removal of dead wood, treatment of disease, or is in the general interests of the health of the tree.

411 Tree damaging activity other than removal should seek to maintain the health, aesthetic appearance and structural integrity of the tree.

Significant Trees

OBJECTIVE

Objective 120: The conservation of significant trees in Metropolitan Adelaide which provide important aesthetic and environmental benefit.

Trees are a highly valued part of the Metropolitan Adelaide environment and are important for a number of reasons including high aesthetic value, conservation of biodiversity, provision of habitat for fauna, and preservation of original and remnant vegetation.

While indiscriminate and inappropriate significant tree removal should be generally prevented, the conservation of significant trees should occur in balance with achieving appropriate development.

PRINCIPLES OF DEVELOPMENT CONTROL

412 Where a significant tree:

- (a) makes an important contribution to the character or amenity of the local area; or
- (b) is indigenous to the local area and its species is listed under the National Parks and Wildlife Act as a rare or endangered native species; or
- (c) represents an important habitat for native fauna; or
- (d) is part of a wildlife corridor of a remnant area of native vegetation; or
- (e) is important to the maintenance of biodiversity in the local environment; or
- (f) forms a notable visual element to the landscape of the local area,

development should preserve these attributes.

413 Development should be undertaken with the minimum adverse affect on the health of a significant tree.

414 Significant trees should be preserved and tree-damaging activity should not be undertaken unless:

- (a) in the case of tree removal;

- (1) (i) the tree is diseased and its life expectancy is short; or
- (ii) the tree represents an unacceptable risk to public or private safety; or
- (iii) the tree is within 20 metres of a residential, tourist accommodation or habitable building and is a bushfire hazard within a Bushfire Prone Area; or
- (iv) the tree is shown to be causing or threatening to cause substantial damage to a substantial building or structure of value; and

all other reasonable remedial treatments and measures have been determined to be ineffective.

- (2) it is demonstrated that all reasonable alternative development options and design solutions have been considered to prevent substantial tree-damaging activity occurring.

(b) in any case:

- (i) the work is required for the removal of dead wood, treatment of disease, or is in the general interests of the health of the tree; or
- (ii) the work is required due to unacceptable risk to public or private safety; or
- (iii) the tree is within 20 metres of a residential, tourist accommodation or habitable building and is a bushfire hazard within a Bushfire Prone Area; or
- (iv) the tree is shown to be causing, or threatening to cause damage to a substantial building or structure of value; or
- (v) the aesthetic appearance and structural integrity of the tree is maintained; or
- (vi) it is demonstrated that all reasonable alternative development options and design solutions have been considered to prevent substantial tree-damaging activities occurring.

415 Development involving ground work activities such as excavation, filling, and sealing of surrounding surfaces (whether such work takes place on the site of the tree or otherwise), should only be undertaken where the aesthetic appearance, health and integrity of the significant tree, including its root system, will not be adversely affected.

416 Land should not be divided or developed where the division or development would be likely to result in a substantial tree damaging activity occurring to a significant tree.

Telecommunications Facilities

OBJECTIVES

Objective 121: Telecommunications facilities provided to meet the needs of the community.

Objective 122: Telecommunications facilities located and designed to minimise visual impact on the amenity of the local environment.

Telecommunications facilities are an essential infrastructure required to meet the rapidly increasing community demand for communications technologies. To meet this demand there will be a need for new telecommunications facilities to be constructed.

The Commonwealth Telecommunications Act 1997 is pre-eminent in relation to telecommunications facilities. The Telecommunications (Low-impact Facilities) Determination 1997 identifies a range of facilities that are exempt from State planning legislation. The development of low impact facilities to

achieve necessary coverage is encouraged in all circumstances where possible to minimise visual impacts on local environments.

here required, the construction of new facilities is encouraged in preferred industrial and commercial and appropriate non-residential zones. Recognising that new facility development will be unavoidable in more sensitive areas in order to achieve coverage for users of communications technologies, facility design and location in such circumstances must ensure visual impacts on the amenity of local environments are minimised.

PRINCIPLES OF DEVELOPMENT CONTROL

417 Telecommunications facilities should:

- (a) be located and designed to meet the communication needs of the community;
- (b) utilise materials and finishes that minimise visual impact;
- (c) have antennae located as close as practical to the support structure;
- (d) primarily be located in industrial, commercial, business, office, centre, and rural zones;
- (e) incorporate landscaping to screen the development, in particular equipment shelters and huts; and
- (f) be designed and sited to minimise the visual impact on the character and amenity of the local environment, in particular visually prominent areas, main focal points or significant vistas.

418 Where technically feasible, co-location of telecommunications facilities should primarily occur in industrial, commercial, business, office, centre and rural zones.

419 Telecommunications facilities in areas of high visitation and community use should utilise, where possible, innovative design techniques, such as sculpture and art, where the facilities would contribute to the character of the area.

420 Telecommunications facilities should only be located in residential zones if sited and designed so as to minimise visual impact by:

- (a) utilising screening by existing buildings and vegetation;
- (b) where possible being incorporated into, and designed to suit the characteristics of an existing structure that may serve another purpose; and
- (c) taking into account existing size, scale, context and characteristics of existing structures, land forms and vegetation so as to complement the local environment.

421 Telecommunications facilities should not detrimentally affect the character or amenity of Historic Conservation Zones or Policy Areas, Local Heritage Places, State Heritage Places, or State Heritage Areas.

Renewable Energy

OBJECTIVES

Objective 123: The development of renewable energy facilities, such as wind and biomass energy facilities, in appropriate locations.

Objective 124: Renewable energy facilities located, sited, designed and operated to avoid or minimise adverse impacts and maximise positive impacts on the environment, local community and the State.

PRINCIPLES OF DEVELOPMENT CONTROL

- 422** Renewable energy facilities, including wind farms, should be located, sited, designed and operated in a manner which avoids or minimises adverse impacts and maximises positive impacts on the environment, local community and the State.
- 423** Renewable energy facilities, including wind farms, and ancillary developments should be located in areas that maximise efficient generation and supply of electricity.
- 424** Renewable energy facilities, including wind farms, and ancillary development such as substations, maintenance sheds, access roads and connecting power-lines (including to the National Electricity Grid) should be located, sited, designed and operated in a manner which:
- (a) avoids or minimises detracting from the character, landscape quality, visual significance or amenity of the area;
 - (b) utilises elements of the landscape, materials and finishes to minimise visual impact;
 - (c) avoids or minimises adverse impact on areas of native vegetation, conservation, environmental, geological, tourism or built or natural heritage significance;
 - (d) does not impact on the safety of water or air transport and the operation of ports, airfields and designated landing strips;
 - (e) avoids or minimises nuisance or hazard to nearby property owners/occupiers, road users and wildlife by way of:
 - (i) shadowing, flickering, reflection and blade glint impacts;
 - (ii) noise;
 - (iii) interference to television and radio signals;
 - (iv) modification to vegetation, soils and habitats; and
 - (v) bird and bat strike.

OVERLAYS

Affordable Housing Overlay

The following policies apply to the 'designated area' shown on [Overlay Map NPSP/1 \(Overlay 6\)](#) Affordable Housing.

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

OBJECTIVES

- Objective 1:** Affordable housing that is integrated into residential and mixed use development.
- Objective 2:** Development that comprises a range of affordable dwelling types that caters for a variety of household structures.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development comprising 20 or more dwellings should include a minimum of 15 percent affordable housing (as defined by the *South Australian Housing Trust Regulations 2010* as amended), unless it can be demonstrated that any shortfall in affordable housing from a preceding stage of development will be accommodated in a subsequent stage or stages.

Noise and Air Emissions Overlay

The following policies apply to the 'designated area' shown on [Overlay Map NPSP/1 \(Overlay 7\)](#) Noise and Air Emissions.

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

OBJECTIVES

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

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Noise and air quality sensitive development located adjacent to high noise and/or air pollution sources should:
 - (a) shield sensitive uses and areas through one or more of the following measures:
 - (i) placing buildings containing less sensitive uses between the emission source and sensitive land uses and areas;
 - (ii) within individual buildings, place rooms more sensitive to air quality and noise impacts (e.g. bedrooms) further away from the emission source;
 - (iii) erecting noise attenuation barriers provided the requirements for safety, urban design and access can be met;
 - (b) use building design elements such as varying building heights, widths, articulation, setbacks and shapes to increase wind turbulence and the dispersion of air pollutants provided wind impacts on pedestrian amenity are acceptable; and

- (c) locate ground level private open space, communal open space and outdoor play areas within educational establishments (including childcare centres) away from the emission source.

Strategic Transport Routes Overlay

The following policies apply to the 'designated area' shown on [Overlay Map NPSP/1 \(Overlay 8\)](#) Strategic Transport Routes.

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

OBJECTIVES

- Objective 1:** Development that recognises the importance of strategic transport routes and does not impede traffic flow or create hazardous conditions for pedestrians, cyclists or drivers of vehicles, including emergency services vehicles.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development adjacent to a strategic transport route should:
 - (a) avoid the provision of parking on the main carriageway;
 - (b) be accessible via service roads, where possible, that provide:
 - (i) parking off the main carriageway; and
 - (ii) a buffer from the main carriageway for pedestrian and cycle activity; and
 - (c) not impede the potential for overhead cabling and associated infrastructure to be established in an existing or proposed tram corridor.
- 2 Vehicular site access should not be provided along the main street frontage where an alternative access is available.
- 3 Development adjacent kerbside bus stops should be set back to provide sufficient space for indented bus bays with associated hard stand area, shelter and a 1.2 metre wide continuous accessible path behind the bus shelter.

RESIDENTIAL ZONE

Introduction

The Objectives and Principles of Development Control that follow apply in the Residential Zone shown on [Maps NPSP/3 to 9 and 23](#). Further Objectives and Principles of Development Control also apply to Policy Areas that are relevant to the zone. The provisions for the zone and Policy Areas should be read in conjunction with the City Wide provisions expressed for the whole of the Council area.

The Residential Zone contains the following Policy Area shown on [Maps NPSP/13 to 15, 19 to 22 and 24](#):

Medium Density Policy Area

OBJECTIVES

- Objective 1:** A residential zone comprising a range of dwelling types including affordable housing.
- Objective 2:** Increased dwelling densities in close proximity to centres, public transport routes and public open spaces.
- Objective 3:** Development that contributes to the desired character of the zone.

DESIRED CHARACTER STATEMENT

The Residential Zone comprises those areas of the City which have mostly developed after 1950. It includes large areas of the suburbs of Felixstow, Firle, Marden, Payneham and Payneham South and small pockets of Hackney, College Park, St Peters, Joslin, Royston Park, Kent Town and Stepney.

The zone will provide opportunities for a range of low-scale infill development to support population growth and provide a diverse range of housing, including affordable housing. Several localities within the zone are designated within a Medium Density Policy Area, which will provide targeted opportunities for increasing residential densities in locations close to the Marden, Firle and Glynde Centres, along Payneham Road and on three (3) identified sites adjacent to the River Torrens Linear Park.

Most development within the zone will occur through the renovation of existing dwellings, the replacement of existing dwellings with one or two dwellings and to a lesser extent, new dwellings to the rear of existing dwellings. In locations where there are large allotments or where the amalgamation of allotments has occurred, there may be opportunity to develop low-rise (one or two-storey) group dwellings, row dwellings and residential flat buildings. Within the Medium Density Policy Area, opportunities for development of up to four (4) storeys will be considered in some locations.

In the part of Felixstow that has a high concentration of older public housing, comprehensive redevelopment is envisaged with a wide range of dwelling types at low and medium densities.

Along arterial roads, some opportunity for the establishment of non-residential uses will be provided through the conversion of existing dwellings, small-scale purpose built buildings and on the ground floor of mixed-use buildings in close proximity to centres. Careful management of the building envelope and vehicle access/egress arrangements for this type of development will be required to ensure that it does not have an unreasonable impact on the amenity of residents located to the rear of arterial road sites and on local and arterial road networks.

Away from arterial road frontages, non-residential land uses will be limited to the re-use of existing buildings constructed for non-residential use (e.g. corner shops), or where there is a history of lawful non-residential use. Additionally, small-scale non-residential uses will be considered where they are ancillary to the function or operation of an aged care/retirement facility. In such cases, the built form will be designed to have a bulk and scale that reflects its location in a residential zone.

The existing character of the zone is varied and is derived from a number of factors, including built form, allotment size, road widths and natural features such as vegetation, topography and waterways. Although it is expected that residential densities will increase over time, resulting in more dense forms of development and smaller site and allotment sizes, it is intended that the overall character of the zone will maintain a 'suburban' feel with a high level of amenity. This will be achieved by generally maintaining a rhythm of buildings comprising one and two storeys, set back from the street so that front gardens can be established and also by requiring 'space' to be established between buildings.

An exception to this 'suburban' character will be found along arterial roads, especially in close proximity to centres, where the introduction of commercial development in small-scale purpose built buildings and mixed-use buildings will develop a more 'urban' character. The front set-back of buildings along these roads will be closer to the street edge, while still allowing sufficient room for landscaping.

A variety of facade treatments will be permitted in the zone, allowing for individual preferences, however overall proportions of buildings as they present to the street, will be balanced and in accordance with good architectural practice, so as to provide a pleasant streetscape. Garages and carports will be located to the side or rear of dwellings and the placement of driveways will ensure minimal disruption to footpaths and street trees. Where double garaging is proposed, driveways will be tapered, where practicable, to reduce the extent of hard surface areas forward of dwellings.

Within Payneham South and in relation to dwellings fronting Victoria Street, Payneham, there are a number of dwellings remaining from the building stock constructed prior to 1940. Although demolition control of these dwellings is not legislated, where an alteration or addition to a pre-1940s dwelling is proposed, it is desired that such development will maintain the visual integrity of the dwelling as viewed from the street. This can be achieved by maintaining the integrity of the key components of the dwelling which face the street (roof, verandahs, windows) and by ensuring that new additions are located such that the dwelling maintains a mostly single-storey streetscape appearance.

Dwellings will be designed to provide a good level of visual interest and articulation and should avoid large expanses of uninterrupted walling, tilt-up concrete or glass, or the monochromatic use of materials and finishes.

Building design will have regard to best practice energy efficiency principles, in order to reduce dependency on mechanical heating, cooling and lighting systems and provide year-round comfort and amenity to occupants. In this context, dwellings will be designed having regard to the benefits of northern sun exposure to main living areas (internal and external), with appropriate window sizing and positioning and use of eaves and verandahs.

Water-sensitive urban design principles will also be applied to new development, in order to reduce the quantity (and improve the quality) of stormwater entering our drainage systems. This is particularly relevant where development proposes to significantly increase the impervious coverage of a site and in such cases, options should be explored for the harvest, treatment, storage and reuse of stormwater.

The River Torrens Linear Park will continue to provide a significant landscape, open space, recreation, stormwater management, environmental and transport asset within the City of Norwood Payneham & St Peters. Development will seek to enhance the public and environmental benefit of this important asset as opportunities to redevelop sites in close proximity to the Linear Park become available.

Opportunities to enhance the public realm as part of public or private development will continue. This will be achieved through a number of initiatives including improvements to bicycle and pedestrian facilities, the upgrading or provision of community/open spaces, and through cultural or public art installations.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

1 The following forms of development, or combinations thereof, are envisaged in the zone:

- Affordable housing
- Dependent accommodation

Domestic outbuilding in association with a dwelling
 Domestic structure
 Dwelling
 Dwelling addition
 Small scale child care facility located along an arterial road or main road that serves the local community
 Small scale community facility where it is ancillary to the function or operation of an aged care/retirement facility
 Small scale shop, office, consulting room only where:

- there is a lawful historic basis for such a use; or
- it involves the re-use of an existing dwelling with a frontage to an arterial road; or
- it is located on the ground floor of a mixed use building on an arterial road; or
- it is ancillary to the function or operation of an aged care/retirement facility

 Supported accommodation and housing for seniors.

- 2 Development listed as non-complying is generally inappropriate.
- 3 Vacant or underutilised land should be developed in an efficient and co-ordinated manner to increase housing choice by providing dwellings at densities higher than, but compatible with adjoining residential development.
- 4 Non-residential development should be of a nature and scale that:
 - (a) serves the local community;
 - (b) is consistent with the desired character of the locality; and
 - (c) does not detrimentally impact on the amenity of nearby residents.
- 5 The use and placement of outbuildings should be ancillary to and in association with a dwelling or dwellings.

Form and Character

- 6 Development should not be undertaken unless it is consistent with the desired character for the zone.
- 7 Except where a different parameter is provided in the relevant Policy Area, a dwelling should have a minimum site area (and in the case of group dwellings and residential flat buildings an average site area per dwelling) and a frontage to a public road of not less than that shown in the following table:

Dwelling Type	Site Area (square metres)	Minimum Site Frontage (metres)
Detached Dwelling (with a double garage/carport)	350 minimum	12.5
Detached Dwelling (with a single garage/carport)	330 minimum	9
Detached Dwelling (hammerhead allotment)	330 minimum (exclusive of the driveway handle)	4
Semi-detached Dwelling (with a double garage/carport)	320 minimum	12.5
Semi-detached Dwelling (with a single garage/carport)	300 minimum	8
Row Dwelling (with a single garage)	300 minimum	7

Dwelling Type	Site Area (square metres)	Minimum Site Frontage (metres)
Row Dwelling (with rear vehicle/garage access)	250 minimum	6
Group Dwelling	325 average (exclusive of all common areas)	18 (total development site frontage)
Residential Flat Building	250 average (exclusive of all common areas)	18 (total development site frontage)

- 8 Except where a different parameter is provided in the relevant Policy Area, dwellings fronting a public road should be designed within the parameters set out in the following table:

Parameter	Value
Maximum building height above natural ground level	2 storeys
Minimum setback from primary road frontage	6 metres* <i>*A closer set-back may be provided for mixed-use buildings on arterial roads that comprise non-residential uses at ground level.</i>
Minimum setback from secondary road frontage:	
- Arterial roads	4.5 metres
- Non-arterial roads	0.9 (single storey) 2 metres (upper storey)
Minimum setback from one side boundary:	
- for walls with a vertical height of up to 3 metres measured from natural ground level	0.9 metre* <i>*Single storey boundary development may occur on one side boundary for a garage, carport, a small portion of a new dwelling or in the case of existing dwellings, a small addition (such as an ensuite or walk-in robe addition), or in the case of semi-detached dwellings, for a party wall.</i>
- for walls with a vertical height exceeding 3 metres measured from natural ground level	0.9 metre plus one-third of the increase in vertical wall height above 3 metres
- for upper level walls located on the southern side of a site, with a vertical height exceeding 3 metres measured from natural ground level	1.9 metres plus one-third of the increase in vertical wall height above 3 metres
Minimum setback from rear boundary:	
- single storey	4 metres
- upper storey	6 metres
Maximum site coverage (inclusive of ancillary structures):	60 percent

- 9 In Payneham South and in relation to dwellings fronting Victoria Street, Payneham, alterations to a dwelling constructed prior to 1940 should not significantly alter the original key components of the dwelling fronting the street (roof pitch, verandah forms or window proportions) and should maintain a mostly single storey streetscape appearance.

Design and Appearance

- 10 Semi-detached dwellings should be designed to present as a single dwelling when viewed from the primary street frontage.

Affordable Housing

- 11 Development comprising of 20 or more dwellings should include a minimum of 15 percent affordable housing.
- 12 Affordable housing should be distributed throughout the zone to avoid over-concentration of similar types of housing in a particular area.

Advertisements

- 13 Advertisements and signage should only be for the identification of non-residential uses and home-based businesses and should be complementary to the architecture and scale of the building.

PROCEDURAL MATTERS

Complying Development

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

In addition, the following forms of development are designated as **complying**:

Maintenance and/or repair to a Local Heritage Place, as identified in [Table NPSP/6](#), provided that there is no change to the external appearance of the building.

Work undertaken within a Local Heritage Place, as identified in [Table NPSP/6](#), that does not increase the total floor area of the building and does not alter the external appearance of the building.

Non-complying Development

- 15 The following forms of development (including building work, a change in the use of land, or division of an allotment) are considered inappropriate and are **non-complying**:

Advertisement and /or advertising hoarding that:

- (a) moves, rotates or incorporates flashing lights;
- (b) wholly or partly comprises bunting, streamers, flags and wind vanes; or
- (c) is attached to a building and has any part above the top of the walls or fascia.

Amusement Machine Centre

Car Wash

Consulting Room except:

- (a) the re-use of a building originally constructed for the use as a shop, consulting room or office with a total gross leasable floor area of 250 square metres or less; or
- (b) where the site fronts an arterial road and has a total gross leasable floor area of 250 square metres or less; or
- (c) it is ancillary to the function or operation of an aged care/retirement facility; or
- (d) within the Medium Density Policy Area, where located on the ground floor of a mixed use building that fronts an arterial road and where the gross leasable floor area does not exceed 500 square metres.

Crematorium

Entertainment Venue

Farming

Fuel Depot
 Horse Keeping
 Horticulture
 Hospital
 Hotel
 Indoor Recreation Centre
 Industry
 Intensive Animal Keeping
 Motel
 Motor Repair Station

Office, except:

- (a) the re-use or addition to a building originally constructed for the use as a shop, consulting room or office with a total gross leasable floor area of 250 square metres or less; or
- (b) where the site fronts an arterial road and has a total gross leasable floor area of 250 square metres or less; or
- (c) it is ancillary to the function or operation of an aged care/retirement facility; or
- (d) within the Medium Density Policy Area, where located on the ground floor of a mixed use building that fronts an arterial road and where the gross leasable floor area does not exceed 500 square metres.

Petrol Filling Station
 Public Service Depot
 Restaurant
 Road Transport Terminal
 Service Trade Premises

Shop or group of shops, except:

- (a) the re-use of a building originally constructed for the use as a shop or group of shops with a total gross leasable floor area of 150 square metres or less;
- (b) it is ancillary to the function or operation of an aged care/retirement facility; or
- (c) within the Medium Density Policy Area, where located on the ground floor of a mixed use building that fronts an arterial road and where the gross leasable floor area does not exceed 250 square metres.

Store
 Warehouse
 Waste Reception, Storage, Treatment or Disposal
 Wrecking Yard

Public Notification

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

Further, the following forms of development (except where the development is classified as non-complying) are designated:

Category 1 Development

Fence, or a combination of a fence and retaining wall, up to 2.4 metres in height (measured from the lower of the two adjoining finished ground levels)
 Solar collectors (such as solar hot water systems and photovoltaic cells)
 Water tank

Category 2 Development

Fence, or a combination of a fence and retaining wall, exceeding 2.4 metres in height (measured from the lower of the two adjoining finished ground levels)
 Satellite Dish, exceeding 1.2 metres in diameter

Within the Medium Density Policy Area, supported accommodation and housing for seniors and all forms of development that are ancillary and associated uses, other than where the development is ancillary to a dwelling

Tennis Court Fencing, comprising of chain wire mesh or similar, exceeding 2.1 metres in height and up to 3.7 metres in height (measured from the lower of the two adjoining finished ground levels)

Tennis Court Lights

Medium Density Policy Area

The following Desired Character Statement, Objectives and Principles of Development Control apply in the Medium Density Policy Area shown on [Maps NPSP/13 to 15 and 19 to 24](#). These provisions should be read in conjunction with the Residential Zone provisions and the City Wide provisions expressed for the whole of the Council Area.

OBJECTIVES

Objective 1: A residential Policy Area comprising a range of medium density dwellings, including a minimum of 15 percent affordable housing, designed to integrate with areas of open space, neighbouring centres or public transport nodes.

Objective 2: Development that provides a transition down in scale and intensity at the boundaries of the Policy Area with adjacent residential land outside of the Policy Area.

Objective 3: Development that supports the viability of community services and infrastructure and reflects good urban design principles.

Objective 4: Development that contributes to the desired character of the Policy Area.

DESIRED CHARACTER STATEMENT

The Policy Area comprises areas of the Residential Zone that are within accessible walking distance of centres and public transport corridors, as well as three (3) identified sites adjacent to the River Torrens Linear Park in Hackney, Joslin and Marden. It also includes a large area of land in Glynde dedicated to various forms of housing for aged care/retired people.

Whilst detached and semi-detached dwellings will continue to be developed within the Medium Density Policy Area, more flexible development parameters for other forms of housing (including group dwellings, row dwellings and residential flat buildings) are included and will provide additional opportunities for increasing residential densities in these locations. While a minimum site area has not been allocated for dwellings within a residential flat building, a minimum floor area requirement for dwellings has been included and will, along with other policies relating to private open space, communal space, car parking and the design of the built form, ensure an acceptable level of amenity for occupants, as well residents in the locality.

Built form within the Medium Density Policy Area will be carefully managed to ensure that it provides an appropriate transition down in scale and mass to residential development outside of the Policy Area.

Hackney

In Hackney, the Medium Density Policy Area includes the existing Adelaide Caravan Park site located at 24-46 Richmond Street, Hackney and the adjacent Twelftree Reserve and Old Mill Reserve. Although Twelftree and Old Mill Reserves are included in the Residential Zone, they remain as part of the Council's community land assets and as such, no development will occur on these reserves, other than Council works to improve their recreational and open space attributes.

Development on the Adelaide Caravan Park site will provide opportunity for medium density development, including buildings of up to three (3) storeys set back behind lower-scale, single-storey development along Richmond Street and two-storey development fronting the reserves. Development of up to four (4) storeys in the centre of the site will be considered where the visual impact is minimised through appropriate design and an appropriate built form transition can be provided to adjacent residential land outside of the Policy Area. It is expected that a minimum net residential density target of 50 dwellings per hectare could be achieved if the site is fully re-developed.

The single-storey development fronting Richmond Street will be sympathetic to the scale and form of the pre-1940s buildings located on the southern side of Richmond Street, including a number of Local Heritage Places. Development on the eastern side of the Caravan Park site should be orientated towards Twelftree Reserve and include fencing along the Reserve boundary that is visually permeable.

The Caravan Park site is one of the few locations within the City of Norwood Payneham & St Peters where public access along the River Torrens Linear Park is restricted, due to the property boundary extending to the bank of the river and in some parts, the centre of the river. As such, any substantial redevelopment of this site will ensure that a publicly accessible shared pedestrian and bicycle path is provided to link the western and northern sections of the River Torrens Linear Park.

Firle

In Firle, the Medium Density Policy Area includes land located south of Marian Road and east of Gage Street, however, excludes all properties fronting Marian Road and Gage Street, except for two (2) large properties fronting Gage Street, being 112 Gage Street and 116-124 Gage Street. The suburb boundary of St Morris forms the southern boundary of the Policy Area. The area is within good walking distance of the district level facilities located in and around the Firle Plaza and Glynburn Plaza shopping centres.

Development will include a range of residential development of up to two (2) storeys in height. Any future development of the properties located at 112 Gage Street and 116-124 Gage Street will ensure that the portion of these sites fronting Gage Street are developed to a scale and intensity that is consistent with the adjacent residential areas outside of the Medium Density Policy Area.

Adey Reserve is a significant open space asset within this locality and as such, some reduction in the amount of private open space provision may be considered for group dwellings, row dwellings or residential flat buildings which front the reserve.

The Third Creek Drainage Reserve is a significant topographic feature within this locality and there will be some limitations to the intensity of development in areas which have the potential to be affected during flood events.

Payneham Road Corridor

In Felixstow, Glynde and Payneham the Medium Density Policy Area includes areas north and south of Payneham Road.

In Felixstow, it includes the land located between Fisher Street and Payneham Road and between Turner Street and Payneham Road and includes several large sites, some of which have already been developed for medium density housing. The Council-owned Payneham Library, Payneham Swimming Centre and Patterson Reserve have been included within this Policy Area, however, remain as part of the Council's community land assets and as such, no development will occur on these sites, other than Council works to improve their recreational, community and open space attributes.

In Payneham and Glynde, it includes land bound by Payneham Road to the north, Ashbrook Avenue to the west and Davis Road, Edward Street and Bridge Road to the south. Within Glynde and Payneham, a large area of land owned by Lutheran Homes Incorporated and Australian Retirement Homes Ltd. already provides a range of medium density housing and it is likely that over time, redevelopment will occur as the need for age specific housing evolves.

This area is well serviced by buses and north of Payneham Road, has reasonable access to the Klemzig O’Bahn Interchange. The area is also within easy to moderate walking distance to neighbourhood level facilities at Glynde and district level facilities at Marden.

Development will provide a range of residential accommodation and along arterial road frontages, may include some small scale commercial uses.

Development may also comprise a mix of land uses where such uses are ancillary to the operation and/or function of an aged care or retirement facility. These may include small scale offices, consulting rooms, shops and community and recreational facilities that are for the patronage of residents, employees and resident visitors only.

Building heights within this part of the Policy Area will be up to two (2) storeys, however, along arterial road frontages and within the Lutheran Homes Incorporated and Australian Retirement Homes sites, development of up to three (3) storeys will be considered where an appropriate built form transition can be provided to adjacent residential land outside of the Policy Area and in the case of arterial roads, where it comprises a mix of residential and non-residential land uses.

Development adjacent to the Glynde Light Industry Zone and the Norwood Payneham & St Peters Council Depot (located at Davis Road Glynde), will be sited and designed to mitigate any potential impacts of industry related activity. This may include noise attenuation measures and landscaped buffers.

Also located within this portion of the Policy Area is the site of a future electricity substation, at Barnes Road, Glynde. If this land is developed for substation purposes, the substation infrastructure should be in a form that has a bulk, scale and design that complements the surrounding residential buildings and should provide appropriate set-backs and landscaped buffers at the boundaries with the adjacent residential land. As a precautionary measure, any development adjacent to this site will be sited and designed to take into account any potential impacts associated with an electricity substation.

Marden District Centre

Around the Marden District Centre, the Medium Density Policy Area includes parts of Marden located to the north of the District Centre (east and west of Lower Portrush Road) and parts of Payneham located to the south of the District Centre (east and west of Portrush Road).

The area has good access to bus routes along Payneham Road and Portrush Road and reasonable access to the Klemzig O’Bahn Interchange and is within accessible walking distance to district level shops and facilities at Marden.

Development within this part of the Policy Area will provide a range of residential dwellings and along arterial road frontages, some small-scale non-residential land uses.

Building heights within this part of the Policy Area will be up to two (2) storeys, however, along arterial road frontages and on sites fronting Broad Street, Marden and Marden Road (south of Kent Street), development of up to three (3) storeys will be considered where an appropriate built form transition can be provided to adjacent residential land outside of the Policy Area and in the case of arterial roads, where it comprises a mix of residential and non-residential land uses.

North of Payneham Road, the land begins to slope down to the River Torrens and in some instances, the slope of the land may present either opportunities or constraints for the siting, design and height of buildings. In any event, excessive cut or fill of the land should be avoided in the siting of new buildings.

River Street/Glenbrook Close, Marden

This part of the Medium Density Policy Area includes an area of land in Marden which is bound by River Street, Battams Road, Lower Portrush Road and the River Torrens Linear Park and intersected by the O’Bahn Busway track.

The area to the south of the O'Bahn track comprises land owned by the South Australian Housing Trust and a large development site owned by the Urban Renewal Authority, as well as a number of existing dwellings along Battams Road and River Street. The land to the north of the O'Bahn track (known as Glenbrook Close) has a mix of privately owned land and land owned by the South Australian Housing Trust.

The River Torrens and Linear Park are significant topographic features within this locality and any development within this area should seek to maintain and enhance the environmental, amenity and recreational aspects of these open space features.

Historically, residential densities within this locality were medium density and comprised a range of building forms, including some residential flat buildings. It is expected that new development will maintain development within a medium density range of approximately 45 dwellings per hectare (gross residential density).

North of the O'Bahn track, buildings of up to three (3) storeys will be considered. South of the O'Bahn track, buildings of up to three (3) storeys will be considered on the sites owned by the Urban Renewal Authority and Housing SA, however, a two-storey building height limit will apply for development fronting Battams Road and River Street. On the site owned by the Urban Renewal Authority, development fronting River Street will include a high level of articulation and modulation and the building mass will be broken up to ensure that some space between buildings, or groups of buildings, is provided.

Other built form parameters within this portion of the Policy Area may be less than those prescribed for the zone and/or Policy Area, provided that sound urban design principles are applied in terms of the orientation, siting and design of buildings, in order to maximise solar access, light, ventilation and views and to minimise overshadowing and overlooking. Where any reduction in private open space is sought, the development will ensure that good access to usable communal open space and/or the River Torrens Linear Park is provided.

Due to the proximity of the O'Bahn track, noise attenuation measures should be considered for individual buildings and/or through buffering along the boundary of the site with the O'Bahn track.

On large sites, vehicle access/egress points onto the existing road networks will be limited in number and within sites, vehicle, bicycle and pedestrian linkages will be designed to promote ease of access, permeability through sites and safety.

Car parking areas (including garaging) will be designed to be either well-integrated into the design of a building or screened from surrounding public streets and the Linear Park.

Joslin

In Joslin, two separate localities have been included within the Medium Density Policy Area.

The first is a small locality on the northern side of Payneham Road, including the properties located at 247-257 Payneham Road, 259 Payneham Road and 261 Payneham Road. The property located at 247-259 Payneham Road is an existing aged care/retirement facility and the properties located at 259 and 261 Payneham Road are currently used for commercial land uses. Although development of up to three (3) stories is contemplated along arterial road frontages within the Medium Density Policy Area, in this case, the adjacency of the Residential Historic (Conservation) Zone may limit the siting of any three (3) storey components, if proposed. In any case, the scaling down of building height and mass will be required adjacent to the boundary with the Residential Historic (Conservation) Zone.

The second locality is the site of the former Highways Department car park, which is located at the termination of Holton Court, St Peters. In the absence of this site being included in the River Torrens Linear Park, which is the Council's preferred position, this site has been included in the Medium Density Policy Area, as it provides a unique opportunity for medium density housing with good pedestrian access to the Walkerville Town Centre and bus routes into the City, subject to any necessary remediation of the land.

The current amenity of this locality is relatively poor, with the O’Bahn track creating a barrier between the site and the adjacent residential localities in St Peters and Joslin. The site is also located adjacent to the steep bank of the River Torrens, where bank stability issues will need to be addressed in any future development.

Access along the Linear Park in this locality is via a shared path running adjacent to the eastern side of the site. Development should seek to improve public access through this section of the Linear Park and into neighbouring Walkerville.

Building heights of up to three (3) storeys will be considered for development on this site. Where any reduction in private open space is sought, the development will ensure that good access to usable communal open space and/or the River Torrens Linear Park is provided.

PRINCIPLES OF DEVELOPMENT CONTROL

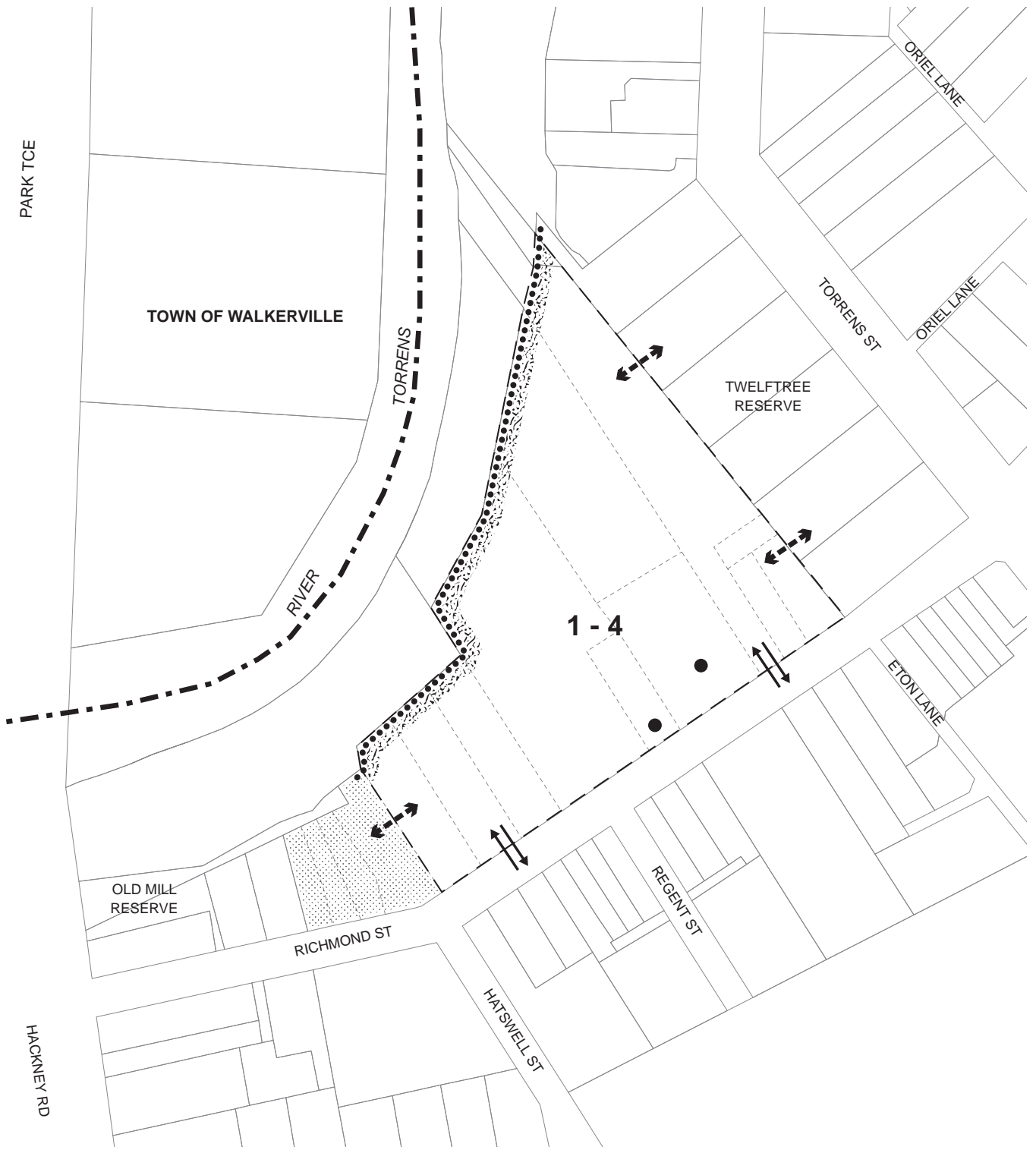
Form and Character

- 1 Development should not be undertaken unless it is consistent with the desired character for the Policy Area.
- 2 On sites that have a frontage to an arterial road, development of more than two (2) storeys above natural ground level, should only occur where it comprises a mix of residential and non-residential uses.
- 3 Within the Medium Density Policy Area, development should provide an appropriate transition down in scale and mass to residential development outside of the Policy Area.
- 4 Any substantial redevelopment of the existing Adelaide Caravan Park site located at 24-46 Richmond Street, Hackney, should ensure that a publicly accessible shared pedestrian and bicycle path is provided to link the western and northern sections of the River Torrens Linear Park in accordance with Concept Plan [Figure R/1](#).
- 5 A dwelling should have a minimum site area (and in the case of group dwellings an average site area per dwelling) and a frontage to a public road not less than that shown in the following table:

Dwelling Type	Site Area (square metres)	Minimum Frontage (metres)
Row dwelling	200	5
Group dwelling	200 average (exclusive of all common areas)	18 (total development site frontage)
Residential flat building	No minimum	18 (total development site frontage)









- 6 Individual dwellings within a residential flat building or a mixed-use building should provide the following minimum total floor areas per dwelling:

No of bedrooms	Minimum floor area (square metres)
Studio	40
1 bedroom	50
2 bedrooms	70
3+ bedrooms	100



0 metres 50 100



- 1 - 4 Building Height Range (note: height restrictions apply along the Richmond Street and Twelftree Reserve frontages)
-  Existing Public Car Park
-  Landscape Buffer
-  Indicative Pedestrian/Cycle Path to link with the existing Linear Park Pedestrian / Cycle Path
-  Indicative Future Pedestrian Link
-  Local Heritage Place
-  Indicative Vehicle Access
-  Concept Plan Boundary
-  Development Area Boundary

**NORWOOD PAYNEHAM
AND ST PETERS (CITY)
(24 - 46 RICHMOND STREET,
HACKNEY)
CONCEPT PLAN
Figure R/1**

7 Development should be designed within the parameters set out in the following table:

Parameter	Value
Maximum building height above natural ground level for dwellings:	
- Arterial roads	3 storeys
- Broad Street, Marden	3 storeys
- Marden Road and Wear Avenue, Marden (south of Kent Street)	3 storeys
- Lutheran Homes Incorporated and Australian Retirement Homes Limited sites at Glynde	3 storeys
- Adelaide Caravan Park site (24-46 Richmond Street, Hackney)	4 storeys, except dwellings fronting Richmond Street, which should not exceed 1 storey and dwellings fronting Twelftree and Old Mill Reserves, which should not exceed 2 storeys
- Former Highways Department car park, located at the termination of Holton Court, St Peters)	3 storeys
- Where identified in the Desired Character Statement for the River Street/Glenbrook Close locality	3 storeys
- All other localities	2 storeys
Minimum setback from a primary road frontage:	
- Arterial roads (subject to any future road widening requirements set out in the <i>Metropolitan Adelaide Road Widening Act 1972</i>)	6 metres* <i>*A closer set-back may be provided for mixed-use buildings on arterial roads that comprise non-residential uses at ground level</i>
- All other (public) roads	4 metres
Minimum setback from a secondary road frontage:	
- Arterial roads	6.5 metres
- All other (public) roads	0.9 (single storey) 2 metres (where it does not exceed 2 storeys in height)
Maximum site coverage (inclusive of ancillary structures):	
- Detached and semi-detached dwellings	60 percent
- Other dwelling forms	70 percent

RESIDENTIAL CHARACTER ZONE

Introduction

The Objectives and Principles of Development Control that follow apply in the Residential Character Zone shown on [Maps NPSP/3, 4 and 6 to 12](#). Further Objectives and Principles of Development Control also apply to Policy Areas that are relevant to the zone. The provisions for the zone and Policy Areas should be read in conjunction with the City Wide provisions expressed for the whole of the Council area.

The Residential Character Zone contains the following Policy Areas shown on [Maps NPSP/13 to 20 and 22](#).

Evandale/Maylands/Stepney
Hackney
Heathpool/ Marrayatville
St Peters/Joslin/Royston Park
Trinity Gardens/St Morris

OBJECTIVES

- Objective 1:** A residential zone ensuring the preservation of the existing development patterns and built form.
- Objective 2:** Infill development, including affordable housing, which is designed to reflect the traditional character elements of the area, particularly as presented to the streetscape.
- Objective 3:** Development that contributes to the desired character of the zone.

DESIRED CHARACTER STATEMENT

The Residential Character Zone comprises those residential areas of the City which maintain a high concentration of dwellings constructed prior to 1940 and in most cases, where infill development has not significantly altered the original subdivision patterns. In these areas, the quality of the streetscapes is defined by the consistent scale, siting and design of these dwellings and their landscaped settings. Vehicle garaging, driveways and front fences are not dominant streetscape elements and in most areas mature street tree plantings provide an overall visual coherence to the streets.

Future development will maintain and enhance the quality of the existing streetscapes, with particular reference to the scale, form and siting characteristics of the pre-1940s dwellings and the original land division patterns.

The zone will continue to accommodate primarily low-scale and low density residential development which generally reflects the existing patterns of development found in the different localities throughout the zone. Variations between these localities in terms of envisaged dwelling types, allotment sizes and building set-backs will be expressed at the Policy Area level.

Non-residential development within this zone will be limited in size and nature and will generally only occur in locations along arterial road frontages or where there is a historical basis for such a use (such as corner shops). Because the existing built form is a key reference point for new development, buildings proposed for non-residential use will generally be domestic in scale and nature and will mostly involve the re-use of existing dwellings. Development in association with existing non-residential uses will be limited, to ensure that the size and intensity of such development does not unreasonably affect nearby residences.

In some locations (identified at the Policy Area level), opportunities for residential intensification will be limited to the redevelopment of existing multi-unit sites, dwelling additions or in certain circumstances, the conversion of an existing dwelling into two (or more) dwellings or the development of a dependent living unit.

In other locations, where land division or the creation of additional dwelling sites is proposed, the resulting allotments or dwelling sites will generally reflect the surrounding land division patterns. Sites that have existing multi-unit development may be redeveloped to densities higher than those prescribed in the relevant Policy Area, provided that the development does not exceed prescribed maximum heights or unreasonably affect nearby residential amenity. In such cases, the dwelling density will not exceed the density of the existing development on the subject land.

Development will be designed to have a single-storey appearance from the primary street frontage, however, in localities where the streetscape character has already been influenced to a large degree by two-storey development, consideration may be given to carefully designed 'outwardly' two-storey development. Additionally, outwardly two-storey development is appropriate within the Hackney Policy Area, along the Hackney Road frontage.

In all cases, where two-storey development is proposed, consideration will be given to the impact of second storey walls from neighbouring properties. In this context, it will be important that the height and length of upper storey walls are minimised and finished and articulated in such a way so that they are visually recessive. In some cases, this may limit the extent of upper level floor area for new dwellings or dwelling extensions.

The design of new dwellings may be traditional or contemporary but in all cases will make reference to the architectural detail of the surrounding pre-1940s dwellings, in particular the roof forms, eaves, front verandah treatments, window proportions and the use of different materials and finishes. In this context, flat roof pitches, large unbroken expanses of glass or walling, or monochromatic colour schemes will generally not occur, where they are highly visible in the streetscape or from surrounding properties.

Where an alteration or addition to a pre-1940s dwelling is proposed, such development will maintain the visual integrity of the dwelling as viewed from the street. This can be achieved by maintaining the integrity of the key components of the dwelling which face the street, particularly the roof, verandah and windows.

Building design will have regard to best practice energy efficiency principles, in order to reduce dependency on mechanical heating, cooling and lighting systems and provide year-round comfort and amenity to occupants. In this context, dwellings will be designed having regard to the benefits of northern sun exposure to main living areas (internal and external), with appropriate window sizing and positioning and use of eaves and verandahs.

Water-sensitive urban design principles will also be applied to new development, in order to reduce the quantity (and improve the quality) of stormwater entering our drainage systems.

Front fencing and side fencing (between the front of a dwelling and the street) and landscaping are important components of streetscape character within the zone. In this context, low, open-style fencing is preferable to high, solid fencing, as it allows better connectivity to the street and along the street and provides a more pedestrian friendly environment. Along arterial road frontages or roads that carry higher volumes of traffic, or where it is necessary to provide private open space to the front or side of a dwelling, other more solid forms of fencing may be appropriate. New development will not introduce extensive areas of hard paving and driveways between the dwelling and the street and will ensure that such areas are balanced with a sufficient level of soft landscaping, including trees.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 The following forms of development, or combinations thereof, are envisaged in the zone:

- Affordable housing
- Dependent accommodation
- Domestic outbuilding in association with a dwelling
- Domestic structure
- Dwelling
- Small scale child care facility located along an arterial road or main road that serves the local community

Small-scale shop, office, consulting room only where:

- there is a lawful historic basis for such a use; or
- it involves the re-use of an existing dwelling with a frontage to an arterial road; or
- on an arterial road, it is located on the ground floor of a building that also contains a residential use; or
- it is ancillary to the function or operation of an aged care/retirement facility

Supported accommodation and housing for seniors.

- 2 Non-residential development such as shops, offices and consulting rooms should be of a nature and scale that:
 - (a) serves the local community;
 - (b) is consistent with the desired character of the locality; and
 - (c) does not detrimentally impact on the amenity of nearby residents.
- 3 The use and placement of outbuildings should be ancillary to and in association with a dwelling or dwellings.
- 4 Development listed as non-complying is generally inappropriate.

Form and Character

- 5 Development should not be undertaken unless it is consistent with the desired character for the zone.
- 6 Unless otherwise stated in the relevant Policy Area, or in localities where the streetscape character has already been influenced to a large degree by two-storey development, development should be designed to achieve a mostly single-storey streetscape appearance, consistent with any of the following:
 - (a) sympathetic two-storey additions that use existing roof space or incorporate minor extensions of roof space to the rear of the dwelling, (refer to Figure 15 below); or



Figure 15

- (b) in new dwellings, a second storey within the roof space where the overall building height, scale and form is compatible with existing single-storey development in the locality (refer to Figure 16 below); or

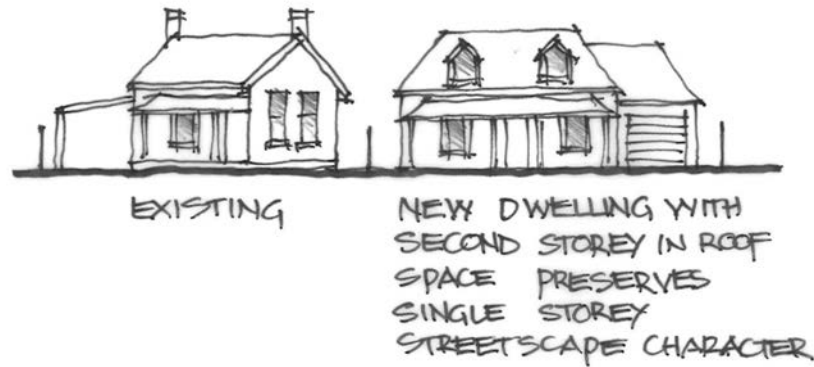


Figure 16

- (c) in new or existing dwellings, a second storey component which is set back sufficiently behind a single storey component, so as to achieve a mostly single-storey appearance from the primary street frontage (refer to Figure 17 below).



Figure 17

- 7 Where two-storey development is proposed:
- the height and length of upper storey walls should be minimised and finished and articulated in such a way so that they are visually recessive (refer to Figure 17 above);
 - the length and overall size of upper storey windows and the extent of balconies should be minimised to obviate the need for privacy screening and reduce perceptions of overlooking (refer to Figure 17 above).
- 8 Development should preserve and enhance streetscapes within the zone by:
- the incorporation of fences and gates in keeping with the height, scale and type of fences in the locality;
 - providing setbacks from boundaries to maintain space between dwellings in keeping with the pattern of surrounding development;
 - limiting the number and width of driveway crossovers; and

- (d) incorporating a sufficient amount of soft landscaping between the street and the dwelling, including trees.

9 Undercroft and/or below ground garaging should not be developed within the zone.

Design and Appearance

- 10 New dwellings should complement and reinforce the character and design elements of the existing dwellings in the locality.
- 11 Development which is highly visible in the streetscape or from surrounding properties should not incorporate large expanses of glass and/or walling, or use monochromatic colour schemes.
- 12 Development fronting the primary street should incorporate a roof pitch consistent with that of development in the locality.
- 13 Semi-detached dwellings should be designed to present as a single dwelling when viewed from the primary street frontage.
- 14 Alterations to a dwelling constructed prior to 1940 should not significantly alter the key components of the dwelling fronting the street (roof pitch, verandahs or window proportions).

Landscaping

- 15 New residential development should include landscaped front garden areas that complement the desired character.

Advertisements

- 16 Advertisements and signage should only be for the identification of non-residential uses and home-based businesses and should be complementary to the architecture and scale of the building.

PROCEDURAL MATTERS

Complying Development

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

In addition, the following forms of development are designated as **complying**:

Maintenance and/or repair to a Local Heritage Place, as identified in [Table NPSP/6](#), provided that there is no change to the external appearance of the building.

Work undertaken within a Local Heritage Place, as identified in [Table NPSP/6](#), that does not increase the total floor area of the building.

Non-complying Development

- 18 The following forms of development (including building work, a change in the use of land, or division of an allotment) are considered inappropriate and are **non-complying**:

Advertisement and /or advertising hoarding that:

- (a) moves, rotates or incorporates flashing lights;
- (b) comprises bunting, streamers, flags and wind vanes; or
- (c) has any part above the top of the walls or fascia.

Amusement Machine Centre
Car Wash

Consulting Room, except:

- (a) the re-use of a building originally constructed for the use as a shop, office or consulting room, where it has a total gross leasable floor area of 100 square metres or less, or 250 square metres or less, where the site fronts an arterial road; or
- (b) on arterial roads, the re-use of a dwelling, where it has a total gross leasable floor area of 250 square metres or less; or
- (c) where it is ancillary to the function or operation of an aged care/retirement facility; or
- (d) an alteration and/or addition to an existing consulting room, where it has a total gross leasable floor area of 100 square metres or less, or 250 square metres or less, where the site fronts an arterial road.

Crematorium
 Entertainment Venue
 Farming
 Fuel Depot
 Horse Keeping
 Horticulture
 Hospital
 Hotel
 Indoor Recreation Centre
 Industry
 Intensive Animal Keeping
 Motel
 Motor Repair Station

Office, except:

- (a) the re-use of a building originally constructed for the use as a shop, office or consulting room, where it has a total gross leasable floor area of 100 square metres or less, or 250 square metres or less, where the site fronts an arterial road; or
- (b) on arterial roads, the re-use of a dwelling, where it has a total gross leasable floor area of 250 square metres or less; or
- (c) where it is ancillary to the function or operation of an aged care/retirement facility; or
- (d) an alteration and/or addition to an existing office, where it has a total gross leasable floor area of 100 square meters or less, or 250 square metres or less, where the site fronts an arterial road.

Petrol Filling Station
 Public Service Depot
 Restaurant
 Road Transport Terminal
 Service Trade Premises

Shop or group of shops, except:

- (a) the re-use of a building originally constructed and used as a shop or group of shops, where it has a total gross leasable floor area of 100 square metres or less, or 250 square metres or less, where the site fronts an arterial road; or
- (b) an alteration and/or addition to an existing shop or group of shops, where it has a total gross leasable floor area of 100 square metres or less, or 250 square metres or less, where the site fronts an arterial road.

Store
 Warehouse
 Waste Reception, Storage, Treatment or Disposal
 Wrecking Yard

Public Notification

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

Further, the following forms of development (except where the development is classified as non-complying) are designated:

Category 1 Development

Fence, or a combination of a fence and retaining wall, up to 2.4 metres in height (measured from the lower of the two adjoining finished ground levels)
Solar collectors (such as solar hot water systems and photovoltaic cells)
Water tank

Category 2 Development

Fence, or a combination of a fence and retaining wall, exceeding 2.4 metres in height (measured from the lower of the two adjoining finished ground levels)
Satellite Dish, exceeding 1.2 metres in diameter
Tennis Court Fencing, comprising of chain wire mesh or similar, exceeding 2.1 metres in height and up to 3.7 metres in height (measured from the lower of the two adjoining finished ground levels)
Tennis Court Lights

Evandale/Maylands/Stepney Policy Area

Introduction

The following Desired Character Statement, Objectives and Principles of Development Control apply in the Evandale/Maylands/Stepney Policy Area shown on [Maps NPSP/14 and 16](#). These provisions should be read in conjunction with the Residential Character Zone provisions and the City Wide provisions expressed for the whole of the Council Area.

OBJECTIVES

Objective 1: Development that contributes to the desired character of the Policy Area.

DESIRED CHARACTER STATEMENT

The Policy Area comprises large areas of Evandale and Maylands and small areas of Stepney and Payneham.

Development will mostly comprise replacement dwellings, alterations and additions to existing dwellings and minor domestic structures.

In the following locations:

- in Evandale, on sites fronting Morris, Elizabeth and Wellesley Streets; and
- in Maylands, on sites fronting Phillis and Frederick Streets;

opportunities for residential intensification will be limited to the redevelopment of existing multi-unit sites, dwelling additions or in certain circumstances, the conversion of an existing dwelling into two (or more) dwellings, or the development of a dependent living unit.

Outside of these locations, infill development may comprise detached and semi-detached dwellings, provided that such development complements the existing streetscape character and is consistent with the predominant land division pattern in the locality. Group dwellings may be proposed in Evandale and Payneham and dwellings on battle-axe or hammerhead configuration allotments may be proposed in Maylands, Evandale and Payneham, providing that, in both cases, such development complements the existing streetscape character and is designed to maintain relatively spacious siting characteristics between buildings.

PRINCIPLES OF DEVELOPMENT CONTROL

Form and Character

- 1 Development should not be undertaken unless it is consistent with the desired character for the Policy Area.
- 2 A dwelling site should be consistent with the predominant land division pattern within the locality and in any case, should have a minimum site area and a frontage to a public road of not less than shown in the following table:

Dwelling Type	Site Area (square metres)	Minimum Site Frontage (metres)
Detached Dwelling:		
- Maylands	500 minimum	12*
- Evandale, Payneham	450 minimum	11*
- Stepney	400 minimum	10*
<i>*12.5 where a double garage/carport fronting the primary street is proposed</i>		
Semi-detached Dwelling:		
- Maylands	500 minimum	10*
- Evandale, Payneham	450 minimum	10*
- Stepney	400 minimum	8*
<i>*12.5 where a double garage/carport fronting the primary street is proposed</i>		
Detached Dwelling (hammerhead allotment):		
- Maylands, Evandale, Payneham	450 minimum (exclusive of the driveway handle)	4 (driveway handle width) 15 (total development site frontage)
Group Dwelling:		
- Evandale, Payneham	400 average (exclusive of common areas)	18 (total development site frontage)

- 3 A dwelling fronting a public road should be designed within the following parameters:

Parameter	Value
Maximum building height above natural ground level	2 storeys (provided that it maintains a mostly single-storey appearance along the primary street frontage)
Minimum setback from one side boundary:	
- for walls with a vertical height of up to 3 metres measured from natural ground level	1 metre* <i>*Single storey boundary development may occur on one side boundary for a garage, carport, small addition (such as an ensuite or walk-in robe addition) or in the case of semi-detached dwellings, for a party wall</i>

Parameter	Value
- for walls with a vertical height exceeding 3 metres measured from natural ground level	1 metre plus one-third of the increase in vertical wall height above 3 metres
- for upper level walls located on the southern side of a site, with a vertical height exceeding 3 metres measured from natural ground level	1.9 metres plus one-third of the increase in vertical wall height above 3 metres
Minimum setback from rear boundary:	
- single storey	4 metres
- upper storey	6 metres
Maximum site coverage (inclusive of ancillary structures)	
- Evandale, Maylands, Payneham	50 percent
- Stepney	60 percent

Land Division

- 4 The division of land should not create a hammerhead, battleaxe or similar configuration allotment in Stepney.
- 5 Land division creating additional dwelling sites should not occur:
 - (a) in Evandale along Morris, Elizabeth and Wellesley Streets; and
 - (b) in Maylands, along Phillis and Frederick Streets,

except where it involves:

 - (i) the redevelopment of existing multi-unit sites; or
 - (ii) the conversion of an existing dwelling into two (or more) dwellings where the building and the front yard maintain the original external appearance to the street.

Hackney Policy Area

Introduction

The following Desired Character Statement, Objectives and Principles of Development Control apply in the Hackney Policy Area shown on [Maps NPSP/13 and 15](#). These provisions should be read in conjunction with the Residential Character Zone provisions and the City Wide provisions expressed for the whole of the Council Area.

OBJECTIVES

Objective 1: Development that contributes to the desired character of the Policy Area.

DESIRED CHARACTER STATEMENT

The Policy Area comprises small areas of Hackney located along the southern side of Richmond Street and between Hackney Road and St Peters College. Existing development in this Policy Area comprises a mix of compact and large allotments with a number of Local Heritage Places, pre-1940s dwellings and multi-unit sites.

Residential intensification involving land division will be limited to sites fronting Hackney Road. In other locations, opportunities for residential intensification will be limited to the redevelopment of existing multi-unit sites, dwelling additions or in certain circumstances, the conversion of an existing dwelling into two (or more) dwellings, or the development of a dependent living unit.

PRINCIPLES OF DEVELOPMENT CONTROL

Form and Character

- 1 Development should not be undertaken unless it is consistent with the desired character for the Policy Area.
- 2 A dwelling should have a minimum site area and a frontage to a public road of not less than shown in the following table:

Dwelling Type	Site Area (square metres)	Minimum Site Frontage (metres)
Detached Dwelling	400 minimum	12* <i>*12.5 where a double garage/carport fronting the primary street is proposed</i>
Semi-detached Dwelling	400 minimum	9* <i>*12.5 where a double garage/carport fronting the primary street is proposed</i>
Group Dwelling	No minimum	18 (total development site frontage)
Row dwelling	No minimum	18 (total development site frontage)
Residential Flat Building	No minimum	18 (total development site frontage)

- 3 Individual dwellings within a residential flat building should provide the following minimum total floor areas per dwelling:

No of bedrooms	Minimum floor area (square metres)
Studio	40
1 bedroom	50
2 bedrooms	70
3+ bedrooms	100

- 4 A dwelling should be designed within the parameters set out in the following table:

Parameter	Value
Maximum building height above natural ground level:	
- dwellings fronting Hackney Road	2 storeys
- dwellings fronting a public road in all other localities	2 storeys (provided that it maintains a mostly single-storey appearance along the primary street frontage)

Parameter	Value
Minimum setback from one side boundary for dwellings fronting a public road:	
- for walls with a vertical height of up to 3 metres measured from natural ground level	1 metre * <i>* Single storey boundary development may occur on one side boundary for a garage, carport, small addition (such as an ensuite or walk-in robe addition) or in the case of semi-detached dwellings, for a party wall</i>
- for walls with a vertical height exceeding (3 metres measured from natural ground level)	1 metre plus one-third of the increase in vertical wall height above 3 metres
- for upper level walls located on the southern side of a site, with a vertical height exceeding (3 metres measured from natural ground level)	1.9 metres plus one-third of the increase in vertical wall height above 3 metres
Minimum setback from rear boundary for dwellings fronting a public road:	
- single storey	4 metres
- upper storey	6 metres
Maximum site coverage (inclusive of ancillary structures):	70 percent

Land Division

- 5 Land division creating additional dwelling sites should only occur on sites fronting Hackney Road, except where it involves:
- the redevelopment of existing multi-unit sites; or
 - the conversion of an existing dwelling into two (or more) dwellings where the building and the front yard maintain the original external appearance to the street.

Heathpool/ Marryatville Policy Area

Introduction

The following Desired Character Statement, Objectives and Principles of Development Control apply in the Heathpool/Marryatville Policy Area shown on [Maps NPSP/16 to 18](#). These provisions should be read in conjunction with the Residential Character Zone provisions and the City Wide provisions expressed for the whole of the Council Area.

OBJECTIVES

Objective 1: Development that contributes to the desired character of the Policy Area.

DESIRED CHARACTER STATEMENT

The Policy Area comprises large areas of the suburbs of Heathpool and Marryatville.

In the following locations:

- in Heathpool, on sites fronting Heathpool Road and Northumberland Street, and along the portions of Rothbury Avenue and Stannington Avenue located west of Hanson Avenue; and
- in Marryatville, west of Clapton Road, on sites with an area of less than 1000 square metres;

opportunities for residential intensification will be limited to the redevelopment of existing multi-unit sites, dwelling additions or in certain circumstances, the conversion of an existing dwelling into two (or more) dwellings, or the development of a dependent living unit.

Outside of these locations in Heathpool, infill development may comprise detached and semi-detached dwellings and on larger sites, group dwellings, provided that such development complements the existing streetscape character and is designed to maintain relatively spacious siting characteristics.

In the portion of Marrayatville west of Clapton Road, on sites with an area of 1000 square metres or more, a range of dwelling types will be considered. In the portion of Marrayatville east of Clapton Road, the built form character and subdivision pattern is varied. As such, a range of dwelling types and allotment sizes is anticipated.

PRINCIPLES OF DEVELOPMENT CONTROL

Form and Character

- 1 Development should not be undertaken unless it is consistent with the desired character for the Policy Area.
- 2 A dwelling should have a minimum site area and a frontage to a public road of not less than shown in the following table:

Dwelling Type	Site Area (square metres)	Minimum Site Frontage (metres)
Detached Dwelling:		
- Heathpool	400 minimum	10*
- Marrayatville (east of Clapton Road) (west of Clapton Road only sites > 1000m ²)	No minimum	10* <i>*12.5 where a double garage/carport fronting the primary street is proposed</i>
Semi-detached Dwelling:		
- Heathpool	400 minimum	9* <i>*12.5 where a double garage/carport fronting the primary street is proposed</i>
- Marrayatville (east of Clapton Road) (west of Clapton Road only sites > 1000m ²)	No minimum	9* <i>*12.5 where a double garage/carport fronting the primary street is proposed</i>
Detached Dwelling (hammerhead allotment):		
- Marrayatville (east of Clapton Road) (west of Clapton Road only sites > 1000m ²)	No minimum	4 (driveway handle width) 14 (total development site frontage)
Group Dwelling:		
- Heathpool	400 average (exclusive of common areas)	18 (total development site frontage)
- Marrayatville (east of Clapton Road) (west of Clapton Road only sites > 1000m ²)	No minimum	18 (total development site frontage)

Dwelling Type	Site Area (square metres)	Minimum Site Frontage (metres)
Residential Flat Building:		
- Marryatville (east of Clapton Road) (west of Clapton Road only sites > 1000m ²)	No minimum	18 (total development site frontage)

- 3 Individual dwellings within a residential flat building should provide the following minimum total floor areas per dwelling:

No of bedrooms	Minimum floor area (square metres)
Studio	40
1 bedroom	50
2 bedrooms	70
3+ bedrooms	100

- 4 A dwelling fronting a public road should be designed within the parameters set out in the following table:

Parameter	Value
Maximum building height above natural ground level	2 storeys (provided that it maintains a mostly single-storey appearance along the primary street frontage)
Minimum setback from one side boundary:	
- for walls with a vertical height of up to 3 metres measured from natural ground level:	
- Heathpool	1.5 metres*
- Marryatville	1 metre*
* Single storey boundary development may occur on one side boundary for a garage, carport, small addition (such as an ensuite or walk-in robe addition) or in the case of semi-detached dwellings, for a party wall	
- for walls with a vertical height exceeding 3 metres measured from natural ground level:	
- Heathpool	1.5 metres plus one-third of the increase in vertical wall height above 3 metres
- Marryatville	1 metre plus one-third of the increase in vertical wall height above 3 metres
- for upper level walls located on the southern side of a site, with a vertical height exceeding 3 metres measured from natural ground level)	1.9 metres plus one-third of the increase in vertical wall height above 3 metres

Parameter	Value
Minimum setback from rear boundary:	
- Heathpool:	
- single storey	5 metres
- upper storey	7 metres
- Marryatville:	
- single storey	4 metres
- upper storey	6 metres
Maximum site coverage (inclusive of ancillary structures):	
- Heathpool	50 percent
- Marryatville (west of Clapton Road)	60 percent
- Marryatville (east of Clapton Road)	70 percent

Land Division

- 5** In Heathpool, land division creating additional dwelling sites should not occur on sites fronting Heathpool Road and Northumberland Street and the portions of Rothbury Avenue and Stannington Avenue, west of Hanson Avenue, except where it involves:
- (a) the redevelopment of existing multi-unit sites; or
 - (b) the conversion of an existing dwelling into two (or more) dwellings where the building and the front yard maintain the original external appearance to the street.
- 6** In the portion of Marryatville located west of Clapton Road, land division creating additional dwelling sites should only occur on sites with an area greater than 1000 square metres.

St Peters/Joslin/Royston Park Policy Area

Introduction

The following Desired Character Statement, Objectives and Principles of Development Control apply in the St Peters/Joslin/Royston Park Policy Area shown on [Maps NPSP/13, 14, 19 and 20](#). These provisions should be read in conjunction with the Residential Character Zone provisions and the City Wide provisions expressed for the whole of the Council Area.

OBJECTIVES

Objective 1: Development that contributes to the desired character of the Policy Area.

DESIRED CHARACTER STATEMENT

The Policy Area comprises portions of the suburbs of St Peters, Joslin and Royston Park, located in and around the 'Avenues', including Seventh, Eighth, Ninth, Tenth and Eleventh Avenues, as well as Third, Fifth and Sixth Avenues in Royston Park. It also includes a small portion of College Park, located near the River Torrens Linear Park.

Development within this Policy Area will mostly comprise minor domestic structures, alterations and additions to existing dwellings, and where an existing dwelling is demolished, a single replacement dwelling.

In the following locations:

- in St Peters, on sites fronting Ninth Avenue and Seventh Avenue (between Stephen Terrace and Harrow Road); and
- in Joslin, on sites fronting Seventh Avenue;

opportunities for residential intensification will be limited to the redevelopment of existing multi-unit sites, dwelling additions or in certain circumstances, the conversion of an existing dwelling into two (or more) dwellings or the development of a dependent living unit.

Outside of this location in St Peters and College Park, infill development may comprise detached dwellings and semi-detached dwellings but in the case of semi-detached dwellings, only where vehicle access and garaging can be established entirely from adjacent rear laneways.

Outside of this location in Joslin and Royston Park, infill development may comprise detached and semi-detached dwellings.

PRINCIPLES OF DEVELOPMENT CONTROL

Form and Character

- 1 Development should not be undertaken unless it is consistent with the desired character for the Policy Area.
- 2 In St Peters and College Park, semi-detached dwellings should only be developed where vehicle access and garaging for both dwellings can be established from an adjacent rear laneway and where side setbacks reflect the established spacing characteristics in the locality.
- 3 A dwelling should be consistent with the predominant land division pattern within the locality and in any case, should have a minimum site area and a frontage to a public road of not less than shown in the following table:

Dwelling Type	Site Area (square metres)	Minimum Site Frontage (metres)
Detached Dwelling:		
- St Peters, College Park, Joslin	500 minimum	15
- Royston Park	450 minimum	12* <i>*12.5 where a double garage/carport fronting the primary street is proposed</i>
Semi-detached Dwelling:		
- St Peters, College Park (only where vehicle access and garaging for both dwellings can be established from an adjacent rear laneway)	500 minimum	10
- Joslin	500 minimum	12*
- Royston Park	450 minimum	10* <i>*12.5 where a double garage/carport fronting the primary street is proposed</i>

- 4 A dwelling fronting public road should be designed within the parameters set out in the following table:

Parameter	Value
Maximum building height above natural ground level	2 storeys (provided it maintains a mostly single-storey appearance along the primary street frontage)
Minimum setback from one side boundary:	
- for walls with a vertical height of up to 3 metres measured from natural ground level:	
- St Peters, College Park, Joslin	1.5 metres* <i>* Single storey boundary development may occur on one side boundary for a garage, carport, small addition (such as an ensuite or walk-in robe addition) or in the case of semi-detached dwellings, for a party wall</i>
- Royston Park	1 metre* <i>* Single storey boundary development may occur on one side boundary for a garage, carport, small addition (such as an ensuite or walk-in robe addition) or in the case of semi-detached dwellings, for a party wall</i>
- for walls with a vertical height exceeding 3 metres measured from natural ground level:	
- St Peters, College Park, Joslin	1.5 metres plus one-third of the increase in vertical wall height above 3 metres
- Royston Park	1 metre plus one-third of the increase in vertical wall height above 3 metres
- for upper level walls located on the southern side of a site, with a vertical height exceeding 3 metres measured from natural ground level	1.9 metres plus one-third of the increase in vertical wall height above 3 metres
Minimum setback from rear boundary:	
- single storey	4 metres
- upper storey	6 metres
Maximum site coverage (inclusive of ancillary structures):	50 percent

Land Division

5 The division of land should not create a hammerhead, battleaxe or similar configuration allotment.

6 Land division creating additional dwelling sites should not occur:

(a) in St Peters, along Ninth Avenue and Seventh Avenue (between Stephen Terrace and Harrow Road); and

(b) in Joslin, along Seventh Avenue;

except where it involves:

(i) the redevelopment of existing multi-unit sites; or

(ii) the conversion of an existing dwelling into two (or more) dwellings where the building and the front yard maintain the original external appearance to the street.

Trinity Gardens/St Morris Policy Area

Introduction

The following Desired Character Statement, Objectives and Principles of Development Control apply in the Trinity Gardens/St Morris Policy Area shown on [Maps NPSP/14, 16, 17 and 22](#). These provisions should be read in conjunction with the Residential Character Zone provisions and the City Wide provisions expressed for the whole of the Council Area.

OBJECTIVES

Objective 1: Development that contributes to the desired character of the Policy Area.

DESIRED CHARACTER STATEMENT

The Policy Area comprises large areas of the suburbs of Trinity Gardens and St Morris.

Development will mostly comprise replacement dwellings, alterations and additions to existing dwellings and minor domestic structures.

In the following locations:

- in Trinity Gardens, along Canterbury Avenue, Hereford Avenue, Lechfield Crescent and the portion of Albermarle Avenue (between Canterbury and Hereford Avenues); and
- in St Morris, along Green Street, Thomas Avenue, Seventh Avenue and Breaker Street (south of Fifth Avenue);

opportunities for residential intensification will be limited to the redevelopment of existing multi-unit sites, dwelling additions or in certain circumstances, the conversion of an existing dwelling into two (or more) dwellings, or the development of a dependent living unit.

Outside of these locations, infill development may comprise detached and semi-detached dwellings, provided that such development complements the existing streetscape character and is consistent with the predominant land division pattern in the locality. In St Morris, infill development may also include low-scale group dwellings and hammerhead style developments, where such development provides a well landscaped front set-back to the street and set-backs from the side and rear site boundaries that maintain a sense of space to neighbouring properties.

PRINCIPLES OF DEVELOPMENT CONTROL

Form and Character

- 1 Development should not be undertaken unless it is consistent with the desired character for the Policy Area.
- 2 A dwelling should be consistent with the predominant land division pattern within the locality and in any case, should have a minimum site area and a frontage to a public road of not less than shown in the following table:

Dwelling Type	Site Area (square metres)	Minimum Site Frontage (metres)
Detached Dwelling:		
- Trinity Gardens	500 minimum	11*
- St Morris, east of Thomas Avenue	400 minimum	11*

Dwelling Type	Site Area (square metres)	Minimum Site Frontage (metres)
- St Morris, west of Thomas Avenue	450 minimum	11* <i>*12.5 where a double garage/carport fronting the primary street is proposed</i>
Semi-detached Dwelling:		
- Trinity Gardens	500 minimum	10*
- St Morris, east of Thomas Avenue	400 minimum	9*
- St Morris, west of Thomas Avenue	450 minimum	9* <i>*12.5 where a double garage/carport fronting the primary street is proposed</i>
Detached Dwelling (hammerhead allotment):		
- St Morris	400 minimum (exclusive of the driveway handle)	4 (driveway handle width) 15 (total development site frontage)
Group Dwelling:		
- St Morris	400 average (exclusive of common areas)	18 (total development site frontage)

- 3 A dwelling fronting a public road should be designed within the parameters set out in the following table:

Parameter	Value
Maximum building height above natural ground level:	2 storeys (provided that it maintains a mostly single-storey appearance along the primary street frontage)
Minimum setback from one side boundary:	
- for walls with a vertical height of up to 3 metres measured from natural ground level	1 metre* <i>* Single storey boundary development may occur on one side boundary for a garage, carport, small addition (such as an ensuite or walk-in robe addition) or in the case of semi-detached dwellings, for a party wall</i>
- for walls with a vertical height exceeding 3 metres measured from natural ground level	1 metre plus one-third of the increase in vertical wall height above 3 metres
- for upper level walls located on the southern side of a site, with a vertical height exceeding 3 metres measured from natural ground level	1.9 metres plus one-third of the increase in vertical wall height above 3 metres
Minimum setback from rear boundary:	
- single storey	4 metres
- upper storey	6 metres

Parameter	Value
Maximum site coverage (inclusive of ancillary structures):	
- group dwellings	60 percent
- for other dwelling types	50 percent

Land Division

- 4 Land division that results in a hammerhead, battleaxe or similar configuration allotment should not occur in Trinity Gardens.
- 5 Land division creating additional dwelling sites should not occur:
 - (a) in Trinity Gardens, along Canterbury and Hereford Avenues, Lechfield Crescent and the portion of Albermarle Avenue between Canterbury and Hereford Avenues; and
 - (b) in St Morris, along Breaker Street (south of Fifth Avenue), Seventh Avenue, Green Street and Thomas Avenue;

except where it involves:

 - (i) the redevelopment of existing multi-unit sites; or
 - (ii) the conversion of an existing dwelling into two (or more) dwellings where the building and the front yard maintain the original external appearance to the street.

RESIDENTIAL CHARACTER (NORWOOD) ZONE

The following Desired Character Statement, Objectives and Principles of Development Control apply in the Residential Character (Norwood) Zone shown on [Maps NPSP/9, 10 and 24](#). The provisions for the zone should be read in conjunction with the City Wide provisions expressed for the whole of the Council area.

OBJECTIVES

- Objective 1:** A residential zone that continues to include a mix of housing from different eras of development and, in identified localities, ensures the continuation of the character derived from pre-1940s dwellings.
- Objective 2:** Infill development in specified localities, including affordable housing, providing a variety of housing types and densities, which enhances the character of the locality.
- Objective 3:** Development that contributes to the desired character of the zone.

DESIRED CHARACTER STATEMENT

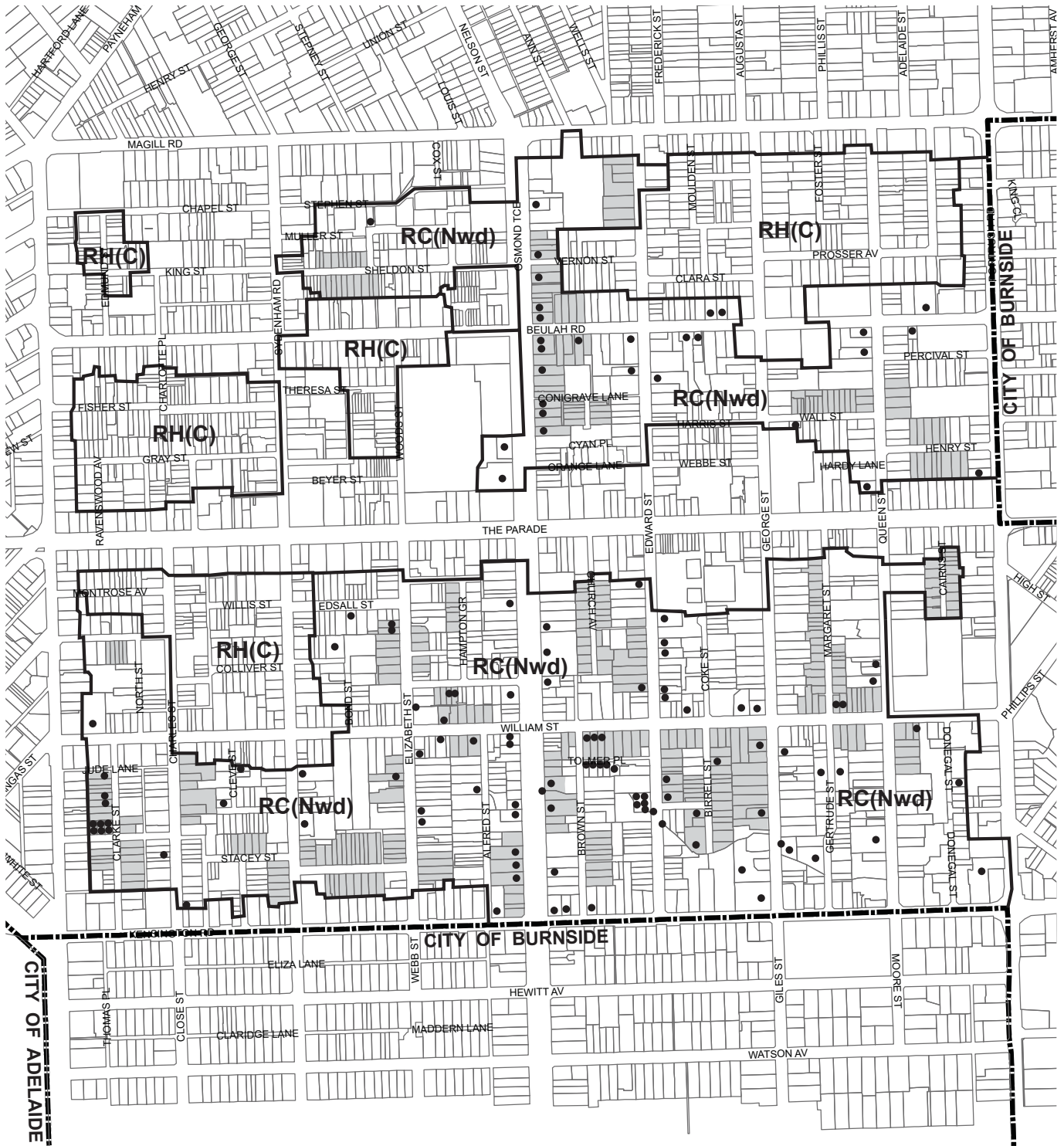
The Residential Character (Norwood) Zone includes the largely residential areas of Norwood, bound by Magill, Portrush, Kensington and Fullarton Roads.

A key feature of the zone is the distinct rectilinear pattern of wide tree-lined major streets, intersected by narrow minor streets, around which various eras of development have been overlaid. This has resulted in a built form character, which comprises a mix of housing styles, including workers cottages, bungalows and villas and a variety of post war dwellings, including walk-up flats, townhouses and a range of contemporary detached, attached and group housing styles. This has, over the years, established a broad mix of allotment sizes and provided a diversity of residential accommodation options, including affordable housing.

Although the built form character throughout Norwood is relatively varied, there remains a strong theme associated with the historic built form, which includes a significant number of Local Heritage Places and buildings constructed before 1940 and is further supported by the areas of Residential Historic (Conservation) Zone, which are found throughout Norwood. The regular street grid pattern and the high level of vegetation, including mature street trees and landscaped gardens, are elements that assist in unifying the various eras of built form development in Norwood.

The zone will continue to support a mix of old and new development and provide opportunities for a range of housing types and allotment sizes. The remaining pockets of housing pre-dating 1940 that make an important contribution to the mixed character of Norwood are identified (by site) on Concept Plan [Fig RC\(N\)/1](#). Additional development guidelines will apply to new development within these identified localities and further land division will not occur, except where it involves the redevelopment of an existing multi-unit site or the conversion of an existing dwelling into two (or more dwellings) where the building and the front yard maintain the original external appearance to the street. Opportunities will continue to remain for the development of a dependent living unit on the same site as an existing dwelling. Although demolition control is not legislated in this Zone (except for identified State or Local Heritage Places), it is intended that the limitation on land division in the identified character pockets will encourage the retention and renovation of the original housing stock.




Existing multi-unit sites can be redeveloped to maintain the existing dwelling densities, provided that such development provides an appropriate built form transition to adjacent lower scale residential land and provided that it does not exceed prescribed maximum building heights or unreasonably affect nearby residential amenity.



CITY OF ADELAIDE

CITY OF BURNSIDE

CITY OF BURNSIDE

-  Land division creating new dwelling sites or additional allotments should not occur on these sites
- RC(Nwd)** Residential Character (Norwood) Zone
- RH(C)** Residential Historic (Conservation) Zone
-  Zone Boundary
-  State / Local Heritage Places



0metres 250 500

NORWOOD PAYNEHAM AND ST PETERS (CITY) RESIDENTIAL CHARACTER (NORWOOD) ZONE CONCEPT PLAN Fig RC(N)/1

The redevelopment of sites identified on Concept Plan [Fig RC\(N\)/1](#), will provide continuity with regard to the form, height and siting (in terms of front, side and rear set-backs) of the surrounding pre-1940s dwellings. Building heights will generally be limited to maintain a single-storey streetscape appearance, however, in some locations where a single-storey built form character is particularly intact, may be further limited to single-storey. The design of new dwellings may be traditional or contemporary but in all cases will make reference to the architectural detail of the surrounding pre-1940s dwellings, in particular the roof forms, front verandah treatments, window proportions and the use of different materials and finishes. Flat roof pitches, large unbroken expanses of glass or walling and monochromatic colour schemes will not occur where it will be highly visible in the streetscape or from surrounding properties.

Outside of the localities identified on Concept Plan [Fig RC\(N\)/1](#), opportunities will be provided for increasing the density of a site. Building heights of up to two (2) storeys may occur, however, where proposed, consideration will be given to the impact of second storey walls from neighbouring properties. In this context, it will be important that the height and length of upper storey walls are minimised and finished and articulated in such a way so that they are visually recessive and do not create any unreasonable overshadowing impacts. In some cases, this may limit the extent of upper level floor area in new dwellings or dwelling extensions. The design of buildings will be innovative and contemporary, however, large unbroken expanses of glass or walling and monochromatic colour schemes will not occur where it will be highly visible in the streetscape or from surrounding properties.

Boundary development should generally only occur to one side of an allotment or dwelling site and will be limited in height and length in order to reduce its impact with regard to overshadowing and visual outlook from neighbouring properties. Boundary to boundary development will only be considered where there is an obvious precedence for such development within the locality and where there will be no unreasonable impact on neighbouring land.

In all areas, where an alteration or addition to a pre-1940s dwelling is proposed, such development will maintain the visual integrity of the dwelling as viewed from the street. This can be achieved by maintaining the integrity of the key components of the dwelling which face the street, particularly the roof, verandah and windows.

Non-residential development will be limited in size and nature and will generally only occur in locations along arterial road frontages, or where there is a recent history of lawful non-residential use, or where the building was originally constructed for non-residential use (such as original corner shops). Buildings proposed for non-residential use will be domestic in scale and nature and will mostly involve the re-use of existing dwellings. Development in association with existing non-residential uses will be limited, to ensure that the size and intensity of such development does not have any additional off-site impacts that will affect residential amenity.

Building design will have regard to best practice energy efficiency principles, in order to reduce dependency on mechanical heating, cooling and lighting systems and provide year-round comfort and amenity to occupants. In this context, dwellings will be designed having regard to the benefits of northern sun exposure to main living areas (internal and external), with appropriate window sizing and positioning and use of eaves and verandahs.

Water-sensitive urban design principles will also be applied to new development, in order to reduce the quantity (and improve the quality) of stormwater entering our drainage systems.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

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

- Affordable housing
- Dependent accommodation
- Domestic outbuilding in association with a dwelling
- Domestic structure
- Dwelling
- Dwelling addition
- Small-scale consulting room or office only where:

- in the case of a building constructed as a dwelling, where it has a recent lawful history of consulting room, shop or office use; or
- the building was originally constructed for a non-residential use; or
- the site has a frontage to an arterial road; or
- it is ancillary to the function or operation of an aged care/retirement facility

Small-scale shop, only where:

- the building was originally constructed as a shop; or
- it is ancillary to the function or operation of an aged care/retirement facility

Supported accommodation and housing for seniors.

- 2** Non-residential development such as shops, offices and consulting rooms should be of a nature and scale that:

serves the local community;

(b) is consistent with the desired character of the locality; and

(c) does not detrimentally impact on the amenity of nearby residents.

- 3** The use and placement of outbuildings should be ancillary to and in association with a dwelling or dwellings.

- 4** Development listed as non-complying is generally inappropriate.

Form and Character

- 5** Development should not be undertaken unless it is consistent with the desired character for the zone.

- 6** For sites identified on Concept Plan [Fig RC\(N\)/1](#), where two-storey development is proposed, it should be designed to achieve a mostly single-storey streetscape appearance, consistent with any of the following:

- (a) sympathetic two-storey additions that use existing roof space or incorporate minor extensions of roof space to the rear of the dwelling, (refer to Figure 15 below); or

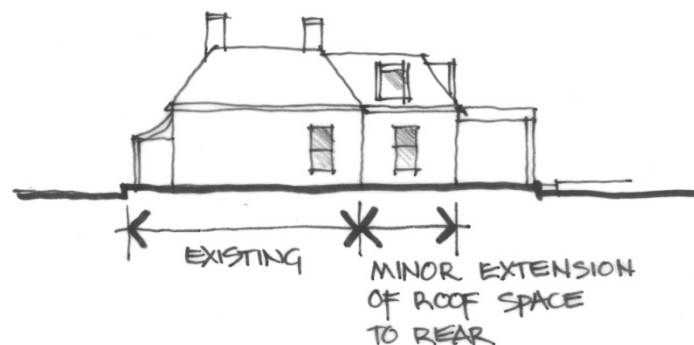


Figure 15

- (b) in new dwellings, a second storey within the roof space where the overall building height, scale and form is compatible with existing single-storey development in the locality (refer to Figure 16 below); or

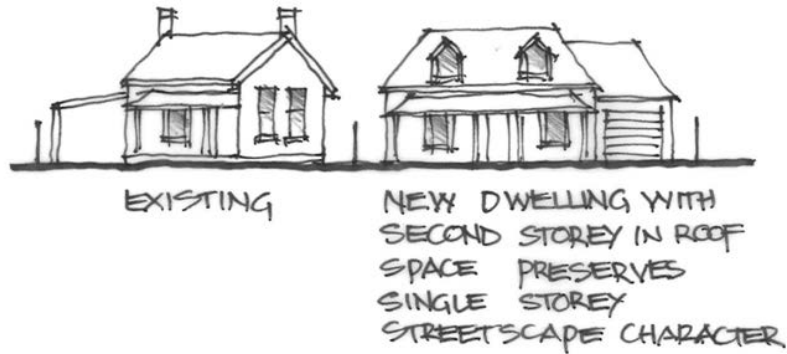


Figure 16

- (c) in new or existing dwellings, a second storey component which is set back sufficiently behind a single storey component, so as to achieve a mostly single-storey appearance from the primary street frontage (refer to Figure 17 below).



Figure 17

- 7 Where two-storey development is proposed:
- the height and length of upper storey walls should be minimised and finished and articulated in such a way so that they are visually recessive (refer to Figure 17 above);
 - the length and overall size of upper storey windows and the extent of balconies should be minimised to obviate the need for privacy screening and reduce perceptions of overlooking (refer to Figure 17 above).
- 8 The conversion of an existing dwelling into two or more dwellings may be undertaken provided that the building and front yard retain the original external appearance to the public road.
- 9 Development should preserve and enhance streetscapes within the zone by:
- the incorporation of fences and gates in keeping with the height, scale and type of fences in the locality;
 - providing setbacks from boundaries to maintain space between dwellings in keeping with the pattern of surrounding development;

- (c) limiting the number and width of driveway crossovers; and
- (d) incorporating a sufficient amount of soft landscaping between the street and the dwelling, including trees.

10 A dwelling should have a minimum site area and a frontage to a public road of not less than shown in the following table:

Dwelling Type	Site Area (square metres)	Minimum Site Frontage (metres)
Detached Dwelling:		
- North of The Parade and east of Osmond Terrace, excluding sites fronting Portrush Road	300 minimum	9*
- In all other localities	250 minimum	9* <i>*12.5 where a double garage/carport fronting the primary street is proposed</i>
Semi-detached Dwelling:		
- North of The Parade and east of Osmond Terrace, excluding sites fronting Portrush Road	300 minimum	8* <i>*12.5 (where a double garage/carport fronting the primary street is proposed)</i>
- In all other localities	250 minimum	8* <i>*12.5 (where a double garage/carport fronting the primary street is proposed)</i>
Detached Dwelling (hammerhead allotment)	300 minimum (exclusive of the driveway handle)	4 (driveway handle width) 13 (total development site frontage)
Row Dwelling:		
- North of The Parade and east of Osmond Terrace, excluding sites fronting Portrush Road	300	6
- In all other localities	250	6
Group Dwelling:		
- North of The Parade and east of Osmond Terrace, excluding sites fronting Portrush Road	300 average (exclusive of common areas)	18 (total development site frontage)
- In all other localities	250 average (exclusive of common areas)	18 (total development site frontage)
Residential Flat Building	No minimum	18 (total development site frontage)

- 11 Individual dwellings within a residential flat building should provide the following minimum total floor areas per dwelling:

No of bedrooms	Minimum floor area (square metres)
Studio	40
1 bedroom	50
2 bedrooms	70
3+ bedrooms	100

- 12 A dwelling fronting a public road should be designed within the parameters set out in the following table:

Parameter	Value
Maximum building height above natural ground level:	
- for sites identified on Concept Plan Fig RC(N)/1	2 storeys (provided that it maintains a mostly single-storey appearance along the primary street frontage)
- for all other localities	2 storeys
Minimum setback from rear boundary:	
- single storey	4 metres
- upper storey	6 metres

Design and Appearance

- 13 New dwellings on sites identified on Concept Plan [Fig RC\(N\)/1](#), should complement and reinforce the character and design elements of the pre-1940s dwellings in the locality, particularly with regard to the roof pitch, verandah treatments and window proportions.
- 14 Alterations to a dwelling constructed prior to 1940 should not significantly alter the key components of the dwelling fronting the street (roof pitch, verandah forms or window proportions) and should maintain a mostly single-storey streetscape appearance.
- 15 Development which is highly visible in the streetscape or from surrounding properties should not incorporate large expanses of glass and/or walling, or use monochromatic colour schemes.
- 16 Semi-detached dwellings should be designed to present as a single dwelling when viewed from the primary street frontage.
- 17 Row dwellings should only be developed where vehicle access can be provided from a laneway, minor street or a single common access way.
- 18 Undercroft or below ground garages should only be developed on sites located along the western side of Osmond Terrace.
- 19 Where a development site has rear lane access, vehicle access and garages should be located at the rear of the site.

Land Division

- 20 Land division creating additional allotments or dwelling sites should not occur on sites identified on Concept Plan [Fig RC\(N\)/1](#), except where it involves:

- (a) the redevelopment of sites containing existing multi-unit development; or
- (b) the conversion of an existing dwelling into two or more dwellings (with no substantial change to the building form).

Advertisements

- 21** Advertisements and signage should only be for the identification of non-residential uses and home-based businesses and should be complementary to the architecture and scale of the building.

PROCEDURAL MATTERS

Complying Development

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

In addition, the following forms of development are designated as **complying** subject to the conditions contained in [Tables NPSP/1 and NPSP/2](#).

Maintenance and/or repair to a Local Heritage Place, as identified in [Table NPSP/6](#), provided that there is no change to the external appearance of the building.

Work undertaken within a Local Heritage Place, as identified in [Table NPSP/6](#), that does not increase the total floor area of the building and does not alter the external appearance of the building.

Non-complying Development

- 23** The following forms of development (including building work, a change in the use of land, or division of an allotment) are considered inappropriate and are **non-complying**:

Advertisement and /or advertising hoarding that:

- (a) moves, rotates or incorporates flashing lights; or
- (b) wholly or partly comprises bunting, streamers, flags and wind vanes; or
- (c) when attached to a building and has any part above the top of the walls or fascia.

Amusement Machine Centre

Car Wash

Consulting Room, Office, except:

- (a) the re-use of a building originally constructed for a shop, consulting room or office with a total gross leasable floor area of 250 square metres or less; or
- (b) where the site fronts an arterial road and has a total gross leasable floor area of 250 square metres or less; or
- (c) alterations and/or additions to an existing consulting room which result in a total gross leasable area of less than 250 square metres; or
- (d) where it is ancillary to the function or operation of an aged care/retirement facility.

Crematorium

Entertainment Venue

Farming

Fuel Depot

Horse Keeping

Horticulture

Hospital

Hotel

Indoor Recreation Centre

Industry

Intensive Animal Keeping

Motel
 Motor Repair Station
 Petrol Filling Station
 Public Service Depot
 Restaurant
 Road Transport Terminal
 Service Trade Premises

Shop or group of shops, except:

- (a) the re-use of a building originally constructed and used as a shop or a group of shops and where it has a total gross leasable floor area of 150 square metres or less, or 250 square metres or less, when the site fronts an arterial road; or
- (b) alterations and/or additions to an existing shop or group of shops where it results in a total gross leasable floor area of 150 square metres or less, or 250 square metres or less when the site fronts an arterial road; or
- (c) it is ancillary to the function or operation of an aged care/retirement facility.

Store
 Warehouse
 Waste Reception, Storage, Treatment or Disposal
 Wrecking Yard

Public Notification

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

Further, the following forms of development (except where the development is classified as non-complying) are designated:

Category 1 Development

Fence, or a combination of a fence and retaining wall, up to 2.4 metres in height (measured from the lower of the two adjoining finished ground levels)
 Solar collectors (such as solar hot water systems and photovoltaic cells)
 Water tank

Category 2 Development

Fence, or a combination of a fence and retaining wall, exceeding 2.4 metres in height (measured from the lower of the two adjoining finished ground levels)
 Satellite Dish, exceeding 1.2 metres in diameter
 Tennis Court Fencing, comprising of chain wire mesh or similar, exceeding 2.1 metres in height and up to 3.7 metres in height (measured from the lower of the two adjoining finished ground levels)
 Tennis Court Lights

RESIDENTIAL HISTORIC (CONSERVATION) ZONE

Introduction

The objectives and principles of development control that follow apply in the Residential Historic (Conservation) Zone shown on [Maps NPSP/3, 4, 6, 7, 9, 10, 11, 21 and 22](#). Further objectives and principles of development control also apply to policy areas that are relevant to the zone. The provisions for the zone and its policy areas are additional to the City Wide provisions expressed for the whole of the council area.

The Residential Historic (Conservation) Zone contains the following Policy Areas shown on [Maps NPSP/13 to 17, 19, 20, 22 and 23](#).

College Park	Norwood 1
Hackney North	Norwood 2
Hackney South	Norwood 3
Joslin/Royston Park	Norwood 4
Kensington 1	Norwood 5
Kensington 2	Payneham (Harcourt Road)
Kent Town 1	Payneham (Henry Street/George Street)
Kent Town 2	St Peters
Marden (Broad Street/Pollock Avenue)	Stepney
Maylands	The Avenues

STATEMENT OF HISTORICAL SIGNIFICANCE

The most important period in the development of the former Local Government Area of Kensington and Norwood was the period between 1840-1860. It was during this period that early, scattered settlement began to occur in the villages of Kent Town, Norwood, Kensington and Marryatville to service the growth of Adelaide. This was followed by a period of active growth and building stimulated by the economic boom of the 1870s and early 1880s, during which time farmland was subdivided for housing. During this period many of the humble, early houses were replaced with more substantial dwellings, many community buildings were constructed, and transportation and infrastructure such as horse trams, reticulated gas and water were introduced.

The former Town of St Peters, which included the suburbs of St Peters, College Park, Hackney, Stepney, Maylands and Evandale experienced similar short periods of economic boom and rapid development, interspersed by longer periods of depression and slow growth with some of the earliest settled parts of Colonial Adelaide occurring in Hackney, along the parklands frontage and adjacent to the River Torrens, and inner Stepney. The Stepney triangle was subdivided and settled by immigrant German craftsmen and their families between 1840 and 1886, which was characterised by clusters of humble stone houses on small allotments. During the subsequent economic boom of the mid 1870s to early 1880s a large number of the substantial and ornate Italianate villas were constructed on sizeable allotments in College Park, St Peters and to a lesser degree in Maylands. The expansion of Stepney also occurred simultaneously, but with more modest villas and cottages. It was during this period that intense land division and property speculation occurred.

During the period 1901 to 1914, post Federation, infill development of existing suburbs was the predominant activity. Building styles began to be increasingly influenced by American and Arts and Crafts ideas, and the homogeneity of Victorian era buildings began to dissipate.

In the 1920s, following the First World War development of the unsettled northern and eastern areas of St Peters and the remainder of Stepney and Maylands was largely completed. Evandale was the last area of the former Town of St Peters to be fully developed. It was during this period that the newly popular Bungalow building style was predominate.

The development of the former Local Government Area of Payneham was slightly different. It was not until the 1870s through to the 1890s when intensive residential settlement in the former Local Government Area of Payneham really began to occur. Some of the original dwellings dating from this period still survive in the suburb of Joslin and along Portrush Road, around the areas of early settlement such as Payneham Village and Glynde Village.

At the turn of the Century, following Federation, more intense subdivision, across various parts of the former Local Government Area of Payneham, was undertaken on land which had previously been retained for farming. The suburb of Trinity Gardens and parts of Marden, adjacent to Payneham Road, are surviving examples of this period. It was during this period that many houses of significant individual designs were also constructed, such as Art Nouveau and Arts and Crafts. Examples of dwellings with these distinctive stylish variations are found along Third Avenue and Williams Avenue in St Morris.

The surge in housing development after the First World War, particularly smaller houses, was driven by the availability of State Bank housing finance. These smaller houses, known as State Bank Bungalows, were built to prescribed plans which incorporated elements of the Californian Bungalow Style in a streamlined version, and were characterised by their small scale and simple styling. Examples of State Bank housing can be found in pockets throughout the former Local Area of Payneham, for instance in Kapunda Terrace, Payneham, and on some allotments through Trinity Gardens, St Morris and Glynde. Larger versions of the Bungalow style were also constructed during this period and these can be found in areas such as Joslin and Royston Park and the eastern section of Trinity Gardens, which was specifically subdivided at this time with bigger houses built on larger allotments. The other major housing style popular during the 1920s and the early 1930s was the Tudor Revival, characterised by its strong, pointed gable roof forms.

Very little development occurred in Payneham during the period of the Second World War and immediately thereafter, although some examples of the styles from this period such as Spanish Mission and simple stone residences do exist.

The 1950s and 1960s was again a period of intensive re-subdivision of larger holdings, particularly in those areas along the river where the South Australian Company had leased rather than sold the sections of land it owned. This was the period when the South Australian Government, through the newly established South Australian Housing Trust, purchased large areas of land and develop it as public housing. Consequently there are large areas in Felixstow and Marden which are occupied by Housing Trust duplexes and flat development.

DESIRED CHARACTER STATEMENT

The City of Norwood, Payneham and St Peters contains domestic architecture from a full range of periods and styles, many of which are still retained largely intact. A Residential Historic (Conservation) Zone has been established to protect a large proportion of the dwelling stock which dates from the mid 1800s through to the early 1900s. Whilst the general age of the zone's built form is a unifying theme, the nature of traditional development varies widely from locality to locality, ranging from medium density rows of workers cottages fronting narrow streets, through to wide tree-lined avenues flanked by substantial homes on generous allotments. These variations are reflected in the individual policy areas assembled for the zone.

This traditional character is a major point of attraction for the City of Norwood, Payneham and St Peters and will be preserved through the continued residential use of original dwellings and the conservation of the significant elements of these buildings. Where non-residential uses are proposed, these will be located in premises historically designed for non-residential use, for example, old corner shops. Infill development will not occur through the demolition of historic buildings or other features that currently reinforce local historic character, and will display a design approach that shows an awareness of historic context.

Development will preserve and enhance the historic character and ambience of localities by providing for a range of high-quality residential accommodation which reinforces the historic character and residential amenity of the relevant policy area.

New buildings and additions to buildings within this zone will reinforce the existing streetscape and historic building stock. New dwellings will be of a complementary nature which do not compete or stand out against the historic elements for streetscape prominence. They will take into careful consideration the scale of the surrounding dwellings. The roof pitch and basic roof form of surrounding houses will be repeated. The setback of new development will match the predominant setback established by existing dwellings. Where the setback is not consistent, new development will not project forward of adjacent heritage places or contributory items, or dominate the streetscape. New development will complement and reinforce the traditional colours and materials such as stone, brick

and rendered masonry. It will be set in a sympathetic landscaped setting and will emulate the general scale and form of traditional building elements such as fences, verandahs and hipped and gabled roofs, instead of attempting to reproduce the finer architectural detail of the historic building stock. Corrugated iron roofing will be used in preference to tiled roofs as this is the traditional roofing material, except where Terracotta Marseilles tiles are the original roofing material.

Extensions and additions will be undertaken in a sympathetic manner which does not detract from the original design of the building. Additions will be similar in scale to the original building and respect the existing building form. Any extensions will carefully follow the roof form of the original dwelling and retain the scale and mass of the original section of the building. Additions will generally be located at the rear of the building or set back at the side of the existing building. Side extensions will be incorporated into the overall structure of the house, rather than as a flat roof lean-to. The external appearance of a dwelling from the primary street frontage will not be obscured by the construction of carports or garages on or close to the street frontage.

Any extensions or alterations to heritage listed buildings or contributory items will seek to retain original materials and finishes particularly unpainted brickwork, stonework and the use of original corrugated iron roofing material. Windows and doors will be retained in their original configuration and materials (ie timber detailing). Original decorative plaster and render mouldings around windows and doors, string courses, brackets, vents and other elements will be retained and repaired where possible.

Fencing will complement the design of the dwelling and will be used to link the new dwelling into the streetscape. High solid fencing was not characteristic of the historic patterns of development in these areas. Preference will be given to low fencing rather than high solid masonry walls, as quite often these do not contribute to the historic streetscape character and in most cases obstruct views.

Local corner shops, which were a typical feature of early settlement within many of the policy areas, will continue to be retained. The verandah, which is a strong design element of these shops, will be retained and continue to provide shelter for customers and visually define street corners.

Street planting will reinforce any evidence of early planting within the streets, especially in locations where some early trees remain. Any infill planting will be of the same species as those early trees to continue existing planting character.

[Tables NPSP/5, 6 and 7](#) list and identify State Heritage Places, Local Heritage Places and Contributory Items as those properties making a direct and positive contribution to the character of the Residential Historic (Conservation) Zone and reinforcing the historic value of the zone.

OBJECTIVES

- Objective 1:** Development that conserves the heritage value and historic character of the Residential Historic (Conservation) Zone and reinforces the desired character of the zone and the relevant policy area.
- Objective 2:** The preservation of areas of historical significance primarily in residential use.
- Objective 3:** The retention, enhancement and conservation of land, buildings and their settings, structures and landscape elements within the Residential Historic (Conservation) Zone that contribute significantly to its heritage value and historic character.
- Objective 4:** Continued residential use in a variety of housing types and at dwelling densities consistent with the historic character for each of the relevant policy areas within the zone.
- Objective 5:** Development that is sympathetic and compatible with the heritage value and historic character of the zone, but is also subordinate to the local historic character in terms of streetscape impact.

- Objective 6:** Development that maintains the established allotment sizes and patterns, siting and orientation of buildings and incorporates high standards of design, building materials and landscaping.
- Objective 7:** The continuance or reintroduction of non-residential use only where there is a historic basis for such a use, or where non-residential use will significantly contribute to the retention of historic character and not impact on residential amenity.
- Objective 8:** Maintenance of a pleasant and functional living environment broadly meeting the needs and expectations of local residents.

PRINCIPLES OF DEVELOPMENT CONTROL

General

- 1 Development should not be undertaken unless it is consistent with the desired character of the zone and the relevant policy area.
- 2 Development should preserve, enhance and reinforce the existing streetscape appeal of the relevant policy area.
- 3 Buildings that contribute to the historic character and desired character of the zone should be retained and conserved.
- 4 There should be no alteration of, addition to, or demolition of, any part of any building which contributes significantly to the historic character of the zone in a manner or to an extent which will diminish significantly the amount of that contribution.
- 5 Additions to a place identified to contribute to the historic character of the zone, should be to the rear or side of the existing building and be sympathetic to its scale, form, setting and external materials.
- 6 Development of a heritage place or contributory item that materially affects the appearance of a building, such as the rendering or covering of original unpainted or exposed brickwork or stonework, should not be undertaken.

Land Use

- 7 The following kinds of development are considered appropriate in the Residential Historic (Conservation) Zone:
 - (a) dwellings at densities that reflect of the historic development patterns of the locality and the established residential amenity and the historic character of the zone;
 - (b) dwelling additions;
 - (c) outbuildings and minor forms of development that are ancillary to the residential use of land;
 - (d) the retention, continuation and rehabilitation of old buildings reflecting the traditional character of the area; and
 - (e) non-residential use where there is a historic basis for such a use, for example, old corner shops.
- 8 The introduction of new dwellings in the zone should only occur where:
 - (a) land is vacant or under-utilised and the development can be achieved without adverse impact on the established residential amenity and the historic character of the relevant policy area;

- (b) it replaces a building or use of land which does not contribute significantly to the heritage value, historic character and the desired character of the zone; or
 - (c) it involves the conversion of an existing building to row dwellings, or semi-detached dwellings, where such conversion will enhance the historic character of the zone.
- 9** Where single-storey heritage places and contributory items prevail at or close to the primary street frontage, single storey development and a consistent building set-back should be maintained.
- 10** Dwellings should be setback from the allotment boundary on the primary street frontage:
- (a) the same distance as one or the other of the adjoining dwellings (or any distance in between), provided the difference between the setbacks of the two adjoining dwellings is not greater than 2 metres; or
 - (b) not less than the average of the setbacks of the adjoining dwellings, if the difference between the setbacks of the adjoining dwellings is greater than 2 metres.
- 11** Where a consistent building set-back is not evident in a particular locality, development should incorporate front and side setbacks that complement the predominant pattern established by the surrounding heritage places and contributory items, but in any case should not project forward of an adjacent heritage place or contributory item.
- 12** The site coverage of buildings resulting from the erection or alteration of, or addition to, a building, should be compatible with the site coverage of those buildings in the locality which contribute significantly to the historic character.

Form and Character

- 13** Development should conform to the City Wide provisions of the Development Plan applicable to that type of development, unless conformance with those provisions significantly diminishes the heritage value or historic character of a place.
- 14** The detail and general character of development should complement the identified heritage values of the zone and the policy area in which it is located, as well as the specifically identified heritage places and contributory items listed in [Tables NPSP/5, 6 and 7](#).
- 15** Development should predominantly be for residential purposes and should reflect the historical built form and visual character of the relevant policy area.
- 16** Development of a new building or building addition should demonstrate a compatible visual relationship with the buildings that contribute to the historic character of the relevant policy area through consideration of the following:
- (a) bulk and scale;
 - (b) width of site frontage, front and side boundary setback patterns, wall height and window placement;
 - (c) the proportions (vertical and horizontal) of additions visible from the street that complement the existing building façade and other elevations facing a public road;
 - (d) the form and level of visual interest present in a building (as determined by the height of eaves, the length and size of unbroken walling, treatment of openings and depths of reveals, roof form and pitch, external colour and texture of materials used, as well as detailing, landscaping and fencing); and
 - (e) design elements such as verandahs, balconies and eaves where appropriate.

- 17** Development of a new building or building addition should result in dwellings that have a single-storey appearance along the primary street frontage, where these are predominant in the locality, but may include:
- (a) sympathetically designed two-storey additions that utilise or extend roof space to the rear of the dwelling, such as the use of attics with dormer windows; or
 - (b) second storey components located to the rear of a building; and
 - (c) in either of these instances:
 - (i) should be of a building height, scale and form that is compatible with the existing single-storey development in the zone;
 - (ii) should not result in an excessive mass or scale that would adversely affect the visual outlook from adjoining residential properties;
 - (iii) should not overshadow or impact on the privacy of neighbouring properties;
 - (iv) should not compromise the heritage value of the building or the view of the building from the street; and
 - (v) the total width of second storey windows should not exceed 30 percent of the total roof width along each elevation and be designed so as to not overlook the private open space of adjoining dwellings.
- 18** Dwelling roof pitches should match the principal roof pitches of buildings within the policy area. Roofs for rear additions extending less than four metres from the main building may be of a lean-to nature.
- 19** Development should not exceed the maximum building height prescribed for each policy area. The height of new buildings, should be consistent with the prevailing building heights with particular reference to adjacent State and Local Heritage Places and contributory items.
- 20** Building to side boundaries (other than for party walls in semi-detached or row dwellings) or to the rear boundary is generally inappropriate, but may be considered where it is demonstrated that it assists in the retention of a heritage place and where there will be no detrimental effect on the residential amenity of adjoining properties.
- 21** Redevelopment of corner sites comprising buildings that are not identified heritage places or Contributory Items should provide facades to each street frontage and should complement the siting of heritage places and/or contributory items on the adjacent corner sites.
- 22** New buildings should utilise stone, brick, natural coloured bagged render and/or brick as the main external finish to walls to complement the historic built form.
- 23** Development should not incorporate the use of brightly coloured or highly reflective materials or surfaces.
- 24** Single storey residential flat buildings or group dwellings should be designed with the appearance of a detached dwelling as viewed from the primary street frontage.
- 25** All dwellings should have frontage to a road but not including a lane shown on [Map NPSP/1 \(Overlay 4\)](#).
- 26** Development within the Residential Historic (Conservation) Zone should be carried out, where applicable, in accordance with the Design Guidelines for Heritage Places and Development in Historic (Conservation) Zones contained in [Table NPSP/4](#).

Demolition

- 27** A Contributory Item (listed in [Table NPSP/7](#)) should not be demolished or removed, in total or in part unless:
- (a) the part of the item to be demolished or removed does not contribute to the heritage value, historic character or desired character of the zone; or
 - (b) the condition of the item is structurally unsound and substantial rehabilitation work is required to an extent that is unreasonable; and
 - (c) in either of the circumstances described above, the demolition of that building, or that part of a building, is part of a development involving erection of a substitute building, or part of a building, or addition to that building, in a manner which does not diminish the level of contribution to the historic character of the zone made by the building on the site of the demolition.
- 28** The poor appearance of a contributory item should not serve as justification for its demolition or significant modification.
- 29** The substantial redevelopment of existing buildings should only occur:
- (a) on sites which contain buildings that fail to support the historic character of the relevant policy area; or
 - (b) on sites where the redevelopment does not diminish the contribution that the building makes to the historic character of the streetscape.

Land Division

- 30** The division of land should only occur where it will:
- (a) result in an allotment pattern that maintains or reinforces the historic character of the policy area;
 - (b) create allotments of a size and dimension that will provide for the siting and setback of subsequent new development from property boundaries so that new development does not overshadow, dominate, encroach on or otherwise detrimentally affect the setting of the surrounding buildings; and
 - (c) provide an area for landscaping of a size and dimension that complements the landscape character of the policy area.

Garages, Carports and Outbuildings

- 31** Development of carports and garages or other outbuildings should, without necessarily replicating the historic detailing of the surrounding Heritage Places or Contributory Items:
- (a) be set behind the main face of the dwelling and may be freestanding;
 - (b) be designed and sited to ensure garage doors do not visually dominate the primary or secondary street frontage of the dwelling;
 - (c) not extend design elements such as verandahs, roof forms or historic detailing at the same alignment as the main face of the principal building;
 - (d) exhibit architectural and roof form designs, and exterior finishes to enhance and not diminish the historic character of the locality; and
 - (e) not incorporate undercroft parking or other parking or access arrangements that are not in keeping with the historic character of the area.

Access and Car Parking

- 32 Vehicle access to sites should be via minor streets and/or existing crossovers where possible. Where rear lanes exist, vehicle access and garaging should be located at the rear of the allotment.
- 33 Car parking to serve all forms of residential development containing more than three dwellings, (other than row dwellings in accordance with Principle of Development Control 32) should be provided with a single driveway access point directly from the main street frontage.
- 34 Row dwellings should only be developed where suitable vehicle access can be provided from laneways or minor streets.
- 35 Row dwellings should not incorporate garaging for vehicles in the building elevation to the primary street frontage and should be limited to four attached dwellings in any one group.

Landscaping

- 36 Development should ensure the preservation of natural landscape features that contribute to the character and appearance of the zone.
- 37 The front gardens and existing substantial landscaping associated with residential buildings and sites should be preserved and enhanced and new development should include and, where possible, retain landscaped front garden areas that complement the historic character and desired character of the zone.

Advertisements and Signage

- 38 Advertisements are not appropriate in the Residential Historic (Conservation) Zone other than for business identification purposes of non-residential uses, and should only be located on shop fronts, parapets and wall panels, below the canopy or verandah, fascias, verandah blinds, infill end panels and windows, whichever is complementary to the architecture and scale of the place.

All other advertisements including those at canopy level, above canopy and roof level and advertisements on residential buildings are inappropriate.

Complying Development

- 39 The following kinds of development (including combinations thereof, or more than one of a particular kind) are **complying** in the Residential Historic (Conservation) Zone subject to compliance with the conditions prescribed in Tables [NPSP/1](#) and [2](#).

Demolition of an outbuilding, except an outbuilding specifically listed in [Table NPSP/5, 6 or 7](#).

Fencing, not exceeding 1.8 metres in height (measured from the lower of the two adjoining finished ground levels) and constructed of timber or corrugated iron, other than:

- (a) along a street frontage (including a secondary street frontage);
- (b) along the side boundaries from the alignment of the main face of the principal building to the street;
- (c) on an allotment containing a State Heritage Place; or
- (d) on an allotment containing a Local Heritage Place where it adjoins a public reserve.

Maintenance or repair to a Local Heritage Place, provided that there is no change to the external appearance of the building

Work undertaken within a Local Heritage Place that does not increase the total floor area of the building and does not alter the external appearance of the building

Non-complying Development

- 40** The following kinds of development (including combinations thereof, or more than one of a particular kind) are considered inappropriate and are **non-complying** in the Residential Historic (Conservation) Zone:

Advertisement or advertising display that:

- (a) moves, rotates or incorporates flashing lights;
- (b) wholly or partly comprises bunting, streamers, flags and wind vanes; or
- (c) when attached to a building, has any part above the top of the walls or fascia.

Amusement Machine Centre

Builders Yard

Crash Repair Workshop

Consulting Rooms (except for the re-use of heritage buildings originally constructed for use as shops and with a gross leasable area less than 100 square metres)

Demolition of a building or any elements of a building, or the removal of any part of the external fabric of a building, listed in [Table NPSP/5](#)

Electricity Sub-station

General Industry

Horse keeping

Hospital

Hotel

Indoor Recreation Centre

Industry

Junk Yard

Entertainment Venue

Light Industry

Major Public Service Depot

Motel

Motor Showroom

Motor Repair Station

Nursing Home (except where the nett increase in floor area of a lawful use will be less than 25 percent and will be contained within the existing site)

Office (except for the re-use of heritage buildings originally constructed for use as shops and with a gross leasable area less than 100 square metres)

Petrol Filling Station

Restaurant

Road Transport Terminal

Service Industry

Service Trade Premises

Shop (except for the re-use of heritage buildings originally constructed for use as shops and with a gross leasable area less than 100 square metres)

Special Industry

Store

Telecommunication Towers and Mono Towers

Timber Yard

Transmitting Stations

Waste Reception, Storage, Treatment or Disposal

Warehouse

Wrecking Yard

Public Notification

- 41** The categorisation of development shall be determined by reference to Schedule 9 of the Development Regulations 2008 and Section 38 of the Development Act 1993, except where specifically designated below.

Category 1 Development

The following development is assigned to Category 1 pursuant to Section 38 of the Development Act 1993, and accordingly will be subject to the public notification requirements applying to Category 1 development:

Demolition of a building or structure, which is not:

- (a) listed in [Table NPSP/5, 6 or 7](#);
- (b) a dwelling constructed prior to 1920 in the Norwood 1, 2, 3 and 5 or Kent Town 2 Policy Areas; or
- (c) a dwelling constructed prior to 1940 in the Norwood 4 or Kent Town 1 Policy Areas

Category 2 Development

The following development is assigned to Category 2 pursuant to Section 38 of the Development Act 1993, and accordingly will be subject to the public notification requirements applying to Category 2 development:

Demolition of a building or structure listed in [Table NPSP/6 or 7](#).

Demolition of a dwelling constructed prior to:

- (a) 1920 in the Norwood 1, 2, 3 and 5 or Kent Town 2 Policy Areas; or
- (b) 1940 in the Norwood 4 or Kent Town 1 Policy Areas

College Park Policy Area

The following Desired Character Statement, Objective and Principles of Development Control apply in the College Park Policy Area shown on Policy Area [Maps NPSP/13 and 15](#). These provisions are additional to those expressed for the Residential Historic (Conservation) Zone and the whole of the Council area in the City Wide section.

DESIRED CHARACTER STATEMENT

The College Park Policy Area is centred around Trinity Street, Baliol Street, Marlborough Street, Pembroke Street, College Street and Rugby Street. This Policy Area is characterised by the consistent pattern of prestigious single-storey detached dwellings on very large, spacious allotments fronting wide, tree-lined streets. The dwellings have sizeable setback distances from all boundaries and are typically set in impressive landscaped grounds with the front boundaries defined by fencing of various styles.

College Park was subdivided during the 1870s and as a result a large portion of the dwellings in this Policy Area were built between the late 1870s and 1900. The housing styles range from double fronted, symmetrical and asymmetrical dwellings through to East Adelaide Investment Company dwellings and some larger villas and mansions. The double fronted, symmetrical and asymmetrical dwellings in the College Park Policy Area are an elegant larger version of the simple colonial cottage with the addition of a projecting wing (in the case of the asymmetrical dwelling), a more elaborate verandah and increased detailing in plaster and render work around openings. The pitch and size of the roof makes this an important design element that will continue to be repeated in any new developments. The external walls are generally constructed of bluestone or dressed and coursed sandstone. Verandahs along the front elevation are another important element of both the double fronted symmetrical and asymmetrical dwelling which will be repeated on new dwellings.

This Policy Area also includes some Edwardian dwellings (such as Queen Anne and Art Nouveau Styles) which were built between the 1900s and the 1920s. These dwellings complement the established Victorian villa character of the Zone and Policy Area and should be retained.

The College Park Policy Area will remain one of the lowest density residential areas in the City of Norwood, Payneham & St Peters. Development in this Policy Area will preserve and enhance the historic streetscape character created by the subdivision patterns and the development that has

formed around them. Old and new development will be combined in a way that shows an understanding of historic design patterns, avoids poor imitation and improves the overall visual amenity of streetscapes.

Due to the well preserved housing stock and consistent character, limited opportunity exists for redevelopment in the College Park Policy Area. A large portion of new development will be in the form of alterations or additions to existing dwellings. Additions will only occur at the rear or side (where possible) of a heritage place or contributory item. No alterations or additions will occur at the front of a heritage place or contributory item unless it is for the purposes of restoration or maintenance, such as the reinstatement of a front verandah. The original openings in external walls, particularly along the front elevations will not be altered.

New dwellings will be limited to the replacement of non-contributory items or the re-use of underutilised allotments (ie allotments currently used as tennis courts). They will reflect the scale of the existing dwellings and will incorporate similar roof profiles as well as respect the detailing of the original buildings, such as front verandahs, by utilising contemporary architectural detailing which makes reference to these key elements. The material and colours used will complement and reinforce traditional materials and colours. Stone, brick and rendered masonry are all appropriate. New dwellings will incorporate high ceilings to achieve similar wall heights to the adjoining heritage places and contributory items. Openings in front walls will generally repeat the proportions of traditional dwellings.

New dwellings will be set-back from the boundary of the road, which forms their primary street frontage, at a distance equal to or greater than, the alignment of the main face of the adjacent heritage place or contributory item (where a site is between two heritage places or contributory items the greater of the two set-backs will be applied). Side and rear setbacks will generally be substantial, providing large separation distances between dwellings.

The front boundaries will continue to be defined by fencing in a style that is compatible with the period and style of the dwelling. The erection of high fencing at the front, in solid concrete, masonry, brush or timber is not encouraged as this obscures the building from the street and disrupts the existing open landscaped character and will be avoided in favour of lower and more open style of fencing which allows an appreciation of the detailing of the dwelling, such as brick and stone plinths and cast iron railing with a cast iron gate. Where dwellings on wide allotments have associated private side gardens, brush panels or solid masonry fencing can be successfully used to screen a section of the garden but will not be continued across the full length of the primary street frontage. Side and rear fences will be constructed of traditional materials, such as timber, corrugated iron or well detailed masonry. Side fences along street corners will continue the detailing of the front fence to the house alignment, solid fencing beyond this point will be erected in traditional materials.

Landscaping around a dwelling, particularly in the front garden, is an important element in this Policy Area as it enhances the dwelling and adds to the appearance and quality of the streetscape. Both new and existing dwellings will incorporate an appropriate garden setting consistent in size with the surrounding dwellings. The streets will continue to be lined with mature street trees in situations where they can be practically grown.

Sites in the College Park Policy Area which contain buildings that contribute to the desired character of the policy area are shown on [Fig Her/10, 11, 15, and 16](#).

OBJECTIVE

Objective 1: Development which enhances the historic character of the College Park Policy Area.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development should not be undertaken unless it is consistent with the desired character for the College Park Policy Area.
- 2 Development should comprise the erection, construction, conversion, alteration of, or addition to a detached dwelling.

- 3 A new dwelling should only be constructed where it replaces an existing building or feature, which does not contribute to the historic character of the College Park Policy Area, with a more sympathetic style of development.
- 4 No building in the College Park Policy Area should be more than two-storeys above natural ground level and only where this is compatible with surrounding development.
- 5 The site area per dwelling resulting from new development should be consistent with the surrounding historic development pattern and should not be less than 900 square metres.
- 6 Buildings should not cover more than 40 percent of the total area of the site.
- 7 Fencing along the front street boundary (including any secondary street frontage up to the alignment of the main face of the dwelling) should maintain the scale of existing historic development and should:
 - (a) not detract from the character or restrict the visibility of the building;
 - (b) not exceed 1.2 metres in height for materials such as masonry or a maximum of 1.5 metres in height for materials such as wrought iron, timber and wire or woven mesh, with masonry pillars able to be constructed up to a height of 2 metres; and
 - (c) utilise original design and materials such as:
 - (i) timber picket, timber dowelling, masonry and cast iron palisade, or corrugated iron or mini orb within timber framing for cottages, villas and other dwellings built during the Victorian period; or
 - (ii) timber picket, timber paling or woven crimped wire, or corrugated iron or mini orb within timber framing for Edwardian dwellings.

Hackney North Policy Area

The following Desired Character Statement, Objective and Principles of Development Control apply in the Hackney North Policy Area shown on Policy Area [Map NPSP/13](#). These provisions are additional to those expressed for the Residential Historic (Conservation) Zone and the whole of the Council area in the City Wide section.

DESIRED CHARACTER STATEMENT

The Hackney North Policy Area is centred around Oxford Street, Cambridge Street, University Street and the western side of Hatswell Street. Development in this Policy Area will preserve and enhance the historic streetscape character established through the consistent pattern of narrow streets with humble, mainly double fronted (with some single fronted) single storey cottages, in detached, semi-detached and row dwelling configurations, closely set on small narrow fronted allotments and built close to the street with minimal setbacks and separation distances.

Due to the size of the existing allotments and the well preserved housing stock, limited opportunity exists for redevelopment in the Hackney North Policy Area. The main focus of development, in the Policy Area, will be in the form of minor alterations or additions to existing dwellings. Additions will only occur at the rear or side (where possible) of a heritage place or contributory item. No alterations or additions will occur at the front of a heritage place or contributory item unless it is for the purposes of restoration or maintenance, such as the reinstatement of a front verandah. The original openings in external walls, particularly along the front elevations will not be altered.

The development of new dwellings will be limited to vacant allotments or the replacement of non-contributory items. The new dwellings will be similar in style to original historic buildings in terms of scale and roof form while, respecting the integrity of the original buildings by avoiding the replication of finer architectural detail. Dwellings will continue to be simple in structure and plan and will be setback at a distance equal to or greater than, the alignment of the main face of the adjacent heritage place or

contributory item (where a site is between two heritage places or contributory items the greater of the two set-backs will be applied). The front boundaries will continue to be defined by fencing that is compatible with the period and style of the dwelling and will generally be low in height. Side and rear fences will be constructed of traditional materials, such as timber, corrugated iron or well detailed masonry. Side fencing along street corners will continue the detailing of the front fence to the house alignment, with solid fencing beyond this point constructed of traditional materials.

Sites in the Hackney North Policy Area which contain buildings that contribute to the desired character of the policy area are shown on [Figs Her/10 and 15](#).

OBJECTIVE

Objective 1: Development which enhances the historic character of the Hackney North Policy Area.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development should not be undertaken unless it is consistent with the desired character for the Hackney North Policy Area.
- 2 Development should comprise the erection, construction, conversion, alteration of, or addition to, buildings of the following kinds:
 - Detached Dwelling
 - Semi-detached Dwelling
 - Row Dwelling
- 3 New dwellings should only be constructed where an allotment is vacant or where it replaces an existing building or feature, which does not contribute to the historic character of the Hackney North Policy Area, with a more sympathetic style of development.
- 4 Development should reflect the prevailing streetscape character of small cottage dwellings on narrow fronted allotments, both in attached and detached form, closely setback from the narrow streets.
- 5 Development in the Hackney North Policy Area should not be more than one-storey above natural ground level.
- 6 The site area per dwelling resulting from new development should be consistent with the surrounding historic development pattern and should not be less than 200 square metres.
- 7 Buildings should not cover more than 70 percent of the total area of the site.
- 8 The site for a dwelling should have a primary street frontage of not less than the following:

(a) Detached Dwelling:	9 metres
(b) Semi-detached dwelling:	7 metres
(c) Row dwelling	6 metres
- 9 The front and side setbacks of new dwellings should reflect the pattern established by the adjoining dwellings and should be sited:
 - (a) close to the primary street frontage with a setback of no greater than 3 metres to the main face of the dwelling (excluding verandahs attached to or comprising part of a dwelling); or
 - (b) at a distance equal to or greater than, the alignment of the main face of the adjacent heritage place or contributory item. Where a site is between two heritage places or contributory items the greater of the two set-backs should be applied.

- 10** Fencing along the front street boundary (including any secondary street frontage up to the alignment of the main face of the dwelling) should maintain the intimate scale of existing historic development and should:
- (a) not restrict the visibility of the building;
 - (b) utilise original design and materials such as timber picket, timber dowelling or simple masonry and cast iron palisade; and
 - (c) not exceed 0.9 metres in height.
- 11** Rear and side boundary fencing, behind the alignment of the main face of the dwelling, should not exceed 1.8 metres in height.

Hackney South Policy Area

The following Desired Character Statement, Objective and Principles of Development Control apply in the Hackney South Policy Area shown on Policy Area [Map NPSP/15](#). These provisions are additional to those expressed for the Residential Historic (Conservation) Zone and the whole of the Council area in the City Wide section.

DESIRED CHARACTER STATEMENT

The Hackney South Policy Area is centred around Botanic Street, Westbury Street and Osborne Street. Development in this Policy Area will preserve and enhance the historic streetscape character created by a consistent pattern of narrow streets, rear service lanes and an array of small, mainly single-fronted, single-storey dwellings, in detached, semi-detached and row dwelling configurations.

Due to the size of the existing allotments and the well preserved housing stock, limited opportunity exists for redevelopment in the Hackney South Policy Area. The main focus of development, in the Policy Area, will be in the form of alterations or additions to existing dwellings. Additions will only occur at the rear or side (where possible) of a heritage place or contributory item. No alterations or additions will occur at the front of a heritage place or contributory item unless it is for the purposes of restoration or maintenance, such as the reinstatement of a front verandah. The original openings in external walls, particularly along the front elevations will not be altered.

The development of new dwellings will be limited to vacant allotments or the replacement of non-contributory items. New dwellings should reflect the closely packed arrangement of buildings on small narrow fronted allotments which are built close to the street frontage and generally only allow for the erection of dwellings with a single room width. The new dwellings will be similar in style to original historic buildings in terms of scale and roof form and will respect the integrity of the original buildings. Dwellings will continue to be simple in structure and plan and will be setback from the boundary of roads at a distance equal to or greater than, the alignment of the main face of the adjacent heritage place or contributory item (and where a site is between two heritage places or contributory items the greater of the two set-backs will be applied). All new dwellings will include verandahs along the primary frontage of the dwelling. Rear lanes (shown on [Map NPSP/1 \(Overlay 4\)](#)) will be used for the purpose of vehicular access only, with no dwellings having their primary street frontage facing a lane. The front boundaries will continue to be defined by fencing that is compatible with the period and style of the dwelling and generally low in height.

The Policy Area also includes some elevated dwellings along the eastern side of Westbury Street and some more substantial single-storey dwellings, with established gardens, on sizeable allotments along parts of Osborne Street, the prominence of which will be retained.

The streets will continue to be lined with mature exotic street trees in situations where they can be practically grown.

Sites in the Hackney South Policy Area which contain buildings that contribute to the desired character of the policy area are shown on [Fig Her/15](#).

OBJECTIVE

Objective 1: Development which enhances the historic character of the Hackney South Policy Area.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development should not be undertaken unless it is consistent with the desired character for the Hackney South Policy Area.
- 2 Development should comprise the erection, construction, conversion, alteration of, or addition to, buildings of the following kinds:
 - Detached Dwelling
 - Semi-detached Dwelling
 - Row Dwelling
- 3 New dwellings should only be constructed where an allotment is vacant or where it replaces an existing building or feature, which does not contribute to the historic character of the Hackney South Policy Area, with a more sympathetic style of development.
- 4 Development should reflect the prevailing streetscape character of the immediate area as outlined in the Desired Character Statement.
- 5 Development in the Hackney South Policy Area should not be more than one-storey above natural ground level.
- 6 The site area per dwelling resulting from new development should be consistent with the surrounding historic development pattern and should not be less than 200 square metres.
- 7 Buildings should not cover more than 70 percent of the total area of the site.
- 8 The site for a dwelling should have a primary street frontage of not less than the following:
 - (a) Detached Dwelling: 8 metres
 - (b) Semi-detached dwelling: 6 metres
 - (c) Row dwelling 6 metres.
- 9 The front and side setbacks of new dwellings should reflect the pattern established by the adjoining dwellings and should be sited:
 - (a) close to the primary street frontage with a setback of no greater than 5 metres to the main face of the dwelling (excluding verandahs attached to or comprising part of a dwelling), except along Osborne Street where the setbacks should be determined by the pattern established by the adjacent dwellings; and
 - (b) at a distance equal to or greater than, the alignment of the main face of the adjacent heritage place or contributory item. Where a site is between two heritage places or contributory items the greater of the two set-backs should be applied.
- 10 Vehicle access to sites and garaging should be from rear access lanes where possible.
- 11 Fencing along the front street boundary (including any secondary street frontage up to the alignment of the main face of the dwelling) should maintain the intimate scale of existing historic development and should:
 - (a) not restrict the visibility of the building;

- (b) utilise original design and materials such as timber picket, timber dowelling or simple masonry and cast iron palisade; and
- (c) not exceed 1.2 metres in height.

Joslin/Royston Park Policy Area

The following Desired Character Statement, Objective and Principles of Development Control apply in the Joslin/Royston Park Policy Area shown on Policy Area [Maps NPSP/13, 14, 19 and 20](#). These provisions are additional to those expressed for the Residential Historic (Conservation) Zone and the whole of the Council area in the City Wide section.

DESIRED CHARACTER STATEMENT

The Joslin/Royston Park Policy Area applies to two separate locations, the character established around First and Second Avenue, north of Lambert Road, in the suburb of Royston Park, and the area centred around Fourth, Fifth and Sixth Avenues in the suburb of Joslin.

The subdivision of these two suburbs occurred mainly, during the early 1900s through to 1920s, when market gardens were divided. This Policy Area is characterised by a regular pattern of large allotments, fronting wide, tree-lined avenues and consisting of single-storey, detached, bungalows and Edwardian (such as Queen Anne) and Federation dwelling styles, typical of 1910 through to 1930. Tudor style houses also begin to make the rare appearance in this Policy Area, introducing a steeper roof pitch, tiled roof and heavy columns.

Development in this Policy Area will conserve and enhance the historic streetscape character created by the regularity of the avenues and the development patterns formed around them. Old and new development will be combined in a way that shows an understanding of historic design elements, avoids poor imitation and improves the overall visual amenity of streetscapes.

Due to the high degree of intactness displayed in the Joslin/Royston Park Policy Area, limited opportunity exists for redevelopment. New dwellings will be restricted to the replacement of non-contributory items or the re-use of underutilised allotments. New dwellings will reflect the height and scale of the surrounding dwellings and will maintain similar roof profiles, bulk and form as well as respect the detailing of the original buildings, without directly replicating.

Dwellings will maintain a setback from the primary street boundary at a distance equal to or greater than, the alignment of the main face of the adjacent heritage place or contributory item (and where a site is between two heritage places or contributory items the greater of the two set-backs will be applied). Verandahs along the front elevation are another important design element, any new dwellings will incorporate verandahs along the primary street frontage of the building.

A large part of the development anticipated in the Policy Area, will be in the form of alterations or additions to existing dwellings. Additions will only occur at the rear or side (where appropriate) of a heritage place or contributory item. No alterations or additions will occur at the front of a heritage place or contributory item unless it is for the purposes of restoration or maintenance, such as the reinstatement of a front verandah. The retention of original finishes particularly unpainted stone, retention of original joinery and the use of appropriate colour schemes are important objectives for this Policy Area. The original openings in external walls (eg doors and windows), particularly along the front elevations will not be altered.

The front boundaries will continue to be defined by fencing that is compatible with the period and style of the dwelling. Solid high front fences such as brush or masonry are generally not sympathetic to the character of the streetscape and will be avoided in favour of lower, more open fencing which allows an appreciation of the detailing of the dwelling, such as timber picket and paling, wire mesh with timber or tube framing, woven crimped wire, and masonry with galvanised steel ribbon. Flexibility for fencing types may be considered for properties located along roads of high traffic volume, such as Battams Road and Lambert Road. Side and rear fences will be erected in traditional materials, such as timber, corrugated iron or well detailed masonry. Side fencing along street corners will continue the detailing

of the front fence to the house alignment, solid fencing beyond this point will be erected in traditional materials.

Landscaping around a dwelling, particularly in the front garden, is an important design element in this Policy Area as it enhances the dwelling and adds to the appearance and quality of the streetscape. Both new and existing dwellings will incorporate an appropriate garden setting. The streets will continue to be lined with distinctive street trees where they might practically be grown.

Sites in the Joslin/Royston Park Policy Area which contain buildings that contribute to the desired character of the policy area are shown on [Figures Her/6, 7 and 11](#).

OBJECTIVES

Objective 1: Development which enhances the historic character of the Joslin/Royston Park Policy Area.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development should not be undertaken unless it is consistent with the desired character for the Joslin/Royston Park Policy Area.
- 2 Development should comprise the erection, construction, conversion, alteration of, or addition to a detached dwelling.
- 3 New dwellings should only be constructed where it replaces an existing building or feature, which does not contribute to the historic character of the Joslin/Royston Park Policy Area, with a more sympathetic style of development.
- 4 Development in Joslin/Royston Park Policy Area should not be more than one storey above natural ground level, except where the predominant height in the immediate locality is two storey. In this instance development should not be more than two storeys above the natural ground level.
- 5 The site area per dwelling resulting from new development should be consistent with the surrounding historic development pattern and should not be less than 600 square metres.
- 6 Buildings should not cover more than 50 percent of the total area of the site.
- 7 The site for a detached dwelling should have a primary street frontage not less than 18 metres.
- 8 The front and side setbacks of new dwellings should reflect the pattern established by the adjoining dwellings and should be sited at a distance equal to or greater than, the alignment of the main face of the adjacent heritage place or contributory item. Where a site is between two heritage places or contributory items the greater of the two set-backs should be applied.
- 9 Fencing along the front street boundary (including any secondary street frontage up to the alignment of the main face of the dwelling) should maintain the scale of existing historic development and should:
 - (a) not detract from the character or restrict the visibility of the building;
 - (b) not exceed 1.2 metres in height if masonry, or a maximum of 1.5 metres in height if wrought iron, brush, timber and or wire or woven mesh, with masonry pillars able to be constructed up to a height of 2 metres; and
 - (c) utilise original design and materials such as:
 - (i) timber picket, timber dowelling, masonry and cast iron palisade, or corrugated iron or mini orb within timber framing for cottages, villas and other dwellings built during the Victorian period; or

- (ii) timber picket, timber paling or woven crimped wire, or corrugated iron or mini orb within timber framing for Edwardian dwellings; or
- (iii) timber paling, wire mesh and timber or tube framing, woven crimped wire, or masonry with galvanised steel ribbon for Bungalow and Tudor house styles, built between the wars.

Kensington 1 Policy Area

The following Desired Character Statement, Objective and Principles of Development Control apply in the Kensington 1 Policy Area shown on Policy Area [Maps NPSP/16 and 17](#). These provisions are additional to those expressed for the Residential Historic (Conservation) Zone and the whole of the Council area in the City Wide section.

DESIRED CHARACTER STATEMENT

Development in the Kensington 1 Policy Area will conserve and maintain the existing character created by buildings, settings, street patterns and natural features which together characterise the residential urban village of Kensington. The principal historic development periods of the Policy Area are 1838 to 1860, 1861 to 1880, 1881 to 1900, 1901 to 1915 and 1916 to 1939. The buildings which represent those periods include early buildings of pise, stone or brick construction, larger Victorian-style brick and stone buildings, Federation era brick and stone buildings and bungalow-styled buildings of the post-1918 period. These buildings are complemented by a range of settings typical of those periods. Development will have particular regard to the character of the immediate locality of the subject site.

The unique diagonal street pattern of Kensington is an important part of its character. Development shall respect and, where appropriate, reinforce the predominance and integrity of that pattern. Significant corner buildings which contribute to the character of the policy area will be conserved and their prominence maintained.

Sites in the Kensington 1 Policy Area which contain buildings that contribute to the desired character of the policy area are shown on [Fig Her/23](#).

OBJECTIVE

Objective 1: Development which enhances the historic character of the Kensington 1 Policy Area.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development should not be undertaken unless it is consistent with the desired character for the Kensington 1 Policy Area.
- 2 Development should provide a range of types and forms of residential accommodation, offering a wide range of housing choice.
- 3 Development in the Kensington 1 Policy Area should not exceed two storeys in height above natural ground level.
- 4 The average site area per dwelling unit for residential development in the Kensington 1 Policy Area should not be less than 400 square metres except where:

The site of the development does not contribute positively to the historic character of the Policy Area and is not identified in [Table NPSP/5, 6 or 7](#). In this instance a lesser site area per dwelling may be considered provided that the development is not inconsistent with the predominant pattern of development in the immediate locality.

Kensington 2 Policy Area

The following Desired Character Statement, Objectives and Principles of Development Control apply in the Kensington 2 Policy Area shown on Policy Area [Maps NPSP/16 and 17](#). These provisions are additional to those expressed for the Residential Historic (Conservation) Zone and the whole of the Council area in the City Wide section.

DESIRED CHARACTER STATEMENT

Development in the Kensington 2 Policy Area will conserve and maintain the existing character created by the dominant and historic institutional buildings of the St Joseph's Convent buildings, and at the street boundaries, will complement the character sought for the predominantly residential Kensington 1 Policy Area. No buildings will be erected between the existing St Joseph's Convent buildings and the Portrush Road frontage.

Sites in the Kensington 2 Policy Area which contain buildings that contribute to the desired character of the policy area are shown on [Fig Her/23](#).

OBJECTIVES

Objective 1: Development which enhances the historic character of the Kensington 2 Policy Area.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development should not be undertaken unless it is consistent with the desired character for the Kensington 2 Policy Area.
- 2 Development should provide a range of types and forms of residential accommodation, offering a wide range of housing choice.
- 3 Development in the Kensington 2 Policy Area should not exceed two storeys in height above natural ground level.
- 4 The average site area per dwelling unit for residential development in the Kensington 2 Policy Area should not be less than 400 square metres except where:

The site of the development does not contribute positively to the historic character of the Policy Area and is not identified in [Table NPSP/5, 6 or 7](#). In this instance a lesser site area per dwelling may be considered provided that the development is not inconsistent with the predominant pattern of development in the immediate locality.

- 5 Any extension of institutional or associated uses should not have a detrimental impact on the amenity of nearby residential localities.
- 6 Car parking and service areas should be located at the rear of buildings.
- 7 Development should not add to traffic or car parking congestion in nearby residential streets.

Kent Town 1 Policy Area

The following Desired Character Statement, Objective and Principles of Development Control apply in the Kent Town 1 Policy Area shown on Policy Area [Map NPSP/15](#). These provisions are additional to those expressed for the Residential Historic (Conservation) Zone and the whole of the Council area in the City Wide section.

DESIRED CHARACTER STATEMENT

Development in the Kent Town 1 Policy Area will conserve and maintain the prominence of the many large-scale Victorian and turn-of-the-century villas set well back from the street frontage in mature garden settings together with other historic buildings including cottages and bungalows.

Further residential intensification by way of the development of smaller-scale row houses and courtyard-style housing on Little Angas and Little Wakefield Streets frontages is appropriate.

Sites containing State Heritage Places and Local Heritage Places in the Kent Town 1 Policy Area are shown on [Figs Her/20 and 21](#).

OBJECTIVE

Objective 1: Development which enhances the historic character of the Kent Town 1 Policy Area.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development should not be undertaken unless it is consistent with the desired character for the Kent Town 1 Policy Area.
- 2 Development should provide a range of types and forms of residential accommodation, offering a wide range of housing choice.
- 3 Existing buildings originally constructed prior to 1940 which contribute to the desired character of the Zone and the Policy Area should not be demolished
- 4 Development in the Kent Town 1 Policy Area should not exceed two storeys in height above natural ground level.
- 5 The average site area per dwelling unit for residential development in the Kent Town 1 Policy Area should not be less than 200 square metres.

Kent Town 2 Policy Area

The following Desired Character Statement, Objective and Principles of Development Control apply in the Kent Town 2 Policy Area shown on Policy Area [Maps NPSP/15 and 22](#). These provisions are additional to those expressed for the Residential Historic (Conservation) Zone and the whole of the Council area in the City Wide section.

DESIRED CHARACTER STATEMENT

Development in the Kent Town 2 Policy Area will conserve and maintain the existing character created by the predominance of double and single-fronted cottages, constructed typically of bluestone or sandstone. The consistency of front set-backs, in particular, the row of double-fronted houses in Grenfell Street, will be maintained.

Further residential intensification by way of the development of row houses and courtyard-style houses on the Dew Street frontage is appropriate.

Sites containing State Heritage Places and Local Heritage Places in the Kent Town 2 Policy Area are shown on [Figs Her/15, 16 and 21](#).

OBJECTIVE

Objective 1: Development which enhances the historic character of the Kent Town 2 Policy Area.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development should not be undertaken unless it is consistent with the desired character for the Kent Town 2 Policy Area.
- 2 Development should provide a range of types and forms of residential accommodation, offering a wide range of housing choice.
- 3 Existing buildings originally constructed prior to 1920 which contribute to the desired character of the Zone and the Policy Area should not be demolished.
- 4 Development in the Kent Town 2 Policy Area should not exceed two storeys in height above natural ground level.
- 5 The average site area per dwelling unit for residential development in the Kent Town 2 Policy Area should not be less than 200 square metres.

Marden (Broad Street/Pollock Avenue) Policy Area

The following Desired Character Statement, Objective and Principles of Development Control apply in the Marden (Broad Street/Pollock Avenue) Policy Area shown on Policy Area [Map NPSP/20](#). These provisions are additional to those expressed for the Residential Historic (Conservation) Zone and the whole of the Council area in the City Wide section.

DESIRED CHARACTER STATEMENT

The Marden (Broad Street/ Pollock Avenue) Policy Area is centred on a small area of Marden along the length of Pollock Avenue and the southern side of Broad Street. This Policy Area is characterised by a small group of dwellings, dating from the 1910s, which were subdivided and built in quick succession, giving the area its historic character.

Due to the high degree of intactness displayed in this Policy Area, development will focus on preserving and enhancing the historic streetscape character created by the single-storey detached dwellings of modest proportions, set relatively close to the narrow street width of Pollock Avenue, and the mix of detached and semi-detached dwellings on Broad Street.

With all dwellings in the Policy Area identified as Contributory Items, there will be no opportunities for significant redevelopment. New development will focus on appropriate minor alterations and additions to existing dwellings, which demonstrate an understanding of the historic design elements and contribute positively to the overall visual amenity of the streetscape. Minor alterations or additions to existing dwellings will only occur at the rear or side (where appropriate) of a Contributory Item. No alterations or additions will occur at the front of a Contributory Item unless it is for the purposes of restoration or maintenance, such as the reinstatement of a front verandah. Original finishes (such as unpainted stone, corrugated iron roofing materials and joinery) and openings in external walls (ie doors and windows), particularly along the front elevations, will not be altered.

Features such as the typical bull-nose verandah and gable ends, which are elaborated with strapping or finials, will continue to distinguish this area. Any verandahs which need replacing, will be reinstated with a replicate incorporating the original design elements.

New development will reflect the scale of the existing dwellings and will maintain similar roof profiles as well as respect the detailing of the original buildings. Development will occur in a way that shows an understanding of historic design patterns, avoids poor imitation and improves the overall visual amenity of the streetscape. Dwellings will continue to be setback from the boundary of roads at a distance equal to or greater than, the alignment of the main face of the adjacent Contributory Item (where a site is between two Contributory Items the greater of the two set-backs will be applied).

The front boundaries will continue to be defined by fencing that is compatible with the period and style of the dwelling. Solid high front fences such as brush or masonry are generally not sympathetic to the character of the streetscape and will be avoided in favour of a lower and more open style of fencing,

such as timber picket and woven crimped wire, which allows the integration of the dwelling and the narrow front garden into the public realm of the streetscape. Flexibility for fencing types may be considered for properties located along Broad Street due to the higher traffic volume. Side and rear fences will be constructed of traditional materials, such as timber, corrugated iron or well detailed masonry. Side fences along the Broad Street/ Pollock Avenue street corners will continue the open detailing of the front fence to the house alignment, solid fencing beyond this point will be considered using traditional materials.

The Council will continue to maintain street planting and footpath treatments, which enhance the role of Pollock Avenue as a well trafficked pedestrian route through to the Marden District Centre.

Sites in the Marden (Broad Street/Pollock Avenue) Policy Area which contain buildings that contribute to the desired character of the policy area are shown on [Figures Her/7](#).

OBJECTIVE

Objective 1: Development which enhances the historic character of the Marden (Broad Street/Pollock Avenue) Policy Area.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development should not be undertaken unless it is consistent with the desired character for the Marden (Broad Street/Pollock Avenue) Policy Area.
- 2 Development should comprise the erection, construction, alteration of, or addition to, buildings of the following kinds:
 - Detached Dwelling
 - Semi-detached Dwelling (only on Broad Street)
- 3 Development in the Marden (Broad Street/Pollock Avenue) Policy Area should not be more than one-storey above the natural ground level.
- 4 The site area per dwelling resulting from new development should be consistent with the surrounding historic development pattern and should not be less than 300 square metres.
- 5 Buildings should not cover more than 50 percent of the total area of the site.
- 6 The site for a dwelling should have a primary street frontage of not less than the following:

(a) Detached Dwelling:	17 metres
(b) Semi-detached Dwelling (along Broad Street only)	9 metres
- 7 The front and side setbacks of new dwellings should reflect the pattern established by the adjoining dwellings and should be sited at a distance equal to or greater than, the alignment of the main face of the adjacent contributory item. Where a site is between two contributory items the greater of the two set-backs should be applied.
- 8 Fencing along the front street boundary (including any secondary street frontage up to the alignment of the main face of the dwelling) should maintain the scale of existing historic development and should:
 - (a) not detract from the character or restrict the visibility of the building;
 - (b) utilise original design and materials such as timber picket and paling, woven crimped wire, or corrugated iron or mini orb within timber framing; and
 - (c) not exceed 1.2 metres in height for materials such as masonry or a maximum of 1.5 metres if height for materials such as wrought iron, timber and wire or woven mesh, with masonry pillars able to be constructed up to a height of 2 metres.

Maylands Policy Area

The following Desired Character Statement, Objective and Principles of Development Control apply in the Maylands Policy Area shown on Policy Area [Maps NPSP/14 and 16](#). These provisions are additional to those expressed for the Residential Historic (Conservation) Zone and the whole of the Council area in the City Wide section.

DESIRED CHARACTER STATEMENT

The Maylands Policy Area represents the residential character established in Maylands and the northern portion of Stepney and is an attractive example of early suburban development. In Maylands it is centred around Frederick Street, Augusta Street, Mayfair Street, Clifton Street, Dover Street, Janet Street, Wells Street, Bennett Street and Morcomb Street. In Stepney it is centred around the northern portion of Flora Street, Loch Street, and Wheaton Road.

The character of this Policy Area is very similar to that exhibited in the Stepney Policy Area but with a greater percentage of larger allotments, with proportionately larger homes. Development in this Policy Area will preserve and enhance the historic streetscape character created by the relatively wide streets utilised in the original subdivision layout, accommodating allotments of quite generous size. It will reflect the scale and character established by mainly single-storey double-fronted detached villas and cottages of modest proportions with substantial established gardens, along with some single-fronted attached dwellings, consisting of sandstone and bluestone construction, built in the late 1800s. Old and new development will be combined in a way that shows an understanding of historic design patterns, avoids poor imitation and improves the overall visual amenity of streetscapes.

Due to the well preserved housing stock, new dwellings and some medium density development will be limited to the replacement of non-contributory items or the utilisation of rear-of-allotment opportunities where appropriate. New dwellings will reflect the scale of the existing dwellings and will maintain similar roof profiles as well as respect the detailing of the original buildings. Dwellings will continue to be setback from the boundary of roads at a distance equal to or greater than, the alignment of the main face of the adjacent heritage place or contributory item (and where a site is between two heritage places or contributory items the greater of the two set-backs will be applied). All new dwellings will include verandahs along the primary frontage.

A large part of the development in the Policy Area will be in the form of alterations or additions to existing dwellings. Additions will only occur at the rear or side (where possible) of a heritage place or contributory item. No alterations or additions will occur at the front of a heritage place or contributory item unless it is for the purposes of restoration or maintenance, such as the reinstatement of a front verandah. The original openings in external walls, particularly along the front elevations will not be altered.

The front boundaries will continue to be defined by fencing that is compatible with the age and style of the dwelling. Solid high front fences such as brush or masonry are generally not sympathetic to the character of the streetscape and will be avoided in favour of lower and more open fencing which allows an appreciation of the detailing of the dwelling. Side and rear fences will be constructed of traditional materials, such as timber, corrugated iron or well detailed masonry. Side fences along street corners will continue the detailing of the front fence to the house alignment, solid fencing beyond this point will be constructed in traditional materials.

The area's remaining corner shop structures will be conserved and their prominence maintained. Where non-residential uses are proposed, these will preferably be located in premises historically designed for non-residential use such as the old corner shops.

Landscaping around a dwelling, particularly in the front garden, is an important design element in this Policy Area as it enhances the dwelling and adds to the appearance and quality of the streetscape. Both new and existing dwellings will incorporate an appropriate garden setting. Street trees are present in most of the streets and make a solid contribution to the overall character. The City of Norwood, Payneham & St Peters will continue to maintain and line the streets with consistent street tree planting where appropriate.

Sites in the Maylands Policy Area which contain buildings that contribute to the desired character of the policy area are shown on [Figs Her/12 and 17](#).

OBJECTIVE

Objective 1: Development which enhances the historic character of the Maylands Policy Area.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development should not be undertaken unless it is consistent with the desired character for the Maylands Policy Area.
- 2 Development should comprise the erection, construction, conversion, alteration of, or addition to, buildings of the following kinds:
 - Detached Dwelling
 - Semi-detached Dwelling
- 3 A new dwelling should only be constructed where it replaces an existing building or feature, which does not contribute to the historic character of the Maylands Policy Area, with a more sympathetic style of development or at the rear of an allotment where it can be accommodated.
- 4 Development in the Maylands Policy Area should not be more than one-storey above natural ground level.
- 5 The site area per dwelling resulting from new development should be consistent with the surrounding historic development pattern and should not be less than 300 square metres.
- 6 Buildings should not cover more than 50 percent of the total area of the site.
- 7 The site for a dwelling should have a primary street frontage of not less than the following:
 - (a) Detached Dwelling: 15 metres
 - (b) Semi-detached dwelling: 9 metres
- 8 The front and side setbacks of new dwellings should reflect the pattern established by the adjoining dwellings and should be sited at a distance equal to or greater than, the alignment of the main face of the adjacent heritage place or contributory item. Where a site is between two heritage places or contributory items the greater of the two set-backs should be applied.
- 9 Fencing along the front street boundary (including any secondary street frontage up to the alignment of the main face of the dwelling) should maintain the scale of existing historic development and should:
 - (a) not detract from the character or restrict the visibility of the building;
 - (b) utilise original design and materials such as timber picket, timber dowelling, masonry and cast iron palisade, or corrugated iron or mini orb within timber framing; and
 - (c) not exceed 1.2 metres in height for materials such as masonry or a maximum of 1.5 metres in height for all other materials.

Norwood 1 Policy Area

The following Desired Character Statement, Objective and Principles of Development Control apply in the Norwood 1 Policy Area shown on Policy Area [Map NPSP/15](#). These provisions are additional to those expressed for the Residential Historic (Conservation) Zone and the whole of the Council area in the City Wide section.

DESIRED CHARACTER STATEMENT

Development in the Norwood 1 Policy Area will conserve and maintain the existing character created by the predominance of the original late 19th Century single-fronted and double-fronted cottages in Gray and Fisher Streets, constructed of bluestone, sandstone, pise or brick. The consistency of front set-backs in each streetscape will be maintained.

Sites containing State Heritage Places and Local Heritage Places in the Norwood 1 Policy Area are shown on [Figs Her/16 and 21](#).

OBJECTIVE

Objective 1: Development which enhances the historic character of the Norwood 1 Policy Area.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development should not be undertaken unless it is consistent with the desired character for the Norwood 1 Policy Area.
- 2 Development should provide a range of types and forms of residential accommodation, offering a wide range of housing choice.
- 3 Existing buildings originally constructed prior to 1920 which contribute to the desired character of the Zone and the Policy Area should not be demolished.
- 4 Development in the Norwood 1 Policy Area should not exceed two storeys in height above natural ground level.
- 5 The average site area per dwelling unit for residential development in the Norwood 1 Policy Area should not be less than 200 square metres.

Norwood 2 Policy Area

The following Desired Character Statement, Objective and Principles of Development Control apply in the Norwood 2 Policy Area shown on Policy Area [Map NPSP/15](#). These provisions are additional to those expressed for the Residential Historic (Conservation) Zone and the whole of the Council area in the City Wide section.

DESIRED CHARACTER STATEMENT

Development in the Norwood 2 Policy Area will conserve and maintain the existing character created by the late 19th Century and turn-of-the-century single-fronted, double-fronted, semi-detached and row cottages in Edmund Street, typically constructed of bluestone or sandstone with brick and having limited front and side set-backs.

Sites containing State Heritage Places and Local Heritage Places in the Norwood 2 Policy Area are shown on [Fig Her/16](#).

OBJECTIVE

Objective 1: Development which enhances the historic character of the Norwood 2 Policy Area.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development should not be undertaken unless it is consistent with the desired character for the Norwood 2 Policy Area.

- 2 Development should provide a range of types and forms of residential accommodation, offering a wide range of housing choice.
- 3 Existing buildings originally constructed prior to 1920 which contribute to the desired character of the Zone and the Policy Area should not be demolished.
- 4 Development in the Norwood 2 Policy Area should not exceed two storeys in height above natural ground level.
- 5 The average site area per dwelling unit for residential development in the Norwood 2 Policy Area should not be less than 200 square metres.

Norwood 3 Policy Area

The following Desired Character Statement, Objective and Principles of Development Control apply in the Norwood 3 Policy Area shown on Policy Area [Maps NPSP/15, 16 and 23](#). These provisions are additional to those expressed for the Residential Historic (Conservation) Zone and the whole of the Council area in the City Wide section.

DESIRED CHARACTER STATEMENT

Development in the Norwood 3 Policy Area will conserve and maintain the existing character created by Victorian and turn-of-the-century villas and double-fronted cottages, typically constructed of sandstone or bluestone with brick and set-back consistently with landscaped frontages. The prominence of the key heritage buildings in the zone, notably the St Bartholomew's Church buildings, will be maintained.

Sites containing State Heritage Places and Local Heritage Places in the Norwood 3 Policy Area are shown on [Figs Her/16 and 17](#).

OBJECTIVE

Objective 1: Development which enhances the historic character of the Norwood 3 Policy Area.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development should not be undertaken unless it is consistent with the desired character for the Norwood 3 Policy Area.
- 2 Development should provide a range of types and forms of residential accommodation, offering a wide range of housing choice.
- 3 Existing buildings originally constructed prior to 1920 which contribute to the desired character of the Zone and the Policy Area should not be demolished.
- 4 Development in the Norwood 3 Policy Area should not exceed two storeys in height above natural ground level.
- 5 The average site area per dwelling unit for residential development in the Norwood 3 Policy Area should not be less than 250 square metres except where:

The site of the development does not contribute positively to the historic character of the Policy Area and is not identified in [Tables NPSP/5, 6 or 7](#), the average site area per dwelling may be less than 250 square metres (but not less than 200 square metres) provided that the development will not be inconsistent with the predominant pattern of development on allotments in the immediate locality of the subject site.

Norwood 4 Policy Area

The following Desired Character Statement, Objective and Principles of Development Control apply in the Norwood 4 Policy Area shown on Policy Area [Maps NPSP/16 and 23](#). These provisions are additional to those expressed for the Residential Historic (Conservation) Zone and the whole of the Council area in the City Wide section.

DESIRED CHARACTER STATEMENT

Development in the Norwood 4 Policy Area will conserve and maintain the existing character created by the mix of late 19th Century small-scale maisonettes and single and double-fronted cottages (mainly in Moulden, Clara, Bonney, Vernon and Foster Streets), early 20th Century villas (mainly in George and Queen Streets, the western side of Moulden Street and the western end of Prosser Avenue) and some later period bungalows, including Tudor-style bungalows (mainly in the eastern part of Prosser Avenue but also in George Street). These historic buildings are typically constructed in bluestone or sandstone and brick, with front set-backs of varying depths, in the various streetscapes, generally with landscaped frontages.

Sites containing State Heritage Places and Local Heritage Places in the Norwood 4 Policy Area are shown on [Fig Her/17](#).

OBJECTIVE

Objective 1: Development which enhances the historic character of the Norwood 4 Policy Area.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development should not be undertaken unless it is consistent with the desired character for the Norwood 4 Policy Area.
- 2 Development should provide a range of types and forms of residential accommodation, offering a wide range of housing choice.
- 3 Existing buildings originally constructed prior to 1940 which contribute to the desired character of the Zone and the Policy Area should not be demolished.
- 4 Development in the Norwood 4 Policy Area should not exceed two storeys in height above natural ground level.
- 5 The average site area per dwelling unit for residential development in the Norwood 4 Policy Area should not be less than 300 square metres except where:

The site of the development does not contribute positively to the historic character of the Policy Area and is not identified in [Tables NPSP/5, 6 or 7](#), the average site area per dwelling may be less than 300 square metres (but not less than 200 square metres) provided that the development will not be inconsistent with the predominant pattern of development on allotments in the immediate locality of the subject site.

Norwood 5 Policy Area

The following Desired Character Statement, Objective and Principles of Development Control apply in the Norwood 5 Policy Area shown on Policy Area [Maps NPSP/15 and 16](#). These provisions are additional to those expressed for the Residential Historic (Conservation) Zone and the whole of the Council area in the City Wide section.

DESIRED CHARACTER STATEMENT

Development in the Norwood 5 Policy Area will conserve and maintain the existing character created by the range of residential buildings typical of the period from 1860 to 1920, including single-fronted and double-fronted cottages, semi-detached cottages, other semi-detached dwellings, villas of various forms, and a mansion. These buildings are typically constructed of bluestone or sandstone, often with the side and rear walls of brick or rubble, and incorporating hipped or gable-end roofs of corrugated iron together with verandahs typical of the era in which the respective buildings were constructed. The consistency of the streetscapes of Willis and Colliver Streets, Montrose Avenue and the western side of Charles Street either side of the intersection with Montrose Avenue will be maintained, as will the development of a more generous scale which fronts William Street and the overall topography relating to the alignment of First Creek through the area. The area's remaining corner shop structures will be conserved and their prominence maintained.

Sites containing State Heritage Places and Local Heritage Places in the Norwood 5 Policy Area are shown on [Fig Her/21](#).

OBJECTIVE

Objective 1: Development which enhances the historic character of the Norwood 5 Policy Area.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development should not be undertaken unless it is consistent with the desired character for the Norwood 5 Policy Area.
- 2 Development should provide a range of types and forms of residential accommodation, offering a wide range of housing choice.
- 3 Existing buildings originally constructed prior to 1920 which contribute to the desired character of the Zone and the Policy Area should not be demolished.
- 4 Development in the Norwood 5 Policy Area should not exceed two storeys in height above natural ground level.
- 5 The average site area per dwelling unit for residential development in the Norwood 5 Policy Area should not be less than 250 square metres except where:

The site of the development does not contribute positively to the historic character of the Policy Area and is not identified in [Tables NPSP/5, 6 or 7](#), the average site area per dwelling may be less than 250 square metres (but not less than 200 square metres) provided that the development will not be inconsistent with the predominant pattern of development on allotments in the immediate locality of the subject site.

Payneham (Harcourt Road) Policy Area

The following Desired Character Statement, Objective and Principles of Development Control apply in the Payneham (Harcourt Road) Policy Area shown on Policy Area [Map NPSP/14](#). These provisions are additional to those expressed for the Residential Historic (Conservation) Zone and the whole of the Council area in the City Wide section.

DESIRED CHARACTER STATEMENT

The Payneham (Harcourt Road) Policy Area is centred around Harcourt Road and the southern section of Kapunda Terrace. This Policy Area is characterised by the consistent early 1900s architectural housing styles in Harcourt Road and the State Bank bungalows in Kapunda Terrace.

Development in this Policy Area will conserve and enhance the historic streetscape character created by single-storey, detached, post Federation villa style dwellings and bungalows, of modest proportions, set on medium sized allotments, and the local shop and attached dwelling at the junction of Harcourt Street and Kapunda Terrace. Old and new development will be combined in a way that shows an understanding of historic design patterns, avoids poor imitation and improves the overall visual amenity of streetscapes.

Due to the consistent pattern of the well preserved housing stock, particularly in Harcourt Road, which is only broken up by one or two infill/or replacement buildings, limited opportunity exists for redevelopment in the Payneham (Harcourt Road) Policy Area. New dwellings will be limited to the replacement of non-contributory items, and will reflect the scale of the existing dwellings, incorporate similar roof profiles, as well as respect the detailing of the original adjoining buildings. Dwellings will continue to be setback from the boundary of roads at a distance equal to or greater than, the alignment of the main face of the adjacent contributory item (and where a site is between two contributory items the greater of the two set-backs will be applied). Any new dwellings will include verandahs along the primary frontage.

A large part of the development in the Policy Area, will be in the form of alterations or additions to existing dwellings. Additions will only occur at the rear or side (where appropriate) of a contributory item. No alterations or additions will occur at the front of a contributory item unless it is for the purposes of restoration or maintenance, such as the reinstatement of a front verandah. Original finishes (such as unpainted stone, corrugated iron roofing materials and joinery) and openings in external walls (ie doors and windows), particularly along the front elevations, will not be altered. Features such as the form of original verandahs will continue to distinguish this area. Any verandahs which need replacing, will be reinstated with a replicate incorporating the original design elements.

The front boundaries will continue to be defined by fencing that is compatible with the age and style of the dwelling. Solid high front fences such as brush or masonry are generally not sympathetic to the character of the streetscape and will be avoided in favour of a lower and more open style of fencing, which allows an appreciation of the detailing of the dwelling. Side and rear fences will be constructed of traditional materials, such as timber, corrugated iron, brush or well detailed masonry. Side fences along street corners will continue the open detailing of the front fence to the house alignment, solid fencing beyond this point will be considered using traditional materials.

New and existing dwellings will continue to be sited in an appropriate garden setting. The consistent early tree planting of mature natives species, including Lilly Pillies and Myrtles, particularly along Harcourt Avenue, will continue to define and unify the historic character of this street.

Sites in the Payneham (Harcourt Road) Policy Area which contain buildings that contribute to the desired character of the policy area are shown on [Figures Her/7 and 12](#).

OBJECTIVE

Objective 1: Development which enhances the historic character of the Payneham (Harcourt Road) Policy Area.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development should not be undertaken unless it is consistent with the desired character for the Payneham (Harcourt Road) Policy Area.
- 2 Development should comprise the erection, construction, conversion, alteration of, or addition to a detached dwelling.
- 3 A new dwelling should only be constructed where it replaces an existing building or feature, which does not contribute to the historic character of the Payneham (Harcourt Road) Policy Area, with a more sympathetic style of development.
- 4 Development in the Payneham (Harcourt Road) Policy Area should not be more than one-storey above natural ground level.

- 5 The site area per dwelling resulting from new development should be consistent with the surrounding historic development and should not be less than 300 square metres.
- 6 Buildings should not cover more than 50 percent of the total area of the site.
- 7 The site for a detached dwelling should have a primary street frontage of not less than 15 metres.
- 8 The front and side setbacks of new dwellings should reflect the pattern established by the adjoining dwellings and should be sited at a distance equal to or greater than, the alignment of the main face of the adjacent heritage place or contributory item. Where a site is between two heritage places or contributory items the greater of the two set-backs should be applied.
- 9 Fencing along the front street boundary (including any secondary street frontage up to the alignment of the main face of the dwelling) should maintain the scale of existing historic development and should:
 - (a) not detract from the character or restrict the visibility of the building;
 - (b) not exceed 1.2 metres in height for materials such as masonry or a maximum of 1.5 metres in height for materials such as wrought iron, timber and wire or woven mesh, with masonry pillars able to be constructed up to a height of 2 metres; and
 - (c) utilise original design and materials such as:
 - (i) timber picket, timber dowelling, masonry and cast iron palisade, or corrugated iron or mini orb within timber framing for villas; or
 - (ii) timber picket, timber paling, woven crimped wire, or corrugated iron or mini orb within timber framing for Edwardian dwellings; or
 - (iii) timber paling, wire mesh and timber or tube framing, woven crimped wire, or masonry with galvanised steel ribbon for bungalows.

Payneham (Henry Street/George Street) Policy Area

The following Desired Character Statement, Objective and Principles of Development Control apply in the Payneham (Henry Street/George Street) Policy Area shown on Policy Area [Map NPSP/20](#). These provisions are additional to those expressed for the Residential Historic (Conservation) Zone and the whole of the Council area in the City Wide section.

DESIRED CHARACTER STATEMENT

The Payneham (Henry Street/George Street) Policy Area is centred around the historic settlement sections of George Street and Henry Street, Payneham. The character of this Policy Area derives from the cluster of small Victorian and Edwardian cottages, which are an important relic of early residential development in this section of Payneham.

Due to the high degree of intactness displayed in this Policy Area, development will focus on preserving and enhancing the distinctive historic streetscape character established through the pattern of narrow streets with humble, single-storey cottages, generally of sandstone and bluestone construction with metal roofs, in detached and semi-detached configurations, closely set on small, narrow fronted allotments and built close to the street with minimal setbacks and separation distances.

With all dwellings in the Policy Area identified as contributory items and the relatively small size of the allotments, there will not be opportunities for significant redevelopment, rather new development will focus on appropriate minor alterations or additions. These will be incorporated in a way that shows an understanding of the historic design elements, and contributes positively to the overall visual amenity of the streetscape. Minor alterations or additions to existing dwellings will only occur at the rear or side (where appropriate) of a contributory item. No alterations or additions will occur at the front of a contributory item unless it is for the purposes of restoration or maintenance, such as the reinstatement

of a front verandah. Original finishes (such as unpainted stone, corrugated iron roofing materials and joinery) and openings in external walls (ie doors and windows), particularly along the front elevations, will not be altered. Features such as the form of the original verandahs will continue to distinguish this area. Any verandahs which need replacing, will be reinstated with a replicate incorporating the original design elements.

New development will reflect the scale, detailing and material of the existing dwellings and will maintain similar roof profiles, as well as respect the detailing of the original buildings. It will be combined in a way that shows an understanding of historic design patterns, avoids poor imitation and improves the overall visual amenity of the streetscape. Dwellings will continue to be simple in structure and plan and will be setback from the boundary of roads at a distance equal to or greater than, the alignment of the main face of the adjacent contributory item (where a site is between two contributory items the greater of the two set-backs will be applied).

The front boundaries will continue to be defined by fencing that is compatible with the dwelling. Solid high front fences, such as brush or masonry, are generally not sympathetic to the character of the streetscape and will be avoided in favour of a lower and more open style of fencing, such as timber picket, which allows the integration of the dwelling and the narrow front garden into the public realm of the streetscape. Side and rear fences will be constructed of traditional materials, such as timber, corrugated iron or well detailed masonry. Side fences along the Henry Street/George Street corners will continue the open detailing of the front fence to the house alignment, solid fencing beyond this point will be considered using traditional materials.

The streets will continue to be lined with distinctive street trees, where they might practically be grown.

Sites in the Payneham (Henry Street/George Street) Policy Area which contain buildings that contribute to the desired character of the policy area are shown on [Figure Her/8](#).

OBJECTIVE

Objective 1: Development which enhances the historic character of the Payneham (Henry Street/George Street) Policy Area.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development should not be undertaken unless it is consistent with the desired character for the Payneham (Henry Street/George Street) Policy Area.
- 2 Development should comprise the alteration of, or addition to, buildings of the following kinds:
 - Detached Dwelling
 - Semi-detached Dwelling
- 3 Development should reflect the prevailing streetscape character of small cottage dwellings on narrow fronted allotments, both in attached and detached form, closely setback from the narrow streets.
- 4 Development in the Payneham (Henry Street/George Street) Policy Area should not be more than one-storey above the natural ground level.
- 5 The site area per dwelling resulting from new development should be consistent with the surrounding historic development and should not be less than 200 square metres.
- 6 Buildings should not cover more than 65 percent of the total area of the site.
- 7 The site for a dwelling should have a primary street frontage of not less than the following:

(a) Detached Dwelling:	12 metres
(b) Semi-detached Dwelling:	6 metres

- 8 Development should reflect the front and side setback pattern established by the adjoining dwellings and should be sited:
- (a) close to the primary street frontage; and
 - (b) at a distance equal to or greater than, the alignment of the main face of the adjacent contributory item. Where a site is between two contributory items the greater of the two set-backs should be applied.
- 9 Fencing along the front street boundary (including any secondary street frontage up to the alignment of the main face of the dwelling) should maintain the intimate scale of existing historic development and should:
- (a) not detract from the character or restrict the visibility of the building;
 - (b) utilise original design and materials such as timber picket, timber dowelling, simple masonry and cast iron palisade, or corrugated iron or mini orb within timber framing; and
 - (c) not exceed 1.2 metres in height.

St Peters Policy Area

The following Desired Character Statement, Objective and Principles of Development Control apply in the St Peters Policy Area shown on Policy Area [Map NPSP/13](#). These provisions are additional to those expressed for the Residential Historic (Conservation) Zone and the whole of the Council area in the City Wide section.

DESIRED CHARACTER STATEMENT

The St Peters Policy Area applies to two separate locations, the character established in the northern-eastern section of College Park and a small part of the suburb of St Peters. In College Park the Policy Area is centred around Torrens Street, Catherine Street, Magdalene Street, the south-eastern side of Richmond Street and the north-western part of Harrow Road. In St Peters it is centred around a portion of Fifth and Sixth Avenue in south-western St Peters and a small section of First Avenue.

Development in this Policy Area will conserve and enhance the historic streetscape character created by a predominantly single storey mix of close-set, single-fronted cottages on narrow allotments and a range of cottages and villas set on larger allotments with more substantial established gardens, in wide streets, often with rear service lanes. Old and new development will be combined in a way that shows an understanding of historic design patterns, avoids poor imitation and improves the overall visual amenity of streetscapes.

In College Park and along Fifth and Sixth Avenue, development will reflect the scale and character established by mainly single-storey double-fronted villas and detached dwellings of modest proportions on small to medium sized allotments along with some single-fronted dwellings, consisting of sandstone and bluestone construction. Reasonably wide streets are characteristic of this area, with significant street planting and fenced front boundaries.

In this section of First Avenue development will protect the character created by reasonably compact houses and cottages on modest sized allotments. These comprise predominantly single-storey single-fronted, double-fronted, and villa-type dwellings displaying many of the popular architectural styles found throughout the broader historic area of St Peters (The Avenues Policy Area).

Due to the well established and preserved housing stock and pattern of development, limited opportunity exists for redevelopment in the St Peters Policy Area. New dwellings will be limited to the replacement of non-contributory items. New dwellings will reflect the scale of the existing dwellings and will maintain similar roof profiles as well as respect the detailing of the original buildings. Dwellings will continue to be setback from the boundary of roads at a distance equal to or greater than, the alignment of the main face of the adjacent heritage place or contributory item (where a site is between

two heritage places or contributory items the greater of the two set-backs will be applied). Any new dwellings will include verandahs along the primary frontage.

A large proportion of the development in the Policy Area, will be in the form of alterations or additions to existing dwellings. Additions will only occur at the rear or side (where appropriate) of a heritage place or contributory item. No alterations or additions will occur at the front of a heritage place or contributory item unless it is for the purposes of restoration or maintenance, such as the reinstatement of a front verandah. The original openings (ie doors and windows) in external walls, particularly along the front elevations, will not be altered.

The front boundaries will continue to be defined by fencing that is compatible with the period and style of the dwelling. Solid high front fences such as brush or masonry are generally not sympathetic to the character of the streetscape and will be avoided in favour of a lower and more open style of fencing which allows an appreciation of the detailing of the dwelling. Flexibility for fencing types may be considered for properties located along roads of high traffic volume, such as Harrow Road. Side and rear fences will be constructed of traditional materials, such as timber, corrugated iron, brush or well detailed masonry. Side fences along street corners will continue the open detailing of the front fence to the house alignment, solid fencing beyond this point will be considered using traditional materials.

Rear access lanes (shown on [Map NPSP/1 \(Overlay 4\)](#)) will be used for the purpose of vehicular access only, no dwellings will have their primary street frontage facing a lane.

Landscaping around a dwelling, particularly in the front garden, is an important design element in this Policy Area as it enhances the dwelling and adds to the appearance and quality of the streetscape. Both new and existing dwellings will incorporate an appropriate garden setting. The streets will continue to be lined with mature exotic street trees in situations where they can be practically grown.

Sites in the St Peters Policy Area which contain buildings that contribute to the desired character of the policy area are shown on [Figs Her/10 and 11](#).

OBJECTIVE

Objective 1: Development which enhances the historic character of the St Peters Policy Area.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development should not be undertaken unless it is consistent with the desired character for the St Peters Policy Area.
- 2 Development should comprise the erection, construction, conversion, alteration of, or addition to, buildings of the following kinds:
 - Detached Dwelling
 - Semi-detached Dwelling
- 3 A new dwelling should only be constructed where it replaces an existing building or feature, which does not contribute to the historic character of the St Peters Policy Area, with a more sympathetic style of development.
- 4 Development in the St Peters Policy Area should not be more than one-storey above natural ground level.
- 5 The site area per dwelling resulting from new development should be consistent with the surrounding historic development pattern and should not be less than 300 square metres.
- 6 Buildings should not cover more than 50 percent of the total area of the site.
- 7 The site for a dwelling should have a primary street frontage of not less than 80 percent of the average site frontages of the adjoining sites and in any event should not be less than the following:

- | | |
|--|-----------|
| (a) Detached Dwelling: | 13 metres |
| (b) Semi-detached dwelling (not including First Avenue St Peters): | 9 metres |
| (c) Semi-detached dwelling (along First Avenue St Peters) | 7 metres |
- 8** The front and side setbacks of new dwellings should reflect the pattern established by the adjoining dwellings and should be sited at a distance equal to or greater than, the alignment of the main face of the adjacent heritage place or contributory item. Where a site is between two heritage places or contributory items the greater of the two set-backs should be applied.
- 9** Vehicle access to sites and garaging should be from rear access lanes where possible.
- 10** Fencing along the front street boundary (including any secondary street frontage up to the alignment of the main face of the dwelling) should maintain the scale of existing historic development and should:
- (a) not detract from the character or restrict the visibility of the building;
 - (b) utilise original design and materials such as timber picket, timber dowelling, masonry and cast iron palisade, or corrugated iron or mini orb within timber framing; and
 - (c) not exceed 1.2 metres in height for materials such as masonry or a maximum of 1.5 metres in height for materials such as wrought iron, timber and wire or woven mesh, with masonry pillars able to be constructed up to a height of 2 metres.

Stepney Policy Area

The following Desired Character Statement, Objective and Principles of Development Control apply in the Stepney Policy Area shown on Policy Area [Maps NPSP/14 and 16](#). These provisions are additional to those expressed for the Residential Historic (Conservation) Zone and the whole of the Council area in the City Wide section.

DESIRED CHARACTER STATEMENT

The Stepney Policy Area represents the residential character established in the eastern portion of Stepney and the south-western portion of Maylands. In Stepney it is centred around Ann Street, Henry Street, Laura Street and the southern side of Flora Street. This entirely residential half of the Stepney suburb has a very intriguing intimate and historic character. In Maylands, the Policy Area is centred around the southern section of Frederick Street and the western end of Dover Street and includes a small part of Morcomb Street and Bennett Street.

Development in this Policy Area will conserve and enhance the historic streetscape character established through its intricate pattern of development involving a diverse range of housing types set around narrow streets and built on small, narrow-fronted allotments, close to the street frontage with minimal setbacks and separation. The housing stock is a mix of mainly bluestone and sandstone single and double fronted single storey cottages, in detached, semi-detached and row dwelling configurations, with some modest villas and bungalows.

Due to the size of the existing allotments and the relatively well preserved housing stock, limited opportunity exists for redevelopment in the Stepney Policy Area. The main focus of development in the Policy Area, will be in the form of alterations or additions to existing dwellings. Additions will only occur at the rear or side (where possible) of a heritage place or contributory item. No alterations or additions will occur at the front of a heritage place or contributory item unless it is for the purposes of restoration or maintenance, such as the reinstatement of a front verandah. The original openings in external walls, particularly along the front elevations, will not be altered.

New dwellings will be limited to vacant allotments or the replacement of non-contributory items. They will be similar in scale, maintain the existing roof profiles and respect the detailing of the original buildings. They will reflect the closely-packed arrangement of buildings on small narrow fronted allotments which are built close to the street frontage. Dwellings will continue to be simple in structure

and plan and will be setback from the boundary of roads at a distance equal to or greater than, the alignment of the main face of the adjacent heritage place or contributory item (where a site is between two heritage places or contributory items the greater of the two set-backs will be applied). All new dwellings will include verandahs to the primary frontage of the dwelling.

The front boundaries will continue to be defined by fencing that is compatible with the period and style of the dwelling. The erection of high fencing at the front will not be encouraged as this obscures the building from the street and interrupts the pattern of built form fronting narrow roads. This will be avoided in favour of lower and more open fencing, which allows an appreciation of the detailing of the dwelling.

Rear access lanes (shown on [Map NPSP/1 \(Overlay 4\)](#)) will be used for the purpose of vehicular access only, no dwellings will have their primary street frontage facing a lane.

Street trees currently feature to a varying degree due to the species selection and age of planting. The City of Norwood, Payneham & St Peters will continue to plant street trees of a consistent type in situations where they can be practically grown.

Sites in the Stepney Policy Area which contain buildings that contribute to the desired character of the policy area are shown on [Figs Her/11, 12 and 17](#).

OBJECTIVE

Objective 1: Development which enhances the historic character of the Stepney Policy Area.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development should not be undertaken unless it is consistent with the desired character for the Stepney Policy Area.
- 2 Development should comprise the erection, construction, conversion, alteration of, or addition to, buildings of the following kinds:
 - Detached Dwelling
 - Semi-detached Dwelling
 - Row Dwelling
- 3 New dwellings should only be constructed where an allotment is vacant or where it replaces an existing building or feature, which does not contribute to the historic character of the Stepney Policy Area, with a more sympathetic style of development.
- 4 Development should reflect the prevailing streetscape character of small cottage dwellings on narrow fronted allotments, both in attached and detached form closely setback from the narrow streets.
- 5 Development in the Stepney Policy Area should not be more than one-storey above natural ground level.
- 6 The site area per dwelling resulting from new development should be consistent with the surrounding historic development pattern and should not be less than 200 square metres.
- 7 Buildings should not cover more than 60 percent of the total area of the site.
- 8 The site for a dwelling should have a primary street frontage of not less than the following:

(a) Detached Dwelling:	8 metres
(b) Semi-detached dwelling (with rear lane access):	6 metres
(c) Semi-detached dwelling (not including rear lane access)	8 metres
(d) Row dwelling (with rear lane access)	6 metres

- 9 The setbacks of new dwellings should reflect the predominant setback pattern established by the adjoining dwellings and should be sited at a distance equal to or greater than, the alignment of the main face of the adjacent heritage place or contributory item. Where a site is between two heritage places or contributory items the greater of the two set-backs should be applied.
- 10 Fencing along the front street boundary (including any secondary street frontage up to the alignment of the main face of the dwelling) should maintain the intimate scale of existing historic development and should:
- (a) not restrict the visibility of the building;
 - (b) utilise original design and materials such as timber picket, timber dowelling or simple masonry and cast iron palisade; and
 - (c) not exceed 1.2 metres in height.

The Avenues Policy Area

The following Desired Character Statement, Objective and Principles of Development Control apply in The Avenues Policy Area shown on Policy Area [Maps NPSP/13 and 14](#). These provisions are additional to those expressed for the Residential Historic (Conservation) Zone and the whole of the Council area in the City Wide section.

DESIRED CHARACTER STATEMENT

The Avenues Policy Area encompasses the bulk of the St Peters suburb between First and Sixth Avenues (to both sides of Stephen Terrace) and extends north to Lambert Road, to include a portion of the suburb of Joslin along First, Second and Third Avenues. It is characterised by the regular pattern of large allotments fronting wide, tree-lined avenues with rear service lanes (in St Peters) and the consistent styles of predominantly single-storey, detached, late Victorian Italianate villas of reasonably substantial proportions set in extensive gardens with imposing front boundary fences.

A large portion of the dwellings in this Policy Area were built between the late 1870s and 1900. Double fronted asymmetrical dwellings are the most common dwelling type in The Avenues Policy Area, although there are a range of symmetrical dwellings, East Adelaide Company dwellings and some larger villas and mansions. The double fronted symmetrical and asymmetrical dwellings are an elegant, larger version of the simple colonial cottage with the addition of a projecting wing (in the case of the asymmetrical dwelling), a more elaborate verandah and increased detailing in plaster and render work around openings. The pitch and size of the roof makes this an important design element that will continue to be repeated in new developments. The external walls are generally constructed of bluestone or sandstone dressed and coursed. Verandahs along the front elevation are another important element of both the double fronted symmetrical and asymmetrical dwelling, which will be repeated on new dwellings.

This Policy Area also includes some Edwardian style housing (such as Queen Anne and Art Nouveau styles) which were built between the 1900s and the 1920s. This style of dwelling is generally located within the later subdivided areas or on blocks which were re-subdivided from larger allotments. Whilst the Joslin portion of this Policy Area also reflects this character, some of the dwelling stock, particularly towards the Lambert Road boundary, graduates into the 1920s style of housing, introducing with it a component of inter-war housing such as bungalows. All of these dwellings complement the established Victorian villa character of the Policy Area and should be retained. The importance of these dwellings is signified by their listing as a Local Heritage Place or Contributory Item.

Development in this Policy Area will conserve and enhance the historic streetscape character created by the regularity of the avenues and the development patterns that have formed around them. Old and new development will be combined in a way that shows an understanding of historic design patterns, avoids poor imitation and improves the overall visual amenity of streetscapes.

Due to the high degree of intactness displayed in The Avenues Policy Area, limited opportunity exists for redevelopment. New dwellings will be limited to the replacement of non-contributory items or the re-use of underutilised allotments (eg allotments currently used as tennis courts). New dwellings will reflect the scale of the existing dwellings and will maintain similar roof profiles as well as respect the detailing of the original buildings. Dwellings will maintain a setback from the boundary of roads at a distance equal to or greater than, the alignment of the main face of the adjacent heritage place or contributory item (where a site is between two heritage places or contributory items the greater of the two set-backs will be applied). Any new dwellings will include verandahs on the primary frontage of the building.

A large part of the development anticipated in the Policy Area, will be in the form of alterations or additions to existing dwellings. Additions will only occur at the rear or side (where appropriate) of a heritage place or contributory item. No alterations or additions will occur at the front of a heritage place or contributory item unless it is for the purposes of restoration or maintenance, such as the reinstatement of a front verandah. The original openings in external walls (eg doors and windows), particularly along the front elevations will not be altered.

The front boundaries will continue to be defined by fencing that is compatible with the period and style of the dwelling. Solid high front fences such as brush or masonry are generally not sympathetic to the character of the streetscape and will be avoided in favour of lower, more open fencing which allows an appreciation of the detailing of the dwelling, such as brick and stone plinths with cast iron railings and a cast iron gate, for dwellings of the Victorian period, and timber picket and paling or woven crimped wire, for Edwardian and inter-war dwellings. Where dwellings on wide allotments have associated private side gardens, brush panels or solid masonry fencing can be successfully used to screen sections of the garden but will not be continued across the full length of the primary street frontage. Flexibility for fencing types may be considered for properties located along roads carrying high traffic volumes, such as Stephen Terrace, Harrow Road and Lambert Road. Side and rear fences will be erected in traditional materials, such as timber, corrugated iron or well detailed masonry. Side fencing along street corners will continue the detailing of the front fence to the house alignment, solid fencing beyond this point will be erected in traditional materials.

Rear access lanes (shown on [Map NPSP/1 \(Overlay 4\)](#)) will be used for the purpose of vehicular access only, no dwellings will have their primary street frontage facing a lane.

Landscaping around a dwelling, particularly in the front garden, is an important design element in this Policy Area as it enhances the dwelling and adds to the appearance and quality of the streetscape. Both new and existing dwellings will incorporate an appropriate garden setting. The streets will continue to be lined with mature street trees in situations where they can be practically grown.

Sites in The Avenues Policy Area which contain buildings that contribute to the desired character of the policy area are shown on [Figures Her/6, 7, 10, 11, 12 and 16](#).

OBJECTIVE

Objective 1: Development which enhances the historic character of The Avenues Policy Area.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development should not be undertaken unless it is consistent with the desired character for The Avenues Policy Area.
- 2 Development should comprise the erection, construction, conversion, alteration of, or addition to a detached dwelling.
- 3 New dwellings should only be constructed where it replaces an existing building or feature, which does not contribute to the historic character of The Avenues Policy Area, with a more sympathetic style of development.
- 4 Development in The Avenues Policy Area should not be more than one storey above natural ground level, except where the predominant height in the immediate locality is two storey. In this instance development should not be more than two storeys above the natural ground level.

- 5 The site area per dwelling resulting from new development should be consistent with the surrounding historic development pattern and should not be less than 600 square metres.
- 6 Buildings should not cover more than 50 percent of the total area of the site.
- 7 The site for a detached dwelling should have a primary street frontage not less than 18 metres.
- 8 The front and side setbacks of new dwellings should reflect the pattern established by the adjoining dwellings and should be sited at a distance equal to or greater than, the alignment of the main face of the adjacent heritage place or contributory item. Where a site is between two heritage places or contributory items the greater of the two set-backs should be applied.
- 9 Fencing along the front street boundary (including any secondary street frontage up to the alignment of the main face of the dwelling) should maintain the scale of existing historic development and should:
 - (a) not detract from the character or restrict the visibility of the building;
 - (b) not exceed 1.2 metres in height if masonry or a maximum of 1.5 metres in height if wrought iron, brush, timber and or wire or woven mesh, with masonry pillars able to be constructed up to a height of 2 metres; and
 - (c) utilise original design and materials such as:
 - (i) timber picket, timber dowelling, masonry and cast iron palisade, or corrugated iron or mini orb within timber framing for cottages, villas and other dwellings built during the Victorian period; or
 - (ii) timber picket, timber paling, woven crimped wire, or corrugated iron or mini orb within timber framing for Edwardian dwellings; or
 - (iii) timber paling, wire mesh and timber or tube framing, woven crimped wire, or masonry with galvanised steel ribbon for Bungalows, Tudors and other dwellings built between the wars.

MIXED USE HISTORIC (CONSERVATION) ZONE

Introduction

The Objectives and Principles of Development Control that follow apply to the Mixed Use Historic (Conservation) Zone shown on [Maps NPSP/6, 7, 9, 10, 11 and 21](#). Further principles of development control also apply to policy areas that are relevant to the zone. The provisions for the zone and its related policy areas are additional to the City Wide provisions expressed for the whole of the council area.

The Mixed Use Historic (Conservation) Zone contains the following Policy Areas, shown on [Maps NPSP/13, 14, 15, 16, 17 and 22](#).

Dequetteville Terrace
Kensington
Payneham Road
Portrush Road
The Parade/Fullarton Road

DESIRED CHARACTER STATEMENT

The character of the Mixed Use Historic (Conservation) Zone is primarily established by the nature and appearance of the historic buildings and their settings within each of the policy areas. In particular, the traditional character of the commercial buildings, which are a significant element of the zone and most of the policy areas, will continue to be preserved and re-used. Although some of the original shops have been altered over time, many of the significant streetscape elements, such as the timber shopfronts and verandahs, still remain and will continue to be preserved.

The Mixed Use Historic (Conservation) Zone will continue to consist primarily of offices, consulting rooms, dwellings and other compatible uses, in both preserved and converted buildings which contribute positively to the historic character of the zone. Townhouses and residential apartment buildings of a scale consistent with the locality, will also be developed, other than in the Portrush Road Policy Area.

Over time redevelopment will occur on sites which are incompatible with the historic character of the Zone and the relevant Policy Area.

New development will conserve, enhance and complement the existing heritage places and contributory items, including the use of appropriate landscaped settings and traditional design elements, such as fences, verandahs, balconies and hipped and gabled roofs. New development will be carefully integrated into the established streetscape, without creating mock historic buildings. The siting of new buildings will continue the alignment of adjacent heritage places and contributory items and incorporate the use of verandahs over footpaths, where appropriate. Reflective glass and brightly coloured schemes will not be used. Finishes will be carefully chosen to complement the finishes of surrounding buildings.

Extensions and additions to heritage places and contributory items, where possible, will be undertaken at the rear of a building and preferably not be visible from the primary street frontage. They will be in a style which reflects the form and detailing of the original sections of the building and will be similar in scale to the original building. Any extensions or alterations to heritage listed buildings or contributory items will seek to retain original materials and finishes particularly unpainted brickwork, stonework and the use of original corrugated iron roofing material.

Carparking will be sensitively positioned, preferably at the rear of the building so as not to detract from the established streetscape character.

[Tables NPSP/5, 6 and 7](#) list and identify the places and items, which make a direct and positive contribution to the Mixed Use Historic (Conservation) Zone and reinforce the historic value of the zone.

OBJECTIVES

- Objective 1:** Development which conserves and enhances the heritage value and existing historic and residential character of Dequetteville Terrace, Rundle Street, Fullarton Road, Payneham Road, Portrush Road and The Parade frontages of the zone.
- Objective 2:** The retention and conservation of land, buildings, structures and landscaping elements within the Mixed Use Historic (Conservation) Zone that contribute positively to its heritage value and historic character.
- Objective 3:** Development primarily accommodating offices, consulting rooms, residential apartments and townhouses (except in the Portrush Road Policy Area) and also providing tourist accommodation in Dequetteville Terrace Policy Area.

PRINCIPLES OF DEVELOPMENT CONTROL

General

- 1 Development should not be undertaken unless it is consistent with the desired character for the zone and the relevant policy areas.
- 2 Buildings that contribute to the historic character and desired character of the zone should be retained and conserved.
- 3 Development within the zone should restore and rehabilitate existing heritage places and Contributory Items and may incorporate compact extensions to buildings of a scale, bulk and external appearance which is sympathetic to the historic character of the building and the policy area.

Land Use

- 4 Development in the Mixed Use Historic (Conservation) Zone should be primarily for offices, consulting rooms and residential dwellings, generally utilising existing historic building stock, with the development of new residential apartments and townhouses in appropriate locations within each of the policy areas, except in the Portrush Road Policy Area.

Form and Character

- 5 Development should conserve, maintain, enhance and reinforce the existing streetscape of the relevant policy area and the historic character of individual buildings, exhibiting architectural detail, roof forms, designs, street frontage widths, materials, colours, fences and landscape settings which complement, without effecting the reproduction of, historic buildings and their detailing.
- 6 Development in the Mixed Use Historic (Conservation) Zone should:
 - (a) ensure coherence at street level and compatibility with adjacent buildings in the treatment of signage, canopies, shopfronts and level of visual interest (based on the consideration of the composition of the buildings and overhanging fabric such as cornices);
 - (b) be compatible with street frontage of adjacent buildings and the desired street frontage in the area;
 - (c) establish horizontal and vertical subdivisions and upper level setbacks compatible with the form and context of adjacent buildings;
 - (d) be of a high-quality, contemporary design that reinforces the siting and alignment patterns prevailing in the streetscape;

- (e) be designed to be of a bulk, scale and visual interest at least equal to that of the adjacent buildings in the streetscape, where:
 - (i) the development is situated on land in a strategic or prominent location, such as a corner;
 - (ii) the development is at the termination of a vista; or
 - (iii) a strong street presence is desirable; and
 for each of the above, the heritage value or historic character of the locality is not diminished;
 - (f) locate car parking to the rear of buildings;
 - (g) be undertaken to street alignment with, where appropriate, verandahs constructed over the footpath on main-street frontages.
- 7** New buildings should be designed and sited to maintain the prominence of existing heritage places and contributory items.
- 8** Development should reinstate building elements such as verandahs according to early evidence (such as early photographs), and in the case of recent buildings, follow the scale and proportions of earlier verandahs.
- 9** Residential development should only occur in original dwellings or:
- (a) in buildings of greater than one storey, where the ground level frontages to streets and other thoroughfares are preserved for the primary non-residential uses intended for the zone as expressed in the zone objectives;
 - (b) where the provision of access, car parking and other functional requirements associated with residential development does not hinder the expected normal operation of non-residential uses primarily intended for the zone;
 - (c) where sufficient design and siting measures have been put in place to ensure compatibility with the normal operation of nearby non-residential uses, taking into consideration the range of uses that are possible according to the primary intentions of the zone; and
 - (d) where built form is compatible with the townscape and streetscape effect generally desired from non-residential development.
- 10** Frontage and side boundary set-backs of development should be similar to the predominant pattern established by heritage places and contributory items in the immediate locality, with particular regard to adjacent heritage places and contributory items.
- 11** Development within the Mixed Use Historic (Conservation) Zone should be carried out, where applicable, in accordance with the Design Guidelines for Heritage Places and Development in Historic (Conservation) Zones contained in [Table NPSP/4](#). Where the examples are not directly applicable to the land use (ie non-residential use) the design principles should be generally applied, where possible.

Demolition

- 12** A Contributory Item (listed in [Table NPSP/7](#)) should not be demolished or removed, in total or in part unless:
- (a) the part of the item to be demolished or removed does not contribute to the heritage value, historic character or desired character of the zone; or

- (b) the condition of the item is structurally unsound and substantial rehabilitation work is required to an extent that is unreasonable; and
 - (c) in either of the circumstances described above, the demolition of that building, or that part of a building, is part of a development involving erection of a substitute building, or part of a building, or addition to that building, in a manner which does not diminish the level of contribution to the historic character of the zone made by the building on the site of the demolition.
- 13** The poor appearance of a contributory item should not serve as justification for its demolition or significant modification.
- 14** The substantial redevelopment of existing buildings should only occur:
- (a) on sites which contain buildings that fail to support the historic character of the relevant policy area; or
 - (b) on sites where the redevelopment does not diminish the contribution that the building makes to the historic character of the streetscape.

Land division

- 15** The division of land within the Mixed Use Historic (Conservation) Zone should only occur where the division of land will:
- (a) be of a size and dimension that will provide for the siting and setback of subsequent new development from property boundaries so that new development does not overshadow, dominate, encroach on or otherwise detrimentally affect surrounding buildings; and
 - (b) where appropriate, provide an area for landscaping of a size and dimension that complements the landscape character of the zone.

Garages, Carports and Outbuildings

- 16** Development of carports and garages or other outbuildings on land containing a dwelling should, without necessarily replicating the historic detailing of any surrounding Heritage Place or Contributory Item:
- (a) be set behind the main face of the dwelling and may be freestanding;
 - (b) be designed and sited to ensure garage doors do not visually dominate the primary or secondary street frontage of the dwelling;
 - (c) not extend design elements such as verandahs, roof forms or historic detailing at the same alignment as the main face of the principal building;
 - (d) exhibit architectural and roof form designs, and exterior finishes to enhance and not diminish the historic character of the locality; and
 - (e) not incorporate undercroft parking or other parking or access arrangements that are not in keeping with the historic character of the area.

Access and Car Parking

- 17** Car parking and service areas in basements, part-basements or at-grade beneath occupied areas of buildings should not be included in development on allotments with frontages to Dequetteville Terrace, Fullarton Road (except at the Rundle Street corner), Payneham Road, Portrush Road or The Parade. Elsewhere, development may only include basement, part-basement or at-grade beneath-building car parking, where it does not interrupt the continuity of the streetscape in both the horizontal and vertical planes and such development should be sited so as to maintain the prominence of adjacent heritage places and contributory items in the streetscape.

Advertisements and Signage

18 Advertisements and signage within the Mixed Use Historic (Conservation) Zone should:

- (a) be discreet and of low-scale to respect the historic streetscape significance and visual amenity of the Mixed Use Historic (Conservation) Zone;
- (b) be visually framed by discrete elements of architecture, such as parapets and wall panels, below the canopy or within fascias and infill end panels and windows where relevant;
- (c) be compatible with the form and visual interest prevailing in the zone; and
- (d) not conceal or obstruct the historical detailing of buildings.

19 The following kinds of advertisements are appropriate in the Mixed Use Historic (Conservation) Zone:

- (a) at ground level: low, free-standing signs; and
- (b) at below canopy level: small flush wall signs and business plates.

All other advertisements including those at canopy level, above canopy level and roof level are inappropriate.

Complying Development

20 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:

- (a) Subject to compliance with the conditions prescribed in [Tables NPSP/1 and 2](#):
 - (i) demolition of an outbuilding, except an outbuilding specifically listed in [Table NPSP/5, 6 or 7](#);
 - (ii) fencing, not exceeding 1.8 metres in height (measured from the lower of the two adjoining finished ground levels) and constructed of timber or corrugated iron, other than:
 - (A) along a street frontage (including a secondary street frontage);
 - (B) along the side boundaries from the alignment of the main face of the principal building to the street;
 - (C) on an allotment containing a State Heritage Place; or
 - (D) on an allotment containing a Local Heritage Place where it adjoins a public reserve;
 - (iii) maintenance or repair to a Local Heritage Place, provided that there is no change to the external appearance of the building;
 - (iv) work undertaken within a Local Heritage Place that does not increase the total floor area of the building and does not alter the external appearance of the 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):
Payneham Road 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:
 - (i) 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);
 - (ii) 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 [Table NPSP/9](#) – Off Street Vehicle Parking Requirements for Non-Residential Land Uses or the desired minimum rate in [Table NPSP/9A](#) – Off Street Vehicle Parking Requirements for Designated Areas (whichever table applies) to the nearest whole number, except in any one or more of the following circumstances:
 - (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

- 21** The following kinds of development (including combinations thereof, or more than one of a particular kind) are considered inappropriate and are **non-complying** in the Mixed Use Historic (Conservation) Zone:

An advertisement or advertising display that:

- (a) moves, rotates or incorporates flashing light(s);
- (b) wholly or partly comprises bunting, streamers, flags and wind vanes; or
- (c) when attached to a building, has any part above the top of the walls or fascia.

Amusement Machine Centre

Builder's Yard

Caravan Park

Crash Repair Workshop

Demolition of a building or any elements of a building, or the removal of any part of the external fabric of a building, listed in [Table NPSP/5](#)

Electricity Sub-station

Fuel Depot

General Industry

Hotel

Indoor Recreation Centre

Industry

Junk Yard

Entertainment Venue, which requires a license under the Liquor Licensing Act 1997

Light Industry

Major Public Service Depot

Motor Repair Station

Motor Showroom

Petrol Filling Station

Road Transport Terminal

Service Industry

Service Trade Premises

Shop or Group of Shops in the Portrush Road Policy Area

Shop or Group of Shops with a gross leasable area greater than 250 square metres in all other Policy Areas, other than in:

- (a) a building designated as a State Heritage Place, Local Heritage Place or Contributory Item
- (b) the Payneham Road Policy Area
- (c) The Parade/Fullarton Road Policy Area where located in 'Key Development Areas' as shown on Concept Plan [Fig MUH\(C\)/1](#)

Special Industry

Stock Sales Yard

Stock Slaughter Works

Store

Telecommunication Towers and Mono-Towers

Timber Yard

Warehouse

Waste Reception, Storage, Treatment or Disposal

Wrecking Yard

Public Notification

- 22** The categorisation of development shall be determined by reference to Schedule 9 of the Development Regulations 2008 and Section 38 of the Development Act 1993, except where specifically designated below.

Category 1 Development

The following development is assigned to Category 1 pursuant to Section 38 of the Development Act 1993, and accordingly will be subject to the public notification requirements applying to Category 1 development:

All forms of development (except where the development is classified as non-complying) in the:

- (a) Payneham Road Policy Area, other than where the site of the development is adjacent to land in a zone under the relevant Development Plan which is different to the zone that applies to the site of the development; or
- (b) The Parade/Fullarton Road Policy Area, where located in 'Key Development Areas' as shown on Concept Plan [Fig MUH\(C\)/1](#) and the development is up to three stories (11.5 metres) in height.

Demolition of a building or structure, which is not:

- (a) listed in [Table NPSP/5, 6 or 7](#);
- (b) a building constructed prior to 1920 in The Parade/Fullarton Road Policy Area; or
- (c) a building constructed prior to 1940 in the Dequetteville Terrace Policy Area.

Category 2 Development

The following development is assigned to Category 2 pursuant to Section 38 of the Development Act 1993, and accordingly will be subject to the public notification requirements applying to Category 2 development:

All forms of development (except where the development is classified as non-complying) in the:

- (a) Payneham Road Policy Area not listed as Category 1; or
- (b) The Parade/Fullarton Road Policy Area where located in key development areas as shown on Concept Plan [Fig MUH\(C\)/1](#) and more than 3 storeys (11.5 metres) in height'

Demolition of a building or structure listed in [Table NPSP/6 or 7](#).

Demolition of a building constructed prior to:

- (a) 1920 in The Parade/Fullarton Road Policy Area; or
- (b) 1940 in the Dequetteville Terrace Policy Area.

Dequetteville Terrace Policy Area

The following Desired Character Statement, Objective and Principles of Development Control apply in the Dequetteville Terrace Policy Area shown on Policy Area [Map NPSP/15](#). These provisions are additional to those expressed for the Mixed Use Historic (Conservation) Zone and the whole of the Council area in the City Wide section.

DESIRED CHARACTER STATEMENT

Development in the Dequetteville Terrace Policy Area will conserve and maintain the existing character created by a strongly cohesive and historically important built-form, which is characterised by grand scale late 19th Century and early 20th Century mansions set well back from the Dequetteville Terrace frontage together with two detached single-storey buildings (large former dwelling and a bungalow-style dwelling) in established garden settings. The area is significant as one of the few remaining sections of Adelaide City Parkland frontage developed in the late 19th and early 20th centuries, which is still substantially intact.

Vehicular movement is dominated by Dequetteville Terrace, which will continue to provide primary access for delivery, service, visitors and residents' vehicles, in preference to access via the adjoining residential area.

Sites containing State Heritage Places and Local Heritage Places in the Dequetteville Terrace Policy Area are shown on [Figures Her/20 and 21](#).

OBJECTIVE

Objective 1: Development which enhances the historic character of the Dequetteville Terrace Policy Area.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development should not be undertaken unless it is consistent with the desired character for the Dequetteville Terrace Policy Area.
- 2 Development in the Dequetteville Terrace Policy Area may include tourist and other accommodation in addition to the uses referred to for the zone.
- 3 New buildings should not be erected in open areas between existing heritage places and the Dequetteville Terrace frontage.
- 4 Development in the Dequetteville Terrace Policy Area should not exceed three storeys in height above natural ground level.
- 5 Existing buildings originally constructed prior to 1940 which contribute to the desired character of the Zone and the Policy Area should not be demolished.

Kensington Policy Area

The following Desired Character Statement, Objective and Principles of Development Control apply in the Kensington Policy Area shown on Policy Area [Maps NPSP/16 and 17](#). These provisions are additional to those expressed for the Mixed Use Historic (Conservation) Zone and the whole of the Council area in the City Wide section.

DESIRED CHARACTER STATEMENT

Development in the Kensington Policy Area will conserve and maintain the existing character created by buildings and settings which reflect the principal historic development periods of the urban village of Kensington. These include early buildings of pise, stone or brick construction, larger Victorian-styled brick and stone buildings, Federation era brick and stone buildings and bungalow-styled buildings of the post-1918 period, together with a range of settings typical of those periods. Development will have particular regard to the character of the immediate locality of the subject site.

Vehicular movement is dominated by The Parade which abuts the northern edge of the policy area. This frontage will continue to provide primary access for delivery, service, visitors' and residents' vehicles, in preference to access via the adjoining residential area, except where vehicular access to sites with frontages to Hill Street, Shipsters Road, Bowen Street and Phillips Street will be provided primarily from those streets.

Sites in the Kensington Policy Area which contain buildings that contribute to the desired character of the policy area are shown on [Fig Her/23](#).

OBJECTIVE

Objective 1: Development which enhances the historic character of the Kensington Policy Areas.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development should not be undertaken unless it is consistent with the desired character for the Kensington Policy Areas.
- 2 Development should not exceed two storeys in height above the natural ground level in the Kensington Policy Areas.
- 3 Existing buildings originally constructed prior to 1940 and which contribute to the desired character of the Policy Area should not be demolished.

Payneham Road Policy Area

The following Desired Character Statement, Objectives and Principles of Development Control apply in the Payneham Road Policy Area shown on Policy Area [Maps NPSP/13, 14 and 15](#). These provisions are additional to those expressed for the Mixed Use Historic (Conservation) Zone and the whole of the Council area in the City Wide section.

STATEMENT OF HISTORICAL SIGNIFICANCE

Some of the early architecture along this section of Payneham Road survives from the early boom period of the 1870s and 1880s, reflecting the need to supply the rapidly developing adjoining suburbs of St Peters and Stepney, with essential goods and services. This section of Payneham Road developed with the extension of the horse drawn tram service. During the early 1900s, following the growth in automobile ownership and the boom period after World War II, commercial development intensified and consolidated along this part of Payneham Road, as a significant route from the city to the country. Payneham Road was developed with prominent buildings including shops, shop/dwellings, civic and institutional buildings. The historic town centre of St Peters focussed around the Town Hall, the Civic Centre and neighbouring shops. The northern side of Payneham Road (from Baliol Street to Stephen Terrace) is one of the most significant and cohesive examples of historic main road commercial precincts, with many surviving buildings from this era.

DESIRED CHARACTER STATEMENT

Development in the Payneham Road Policy Area will conserve and maintain the existing character created by a strongly cohesive and historically important built-form, which is characterised by single storey and two storey shops and offices generally with only minimal set back from the Payneham Road frontage.

New development will ensure that the original historic elements of the built form are retained including key features such as verandahs, façade treatments (including windows and entrances) and parapets.

Vehicular movement is dominated by Payneham Road, which will continue to provide primary access for delivery, service and visitors vehicles. Access and carparking arrangements will be shared where practical to improve vehicular and pedestrian safety and to maximise land use efficiency.

Sites in the Payneham Road Policy Area which contain buildings that contribute to the desired character of the policy area are shown on [Figs Her/11 and 16](#).

OBJECTIVE

- Objective 1:** Development which enhances the historic character of the Payneham Road Policy Area.
- Objective 2:** Development in the Policy Area which accommodates local commercial activities which are compatible with the heritage value of existing buildings.
- Objective 3:** The retention and promotion of the Payneham Road Policy Area as a mixed business strip comprising shops, offices, consulting rooms, residential, administrative and civic/cultural facilities.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development should not be undertaken unless it is consistent with the desired character for the Payneham Road Policy Area.
- 2 Development undertaken in the Policy Area should be, primarily, local commercial activities which are compatible with the heritage value of buildings fronting Payneham Road.
- 3 Development in that portion of the Payneham Road Policy Area north of St Peters Street may include a range of shopping facilities in addition to the uses specified for the zone.
- 4 New development should reinforce the valued architectural elements of heritage places and contributory items fronting Payneham Road including verandahs, roof and parapet details, shopfront detailing and façade treatments.
- 5 Development should not exceed two storeys in height above the natural ground level in Payneham Road Policy Area.
- 6 Vehicle parking should be provided in accordance with the rates set out in [Table NPSP/9](#) – Off Street Vehicle Parking Requirements for Non-Residential Land Uses or [Table NPSP/9A](#) – Off Street Vehicle Parking Requirements for Designated Areas (whichever applies).

Portrush Road Policy Area

The following Desired Character Statement, Objective and Principles of Development Control apply in the Portrush Road Policy Area shown on Policy Area [Map NPSP/14](#). These provisions are additional to those expressed for the Mixed Use Historic (Conservation) Zone and the whole of the Council area in the City Wide section.

DESIRED CHARACTER STATEMENT

Development in the Portrush Road Policy Area will conserve and enhance the existing residential character created by a strongly cohesive and historically important group of dwellings, and their settings, built in the 1880s and 1890s, which reflect the historic development period of Payneham.

The Portrush Road Policy Area will continue to provide a mix of residential and commercial uses, such as offices and consulting rooms, in adapted historic dwellings, without altering the streetscape character of the heritage place or contributory item. In particular, the Policy area will protect the historically significant Funeral Parlour, located at 59 Portrush Road, Payneham.

New development will reflect the existing pattern of development and the consistent setbacks, and will ensure that the original elements of the built form are retained, such as verandahs, original openings (ie doors and windows) in external walls, and façade treatments.

Primary access for delivery, service and visitors' and residents' vehicles will continue to be provided from Portrush Road. Car parking will be located at the rear of the property so as not to detract from the streetscape appearance.

Sites in the Portrush Road Policy Area which contain buildings that contribute to the desired character of the policy area are shown on [Figures Her/7 and 12](#).

OBJECTIVE

- Objective 1:** Development which enhances the historic character of the Portrush Road Policy Area.
- Objective 2:** The retention and promotion of the Portrush Road Policy Area as a mixed use area comprising of dwellings, offices and consulting rooms.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development should not be undertaken unless it is consistent with the desired character of the Portrush Road Policy Area.
- 2 Development should not exceed one storey in height above the natural ground level in the Portrush Road Policy Area.
- 3 Development undertaken in the Policy Area should be, primarily, residential and commercial and should be compatible with the heritage value of the buildings fronting Portrush Road.
- 4 New development should reinforce the valued architectural elements of the heritage place and contributory items fronting Portrush Road, including the scale and bulk, roof form and pitch, window and door openings, verandah and specific features.

The Parade/Fullarton Road Policy Area

The following Desired Character Statement, Objective and Principles of Development Control apply in The Parade/Fullarton Road Policy Areas shown on Policy Area [Maps NPSP/15 and 22](#). These provisions are additional to those expressed for the Mixed Use Historic (Conservation) Zone and the whole of the Council area in the City Wide section.

DESIRED CHARACTER STATEMENT

Development in The Parade/Fullarton Road Policy Area will conserve and maintain the existing character created by a strongly cohesive and historically important built-form, primarily characterised by Victorian villas, large two storey mansion buildings, double-fronted houses and groups of two storey row houses. The historic buildings are typically built of sandstone or bluestone with well established garden settings and consistent set-backs.

Buildings which address Fullarton Road and The Parade have deep set-backs with substantial landscaped frontages. Development will continue to achieve this high standard of landscaping by incorporating large trees in order to reinforce the leafy avenue character of these roads.

Vehicular movement is dominated by The Parade, Fullarton Road, Rundle Street and Little Dew Street, which will continue to provide primary access for delivery, service, visitors' and residents' vehicles, in preference to access via the adjoining residential areas.

Sites containing State Heritage Places and Local Heritage Places in The Parade/Fullarton Road Policy Area are shown on [Figs Her/20 and 21](#).

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

The key development area at the intersection of Fullarton and Beulah roads as depicted on Concept Plan [Fig MUH\(C\)/1](#) also provides the opportunity for a mixture of commercial and medium density residential development to activate the street frontage. Taller building elements up to four (4) storeys (15 metres) will be focused toward the Fullarton and Beulah road frontages, with a suitable transition

down in height to provide an appropriate building interface with adjacent residential development to the east. Large frontages should be articulated and respect the finer detailing of historic buildings in the local area. Vehicle access should be provided via a common driveway off Beulah Road toward the eastern boundary of the site to maintain the safety of vehicles, pedestrians and cyclists.

OBJECTIVE

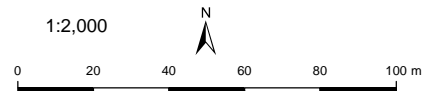
Objective 1: Development which enhances the historic character of The Parade/Fullarton Road Policy Area.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development should not be undertaken unless it is consistent with the desired character for The Parade/Fullarton Road Policy Area.
- 2 Development should not exceed two storeys in height above the natural ground level in The Parade/Fullarton Road Policy Area, except where indicated on Concept Plan [Fig MUH\(C\)/1](#).
- 3 Existing buildings originally constructed prior to 1920 which contribute to the desired character of the Zone and the Policy Area should not be demolished.



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



NORWOOD PAYNEHAM AND ST PETERS (CITY)
STRATEGIC GROWTH - CONCEPT PLAN
Fig MUH(C)/1
 Consolidated - 11 February 2021

URBAN CORRIDOR ZONE

Introduction

The objectives and principles of development control that follow apply in the Urban Corridor Zone shown on [Maps NPSP/5, 7, 9 and 10](#). Further objectives and principles of development control also apply to policy areas that are relevant to the zone. The provisions for the zone and its policy areas are additional to the City Wide provisions expressed for the whole of the council area.

The Urban Corridor Zone contains the following Policy Areas shown on [Maps NPSP/5, 7, 10, 14, 15, 16 and 21](#):

- Boulevard
- Business
- High Street
- Transit Living

OBJECTIVES

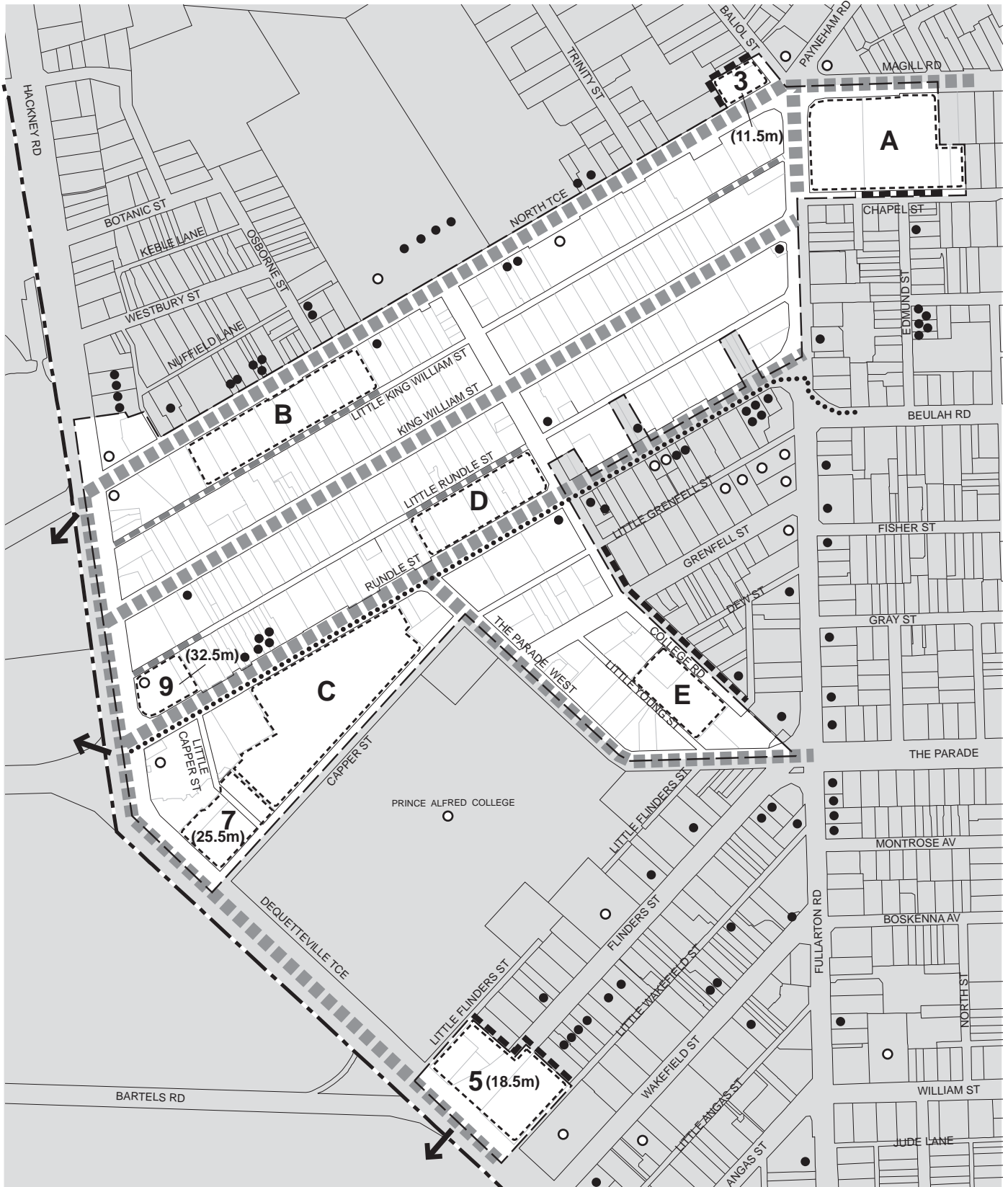
- Objective 1:** A mixed use zone accommodating a range of compatible non-residential and medium and high density residential land uses orientated towards a high frequency public transport corridor.
- Objective 2:** Integrated mixed use, medium and high rise buildings with ground floor uses that create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

DESIRED CHARACTER

The Urban Corridor Zone supports a mix of compatible non-residential and residential uses at densities which reflect its close proximity to the City of Adelaide and the Adelaide Park Lands, as well as its location around Primary Road Corridors and public transport infrastructure.

Within Kent Town, the Urban Corridor Zone will play a significant role in contributing to the overall population and employment targets for the Eastern Metropolitan Adelaide Region, which are set out in the 30 Year Plan for Greater Adelaide, by providing opportunities for the development of a high quality urban environment, which supports a mix of employment generating activities and medium to high density residential development.

Several Key Development Areas are located throughout the zone and are identified on Concept Plans [Fig UrC/1, UrC/2 and UrC/3](#). The Policy Area Desired Character Statements include more detailed land use and built form outcomes for these areas. Development will mostly be focussed along the Primary Road Corridors, including North Terrace, Dequetteville Terrace, King William Street, Rundle Street, The Parade West and small portions of Magill, Hackney and Fullarton Roads.



- Area excluded from concept plan
- Key Development Areas
- 3(11.5m)** Maximum allowable building height
- Primary Road Corridor
- Active laneways
- Interface with Residential Zone
- Local Heritage Place
- State Heritage Place
- Bikeway
- Links to Park Lands
- Area affected boundary

Not to scale

NORWOOD PAYNEHAM AND ST PETERS (CITY) KENT TOWN STRATEGIC GROWTH CONCEPT PLAN

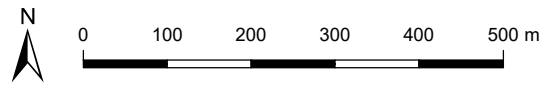
Fig UrC/1

Consolidated - 11 February 2021

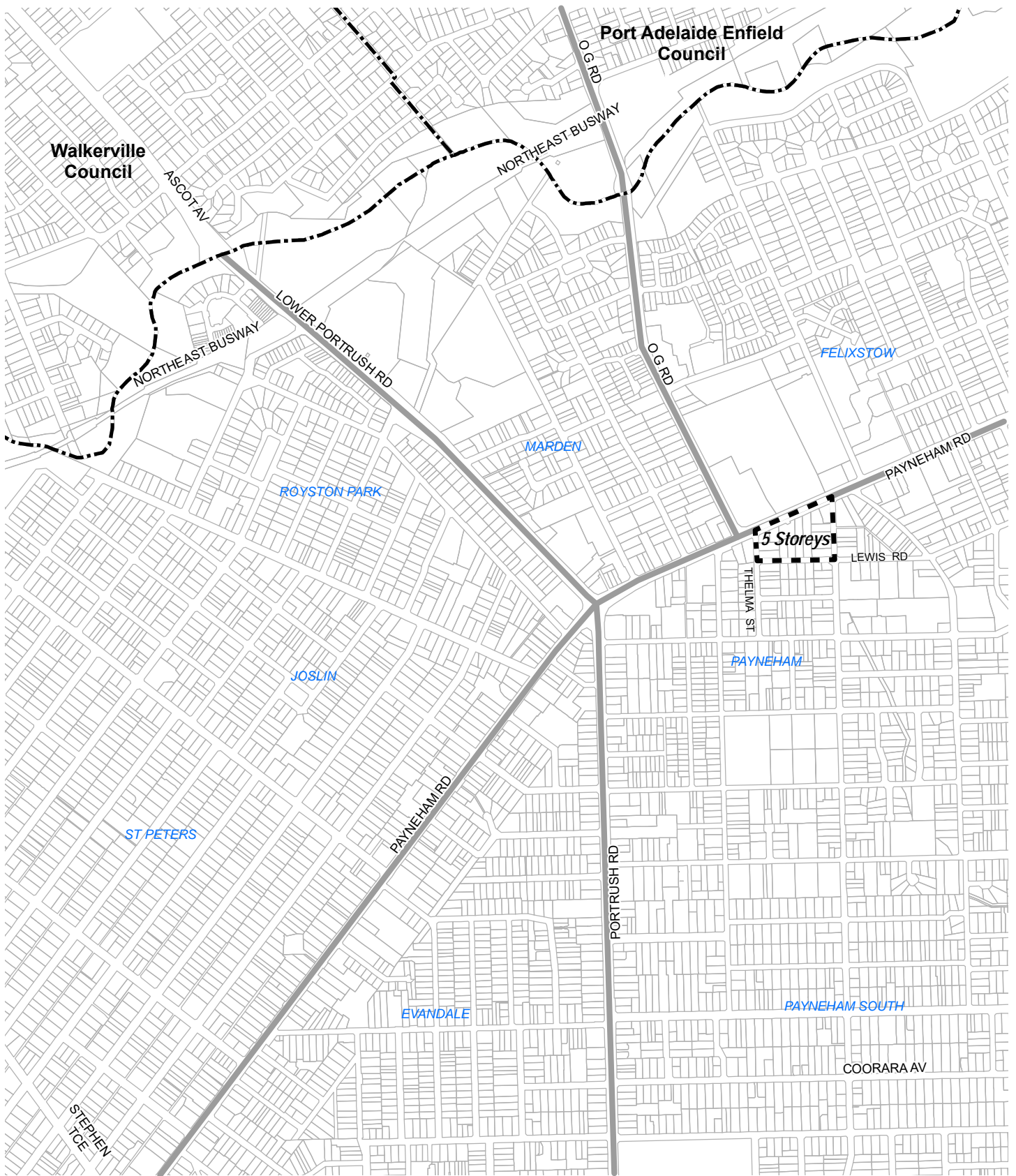



6 Key Development Areas
6 Storeys Maximum allowable building height

— Main road
- - - Development Plan Boundary



NORWOOD PAYNEHAM AND ST PETERS (CITY) STRATEGIC GROWTH - CONCEPT PLAN



 Key Development Areas
5 Storeys Maximum allowable building height

 Main road
 Development Plan Boundary



0 150 300 450 600 750 metres

NORWOOD PAYNEHAM AND ST PETERS (CITY) STRATEGIC GROWTH - CONCEPT PLAN

Fig UrC/3

Consolidated - 11 February 2021

Development along the minor streets, including Richmond Street (Hackney), College Road, Capper Street and Grenfell Street, will generally be lower in scale and intensity than development along the Primary Road Corridors.

The important transport function of Hackney Road and Dequetteville Terrace as Primary Freight Routes and North Terrace as a Secondary Freight Route, will be maintained to ensure the efficient movement of commercial vehicles around the City of Adelaide and the Inner Metropolitan Area.

Kent Town will continue to be developed as a 'creative industries hub' with a focus on digital media, advertising, publishing and design activities. Temporary and permanent art installations on public and private land will be encouraged, to further complement and strengthen this identity.

Along the North Terrace, Hackney Road, Magill Road, Fullarton Road, Rundle Street, The Parade West and King William Street Primary Road Corridors, non-residential land uses should be established at the ground floor levels of buildings. Residential development should only be established above ground floor uses. Along the Dequetteville Terrace Primary Road Corridor, wholly residential buildings are appropriate. On streets not designated as Primary Road Corridors, wholly residential buildings are appropriate.

In Kent Town, wholly commercial buildings are appropriate within the Business Policy Area and may be appropriate in other locations where they do not exceed three levels of commercial space, or on larger sites, where a number of buildings are proposed that can support a mix of land uses.

Where short term residential accommodation (including serviced apartments and tourist accommodation) is located in the same building as longer term residential accommodation, there should be a clear physical separation between these uses (such as allocating lower levels for short term accommodation and upper levels for long term accommodation).

Retail activity will be encouraged on a scale that supports the resident population and business function and where it does not compromise the District Centre function of The Parade, Payneham Road or Magill Road.

In Kent Town, the zone will primarily support net residential densities of between 60 and 100 dwellings per hectare, with an overall likely yield of an additional 560 dwellings to be achieved by 2040. A minimum residential density target for wholly residential buildings is specified, in order to support the achievement of dwelling yield targets, which align with the *30 Year Plan*. On sites where a mix of residential and non-residential uses is proposed, the average floor area per dwelling should not exceed 100m². It is recognised that not all development sites will have the capacity to contribute to the overall dwelling yield target, due to the fact that development will be required to satisfy a range of design requirements, (such as the provision of on-site car parking, building height and set-backs) which may, particularly on smaller sites, be prohibitive to achieving the desired density outcomes.

Development which incorporates a significant residential component (more than 20 dwellings) will provide a range of dwelling sizes and a proportion of affordable housing.

Structures located on the roofs of buildings to house plant and equipment, should be screened with materials that form an integral part of the design, to restrict views of the plant and equipment from the street and from nearby buildings.

Development at the interface with neighbouring zones, will have regard to the potential visual, overlooking and overshadowing impacts on the occupants of adjacent and nearby residential properties. In these locations development will transition down in scale and height towards the periphery of the zone, particularly at the boundaries with the existing Residential and Residential Historic (Conservation) Zones. At other locations within the Urban Corridor Zone, it is recognised that some level of overshadowing and overlooking will occur, however, this will be moderated through a range of design techniques, which may include separation of buildings, orientation of windows and balconies and various forms of screening.

Development adjacent to, or on the same site as a State or Local Heritage Place, will be respectful of its heritage character and setting and ensure that new development sensitively interfaces with the original building form. This may, in some circumstances, limit the scale and intensity of development on a site.

The prescribed set-backs to the street boundaries may be varied in response to specific site constraints or opportunities, such as the provision of outdoor dining areas, public realm improvements, topography or adjacency to a heritage place. Future road widening requirements along arterial roads are set out in the *Metropolitan Adelaide Road Widening Plan Act 1972*. The siting of new buildings will incorporate the relevant set-back distance required by this Plan.

Some sites within the zone could be contaminated because of previous activities. In this circumstance, development is expected to occur on a precautionary basis, where an assessment should be undertaken to verify that the site is suitable and safe for the intended use, particularly where it involves sensitive uses such as residential development.

Due to the intensity of development expected within the zone, on-site car parking will mostly be provided below grade in the basement of buildings, or at grade or above grade, behind active frontages. Where this occurs, car parking areas and car parking structures should not be visible from the Primary Road Corridors.

Little King William Street and Little Rundle Street will continue to provide vehicular access to the rear of buildings for loading and service requirements or access to car parking areas, however, opportunities to create unique public spaces and activate these laneways should be explored through the development of adjacent land. In this context, the set-back of buildings from the Little King William and Little Rundle Street frontages will provide space for future public realm activities and upgrades.

The provision of on-site vehicle parking will be in accordance with the vehicle parking rates, which have been established for different land uses, however, some opportunity to discount these rates will be considered in circumstances set out in the City Wide principles of development control. In instances where discounted vehicle parking rates are assessed as appropriate for a new development, it is expected that a comparable increase in on-site facilities for bicycle and scooter parking is provided.

Cycling is an increasingly popular form of transport and recreation, therefore development on public and private land will consider the needs of cyclists, in terms of providing secure bicycle parking and storage facilities. Larger scale commercial developments will also provide appropriate end of journey facilities such as showers and change rooms.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 The following types of development, or combinations thereof, are envisaged in the zone:

- Affordable housing
- Aged persons accommodation
- Community centre
- Consulting room
- Dwelling
- Educational establishment
- Entertainment venue
- Hotel
- Indoor recreation centre (including health, fitness and personal training facilities)
- 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 [Fig UrC/1, UrC/2 and UrC/3](#).
- 5 Residential development in a wholly residential building should aim to achieve a target minimum net residential site density in accordance with the following:

Policy Area	Minimum net residential site density
Boulevard	100 dwellings per hectare
High Street	70 dwellings per hectare
Business	no minimum density
Transit Living	45 dwellings per hectare

- 6 Vehicle parking should be provided in accordance with the rates set out in [Table NPSP/9A](#) - Off Street Vehicle Parking Requirements for Designated Areas.
- 7 Vehicle parking should be located to the rear of development or not be visible from public land along the primary road frontage.

Design and Appearance

- 8 Buildings on sites with a frontage width of greater than 10 metres should be well articulated through variations in forms, materials, openings and colours.
- 9 Buildings should be designed to:
 - (a) enable suitable sunlight access to public open space; and
 - (b) overlook or orientate towards public open space and defined pedestrian and cycle routes.
- 10 To maintain sight lines between buildings and the street, and to improve safety through passive surveillance, solid fencing should not be constructed between the front building line and the primary or secondary street.
- 11 Development should minimise the number of access points onto an arterial road, by providing vehicle access:
 - (a) from side streets or rear access ways; or
 - (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; and
 - (b) avoid excessive traffic flows into residential streets.
- 13 Development will be sited and designed to maintain natural hydrological systems without negatively impacting:
 - (a) the quantity and quality of surface and groundwater;
 - (b) the depth and directional flow of surface and groundwater; or

- (c) the quality and function of natural springs.

Building Envelope

Building Height

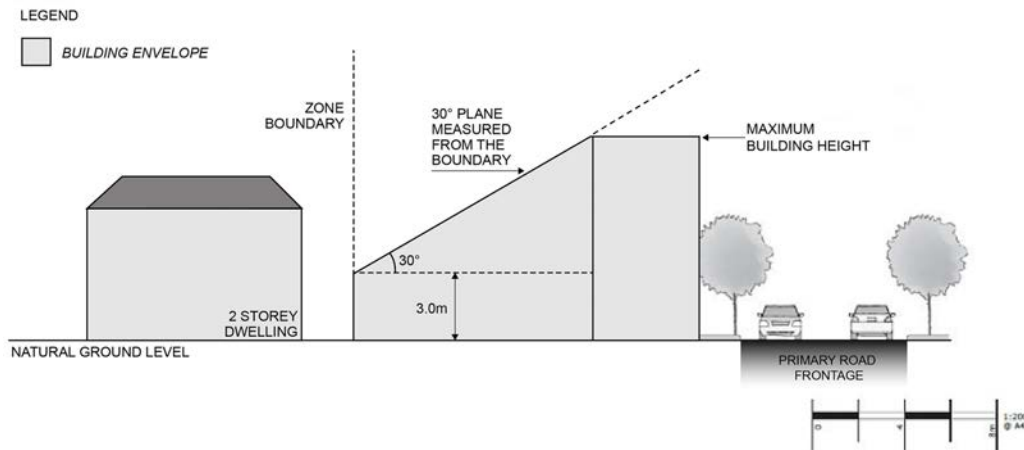
- 14 Except where airport building height restrictions prevail, or the interface height provisions require a lesser height, or where an alternative maximum building height is shown on Concept Plan [Fig UrC/1, UrC/2 and UrC/3](#), building heights (excluding any rooftop mechanical plant or equipment) should be consistent with the following parameters:

Policy area	Minimum building height	Maximum building height
Boulevard	3 storeys or no less than 11.5 metres, or 4 storeys or no less than 15 metres for land that is directly adjacent to or facing the Adelaide Park Lands	10 storeys and up to 36 metres
High Street	3 storeys or no less than 11.5 metres	5 storeys and up to 18.5 metres
Business	3 storeys or no less than 11.5 metres	5 storeys and up to 18.5 metres
Transit Living	No minimum	3 storeys and up to 11.5 metres

Interface Height Provisions

- 15 To minimise building massing at the interface with residential development outside of the zone, buildings should be constructed within a building envelope provided by a 30 degree plane, measured from a height of 3 metres above natural ground level at the zone boundary (except where this boundary is a primary road frontage), as illustrated in Figure 1:

Figure 1



- 16 In Payneham or Stepney, where there is a council-owned road separating the development site from a neighbourhood-type zone, an orderly transition should be provided to the built form to complement the streetscape character.

Setbacks from Road Frontages

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

Policy Area	Minimum setback from the primary road frontage where it is the Primary Road Corridor as shown on Concept Plan Fig UrC/1, UrC/2 and UrC/3.	Minimum setback from the primary road frontage in all other cases
Boulevard Policy Area	4 metres from the Dequetteville Terrace, North Terrace, Magill Road and Fullarton Road Primary Road Corridors	2 metres
High Street Policy Area	No minimum	2 metres
Business Policy Area (Kent Town)	No minimum	2 metres
Business Policy Area (Payneham)	3 metres or consistent with the average of adjoining development	
Transit Living Policy Area	4 metres or consistent with the average of adjoining development	

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

Policy area	Minimum setback from a secondary road (where the secondary road is not a rear access way or laneway)	Minimum setback from a rear access way (or laneway)
Boulevard Policy Area	No minimum	1 metre where the access way is 6.5 metres or more in width OR Where the access way is less than 6.5 metres in width, the additional width required to make the access way 6.5 metres, to provide adequate manoeuvrability for vehicles, plus 1 metre
High Street Policy Area	No minimum	1 metre where the access way is 6.5 metres or more in width OR Where the access way is less than 6.5 metres in width, the additional width required to make the access way 6.5 metres, to provide adequate manoeuvrability for vehicles, plus 1 metre
Business Policy Area (Kent Town)	No minimum	1 metre where the access way is 6.5 metres or more in width OR Where the access way is less than 6.5 metres in width, the additional width required to make the access way 6.5 metres, to provide adequate manoeuvrability for vehicles, plus 1 metre

Policy area	Minimum setback from a secondary road (where the secondary road is not a rear access way or laneway)	Minimum setback from a rear access way (or laneway)
Business Policy Area (Payneham)	2 metres	1 metre where the access way is 6.5 metres or more in width OR Where the access way is less than 6.5 metres in width, the additional width required to make the access way 6.5 metres, to provide adequate manoeuvrability for vehicles
Transit Living Policy Area	2 metres or consistent with average of adjoining development	1 metre where the access way is 6.5 metres or more in width OR Where the access way is less than 6.5 metres in width, the additional width required to make the access way 6.5 metres, to provide adequate manoeuvrability for vehicles

Other setbacks

- 19** Buildings (excluding verandahs, porticos, or any portion of a basement car park which is less than 1 metre above natural ground level) should be set back in accordance with the following parameters:

Policy area	Minimum setback from rear allotment boundary (where not a rear access way or laneway)	Minimum setback from side boundaries (where not a street boundary)
Boulevard Policy Area	5 metres where the subject land directly abuts an allotment of a different zone 3 metres, except where the development abuts the wall of an existing or simultaneously constructed building on the adjoining land.	For allotments with a frontage width of: (a) 20 metres or less: no minimum (b) more than 20 metres: 3 metres
High Street Policy Area	5 metres where the subject land directly abuts an allotment of a different zone 3 metres, except where the development abuts the wall of an existing or simultaneously constructed building on the adjoining land.	No minimum
Business Policy Area (Kent Town)	5 metres where the subject land directly abuts an allotment of a different zone 3 metres, except where the development abuts the wall of an existing or simultaneously constructed building on the adjoining land.	No minimum

Policy area	Minimum setback from rear allotment boundary (where not a rear access way or laneway)	Minimum setback from side boundaries (where not a street boundary)
Business Policy Area (Payneham)	5 metres where the subject land directly abuts an allotment of a different zone 3 metres, except where the development abuts the wall of an existing or simultaneously constructed building on the adjoining land.	Buildings with no window/s or balcony/s in the side boundary, should be setback from side boundaries as follows: (a) for the first 18 metres, measured from the front boundary, there are no minimum setbacks; (b) for the next 18 metres: (i) there is no minimum setback at ground level only; (ii) there is a 2 metre setback for the 1 st level and above .
Transit Living Policy Area	5 metres where the subject land directly abuts an allotment of a different zone 3 metres, except where the development abuts the wall of an existing or simultaneously constructed building on the adjoining land.	Buildings with no window/s or balcony/s in the side boundary, should be setback from side boundaries as follows: (a) for the first 18 metres, measured from the front boundary, there are no minimum setbacks; (b) for the next 18 metres: (i) there is no minimum setback at ground level only; (ii) there is a 2 metre setback for the 1 st level and above .

Land Division

- 20** 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.

Complying Development

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

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

- (a) Maintenance or repair to a Local Heritage Place, provided that there is no change to the external appearance of the building.
- (b) Work undertaken within a Local Heritage Place that does not increase the total floor area of the building and does not alter the external appearance of the building.
- (c) Subject to satisfying the car parking rates set out in [Table NPSP/9A](#) - Off Street Vehicle Parking Requirements for Designated Areas:
 - (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.
- (d) 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:
 - (i) 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);
 - (ii) 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 NPSP/9A](#) - 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

- 22** The following kinds of development (including combinations thereof, or more than one of a particular kind) are considered inappropriate and are **non-complying** in the Urban Corridor Zone:

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

Public Notification

- 23** The categorisation of development shall be determined by reference to Schedule 9 of the *Development Regulations 2008* and Section 38 of the *Development Act 1993*, except where specifically designated below.

Category 1 Development

The following kinds of development (including combinations thereof, or more than one of a particular kind) are assigned to Category 1 pursuant to Section 38 of the *Development Act 1993*, and accordingly will be subject to the public notification requirements applying to Category 1 development:

Advertisement
 Aged persons accommodation
 All forms of development that are ancillary and in association with residential development
 Consulting room
 Dwelling
 Educational establishment
 Light industry where located within the Business Policy Area
 Office
 Pre-school
 Primary school
 Residential flat building
 Retirement village
 Service industry where located within the Business Policy Area
 Supported accommodation
 Shop or a group of shops with a gross leasable area of 500 square metres or less where located within the Business Policy Area
 Shop or a group of shops with a gross leasable area of 1000 square metres or less where located within the Boulevard and High Street Policy Areas, and 2000 square metres or less where located within Area H as shown on Concept Plan [Fig UrC/2](#)
 Shop, office or consulting room with a gross leasable area of 2000 square metres or less where located within the Business Policy Area at Payneham
 Warehouse where located in within the Business Policy Area

Category 2 Development

The following development is assigned to Category 2 pursuant to Section 38 of the *Development Act 1993*, and accordingly will be subject to the public notification requirements applying to Category 2 development:

All forms of development not listed as Category 1, other than non-complying development

Any development listed as Category 1 and located on land adjacent to a residential zone that:

- (a) is 3 or more storeys in height; or
- (b) exceeds the Building Envelope Interface Height Provision.

Boulevard Policy Area

The following objectives, desired character statement and principles of development control apply in the Boulevard Policy Area shown on Policy Area [Map NPSP/15](#). These provisions are additional to those expressed for the Urban Corridor Zone and the whole of the Council area in the City Wide section.

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 and wholly residential buildings in specified locations.
- Objective 2:** A uniform streetscape edge established through a largely consistent front setback and tall, articulated building facades.
- 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 Boulevard Policy Area is focussed on land adjacent to Dequetteville Terrace, the southern side of North Terrace and small portions of Magill and Fullarton Roads. It will accommodate the most prominent building forms framing the 'City Edge' and the Adelaide Park Lands. Tall buildings with landscaped front and side set-backs will, over time, achieve a consistent scale and quality of built form along Dequetteville Terrace and the southern side of North Terrace. Between Rundle Street and Capper Street, the area of land known as 'Dr Kent's Paddock' will form an extension to the Boulevard Policy Area due to its large site area and adjacency to the sites fronting Dequetteville Terrace.

The transport function of Dequetteville Terrace and North Terrace as Primary and Secondary Freight Routes will be maintained and provide for the efficient movement of vehicles (public, private and freight) around the City and the Inner Metropolitan Rim. In this context, new development fronting the Terraces will seek to reduce dependence on the provision of on-street car parking and will not require the creation of additional vehicle access points onto Dequetteville Terrace or North Terrace.

Along Dequetteville Terrace, new buildings will comprise residential land uses, including serviced apartments and tourist accommodation. Smaller scale non-residential uses, which primarily provide services for occupants of the building in which it is situated, such as gymnasiums, cafés or laundry services, are appropriate. Residential buildings will contribute to an active street frontage by providing visibility into foyers and common areas.

Along North Terrace and extending into Magill Road, Fullarton Road and Hackney Road, land uses at ground and first floor levels will include offices, consulting rooms, retail showrooms, educational establishments and smaller scale bulky goods showrooms. These uses may be extended to a second level in a wholly commercial development. It is not anticipated that North Terrace will become a retail

shopping strip for smaller scale specialty shops, however, convenience stores at the ground level of residential buildings are appropriate. Where residential development is proposed, it should be located above ground floor level non-residential land uses, or located behind buildings or tenancies fronting the Primary Road Corridors (except for Dequetteville Terrace).

Buildings fronting Rundle Street should contribute to the 'High Street' character desired along Rundle Street, with more retail focussed activity and pedestrian spaces.

Buildings of up to ten (10) storeys are envisaged within the Boulevard Policy Area, except where a lesser maximum height is indicated on Concept Plan [Fig UrC/1](#). The Brewery Apartment 'towers' will continue their dominance as part of a group of landmark buildings located on the corner of Rundle Street and Dequetteville Terrace. The prominence of the 'towers' will be maintained by ensuring that the height of new development on adjacent sites does not exceed the height of these towers.

The design of buildings will include a clearly defined podium or street wall height, in order to ensure that buildings maintain a human scale at the street level. Cutting edge, contemporary building design, which incorporates bold materials and shapes and have prominent pedestrian entrances, will be encouraged within the Boulevard Policy Area.

The landscaped front and side set-backs of development along Dequetteville Terrace and North Terrace will make a positive contribution to the public realm and provide a more amenable pedestrian environment adjacent to the main roads, although it is recognised that on sites with narrower frontages, some elements of a new building may extend to side boundaries. On larger sites, new development will encourage pedestrian permeability through to other streets within Kent Town and the Park Lands.

The maintenance of views to the City, Hills and Park Lands will be considered in the design of new developments. This will mostly be achieved by setting back the upper levels of buildings, in order to provide space between buildings. It is, however, recognised that the introduction of tall buildings may have some adverse impact on the visual outlook of occupants of existing buildings. Consideration will be given at the design stage of development to ensure that this impact is minimised where possible.

Within the Boulevard Policy Area, the Key Development Areas are shown on Concept Plan [Fig UrC/1](#). Development on these sites should seek to achieve the highest residential densities and should incorporate areas within the site which provide publicly accessible spaces such as plazas, pocket parks and cross-block pedestrian and bicycle links.

Area A

Area A, shown on Concept Plan [Fig UrC/1](#), is located adjacent to the south eastern corner of the intersection of North Terrace, Fullarton Road, Magill Road and Payneham Road. It provides an opportunity for the development of a landmark development of up to ten (10) storeys, incorporating a mix of commercial and medium to high density residential development.

Within Area A, the scale and massing of building elements will be determined through consideration of the Building Envelope Interface Height provisions, which are contained within the Urban Corridor Zone, in order to ensure that the visual and overshadowing impact of tall buildings on land in adjacent zones is minimised. This will most likely require that the tallest part of a building is located towards the Magill and Fullarton Road frontages, scaling down in height towards Chapel Street to the south.

The design of buildings will respect the landmark significance of the State Heritage listed Maid and Magpie Hotel and the Bon Marche building, which are both located on the opposite corners.

Within the north-western corner of Area A, buildings will be set back an appropriate distance to ensure that the existing large eucalypt trees located adjacent to the Magill Road and Fullarton Road frontages, can be retained and continue to grow in situ. Additionally, future road widening requirements for land adjacent to the main road intersection are set out in the *Metropolitan Adelaide Road Widening Plan Act 1972* and may have an impact on the design and set-back of buildings on this site.

Development along the Chapel Street frontage, which is directly adjacent to the Residential Historic (Conservation) Zone, will be residential in nature and will be limited in height to three (3) storeys, with the upper level being a recessive element. Small front set-backs (in the order of 2 to 3 metres) will provide space for landscaping, which will soften the building forms when viewed from the street. Front fencing will be of a height and transparency to provide connectivity between the public and private realm, whilst providing security for the occupants. Vehicle access will be located to the rear of dwellings fronting Chapel Street and serviced by a common driveway.

Area B

Area B, shown on Concept Plan [Fig UrC/1](#), is located along the southern side of North Terrace and has an extensive frontage to this road and also to Little King William Street. It provides an opportunity for development of up to ten (10) storeys, incorporating a mix of commercial or educational development and medium to high density residential accommodation.

The desired built form within Area B should incorporate a series of building elements, with space around them to provide pedestrian and vehicle permeability. The mass of the upper levels of buildings should be 'broken up' into well-articulated tower elements, in order to minimise the visual and overshadowing impacts of tall buildings.

Over time, opportunities to activate Little King William Street beyond its current use as a vehicle access way will be supported through the development of this site. This could be achieved through the orientation of some activity towards the Little King William Street frontage, such as the inclusion of publicly accessible open space which links through to North Terrace.

Area C

Area C, shown on Concept Plan [Fig UrC/1](#), comprises the Housing Trust site known as Dr Kent's Paddock and provides an opportunity for development of up to ten (10) storeys, incorporating a mix of commercial and medium to high density residential development. The site's dual frontages to Rundle Street to the north and Capper Street to the south provides the opportunity to ensure pedestrian permeability between these streets.

Development within Area C should incorporate a landscaped, publicly accessible open space area oriented towards Rundle Street and adjacent smaller-scale uses such as cafes and specialty shops which contribute to the 'High Street' character of Rundle Street.

The desired built form within Area C will incorporate a series of building elements, with space around them to provide pedestrian and vehicle permeability. The mass of the upper levels of buildings should be 'broken up' into well-articulated tower elements, in order to minimise the visual and overshadowing impacts of tall buildings.

Buildings located along the Capper Street frontage will be residential in nature, with small front set-backs providing space for landscaping. The built form along Capper Street should be of a scale which provides an appropriate transition down to the scale of buildings on the adjacent Prince Alfred College site. Vehicle access should be provided via a common driveway to the rear of dwellings fronting Capper Street.

Area F – Hackney Road, Hackney

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

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

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

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

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

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 Development should comprise residential land uses (including serviced apartments and tourist accommodation), and non-residential land uses (including commercial, retail and educational) in specified locations.
- 2 In a mixed use building, non-residential development should be located on the ground floor and lower floor levels, and residential development should be located on the upper floor levels.
- 3 All levels of a building higher than the second floor level (i.e. higher than three levels above natural ground level) should comprise residential land uses, including serviced apartments or tourist accommodation.

Form and Character

- 4 Development should be consistent with the desired character for the policy area.
- 5 A shop or a group of shops contained in a single building should have a total maximum gross leasable floor area in the order of 1000 square metres.
- 6 The ground floor of buildings should be built to dimensions including a minimum floor to ceiling height of 3.5 metres to allow for adaptation to a range of land uses including retail, office and residential without the need for significant change to the building.
- 7 A minimum of 50 percent of the width 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.

Business Policy Area

The following objectives, desired character statement and principles of development control apply in the Business Policy Area shown on Policy Area [NPSP/15 and 21](#). These provisions are additional to those expressed for the Urban Corridor Zone and the whole of the Council area in the City Wide section.

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 contemporary 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

The Business Policy Area will continue to develop as a core area for the location of business related uses, with a strong focus on digital media, advertising, publishing and design activities in Kent Town.

Residential development may be established above compatible ground-floor level non-residential uses in Payneham and above first floor level non-residential uses in Kent Town. Wholly commercial buildings are also appropriate in Kent Town.

In Kent Town, retail activity, including shops will comprise smaller scale lunch bars and cafes, which serve local businesses and residents. In Payneham, development will be of a greater intensity with a strong employment focus, encouraging the continuation and expansion of retail activities to support local residents' daily needs, together with office, commercial and light industrial uses with medium density residential located above the ground floor.

While light industry and warehouses are not the primary land uses in the Policy Area, some light industry uses and warehousing may be appropriate in circumstances where it can be accommodated within high quality buildings and where it will not unreasonably compromise the level of amenity expected in a mixed-use area.

Cutting edge, contemporary building design, which incorporates bold materials and shapes, will be encouraged within the Business Policy Area. The built form will comprise buildings of up to five (5) storeys. In Kent Town, development will form a continuous hard edge along the King William Street frontage.

On-site car parking will be located behind or below buildings fronting the primary street. Access will be provided from Little King William Street and Little Rundle Street in Kent Town.

On-street car parking will continue to be maintained along the length of King William Street to contribute the shorter term visitor parking needs of local businesses and provide some separation between the vehicle carriageway and the footpaths.

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:
 - Light industry
 - Service industry
 - Service trade premises (in Payneham only)
 - Store
 - Warehouse
- 2 Land uses on the ground floor level in Payneham and ground and first floor levels (in Kent Town) of buildings should be non-residential.
- 3 In Kent Town, a shop or group of shops should have a maximum gross leasable floor area in the order of 500 square metres.
- 4 In Payneham, a shop, office or consulting room should have a maximum gross leasable floor area of 2000 square metres.
- 5 Light industry should comprise high technology and/or research and development related uses in Kent Town.
- 6 Further development of land used for motor repair or crash repair should rationalise and not increase the floor area or intensity of the use and should incorporate design treatments to reduce off-site impacts.

Form and Character

- 7 Development should be consistent with the desired character for the policy area.
- 8 The ground floor of buildings should be built to dimensions including a minimum floor to ceiling height of 3.5 metres to allow for adaptation to a range of land uses including retail, office and residential without the need for significant change to the building.
- 9 A minimum of 50 percent of the width 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.

Significant Development Sites

- 10 In Payneham, where development is undertaken on a significant development site (a site with a frontage over 25 metres to a primary road corridor and over 2500 square metres in area, which may include one or more allotment) it may be developed over the prescribed height limit up to 30 percent above the maximum building height specified in where it:
 - (a) incorporates the retention, conservation and reuse of a building which is a listed heritage place or an existing built form and context that positively contributes to the character of the local area;
 - (b) includes more than 15 percent of dwellings as affordable housing; or
 - (c) includes at least:
 - (i) three of the following:
 - (A) high quality open space that is universally accessible and is directly connected to, and well integrated with, public realm areas of the street;
 - (B) high quality, safe and secure, universally accessible pedestrian linkages that connect through the development site;
 - (C) active uses are located on the public street frontages of the building, with any above ground car parking located behind;
 - (D) a range of dwelling types that includes at least 10 percent of 3+ bedroom apartments;
 - (E) a child care centre; and
 - (ii) three of the following sustainable design measures are provided:
 - (A) a communal useable garden integrated with the design of the building that covers the majority of a rooftop area supported by services that ensure ongoing maintenance;
 - (B) living landscaped vertical surfaces of at least 50 square metres supported by services that ensure ongoing maintenance;
 - (C) passive heating and cooling design elements including solar shading integrated into the building;
 - (D) higher amenity through provision of private open space in excess of minimum requirements by 25 percent for at least 50 percent of dwellings.
- 11 In Payneham, development on a significant development site (a site with a frontage to a primary road corridor and over 2500 square metres, which may include one or more allotment) should be designed to minimise impacts on residential uses in adjacent zones with regard to intensity of use, overshadowing, massing and building proportions.

High Street Policy Area

The following objectives, desired character statement and principles of development control apply in the High Street Policy Area shown on Policy Area [Map NPSP/15](#). These provisions are additional to those expressed for the Urban Corridor Zone and the whole of the Council area in the City Wide section.

OBJECTIVES

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

DESIRED CHARACTER

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

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

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

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

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

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

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

Area D

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

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

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

Area E

Area E, shown on Concept Plan [Fig UrC/1](#), provides an opportunity for development of up to five (5) storeys, except along the College Road frontage, where development will be limited to two (2) storeys. Taller building elements will be located within the western portions of the site, where the natural ground level is lower than the eastern portions of the site.

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

Area H

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

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

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

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

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 Development should comprise small scale specialty shops and businesses, restaurants and cafes at ground floor levels.
- 2 A shop or a group of shops contained in a single building should have a maximum total gross leasable floor area in the order of 1000 square metres, except where located in Area H as shown on Concept Plan [Fig UrC/2](#) where a maximum total gross leasable floor area in the order of 2000 square metres is anticipated.

Form and Character

- 3 Development should be consistent with the desired character for the policy area.
- 4 Buildings should maintain a pedestrian scale at street level, and should:
 - (a) include a clearly defined podium or street wall 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 3 metres from that wall.
- 5 Pedestrian shelter and shade should be provided over footpaths through the use of structures such as awnings, canopies and verandahs.
- 6 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.
- 7 The ground floor of buildings should be built to dimensions including a minimum floor to ceiling height of 3.5 metres to allow for adaptation to a range of land uses including retail, office and residential without the need for significant change to the building.
- 8 A minimum of 50 percent of the width of 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 following objectives, desired character statement and principles of development control apply in the Transit Living Policy Area shown on Policy Area [Maps NPSP/14 and 16](#). These provisions are additional to those expressed for the Urban Corridor Zone and the whole of the Council area in the City Wide section.

OBJECTIVES

- Objective 1:** A mixed use area with a strong living and accommodation focus that provides a diverse range of low to medium rise medium density residential development supported by compatible non-residential land uses oriented towards a primary road corridor, high frequency public transport route, activity centre or significant open space.
- 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.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 The following types of development, or combination thereof, are envisaged in the Transit Living Policy Area and are additional to those identified in the zone:

Child Care Centre
 Restaurant
 Student Accommodation.

- 2 Shops or groups of shops, office or consulting room uses contained in a single building should have a gross leasable area of less than 500 square metres.
- 3 Development of diverse medium density accommodation options either as part of a mixed use development or wholly residential development.

Form and Character

- 4 Development should be consistent with the desired character for the policy area.
- 5 Residential development (other than residential development in a mixed use building) achieves a net residential density of at least 45 dwellings per hectare.
- 6 Buildings should positively contribute to a continuous framing of the public realm, and provide visual relief from building scale and massing from the ground level public realm.
- 7 Buildings should:
- (a) include a clearly defined podium or street wall with a maximum building height of 2 building levels 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.

Interface Height

- 8 Buildings mitigate visual impacts of building massing on residential development within a neighbourhood-type zone.

Significant Development Sites

- 9 Consolidation of significant development sites (a site with a frontage over 25 metres to a primary road corridor and over 2500 square metres in area, which may include one or more allotment) to achieve increased development yield provided that off-site impacts can be managed and broader community benefit is achieved in terms of design quality, community services, affordable housing provision, or sustainability features.
- 10 Where development is undertaken on significant development site (a site with a frontage over 25 metres to a primary road corridor and over 2500 square metres in area, which may include one or more allotment), it may develop over the prescribed height limit up to 30 percent above the maximum building height specified where it:
- (a) incorporates the retention, conservation and reuse of a building which is a listed heritage place or an existing built form and context that positively contributes to the character of the local area;
 - (b) includes more than 15 percent of dwellings as affordable housing; or
 - (c) includes at least:

- (i) three of the following:
 - (A) high quality open space that is universally accessible and is directly connected to, and well integrated with, public realm areas of the street;
 - (B) high quality, safe and secure, universally accessible pedestrian linkages that connect through the development site;
 - (C) active uses are located on the public street frontages of the building, with any above ground car parking located behind;
 - (D) a range of dwelling types that includes at least 10 percent of 3+ bedroom apartments;
 - (E) a child care centre; and
- (ii) three of the following sustainable design measures are provided:
 - (A) a communal useable garden integrated with the design of the building that covers the majority of a rooftop area supported by services that ensure ongoing maintenance;
 - (B) living landscaped vertical surfaces of at least 50 square metres supported by services that ensure ongoing maintenance;
 - (C) passive heating and cooling design elements including solar shading integrated into the building;
 - (D) higher amenity through provision of private open space in excess of minimum requirements by 25 percent for at least 50 percent of dwellings.

11 Development on a significant development site (a site with a frontage to a primary road corridor and over 2500 square metres, which may include one or more allotment) should be designed to minimise impacts on residential uses in adjacent zones with regard to intensity of use, overshadowing, massing and building proportions.

12 Development that:

- (a) is constructed within zone's Interface Building Height provisions
- (b) locates non-residential activities and higher density elements towards the primary road corridor; and
- (c) locates taller building elements towards the primary road corridor.

13 Vehicular access to be provided:

- (a) via side streets or rear lanes provided there is no negative impact on residential amenity within the zone and in adjacent zones; or
- (b) where it consolidates or replaces existing crossovers.

DISTRICT CENTRE (NORWOOD) ZONE

Introduction

The objectives and principles of development control that follow apply to the District Centre (Norwood) Zone shown on [Maps NPSP/9 and 10](#). Further principles of development control also apply to policy areas that are relevant to the zone. The provisions for the zone and its related policy areas are additional to the City Wide provisions expressed for the whole of the council area.

The District Centre (Norwood) Zone contains the following policy areas, shown on [Maps NPSP/15 and 16](#) and Concept Plan [Map Fig DCe/1](#):

Retail Core
The Parade East
The Parade West

OBJECTIVES

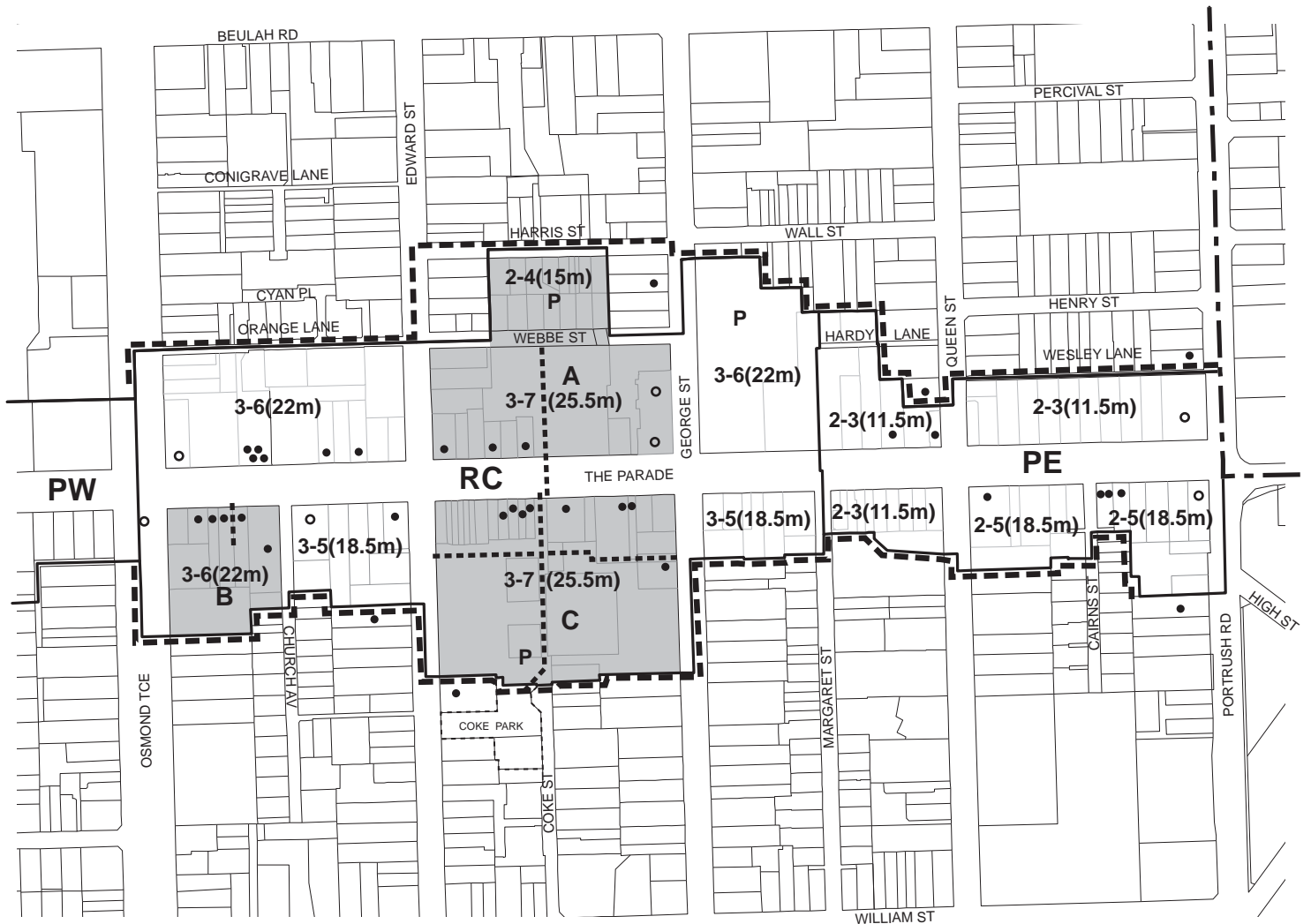
- Objective 1:** A centre that accommodates a range of retail facilities, offices, consulting rooms, and cultural, community, public administration, entertainment, educational, religious and residential facilities to serve the community and visitors within the surrounding district.
- Objective 2:** Development of a visually and functionally cohesive and integrated district centre.
- Objective 3:** Integrated, mixed-use, medium rise buildings with ground floor uses that create active and vibrant streets with commercial and/or residential development above.
- Objective 4:** Buildings sited to provide a continuous and consistent low-scale building edge with verandahs/awnings over the public footpath and buildings designed with frequently repeated frontage form and narrow tenancy footprints.
- Objective 5:** Amalgamation of allotments into larger sites to optimise co-ordinated development options for the land, particularly where it will facilitate a cohesive built form, maximise shared car parking arrangements and minimise the number of vehicle access points.
- Objective 6:** Development that contributes to the desired character of the zone.

DESIRED CHARACTER


The District Centre (Norwood) Zone is a cosmopolitan area of diverse townscape interest and character, focussed around The Parade, with attractive pedestrian spaces generating a high level of activity, visual appeal and community interaction. It will continue to serve a large residential district, which extends beyond the council boundaries, and will contain a mix of retail, business, administrative, civic, recreational, entertainment, community, medical, health, fitness and residential land uses.

Retail development will be the focus of land use activities at ground level, with The Parade being reinforced as an Activity Centre of eastern metropolitan significance for food, fashion and specialty shops. Above ground level, other business uses such as offices and consulting rooms, as well as residential uses, will be developed. The development of large floor area retailing will be contained primarily within the Retail Core Policy Area and be located behind smaller specialty shops along The Parade, in order to maintain the 'high street' character and vibrancy of The Parade.

Development which incorporates a significant residential component (more than 20 dwellings) will provide a range of dwelling sizes and a proportion of affordable housing. Short term residential accommodation, in the form of serviced apartments and tourist accommodation, is also desired in locations where it does not compromise the amenity of longer term residents.












- RC** Retail Core Policy Area
- PW** Parade West Policy Area
- PE** Parade East Policy Area
- 2-3 (11.5m) Building height range
- P** Major public carpark
- o** State Heritage Place
- Local Heritage Place
- Pedestrian Link
- A** Key Development Areas
- - - - - Interface with Residential Zone
- Policy Area Boundary
- - - - - Development Plan Boundary

Not to scale 

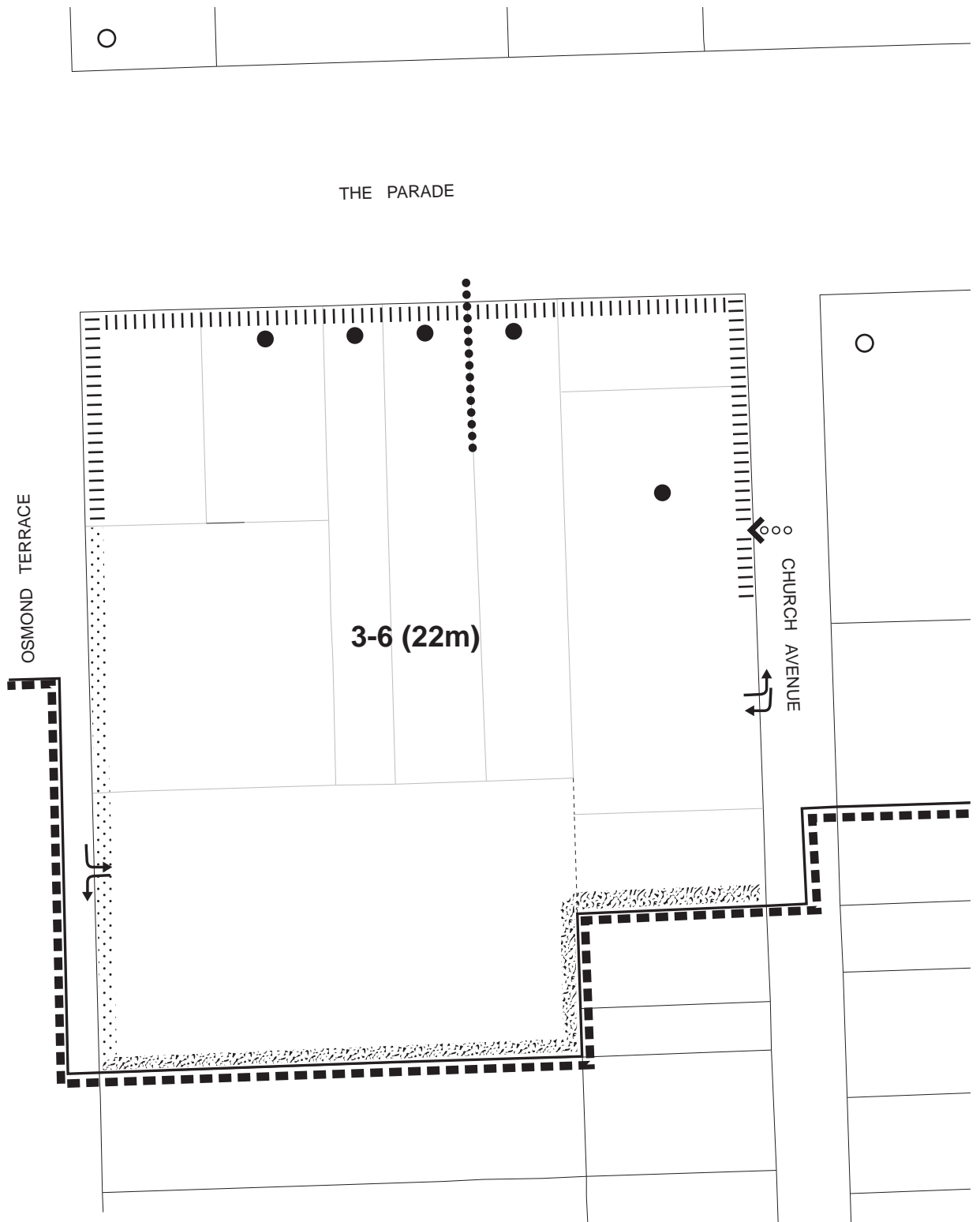
NORWOOD PAYNEHAM AND ST PETERS (CITY) DISTRICT CENTRE NORWOOD CONCEPT PLAN Fig DCe/1



Not to scale

-  Landscape buffer
-  Pedestrian Link
-  3-7 (25.5m) Building height range
-  Local Heritage Place
-  State Heritage Place
-  Active edge
-  Interface with Residential Zone
-  Vehicle access - left in/left out only
-  District Centre Zone Boundary

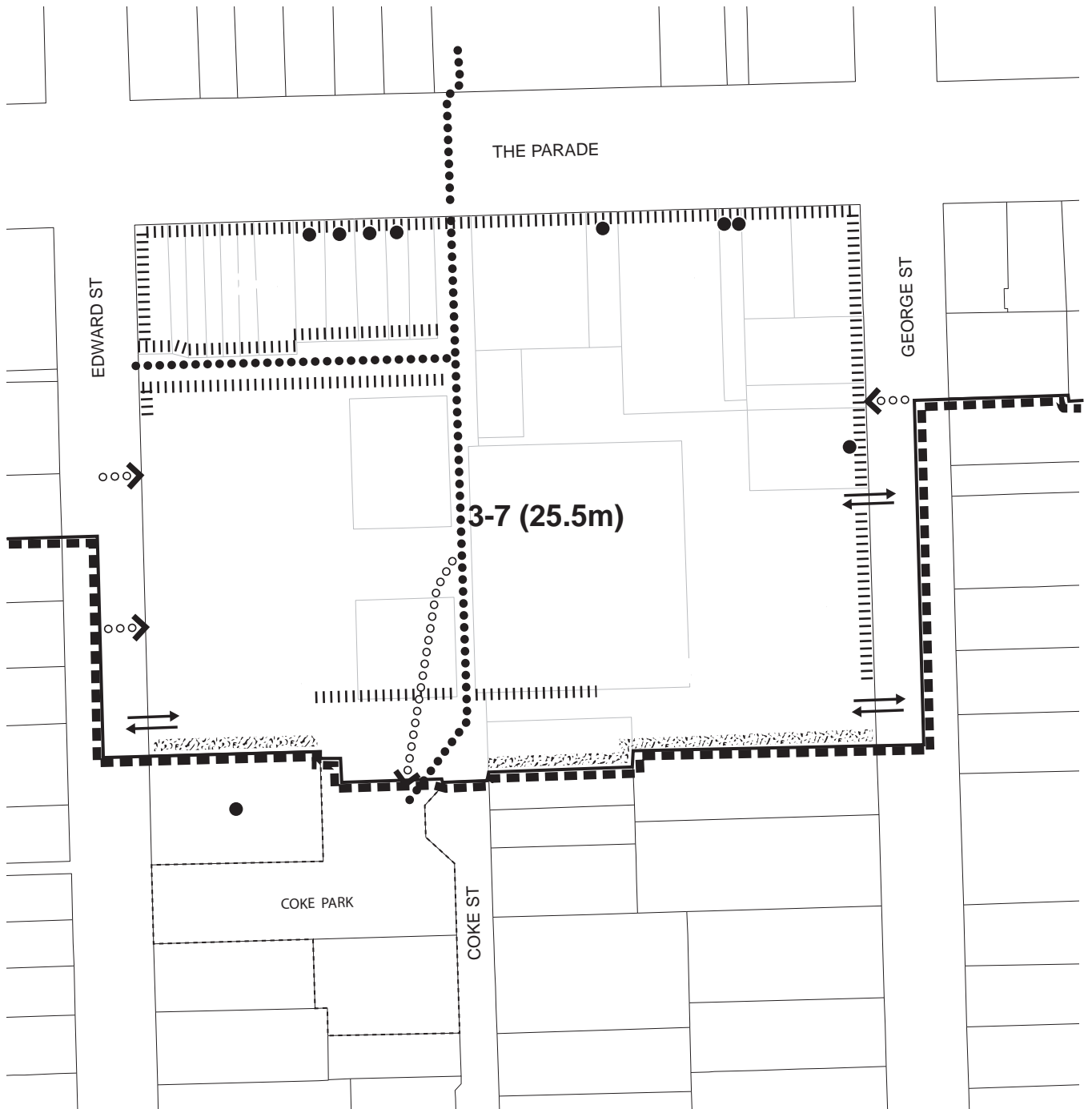
**NORWOOD PAYNEHAM
 AND ST PETERS (CITY)
 DISTRICT CENTRE NORWOOD
 KEY DEVELOPMENT AREA A
 CONCEPT PLAN
 Fig DCe/2**




- Residential land use fronting Osmond Terrace
- ▨ Landscape buffer
- Pedestrian link
- Indicative future pedestrian link
- 3-6 (22m) Building height range
- ▣ Interface with Residential Zone
- Local Heritage Place
- State Heritage Place
- ||||| Active edge
- District Centre Zone Boundary
- ↕ Indicative vehicle access

Not to scale

**NORWOOD PAYNEHAM
AND ST PETERS (CITY)
DISTRICT CENTRE NORWOOD
KEY DEVELOPMENT AREA B
CONCEPT PLAN
Fig DCe/3**



Not to scale 

-  Landscape buffer
-  Pedestrian Link
-  Indicative future pedestrian link
- 3-7 (25.5m)** Building height range
-  Interface with Residential Zone
-  Local Heritage Place
-  Active edge
-  Indicative vehicle access
-  District Centre Zone Boundary

**NORWOOD PAYNEHAM
 AND ST PETERS (CITY)
 DISTRICT CENTRE NORWOOD
 KEY DEVELOPMENT AREA C
 CONCEPT PLAN
 Fig DCe/4**

Outdoor dining, which is complementary to existing businesses, is encouraged along The Parade frontages and, on corner sites, may extend into side streets where it can be accommodated with minimal disruption to pedestrian and vehicular movements and where it does not unreasonably impact on the amenity enjoyed by occupants of nearby residences. Opportunities to create upper level spaces above the ground floor level of buildings, which overlook The Parade and provide further opportunities for outdoor dining will be encouraged, where it will contribute to the vibrancy of The Parade.

Entertainment venues, such as cinemas and theatres, are envisaged within the zone, however, venues which operate as a nightclub or discotheque, or venues which offer adult entertainment involving the display, exhibition or performance of any entertainment or act which is sexually explicit, are not a desired form of land use within the zone.

Premises which offer by sale or hire, adult products and services, including visual products, objects and publications of a sexually explicit nature and tattoo parlours, are not a desired form of land use within the zone.

New buildings will be sited and designed to reinforce the high street character of The Parade, particularly east of Osmond Terrace. The Norwood Town Hall (and Clock Tower), the Norwood Hotel at the corner of Osmond Terrace and The Parade and the spires of the former church and church on the northern corners of the intersection of The Parade and Portrush Road, will remain as prominent visual elements along The Parade.

A range of building heights is anticipated within the Zone. East of Osmond Terrace, building heights will be guided by the range of heights indicated on Concept Plan [Fig DCe/1](#) and further detailed on Concept Plans [Fig DCe/2](#), [Fig DCe/3](#) and [Fig DCe/4](#).

The scale and massing of taller building elements within the Zone will be designed having regard to the visual, overlooking and overshadowing impacts on residential properties in adjacent Residential Zones, whilst recognising that there is a need to carefully balance the level of amenity expected by nearby residents, with the nature of development desired within the Zone.

The character of The Parade will be reinforced by a well-defined low to medium scale built form edge abutting the footpath and continuing the established width, rhythm and pattern of facades that generally support a variety of tenancies with narrow frontages. To maintain a human scale at street level, the upper levels of buildings will be recessed behind the dominant two (2) and three (3) storey podium/street wall heights.

Although demolition control of existing shopfronts and facades which are not identified as State or Local Heritage Places is not legislated, where they contribute to the historical built form character of The Parade, their integration into new development is a desirable outcome. The scale, siting and design of new development will be influenced by the desire to maintain the prominence and integrity of adjacent or abutting State or Local Heritage Places and in some cases, may temper the ability to achieve the minimum and/or maximum allowable building parameters.

The front and side elevations of buildings (or portions of buildings) fronting The Parade and extending into adjacent side streets, will incorporate materials and finishes of a high quality and complement (without replicating) the materials and finishes used in the historic building fabric and will avoid visible expanses of tilt-up concrete walling. Shopfronts will incorporate visible entry foyers and display windows and will not be secured through the use of roller shutters.

The creation of new vehicle access points from The Parade is not desired and where possible, vehicle access should be from side streets and rear access lanes. The level of public car parking spaces will be increased over time, particularly in association with any expansion of development within the Retail Core, to ensure that good accessibility to The Parade as a destination location is maintained.

Pedestrian movement in the District Centre (Norwood) Zone will continue to be concentrated along The Parade frontages and along the north/south pedestrian ways linking the Webbe Street car park to the north and James Coke Park to the south. Development will ensure that pedestrian movement is not unduly obstructed by the placement of either fixed or moveable items on footpaths or along pedestrian access ways. The existing open nature of the pedestrian link on the southern side of The Parade will be maintained.

Development will enhance the pedestrian environment of The Parade and adjacent secondary streets, with verandahs, pergolas and awnings extending over the footpath, to provide pedestrian protection and achieve a human scale and a visually interesting environment. Where there is a dominant existing verandah height, this will be continued by new development. Where possible, structures over the footpath will be cantilevered to minimise the potential for damage from vehicles and the like.

Cycling is an increasingly popular form of transport and recreation, therefore development on public and private land will consider the needs of cyclists, in terms of providing secure bicycle parking and storage facilities and creating linkages through the District Centre, which can be shared safely by both pedestrians and cyclists. Larger scale commercial developments will also provide appropriate end of journey facilities such as showers and change rooms.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

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

- Affordable housing
- Aged persons accommodation (but not including a nursing home)
- Bank
- Child care centre
- Civic centre
- Consulting room
- Discount department store (within the Retail Core Policy Area)
- Dwellings above ground level
- Educational establishment
- Entertainment venue (but not including nightclubs, discotheques and adult entertainment premises)
- Hotel
- Indoor recreation centre (including health, fitness and personal training facilities)
- Library
- Licensed premises (but not including nightclubs, discotheques and adult entertainment premises)
- Office
- Place of worship
- Pre-school
- Primary school
- Restaurant
- Serviced apartments
- Shop or group of shops
- Student accommodation
- Supported accommodation
- Supermarket (within the Retail Core Policy Area)
- Tourist accommodation.

2 Development listed as non-complying is generally inappropriate.

3 Development should complement the function of the zone as a district wide centre for retailing, comprising primarily ground floor retailing, with other business uses and residential uses located above ground level and at the periphery of the zone.

4 Development incorporating large floor area retail tenancies, such as discount department stores or supermarkets, should generally be located within the Retail Core Policy Area.

5 Where a development comprises more than two (2) storeys above natural ground level, the levels above the ground and first floor levels should comprise residential accommodation (which may include serviced apartments).

6 Where residential accommodation above ground floor level non-residential uses is proposed, the average floor area of the residential component should not exceed 100 square metres per dwelling.

Form and Character

- 7 Development should be consistent with the desired character for the zone.
- 8 The height of buildings and structures should be consistent with the heights specified in the relevant policy area and as indicated on Concept Plan [Fig DCe/1](#).
- 9 To minimise building massing at the interface with residential development outside of the zone, buildings should be constructed within a building envelope provided by a 30 degree plane, measured from a height of 3 metres above natural ground level at the zone boundary (except where this boundary is a primary road frontage), as illustrated in Figure 1:

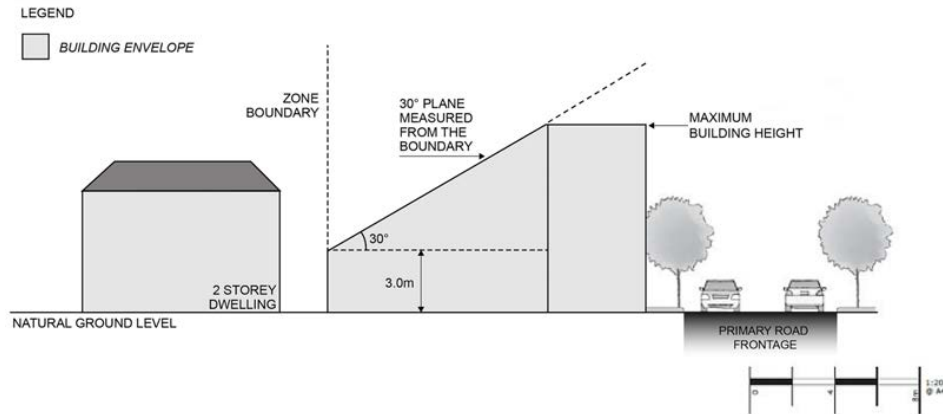


Figure 1

- 10 Development located above the maximum allowable podium/street wall height should be set back from the street wall boundary in order to:
 - (a) reinforce a lower scale (2 or 3 storey) building form along the primary and secondary street frontages;
 - (b) minimise overshadowing of the public realm; and
 - (c) maintain the prominence and integrity of heritage buildings;

and in order to achieve these aims, the set-back should generally be in the order of 6 metres from the street wall boundary.
- 11 The front set-back of new buildings at ground level should maintain the traditional pattern of development abutting street boundaries to define the street space.
- 12 Pedestrian spaces should be developed with an open character, which includes high quality landscaping, and along public street frontages should incorporate pedestrian shelter.
- 13 New buildings located along The Parade and extending into adjacent side streets, should include a verandah or canopy structure (cantilevered where possible) over the footpath, which avoids damage or interference with the growth of street trees and should be of a height consistent with the verandah or canopy of adjacent buildings.
- 14 The finished floor level of the ground floor of buildings and any associated outdoor dining areas, should be the same as the level of the adjacent footpath and stepped where required, to enable all access points to match the existing footpath level.
- 15 The ground level facades of non-residential or mixed-use buildings should incorporate materials which are transparent or glazed a minimum of 50% of the width of the façade and should not be secured with roller shutters, to promote active street frontages and maximise passive surveillance.

- 16** On-site car parking should be provided behind, below, or above uses on the ground floor of buildings which front The Parade. Where this is not possible, it should not interrupt the continuity of the streetscape or pedestrian movements and should be screened from the street.
- 17** Vehicle parking should be provided in accordance with the rates set out in [Table NPSP/9 – Off Street Vehicle Parking Requirements for Non-Residential Land Uses](#) or [Table NPSP/9A – Off Street Vehicle Parking Requirements for Designated Areas](#) (whichever applies).
- 18** Advertisements should reflect the role of the District Centre (Norwood) Zone as the centre for retail, business, cultural and municipal activities for the city, but should nevertheless be designed so as not to adversely affect the historic character of The Parade.

The following kinds of advertisements are appropriate:

- (a) below canopy level: flush wall signs, business plates, painted wall signs and horizontal projecting signs;
- (b) canopy level: fascia signs; and
- (c) above canopy level: flush wall signs and painted wall signs within parapet height.;

All other advertisements, including those at roof level, are inappropriate.

Complying Development

- 19** 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:

- (a) Maintenance or repair to a Local Heritage Place, provided that there is no change to the external appearance of the building.
- (b) Work undertaken within a Local Heritage Place that does not increase the total floor area of the building and does not alter the external appearance of the building.
- (c) 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 building is not a State heritage place;
 - (iii) 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;
 - (iv) 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:
 - (i) 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);
 - (ii) 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;
- (v) 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;
- (vi) off-street vehicular parking is provided in accordance with the rate(s) specified in [Table NPSP/9 – Off Street Vehicle Parking Requirements for Non-Residential Land Uses](#) or the desired minimum rate in [Table NPSP/9A – Off Street Vehicle Parking Requirements for Designated Areas](#) (whichever table applies) to the nearest whole number, except in any one or more of the following circumstances:
 - (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

20 The following kinds of development are **non-complying** in the District Centre (Norwood) Zone:

The change in the use of land to, or the erection, construction, conversion, alteration of or addition to a building for the purposes of, the following:

Advertisements which are:

- (a) roof-mounted advertisements;
- (b) parapet-mounted advertisements which protrude above the top of the parapet; and
- (c) free-standing advertisements, any part of which, including the supporting structure, is greater than six metres in height above adjacent footpath level or ground level, whichever is the lower

Adult entertainment premises
 Adult products and services premises
 Builder's Yard
 Crash Repair Workshop
 Electricity Sub-station
 Hospital
 Industry
 Junk Yard
 Major Public Service Depot

Motor Repair Station
 Nursing Home
 Petrol Filling Station
 Road Transport Terminal
 Service Trade Premises
 Store
 Timber Yard
 Warehouse

Retail Core Policy Area

The following objectives, desired character statement and principles of development control apply in the Retail Core Policy Area shown on Policy Area [Map NPSP/16](#). These provisions are additional to those expressed for the District Centre (Norwood) Zone and the whole of the Council area in the City Wide section.

OBJECTIVES

Objective 1: Development providing major retail facilities including discount department stores, and supermarkets, specialty shops, restaurants, cafes, community, civic, health, fitness, recreational and entertainment facilities, with opportunities for other business uses, such as offices and consulting rooms and medium to high density residential development, located above ground level retailing.

Objective 2: Development that contributes to the desired character of the policy area.

DESIRED CHARACTER

The Retail Core Policy Area is the retail 'heart' of the District Centre (Norwood) Zone and will continue to provide a range of primarily retail uses including specialty shops, supermarkets, discount department stores, restaurants and cafes, all within an integrated pedestrian environment. The provision of dwellings above ground-level retailing is desirable, as are business uses, such as offices and consulting rooms.

Within the Retail Core Policy Area, the Key Development Areas are shown on Concept Plan [Fig DCe/1](#) and further detailed on Concept Plans [Figs DCe/2, 3 and 4](#).

Area A

Area A, shown on Concept Plan [Fig DCe/2](#), provides the opportunity for a large floor area retail facility, such a supermarket or discount department store, located behind specialty shops along the northern side of The Parade and medium to high density residential development located above ground level.

Development should establish an appropriate built form transition to the adjacent State Heritage listed Norwood Town Hall (and Clock Tower) and to the lower scale buildings located along Edward Street.

Within Area A, the height of new development along The Parade frontage will be limited to the existing street wall heights, with the set-back of taller building elements being progressively increased as the height of the building increases, so as to not obstruct views of, or diminish the prominence of, the Norwood Town Hall Clock Tower.

Within Area A, development adjacent to the Edward Street frontage will provide commercial land uses at ground level and will be limited in height to three (3) storeys, with the highest level being a small recessive element, which is set back further from the allotment frontage than the lower levels.

It is envisaged that the existing public car parking facility between Webbe Street and Harris Street will be expanded to provide four (4) levels of car parking, with the fourth level being an open air rooftop deck. Any levels over two (2) storeys in height will be set back from the Harris Street frontage to ensure that the streetscape impact of the structure is minimised.

A pedestrian link between The Parade pedestrian crossing and the Webbe Street car park will be maintained in any future development of the Norwood Place complex.

Area B

Area B, shown on Concept Plan [Fig DCe/3](#), provides some opportunities for mixed use development on amalgamated sites, behind and adjacent to the Local Heritage Places located on Church Street and The Parade, between Osmond Terrace and Church Street. Development within this area will be respectful of its proximity to these Local Heritage Places, as well as its proximity to the State Heritage listed former Baptist Church on the corner of Church Street and The Parade and the Norwood Hotel on the opposite corner of Osmond Terrace and The Parade.

Any future development within Area B will ensure that the existing bluestone-lined pedestrian walkway between 126 and 128 The Parade is retained as a visible element in any such development.

Within Area B, taller building elements will be set back an appropriate distance from the southern boundary of the Area, in order to minimise the visual and overshadowing impacts on the adjacent residential zone.

Development in this Area should extend The Parade's active street frontage along the northern portion of the Osmond Terrace and the Church Street frontages, which may provide opportunities for outdoor dining. Further south along the Osmond Terrace frontage, development should comprise residential buildings of between two (2) and three (3) storeys and provide an appropriate transition in scale to buildings located within the adjacent Residential Zone.

Area C

Area C, shown on Concept Plan [Fig DCe/4](#), is located behind existing shopfronts along the southern side of The Parade, between Edward Street and George Street. It provides a significant opportunity for the development of a discount department store or other large floor area retail facility, specialty shops and medium to high density residential development located above ground level, provided that an appropriate built form transition is achieved, scaling down towards the Residential Zone to the south and development along Edward and George Streets.

The redevelopment of the existing supermarket site will contribute to an increase in the provision of public car parking, in order to match the demand associated with the anticipated increase in retail activity within the Area.

Development adjacent to the Edward Street frontage will be of a lower scale and intensity than within the core of Area C and will provide opportunities for retail and/or residential land uses. Buildings along this frontage will be limited in height to three (3) storeys, with the highest level being a small recessive element, which is set back further from the allotment frontage than the lower levels. A front set-back will be established in order to provide opportunities for landscaping or for the establishment of small outdoor dining areas. There will be no additional vehicle access points created along this section of Edward Street, in order to minimise disruption to pedestrian and vehicle movements.

Development adjacent to the George Street frontage will be limited in height to three (3) storeys, which may be built to the front allotment boundary. Land uses will be commercial in nature, as any commercial loading/unloading facilities associated with the development of the site are likely to be accessed via George Street.

The scale and massing of building elements will be designed having regard to the close proximity of residential properties in the adjacent Residential Zone to the south and James Coke Park, which is a highly utilised park serving both visitors to the District Centre and the local community. In order to minimise the visual and overshadowing impacts of tall buildings, the mass of the upper levels of a building or buildings (exceeding three (3) storeys in height) should be 'broken up' into well-articulated tower elements, which will be set back an appropriate distance from the southern boundary of the Area.

Pedestrian access between The Parade and James Coke Park will continue to be maintained and will not be obstructed through the placement of buildings and/or structures (either fixed or moveable). The northern section of this pedestrian access will remain uncovered, in order to maintain an open feel.

Development should improve east/west pedestrian connectivity through Area C and the activation of the rear of buildings fronting The Parade will be encouraged.

Any internal mall areas should, where practicable, include land uses which encourage a level of evening activity, such as cafes and outdoor dining, which pedestrians and patrons can enjoy in a safe environment.

Development which requires heavy vehicle access and loading bays will be designed to ensure that vehicle movements do not compromise pedestrian safety and that vehicles can enter and exit the site in a forward direction, without the need for heavy vehicles to queue on surrounding public streets.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development should be consistent with the desired character for the policy area.
- 2 The height of development within the Retail Core Policy Area should be consistent with the range of building heights shown on Concept Plan [FigDCe/1](#) and as described in the Desired Character Statement.
- 3 Development should maintain a pedestrian scale at street level and should include a clearly defined podium or street wall fronting The Parade (and extending into side streets) with a maximum building height of 3 storeys or 11.5 metres.
- 4 Development within Areas A, B and C should be guided by Concept Plans [Fig DCe/2](#), [Fig DCe/3](#) and [Fig DCe/4](#). The Concept Plans should be read in conjunction with the Desired Character Statement and all of the objectives and principles of development control, which are relevant to each site.

The Parade East Policy Area

The following objectives, desired character statement and principles of development control apply in The Parade East Policy Area shown on Policy Area [Map NPSP/16](#). These provisions are additional to those expressed for the District Centre (Norwood) Zone and the whole of the Council area in the City Wide section.

OBJECTIVES

- Objective 1:** Development providing specialty shops, restaurants, cafes, offices, consulting rooms, recreation and community facilities, together with medium to high density residential development.
- Objective 2:** Development that contributes to the desired character for the policy area.

DESIRED CHARACTER

The Parade East Policy Area provides for small-scale retailing, restaurants, offices, consulting rooms, recreation and community facilities, which extend at a lower intensity than the activity of the adjoining Retail Core Policy Area. The Policy Area will continue to provide non-residential activity at ground level, with opportunities for residential land uses above ground level.

Development should respect the heritage and streetscape significance of historic buildings on The Parade, in particular the State Heritage listed former church and church buildings located on the northern corners of the intersection of Portrush Road and The Parade.

It is expected that any redevelopment of the former Water Tower site will seek to improve the amenity of residents in Cairns Street, in terms of reducing the current level of overshadowing and visual amenity impacts associated with the existing structure.

Development should achieve consolidated car parking areas at the rear of properties facing The Parade, with the preferred access being from Queen Street and rear laneways.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development should be consistent with the desired character for the policy area.
- 2 Development should be consistent with the range of building heights shown on Concept Plan [FigDCe/1](#).
- 3 Development should maintain a pedestrian scale at street level and should include a clearly defined podium or street wall fronting The Parade (and extending into side streets) with a maximum building height of 2 storeys or 8 metres.

The Parade West Policy Area

The following objectives, desired character statement and principles of development control apply in The Parade West Policy Area shown on Policy Area [Map NPSP/15 and 16](#). These provisions are additional to those expressed for the District Centre (Norwood) Zone and the whole of the Council area in the City Wide section.

OBJECTIVES

- Objective 1:** Development providing specialty shops, restaurants, cafes and offices, with opportunities for residential development above ground level.
- Objective 2:** Development that contributes to the desired character for the policy area.

DESIRED CHARACTER

The Parade West Policy Area should form a lower intensity extension of the Retail Core Policy Area and development should reinforce the established character as an area for small and medium-sized specialty shops and small retail showrooms. Residential development above ground level non-residential use is desirable.

Car parking provision for sites north of The Parade should have access from Sydenham Road, Woods Street and Beyer Street wherever possible.

Car parking areas should be at the rear of properties, primarily with rear access.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development should be consistent with the desired character for the policy area.
- 2 Development in The Parade West Policy Area should be primarily for specialty shops, consulting rooms, restaurants, offices, health and fitness facilities and residential uses above ground level.
- 3 Development within the Parade West Policy Area should not exceed two (2) storeys in height above mean natural ground level.
- 4 Development should create further spacious pedestrian malls linking The Parade frontage and car parking areas at the rear.

DISTRICT CENTRE (ST PETERS) ZONE

Introduction

The objectives and principles of development control that follow apply to the District Centre (St Peters) Zone shown on [Maps NPSP/6 and 7](#). The provisions for the zone are additional to the City Wide provisions expressed for the whole of the council area.

The District Centre (St Peters) Zone encompasses the historic town centre of St Peters, including the Town Hall, the Civic Centre and neighbouring shops. The main focus of shopping activity is around the intersection of Payneham Road and Nelson Street, while the civic buildings are south-west of the junction of St Peters Street with Payneham Road.

OBJECTIVES

- Objective 1:** A zone primarily accommodating a range of shopping, administrative, cultural, community, office, commercial, entertainment, educational, religious and recreational facilities.
- Objective 2:** Provision for the cultural and civic focus of the area in the south western part of the zone.
- Objective 3:** Provision for the weekly shopping needs of the population of the council area in the central and eastern parts of the zone.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development should be, primarily, a range of shopping, administrative, cultural, community, office, commercial, entertainment, educational, religious and recreational facilities related to the size and characteristics of the population of the council area.
- 2 The shopping facilities should provide mainly convenience goods and a sufficient range of comparison goods to serve the major weekly shopping trip of the population of the council area.
- 3 There should be no residential development at ground floor level.
- 4 Vehicle parking should be provided in accordance with the rates set out in [Table NPSP/9](#) – Off Street Vehicle Parking Requirements for Non-Residential Land Uses or [Table NPSP/9A](#) – Off Street Vehicle Parking Requirements for Designated Areas (whichever applies).

Complying Development

- 5 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:

- (a) Maintenance or repair to a Local Heritage Place, provided that there is no change to the external appearance of the building.
- (b) Work undertaken within a Local Heritage Place that does not increase the total floor area of the building and does not alter the external appearance of the building.
- (c) 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 building is not a State heritage place;

- (iii) 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;
- (iv) 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:
 - (i) 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);
 - (ii) 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;
- (v) 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;
- (vi) off-street vehicular parking is provided in accordance with the rate(s) specified in [Table NPSP/9 – Off Street Vehicle Parking Requirements for Non-Residential Land Uses](#) or the desired minimum rate in [Table NPSP/9A – Off Street Vehicle Parking Requirements for Designated Areas](#) (whichever table applies) to the nearest whole number, except in any one or more of the following circumstances:
 - (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

6 The following kinds of development are **non-complying** in the District Centre (St Peters) Zone:

- Amusement Park
- Caravan Park
- Cemetery
- Crematorium
- Detached Dwelling
- General Industry
- Hospital
- Light Industry
- Major Public Service Depot
- Motor Repair Station
- Plant Nursery
- Refuse Destructor
- Special Industry
- Stadium
- Transmitting Station above 30 metres in height
- Welfare Institution

NEIGHBOURHOOD CENTRE ZONE

Introduction

The objective and principles of development control that follow apply to the Neighbourhood Centre Zone shown on [Maps NPSP/10 and 11](#). Further principles of development control also apply to policy areas that are relevant to the zone. The provisions for the zone and its related policy areas are additional to the City Wide provisions expressed for the whole of the council area.

The Neighbourhood Centre Zone contains the following policy areas, shown on [Maps NPSP/15, 16 and 17](#).

Marryatville
Magill Road

OBJECTIVE

Objective 1: Development primarily consisting of small-scale specialty and convenience shops, restaurants, consulting rooms and offices.

The Neighbourhood Centre Zone provides for small-scale retail facilities such as convenience and specialty shops, restaurants and locally-based consulting rooms and offices.

Marryatville Policy Area

Development in the Marryatville Policy Area should consolidate the existing centre and should recognise the zone's functional relationship to the Tusmore Shopping Centre.

Development should achieve consolidated car parking areas at the rear of properties and should have access from Kensington Road or Shipsters Road or via the established public car park servicing the Tusmore Shopping Centre. Vehicular access arrangements should not increase traffic volumes in Dudley Road where other access options exist.

Magill Road Policy Area

Development in the Magill Road Policy Area should consolidate the existing centre and should recognise and relate to the complementary uses and buildings on the northern side of Magill Road.

Car park provision should achieve consolidated car parking areas at the rear of properties. Car parking areas should have access from Magill Road wherever possible and secondary access from Edward or George Streets.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development in the Neighbourhood Centre Zone should be primarily for small-scale specialty shops, convenience shops, restaurants, consulting rooms and offices. Development may include galleries, whether or not retail sales take place.
- 2 New buildings should maintain the traditional pattern of development abutting street boundaries to reinforce the street space.
- 3 New buildings should be in a contemporary architectural idiom which is sympathetic and reflective of the existing traditional building scales, forms and styles typical of the main road frontages, including the featuring of decorative parapet fronts and verandahs.
- 4 Development should enhance the pedestrian environment of the main road frontages with the provision of awnings and pergolas for pedestrian protection.
- 5 Development adjacent to the Kensington 1 Policy Area of the Residential Historic (Conservation) Zone should be compatible in design and scale with the character sought for that Zone and Policy Area.

- 6 Expansion of the Marryatville Hotel should be limited to its site as at 5 August 1993.
- 7 Car parking and service areas should be located at the rear of sites and development should not include car parking in basements, part-basements or at-grade beneath occupied areas of buildings.
- 8 Vehicle parking should be provided in accordance with the rates set out in [Table NPSP/9](#) – Off Street Vehicle Parking Requirements for Non-Residential Land Uses or [Table NPSP/9A](#) – Off Street Vehicle Parking Requirements for Designated Areas (whichever applies).
- 9 Development in the Neighbourhood Centre Zone should not exceed two storeys in height above mean natural ground level.
- 10 The average site area per dwelling unit for residential development in the Neighbourhood Centre Zone should not be less than 120 square metres.
- 11 Advertisements in the Neighbourhood Centre Zone should reflect its traditional arterial road shopping strip nature.

The following kinds of advertisements are appropriate:

- (a) below canopy level: flush wall signs, business plates, painted wall signs and horizontal projecting signs;
- (b) canopy level: fascia signs; and
- (c) above canopy level: flush wall signs and painted wall signs within parapet height.

All other advertisements, including those at canopy level, above canopy level and roof level are inappropriate.

Complying Development

- 12 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:

- (a) Maintenance or repair to a Local Heritage Place, provided that there is no change to the external appearance of the building.
- (b) Work undertaken within a Local Heritage Place that does not increase the total floor area of the building and does not alter the external appearance of the building.
- (c) 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 building is not a State heritage place;
 - (iii) 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;
 - (iv) 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:
 - (i) 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);
 - (ii) 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;
- (v) 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;
- (vi) off-street vehicular parking is provided in accordance with the rate(s) specified in [Table NPSP/9](#) – Off Street Vehicle Parking Requirements for Non-Residential Land Uses or the desired minimum rate in [Table NPSP/9A](#) – Off Street Vehicle Parking Requirements for Designated Areas (whichever table applies) to the nearest whole number, except in any one or more of the following circumstances:
 - (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

13 The following kinds of development are **non-complying** in the Neighbourhood Centre Zone:

The change in the use of land to, or the erection, construction, conversion, alteration of or addition to a building for the purposes of, the following:

Advertisements which are:

- (a) roof-mounted advertisements;
- (b) parapet-mounted advertisements which protrude above the top of the parapet; and

- (c) free-standing advertisements, any part of which, including the supporting structure, is greater than six metres in height above adjacent footpath level or ground level, whichever is the lower

Builder's Yard
Crash Repair Workshop
Electricity Sub-station
Hospital
Industry
Junk Yard
Major Public Service Depot
Motor Repair Station
Nursing Home
Petrol Filling Station
Road Transport Terminal
Service Industry
Service Trade Premises
Store
Timber Yard
Warehouse

LOCAL CENTRE (ST PETERS) ZONE

Introduction

The objective and principles of development control that follow apply to the Local Centre (St Peters) Zone shown on [Maps NPSP/6, 7 and 10](#). The provisions for the zone are additional to the City Wide provisions expressed for the whole of the council area.

OBJECTIVE

Objective 1: A zone primarily accommodating small groups of shopping, office and community facilities which cater for the day-to-day needs of nearby residents.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development should be, primarily, for small groups of shops, office and community facilities which cater for the day-to-day needs of nearby residents.
- 2 The maximum gross leasable floor area of a shop or group of shops should be in the order of 250 square metres.
- 3 Vehicle parking should be provided in accordance with the rates set out in [Table NPSP/9 – Off Street Vehicle Parking Requirements for Non-Residential Land Uses](#) or [Table NPSP/9A – Off Street Vehicle Parking Requirements for Designated Areas](#) (whichever applies).

Complying Development

- 4 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:

- (a) Maintenance or repair to a Local Heritage Place, provided that there is no change to the external appearance of the building.
- (b) Work undertaken within a Local Heritage Place that does not increase the total floor area of the building and does not alter the external appearance of the building.
- (c) 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 building is not a State heritage place;
 - (iii) 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;
 - (iv) 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:
 - (i) 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);

- (ii) 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;
- (v) 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;
- (vi) off-street vehicular parking is provided in accordance with the rate(s) specified in [Table NPSP/9 – Off Street Vehicle Parking Requirements for Non-Residential Land Uses](#) or the desired minimum rate in [Table NPSP/9A – Off Street Vehicle Parking Requirements for Designated Areas](#) (whichever table applies) to the nearest whole number, except in any one or more of the following circumstances:
 - (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

5 The following kinds of development are **non-complying** in the Local Centre (St Peters) Zone:

Amusement Hall
 Amusement Park
 Auction Room
 Billiard Saloon
 Boarding House
 Bowling Alley
 Builder's Yard
 Bus Depot
 Bus Station
 Concert Hall
 Crematorium
 Detached Dwelling
 Exhibition Hall
 Fire Station

General Industry
Gymnasium
Health Centre
Intensive Animal Keeping
Light Industry
Major Public Service Depot
Motor Repair Station
Motor Showroom
Multiple Dwelling
Plant Nursery
Refuse Destructor
Residential Building of three or more storeys
Residential Flat Building
Row Dwelling
Semi-detached Dwelling
Service Industry
Skating Rink
Special Industry
Squash Court
Stadium
Store
Theatre
Transmitting Station above 30 metres in height
Used Car Lot
Warehouse
Welfare Institution

LOCAL CENTRE (NORWOOD) ZONE

Introduction

The objective and principles of development control that follow apply to the Local Centre (Norwood) Zone shown on [Map NPSP/9](#). The provisions for the zone are additional to the City Wide provisions expressed for the whole of the council area.

OBJECTIVE

Objective 1: Development providing minor retail facilities including small-scale specialty and convenience shops, restaurants and offices.

The Local Centre (Norwood) Zone provides for small-scale retail facilities such as convenience and specialty shops, restaurants and locally-based offices. Development should consolidate the existing local centre.

Development in the Local Centre (Norwood) Zone should achieve consolidated car parking areas at the rear of properties with access from Sydenham Road, Charles Street and Davis Street wherever possible.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development in the Local Centre (Norwood) Zone should be primarily for small-scale specialty shops, convenience shops, restaurants and offices.
- 2 The maximum gross leasable floor area of a shop or group of shops should be in the order of 450 square metres.
- 3 New buildings should maintain the traditional pattern of development abutting street boundaries to reinforce the street space.
- 4 New buildings should be in a contemporary architectural idiom which is sympathetic and reflective of the existing traditional building scales, forms and styles typical of the main road frontages, including the featuring of decorative parapet fronts and verandahs.
- 5 Development should enhance the pedestrian environment of the main road frontages with the provision of awnings and pergolas for pedestrian protection.
- 6 Development may include galleries, whether or not retail sales take place.
- 7 Car parking and service areas should be located at the rear of sites and development should not include car parking in basements, part-basements or at-grade beneath occupied areas of buildings.
- 8 Vehicle parking should be provided in accordance with the rates set out in [Table NPSP/9](#) – Off Street Vehicle Parking Requirements for Non-Residential Land Uses or [Table NPSP/9A](#) – Off Street Vehicle Parking Requirements for Designated Areas (whichever applies).
- 9 Development in the Local Centre (Norwood) Zone should not exceed two storeys in height above mean natural ground level.
- 10 The average site area per dwelling unit for residential development in the Local Centre (Norwood) Zone should not be less than 120 square metres.
- 11 Advertisements in the Local Centre (Norwood) Zone should reflect its traditional arterial road shopping strip nature.

The following kinds of advertisements are appropriate:

- (a) below canopy level: flush wall signs, business plates, painted wall signs and horizontal projecting signs;
- (b) canopy level: fascia signs; and
- (c) above canopy level: flush wall signs and painted wall signs within parapet height.

All other advertisements, including those at canopy level, above canopy level and roof level, are inappropriate.

Complying Development

12 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:

- (a) Maintenance or repair to a Local Heritage Place, provided that there is no change to the external appearance of the building.
- (b) Work undertaken within a Local Heritage Place that does not increase the total floor area of the building and does not alter the external appearance of the building.
- (c) 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 building is not a State heritage place;
 - (iii) 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;
 - (iv) 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:
 - (i) 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);
 - (ii) 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;
 - (v) 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;
- (vi) off-street vehicular parking is provided in accordance with the rate(s) specified in [Table NPSP/9](#) – Off Street Vehicle Parking Requirements for Non-Residential Land Uses or the desired minimum rate in [Table NPSP/9A](#) – Off Street Vehicle Parking Requirements for Designated Areas (whichever table applies) to the nearest whole number, except in any one or more of the following circumstances:
 - (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

13 The following kinds of development are **non-complying** in the Local Centre (Norwood) Zone:

The change in the use of land to, or the erection, construction, conversion, alteration of or addition to a building for the purposes of, the following:

Advertisements which are:

- (a) roof-mounted advertisements;
- (b) parapet-mounted advertisements which protrude above the top of the parapet; and
- (c) free-standing advertisements, any part of which, including the supporting structure, is greater than six metres in height above adjacent footpath level or ground level, whichever is the lower

Builder's Yard
 Crash Repair Workshop
 Electricity Sub-station
 Hospital
 Industry
 Junk Yard
 Major Public Service Depot
 Motor Repair Station
 Nursing Home
 Petrol Filling Station
 Road Transport Terminal
 Service Trade Premises
 Store
 Timber Yard
 Warehouse

DISTRICT SHOPPING ZONE

Introduction

The objective and principles of development control that follow apply to the District Shopping Zone shown on [Maps NPSP/4 and 8](#). The provisions for the zone are additional to the City Wide provisions expressed for the whole of the council area.

OBJECTIVE

Objective 1: A zone primarily accommodating a range of shops serving the needs of a wider area than that of a Local Shopping Zone.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development undertaken in the District Shopping Zone should be, primarily, a range of shops serving the needs of a wider area than that of a Local Shopping Zone.
- 2 Vehicle parking should be provided in accordance with the rates set out in [Table NPSP/9](#) – Off Street Vehicle Parking Requirements for Non-Residential Land Uses or [Table NPSP/9A](#) – Off Street Vehicle Parking Requirements for Designated Areas (whichever applies).

Complying Development

- 3 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:

- (a) those uses listed below, provided:
 - (i) the conditions prescribed in [Table NPSP/2](#) are met (where relevant); and
 - (ii) no building being erected, added to or altered on any land so that any portion of such building will be erected, added to or altered nearer than eight metres to the existing boundary of any road, or to the boundary of any land shown as being required for road widening on the Plan deposited under the provisions of the Metropolitan Adelaide Road Widening Plan Act, 1972-1976.
 - Bank
 - Consulting Room
 - Office
 - Office and Dwelling
 - Post Office
 - Radio or TV Studio
 - Recreation Area
 - Shop
 - Shop and Dwelling
- (b) maintenance or repair to a Local Heritage Place, provided that there is no change to the external appearance of the building;
- (c) work undertaken within a Local Heritage Place that does not increase the total floor area of the building and does not alter the external appearance of the building;
- (d) 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 building is not a State heritage place;
- (iii) 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;
- (iv) 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:
 - (i) 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);
 - (ii) 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;
- (v) 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;
- (vi) off-street vehicular parking is provided in accordance with the rate(s) specified in [Table NPSP/9 – Off Street Vehicle Parking Requirements for Non-Residential Land Uses](#) or the desired minimum rate in [Table NPSP/9A – Off Street Vehicle Parking Requirements for Designated Areas](#) (whichever table applies) to the nearest whole number, except in any one or more of the following circumstances:
 - (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

4 The following kinds of development are **non-complying** in the District Shopping Zone:

- Amusement Park
- Caravan Park
- Cemetery
- Crematorium
- Detached Dwelling
- General Industry
- Hospital
- Light Industry
- Major Public Service Depot
- Motor Repair Station
- Plant Nursery
- Refuse Destructor
- Semi-detached Dwelling
- Special Industry
- Stadium
- Transmitting Station above 30 metres in height
- Welfare Institution

LOCAL SHOPPING ZONE

Introduction

The objective and principles of development control that follow apply to the Local Shopping Zone shown on [Maps NPSP/5, 7, 8 and 11](#). The provisions for the zone are additional to the City Wide provisions expressed for the whole of the council area.

OBJECTIVE

Objective 1: A zone primarily accommodating small groups of shops which cater for the day-to-day needs of nearby residents.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development undertaken in the Local Shopping Zone should be, primarily, small groups of shops which cater for the day-to-day needs of nearby residents.
- 2 Vehicle parking should be provided in accordance with the rates set out in [Table NPSP/9](#) – Off Street Vehicle Parking Requirements for Non-Residential Land Uses or [Table NPSP/9A](#) – Off Street Vehicle Parking Requirements for Designated Areas (whichever applies).

Complying Development

- 3 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:

- (a) those uses listed below, provided:
 - (i) the conditions prescribed in [Table NPSP/2](#) are met (where relevant); and
 - (ii) no building being erected, added to or altered on any land so that any portion of such building will be erected, added to or altered nearer than eight metres to the existing boundary of any road, or to the boundary of any land shown as being required for road widening on the Plan deposited under the provisions of the Metropolitan Adelaide Road Widening Plan Act, 1972-1976.

Shop
Shop and Dwelling

- (b) maintenance or repair to a Local Heritage Place, provided that there is no change to the external appearance of the building;
- (c) work undertaken within a Local Heritage Place that does not increase the total floor area of the building and does not alter the external appearance of the building;
- (d) 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 building is not a State heritage place;
 - (iii) 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;

- (iv) 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:
 - (i) 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);
 - (ii) 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;
- (v) 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;
- (vi) off-street vehicular parking is provided in accordance with the rate(s) specified in [Table NPSP/9 – Off Street Vehicle Parking Requirements for Non-Residential Land Uses](#) or the desired minimum rate in [Table NPSP/9A – Off Street Vehicle Parking Requirements for Designated Areas](#) (whichever table applies) to the nearest whole number, except in any one or more of the following circumstances:
 - (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

4 The following kinds of development are **non-complying** in the Local Shopping Zone:

Amusement Hall
 Amusement Park
 Auction Room
 Billiard Saloon

Bowling Alley
Bus Depot
Bus Station
Concert Hall
Dance Hall
Detached Dwelling
Exhibition Hall
Fire Station
General Industry
Gymnasium
Hospital
Light Industry
Major Public Service Depot
Motor Repair Station
Motor Showroom
Multiple Dwelling
Plant Nursery
Refuse Destructor
Residential Flat Building
Road Transport Terminal
Row Dwelling
Semi-detached Dwelling
Service Industry
Skating Rink
Special Industry
Squash Court
Store
Theatre
Timber Yard
Transmitting Station above 30 metres in height
Used Car Lot
Warehouse
Welfare Institution

BUSINESS ZONE

Introduction

The objectives and principles of development control that follow apply to the Business Zone shown on [Maps NPSP/9, 10, 21 and 22](#). Further principles of development control also apply to policy areas that are relevant to the zone. The combined provisions for the zone and its related policy areas are additional to the City Wide provisions expressed for the whole of the council area.

The Business Zone contains the following policy areas, shown on [Maps NPSP/15 and 16](#).

Beulah Road
Kensington
Magill Road East
Magill Road West
West Norwood

OBJECTIVES

- Objective 1:** Development providing a range of business and related activities, including offices, consulting rooms and retail showrooms.
- Objective 2:** Development providing warehouses, light and service industry and service trade premises in locations specified hereunder.
- Objective 3:** Residential development located above compatible ground level non-residential development in identified locations along arterial road frontages, with some opportunity for wholly residential development in identified locations.

DESIRED CHARACTER

The Business Zone accommodates a range of existing business activities in premises of variable nature and quality, with opportunity for the development and consolidation of offices and consulting rooms with some retail showrooms as well as for the upgrading, expansion and consolidation of business activities. Progressive improvements should be made to the environmental and servicing aspects of business, and development in the zone should progressively upgrade existing business areas and main road frontages.

Opportunities for residential development located above compatible non-residential land uses will be provided where identified in the West Norwood and Magill Road West Policy Areas along arterial road locations. In addition, wholly residential development located behind the arterial road frontage is appropriate within the Magill Road West Policy Area.

West Norwood Policy Area

The West Norwood Policy Area comprises localities along the arterial road frontages of The Parade, Fullarton Road and Kensington Road in West Norwood should be consolidated as an area for high quality offices and consulting rooms. The establishment of residential dwellings above ground level non-residential land uses will be considered within this Policy Area.

Building heights should not exceed two (2) storeys, except mixed-use buildings incorporating residential development, located on sites fronting arterial roads, which should not exceed three (3) storeys.

Development should achieve a high standard of landscaping featuring planting of large trees which will reinforce the leafy, avenue character of Fullarton Road and The Parade.

Vehicular movement is dominated by Fullarton Road, The Parade and Kensington Road, which should provide the primary points of access for delivery, service and visitors' vehicles, in preference to access via the adjoining residential area.

Beulah Road Policy Area

Beulah Road Policy Area relates to established business development at the western end of Beulah Road and extends to encompass land on the eastern side of Sydenham Road. Development should achieve further consolidation of the existing office and warehouse functions with associated showrooms.

Vehicular movement is dominated by Beulah and Sydenham Roads which should provide the primary point of access for delivery, service and visitor vehicles, in preference to access via adjoining residential areas.

Magill Road West Policy Area

The Magill Road West Policy Area comprises an area of land located on the southern side of Magill Road and is dominated by the Caroma Industries site.

The area is generally an appropriate location for offices and warehouses. Additional industry or light industry should only be introduced in the context of reasonable on-site expansion of Caroma Industries, and having regard to the protection of the amenity of the residential development to the south of the site. Along the Magill Road frontage, the establishment of residential dwellings above ground level non-residential land uses will be considered within this Policy Area. Behind the Magill Road frontage, wholly residential buildings are appropriate.

Building heights should not exceed two (2) storeys, except mixed-use buildings incorporating residential development, located on sites fronting Magill Road, which should not exceed three (3) storeys.

The former Oriental Hotel building is an important landmark heritage building within the policy area. Development adjacent to, or on the site of the hotel should maintain its existing townscape prominence in terms of siting, form and bulk. Any new building on the eastern corner of Magill Road and Osmond Terrace should also be one of townscape prominence appropriate to this major corner.

Vehicular movement is dominated by Magill Road. The creation of new access points close to the Magill Road/Osmond Terrace intersection should be avoided.

Magill Road East Policy Area

Development should consolidate the Magill Road East Policy Area with offices, consulting rooms, retail showrooms and other business activities. The area should form a buffer between the adjoining residential areas and the arterial road. Development should not introduce new light industrial uses. Existing service industries may be consolidated providing there is no adverse impact on the amenity of the adjoining residential areas.

Vehicular movement is dominated by Magill Road which should provide primary access to sites.

Kensington Policy Area

Kensington Policy Area occupies a key location at the corner of The Parade and Portrush Road. Development should comprise high quality offices, consulting rooms and retail showrooms.

The corner of The Parade and Portrush Road is a visually prominent site within the city and any new building should be of massing and configuration which visually reinforces the corner, whilst respecting the scale of buildings in the adjacent Historic (Conservation) Zones and maintaining the prominence of the State Heritage listed buildings on the south-western, north-eastern and north-western corners of the intersection of Portrush Road and The Parade.

The Parade and Bowen Street should provide the primary points of access for delivery, service and visitors' vehicles. The creation of new vehicle access points onto either Portrush Road or the portion of The Parade close to the Portrush Road intersection should be avoided.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development in the Business Zone should primarily be for offices, consulting rooms, retail showrooms and in identified locations, residential development above ground floor non-residential land uses.
- 2 Development should be designed, sited and constructed to:
 - (a) limit to a reasonable level, noise and air pollution beyond its site; and
 - (b) without limiting the general application of (a) above, conform with the requirements of all the relevant Environment Protection Policies of the Environment Protection Authority.
- 3 Development within the Business Zone should not include land uses which by their operation will adversely affect the amenity of the adjacent residential zones.
- 4 Development adjacent to the Kensington 1 and Kensington 2 Policy Areas of the Residential Historic (Conservation) Zone should be compatible in design and scale with the character sought for that Zone and those Policy Areas.
- 5 Car parking and service areas should be located at the rear of buildings or in the form of basements or part-basements except in the West Norwood Policy Area east of Charles Street, Beulah Road Policy Area and Magill Road East Policy Area, where car parking and service areas in basements, part-basements or at-grade beneath occupied areas of buildings should not be included in development.
- 6 Where development includes basement, part-basement or at-grade beneath-building car parking, it should not interrupt the continuity of the streetscape in both the horizontal and vertical planes and should be visually screened from the street.
- 7 Development in the Business Zone should not exceed two storeys in height above mean natural ground level, except where identified in the West Norwood Policy Area and the Magill Road West Policy Area, where development incorporating a residential component above ground level non-residential land use/s, should not exceed three (3) storeys above natural ground level.
- 8 For office and/or consulting room development, the gross leasable area should not exceed 250 square metres per individual building, except in the West Norwood Policy Area where the gross leasable area should not exceed 500 square metres per individual building.
- 9 Development should incorporate architectural features and variations in set-back on street frontages so as to break-up facades and enhance the streetscape. Long, continuous facades of greater than 20 metres should not be developed.
- 10 Advertisements should complement the quality of buildings sought for the various policy areas of the Business Zone, be uncluttered and clearly identify the related buildings, in a restrained manner, avoiding garish or ostentatious display. The following kinds of advertisements are appropriate:
 - (a) ground level: free-standing signs;
 - (b) below canopy level: flush wall signs, business plates, painted wall signs and horizontal projecting signs;
 - (c) canopy level: flush signs on canopy fascia or building facade; and
 - (d) above canopy level: flush wall signs within parapet height.

All other advertisements, including those at canopy level and roof level, are inappropriate.

Complying Development

11 The following kinds of development are **complying** in the Business Zone:

Maintenance or repair to a Local Heritage Place, provided that there is no change to the external appearance of the building
 Work undertaken within a Local Heritage Place that does not increase the total floor area of the building and does not alter the external appearance of the building

Non-complying Development

12 The following kinds of development are **non-complying** in the Business Zone:

The change in the use of land to, or the erection, construction, conversion, alteration of or addition to a building for the purposes of, the following:

Advertisements which are:

- (a) roof-mounted advertisements;
- (b) parapet-mounted advertisements which protrude above the top of the parapet; and
- (c) free-standing advertisements, any part of which, including the supporting structure, is greater than six metres in height above adjacent footpath level or ground level, whichever is the lower

Amusement Machine Centre

Builder's Yard

Consulting Room with gross leasable area greater than 500 square metres in the West Norwood Policy Area

Consulting Room with gross leasable area greater than 250 square metres, except in the West Norwood Policy Area

Crash Repair Workshop

General Industry

Hospital

Indoor Recreation Centre

Junk Yard

Major Public Service Depot

Motor Repair Station

Office with gross leasable area greater than 250 square metres, except in the West Norwood Policy Area

Office with gross leasable area greater than 500 square metres in the West Norwood Policy Area

Petrol Filling Station

Road Transport Terminal

Shop or group of shops with a gross leasable area greater than 250 square metres

Special Industry

Timber Yard

DISTRICT COMMERCIAL ZONE

Introduction

The objective and principles of development control that follow apply in the District Commercial Zone shown on [Maps NPSP/7 and 10](#). The provisions for the zone are additional to the City Wide provisions expressed for the whole of the council area.

OBJECTIVE

Objective 1: A zone accommodating major servicing, wholesaling, storage and associated activities.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development undertaken in the District Commercial Zone should be, major servicing, wholesaling, storage and associated activities

Complying Development

- 2 The following kinds of development in the St Peters Area shown on [Map NPSP/1 \(Overlay 1\)](#) are **complying** in the District Commercial Zone subject to compliance with the conditions prescribed in [Table NPSP/1](#):

Auction Room
 Bank
 Consulting Room
 Electricity Sub-station
 Fire Station
 Minor Public Service Depot
 Motor Showroom
 Office
 Office and Dwelling
 Petrol Filling Station
 Post Office
 Recreation Area
 Service Industry
 Store
 Timber Yard
 Used Car Lot
 Warehouse

- 3 The following kinds of development in the Payneham Area shown on [Map NPSP/1 \(Overlay 1\)](#) are **complying** in the District Commercial Zone subject to compliance with, where applicable:
 - (a) the conditions prescribed in [Table NPSP/2](#);
 - (b) no building being erected, added to or altered on any land so that any portion of such building will be erected, added to or altered nearer than eight metres to the existing boundary of any road, or to the boundary of any land shown as being required for road widening on the Plan deposited under the provisions of the Metropolitan Adelaide Road Widening Plan Act, 1972-1976; and
 - (c) no development being undertaken within 60 metres of either side of the boundaries of the River Torrens or within the River Torrens.

Auction Room
 Bank
 Consulting Room
 Motor Showroom
 Office

Office and Dwelling
 Petrol Filling Station
 Post Office
 Radio or TV Studio
 Recreation Area
 Service Industry
 Store
 Timber Yard
 Used Car Lot
 Warehouse

4 The following kinds of development are **complying** in the District Commercial Zone:

Maintenance or repair to a Local Heritage Place, provided that there is no change to the external appearance of the building
 Work undertaken within a Local Heritage Place that does not increase the total floor area of the building and does not alter the external appearance of the building

Non-complying Development

5 The following kinds of development are **non-complying** in the District Commercial Zone:

Boarding House (except in the Payneham Area shown on [Map NPSP/1 \(Overlay 1\)](#))
 Caravan Park
 Cemetery
 Community Centre
 Crematorium
 Detached Dwelling
 General Industry
 Hospital
 Intensive Animal Keeping (except in the Payneham Area shown on [Map NPSP/1 \(Overlay 1\)](#))
 Library
 Major Public Service Depot (except in the St Peters Area shown on [Map NPSP/1 \(Overlay 1\)](#))
 Meeting Hall
 Multiple Dwelling
 Pig Keeping (except in the Payneham Area shown on [Map NPSP/1 \(Overlay 1\)](#))
 Place of Worship
 Plant Nursery
 Police Station
 Primary School
 Refuse Destructor
 Residential Building of three or more storeys (except in the Payneham Area shown on [Map NPSP/1 \(Overlay 1\)](#))
 Residential Flat Building
 Row Dwelling
 Semi-detached Dwelling
 Shop or group of shops with a gross leasable area of greater than 250 square metres
 Special Industry
 Transmitting Station above 30 metres in height (except in St Peters Area shown on [Map NPSP/1 \(Overlay 1\)](#))

LOCAL COMMERCIAL ZONE

Introduction

The objective and principles of development control that follow apply in the Local Commercial Zone shown on [Maps NPSP/4 to 11](#) inclusive. The provisions for the zone are additional to the City Wide provisions expressed for the whole of the council area.

OBJECTIVE

Objective 1: A zone primarily accommodating local service activities which are compatible with the amenity of the locality.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development undertaken in the Local Commercial Zone should be, primarily, local service activities which are compatible with the amenity of the locality.

Complying Development

- 2 The following kinds of development in the St Peters Area shown on [Map NPSP/1 \(Overlay 1\)](#) are **complying** in the Local Commercial Zone subject to compliance with the conditions prescribed in [Table NPSP/1](#):

Electricity Sub-station
 Minor Public Service Depot
 Non-residential Club
 Petrol Filling Station
 Residential Club
 Service Industry
 Store (except in the St Peters area shown on [Map NPSP/1 \(Overlay 1\)](#))
 Timber Yard
 Warehouse

- 3 The following kinds of development in the Payneham Area shown on [Map NPSP/1 \(Overlay 1\)](#) are **complying** in the Local Commercial Zone subject to compliance with, where applicable:
 - (a) the conditions prescribed in [Table NPSP/2](#);
 - (b) no building being erected, added to or altered on any land so that any portion of such building will be erected, added to or altered nearer than eight metres to the existing boundary of any road, or to the boundary of any land shown as being required for road widening on the Plan deposited under the provisions of the Metropolitan Adelaide Road Widening Plan Act, 1972-1976; and
 - (c) no development being undertaken within 60 metres of either side of the boundaries of the River Torrens or within the River Torrens.

Hotel
 Motel
 Non-residential Club
 Petrol Filling Station
 Private Hotel
 Residential Club
 Service Industry
 Store
 Timber Yard
 Warehouse

- 4 The following kinds of development are **complying** in the Local Commercial Zone:

Maintenance or repair to a Local Heritage Place, provided that there is no change to the external appearance of the building

Work undertaken within a Local Heritage Place that does not increase the total floor area of the building and does not alter the external appearance of the building

Non-complying Development

- 5 The following kinds of development are **non-complying** in the Local Commercial Zone:

Amusement Park

Boarding House (except in the Payneham Area shown on [Map NPSP/1 \(Overlay 1\)](#))

Caravan Park

Cemetery

Crematorium

Detached Dwelling (except in the St Peters Area shown on [Map NPSP/1 \(Overlay 1\)](#))

General Industry

Hospital

Intensive Animal Keeping (except in the Payneham Area shown on [Map NPSP/1 \(Overlay 1\)](#))

Major Public Service Depot

Multiple Dwelling

Pig Keeping (except in the Payneham Area shown on [Map NPSP/1 \(Overlay 1\)](#))

Plant Nursery

Refuse Destructor

Residential Building of three or more storeys (except in the Payneham Area shown on [Map NPSP/1 \(Overlay 1\)](#))

Residential Flat Building

Row Dwelling

Semi-detached Dwelling

Shop or group of shops with a gross leasable area of greater than 250 square metres

Special Industry

Stadium

Transmitting Station above 30 metres in height

Welfare Institution

LOCAL OFFICE ZONE

Introduction

The objective and principles of development control that follow apply to the Local Office Zone shown on [Maps NPSP/5 and 7](#). The provisions for the zone are additional to the City Wide provisions expressed for the whole of the council area.

OBJECTIVE

Objective 1: A zone primarily accommodating commercial and professional offices serving nearby residents. In the St Peters Area depicted on [Map NPSP/1 \(Overlay 1\)](#) development being limited to two-storeys.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development should be, primarily, commercial and professional offices serving nearby residents. In the St Peters Area shown on [Map NPSP/1 \(Overlay 1\)](#) development should be limited to two-storeys.
- 2 Development in the St Peters Area shown on [Map NPSP/1 \(Overlay 1\)](#) should not impair the amenity or residential character of adjoining residential zones.
- 3 No development in the St Peters Area shown on [Map NPSP/1 \(Overlay 1\)](#) should occur which would be likely to hinder the development or function of the District Centre Zone.
- 4 Development in the St Peters Area shown on [Map NPSP/1 \(Overlay 1\)](#) should result in the generation of no more than a minor increase in vehicular traffic to the site.
- 5 Car parking should be provided on the site of the office development in the areas depicted on [Map NPSP/7](#) at the rate of one car parking space per 25 square metres of floor area of the office.

Complying Development

- 6 The following kinds of development located in the Payneham Area shown on [Map NPSP/1 \(Overlay 1\)](#) are **complying** in the Local Office Zone subject to compliance with conditions comprising, where applicable:
 - (a) the conditions prescribed in [Table NPSP/2](#); and
 - (b) no building being erected, added to or altered on any land so that any portion of such building will be erected, added to or altered nearer than eight metres to the existing boundary of any road, or to the boundary of any land shown as being required for road widening on the Plan deposited under the provisions of the Metropolitan Adelaide Road Widening Plan Act, 1972-1976.

Bank
 Consulting Room
 Office
 Office and Dwelling
 Post Office
 Radio or TV Studio

- 7 The following kinds of development are **complying** in the Local Office Zone:

Maintenance or repair to a Local Heritage Place, provided that there is no change to the external appearance of the building
 Work undertaken within a Local Heritage Place that does not increase the total floor area of the building and does not alter the external appearance of the building

Non-complying Development

8 The following kinds of development are **non-complying** in the Local Office Zone:

- Amusement Park
- Auction Room
- Bus Depot
- Bus Station
- Caravan Park
- Cemetery
- Community Centre
- Crematorium
- Detached Dwelling
- Fire Station
- General Industry
- Intensive Animal Keeping (except in the Payneham Area shown on [Map NPSP/1 \(Overlay 1\)](#))
- Library (except in the Payneham Area shown on [Map NPSP/1 \(Overlay 1\)](#))
- Light Industry
- Major Public Service Depot
- Motor Repair Station
- Motor Showroom
- Multiple Dwelling
- Petrol Filling Station
- Pig Keeping (except in the Payneham Area shown on [Map NPSP/1 \(Overlay 1\)](#))
- Plant Nursery
- Refuse Destructor
- Residential Building of three or more storeys (except in the Payneham Area shown on [Map NPSP/1 \(Overlay 1\)](#))
- Residential Flat Building
- Row Dwelling
- Semi-detached Dwelling
- Shop or group of shops with a gross leasable area of greater than 250 square metres
- Special Industry
- Stadium
- Transmitting Station above 30 metres in height
- Used Car Lot

MIXED USE A ZONE

Introduction

The objective and principles of development control that follow apply to the Mixed Use A Zone shown on [Maps NPSP/6, 7, 9 and 21](#). The provisions for the zone are additional to the City Wide provisions expressed for the whole of the council area.

OBJECTIVE

Objective 1: Development providing a range of uses including small-scale offices, warehouses and retail showrooms and residential use.

The Mixed Use A Zone contains a mix of residential and small-scale office, warehousing, manufacturing and processing activities. Activities established on sites within the zone may further develop provided they achieve compatibility with adjoining uses and minimise adverse impacts on the amenity of adjacent properties.

New buildings within the zone should be of a scale which represents existing development, in particular the scale of former and existing residential structures within the area. Development on Magill Road and Sydenham Road frontages should be of larger scale and bulk.

Vehicular movement is dominated by Magill and Sydenham Roads and Chapel and King Streets, which should provide the primary points of access. Development should not increase demands for on-street parking or heavy vehicle usage in King, Edmund or Chapel Streets.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development in the Mixed Use A Zone should be primarily for offices, retail showrooms and warehouses, with residential development.
- 2 Development within the Mixed Use A Zone nearby to the Residential Character (Norwood) Zone or Residential Historic (Conservation) Zone should be compatible with existing or future residential buildings in terms of scale and bulk and should not be for land uses which by their operation will adversely affect the amenity of the residential land.
- 3 The hours of operation of businesses should not detrimentally affect the amenity of the zone.
- 4 Residential development should take account of existing sources of noise and air pollution in site layout, orientation, design and construction to ensure a safe and comfortable residential environment and to minimise conflict with existing non-residential activities.
- 5 Car parking and service areas should be located at the rear of buildings.
- 6 Car parking in basements, part-basements or at-grade beneath occupied areas of buildings should not be included in development except on land between Chapel Street and Magill Road.
- 7 Where development includes basement, part-basement or at-grade beneath-building car parking, it should not interrupt the continuity of the streetscape in both horizontal and vertical planes and should be visually screened from the street.
- 8 Development in the Mixed Use A Zone should not exceed two storeys in height above mean natural ground level except for residential development with frontage(s) to arterial roads, which should not exceed three storeys in height above mean natural ground level.
- 9 The average site area per dwelling unit for residential development in the Mixed Use A Zone should not be less than 120 square metres.
- 10 Advertisements should be uncluttered and clearly identify the related buildings avoiding garish or ostentatious display.

The following kinds of advertisements are appropriate:

- (a) ground level: free-standing signs;
- (b) below canopy level: flush wall signs, business plates, painted wall signs and horizontal projecting signs;
- (c) canopy level: flush signs on canopy fascia or building facade; and
- (d) above canopy level: flush wall signs within parapet height.

All other advertisements, including those at roof level, are inappropriate.

Complying Development

11 The following kinds of development are **complying** in the Mixed Use A Zone:

- Maintenance or repair to a Local Heritage Place, provided that there is no change to the external appearance of the building
- Work undertaken within a Local Heritage Place that does not increase the total floor area of the building and does not alter the external appearance of the building

Non-complying Development

12 The following kinds of development are **non-complying** in the Mixed Use A Zone:

Advertisement which are:

- (a) roof-mounted advertisements;
- (b) parapet-mounted advertisements which protrude above the top of the parapet; and
- (c) free-standing advertisements, any part of which, including the supporting structure, is greater than six metres in height above adjacent footpath level or ground level, whichever is the lower

Amusement Machine Centre

Builder's Yard

Consulting Room with gross leasable area greater than 250 square metres

Crash Repair Workshop

Electricity Sub-station

General Industry

Hospital

Junk Yard

Major Public Service Depot

Motor Repair Station

Motor Showroom

Nursing Home

Office with gross leasable area greater than 250 square metres

Petrol Filling Station

Premises to which an Entertainment Venue

Licence will attach

Road Transport Terminal

Shop or group of shops with a gross leasable area greater than 250 square metres, except retail showrooms with direct frontage to Magill Road

Special Industry

Timber Yard

MIXED USE B ZONE

Introduction

The objectives and principles of development control that follow apply to the Mixed Use B Zone shown on [Maps NPSP/9 and 10](#). Further principles of development control also apply to policy areas that are relevant to the zone. The provisions for the zone and its related policy areas are additional to the City Wide provisions expressed for the whole of the council area.

The Mixed Use B Zone contains the following policy areas, shown on [Maps NPSP/15 and 16](#).

Dequetteville Terrace South
George Street/Edward Street
Kensington

Kensington Road
Osmond Terrace
Portrush Road

OBJECTIVES

- Objective 1:** Development providing small-scale offices and consulting rooms together with residential use.
- Objective 2:** Development which maintains and reinforces the existing character of the relevant area while providing various forms of dwellings where opportunities exist.

The Mixed Use B Zone is primarily characterised by arterial road frontages which contain cohesive groups of detached late 19th and early 20th century dwellings, many in non-residential use, and larger residential flat buildings. The zone should accommodate the further development of offices and similar uses primarily by the conservation and conversion of the existing building stock to maintain and enhance the existing physical character and streetscape. The retention, expansion and redevelopment of buildings for medium-density residential apartments and townhouses is desirable.

Vehicular movement is dominated by the respective arterial road frontages of each policy area, which should continue to provide primary access for delivery, service, visitors and residents' vehicles, in preference to access via the adjoining residential area, except that vehicular access to sites with frontages to Hill Street, Shipsters Road, Bowen Street, Phillips Street, George Street and Edward Street should be provided primarily from those streets.

Dequetteville Terrace South Policy Area

Dequetteville Terrace is significant as a border to the parklands. New buildings should be of outstanding quality in recognition of the uniqueness of this frontage. Vehicular access should be provided primarily from White Street.

Osmond Terrace Policy Area

Development in Osmond Terrace Policy Area should consolidate and upgrade the area with office, consulting room and residential development at a scale compatible with existing development in both the policy area and the adjacent Residential Character (Norwood) Zone.

Vehicular movement is dominated by Osmond Terrace and Beulah Road, which should provide the primary points of access for delivery, service and visitors' vehicles, in preference to access via Sheldon Street and/or the adjacent residential area.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development in the Mixed Use B Zone should be for small-scale offices and consulting rooms, utilising existing building stock, with residential development in appropriate locations.
- 2 Development involving non-residential use should restore and rehabilitate existing buildings and any expansion should take the form of compact extensions of existing buildings.

- 3 New buildings and extensions should be of a scale, bulk and external appearance which complements the existing character formed primarily by late 19th and early 20th century residential buildings, except in the Dequetteville Terrace South Policy Area, where a greater scale and bulk may be achieved by residential buildings in response to the parklands frontage.
- 4 Car parking and service areas should be located at the rear of buildings.
- 5 Car parking in basements, part-basements or at-grade beneath occupied areas of buildings should not be included in non-residential buildings.
- 6 Carports and garages which have access directly from the street frontage should be integrated within the main building envelope.
- 7 Car parking to serve all forms of residential development containing more than three dwellings should be provided with a single driveway access point directly from the main street frontage.
- 8 Development in the Mixed Use B Zone should not exceed two storeys in height above mean natural ground level, except for residential development with frontage(s) to arterial roads, which should not exceed three storeys in height above mean natural ground level.
- 9 The average site area per dwelling unit for residential development in the Mixed Use B Zone should not be less than 120 square metres.
- 10 Advertisements should be discreet, small-scale and low in height to respect the older architecture and visual amenity of the zone.

The following kinds of advertisements are appropriate:

- (a) ground level: low, free-standing signs; and
- (b) below canopy level: business plates.

All other advertisements, including those at canopy level, above canopy level and roof level, are inappropriate.

Complying Development

- 11 The following kinds of development are **complying** in the Mixed Use B Zone:

Maintenance or repair to a Local Heritage Place, provided that there is no change to the external appearance of the building
 Work undertaken within a Local Heritage Place that does not increase the total floor area of the building and does not alter the external appearance of the building

Non-complying Development

- 12 The following kinds of development are **non-complying** in the Mixed Use B Zone:

The change in the use of land to, or the erection, construction, conversion, alteration of or addition to a building for the purposes of, the following:

Advertisements which are:

- (a) roof-mounted advertisements;
- (b) parapet-mounted advertisements which protrude above the top of the parapet; and
- (c) free-standing advertisements, any part of which, including the supporting structure, is greater than six metres in height above adjacent footpath level or ground level, whichever is the lower

Amusement Machine Centre
 Builder's Yard

Consulting Room with gross leasable area greater than 250 square metres
Crash Repair Workshop
Electricity Sub-station
Hospital
Hotel
Indoor Recreation Centre
Industry
Junk Yard
Major Public Service Depot
Motor Repair Station
Nursing Home
Office with gross leasable area greater than 250 square metres
Petrol Filling Station
Premises to which an Entertainment Venue
Licence will attach
Road Transport Terminal
Service Trade Premises
Shop or group of shops with gross leasable area greater than 250 square metres, except in the
Osmond Terrace Policy Area
Shop in the Osmond Terrace Policy Area
Store
Timber Yard
Warehouse

LIGHT INDUSTRY ZONE

Introduction

The objective and principles of development control that follow apply to the Light Industry Zone shown on [Maps NPSP/5, 6, 7, 9, 10 and 21](#). The provisions for the zone are additional to the City Wide provisions expressed for the whole of the council area.

OBJECTIVE

Objective 1: A zone primarily accommodating industries which manufacture on a small scale and which do not create any appreciable nuisance or generate heavy traffic.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development undertaken in the Light Industry Zone should be, primarily, industries which manufacture on a small scale and which:
 - (a) do not create any appreciable noise, smoke, smell, dust or other nuisance or generate heavy traffic; and
 - (b) without limiting the general application of (a) above, conform with the requirements of all the relevant Environment Protection Policies of the Environment Protection Authority.

Complying Development

- 2 The following kinds of development in the St Peters Area shown on [Map NPSP/1 \(Overlay 1\)](#) are **complying** in the Light Industry Zone subject to compliance with the conditions prescribed in [Table NPSP/1](#).

Builder's Yard
 Electricity Substation
 Light Industry
 Minor Public Service Depot
 Motor Repair Station
 Petrol Filling Station
 Pumping Station over 75 kW
 Recreation Area
 Service Industry
 Store
 Timber Yard
 Warehouse

- 3 The following kinds of development in the Payneham Area shown on [Map NPSP/1 \(Overlay 1\)](#) are **complying** in the Light Industry Zone subject to compliance with, where applicable:
 - (a) the conditions prescribed in [Table NPSP/2](#);
 - (b) no building being erected, added to or altered on any land so that any portion of such building will be erected, added to or altered nearer than eight metres to the existing boundary of any road, or to the boundary of any land shown as being required for road widening on the Plan deposited under the provisions of the Metropolitan Adelaide Road Widening Plan Act, 1972-1976; and
 - (c) no development being undertaken within 60 metres of either side of the boundaries of the River Torrens or within the River Torrens.

Electricity Substation
 Light Industry
 Minor Public Service Depot
 Motor Repair Station
 Petrol Filling Station
 Pumping Station over 75 kW

Recreation Area
 Service Industry
 Store
 Telephone Exchange
 Temporary Sewage Treatment Plant
 Timber Yard
 Warehouse

4 The following kinds of development are **complying** in the Light Industry Zone:

Maintenance or repair to a Local Heritage Place, provided that there is no change to the external appearance of the building
 Work undertaken within a Local Heritage Place that does not increase the total floor area of the building and does not alter the external appearance of the building

Non-complying Development

5 The following kinds of development are **non-complying** in the Light Industry Zone:

Amusement Hall
 Amusement Park
 Billiard Saloon
 Boarding House (except in the Payneham Area shown on [Map NPSP/1 \(Overlay 1\)](#))
 Bowling Alley
 Caravan Park
 Cemetery
 Community Centre
 Concert Hall
 Crematorium
 Dance Hall
 Detached Dwelling
 Educational Establishment
 Exhibition Hall
 Gymnasium
 Health Centre
 Hospital
 Intensive Animal Keeping (except in the Payneham Area shown on [Map NPSP/1 \(Overlay 1\)](#))
 Library
 Major Public Service Depot (except in the St Peters Area shown on [Map NPSP/1 \(Overlay 1\)](#))
 Meeting Hall
 Multiple Dwelling
 Pig Keeping (except in the Payneham Area shown on [Map NPSP/1 \(Overlay 1\)](#))
 Place of Worship
 Plant Nursery
 Police Station
 Primary School
 Private Hotel(except in the Payneham Area shown on [Map NPSP/1 \(Overlay 1\)](#))
 Refuse Destructor
 Residential Building of three or more storeys (except in the Payneham Area shown on [Map NPSP/1 \(Overlay 1\)](#))
 Residential Flat Building
 Row Dwelling
 Semi-detached Dwelling
 Shop or group of shops with a gross leasable area of greater than 250 square metres
 Skating Rink
 Special Industry
 Squash Court
 Stadium
 Stock Salesyard (except in the Payneham Area shown on [Map NPSP/1 \(Overlay 1\)](#))
 Theatre
 Transmitting Station above 30 metres in height
 Welfare Institution

COMMUNITY ZONE

Introduction

The objectives and principles of development control that follow apply in the Community Zone shown on [Maps NPSP/4 to 12](#).

The Community Zone contains the following Policy Areas shown on [Maps NPSP/13 to 18, 20, 21 and 22](#):

Education
Recreation

OBJECTIVES

- Objective 1:** A zone accommodating community, educational, recreational and health care facilities for the general public's benefit.
- Objective 2:** Development that is integrated in function and provides a coordinated base to promote efficient service delivery.

PRINCIPLES OF DEVELOPMENT CONTROL

Land use

- 1 The following forms of development are envisaged in the zone:
 - Community Centre
 - Educational establishment (except in the Recreation Policy Area)
 - Emergency services facility (except in the Recreation Policy Area)
 - Hall
 - Indoor recreation centre
 - Place of worship (except in the Recreation Policy Area)
 - Playground
 - Pre-School (except in the Recreation Policy Area)
 - Primary School (except in the Recreation Policy Area)
 - Recreation area
 - Special event
 - Swimming pool
- 2 Shops, offices and consulting rooms may be appropriate where they are in association with a community, recreational or education use
- 3 Development listed as non-complying is generally inappropriate.
- 4 Development should not be undertaken if it would inhibit or prejudice the integrated development of land within the zone for further community and institutional uses.

Education Policy Area

The following objectives, desired character statement and principles of development control apply in the Education Policy Area shown on Policy Area [Maps NPSP/13 to 18, 20, 21 and 22](#).

OBJECTIVES

- Objective 1:** A policy area accommodating education and recreational activities and associated administrative facilities.
- Objective 2:** Development and consolidation of integrated educational and recreational areas and facilities that serve the educational needs of its catchment.

- Objective 3:** Development at a scale compatible with existing buildings and surrounding residential areas.
- Objective 4:** Development that conserves the heritage value and historic character of the adjoining Residential Historic (Conservation) Zone and Mixed Use Historic (Conservation) Zone;
- Objective 5:** Development that retains the appearance of existing frontages to Dequetteville Terrace, Portrush Road, Kensington Road and The Crescent.
- Objective 6:** Development that contributes to the desired character of the policy area.

DESIRED CHARACTER

The Education Policy Area provides for the consolidation and continuation of education activities. Any increased recreational or institutional use, particularly out of school hours shall, be undertaken in a manner that will not have a detrimental impact on the amenity of adjacent residential areas.

Residential development may be permitted where it is in association with an educational facility (e.g. student boarding facility or teacher housing), or where the land becomes surplus to the requirements of an educational facility.

Development in the Education Policy Area should respect the scale and character of adjoining residential areas and should not result in unreasonable impacts on the amenity of adjacent property occupants.

Advertising within the policy area should be for the purpose of identifying an educational facility and respect the streetscape context, avoiding impacts on the visual amenity of adjoining residential areas.

On-site vehicle parking should be determined having regard to the size and nature of a proposed development. Where a proposed development is likely to result in an increase in student or employee numbers, or where it has the potential to be used outside of school hours by the broader community, advice from a suitably qualified traffic engineer should assess the likely impact of that development on vehicle parking and traffic movements within the locality of the school. The assessment should establish if additional on-site vehicle parking should be provided or whether other measures are required to reduce on-street vehicle parking demand and to improve the flow of traffic in the streets around school sites. This might include but not be limited to, road widening, vehicle passing bays or a dedicated student pick-up and drop-off lane and programs to encourage walking and cycling to school. In any case, development should minimise the use of residential streets for vehicle parking and vehicle parking areas should be located and designed so as not to impair the residential amenity of adjoining areas.

At Prince Alfred College, the main school building is an important historic focal point with an imposing, grand character, enhanced by the setting of the school buildings well back from Dequetteville Terrace in expansive grounds. The frontage to Dequetteville Terrace should be conserved in its present form and no buildings should be erected between the main buildings and Dequetteville Terrace. The prominence of the State Heritage listed building located at 19 Flinders Street and its landscaped setting should be maintained. This may limit the height of development on adjacent sites and require that new buildings and structures are either set back or visually permeable so as not to limit views of the State Heritage building.

At Loreto College, 'Karrawood' and 'The Acacias' are significant historic buildings which have generous set-backs from their respective frontages. These frontages should be conserved in their present form and no buildings should be erected between the main buildings and the street frontages. Future development adjacent to the Residential Character Zone should be of a form, scale and function compatible with adjoining development.

At St Ignatius College, the prominent playing fields and recreation areas dominate the Portrush Road frontage and as such, no buildings should be erected along this frontage. The St Ignatius Church on the corner of Queen and William Streets should be maintained as a visually significant building in the area.

At Marryatville Primary School development will consolidate the established scale and siting of the existing school buildings in one corner of the site.

At Marden Senior College, there should be no additional access/egress points to Marden Road, or Lower Portrush Road.

The former Sanitarium site at 71-77 Hackney Road will be developed as an extension to the facilities at St Peters College, in a manner that results in a level of activity, noise, traffic generation, and, if applicable, a building scale, which is compatible with surrounding residential development. The interface with surrounding residential properties will be carefully managed, to minimise adverse impacts on the amenity of those surrounding properties.

East Adelaide School, Mary MacKillop College, St Joseph's Memorial School (Kensington), Marryatville Primary School and parts of Prince Alfred College, are located immediately adjoining or surrounded by the Residential Historic (Conservation) Zone and as such their development should complement the desired historic character of the surrounding predominately residential areas.

PRINCIPLES OF DEVELOPMENT CONTROL

Land use

- 1** Land uses that support a range of activities associated with educational facilities and where appropriate, extend to the broader community out of school hours.
- 2** Residential development may be appropriate in association with an educational facility, or on sites which are surplus to the requirements of educational facilities.
- 3** A shop or group of shops should only be developed where:
 - (a) it is ancillary to educational uses and the total gross leasable area is 250 square metres or less; or
 - (b) where it is associated with the occasional or regular use of the land for a community market.

Form and Character

- 4** Development should not be undertaken unless it is consistent with the desired character for the policy area.
- 5** Buildings and structures close to residential zone boundaries should be of a domestic scale and intensity.
- 6** Buildings and structures should be carefully sited and designed to minimise negative impacts on, and not impair the amenity of adjoining property occupants and the streetscape, through consideration of potential visual, privacy, and overshadowing impacts, and unless appropriately mitigated against, in all instances should:
 - (a) conserve the heritage value and character of any adjacent heritage places; and
 - (b) be set back an appropriate distance from the front boundary, commensurate with surrounding buildings; and
 - (c) have a maximum wall height of 3 metres above natural ground level, for any component of the building which is located within 5 metres of a zone boundary (except for a front boundary); and
 - (d) have a maximum wall height of 8 metres above natural ground level, for any component of the building which is located within 10 metres of a zone boundary (except for a front boundary).

- 7 Development in close proximity to residential development should be of a scale, design and siting which minimises adverse impacts on adjacent residential properties. Ways of achieving this include, but are not limited to:
- (a) adequate separation and building setbacks;
 - (b) provision of substantial landscaping buffers;
 - (c) measures to ensure that there is no loss of visual privacy; and
 - (d) development of a low intensity which has minimal associated noise impacts.

Recreation Policy Area

The following objectives, desired character statement and principles of development control apply in the Recreation Policy Area shown on Policy Area [Maps NPSP/13 and 14](#).

OBJECTIVES

- Objective 1:** A policy area accommodating sporting, entertainment, cultural and recreational activities and associated spectator and administrative services.
- Objective 2:** Development of integrated recreational areas and facilities that accommodate a range of activities accessible to the community.
- Objective 3:** Buildings, facilities and car parks located and designed to blend in with existing or additional trees, vegetation and landscaping.
- Objective 4:** Development that contributes to the desired character of the policy area.

DESIRED CHARACTER

The Recreation Policy Area comprises localities where active and passive recreational, cultural and community oriented activities are expected.

Within Stepney, Dunstone Grove-Linde Reserve is an important regional open space facility, which provides a focus for community, recreational and cultural activities, set within a well-maintained park setting, through which Second Creek flows.

Development within Dunstone Grove-Linde Reserve will provide a range of recreational facilities providing a variety of unstructured recreation and open space opportunities. Development will also include high-quality ancillary facilities.

Buildings will complement rather than dominate the landscape setting of Dunstone Grove-Linde Reserve and will be restricted in height to single-storey. Building footprints will be minimised and car parking will be consolidated within shared areas placed at key locations within the policy area.

On the periphery of the Policy Area, the St Peters Parish Church complex and Agnes Goode Kindergarten provide complementary activities and any future development of these facilities will seek to strengthen connections to the Reserve, through improved access arrangements and the integration of activities.

Within Marden, the Recreation Policy Area includes the MARS Recreation Centre, Azzurri Sporting Club and adjacent practice pitches and vehicle parking areas. There will be no additional vehicular access or egress points located along Marden Road or Lower Portrush Road.

Sufficient car parking shall be provided to discourage the parking of vehicles within residential areas or the Linear Park (River Torrens) Zone, except when there are special events held at the stadium. Shared car parking is envisaged where there is no conflict in peak times and use of open sports fields will be made available and designed to provide overflow car parking in peak times.

PRINCIPLES OF DEVELOPMENT CONTROL

Land use

- 1 Land uses that support a range of recreation, sporting, cultural and entertainment activities
- 2 A shop or group of shops should be small in scale and developed only where:
 - (a) it is in association with the use of the land for recreation, sporting, cultural, or entertainment activities; or
 - (b) where it is associated with the occasional or regular use of the land for a community market.

Form and Character

- 3 Development should not be undertaken unless it is consistent with the desired character for the policy area.
- 4 At Dunstone Grove – Linde Reserve development will comprise minor alterations to existing buildings and minor structures that complement the landscape setting of the Reserve.

Land Division

- 5 No additional allotments should be created wholly or partly within the policy area.

PROCEDURAL MATTERS

Complying Development

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

In addition, the following forms of development are designated as complying subject to the conditions contained in [Tables NPSP/1 and 2](#) Conditions for Complying Development:

- Maintenance or repair to a Local Heritage Place, provided that there is no change to the external appearance of the building
- Work undertaken within a Local Heritage Place that does not increase the total floor area of the building and does not alter the external appearance of the building

Non-Complying Development

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

Form of development	Exceptions
Dwelling in the Recreation Policy Area	
Fuel depot	
Horticulture	
Industry	
Intensive animal keeping	
Land division in the Recreation Policy Area	Except where no additional allotments are created partly or wholly within the policy area

Motel	
Major public service depot	
Motor repair station	
Nursing home	
Office	Except where associated with education, community or recreation facilities
Petrol filling station	
Road transport terminal	
Service trade premises	
Shop or group of shops	Except where one of the following applies: (a) the gross leasable area is 250 square metres or less and where located within the Education Policy Area (b) the gross leasable area is 150 square metres or less and where located within the Recreation Policy Area (c) where it is associated with the occasional or regular use of the land for a community market.
Stock sales yard	
Stock slaughter works	
Store	Except where associated with education, community or recreation facilities
Warehouse	
Waste reception, storage, treatment or disposal	
Wrecking yard	

PUBLIC NOTIFICATION

Categories of public notification are prescribed in Schedule 9 of the *Development Regulations 2008* and Section 38 of the *Development Act 1993*, except where specifically designated below.

Category 1 Development

The following kinds of development are assigned to Category 1 pursuant to Section 38 of the *Development Act 1993*, and accordingly will be subject to the public notification requirements applying to Category 1 development, other than where the development is classified as non-complying:

Any kind of development associated with, or ancillary to an Educational Establishment, Pre-School, or Primary School where the development is located greater than 20 metres from a zone boundary, unless the development includes the construction of a building with a wall height exceeding 8 metres above natural ground level.

Category 2 Development

The following development is assigned to Category 2 pursuant to Section 38 of the *Development Act 1993*, and accordingly will be subject to the public notification requirements applying to Category 2 development, other than where the development is classified as non-complying:

Any kind of development associated with, or ancillary to an Educational Establishment, Pre-School or Primary School where:

- (a) the development is located 20 metres or less from a zone boundary; or
- (b) the development includes the construction of a building with a wall height of greater than 8 metres above natural ground level; unless
- (c) in either of the circumstances above, the development, in the opinion of the relevant authority, is of a minor nature only and will not unreasonably impact on the owners or occupiers of land in the locality of the site of the proposed development, in which case the development is assigned to Category 1.

RECREATION ZONE

Introduction

The objective and principles of development control that follow apply to the Recreation Zone shown on [Map NPSP/10](#). The provisions for the zone are additional to the City Wide provisions expressed for the whole of the council area.

OBJECTIVE

Objective 1: Development providing regional recreational, entertainment and leisure uses associated with Norwood Oval.

The Recreation Zone provides primarily for recreational use associated with the Norwood Oval with secondary entertainment, leisure and office uses.

Norwood Oval and grandstand structures are landmark buildings on The Parade which dominate the zone both visually and in terms of use. Development should be compatible in character with these buildings and should serve to reinforce their prominence in the city.

Any expansion of the Redlegs Club facility should be to the west or south (within the zone).

Any new buildings adjacent to The Parade frontage of Norwood Oval should incorporate a new oval entrance and should have a scale commensurate with the oval complex and the symbolic importance of The Parade entry to the oval while also being sympathetic to adjoining historic buildings, in particular the Presbyterian Church. Such development should exhibit a high standard of landscaping.

Vehicular access to the oval and associated facilities should be from the southern section of Woods Street and from Beyer and Florence Streets to the west. Additional traffic impact on residential streets adjoining the zone should be avoided.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development with the Recreation Zone should be for recreational uses with secondary entertainment and office uses.
- 2 Development should primarily be undertaken as a consolidation of existing recreational and entertainment facilities, with compact extensions which do not have a detrimental impact on nearby residential areas.
- 3 Any open car parking areas should have a high standard of landscaping, with emphasis on measures to protect nearby residential areas.
- 4 Car parking at levels above ground level should be designed to integrate with adjoining buildings and to screen parked vehicles to view from public areas.
- 5 Where development includes basement, part-basement or at-grade beneath-building car parking, it should not interrupt the continuity of the streetscape in both the horizontal and vertical planes and should be visually screened from the street.
- 6 Development in the Recreation Zone should not exceed three storeys in height above mean natural ground level.
- 7 The average site area per dwelling unit for residential development in the Recreation Zone should not be less than 120 square metres.
- 8 Advertisements should clearly identify the related buildings while respecting the streetscape context, particularly older buildings and heritage items, and avoiding any impact on the visual amenity of the adjoining residential areas.

The following kinds of advertisements are appropriate:

- (a) ground level: low free-standing signs to identify premises;
- (b) below canopy level: flush wall-mounted signs and free-standing signs to identify premises; and
- (c) roof level: single large-scale sign to the main The Parade entry.

All other advertisements, including those at canopy level and above canopy level, are inappropriate.

Complying Development

9 The following kinds of development are **complying** in the Recreation Zone:

Maintenance or repair to a Local Heritage Place, provided that there is no change to the external appearance of the building

Work undertaken within a Local Heritage Place that does not increase the total floor area of the building and does not alter the external appearance of the building

Non-complying Development

10 The following kinds of development are **non-complying** in the Recreation Zone:

The change in the use of land to, or the erection, construction, conversion, alteration of or addition to a building for the purposes of, the following:

Advertisements which are:

- (a) roof-mounted advertisements;
- (b) parapet-mounted advertisements which protrude above the top of the parapet; and
- (c) free-standing advertisements, any part of which, including the supporting structure, is greater than six metres in height above adjacent footpath level or ground level, whichever is the lower

Builder's Yard

Crash Repair Workshop

Consulting Room, except on The Parade frontage

Electricity Sub-station

Hospital

Hotel

Industry

Junk Yard

Motel

Major Public Service Depot

Motor Repair Station

Nursing Home

Office, except on The Parade frontage

Petrol Filling Station

Premises to which an Entertainment Venue Licence will attach

Restaurant, except on The Parade frontage

Road Transport Terminal

Service Trade Premises

Shop, except on The Parade frontage

Shop or group of shops with gross leasable area greater than 250 square metres on The Parade frontage

Store

Timber Yard

Warehouse

LINEAR PARK (RIVER TORRENS) ZONE

Introduction

The objectives and principles of development control that follow apply in the Linear Park (River Torrens) Zone shown on [Maps NPSP/3 to 6](#) inclusive and [Map NPSP/21](#). The provisions for the zone are additional to the City Wide provisions expressed for the whole of the council area.

OBJECTIVES

Objective 1: A zone in which the character, aesthetic appearance, scenic beauty and amenity of the River Torrens and its environs are preserved and enhanced in order to:

- (a) provide recreation areas, particularly passive recreation area;
- (b) provide a buffer area between metropolitan districts;
- (c) provide for native flora and fauna habitats;
- (d) protect areas of scientific, archaeological or cultural significance;
- (e) provide areas for study and interpretation of natural and human heritage; and
- (f) provide suitable areas to facilitate the expansion of ancillary uses to the existing busway.

Objective 2: The maintenance of the capacity and hydraulic characteristics of the river channel in a manner consistent with flood mitigation control measures in order to avoid flooding outside the channel.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development should preserve and enhance the character and amenity of the River Torrens and its environs.
- 2 Development should be located and designed so as to minimise damage resulting from floodwaters.
- 3 Buildings should be located unobtrusively and should be constructed of materials which blend with the riverine landscape.
- 4 There should be no vehicular crossings through the Linear Park which provide access between the abutting allotment and a public road.
- 5 Development on allotments which abut the Linear Park should not be undertaken unless any surface run-off or wastes produced by the proposed use of the land, can be managed so as to prevent any detrimental effect on existing surface of the Linear Park.
- 6 Development should not be undertaken if the establishment, operation or management of such development is likely to result in:
 - (a) pollution of the River Torrens;
 - (b) unnecessary loss or damage to native vegetation;
 - (c) erosion;
 - (d) creation of dust;
 - (e) nuisance from noise;

- (f) the introduction of or an increase in the number of pest plants or vermin;
- (g) reduction in capacity of the river channel;
- (h) landfill or landslide; or
- (i) damage to Aboriginal sites, objects or remains as defined under the Aboriginal Heritage Act, 1988.

Complying Development

- 7 The following kind of development is **complying** in the Linear Park (River Torrens) Zone, unconditionally for the Payneham Area shown on [Map NPSP/1 \(Overlay 1\)](#), and subject to compliance with prescribed conditions in [Table NPSP/1](#) for the St Peters Area shown on [Map NPSP/1 \(Overlay 1\)](#), where applicable:

Recreation Area

Maintenance or repair to a Local Heritage Place, provided that there is no change to the external appearance of the building

Work undertaken within a Local Heritage Place that does not increase the total floor area of the building and does not alter the external appearance of the building

Non-complying Development

- 8 The following kinds of development are **non-complying** in the Linear Park (River Torrens) Zone:

Ambulance Station	Light Industry
Amusement Hall	Major Public Service Depot
Amusement Machine Centre	Meeting Hall
Amusement Park	Minor Public Service Depot
Auction Room	Motel
Bank	Motor Repair Station
Billiard Saloon	Non-residential Club
Boarding House	Office
Bowling Alley	Office and Dwelling
Builder's Yard	Petrol Filling Station
Bus Depot	Place of Worship
Bus Station	Police Station
Caravan Park	Post Office
Cemetery	Primary School
Community Centre	Private Hotel
Concert Hall	Radio or TV Studio
Consulting Room	Refuse Destructor
Crematorium	Residential Club
Dance Hall	Road Transport Terminal
Dwelling	Service Trade Premises
Educational Establishment	Shop
Electricity Sub-station	Shop and Dwelling
Exhibition Hall	Show Ground
Fire Station	Skating Rink
Fuel Depot	Special Industry
General Industry	Squash Court
Gymnasium	Stadium
Helipad	Store
Home Industry	Theatre
Hospital	Timber Yard
Hotel	Transmitting Station
Indoor Recreation Centre	Warehouse
Intensive Animal Keeping	Waste Disposal Depot
Junk Yard	Waste Transfer Depot
Library	Welfare Institution

TABLE NPSP/1**Conditions Applying to Complying Development**

Located in the St Peters Area Shown on [Map NPSP/1 \(Overlay 1\)](#)

KIND OF DEVELOPMENT	CONDITIONS
The erection of buildings, change of use of land, earth- works and other construction for the purposes of:	
All Buildings	No building (including a fence) being erected, added to or altered on any land so that any portion of such building is erected, added to or altered nearer to the existing boundary of a road, or to the boundary of any land shown as being required for road widening on the Plan deposited under the provisions of the Metropolitan Adelaide Road Widening Plan Act, 1972-76 than the distance prescribed for each road or portion thereof, in Column 3 of Table NPSP/3 .
All Development	No development being undertaken within 60 metres of either side of the boundaries of the River Torrens or within the River Torrens.
Builder's Yard	Provision being made for all loading and unloading of vehicles to take place on the site of the builder's yard.
Bank	See "Office".
Community Centre	<ol style="list-style-type: none"> 1 A parking area being established on the site of the development at the rate of not less than one car parking space for every ten square metres of total floor area of the place. 2 The planning authority having given a certificate that it is satisfied that conditions B and C have been complied with.
Consulting Room	<ol style="list-style-type: none"> 1 A parking area being established on the site of the consulting room at the rate of not less than five car parking spaces for every consulting room. 2 The planning authority having given a certificate that it is satisfied that conditions B and C have been complied with.
Electricity Sub-station	<p>Any transformer, switchgear or similar equipment in the electricity sub-station being:</p> <ol style="list-style-type: none"> (a) enclosed in a building; or (b) surrounded (except at places of entry and exit) by a wall of not less than 2.5 metres in height or by a strip of land not less than 1.5 metres wide densely planted with trees or shrubs of a type which may be reasonably expected to reach a height of two metres within four years (and which shall be maintained in good heart and condition at all times) or a combination of a wall, trees and shrubs as aforesaid; and (c) surrounded, or its surroundings being rendered attractive, by a method proposed by the owner of the electricity sub-station and certified by the planning authority as being an acceptable method.

KIND OF DEVELOPMENT	CONDITIONS
Fencing, under 2.1 metres in height, including the demolition, removal, replacement, construction or alteration of such fencing	<ol style="list-style-type: none"> 1 No fencing being demolished, removed, replaced, constructed or altered between the boundary of a road, other than a lane as shown on Map NPSP/1 (Overlay 4), and any existing or proposed building on the land, the development of which that fencing is part, or within the distance from that road prescribed in Table NPSP/3, whichever is the greater distance. 2 Fencing not obstructing the view of persons using a road at or near an intersection or junction of roads so as to cause danger to any person.
Fire Station	<p>The planning authority having given a certificate that it is satisfied that:</p> <ol style="list-style-type: none"> (a) sufficient space is available on the site of the fire station to accommodate all the vehicles that may be reasonably expected on the site at any one time in connection with that station, depot or terminal; and (b) condition B has been complied with.
Library	See "Office"
Light Industry Service Industry	<ol style="list-style-type: none"> 1 Provision being made for all loading and unloading of vehicles to take place on the site of the light or service industry. 2 A parking area being established on the site of the general, light or service industry, at the rate of not less than one car parking space for every 100 square metres of total floor area or one car parking space for every two employees (whichever provides the larger parking area in the particular case). 3 The planning authority having given a certificate that it is satisfied that conditions B and C have been complied with. 4 No part of any industrial building, or works exceeding two metres in height being constructed nearer to the boundary of a residential zone or of land used or which may be used for the purpose of a school or hospital, than three metres plus 500 millimetres for each metre by which the height of the part in question exceeds 3.5 metres.
Meeting Hall Place of Worship	<ol style="list-style-type: none"> 1 A parking area being established on the site of the meeting hall or place of worship at the rate of not less than one car parking space for every five seats provided or able to be provided. 2 The planning authority having given a certificate that it is satisfied that conditions B and C have been complied with.
Motor Repair Station	<ol style="list-style-type: none"> 1 A parking area being established on the site of the motor repair station at the rate of not less than four car parking spaces for every service bay. 2 The planning authority having given a certificate that it is satisfied that conditions B and C have been complied with.
Non-residential Club	<ol style="list-style-type: none"> 1 A parking area being established on the site of the non-residential club at the rate of not less than one car parking space for every 19 square metres of floor area used or capable of being used by the members of the club. 2 The planning authority having given a certificate that it is satisfied that conditions B and C have been complied with.

KIND OF DEVELOPMENT	CONDITIONS
Office Bank Library Office and Dwelling Police Station Post Office	<ol style="list-style-type: none"> 1 A parking area being established on the site of the office at the rate of not less than one car parking space for every 25 square metres of a total floor area of the office. 2 The planning authority having given a certificate that it is satisfied that conditions B and C have been complied with.
Petrol Filling Station	<ol style="list-style-type: none"> 1 The site of the petrol filling station having a frontage to a public road of not less than 30 metres, and, if fronting a road designed as an arterial road on Map NPSP/1 (Overlay 1) Parts A & B is distant at least 60 metres at its nearest point from any intersection or junction. (The words "intersection" and "junction" having the same meanings as those ascribed to them respectively by Section 5 of the Road Traffic Act, 1961). 2 Fuel pumps and other service facilities being so located on the site of the petrol filling station that there is no reasonable possibility that any part of any vehicle being serviced will encroach onto a public road. 3 Vehicular crossings providing access to a public road from the site of the petrol filling station being: <ol style="list-style-type: none"> (a) located so that no more than two vehicular crossings are provided to one road frontage; and (b) located so that every part of a vehicular crossing is not less than nine metres from any part of any other vehicular crossing; and (c) located so that the vehicular crossings cannot be used for access from a parking area owned or occupied by a person other than the owners or occupiers of the site of the petrol filling station; and (d) constructed to a width not exceeding nine metres measured along the kerb alignment; and (e) constructed so that the angle between the centre line of every vehicular crossing and the road alignment is not less than 60 degrees. 4 A landscaped barrier, of at least two metres in width being constructed along the road alignment to prevent vehicles leaving or entering the site except by the vehicular crossings. 5 The planning authority having given a certificate that it is satisfied that conditions B and C have been complied with.
Place of Worship	See "Meeting Hall".
Police Station	See "Office".
Post Office	See "Office".
Primary School	<ol style="list-style-type: none"> 1 A parking area being established on the site of the primary school at the rate of not less than one car parking space for every two employees of the school. 2 The planning authority having given a certificate that it is satisfied that conditions B and C have been complied with. 3 Provision being made for the loading, unloading and manoeuvring of passenger buses and service vehicles on the site of the primary school.

KIND OF DEVELOPMENT	CONDITIONS
Recreation Area	No nuisance or annoyance being created or caused to the occupiers of any land in the vicinity of that recreation area.
Residential Club	A parking area being established on the site of the residential club at the rate of not less than one car parking space for every two lodging rooms.
Service Industry	See "Light Industry".
Store	<ol style="list-style-type: none"> 1 Provision being made for loading and unloading of vehicles to take place on the site of the store or warehouse. 2 A parking area being established on the site of the store or warehouse at a rate of not less than one car parking space for every two employees. 3 The planning authority having given a certificate that it is satisfied that conditions B and C have been complied with. 4 No part of any store or warehouse being constructed nearer to the boundary of a residential zone or of land which may be used for the purpose of a school or hospital than 4.5 metres.
Warehouse	See "Store".

CONDITION B - ACCESS TO ROADS

The number, location and design of access points to a road or thoroughfare from the site being established so as best to ensure the safety of the public and the free flow of traffic in the locality.

CONDITION C - PARKING AREA DESIGN

The layout of the parking area being established so as best to ensure the safety of the public and the free flow of traffic in the locality.

TABLE NPSP/2**Conditions Applying to Complying Development**

Located in the Payneham Area Shown on [Map NPSP/1 \(Overlay 1\)](#)

KIND OF DEVELOPMENT	CONDITIONS
Consulting Room	A parking area being established on the site of the consulting room at the rate of not less than five car parking spaces for each consulting room subject to condition A.
Electricity Substation within Light Industry Zone	<p>1 Any transformer switchgear or similar equipment in the electricity substation being:</p> <p>(a) enclosed in a building; or</p> <p>(b) surrounded (except at places of entry and exit) by a wall of not less than 2.4 metres in height or by a strip of land not less than 1.2 metres wide densely planted with trees or shrubs of a type which may be reasonably expected to reach a height of 1.8 metres within four years (and which shall be maintained in good heart and condition at all times) or a combination of a wall, trees and shrubs as aforesaid; or</p> <p>(c) surrounded, or its surroundings being rendered attractive, by a method proposed by the owner of the electricity substation and certified by the planning authority as being an acceptable method.</p>
Hotel	<p>1 A parking area being established on the site of the hotel at the rate of not less than one car parking space for:</p> <p>(a) every two square metres of total floor area which is available to the public in a bar; and</p> <p>(b) every six square metres of total floor area which is available to the public in a lounge or beer garden;</p> <p>or not less than one car parking space for every three guest rooms (whichever provides the larger area for car parking in the particular case); subject to condition A applying to the provision of any parking area required by this condition.</p> <p>2 The planning authority having given a certificate that it is satisfied that conditions B, C (a) and D have been complied with.</p>
Light Industry Store Warehouse	<p>1 The total area of the site occupied by buildings not exceeding 50 percent of the area of the site.</p> <p>2 A clearance of not less than three metres being provided for access purposes between any structure and one side boundary of the site.</p> <p>3 No part of any industrial building, store, warehouse or works exceeding two metres in height being constructed nearer to the boundary of a residential zone or of land used or which may be used for the purpose of a school or hospital, than three metres plus 500 millimetres for each metre by which the height of the part in question exceeds 3.5 metres.</p>

KIND OF DEVELOPMENT	CONDITIONS
	<p>4 A parking area being established on the site of the light industry, store or warehouse at the rate of not less than one car parking space for every 47 square metres of total floor area or one car parking space for every two employees (whichever provides the larger parking area in the particular case) except that where retail sales take place on the site, then the conditions in this Table relating to shops, shall apply to that floor area used for sale, or display for sale, by retail; subject to condition A.</p> <p>5 The planning authority having given a certificate that it is satisfied that:</p> <p>(a) provision has been made for all loading and unloading of vehicles to take place on the site of the industry, store or warehouse; and</p> <p>(b) conditions B, C and D have been complied with.</p>
Motel	<p>1 A parking area being established on the site of the motel at the rate of not less than one car parking space in respect of each room or other residential unit in the motel and where a restaurant which is licensed, or which may be licensed under the provisions of the Licensing Act, 1967-1982, is within or is erected upon the site upon which there is a motel, there shall be established an additional parking area at the rate of not less than one car parking space for every 11 square metres of total floor area of such restaurant; subject to condition A applying to the provision of any parking area required by this condition.</p> <p>2 The planning authority having given a certificate that it is satisfied that conditions B, C (a) and D have been complied with.</p>
Non-Residential Club	<p>1 A parking area being established on the site of the non-residential club at the rate of not less than one car parking space for every six square metres of total floor area used or capable of being used by the members of the club; subject to condition A.</p> <p>2 The planning authority having given a certificate that it is satisfied that conditions B, C (a) and D have been complied with.</p>
Office	<p>1 A parking area being established on the site of the office at the rate of not less than one car parking space for every 25 square metres of a total floor area of the office, with a minimum of four such car parking spaces; subject to condition A.</p> <p>2 The planning authority having given a certificate that it is satisfied that conditions B, C and D have been complied with.</p>
Petrol Filling Station	<p>1 Fuel pumps and other service facilities being so located on the site of the petrol filling station that there is no reasonable possibility that any part of any vehicle being serviced will encroach onto a public road.</p> <p>2 Vehicular crossings providing access to a public road, from the site of the petrol filling station being so located that:</p> <p>(a) every part of a vehicular crossing is not less than nine metres from any part of any other vehicular crossing, and</p> <p>(b) the vehicular crossings cannot be used for access from a parking area owned or occupied by a person other than the owner or occupier of the site of the petrol filling station.</p>

KIND OF DEVELOPMENT	CONDITIONS
	<p>3 The planning authority having given a certificate that it is satisfied that conditions B, C (a) and D have been complied with.</p>
Recreation Area	<p>No nuisance or annoyance being created or caused to the occupiers of any land in the vicinity of that recreation area.</p>
Service Industry	<p>1 A clearance of not less than three metres being provided for access purposes between any structure and one side boundary of the site.</p> <p>2 No part of any service industrial building or works exceeding two metres in height being nearer to the boundary of a residential zone or of land used or which may be used for the purpose of a school or hospital, than three metres plus 500 millimetres for each metre by which the height of the part in question exceeds 3.5 metres.</p> <p>3 A parking area being established on the site of the service industry at the rate of not less than one car parking space for every 47 square metres of total floor area or one car parking space for every two employees (whichever provides the larger parking area in the particular case) except that where retail sales take place on the site, then the conditions in this Table relating to shops shall apply to that floor area used for sale, or display for sale, by retail; subject to condition A.</p> <p>4 The planning authority having given a certificate that it is satisfied that:</p> <p>(a) provision has been made for all loading and unloading of vehicles to take place on the site of the service industry, and</p> <p>(b) conditions B, C and D have been complied with.</p>
Shop	<p>1 A parking area being established on the site of the shop or on the sites of a series of two or more shops at the rate of not less than seven car parking spaces for every 100 square metres of the total floor area; provided that where, in a shop or series of shops, there is a cafe or restaurant where food is consumed in or taken away from the cafe or restaurant, and where such cafe or restaurant also incorporates seats or benches, there shall be provided on the site or sites an additional parking area at the rate of not less than one car parking space for every three seats provided or able to be provided; subject to condition A applying to the provision of any parking area required by this condition.</p> <p>2 A road or thoroughfare for the use of vehicles which is not less than six metres wide and which communicates at each end with a public road or street being provided at the rear of every shop or series of two or more shops.</p> <p>3 The site of every shop having a depth of not less than 24 metres.</p> <p>4 The planning authority having given a certificate that it is satisfied that:</p> <p>(a) a suitable area is to be provided for the loading and unloading of service and commercial vehicles, and</p> <p>(b) a suitable area is to be provided for the storage and collection of refuse, and</p> <p>(c) conditions B, C (a) and D have been complied with.</p>

KIND OF DEVELOPMENT	CONDITIONS
Store	See "Light Industry"
Warehouse	See "Light Industry"

CONDITION A - LESSER PARKING AREA

A lesser parking area than that specified being established on the site, provided that the planning authority has given a certificate that:

- (a) part or the whole of the parking needs arising from the development will be met by a parking area, on another site, available or to be available for the duration of the development or intended development; and
- (b) the other site and the parking area to be established on the other site comply with Conditions B, C and D.

CONDITION B - ACCESS TO ROADS

The number, location and design of access points to a road or thoroughfare from the site being established so as best to ensure the safety of the public and the free flow of traffic in the locality.

CONDITION C - PARKING AREA DESIGN AND IDENTIFICATION

- (a) The design, layout and pavement of the parking area being established so as best to ensure the safety of the public and the free flow of traffic in the locality; and
- (b) adequate identification being provided to ensure that the location of the parking area is readily apparent to visitors.

CONDITION D - LANDSCAPING

Suitable landscaping of the site being provided for in plans and drawings, and such landscaping would be satisfactory if implemented in accordance with the plans and drawings within twelve months of the giving of the certificate and maintained in the form and to the standard shown on the plans and drawings, and provided that such landscaping shall include the portions of the site which are:

- (a) adjacent to the alignment of a road, street or thoroughfare; and
- (b) within the parking areas referred to in any condition requiring the provision of such parking areas.

TABLE NPSP/3

**Building Set-back for Development Located in the St Peters Area
as shown on [Map NPSP/1 \(Overlay 1\)](#)**

Column 1	Column 2	Column 3
Road	Portion of Road Affected	Prescribed Distance
Bakewell Road	Both sides	10.5 metres
Betram Street	Both sides	10.5 metres
Bruton Street	Both sides	10.5 metres
Cambridge Street	Both sides	10.5 metres
George Street	Both sides	10.5 metres
Hatswell Street	Both sides	10.5 metres
Hackney Road	Both sides	10.5 metres
Henry Street	South-eastern side and north eastern side from Magill Road to Frederick Street	14 metres
Henry Street	North-western side and south-western side from Magill Road to Frederick Street	8 metres
Magill Road (excluding within the Urban Corridor Zone)	Both sides	10.5 metres
Nelson Street	Both sides	10.5 metres
North Terrace (excluding within the Urban Corridor Zone)	Both sides	10.5 metres
Oxford Street	Both sides	10.5 metres
Payneham Road	Both sides	10.5 metres
Portrush Road	Both sides	10.5 metres
Regent Street	Both sides	10.5 metres
Richmond Street	Both sides	10.5 metres
Stephen Terrace	Both sides	10.5 metres
Stepney Street	Both sides	10.5 metres
Union Street	Both sides	10.5 metres
University Street	Both sides	10.5 metres
First Lane	Both sides	3 metres
Second Lane	Both sides	3 metres
Third Lane	Both sides	3 metres
Fourth Lane	Both sides	3 metres
Fifth Lane	Both sides	3 metres
Sixth Lane	Both sides	3 metres
Seventh Lane	Both sides	3 metres
Eighth Lane	Both sides	3 metres
Middle Road	Both sides	3 metres
Nuffield Lane	Both sides	3 metres

Keble Lane	Both sides	3 metres
Eton Lane	Both sides	3 metres
Oriel Lane	Both sides	3 metres
Exeter Lane	Both sides	3 metres
Merton Lane	Both sides	3 metres
Lincoln Lane	Both sides	3 metres
All other roads	Both sides	8 metres

TABLE NPSP/4

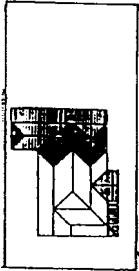
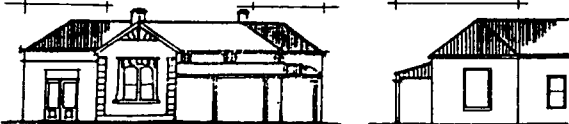
Design Guidelines for Heritage Places and Development in Historic (Conservation) Zones


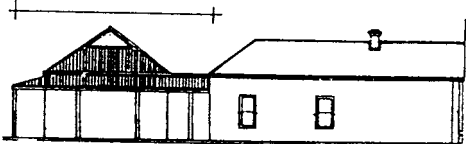
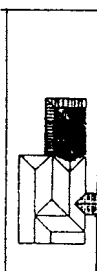
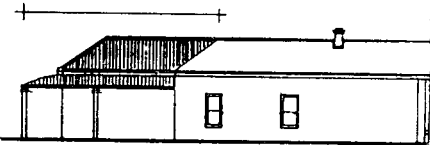

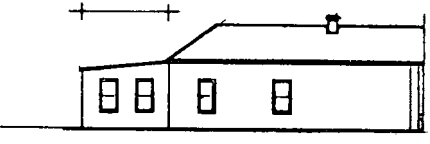

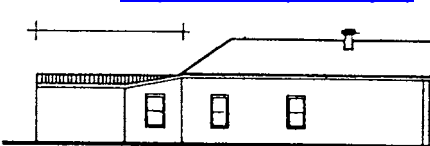
The following guidelines are relevant to development involving individual State Heritage Places, Local Heritage Places or buildings within Historic (Conservation) Zones. In the case of State Heritage Places, these guidelines should only be used as a general guide. The more rigorous assessment of heritage impact applied to State Heritage Places on a case by case basis may result in some modification to the advice offered in these guidelines. For the purposes of these guidelines, buildings of historic character are State Heritage Places and Local Heritage Places across all parts of the City and Contributory Items within the Historic (Conservation) Zones. In addition, buildings originally constructed prior to 1920 in the Kent Town 2, Norwood 1, 2, 3 and 5 Policy Areas and prior to 1940 in the Kent Town 1 and Norwood 4 Policy Areas, which contribute to the desired character of the Zone and the Policy Area, are included as buildings of historic character (for the purposes of Sections 1 and 2 of these Design Guidelines).

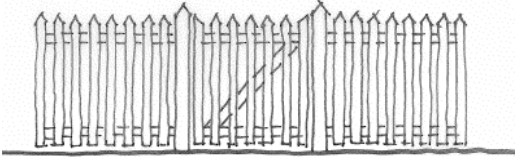
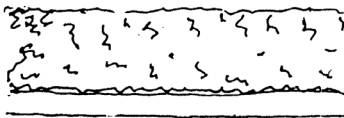
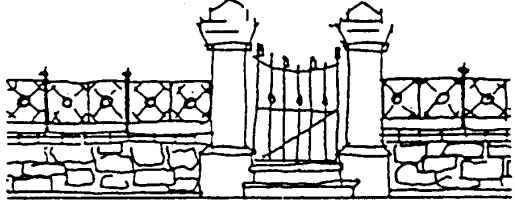
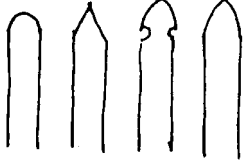
1 RESTORATION AND MAINTENANCE OF A BUILDING OF HISTORIC CHARACTER

Component or Aspect	Guidelines for Development
1.1 Walls and Roof	<p>Original materials and finishes of walls, particularly unpainted brickwork or stonework, should be retained.</p> <p>Materials consistent with original materials such as corrugated iron or terracotta tile roofing where applicable should be used. Metal tiles or coloured concrete tiles should not be used.</p>
1.2 Gutters and Downpipes	<p>The form of these features should be consistent with the original form, for example "ogee" profile guttering, round metal downpipes and rainheads of a traditional type.</p>
1.3 Windows and Doors	<p>The original configuration should be retained.</p> <p>Original materials should be retained where practicable or replaced with materials similar in nature to original materials, specifically timber framing of windows with frontage to roads, other than lanes shown on Map NPSP/1 (Overlay 4).</p>
1.4 Verandahs	<p>The original form and detail of design should be maintained for features such as cast iron brackets and friezes, projecting gables, verandah floors, slate entrance steps, and dividing lattice panels, where relevant.</p> <p>There should be no enclosing of verandahs.</p>
1.5 Colours	<p>All painted surfaces should be maintained in good repair, using colours of a kind similar to or compatible with original colours where they can be determined from physical or archival evidence, or as a second resort, through local comparison of similar building types.</p>

2. ALTERATIONS AND ADDITIONS TO A BUILDING OF HISTORIC CHARACTER

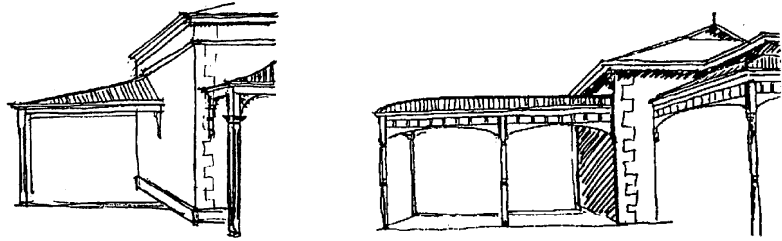
Component or Aspect of Development	Guidelines for Development
2.1 Walls and Roof	<p>Materials used for walls should match or be compatible in colour and texture with the original materials of construction of the building concerned, including rendered masonry, faced stone, faced brick or lightweight timber construction associated with windows or glazed doors.</p> <p>Materials used for roofs should match or be closely compatible with the original materials of construction. Generally, natural galvanised surfaced or painted corrugated iron is the most appropriate roofing material. Natural (unpainted) zinc-aluminium galvanising should not be used due to the brightness of this finish and its resistance to oxidation, which greatly softens the visual impact of an all zinc galvanised coating.</p>
2.2 Siting	<p>Physical changes to a building should be in harmony with the character of the original building, especially when viewed from a streetscape perspective.</p> <p>The impact of visible change should be minimised. Accordingly, the character of the portion of a building near the primary street frontage should not be significantly changed by any alteration or addition.</p>
2.3 Form	<p>Additions should continue the form and base design elements of the building to which they are attached; for example the shape and pitch of the roof and the height and projections of eaves and gables.</p> <p>Second-storey additions may be appropriate provided that they repeat elements of the form of the original building, are not prominently visible from a road, other than a lane shown on Map NPSP/1 (Overlay 4), do not visually dominate the existing building and do not interfere with the essential character of the building. Incorporation of attic rooms into the existing large roof spaces of dwellings may be appropriate.</p> <p>The following diagrams illustrate various acceptable forms of addition to a dwelling:</p>
	<p>(a) Extension of original form at rear and side - This type of addition allows for the enlargement of a typical villa to a substantial house, continues the existing gutter line and roof ridges, and may allow for the front verandah to be returned. In essence the additions repeat the existing roof form.</p> 

Component or Aspect of Development	Guidelines for Development
	<p>(b) Pavilion addition - This creates a separate roof. With elements of form similar to the form of the original roof, connected to the original building by a lower linking section.</p> 
	<p>(c) Wing addition - This extends a parallel roof ridge, maintaining the existing gutter line, ridge height and ceiling height, with any separate verandah echoing the use of a verandah at the front.</p> 
	<p>(d) Lean-to with skillion roof addition - The lower ceiling height and discontinuous gutter line of this form of addition is generally acceptable if the form of the addition is kept simple. This form of addition is not desirable on a site with frontage to more than one road, other than a lane shown on Map NPSP/1 (Overlay 4).</p> 
	<p>(e) Lean-to with wing addition - This continues the form of the skillion addition along an additional wing. This form of addition is not desirable on a site with frontage to more than one road, other than a lane shown on Map NPSP/1 (Overlay 4).</p> 
<p>2.4 Fences and Gates</p>	<p>Original fences and gates should be retained and reinstated where possible.</p> <p>Where evidence regarding the original fence is not available, a fence sympathetic to the style of the dwelling on the site should be erected.</p> <p>Except on the frontage to an arterial road as shown on Map NPSP/1 (Overlay 1) Parts A & B, the erection of high walling in concrete, masonry or timber is not appropriate where it is liable to obscure the view of a dwelling from a road, other than a lane shown on Map NPSP/1 (Overlay 4), or disrupt the existing open landscaped character of the locality..</p>

Component or Aspect of Development	Guidelines for Development
	<p>Relatively low and open fencing is appropriate to enable visually attractive detailing of the design of a dwelling to remain visible from a road.</p> <p>Solid side fencing should be built of traditional materials such as timber, corrugated iron (pre-painted if desired), brush or well-detailed masonry..</p> <p>Typical traditional types of fences are illustrated below:</p> <div style="display: flex; justify-content: space-around; align-items: flex-start;"> <div style="text-align: center;">  <p data-bbox="469 734 710 786">Timber Picket (height 1200 to 1500mm)</p> </div> <div style="text-align: center;">  <p data-bbox="1024 728 1157 752">Clipped hedge</p> </div> </div> <div style="display: flex; justify-content: space-around; align-items: flex-start; margin-top: 20px;"> <div style="text-align: center;">  <p data-bbox="469 1037 710 1088">Stone, brick, cast iron (height 1300 to 1650mm)</p> </div> <div style="text-align: center;">  <p data-bbox="1024 1043 1390 1117">Picket (hardwood 70 by 20mm simple shaped top)</p> </div> </div>
2.5 Gardens	<p>Mature landmark trees, for example, of the species <i>araucaria</i>, should be retained.</p> <p>Planting of native species of trees close to buildings is not appropriate and may be hazardous to old buildings sited on highly reactive soils.</p> <p>Established garden areas of significance from a streetscape or historic interest perspective should be retained.</p>
2.6 Carports and Garages	<p>A carport or garage should be designed to relate to the form and materials of the dwelling to which it is attached or associated but not heavily compete with the main building façade in terms of streetscape impact.</p> <p>A carport may use the form of a verandah roof, and should be set back beyond the main frontage of the dwelling to limit visual impact.</p> <p>A flat-roofed carport near to or in front of the facade of a dwelling is not appropriate.</p> <p>A free-standing garage should generally be located within the rear part of the site of a dwelling.</p>

Component or Aspect of Development Guidelines for Development

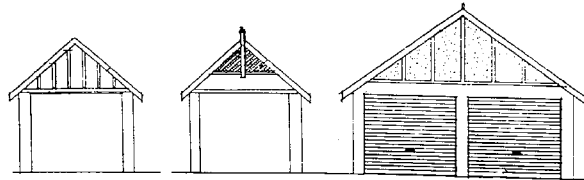
Single Carport – with hipped roof
(diagram on the left)
Double Carport – with bullnose roof
(diagram on the right)



Carport reusing column element
(diagram on the left)
Single Carport set-back from the front of
the house (diagram on the right)



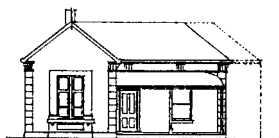
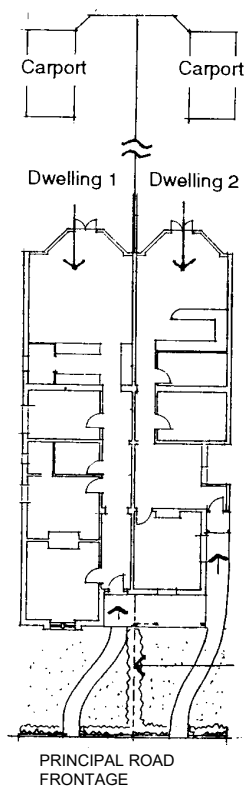
Appropriate freestanding garages or
carports with pitched roof and detailing
to suit the house



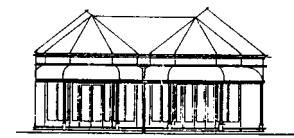
2.7 Conversion to Semi-detached Dwellings

Conversion of an existing detached dwelling to semi detached dwellings should be designed in a manner that retains the overall character and streetscape qualities of the original detached dwelling.

The following diagrams illustrate examples of acceptable forms of conversion of a detached dwelling to semi-detached dwellings

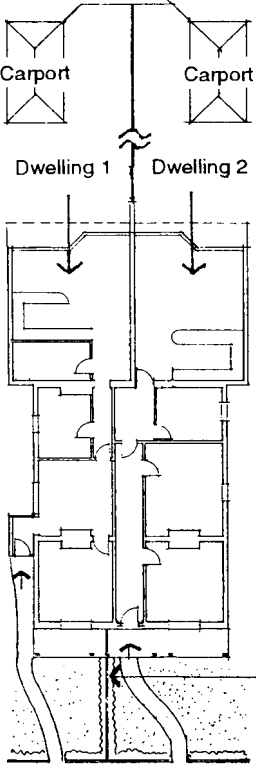



Front Elevation
(extension shown dotted)
Fence division to be low traditional picket and/or hedging to align with verandah post



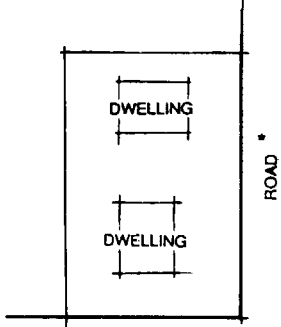
Rear Elevation

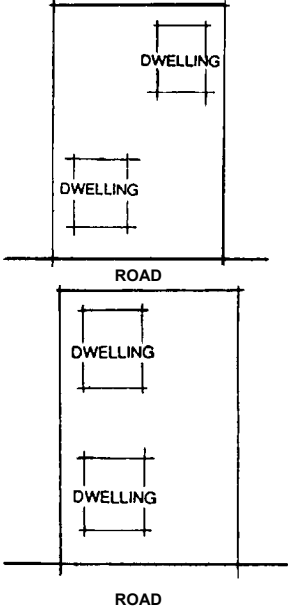
TYPICAL ASYMMETRICAL VILLA c. 1890

Component or Aspect of Development	Guidelines for Development
	 <p data-bbox="730 434 1018 539"> Front Elevation (extension shown dotted) Fence division to be low traditional picket and/or hedging to align with verandah post </p> <p data-bbox="1075 434 1203 454">Rear Elevation</p>
	<p>TYPICAL STRAIGHT FRONTED VILLA c. 1905</p>

3. NEW BUILDINGS IN A RESIDENTIAL HISTORIC (CONSERVATION) ZONE

These guidelines promote the sensitive design of new buildings in Residential Historic (Conservation) Zones and adjoining a State or Local Heritage Place without extending to the literal imitation or design replication of historic buildings in the locality.

Component or Aspect of Development	Guidelines for Development	
3.1 Walls and Roof	<p>Materials of a traditional kind, such as stone or red brick, should be used in a manner that complements traditional construction techniques and historic character in the locality. The use of imitation stone or slate veneer used to resemble stone is not appropriate.</p> <p>Corrugated iron roofing, which may be pre-painted, should be used in preference to clay, concrete or metal tiles, except where tiled roofs prevail as part of the historic character, for example in areas where stately 'Federation houses' or 'Californian bungalows' appear. In such circumstances, tiling may be used if the type is carefully selected to harmonise with nearby roofing.</p> <p>The pitch of roofs typically associated with historic buildings found in the locality should be repeated. This will usually involve roof pitches of 30 degrees or more.</p>	
3.2 Siting	<p>The set-back of a dwelling from a road, other than a lane shown on Map NPSP/1 (Overlay 4), should be generally consistent with the set-back of existing dwellings to maintain the traditional arrangement of building in the road concerned, particular where a rhythmic streetscape is observed. Side boundary setbacks and front yard garden spaces should also be compatible with historic development.</p> <p>Decisions regarding the location of two or more dwellings on a site of adjoining sites should take guidance from the following diagrams.</p>	
MAY BE CONSIDERED		<p>*Other than a lane shown on Map NPSP1 (Overlay 4)</p>

Component or Aspect of Development	Guidelines for Development
<p>INAPPROPRIATE</p>	
<p>3.3 Windows and Doors</p>	<p>Openings in walls adjacent to a road frontage should generally have proportions similar to historic dwellings in the locality.</p> <p>Window frames fronting roads, other than lanes shown on Map NPSP/1 (Overlay 4), should be of timber construction.</p> <p>Simple rendered surrounds of windows are preferable to elaborate projecting quoins.</p>
<p>3.4 Verandahs</p>	<p>A front verandah should be incorporated into the design of each dwelling.</p>
<p>3.5 Colours</p>	<p>The colours of external building materials should be complementary to the traditional colours and textures of historic dwellings in the locality.</p>
<p>3.6 Scale</p>	<p>The height of eaves of the ground floor level of a dwelling should be similar to the height of the eaves of historic dwellings in the locality (in many cases about 3.6 metres).</p> <p>Two-storey dwellings may be appropriate adjacent to historic buildings of similar building height, provided the form of the new dwelling remains compatible with the adjoining historic buildings.</p>

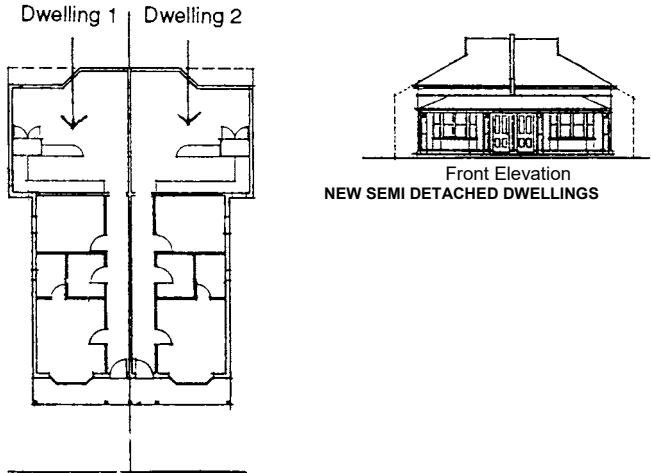
Component or Aspect of Development	Guidelines for Development
3.7 Design of Semi-detached Dwellings	<p>The design of semi-detached dwellings should be consistent with the guidelines for the erection of new buildings and should reinforce the historic character of the locality.</p> <p>The following diagram illustrates an example of an appropriate new development.</p> <div data-bbox="715 510 1369 981" style="text-align: center;"></div>

TABLE NPSP/5

List of State Heritage Places located within the City of Norwood, Payneham & St Peters
shown on [Figures Her/10, 11, 12, 15, 16, 17, 18, 20, 21, 22, 23 and 24.](#)

Note: This table was last updated in April 2005 and is an extract from the South Australian Heritage Register established under Section 13(1) of the *Heritage Places Act 1993*. In the event of a discrepancy between this extract and the South Australian Heritage Register, the South Australian Heritage Register shall prevail.

Property Address	Description of Place of Value	Certificate of Title Reference
COLLEGE PARK		
1-13 Payneham Road	Bon Marche Building	5198/395
15 Payneham Road	Bell's Plumbers Shop	5701/500
9 Trinity Street	Dwelling (former Airlie Hostel)	5691/563
FELIXSTOW		
160 O G Road	('Forsyth House' former dwelling), Aldersgate Nursing Home	5664/479 5828/286
GLYNDE		
54 Avenue Road	Dwelling ('Glynde House')	5892/927
HACKNEY		
Hackney Road	Hackney Bridge (former New Company Bridge)	N/A
Hackney Road	Old School House, St Peters College	5878/330
Hackney Road	St Peter's College – Big Quad Precinct	GM 2/71 H105100
North Terrace	Palm House, (former dwelling) St Peters College	5894/984
1 North Terrace	Former Romilly House	5376/910
HEATHPOOL		
11 Northumberland Street	Dwelling	5693/60
KENSINGTON		
39-49 Bishops Place	Dwellings – six row houses	5866/763
53 Bridge Street	Shop (former Boot Factory & Dwelling)	5549/329
Adjacent 53 & 55 Bridge Street	Bridge, Kensington [Brick Arch]	5549/329 5879/568
60 Bridge Street	Rising Sun Inn	5378/431
36 High Street	Shops (former Rising Sun Hotel)	5376/125
38-40 High Street (also known as Unit 1/38 & Unit 2/38 High Street)	Shops (former Shops & Dwellings)	5167/502 5027/902

Property Address	Description of Place of Value	Certificate of Title Reference
42 High Street	Shop & Dwelling	5209/799
50 High Street	Dwelling	5558/618
157&161 Kensington Road	Attached Bluestone Dwellings	5647/119 5269/199
Portrush Road	Benson Memorial Drinking Fountain	5641/846
286 Portrush Road	St Joseph's Convent including the 1876 chapel, the 1908 main building & additions to it	5879/407 5879/408 5936/427 5936/428
KENT TOWN		
12 Dequetteville Terrace	Office ('Marshall House')	5405/419
23 Dequetteville Terrace	Prince Alfred College	5430/825 5911/716
28 Dequetteville Terrace	Office ('Zurich House' formerly 'Miethke House')	5483/750
33 Dequetteville Terrace	Dwelling ('Sera House' formerly 'Duguid House')	5148/59
19 Flinders Street	Headmaster's Residence (former Dwelling), Prince Alfred College	5798/128
31A Fullarton Road	Kent Town Uniting (former Wesleyan Methodist) Church	5535/111
25 Grenfell Street	Caretaker's Cottage, Kent Town Uniting Church	5535/111
27 Grenfell Street	Kent Town Uniting Church Hall & Schoolroom (former Kent Town Uniting Church Manse)	5535/111
36 Grenfell Street	Office (former Kent Town Uniting Church Manse)	5298/749
2 North Terrace	Hotel Royal	5407/163
64 North Terrace	Office (former Parkin College)	5289/387
Rundle Street	Former Kent Town Brewery & Malthouse	5870/385-411 5895/860 5896/266-313 5848/853
59-61 Rundle Street	Dwelling & Shop	5078/921
90-92 Rundle Street	Pair of Two Storey Red Brick Victorian Terrace Dwellings	5162/832 5162/833 5162/834
94-96 Rundle Street (formerly 11 Little Grenfell Street)	Office (former Dwelling)	5164/610
2 Wakefield Street	Dwelling	5166/763
MARDEN		
68 Battams Road	Dwelling ('Korra Weera')	5664/823

Property Address	Description of Place of Value	Certificate of Title Reference
343 Payneham Road	Payneham Road Uniting (former Wesleyan Methodist) Church & Hall	5817/694
401 Payneham Road	St Aidan's Anglican Church	5612/58 5843/117
MARRYATVILLE		
140 Kensington Road	Iron Fence & Gates, former Eden Park Estate	5912/85 5912/86 5912/87 5912/88 5912/89
170 Kensington Road	Marryatville High School (former Stables of 'Eden Park' Dwelling)	5900/706
202 Kensington Road	Former Marryatville Police Station & Dwelling	5086/366
316 Portrush Road	Loreto Convent (former Dwelling ('The Acacias'), Stables & Garden)	5939/226
324 Portrush Road	Karrawood House (former dwelling), Loreto Convent	5471/471
1A The Crescent	Marryatville High School Year 12 Centre (former dwelling 'Eden Park')	5712/922
MAYLANDS		
179 Magill Road	Tram Barn (former Adelaide & Suburban Tramway Company Horse Tram Depot, including surviving parts of Car Shed & former office)	5481/387 5481/388 5487/131
185 Portrush Road	Former Dwelling ('Fulton Court')	5286/79
NORWOOD		
77 Beulah Road	St. Bartholomew's Anglican Church & Front Fence	5094/923 5094/924
77 Beulah Road	St. Bartholomew's Anglican Church Rectory & Front Fence	5094/921
96 Beulah Road	Norwood Primary School Main Building (former Model School) & Boundary Walls	5195/731 5167/694 5796/214
116 Beulah Road	Dwelling (former Thomas Caterer's School)	5582/828
118 Beulah Road	Dwelling (former Thomas Caterer's School)	5582/826 5582/827
12 Donegal Street	Dwelling	5075/299
3-11 Gertrude Street	Dwelling ('Scarfe Cottage Homes')	5744/451
4-12 Gertrude Street	Dwelling ('Scarfe Cottage Homes')	5744/451
1 Kensington Road	Britannia Hotel	5133/756 5133/859

Property Address	Description of Place of Value	Certificate of Title Reference
Osmond Terrace	Norwood Soldier's Memorial	10 5100/6044
40 Osmond Terrace	Norwood Courthouse & Police Station – 1938 building only	5873/930
97 The Parade	Norwood Hotel	5343/535
110 The Parade	Norwood Institute	5079/779
134 The Parade	Former Norwood Baptist Church & Fence (1869 building only)	5784/490
175 The Parade	Norwood Town Hall	5224/68
239 The Parade	Former Norwood Wesleyan Methodist Church	5887/798
258-262 The Parade	Two-storey shops & upstairs dwelling	5150/35
2 Theresa Street	Former Woodroffe Drink Factory	5596/632
4 Wall Street	Dwelling	5101/48
1 William Street	Dwelling	5085/760
105 William Street	Former Coach & Horses Inn	5283/946
PAYNEHAM		
296 Payneham Road	Office (former dwelling of Henry Sewell, Nurseryman)	5409/967 5409/760
ST PETERS		
101 Payneham Road	Town Hall & Banquet Hall	5847/278
STEPNEY		
1-3 Magill Road	Maid & Magpie Hotel	5158/486

TABLE NPSP/6

List of Local Heritage Places located within the City of Norwood, Payneham and St Peters shown on [Figures Her/2 to 24](#).

Property Address		Description of Place of Value and Extent of Listing	Certificate Of Title Reference	Section 23(4) Criteria	Survey Reference
19	Albermarle Avenue Trinity Gardens	Dwelling Original external form, materials and details of c1910 pressed metal clad cottage.	5295/681	a,d	TG01
21	Albermarle Avenue Trinity Gardens	Dwelling Original external form, materials and details of c1910 pressed metal clad cottage.	5136/454	a,d	TG01
23	Albermarle Avenue Trinity Gardens	Dwelling Original external form, materials and details of c1910 pressed metal clad cottage. Excludes later verandah and tiled roof.	5373/484	a,d	TG01
3a-3b	Alfred Street Norwood	Bridge & Parapet	5017/979 5914/193 5914/194	a,b	3alfred
33a	Ann Street Stepney	Attached Dwelling Whole of exterior including front fence.	5294/348	b,c,d	S/5
33b	Ann Street Stepney	Attached Dwelling Whole of exterior including front fence.	5294/348	b,c,d	S/5
49	Ann Street Stepney	Former Shop/Dwelling Whole of exterior.	5749/746	a,b,d	S/6
28	Arthur Street Payneham	Dwelling Original external form, materials and details of c1910 pressed metal cottage, excluding later additions.	5069/223	a,d	PA01
	Ashbrook Avenue Trinity Gardens	Koster Park (formerly Koster's Pottery) Extent of park and remnants of 1945 red brick bottle kiln.	5731/14 5840/263 5821/666 5793/944 5785/299	a,c,e	TG03
55	Ashbrook Avenue Payneham	Apartments External form, materials and details of 1947-48 rockfaced sandstone two storey apartment building including remaining metal framed windows. Excludes later extensions.	5942/967 (1) 5942/968 (2)	a,d,f	PA02
8	Athelney Avenue (2a Rugby Street) Hackney	Dwelling ('Athelney') & Coachhouse All dwellings.	5894/990	a,d,e	H/19
17a	Augusta Street Maylands	Former Uniting Church Whole of exterior of both churches and hall.	5471/230	a,c,d,f	M/9
27	Augusta Street Maylands	Former Church Whole of exterior.	5187/177	a,c,d	M/10
39	Avonmore Avenue Trinity Gardens	Dwelling External form, materials and details of c1910 pressed metal cottage. Excludes later extensions.	5156/137	a,d	TG07

Property Address		Description of Place of Value and Extent of Listing	Certificate Of Title Reference	Section 23(4) Criteria	Survey Reference
3	Baliol Street College Park	Former Congregational Church Whole of exterior (excluding addition) including front fence.	5739/483	a,c,d,f	C/17
5	Baliol Street College Park	Dwelling ('Rothsay Villa') Whole of exterior (excluding addition) including front fence.	5135/928	a,d,e	C/16
3	Barnes Road Glynde	Dwelling Original external form, materials and details of c1905 house. Excludes front verandah, later southern and eastern additions and aluminium tiled roof.	5668/229	a	GL01
15	Barnes Road Glynde	Attached Worker's Cottage Original external form, materials and details of early twentieth century worker's cottage. Excludes later rear extension.	5037/974	a,d	GL02
17	Barnes Road Glynde	Attached Worker's Cottage Original external form, materials and details of early twentieth century worker's cottage. Excludes later rear extension.	5037/975	a,d	GL02
19	Barnes Road Glynde	Attached Worker's Cottage Original external form, materials and details of early twentieth century worker's cottage. Excludes later rear extension.	5037/976	a,d	GL02
21	Barnes Road Glynde	Attached Worker's Cottage Original external form, materials and details of early twentieth century worker's cottage. Excludes later rear extension.	5037/977	a,d	GL02
47	Barnes Road Glynde	Dwelling Original external form, materials and details of c1910 asymmetrical sandstone villa.	5596/971	a,d	GL03
47	Battams Road Royston Park	Dwelling Original external form, materials and details of 1920s gentlemen's bungalow including the garage.	5108/125	a,d	RP01
58	Battams Road Marden	Dwelling Original external form, materials and details of c1882 residence.	5690/596	a,d,e	MA01
11	Bertram Street Hackney	Dwelling (Former 'Hailes Villa' Gardener's Cottage) Whole of exterior.	5303/34	a,b,d	H/23
31	Beulah Road Norwood	Former Salvation Army Hall	5752/340	a,b,d,f	31beulah
49	Beulah Road Norwood	St Mary's Church (formerly Catholic School/Church)	5358/206 5358/162	a,b,d	49beulah
62	Beulah Road Norwood	Dwelling used as School Dental Service Centre. Excluding post 1956 additions.	5247/450	a,b,d,f	62beulah
63	Beulah Road Norwood	Edwardian Villa	5090/787	a,b,d	63beulah
64	Beulah Road Norwood	Bluestone Victorian Villa	5093/76 5093/77	a,b,d	64beulah

Property Address		Description of Place of Value and Extent of Listing	Certificate Of Title Reference	Section 23(4) Criteria	Survey Reference
67	Beulah Road Norwood	Bluestone Cottage	5934/768	a,b,d	67beulah
68	Beulah Road Norwood	Victorian Villa	5089/163	a,b,d	68beulah
69	Beulah Road Norwood	Two Storey Victorian Row-House Dwelling	5934/769	a,b,d,f	69beulah
71	Beulah Road Norwood	Victorian Stone Dwelling	5934/770	a,b,d	71beulah
72	Beulah Road Norwood	Bluestone Villa (forms part of Woodroofe Estate)	5089/165	a,b,d	72beulah
73	Beulah Road Norwood	Bluestone Villa	5090/306	a,b,d	73beulah
74	Beulah Road Norwood	Bluestone Villa	5089/166	a,b,d	74beulah
78	Beulah Road Norwood	Bluestone Villa	5090/791	a,b,d	78beulah
80	Beulah Road Norwood	Bluestone Cottage	5090/792	a,b,d	80beulah
82	Beulah Road Norwood	Bluestone Cottage	5247/455	a,b,d	82beulah
87	Beulah Road Norwood	'Greek Orthodox Church of Prophet Elia's' White rendered Masonry Church.	5666/349 5666/350	a,b,c,f	87beulah
94	Beulah Road Norwood	Bluestone Victorian Villa	5093/363	a,b,d	94beulah
95	Beulah Road Norwood	Shop & Dwelling	5090/317	a,b,d	95beulah
96	Beulah Road Norwood	Victorian Sandstone Dwelling	5195/731	a,b,d	53osmond
96	Beulah Road Norwood	School Building - Victorian Bluestone	5195/731	a,b,d	53aosmon
96	Beulah Road Norwood	School Building - Victorian Sandstone & Red Brick	5195/731	a,b,d	53bosmon
104	Beulah Road Norwood	Victorian Bluestone/Sandstone Villa	5446/544	a,b,d	104beula
114	Beulah Road Norwood	Victorian Bluestone Villa	5603/761	a,b,d,f	114beula
124	Beulah Road Norwood	Double Gable Return Victorian Villa	5456/822	a,b,d,f	124beula
134	Beulah Road Norwood	Bluestone 'Gentleman's Villa'	5661/599	a,b,d	134beula
137	Beulah Road Norwood	Bluestone Villa	5231/81	a,b,d	137beula
139	Beulah Road Norwood	Victorian Bluestone Villa	5713/358	a,b,f	139beula

Property Address		Description of Place of Value and Extent of Listing	Certificate Of Title Reference	Section 23(4) Criteria	Survey Reference
142	Beulah Road Norwood	Flat-fronted Bluestone Villa	5565/811	a,b,d	142beula
143	Beulah Road Norwood	Bluestone Victorian Villa	5943/941	a,b,d,f	143beula
163	Beulah Road Norwood	Federation Queen Anne Villa	5774/560	a,b,d	163beula
4-6	Birrell Street Norwood	Victorian Italianate - Bluestone, Semi-Detached Dwelling	5033/703 5033/704	a,b,d	4birrell
21	Birrell Street Norwood	Victorian Bluestone Villa	5092/924	a,b,d,f	21birrel
27-27A	Birrell Street Norwood	Mid-Victorian Return Gable Villa	5897/415 5826/24	a,b,d	27birrel
15-17	Bishop's Place Kensington	Victorian Bluestone Duplex Cottage	5001/67 5001/68 5001/69	a,b,d	15bishop
5-11	Briar Road Felixstow	Former Payneham Primary School External form and fabric of 1950s L-shaped brick Building One.	5890/142	a,c,d	FE02
6	Briar Road Felixstow	Dwelling (Darroch House) External form and fabric of 2 storey 1886 dwelling including verandahs, excludes later verandah floor.	5785/873	a,d,e	FE01
69	Briar Road Felixstow	Fogolar Furlan Club The initial purpose and use of the Club, focusing on its links with the Italian migration to the area during the 1950s and 60s. Does not exclude upgrading of buildings.	5848/24 5847/552	a,c,	FE03
7	Bridge Street Kensington	Sandstone Villa	5613/401 5676/460	a,b,d	7bridge
8	Bridge Street Kensington	Rendered-Masonry Cottage	5304/485	a,b,d	8bridge
22	Bridge Street Kensington	Rendered Brick Cottage	5642/866	a,b,d	22bridge
36	Bridge Street Kensington	Gable-fronted Bluestone - Commercial Premises & attached Parapet-Walled Shop	5063/941	a,b,d,e	36bridge
38	Bridge Street Kensington	Rendered-Masonry Cottage	5474/671	a,b,d	38bridge
46	Bridge Street Kensington	Federation Vernacular Stone - St Joseph's Memorial School for Infants	5180/459	a,b,c,d,e	46bridge
52	Bridge Street Kensington	Early Victorian Cottage	5080/282	a,b,d	52bridge
54	Bridge Street Kensington	Semi-Detached Rendered Brick Cottage & Parapet Wall	5088/318	a,b,d	54bridge
56	Bridge Street Kensington	Semi-Detached Rendered Brick Cottage & Parapet Wall	5253/458	a,b,d	56bridge

Property Address		Description of Place of Value and Extent of Listing	Certificate Of Title Reference	Section 23(4) Criteria	Survey Reference
67	Bridge Street Kensington	St. Matthews Hall - Victorian Red Brick	5283/316 5283/317 5283/323	a,b,c,d	71bridge
70	Bridge Street Kensington	Early Brick Cottage	5424/349	a,b	70bridge
76	Bridge Street Kensington	Victorian Bluestone Villa	5424/351	a,b,d	76bridge
41	Chapel Street Norwood	Late-Victorian/Edwardian Sandstone Villa	5078/780	a,b,d	41chapel
1	Charles Street Norwood	Victorian Villa	5091/735	a,b,d	1charles
2	Charles Street Norwood	Victorian Bluestone Villa	5078/586	a,b,d	2charles
3	Charles Street Norwood	Victorian Villa	5091/736	a,b,d	3charles
5	Charles Street Norwood	Victorian-Italianate Mansion with Boundary Fence	5082/697	a,b,d	5charles
9	Charles Street Norwood	Bluestone Villa	5397/486	a,b,d	9charles
10	Charles Street Norwood	Single-Storey Victorian Bluestone attached dwelling	5431/8	a,b,d	10charles
12	Charles Street Norwood	Single-Storey Victorian Bluestone attached dwelling	5124/345	a,b,d	10charles
14	Charles Street Norwood	Single-Storey Victorian Bluestone attached dwelling	5364/110	a,b,d	10charles
16	Charles Street Norwood	Single-Storey Victorian Bluestone attached dwelling	5366/886	a,b,d	10charles
38	Charles Street Norwood	Victorian Corner Shop with Parapet Wall	5778/925	a,b,d	38charles
49	Charles Street Norwood	Bluestone Cottage	5072/244	a,b,d	49charles
1	Church Street Marden	Dwelling (Beasley's) External form, materials and details of c1850s and later house including the 1920s sections.	5168/488	a,d,e	MA03
10	Church Street Marden	Dwelling Original external form, materials and details of c1850s residence and c1870s section. Excludes later verandah.	5323/904	a,d,e	MA04
21	Church Street Marden	Dwelling Original external form, materials and details of c1850s bluestone villa, and c1881 wing. Excludes later extensions.	5217/102	a,d,e	MA05
15	Clara Street Norwood	Modern Movement Dwelling including front wall	5351/776	a,b,d,e	15clara
1	Clarke Street Norwood	Two Storey Bluestone Victorian Villa	5522/908	a,b,d	1clarke

Property Address		Description of Place of Value and Extent of Listing	Certificate Of Title Reference	Section 23(4) Criteria	Survey Reference
5	Clarke Street Norwood	Double Fronted Sandstone Duplex	5692/919	a,b,d	5clarke
7	Clarke Street Norwood	Double Fronted Sandstone Duplex	5692/920	a,b,d	7clarke
2	Cleve Street Norwood	Victorian Cottage	5718/953	a,b,d	2cleve
13	Cleve Street Norwood	Mid-Victorian Bluestone Cottage	5077/981	a,b,d	13cleve
28	Clifton Street (corner of Phillis Street) Maylands	Shop/Dwelling Whole of exterior.	5686/423	a,b,d	M/13
34	College Road Kent Town	Mid-Victorian Bluestone Cottage	5078/439	a,b,d	34colleg
36	College Road Kent Town	Victorian Villa	5093/104	a,b,d	36colleg
7-17	Dankel Avenue Kensington	Edwardian Terrace Building accommodating six attached Bluestone Dwellings	5858/887	a,b,d	7dankel
29	Dequetteville Terrace Kent Town	Federation Mansion	5078/933 5263/304 5390/310	a,b,d	29dequett
30	Dequetteville Terrace Kent Town	Federation Mansion	636/167 5843/607	a,b,d	30dequett
31	Dequetteville Terrace Kent Town	Federation Queen Anne Dwelling	5866/507	a,b,d	31dequett
34	Dequetteville Terrace Kent Town	Federation Villa	5158/715	a,b,d	34dequett
35	Dequetteville Terrace Kent Town	Asymmetrical Bluestone Victorian/Edwardian Villa	5617/662	a,b,d	35dequett
37	Dequetteville Terrace Kent Town	Sandstone Edwardian Villa	5090/103	a,b,d	37dequett
38	Dequetteville Terrace Kent Town	Sandstone Edwardian Villa	5090/104	a,b,d	38dequett
6	Dudley Road Marryatville	Victorian Masonry Two-Storey Dwelling	5127/517	a,b,d	6dudley
12	Dudley Road Marryatville	Masonry Bridge/fence	5139/96	a,b,d	10dudley
8	Edmund Street Norwood	Victorian Stone Cottage	5522/888	a,b,d	8edmund
22-24	Edmund Street Norwood	Edwardian Duplex	5019/428 (22) 5019/429 (24)	a,b,d	22edmund
26-28	Edmund Street Norwood	Edwardian Duplex	5082/178 (26) 5019/656 (28)	a,b,d	26edmund
30	Edmund Street Norwood	Edwardian Cottage	5512/127	a,b,d	30edmund

Property Address		Description of Place of Value and Extent of Listing	Certificate Of Title Reference	Section 23(4) Criteria	Survey Reference
12	Edsall Street Norwood	Mid-Victorian Cottage	5675/766	a,b	12edsall
31	Edward Street Norwood	Late-Victorian Bluestone Villa	5221/552	a,b,d	31edward
36	Edward Street Norwood	Late Victorian Sandstone Villa	5060/645	a,b,d	36edward
65	Edward Street Norwood	Late Victorian Sandstone Villa	5830/984	a,b,d	65edward
80	Edward Street Norwood	Mid-Victorian Bluestone Villa	5806/515	a,b,d	80edward
84	Edward Street Norwood	Late Victorian Sandstone Villa	5794/888	a,b,d	84edward
86	Edward Street Norwood	Late Victorian Bluestone Villa	5189/67	a,b,d	86edward
95	Edward Street Norwood	Mid-Victorian Villa	5759/198	a,b,d	95edward
96	Edward Street Norwood	Victorian Bluestone Duplex Villa	5506/371	a,b,d	96edward
98	Edward Street Norwood	Victorian Bluestone Duplex Villa	5523/414	a,b,d	98edward
103	Edward Street Norwood	Victorian Terrace Development	5213/746	a,b,d	103edwar
105	Edward Street Norwood	Victorian Terrace Development	5213/704	a,b,d	105edwar
107	Edward Street Norwood	Victorian Terrace Development	5213/710	a,b,d	107edwar
108	Edward Street Norwood	Victorian Bluestone Villa	5897/814	a,b,d	108edwar
109	Edward Street Norwood	Victorian Terrace Development	5213/689	a,b,d	109edwar
111	Edward Street Norwood	Victorian Terrace Development	5213/745	a,b,d	111edwar
112	Edward Street Norwood	Victorian Bluestone Villa	5283/262	a,b,d	112edwar
111- 113	Edward Street Norwood	Bridge & Parapet	5213/745 (111) 5299/401 (1/113) 5299/402 (2/113) 5299/403 (113)	a,b	113edwar
114- 116	Edward Street Norwood	Bridge & Parapet Wall	5061/542 (114) 5687/921 (116)	a,b	114edwar
13	Elizabeth Street Norwood	Mid-Victorian Bluestone Cottage	5078/5	a,b,d	13elizab
15	Elizabeth Street Norwood	Victorian Cottage	5078/6 5078/7	a,b,d	15elizab
32	Elizabeth Street Norwood	Single Vault Bridge & Parapet Wall	5091/896	a,b	32elizab

Property Address		Description of Place of Value and Extent of Listing	Certificate Of Title Reference	Section 23(4) Criteria	Survey Reference
34	Elizabeth Street Norwood	Victorian Cottage	5519/235	a,b,d	34elizab
37	Elizabeth Street Norwood	Victorian Sandstone & Red Brick Dwelling	5088/544	a,b,f	37elizab
48	Elizabeth Street Norwood	Late Victorian Sandstone Dwelling	5078/203	a,b,d	48elizab
50	Elizabeth Street Norwood	Late Victorian Sandstone Dwelling	5078/204	a,b,d	50elizab
41	Fifth Avenue St Peters	Dwelling Whole of exterior including front fence.	5130/761	d	SP/28
43 & Units 2, 3 & 4/43	Fifth Avenue St Peters	Dwelling 'Baroona' Whole of exterior including front fence, coachhouse and stables situated at the rear of the property.	5808/869	d,e	SP/27
18	First Avenue St Morris	St Morris RSL Hall External form, materials and details of 1919 hall including slate entrance to the main double doors but excluding concrete block extension to the rear.	5781/237	a,c	SM03
92	First Avenue St Peters	St Peters Baptist Church & Hall Whole of exterior of Church and Hall.	5846/515	a,c,d	SP/12
	First Avenue & St Peters Street (Intersection) St Peters	Soldiers Memorial Statue including base.	Public Road Reserve	a,e	SP/13
1	Fisher Street Norwood	Victorian Bluestone/Redbrick Villa	5781/524	a,b,d	1fisher
2	Fisher Street Norwood	Victorian Sandstone/Redbrick Villa complex	5088/711	a,b,d	2fisher
3	Fisher Street Norwood	Victorian Pise Terrace Dwelling	5011/63	a,b,d	3fisher
4	Fisher Street Norwood	Bluestone Victorian Cottage	5088/712	a,b,d	4fisher
5	Fisher Street Norwood	Victorian Pise Terrace Dwelling	5011/64	a,b,d	5fisher
5A	Fisher Street Norwood	Victorian Pise Terrace Dwelling	5011/66	a,b,d	N/A
6	Fisher Street Norwood	Victorian Cottage	5088/713	a,b,d	6fisher
7	Fisher Street Norwood	Victorian Pise Terrace Dwelling	5011/65	a,b,d	7fisher
7A	Fisher Street Norwood	Victorian Cottage	5011/67	a,b,d	7Afisher
9A	Fisher Street Norwood	Victorian Cottage	5795/65	a,b,d	9Afisher
10	Fisher Street Norwood	Victorian Cottage (Semi Detached)	5087/128	a,b,d	10fisher

Property Address		Description of Place of Value and Extent of Listing	Certificate Of Title Reference	Section 23(4) Criteria	Survey Reference
11	Fisher Street Norwood	Victorian Bluestone Cottage	5093/388	a,b,d	11fisher
12	Fisher Street Norwood	Victorian Bluestone Cottage (Semi Detached)	5274/656	a,b,d	12fisher
13	Fisher Street Norwood	Victorian Cottage	5390/442	a,b	13fisher
15	Fisher Street Norwood	Rendered Masonry Victorian Shop	5347/771	a,b	15fisher
17	Fisher Street Norwood	Victorian Pise Cottage	5093/379	a,b,d	97osmond
20	Fisher Street Norwood	Victorian Cottage	5093/84	a,b,d	20fisher
22	Fisher Street Norwood	Victorian Cottage	5093/85	a,b,d	22fisher
23	Fisher Street Norwood	Victorian Villa	5093/382	a,b,d	23fisher
24	Fisher Street Norwood	Victorian Cottage	5093/86	a,b,d	24fisher
28	Fisher Street Norwood	Victorian Cottage	5614/177	a,b,d	28fisher
64	Fisher Street Norwood	Victorian Cottage	5088/697	a,b,d	64fisher
68	Fisher Street Norwood	Cottage	5088/699	a,b,d	68fisher
6	Flinders Street Kent Town	Two Bluestone Victorian Cottages	5093/96	a,b,d	6flinder
8	Flinders Street Kent Town	Two Bluestone Victorian Cottages	5093/97	a,b,d	8flinder
9	Flinders Street Kent Town	Victorian Cottage	5091/890	a,b,d	9flinder
10	Flinders Street Kent Town	Two Victorian Stone Dwellings	5093/98	a,b,d	10flinder
12	Flinders Street Kent Town	Two Victorian Stone Dwellings	5093/99	a,b,d	10flinder
16	Flinders Street Kent Town	Edwardian Sandstone & Redbrick Dwelling	5827/322	a,b,d	16flinder
18	Flinders Street Kent Town	Victorian Masonry Dwelling	5202/377	a,b,d,e	18-20fli
23	Flinders Street Kent Town	Bluestone Villa	5786/549	a,b,d,e	23flinde
29	Flinders Street Kent Town	Victorian Bluestone Villa	5091/887	a,b,d	29flinde
54	Flinders Street Kent Town	Late-Victorian Sandstone/Redbrick Villa	5093/87	a,b,d	54flinde

Property Address		Description of Place of Value and Extent of Listing	Certificate Of Title Reference	Section 23(4) Criteria	Survey Reference
56	Flinders Street Kent Town	Late Victorian Bluestone/Redbrick Villa	5093/88	a,b,d	56flinde
9-11	Foster Street Norwood	Federation Maisonettes	5812/172	a,b	9foster
19	Fourth Avenue (corner St Peters Street) St Peters	Former Shop/Dwelling Whole of exterior.	5749/747	a,b,d	SP/22
24	Fourth Avenue St Peters	Attached Dwellings Whole of exterior including front fence.	5251/992	d	SP/21
26	Fourth Avenue St Peters	Attached Dwellings Whole of exterior including front fence.	5901/922	d	SP/21
44	Fourth Avenue St Peters	Dwelling Whole of exterior including front fence.	5107/539	a,d	SP/23
44a	Fourth Avenue St Peters	Spicer Memorial Uniting (Former Methodist) Church & Hall Whole of exterior of church and hall.	5406/752	a,c,d	SP/24
56	Fourth Avenue St Peters	Dwelling 'Athol Lodge' Whole of exterior including front fence.	5349/85 5334/132 5334/133	d,e	SP/25
10	Frederick Street Maylands	Dwelling Whole of exterior.	5152/581	d	M/5
12	Frederick Street Maylands	Dwelling Whole of exterior.	5509/718	d	M/6
44	Frederick Street (corner of Dover Street) Maylands	Former Shop/Dwelling Whole of exterior.	5412/362	a,b,d	M/7
5	Free Street Norwood	Bluestone Dwelling	5084/549	a,b,d	5free
11	Fullarton Road Kent Town	Bluestone & Brick Shop & Attached Dwelling	5351/306	a,b,c,d	11fullar
32	Fullarton Road Norwood	Edwardian Queen Anne (Dwelling - 'Wise House')	5381/834	a,b,d	32fullar
37	Fullarton Road Kent Town	Late Victorian Bluestone Villa	5093/110	a,b,d	37fullar
44	Fullarton Road Norwood	Bluestone & Sandstone Dwelling	5430/595	a,b,d	44fullar
46	Fullarton Road Norwood	Modern Movement office building	5170/764	a,b,d,e	46fullar
47	Fullarton Road Kent Town	Late Victorian Stone & Brick Villa	5071/729	a,b,d	47fullar
48	Fullarton Road Norwood	Late Victorian/Edwardian Bluestone Villa	5090/313	a,b,d	48fullar
49	Fullarton Road Kent Town	Victorian Masonry Bridge & Red Brick Parapet to First Creek	5864/326	a,b	49fullar

Property Address		Description of Place of Value and Extent of Listing	Certificate Of Title Reference	Section 23(4) Criteria	Survey Reference
64	Fullarton Road Norwood	Bluestone Mansion (two storey)	5233/37	a,b,d	64fullar
68	Fullarton Road Norwood	Bluestone Mansion (two-storey)	5861/918	a,b,d	68fullar
68A	Fullarton Road Norwood	Edwardian Villa	5078/218	a,b,d	68Afulla
3/69	Fullarton Road Kent Town	Victorian Shop	5741/538	a,b	69fullar
70	Fullarton Road Norwood	Edwardian Stone & Brick Dwelling	5789/556	a,b,d	70fullar
72	Fullarton Road Norwood	Edwardian Stone & Brick Dwelling	5784/748	a,b,d	72fullar
90	Fullarton Road Norwood	Victorian Bluestone Villa	5078/442	a,b,d	90fullar
126	Gage Street Firle	Dwelling Original external form, materials and details of c1901 sandstone house, including c1910-1920 woven wire fence.	5633/335	a,d	FL03
	Gardiner Avenue (corner 40 Third Avenue) St Morris	St Morris Church Hall External form, materials and details of 1929 red brick hall, including front entrance porch with gothic window detail.	5176/37	a,c	SM01
2B	George Street Norwood	Victorian Bluestone Villa	5541/347	a,b,d	2Bgeorge
5	George Street (rear 12-16 Stepney Street) Stepney	Former 'Ada Villa' Whole of original two storey blue stone building excluding rear wall and contemporary additions.	5230/848	a,b,g	S/11
6	George Street Stepney	Former Church Whole of exterior.	5227/562 5227/563	a,c,d	S/12
6a	George Street Stepney	Former Church Whole of exterior.	5227/562 5227/563	a,c,d	S/12
9	George Street Stepney	Dwelling Whole of exterior.	5906/394	a,d	S/13
11	George Street Stepney	Dwelling Whole of exterior excluding rear wall.	5906/393	a	S/14
11A	George Street Norwood	Victorian Sandstone Villa	5126/51	a,b,d	11Ageorge
15	George Street Norwood	Victorian Bluestone Cottage/Villa	5554/231	a,b,d	15george
20	George Street Norwood	Federation Queen Anne Sandstone Villa	5249/425	a,b,d	N/A
21	George Street Norwood	Victorian Sandstone Villa	5352/264	a,b,d	21george
41	George Street Norwood	Victorian Sandstone Villa	5493/483	a,b,d	41george

Property Address		Description of Place of Value and Extent of Listing	Certificate Of Title Reference	Section 23(4) Criteria	Survey Reference
55	George Street Norwood	Victorian Gothic Citadel	4179/296 5538/18 5650/219 5650/220	N/A	55-61geo
92	George Street Norwood	Early Cottage & Villa Addition	5419/934	a,b,d	92george
93	George Street Norwood	Victorian Bluestone Cottage	5648/942	a,b,d	93george
103	George Street Norwood	Victorian Bluestone Villa	5263/81	a,b,d	103georg
108-110	George Street Norwood	Bridge Parapet	5717/570 5683/318	a,b	112georg
110	George Street Norwood	Modern Movement Red Brick Dwelling	5683/318	a,b,d	110georg
119	George Street Norwood	Georgian/Victorian Dwelling	5918/494	a,b,d,e	115georg
19	Gertrude Street Norwood	Red Brick Bungalow	5549/646	a,b,d	19gertru
6-8	Gloucester Terrace Norwood	Victorian Duplex Bluestone Dwelling	5317/146 (6) 5444/182 (8)	a,b,f	6-8glouc
31-33	Glynburn Road Glynde	Glynde Fire Station Original external form, materials and details of c1950 yellow brick purpose designed building.	5590/166	a,c,d	GL05
283	Glynburn Road St Morris	Dwelling External form, materials and details of c1914 two storey dwelling.	5514/359	a,d	SM02
9-11	Gray Street Norwood	Victorian Bluestone Duplex (Semi-Detached)	5240/665 (9) 5240/666 (11)	a,b,d	9gray
14	Gray Street Norwood	Victorian Bluestone Villa	5137/92	a,b,d	14gray
17-19	Gray Street Norwood	Mid-Victorian Duplex	5173/85 (17) 5173/122 (19)	a,b,d	17gray
21-23	Gray Street Norwood	Mid-Victorian Duplex	5037/89 (21) 5037/90 (23)	a,b,d	21gray
25-27	Gray Street Norwood	Mid-Victorian Duplex	5096/826 (25) 5096/827 (27)	a,b,d	25gray
26	Gray Street Norwood	Victorian Freestone & Brick Cottage	5118/435	a,b,d	26gray
29-31	Gray Street Norwood	Mid-Victorian Duplex	5088/706	a,b,d	29gray
2-2A	Hackett Terrace Marryatville	Bridge & Parapet Wall	5041/310 5041/311 5041/315	a,b	1-2hacke

Property Address		Description of Place of Value and Extent of Listing	Certificate Of Title Reference	Section 23(4) Criteria	Survey Reference
	Hackney Road Hackney	St Peters College Big School Room, Chapel, Shinkfield Building (Preparatory School), Memorial Hall, Da Costa Hall, 'Headmaster's House', Pentreath', the Chemistry Building, the Physics Building, the Big Quad Classrooms and the Big Quad including Memorial Fountain.	GM 2/71	a,c,d,e,f	H/30
3	Hackney Road Hackney	Row Dwelling Whole of exterior.	5913/931 5913/932	a,d	H/1
5	Hackney Road Hackney	Row Dwelling Whole of exterior.	5913/931 5913/932	a,d	H/1
7	Hackney Road Hackney	Row Dwelling Whole of exterior.	5913/931 5913/932	a,d	H/1
9	Hackney Road Hackney	Row Dwelling Whole of exterior.	5913/931 5913/932	a,d	H/1
57	Hackney Road Hackney	Dwelling ('Parkview') & Palm Trees Whole of exterior including two palm trees and front fence.	5883/874	a,b,d,e,g	H/3
61	Hackney Road Hackney	Dwelling Whole of exterior.	5774/791	a,b,d,e	H/4
63	Hackney Road Hackney	Former Dwelling ('Vailima') Whole of exterior including front fence.	5495/786	a,b,d,e	H/5
69	Hackney Road Hackney	Mocatta House Whole of exterior including garden.	5366/41	a,b,d,e	H/7
79	Hackney Road Hackney	Former Dwelling ('Park Lodge') Whole of exterior including front fence (excluding additions).	5800/54	a,b,d	H/8
85	Hackney Road Hackney	Dwelling ('Edgerly') Whole of exterior.	5875/32	a,b,d	H/9
95	Hackney Road Hackney	Hackney Hotel Whole of exterior excluding contemporary additions.	5107/151 5107/323 5213/724 5106/696	a,c	H/10
14	Hanson Avenue Heathpool	Modern Movement Stone Dwelling	5680/816	a,b,d	14hanson
6	Harrow Road College Park	Dwelling ('Poltoonga') Whole of exterior including front fence.	5325/143	a,c,e	C/11
47	Harrow Road (corner of Fifth Avenue) St Peters	Former Shop/Dwelling Whole of exterior.	5478/973	a,b,d	SP/29
2	Hatswell Street Hackney	Dwelling (Former 'Hailes Villa' Coachhouse/Stables) Whole of exterior.	5491/67	a,b,d	H/22
25	Heathpool Avenue Heathpool	Steel Plough - Monument to Heathpool Farm	5330/428	a	25heathp
55	Henry Street Stepney	Row Dwelling Whole of exterior.	5000/749	a,b,d	S/7

Property Address		Description of Place of Value and Extent of Listing	Certificate Of Title Reference	Section 23(4) Criteria	Survey Reference
57	Henry Street Stepney	Row Dwelling Whole of exterior.	5000/750	a,b,d	S/7
59	Henry Street Stepney	Row Dwelling Whole of exterior.	5000/751	a,b,d	S/7
61	Henry Street Stepney	Row Dwelling Whole of exterior.	5000/752	a,b,d	S/7
63	Henry Street Stepney	Row Dwelling Whole of exterior.	5000/753	a,b,d	S/7
65	Henry Street Stepney	Row Dwelling Whole of exterior.	5000/754	a,b,d	S/7
16	High Street Kensington	Victorian Brick Cottage	5601/464	a,b,d	16high
20	High Street Kensington	Victorian Bluestone Cottage	5440/50	a,b,d	20high
21	High Street Kensington	Mid-Victorian Bluestone Villa	5216/795	a,b,d	21high
24	High Street Kensington	Victorian Masonry Duplex	5027/157	a,b,d	24highst
24A	High Street Kensington	Victorian Masonry Duplex	5027/156	a,b,d	N/A
26	High Street Kensington	Victorian Masonry Duplex	5810/423	a,b,d	26highst
44	High Street Kensington	Former Factory/Shop 'Terence Feltus Architects'	5725/226 (44)	a,b,d	N/A
54-54A	High Street Kensington	Victorian Stone Villa & Shop Frontage	5779/127	a,b,d,f	54-54Ahi
61-63	High Street Kensington	Victorian Bluestone Attached Dwellings	5026/930 (61) 5026/931 (63) 5026/932	a,b,d	61hig
1/65	High Street Kensington	Victorian Bluestone Dwelling	5006/604 (1/65)	a,b,d	65high
2/65	High Street Kensington	Victorian Bluestone Dwelling	5006/605 (2/65)	a,b,d	65high
67	High Street Kensington	Victorian Dwelling	5895/423	a,b,d	67high
69	High Street Kensington	Victorian Dwelling	5262/271	a,b	69highst
95-97	High Street Kensington	Victorian Bluestone Semi-detached Duplex	5262/121 (95) 5262/96 (97)	a,b,d	95high
1-2	John Street Norwood	Federation Semi-Detached	5083/328	a,b,d	1-2john
3-4	John Street Norwood	Federation Semi-Detached	5009/990 (3) 5009/991 (4)	a,b,d	3-4john

Property Address		Description of Place of Value and Extent of Listing	Certificate Of Title Reference	Section 23(4) Criteria	Survey Reference
5-6	John Street Norwood	Federation Semi-Detached	5063/406 (5) 5063/407 (6) 5063/408	a,b,d	5-6john
31-39	Kensington Road Norwood	Five Attached Late Victorian Two Storey Shops & Dwellings	5009/436 (31) 5009/437 (33) 5009/438 (35) 5009/439 (37) 5009/440 (39) 5009/441	a,b,d	31-35kens 37-39kens
59	Kensington Road Norwood	Two Storey Victorian Dwelling	5082/962	a,b,d,e	59kensin
75	Kensington Road Norwood	Victorian Sandstone & Bluestone Villa	5081/146	a,b,d	75kensin
87	Kensington Road Norwood	Victorian Bluestone Two-Storey Dwelling	5857/184	a,b,d	87kensin
97	Kensington Road Norwood	Victorian Bluestone Two-Storey Dwelling	5614/146 (1/95-97) 5614/147 (2/95-97) 5614/150 (3/95-97) 5614/151 (4/95-97)	a,b,d	97kensin
99	Kensington Road Norwood	Victorian/Edwardian Sandstone Villa	5405/169	a,b,d	99kensin
101	Kensington Road Norwood	Edwardian Bluestone Villa	5251/361	a,b,d	101kensi
105	Kensington Road Norwood	Edwardian/Federation Queen Anne Sandstone Villa	5470/93	a,b,d	105kensin
123	Kensington Road Norwood	Federation Mansion ('Fit for a Gentleman')	5281/296	a,b,d	123kensi
139	Kensington Road Norwood	Victorian Bluestone Two-Storey Dwelling	5506/59 5506/61	a,b,d	139kensi
146-148	Kensington Road Marryatville	St Matthews Church - Victorian 'Village' Church	5605/6 Limited Title X/177	a,b,d,f	146kensi
146-148	Kensington Road Marryatville	St Matthew's Church Rectory - Victorian Bluestone Rectory Dwelling	5605/6 Limited Title X/177	a,b,d	148kensi
150-184	Kensington Road Marryatville	Marryatville High School - Inter-War Stripped Classical/Post War American Colonial Style School Building (Block A)	5395/566	a,d,f	150kensi
151	Kensington Road Kensington	Victorian Bluestone Terraces	5902/850	a,b,d	151kensi
153	Kensington Road Kensington	Victorian Bluestone Terraces	5276/307	a,b,d	153kensi
155	Kensington Road Kensington	Victorian Bluestone Terraces	5606/542	a,b,d	155kensi
159	Kensington Road Kensington	Attached Bluestone Dwelling	5650/587	d,e	P/12710

Property Address		Description of Place of Value and Extent of Listing	Certificate Of Title Reference	Section 23(4) Criteria	Survey Reference
184	Kensington Road Marryatville	Brick Vaulted Bridge - Rendered Masonry Parapet	5395/566	a,b	184kensi
186	Kensington Road Marryatville	Inter-War Old English Dwelling (Lot 15)	5483/575	a,b,d,f	186kensi
219	Kensington Road Kensington	Victorian Bluestone Dwelling	5857/212	a,e	219kensi
239	Kensington Road Kensington	Victorian Bluestone Hotel 'Marryatville Hotel'	5139/463	a,b,d	239kensi
36-38	King Street Norwood	Victorian Semi-detached Bluestone Cottages	5011/278 5193/477	a,b,d	36-38king
6	King William Street Kent Town	Edwardian Sandstone & Bluestone Villa Excluding garage extension.	5077/991	a,b,d	6kingwil
56	King William Street Kent Town	Victorian Bluestone Villa	5192/227	a,b,d	56kingwil
74	King William Street (also known as 10 College Road) Kent Town	Victorian Outbuilding & Wall (rear of property)	5078/20	a,b	74kingwil
50	Lambert Road Royston Park	Dwelling External form, materials and details of 1920s two storey residence.	5831/614	a,c,d,e,f	RP03
9	Lesbury Avenue Heathpool	Federation Brick & Render Villa	5647/242	a,b,d	17rothbu
18	Little Wakefield Street Kent Town	Bridge Parapet		a,b,d	Littlewa
7	Loch Street Stepney	Dwelling Whole of exterior.	5659/825	a,d	S/20
9	Loch Street Stepney	Dwelling Whole of exterior.	5442/928	a,d	S/21
23	Maesbury Street Kensington	Victorian Bluestone Villa	5422/59	a,b,d	23maesbu
24	Maesbury Street Kensington	Mid-Victorian Bluestone Cottage	5868/254	a,b,d	24maesbu
41	Maesbury Street Kensington	Rendered Brick Cottage	5297/304	a,b,d	41maesbu
48	Maesbury Street Kensington	Masonry Victorian Dwelling	5781/594	a,b,d,e	48maesbu
57	Maesbury Street Kensington	Victorian Masonry Cottage	5498/607	a,b,d	57maesbu
58	Maesbury Street Kensington	Colonial Bluestone Chapel	5883/731	a,b	58maesbu
60	Maesbury Street Kensington	Pioneer's Memorial Garden - low stone wall Council Reserve.	5811/205	a,b	60maesbu
63	Maesbury Street Kensington	Red Brick Victorian Cottage	5749/268 5749/270	a,b,d	63maesbu

Property Address		Description of Place of Value and Extent of Listing	Certificate Of Title Reference	Section 23(4) Criteria	Survey Reference
51	Magill Road (corner of George Street) Stepney	Shop/Dwelling (Former 'Vauxhall House') Whole of exterior.	5276/12	a,b,d	S/1
51a	Magill Road (corner of George Street) Stepney	Corner Shop Whole of exterior.	5276/12	a,b,d	S/1
64	Magill Road Norwood	Victorian Red Brick Shop	5089/153	a,b,d	64magill
66	Magill Road Norwood	Victorian Red Brick & Bluestone Hotel - 'Alma Hotel'	5091/10	a,b,d,f	66magill
120	Magill Road Norwood	Victorian Masonry Hotel & Parapet Walls - 'Oriental Hotel'	5088/685 5088/686 5088/687 5088/688	a,b,d,f	120magil
129	Magill Road Stepney	Row Shops Whole of exterior.	5806/249	a,d	S/3
133	Magill Road Stepney	Row Shops Whole of exterior.	5537/763 5537/764	a,d	S/3
134	Magill Road Norwood	Semi-detached Victorian Masonry Shop	5863/428	a,b,d	134magil
136	Magill Road Norwood	Semi-detached Victorian Masonry Shop	5863/416	a,b,d	136magil
137	Magill Road Stepney	Row Shops Whole of exterior.	5537/763 5537/764	a,d	S/3
139	Magill Road Stepney	Row Shops Whole of exterior.	5537/763 5537/764	a,d	S/3
140	Magill Road Norwood	Edwardian/Federation Shop & Dwelling	5790/414	a,b,d	140magil
141	Magill Road Stepney	Row Shops Whole of exterior.	5637/928	a,d	S/4
143	Magill Road Stepney	Row Shops Whole of exterior.	5637/928	a,d	S/4
145	Magill Road Stepney	Row Shops Whole of exterior.	5637/928	a,d	S/4
147	Magill Road Stepney	Row Shops Whole of exterior.	5637/928	a,d	S/4
149	Magill Road Stepney	Row Shops Whole of exterior.	5637/928	a,d	S/4
151	Magill Road Stepney	Row Shops Whole of exterior.	5637/928	a,d	S/4
153	Magill Road Stepney	Row Shops Whole of exterior.	5637/928	a,d	S/4
162	Magill Road Norwood	Victorian Bluestone Dwelling	5725/40	a,b,d	162magil

Property Address		Description of Place of Value and Extent of Listing	Certificate Of Title Reference	Section 23(4) Criteria	Survey Reference
167-169	Magill Road Maylands	Attached Shops Whole of exterior.	5668/598	a,d	M/1
170-172	Magill Road Norwood	Semi-detached High-Victorian Dwellings	5331/819	a,b,d,f	170magil
173	Magill Road Maylands	Attached Shop Whole of exterior.	5752/560	a,d	M/2
175	Magill Road Maylands	Attached Shop Whole of exterior.	5752/560	a,d	M/2
177	Magill Road (corner of Frederick Street) Maylands	Shop Whole of exterior.	5752/561	a,b,d	M/3
205	Magill Road (corner of Augusta Street) Maylands	Shop (Former Dwelling) Whole of exterior including the rear single storey building.	5150/190	a,d	M/4
355-357	Magill Road St Morris	Shop & Attached Dwelling External form, materials and details of 1890s attached shop and residence. Excludes later verandah.	5498/57	a,c,d	SM04
359-361	Magill Road St Morris	Pair of shops External form, materials and details of 1920s shops including cable supported awning and brackets and chamfered entry configuration.	5694/581	a,c,d	SM04
401-405	Magill Road St Morris	Row of Shops Front Façade of three 1920s Art Deco Shops including shop fronts, stallboards and cantilevered awning.	5810/476	d	SM05
407A	Magill Road (corner Green Street) St Morris	Former Theatre External form, materials and details of c1939 former theatre including elaborate cornice and parapet to the upper level. Excluding later awning.	5308/160	a,f	SM06
1	Marchant Street Kensington	Victorian Brick & Stone Cottage	5724/80	a,b,d	1marchan
2	Marchant Street Kensington	Victorian Brick & Stone Cottage	5375/332	a,b,d	2marchan
3	Marchant Street Kensington	Victorian Sandstone Cottage	5833/684 5833/685	a,b,d	3marchan
4	Marchant Street Kensington	Victorian Brick & Stone Cottage	5543/725	a,b,d	4marchan
5	Marchant Street Kensington	Victorian Red Brick & Sandstone Cottage	5535/741	a,b,d	5marchan
6	Marchant Street Kensington	Victorian Brick & Stone Cottage	5448/718	a,b,d	6marchan
8	Marchant Street Kensington	Victorian Brick & Stone Cottage	5688/233	a,b,d	8marchan

Property Address		Description of Place of Value and Extent of Listing	Certificate Of Title Reference	Section 23(4) Criteria	Survey Reference
10	Marchant Street Kensington	Victorian Brick & Stone Cottage	5548/371	a,b,d	10marchan
	Marian Road Payneham South	Marian Road Drainage Reserve Whole of the creek reserve including mature River Red Gums, 2 Pepper Trees and Cypress Pine which mark the original waterway.	5479/345	a,c,f	FL01
31-39, 43-61	Marian Road Payneham South	Payneham Cemetery The extent of the 1864 cemetery reserve, all headstones and monuments.	5172/519 5238/966 5238/967	a,c,d,e,f	PS02
41	Marian Road Payneham South	Argent Uniting Church Original external form, materials and details of 1859 Church building, excluding additions.	5172/519	a,c,d,f	PS01
U1/2	Marlborough Street College Park	Former Butcher's Shop Attached Dwelling Whole of exterior.	5914/906	a,b,d	C/4
4	Marlborough Street College Park	Dwelling ('Kados') Whole of exterior excluding addition.	5623/512	a,d	C/12
6	Marlborough Street College Park	Dwelling ('Glenfillian') Whole of exterior excluding rear wall and addition.	5807/50	a,d	C/13
8	Marlborough Street College Park	Dwelling ('Munburnie') Whole of exterior.	5190/354	a,d,e	C/14
6	Mayfair Street Maylands	Dwelling Whole of exterior including front fence.	5163/6	d	M/16
4	Moulden Street Norwood	Victorian Duplex	5661/110	a,b,d	4moulden
6	Moulden Street Norwood	Victorian Duplex	5312/857	a,b,d	6moulden
9	Moulden Street Norwood	Edwardian/Federation Sandstone & Red Brick	5906/976	a,b,d	9moulden
44	Nelson Street Stepney	Tolley's Winery & Distillery Complex Whole of exterior of brick buildings and warehouses.	5845/647	a,c	S/9
46	Nelson Street Stepney	Former Two Storey Dwelling & Stables Whole of exterior of former dwelling and stables (including barrel vaulted corrugated iron roof, stone walls and brick dressing).	5384/51	a,d,e	S/23
48	Nelson Street Stepney	Former Two Storey Dwelling & Stables Whole of exterior of former dwelling and stables (including barrel vaulted corrugated iron roof, stone walls and brick dressing).	5867/350	a,d,e	S/24
23	North Terrace Hackney	Dwelling ('Singleton') Whole of exterior.	5320/147	a,c,d	H/11
31	North Terrace Hackney	Attached Dwelling Whole of exterior.	5752/343	a,b,d	H/12
32	North Terrace Kent Town	Former Victorian Bluestone Dwelling	5501/680	a,b,d	32northt

Property Address		Description of Place of Value and Extent of Listing	Certificate Of Title Reference	Section 23(4) Criteria	Survey Reference
33	North Terrace Hackney	Attached Dwelling Whole of exterior.	5196/245	a,b,d	H/12
37	North Terrace Hackney	Row Dwelling Whole of exterior.	5552/650	a,b,d	H/13
39	North Terrace Hackney	Row Dwelling Whole of exterior.	5797/769	a,b,d	H/13
41	North Terrace Hackney	Row Dwelling Whole of exterior.	5659/664	a,b,d	H/13
58	North Terrace Kent Town	Victorian Masonry Cottage	5071/983	a,b,d	58northt
60	North Terrace Kent Town	Victorian Sandstone & Bluestone Villa	5071/984	a,b,d	60northt
85	North Terrace College Park	Row Dwelling Whole of exterior excluding modern additions to the shop, modifications to verandah and rear wall.	5876/406	b,d	C/1
87	North Terrace College Park	Row Dwelling Whole of exterior excluding rear wall.	5028/854	b,d	C/1
89	North Terrace College Park	Row Dwelling Whole of exterior excluding rear wall.	5028/855	b,d	C/1
4	Northumberland Street Heathpool	Federation Red Brick & Sandstone Dwelling	5153/844	a,b,d	4northum
7	Northumberland Street Heathpool	Federation Red Brick & Bluestone Dwelling	5824/54	a,b,d	7northum
12	Northumberland Street Heathpool	Victorian Bluestone Dwelling	5178/25	a,b,f	12northu
188	O G Road Felixstow	Garden of Remembrance (Payneham RSL Memorial Gardens) Gardens and associated monuments and structures.	5859/643	a,b	P/05917
213	OG Road Marden	Dwelling ('Valencia') Original external form, materials and details of 1920 Gentlemen's bungalow excluding rear wall.	5428/91	a,d,e,f	MA08
1	Osborne Street Hackney	Attached Dwelling Whole of exterior.	5329/773	a,b,d	H/14
3	Osborne Street Hackney	Attached Dwelling Whole of exterior.	5329/773	a,b,d	H/14
6	Osborne Street Hackney	Attached Dwelling Whole of exterior.	5108/390	a,b,d	H/15
8	Osborne Street Hackney	Attached Dwelling Whole of exterior.	5108/391	a,b,d	H/15
23	Osborne Street Hackney	Dwelling Whole of exterior excluding northern lean - to addition and rear facade.	5525/903	a,d	H/18

Property Address		Description of Place of Value and Extent of Listing	Certificate Of Title Reference	Section 23(4) Criteria	Survey Reference
23a	Osborne Street Hackney	Dwelling Whole of exterior excluding northern lean - to addition and rear facade.	5525/903	a,d	H/18
12	Osmond Terrace Norwood	Dwelling & Front Gate	5582/901	a,b,d	12osmond
24	Osmond Terrace Norwood	Late Victorian Sandstone Villa	5865/250	a,b,d	24aosmon
28	Osmond Terrace Norwood	Late Victorian Red Brick & Sandstone Villa	5109/119	a,b,d	24osmond
34	Osmond Terrace Norwood	Early Victorian Bluestone Dwelling	5353/130	a,b,d	34osmond
36	Osmond Terrace Norwood	Federation Sandstone & Red Brick Dwelling	5883/425	a,b,d	36osmond
38	Osmond Terrace Norwood	Victorian Bluestone Police Station	5873/949	a,b,d	38osmond
41	Osmond Terrace Norwood	Federation Red Brick Dwelling School Building	5195/730	a,b,d	45osmond
42	Osmond Terrace Norwood	Federation Queen Anne Red Brick & Sandstone Villa	5490/596	a,b,d	42osmond
45-47	Osmond Terrace Norwood	Federation Arts & Crafts School Building & Walls	5282/116	a,b,d	47osmond
48	Osmond Terrace Norwood	Victorian Bluestone Villa	5349/723	a,b,d	48osmond
50	Osmond Terrace Norwood	Victorian Bluestone Villa	5881/221	a,b,d	50osmond
54	Osmond Terrace Norwood	Victorian Bluestone Villa	5648/109	a,b,d	54osmond
69	Osmond Terrace Norwood	Bluestone Villa	5093/391	a,b,d	69osmond
81	Osmond Terrace Norwood	Victorian Sandstone Mansion	5787/217	a,b,d	81osmond
83	Osmond Terrace Norwood	Semi-detached Victorian Residential Building	5047/53	a,b,d	83osmond
85	Osmond Terrace Norwood	Semi-detached Victorian Residential Building	5047/54	a,b,d	85osmond
88-90	Osmond Terrace Norwood	Federation Bungalow Dwelling	5294/260	a,b,d	88-90osm
92	Osmond Terrace Norwood	Late Victorian Bluestone Dwelling	5797/694	a,b,d	92osmond
94-96	Osmond Terrace Norwood	Bluestone Victorian Dwelling	5331/404 (94) 5331/405 (96)	a,b,d	96osmond
95	Osmond Terrace Norwood	Victorian Bluestone Boundary Wall	5329/284	a,b,d	91-95osm
97	Osmond Terrace Norwood	Victorian Bluestone Boundary Wall	5009/231-237	a,b	97osmond

Property Address		Description of Place of Value and Extent of Listing	Certificate Of Title Reference	Section 23(4) Criteria	Survey Reference
103	Osmond Terrace Norwood	Bluestone Edwardian Villa	5500/672	a,b,d	103osmon
105	Osmond Terrace Norwood	Bluestone Victorian Dwelling	5497/994	a,b,d	105osmon
107	Osmond Terrace Norwood	Late Victorian Bluestone Villa	5129/979	a,b,d	107osmon
112	Osmond Terrace Norwood	Victorian Stone Dwelling	5895/871	a,b,d	112osmon
112-114	Osmond Terrace Norwood	Victorian Masonry Bridge & Red Brick Parapet to First Creek	5895/871 (112) 5088/255 (114)	a,b	112osmon
114A	Osmond Terrace Norwood	Federation Masonry Dwelling	5261/212	a,b,d	114Aosmo
124	Osmond Terrace Norwood	Victorian Masonry Villa	5459/140	a,b,d	124osmon
	Laneway (Osmond & Essery) Norwood	Stone Road Drain - operable within laneway		a,b,d	lane-ess
2	Oxford Street Hackney	Dwelling (Former 'Hailes Villa' Coachmans House) Whole of exterior including front fence.	5290/364	a,b,d	H/21
5	Oxford Street Hackney	Attached Dwelling Whole of exterior including front fence.	5266/559	a,b,d	H/20
5a	Oxford Street Hackney	Attached Dwelling Whole of exterior including front fence.	5503/182	a,b,d	H/20
5	Palm Terrace (Off North Terrace, St Peters College) Hackney	Row Dwelling Whole of exterior.	5894/984	a,b,d,e	H/16
6	Palm Terrace (Off North Terrace, St Peters College) Hackney	Row Dwelling Whole of exterior.	5894/984	a,b,d,e	H/16
7	Palm Terrace (Off North Terrace, St Peters College) Hackney	Row Dwelling Whole of exterior.	5894/984	a,b,d,e	H/16
8	Palm Terrace (Off North Terrace, St Peters College) Hackney	Row Dwelling Whole of exterior.	5894/984	a,b,d,e	H/16
19-23	Payneham Road College Park	Duke of Leinster Building Whole of exterior excluding rear wall.	5701/500	a,c,d	C/2
25	Payneham Road College Park	Former Dwelling Whole of original exterior excluding addition.	5463/656	a,d,e	C/3
29	Payneham Road College Park (corner of Marlborough Street)	Former Butchers Shop Whole of exterior.	5919/75	a,b,d	C/4

Property Address		Description of Place of Value and Extent of Listing	Certificate Of Title Reference	Section 23(4) Criteria	Survey Reference
31	Payneham Road College Park (corner of Marlborough Street)	Former Butchers Shop Whole of exterior.	5919/75	a,b,d	C/4
33	Payneham Road College Park	Corner Shop Whole of exterior.	5714/348	a,b,d	C/5
35	Payneham Road College Park	Shop Whole of exterior.	5692/696	a,b,d	C/6
43	Payneham Road College Park	Shop Whole of exterior.	5732/843	a,b,d	C/8
45	Payneham Road College Park	Shop Whole of exterior.	5714/352	a,b,d	C/9
78, 78a & 78b	Payneham Road Stepney	Former Bank Whole of exterior.	5399/557	a,c,d	S/15
84	Payneham Road Stepney	Shop Whole of exterior excluding carport.	5202/133	a,d	S/16
101	Payneham Road St Peters	The Second Post & Telegraph Office Whole of exterior.	5827/303 5830/817	a,c,d	SP/3
101	Payneham Road St Peters	The First Post & Telegraph Office Whole of exterior. Excluding single storey addition linked to Town Hall building.	5847/279	a,c,d	SP/4
117	Payneham Road St Peters	Attached shops Whole of exterior including verandah.	5880/529	a,d	SP/7
119	Payneham Road St Peters	Attached shops Whole of exterior including verandah.	5816/904	a,d	SP/7
133- 135	Payneham Road St Peters	Attached shops Whole of exterior including verandah.	5381/884	a,d	SP/8
137	Payneham Road St Peters	Shop Whole of exterior.	5439/18	a,d	SP/9
152	Payneham Road Evandale	Row Shops Whole of exterior excluding the dwelling and rear wall of the shops.	5248/47	a,d	E/1
154	Payneham Road Evandale	Row Shops Whole of exterior excluding the dwelling and rear wall of the shops.	5248/47	a,d	E/1
156	Payneham Road Evandale	Row Shops Whole of exterior excluding the dwelling and rear wall of the shops.	5248/47	a,d	E/1
158	Payneham Road Evandale	Row Shops Whole of exterior.	5917/612	a,d	E/2
160	Payneham Road Evandale	Row Shops Whole of exterior.	5917/611	a,d	E/2
162	Payneham Road Evandale	Row Shops Whole of exterior.	5917/610	a,d	E/2
Unit 10/16 7-169	Payneham Road St Peters	Former Jam Factory Whole of exterior of the original building excluding new apartments.	5678/659	a,c,d,f	SP/10

Property Address		Description of Place of Value and Extent of Listing	Certificate Of Title Reference	Section 23(4) Criteria	Survey Reference
Unit 11/16 7-169	Payneham Road St Peters	Former Jam Factory Whole of exterior of the original building excluding new apartments.	5678/660	a,c,d,f	SP/10
Common Property 167-169	Payneham Road St Peters	Former Jam Factory Whole of exterior of the original building excluding new apartments.	5678/670	a,c,d,f	SP/10
172	Payneham Road Evandale	Former Church Whole of exterior excluding rear wall.	5695/24	a,c,d	E/3
183	Payneham Road (corner of Westminster Street) St Peters	Dwelling ('Alcantara') & Garden Whole of exterior including garden and historic trees.	5881/451	a,c,d,e,g	SP/11
227	Payneham Road Joslin	Dwelling Original external form, materials and details of early twentieth century villa. Excludes later extension.	5570/899	a,d	JO01
245	Payneham Road Joslin	Dwelling Original external form, material and details of early twentieth century villa, including small square entrance pavilion on the south side of the house.	862/120	a,d	JO02
328	Payneham Road (cnr Portrush Road) Payneham	Borthwick Memorial Centre Original external form, materials and details of 1940s commemorative sandstone community building including art deco style terrazzo pavement and gardens around centre.	5102/353 5102/354	a,c,d,e,f	PA05
341	Payneham Road Marden	Uniting Church Manse Original external form, materials and detailing of 1881-2 bluestone manse. Excludes later rear extensions.	5817/694	a,d,f	MA09
374	Payneham Road Payneham	Payneham Community Centre (former Payneham Primary School) Original external form, materials and detailing of c1881 bluestone former school building, including mature gum trees.	5464/648	a,c,d	PA06
391	Payneham Road Marden	Former Police Station Original external form, materials and details of 1920s purpose built police station building, excluding later additions.	5167/583	a,c,d	MA11
489	Payneham Road Felixstow	Restaurant (Former Mario's Store) Original external form, materials and detailing of 1950s shop including the central raised section of the parapet containing the Mario sign.	5300/869	a,c,e	FE06
3	Pembroke Street College Park	Dwelling ('St Helen's') Whole of exterior.	5782/19	a,d	C/15
2-4	Phillips Street Kensington	Victorian Semi-detached Brick & Stone Dwellings	5878/981	a,b,d	2-4phill
17	Phillips Street Kensington	Federation Red Brick & Stucco Building 'Family Planning Association of SA Inc.'	5441/594 5441/595 5782/804	a,b,d	17phill

Property Address		Description of Place of Value and Extent of Listing	Certificate Of Title Reference	Section 23(4) Criteria	Survey Reference
26-28	Phillips Street Kensington	Norwood Swimming Pool Masonry Swimming Pool Complex.	5759/406 (28)	a,c,e,f	26philli
65-67	Phillis Street (corner of Clifton Street) Maylands	Maylands Hotel Whole of exterior excluding addition.	5785/979	a,c,d	M/12
104	Phillis Street (corner of Janet Street) Maylands	Former Shop/Dwelling Whole of exterior including verandah. Excluding rear lean-to.	5818/366	a,b,d, f	M/14
59	Portrush Road Payneham	Funeral Parlour Original external form, materials and details of 1880s commercial building.	5338/400 5338/399	a,c,d	PA08
156-160	Portrush Road (corner Devitt Avenue) Trinity Gardens	Devitt Avenue School Original external form, materials and details of red brick educational building dating from 1890's, including 1920 extension.	5236/645 5259/335	a,c,d	TG08
157-159	Portrush Road Maylands	Maylands Church of Christ Group Whole of exterior of the church and two halls to the rear.	5831/143 5750/295	a,c,d	M/15
271	Portrush Road Norwood	Late Victorian Masonry Dwelling	5409/139	a,b	271portr
279	Portrush Road Norwood	High Victorian Bluestone Dwelling 'Arena Community Club'	5795/791	a,b,d	279portr
315	Portrush Road Norwood	Victorian Bluestone Hotel 'Robin Hood Hotel'	5226/13	a,b,d,f	315portr
15	Queen Street Norwood	Sandstone & Brick Federation Dwelling	5502/71	a,d	15queens
21	Queen Street Norwood	Art-Deco Masonry Dwelling	5319/699	a,b,d	25queen
25	Queen Street Norwood	Federation Sandstone & Brick Dwelling	5280/382	a,b,d	25queen
29	Queen Street Norwood	Victorian Bluestone Villa	5076/911	a,b,d	29queen
33	Queen Street Norwood	Late Victorian Bluestone Villa	5165/817	a,b,d	33queens
57	Queen Street Norwood	Victorian Bluestone Cottage	5786/612	a,b,d	57queen
60	Queen Street Norwood	Victorian Rendered Pise Cottage	5832/111	a,b,d	60queen
62	Queen Street Norwood	St. Ignatius College. That portion of the north western front room of the Refuge building consisting of the bay window, walls, roof and other exterior elements to a depth that matches the alignment of the eastern wall of the adjacent red brick school building.	5822/150	a,e,f	62Aqueen
77	Queen Street Norwood	Victorian Bluestone Cottage	5883/43	a,b,d	77queen

Property Address		Description of Place of Value and Extent of Listing	Certificate Of Title Reference	Section 23(4) Criteria	Survey Reference
81	Queen Street Norwood	High Victorian Sandstone Villa	5549/312	a,b,d	81queen
105	Queen Street Norwood	Late Victorian Sandstone Villa	5449/467	a,b,d,e	105queen
2	Regent Street Hackney	Row Dwelling Whole of original exterior.	5894/547	a,b,d	H/24
4	Regent Street Hackney	Row Dwelling Whole of original exterior.	5894/548	a,b,d	H/24
6	Regent Street Hackney	Row Dwelling Whole of original exterior.	5894/549	a,b,d	H/24
8	Regent Street Hackney	Row Dwelling Whole of original exterior.	5894/550	a,b,d	H/24
10	Regent Street Hackney	Row Dwelling Whole of original exterior.	5894/552	a,b,d	H/24
12	Regent Street Hackney	Row Dwelling Whole of original exterior.	5894/551	a,b,d	H/24
18	Regent Place Kensington	Victorian Brick Cottage	5175/900 5175/901 5175/902	a,b,d	18regent
23	Regent Street Kensington	Victorian Bluestone Hotel 'Kensington Hotel' Original building and all associated original building fabric.	5167/697	a,b,d	23regent
25	Regent Street Kensington	Victorian Bluestone Villa	5460/88	a,b,d	25regent
41	Regent Street Kensington	Victorian Masonry Cottage	5479/38	a,b,d	41regent
42	Regent Street Kensington	Victorian Stone Dwelling	5599/157	a,b,d	42regent
1	Richmond Street Kensington	Victorian Bluestone Cottage	5212/144	a,b,d	1richmon
2	Richmond Street Kensington	Victorian Bluestone Cottage	5105/852	a,b,d	2richmon
3	Richmond Street Kensington	Victorian Bluestone Cottage	5430/76	a,b,d	3richmon
4	Richmond Street Kensington	Victorian Bluestone Cottage	5676/421	a,b,d	4richmon
5	Richmond Street Kensington	Victorian Bluestone Cottage	5744/876	a,b,d	5richmon
6	Richmond Street Kensington	Victorian Bluestone Cottage	5702/629	a,b,d	6richmon
7	Richmond Street Kensington	Victorian Bluestone Cottage	5402/184	a,b,d	7richmon
8	Richmond Street Kensington	Victorian Bluestone Cottage	5702/630	a,b,d	8richmon

Property Address		Description of Place of Value and Extent of Listing	Certificate Of Title Reference	Section 23(4) Criteria	Survey Reference
10	Richmond Street Kensington	Victorian Bluestone Cottage	5550/839	a,b,d	10richmo
25	Richmond Street Hackney	Row Dwelling Whole of original exterior.	5871/181 5871/182	a,b,d	H/25
27	Richmond Street Hackney	Row Dwelling Whole of original exterior.	5871/181 5871/182	a,b,d	H/25
29	Richmond Street Hackney	Row Dwelling Whole of original exterior.	5871/178	a,b,d	H/25
31	Richmond Street Hackney	Row Dwelling Whole of original exterior.	5871/178	a,b,d	H/25
33	Richmond Street Hackney	Row Dwelling Whole of original exterior.	5328/518	a,b,d	H/26
35	Richmond Street Hackney	Row Dwelling Whole of original exterior.	5147/22	a,b,d	H/26
36	Richmond Street Hackney	Uniting Church Original 1906 building fabric fronting Richmond Street including main hall and two classrooms but excluding the rear additions.	5187/275	a,c	H/27
37	Richmond Street Hackney	Row Dwelling Whole of original exterior.	5160/819	a,b,d	H/26
39	Richmond Street Hackney	Row Dwelling Whole of original exterior.	5716/68	a,b,d	H/26
46	Richmond Street Hackney	Dwelling (Former Park Farm Barn) Whole of the building, excluding the later porch additions on the eastern elevation, lean-to additions on the western elevation and lower brick and framed structure to the north.	5556/453	a	H/28
55	Richmond Street Hackney	Attached Dwelling Whole of exterior excluding addition.	5826/670	a,b,d	H/29
57	Richmond Street Hackney	Attached Dwelling Whole of exterior.	5431/436	a,b,d	H/29
5	Rose Street Norwood	Victorian Bluestone Dwelling	5247/236	a,b,d	3rose
32	Rosella Street Payneham	Dwelling Original external form, materials and details of early cottage, excluding later extensions.	5335/266	a,d,e	PA10
17	Rundle Street Kent Town	Victorian Bluestone & Red Brick Shop & Dwelling 'Sefton House'	5078/9	a,b,d	17rundle
21	Rundle Street Kent Town	5 x Two Storey Victorian Bluestone Rowhouses	5454/41	a,b,d	21rundle
23	Rundle Street Kent Town	5 x Two Storey Victorian Bluestone Rowhouses	5315/934	a,b,d	23rundle
25	Rundle Street Kent Town	5 x Two Storey Victorian Bluestone Rowhouses	5196/535	a,b,d	25rundle

Property Address		Description of Place of Value and Extent of Listing	Certificate Of Title Reference	Section 23(4) Criteria	Survey Reference
27	Rundle Street Kent Town	5 x Two Storey Victorian Bluestone Rowhouses	5455/311	a,b,d	27rundle
29	Rundle Street Kent Town	5 x Two Storey Victorian Bluestone Rowhouses	5099/347 5455/311	a,b,d	29rundle
76	Rundle Street Kent Town	Victorian Corner Pub 'Kent Town Hotel'	5923/828	a,b,d,e,f	76rundle
78	Rundle Street Kent Town	Mid-Victorian Bluestone Corner Shop & Dwelling	5078/230 5078/231	a,b,d	78rundle
93	Rundle Street Kent Town	Mid Victorian Bluestone Corner Shop & Dwelling	5843/237	a,b,d	93rundle
97	Rundle Street Kent Town	Two Storey Red Brick & Sandstone Victorian Dwelling	5459/535	a,b,d	97rundle
98	Rundle Street Kent Town	Federation Queen Anne/Arts & Crafts Red Brick Duplex & Front Fence	5078/829	a,b,d	98rundle
100	Rundle Street Kent Town	Federation Queen Anne/Arts & Crafts Red Brick Duplex & Front Fence	5078/830	a,b,d	100rundle
107	Rundle Street Kent Town	Victorian Shop & Dwelling	5078/227	a,b,d	107rundle
112-118	Rundle Street Kent Town	Edwardian/Federation Terrace Building Former 'Cecil Mansions'	5024/644-652	a,b,d	112rundle
120	Rundle Street Kent Town	Late Victorian Sandstone Dwelling	5427/463	a,b,d	120rundle
2	St Peters Street St Peters	Dwelling Whole of exterior.	5905/76	d	SP/5
4	St Peters Street St Peters	Dwelling Whole of exterior.	5820/514	d	SP/6
12	St Peters Street St Peters	Victorian Rustic Gothic Dwelling Whole of exterior.	5695/21	d	N/A
6	Second Avenue St Peters	Dwelling Whole of exterior (excluding addition) including front and side fence.	5778/59	d	SP/14
42	Second Avenue St Peters	Dwelling Whole of exterior excluding addition.	5437/205	d	SP/16
62a	Second Avenue St Peters	East Adelaide Primary School Whole of exterior of Administration & Resource Centre (corner Second Avenue and Westminster Street) and adjacent Drama Room (facing Second Avenue) and two Teaching Areas (facing Third Avenue).	5871/652 5789/607 5802/665 5802/666	a,c	SP/17
	Sewell Avenue Payneham	Street Planting Remnant species of planting from Henry Sewell's nursery, including Palms, Cycads, Ashes and other mature street planting.	Public Road Reserve	a,e,g	PA12
45	Sixth Avenue St Peters	Dwelling 'Oeneville' Whole of exterior.	5449/320	d,e	SP/30
67	Sixth Avenue St Peters	Shop/Dwelling Whole of exterior.	5374/196	a,b,d	SP/31

Property Address		Description of Place of Value and Extent of Listing	Certificate Of Title Reference	Section 23(4) Criteria	Survey Reference
76-78	Sixth Avenue St Peters	Dwelling Whole of exterior.	5293/492	d	SP/32
2A	Stafford Grove Heathpool	Asymmetrical Federation Queen Anne Bluestone Dwelling 'Kay House'	5540/794	a,b,d	2Astaffo
10	Stannington Avenue Heathpool	Inter-War Old English 'Stockbroker's Tudor'	5072/49	a,b,d	10stanni
	Stephen Street Norwood	Destructor Chimney Base - Square Masonry Base	5542/383	b	Stephens
37	Stepney Street Stepney	Dwelling Exterior (front four original rooms only).	5694/835	a,d	S/22
	Swing Bridge Lane St Peters (off Player Avenue)	Swing Bridge (Suspension Bridge) Original detailing of the bridge.	Public Road Reserve	a,c,d,f	SP/33
10	Sydenham Road Norwood	Victorian Masonry Shop & Rendered Masonry Cottage	5708/664 5708/659	a,b,d a,b,d,e	10sydenh
15	Sydenham Road Norwood	Victorian Church 'Former Primitive Methodist Church'	5413/433	a,b,c,d	15sydenha
17	Sydenham Road Norwood	Victorian Sandstone Dwelling 'Former Manse'	5413/432	a,b,d	17sydenh
31-39	Sydenham Road Norwood	Victorian Bluestone Rowhouses	5846/966 5800/865-869	a,b,d	31-39syd
66	Sydenham Road Norwood	Victorian Cottage	5568/648	a,b,d	66sydenh
67	Sydenham Road Norwood	Victorian Dwelling	5218/164	a,b,d	67sydenh
68	Sydenham Road Norwood	Victorian Bluestone Cottage	5078/579	a,b,d	68sydenh
69	Sydenham Road Norwood	Victorian Corner Shop	5218/164	a,b,d	69sydenha
72	Sydenham Road Norwood	Victorian Corner Shop	5101/460	a,b,d	72sydenh
76-78	Sydenham Road Norwood	Mid-Victorian Attached Dwellings	5905/145 5905/146	a,b,d	N/A
77	Sydenham Road Norwood	High Victorian Dwelling	5080/191	a,b,d	77sydenh
78-80	Sydenham Road Norwood	Victorian Masonry Bridge & Red Brick Parapet to First Creek	5003/918 5003/920	a,b	78-80syd
91	Sydenham Road Norwood	Victorian Cottage	5221/673	a,b,d	91sydenh
102	Sydenham Road Norwood	Victorian Sandstone Dwelling	5078/178	a,b,d	102syden
103A	Sydenham Road Norwood	Victorian Red Brick & Sandstone Hall Former Community Hall	5514/206	a,b,d	103asyde
110	Sydenham Road Norwood	Victorian Bluestone Dwelling	5405/619	a,b,d	110sydenh

Property Address		Description of Place of Value and Extent of Listing	Certificate Of Title Reference	Section 23(4) Criteria	Survey Reference
7	Talbot Grove Heathpool	Inter-War Old English Sandstone Dwelling	5264/263	a,b,d	7talbot
1	Tarcoma Avenue Payneham South	Dwelling Original external form materials and details of c1920s residence, excluding side extension.	5782/636	a,d	PS04
5	The Crescent Marryatville	Modern Movement Flat Roofed Dwelling	5345/295	a,b,d	5crescen
9	The Crescent Marryatville	Modern Movement Dwelling	5732/611	a,d	9crescen
1	The Parade Norwood	Federation Limestone 'Gentleman's Villa'	5225/476	a,b,d	1parade
2	The Parade Norwood	Federation Queen Anne Masonry Dwelling	5078/217	a,b,d	2parade
9	The Parade Norwood	Two-Storey Victorian Bluestone Rowhouses	5046/759	a,b,d	9parade
11	The Parade Norwood	Two Storey Victorian Bluestone Rowhouses	5046/760	a,b,d	11parade
13	The Parade Norwood	Two Storey Victorian Bluestone Rowhouses	5046/761	a,b,d	13parade
21	The Parade Norwood	Late Victorian Bluestone Dwelling	5201/797	a,b,d	21parade
26	The Parade Norwood	Late Victorian Bluestone Dwelling	5110/549	a,b,d	26parade
41	The Parade Norwood	Red Brick Federation Warehouse Factory Building	5394/974	a,b	N/A
44	The Parade Norwood	Two Storey Victorian Bluestone Hotel 'Old Colonist Tavern'	5080/192	a,b,d	44parade
61	The Parade Norwood	Single Storey Victorian Bluestone Villa	5268/139	a,b,d	61parade
70	The Parade Norwood	Federation Free Classical Hall 'Vinnies'	5077/998	a,b,d	70parade
72-74	The Parade Norwood	Two Storey Victorian Sandstone Shops & Dwelling	5077/997	a,b,d	72-74par
77-79	The Parade Norwood	Gothic Revival Sandstone Church 'St Giles Presbyterian Church'	5093/374	a,b,d	79parade
102	The Parade Norwood	Red Brick & Sandstone Two Storey Victorian Dwelling	5909/682	a,b,d	102parad
106-108	The Parade Norwood	Inter-War Free Classical Sandstone Shop & Attached Californian Bungalow Dwelling	5079/780	a,b,f	106parad
113-119	The Parade Norwood	Federation Red Brick Shops	5322/600	a,b,d	113parad

Property Address		Description of Place of Value and Extent of Listing	Certificate Of Title Reference	Section 23(4) Criteria	Survey Reference
120-132	The Parade Norwood	Victorian Shops & Dwellings	5273/247 (120) 5703/660 (122-124) 5703/661 (126) 5703/662 (128-132)	a,b,d a,b,d a,b,d a,b,d	120parad
127	The Parade Norwood	Victorian Sandstone & Red Brick Shop & Dwelling	5274/374	a,b,d	127parad
131	The Parade Norwood	Victorian/Edwardian Stone Shop & Dwelling	5703/451	a,b,d	131parad
134a-134c	The Parade Norwood	'Baptist Centre', Victorian Bluestone Building (original building only)	5784/490 5784/491	a,b,d	134parad
140-144	The Parade Norwood	1920s Brick Two-Storey Shop	5216/921	a,b,d	138parad
145	The Parade Norwood	Federation Brick Shop 'Buongiorno'	5175/711	a,b,d	145parad
151	The Parade Norwood	Federation Commercial Building with Shops, Offices & Dwelling	5863/195	a,b,d	151parad
157-159	The Parade Norwood	Victorian Red Brick Shop	5363/783	a,b,d	157parad
160	The Parade Norwood	Victorian Shop	5395/453	a,b,f	160parad
162	The Parade Norwood	Victorian Shop	5169/127	a,b,f	162parad
164	The Parade Norwood	Victorian Shop	5169/126	a,b,f	164parad
166	The Parade Norwood	Victorian Shop	5169/125	a,b,f	166parad
168-178	The Parade Norwood	Row of Victorian Shops	5127/626	a,b,f	168parad
186	The Parade Norwood	Victorian Shop	5026/744 5026/745	a,b,f	186parad
188	The Parade Norwood	Victorian/Federation Masonry Dwelling & Bank	5151/31	a,b,f	188parad
207	The Parade Norwood	Victorian Italianate Sandstone Mansion	5230/852	a,b,d	207parad
211A	The Parade Norwood	Victorian Shop & Dwelling	5451/69	a,b,d	211Aparad
232B	The Parade Norwood	Victorian Bluestone Hotel 'Bath Hotel'	5535/654	a,b,d	232Bpara
246	The Parade Norwood	Victorian Bluestone & Red Brick Corner Shop & Dwelling	5718/677	a,b,d	246parad
248	The Parade Norwood	Two-Storey Victorian Red Brick Shop	5718/677	a,b,d	248parad
250	The Parade Norwood	Victorian Bluestone & Red Brick Dwelling	5082/843	a,b,d	250parad

Property Address		Description of Place of Value and Extent of Listing	Certificate Of Title Reference	Section 23(4) Criteria	Survey Reference
322A	The Parade Kensington	Victorian Bluestone & Red Brick Villa	5399/133 5203/567	a,b,d,f	N/A
330	The Parade Kensington	Victorian Bluestone Dwelling & Shop	5168/952	a,b,d	330parad
7	Theresa Street Norwood	Late Victorian Asymmetric Sandstone Villa	5247/443	a,b,d	7theresa
6	Third Avenue St Peters	Former College & Palm Trees (3) Whole of exterior of College (excluding addition) including three Cotton Palm Trees.	5839/774 5823/400	a,b,c,d,g	SP/20
23	Third Avenue St Peters	Former Shop/Dwelling Whole of exterior.	5377/707	a,b,d,	SP/19
47a	Third Avenue St Peters	All Souls Anglican Church & Palm Tree Whole of exterior of Church including palm tree.	5447/237	a,c,d,e,g	SP/18
48	Third Avenue St Morris	Dwelling External form, materials and details of c1920 bungalow, excluding rear extension.	5268/267	a,d	SM08
52	Third Avenue St Morris	Dwelling External form, materials and details of c1920 sandstone villa including corrugated iron and timber window hoods. Excluding eastern additions and rear wall.	5671/729	a,d	SM09
16	Thornton Street Kensington	Asymmetric Victorian Villa - Bluestone	5831/993	a,b,d	16thornt
25	Thornton Street Kensington	Victorian Bluestone & Red Brick Dwelling	5842/607	a,b,d	25thornt
40	Thornton Street Kensington	Victorian Bluestone Semi-Detached Dwelling	5548/241	a,b,d	40thornt
42	Thornton Street Kensington	Victorian Bluestone Semi-Detached Dwelling	5363/116	a,b,d	42thornt
2	Tolmer Place Norwood	Victorian Red Brick & Bluestone Cottage	5699/49	a,b,d	2tolmerp
4	Tolmer Place Norwood	Victorian Red Brick & Bluestone Cottage	5752/441	a,b,d	4tolmerp
6	Tolmer Place Norwood	Victorian Red Brick & Bluestone Cottage	5710/24	a,b,d	6tolmerp
8	Tolmer Place Norwood	Victorian Red Brick & Bluestone Cottage	5201/633	a,b,d	8tolmerp
10	Tolmer Place Norwood	Victorian Red Brick & Bluestone Cottage	5694/763	a,b,d	10tolmer
18	Trinity Street College Park	Dwelling Whole of exterior.	5282/931	a,d,e	C/19
U13/6	Vailima Court Hackney	Former ('Vailima') Coach House Whole of exterior.	5017/828	a,b,d,e	H/6
U14/6	Vailima Court Hackney	Former ('Vailima') Coach House Whole of exterior.	5017/829	a,b,d,e	H/6

Property Address		Description of Place of Value and Extent of Listing	Certificate Of Title Reference	Section 23(4) Criteria	Survey Reference
U15/6	Vailima Court Hackney	Former ('Vailima') Coach House Whole of exterior.	5017/830	a,b,d,e	H/6
26	Wakefield Street Kent Town	Late Victorian Red Brick & Stone Dwelling	5097/205	a,b	26wakefi
31	Wakefield Street Kent Town	Victorian Rendered Terrace Residence & Fence	5779/677	a,b,d	31wakefi
33	Wakefield Street Kent Town	Victorian Rendered Terrace Residence & Fence	5779/678	a,b,d	33wakefi
5	Wellington Street Kensington	Victorian Cottage	5246/175	a,b,d	7welling
8	Wellington Street Kensington	Victorian Bluestone Villa	5526/50	a,b,c,d,e	8welling
9	Wellington Street Kensington	Victorian Bluestone & Red Brick Cottage	5494/997	a,b,d,f	9welling
17-19	Wellington Street Kensington	Former 'Freemason's Arms' Rendered Masonry Colonial Hotel	1524/13 5167/288	a,b,c,d,e	17wellin
13	Westbury Street Hackney	Dwelling Whole of exterior.	5693/245	a,d	H/17
23	William Street Norwood	Victorian Stone Dwelling	5011/735 (A) 5011/736 (B)	a,b,d	23willia
27	William Street Norwood	Victorian Bluestone Dwelling	5554/530	a,b,d	27willia
37	William Street Norwood	Victorian Corner Shop & Attached Dwelling	5294/441	a,b,d	37willia
39	William Street Norwood	Federation Corner Shop & Attached Dwelling	5078/240	a,b,d	39willia
41	William Street Norwood	Victorian Sandstone Cottage	5078/241	a,b,d	41willia
43	William Street Norwood	Victorian Bluestone Cottage Duplex	5024/758	a,b,d	43willia
44	William Street Norwood	Victorian Sandstone Dwelling	5082/432	a,b,d	44willia
45	William Street Norwood	Victorian Bluestone Cottage Duplex	5024/759	a,b,d	45willia
47	William Street Norwood	Victorian Cottage	5555/271	a,b,d	47willia
48	William Street Norwood	Victorian Masonry Building	5082/431	a,b,c	48willia
49	William Street Norwood	Victorian Bluestone Cottage	5701/127	a,b,d	49willia
50	William Street Norwood	Victorian Masonry Corner Dwelling	5686/967	a,b,d	50willia
65	William Street Norwood	Single Vault Bridge & Parapet Wall	5443/35	a,b	65willia

Property Address		Description of Place of Value and Extent of Listing	Certificate Of Title Reference	Section 23(4) Criteria	Survey Reference
78	William Street Norwood	Single Vault Bridge & Parapet Wall	5077/543	a,b	78willia
86	William Street Norwood	Victorian Bluestone Cottage	5078/192	a,b,d	86willia
93	William Street Norwood	Victorian Bluestone Villa	5176/245	a,b,d	93willia
96	William Street Norwood	Victorian Bluestone Villa	5126/323	a,b,d	96willia
98	William Street Norwood	Victorian Bluestone Villa	5614/497	a,b,d	98willia
100	William Street Norwood	Victorian Bluestone Villa	5882/908	a,b,d	100willi
101	William Street Norwood	Victorian/Edwardian Red Brick Dwelling	5108/766	a,b,d	101willi
119	William Street Norwood	Victorian Bluestone Villa	5141/393	a,b,d	119willi
121	William Street Norwood	Victorian Sandstone Cottage	5325/377	a,b,d,e	121willi
135	William Street Norwood	Victorian Italianate Bluestone Church 'St Ignatius Church'	5921/710 5921/711	a,b,c,d,f	135willa
137	William Street Norwood	Federation Stone Building House – 'St Ignatius Church'	5921/710 5921/711	a,b,c,d	137willi
139	William Street Norwood	Art Deco Brick & Render School Building 'St Ignatius Memorial School'	5358/410	a,b,c,d	139willi
158	William Street Norwood	Pressed Metal False Stone Fronted Cottage	5726/482	a,b,d	158willi
16	Williams Avenue St Morris	Dwelling ('Harcourt') External form, materials and details of c1915 red brick residence including verandah form.	5545/232	a,d	SM10
3	Woods Street Norwood	Asymmetrical Victorian Bluestone Dwelling	5345/979	a,b,d	3woodsst
4	Woods Street Norwood	Norwood Oval Complex	5247/442	a,b,c,d,f	4woodstr
4A	Woods Street Norwood	Inter-War Stripped Classical Sandstone Building 'RSL Hall, Norwood Oval Complex'	5247/442	a,b,c,d	4Awoodss

Note:

- (a) Where the elements of heritage value are not described in the table they include all external elements of the original main portion of the subject building such as exterior walls, chimneys, facades and roof, and contiguous elements such as verandahs and balconies, balustrades and lacework, doors and windows and their frames, original materials and finishes (excluding painting).

TABLE NPSP/7

List of Contributory Items located within the City of Norwood, Payneham & St Peters

shown on [Figures 6, 7, 8, 10, 11, 12, 15, 16, 17 and 23](#)

Property Address			Description of Place of Value	Certificate of Title Reference
12	Ann Street	Stepney	Dwelling	5780/601
14	Ann Street	Stepney	Dwelling	5690/210
15	Ann Street	Stepney	Dwelling	5454/328
16	Ann Street	Stepney	Dwelling	5781/536
17	Ann Street	Stepney	Dwelling	5454/328
19	Ann Street	Stepney	Dwelling	5150/434
21	Ann Street	Stepney	Dwelling	5416/395
23	Ann Street	Stepney	Dwelling	5223/3
24	Ann Street	Stepney	Dwelling	5430/771
25	Ann Street	Stepney	Dwelling	5743/579
26	Ann Street	Stepney	Dwelling	5113/311
28	Ann Street	Stepney	Dwelling	5083/905
30	Ann Street	Stepney	Dwelling	5083/904
32	Ann Street	Stepney	Dwelling	5000/910
34	Ann Street	Stepney	Dwelling	5000/909
36	Ann Street	Stepney	Dwelling	5909/856
38	Ann Street	Stepney	Dwelling	5909/855
39	Ann Street	Stepney	Dwelling	5021/868
40	Ann Street	Stepney	Dwelling	5909/854
41	Ann Street	Stepney	Dwelling	5021/867
43	Ann Street	Stepney	Dwelling	5462/931
44	Ann Street	Stepney	Dwelling	5567/144
45	Ann Street	Stepney	Dwelling	5454/408
46	Ann Street	Stepney	Dwelling	5780/105
47	Ann Street	Stepney	Dwelling	5081/79
48	Ann Street	Stepney	Dwelling	5707/879
50	Ann Street	Stepney	Dwelling	5317/7
51	Ann Street	Stepney	Dwelling	5454/565
55	Ann Street	Stepney	Dwelling	5195/154
57	Ann Street	Stepney	Dwelling	5191/738
58	Ann Street	Stepney	Dwelling	5779/568
59	Ann Street	Stepney	Dwelling	5144/568
60	Ann Street	Stepney	Dwelling	5950/800
62	Ann Street	Stepney	Dwelling	5950/799
64	Ann Street	Stepney	Dwelling	5950/799
66	Ann Street	Stepney	Dwelling	5878/892
67	Ann Street	Stepney	Dwelling	5129/966
68	Ann Street	Stepney	Dwelling	5256/340

Property Address			Description of Place of Value	Certificate of Title Reference
70	Ann Street	Stepney	Dwelling	5368/454
1/71	Ann Street	Stepney	Dwelling	5001/536
2/71	Ann Street	Stepney	Dwelling	5001/537
72	Ann Street	Stepney	Dwelling	5063/545
74	Ann Street	Stepney	Dwelling	5495/608
75	Ann Street	Stepney	Dwelling	5305/620
76	Ann Street	Stepney	Dwelling	5187/166
78	Ann Street	Stepney	Dwelling	5422/511
4	Augusta Street	Maylands	Dwelling	5798/835
6	Augusta Street	Maylands	Dwelling	5371/943
8	Augusta Street	Maylands	Dwelling	5290/662
10	Augusta Street	Maylands	Dwelling	5798/721
12	Augusta Street	Maylands	Dwelling	5015/876
13	Augusta Street	Maylands	Dwelling	5636/284
14	Augusta Street	Maylands	Dwelling	5015/877
15	Augusta Street	Maylands	Dwelling	5226/662
17	Augusta Street	Maylands	Dwelling	5892/848
18	Augusta Street	Maylands	Dwelling	5581/73
19	Augusta Street	Maylands	Dwelling	5439/81
20	Augusta Street	Maylands	Dwelling	5581/70
22	Augusta Street	Maylands	Dwelling	5248/716
23	Augusta Street	Maylands	Dwelling	5930/311
24	Augusta Street	Maylands	Dwelling	5823/442
25	Augusta Street	Maylands	Dwelling	5791/305
26	Augusta Street	Maylands	Dwelling	5104/357
26A	Augusta Street	Maylands	Dwelling	5867/237
28	Augusta Street	Maylands	Dwelling	5711/386
29	Augusta Street	Maylands	Dwelling	5364/102
30	Augusta Street	Maylands	Dwelling	5133/995
31	Augusta Street	Maylands	Dwelling	5640/421
32	Augusta Street	Maylands	Dwelling	5776/799
34	Augusta Street	Maylands	Dwelling	5802/164
35	Augusta Street	Maylands	Dwelling	5561/664
36	Augusta Street	Maylands	Dwelling	5256/964
37	Augusta Street	Maylands	Dwelling	5245/887
38	Augusta Street	Maylands	Dwelling	5113/321
39	Augusta Street	Maylands	Dwelling	5245/888
40	Augusta Street	Maylands	Dwelling	5537/607
41	Augusta Street	Maylands	Dwelling	5731/378
42	Augusta Street	Maylands	Dwelling	5712/596
44	Augusta Street	Maylands	Dwelling	5717/314
45	Augusta Street	Maylands	Dwelling	5501/921
46	Augusta Street	Maylands	Dwelling	5417/574

Property Address			Description of Place of Value	Certificate of Title Reference
48	Augusta Street	Maylands	Dwelling	5391/291
4	Baliol Street	College Park	Dwelling	5144/799
6	Baliol Street	College Park	Dwelling	5655/741
7	Baliol Street	College Park	Dwelling	5695/438
11	Baliol Street	College Park	Dwelling	5442/599
12	Baliol Street	College Park	Dwelling	5820/979
13	Baliol Street	College Park	Dwelling	5439/21
14	Baliol Street	College Park	Dwelling	5793/507
15	Baliol Street	College Park	Dwelling	5027/264
16	Baliol Street	College Park	Dwelling	5677/358
17	Baliol Street	College Park	Dwelling	5027/263
18	Baliol Street	College Park	Dwelling	5545/341 5545/917
20	Baliol Street	College Park	Dwelling	5710/674
22	Baliol Street	College Park	Dwelling	5263/400
23	Baliol Street	College Park	Dwelling	5613/428
25	Baliol Street	College Park	Dwelling	5613/429
1	Battams Road	Royston Park	Dwelling	5207/336
2	Battams Road	Marden	Dwelling	5838/65
3	Battams Road	Royston Park	Dwelling	5466/907
5	Battams Road	Royston Park	Dwelling	5592/592
6	Battams Road	Marden	Dwelling	5694/441
8	Battams Road	Marden	Dwelling	5405/240
9	Battams Road	Royston Park	Dwelling	5693/589
10	Battams Road	Marden	Dwelling	5436/392
15	Battams Road	Royston Park	Dwelling	5313/702
17	Battams Road	Royston Park	Dwelling	5806/128
19	Battams Road	Royston Park	Dwelling	5363/470
1	Bishops Place	Kensington	Dwelling	5783/174
3	Bishops Place	Kensington	Dwelling	5533/918 5636/9
11	Bishops Place	Kensington	Dwelling	5917/704
13	Bishops Place	Kensington	Dwelling	5822/10
26	Bishops Place	Kensington	Dwelling	5356/381
28	Bishops Place	Kensington	Dwelling	5313/529
30	Bishops Place	Kensington	Dwelling	5113/945
36	Bishops Place	Kensington	Dwelling	5551/392
38	Bishops Place	Kensington	Dwelling	5760/41
55	Bishops Place	Kensington	Dwelling	5030/962
55A	Bishops Place	Kensington	Dwelling	5904/783 5904/786
57	Bishops Place	Kensington	Dwelling	5904/785
57A	Bishops Place	Kensington	Dwelling	5023/663
1	Botanic Street	Hackney	Dwelling	5701/593

Property Address			Description of Place of Value	Certificate of Title Reference
3	Botanic Street	Hackney	Dwelling	5849/111
5	Botanic Street	Hackney	Dwelling	5844/885
7	Botanic Street	Hackney	Dwelling	5926/485
9	Botanic Street	Hackney	Dwelling	5245/741
11	Botanic Street	Hackney	Dwelling	5669/376
13	Botanic Street	Hackney	Dwelling	5409/574
19	Botanic Street	Hackney	Dwelling	5324/724
6	Bowen Street	Kensington	Dwelling	5694/221
8	Bowen Street	Kensington	Dwelling	5107/113
2	Bridge Street	Kensington	Dwelling	5826/810
4	Bridge Street	Kensington	Dwelling	5225/35
6	Bridge Street	Kensington	Dwelling	5328/413
9	Bridge Street	Kensington	Dwelling	5860/927
10	Bridge Street	Kensington	Dwelling	5675/715
11	Bridge Street	Kensington	Dwelling	5876/372
12	Bridge Street	Kensington	Dwelling	5781/199 5781/200
14	Bridge Street	Kensington	Dwelling	5781/199 5781/200
15	Bridge Street	Kensington	Dwelling	5700/800
16	Bridge Street	Kensington	Dwelling	5407/375
18	Bridge Street	Kensington	Dwelling	5709/797
19	Bridge Street	Kensington	Dwelling	5025/17
19A	Bridge Street	Kensington	Dwelling	5025/18
21	Bridge Street	Kensington	Dwelling	5883/861
21A	Bridge Street	Kensington	Dwelling	5883/861
23	Bridge Street	Kensington	Dwelling	5352/248
25	Bridge Street	Kensington	Dwelling	5006/938
27	Bridge Street	Kensington	Dwelling	5006/937
43	Bridge Street	Kensington	Dwelling	5352/567
45	Bridge Street	Kensington	Dwelling	5161/440
47	Bridge Street	Kensington	Dwelling	5827/621
49	Bridge Street	Kensington	Dwelling	5805/339
51	Bridge Street	Kensington	Office (former Shop)	5275/435
80	Bridge Street	Kensington	Dwelling	5507/198
6	Broad Street	Marden	Dwelling	5497/482
8	Broad Street	Marden	Dwelling	5730/862
10	Broad Street	Marden	Dwelling	5296/650
12	Broad Street	Marden	Dwelling	5296/649
14	Broad Street	Marden	Dwelling	5496/523
16	Broad Street	Marden	Dwelling	5929/524
3	Cambridge Street	Hackney	Dwelling	5149/843
5	Cambridge Street	Hackney	Dwelling	5814/615

Property Address			Description of Place of Value	Certificate of Title Reference
6	Cambridge Street	Hackney	Dwelling	5221/847
7	Cambridge Street	Hackney	Dwelling	5711/298
8	Cambridge Street	Hackney	Dwelling	5221/848
9	Cambridge Street	Hackney	Dwelling	5711/299
10	Cambridge Street	Hackney	Dwelling	5697/547
11	Cambridge Street	Hackney	Dwelling	5008/80
12	Cambridge Street	Hackney	Dwelling	5697/547
13	Cambridge Street	Hackney	Dwelling	5008/81
14	Cambridge Street	Hackney	Dwelling	5875/189
16	Cambridge Street	Hackney	Dwelling	5432/216
18	Cambridge Street	Hackney	Dwelling	5670/684
1	Catherine Street	College Park	Dwelling	5226/919
2	Catherine Street	College Park	Dwelling	5742/698
3	Catherine Street	College Park	Dwelling	5658/663
4	Catherine Street	College Park	Dwelling	5263/578
5A	Catherine Street	College Park	Dwelling	5952/153
6	Catherine Street	College Park	Dwelling	5372/126
7	Catherine Street	College Park	Dwelling	5682/630
8	Catherine Street	College Park	Dwelling	5814/574
9	Catherine Street	College Park	Dwelling	5128/866
10	Catherine Street	College Park	Dwelling	5353/133 5353/167
11	Catherine Street	College Park	Dwelling	5283/799
13	Catherine Street	College Park	Dwelling	5545/270
1A	Clifton Street	Maylands	Dwelling	5738/360
2	Clifton Street	Maylands	Dwelling	5445/284
4	Clifton Street	Maylands	Dwelling	5577/239
6	Clifton Street	Maylands	Dwelling	5795/818
8	Clifton Street	Maylands	Dwelling	5494/343
12	Clifton Street	Maylands	Dwelling	5448/232
14	Clifton Street	Maylands	Dwelling	5125/619
16	Clifton Street	Maylands	Dwelling	5804/756
1	College Street	College Park	Dwelling	5072/718 5072/719
2	College Street	College Park	Dwelling	5688/953
4	College Street	College Park	Dwelling	5445/147
6	College Street	College Park	Dwelling	5233/170 5233/258
8	College Street	College Park	Dwelling	5117/703
12	College Street	College Park	Dwelling	5690/120
19	Dankel Avenue	Kensington	Dwelling	5874/687
1	Dover Street	Maylands	Dwelling	5697/765
2	Dover Street	Stepney	Dwelling	5334/618
3	Dover Street	Maylands	Dwelling	5640/739

Property Address			Description of Place of Value	Certificate of Title Reference
4	Dover Street	Maylands	Dwelling	5872/336
5	Dover Street	Maylands	Dwelling	5277/158
6	Dover Street	Maylands	Dwelling	5192/178
8	Dover Street	Maylands	Dwelling	5849/707
10	Dover Street	Maylands	Dwelling	5676/461
2A	Fifth Avenue	St Peters	Dwelling	5298/656
4	Fifth Avenue	St Peters	Dwelling	5669/39
5	Fifth Avenue	St Peters	Dwelling	5813/220
6	Fifth Avenue	St Peters	Dwelling	5501/92
8	Fifth Avenue	St Peters	Dwelling	5715/505
10	Fifth Avenue	St Peters	Dwelling	5537/830
11	Fifth Avenue	St Peters	Dwelling	5674/333
12	Fifth Avenue	St Peters	Dwelling	5323/340
13	Fifth Avenue	St Peters	Dwelling	5285/410
14	Fifth Avenue	St Peters	Dwelling	5715/598
15	Fifth Avenue	St Peters	Dwelling	5593/301
16	Fifth Avenue	St Peters	Dwelling	5715/597
17	Fifth Avenue	St Peters	Dwelling	5593/302
18	Fifth Avenue	St Peters	Dwelling	5113/565
19	Fifth Avenue	St Peters	Dwelling	5825/546
20	Fifth Avenue	St Peters	Dwelling	5113/565
22	Fifth Avenue	St Peters	Dwelling	5141/178
23	Fifth Avenue	St Peters	Dwelling	5450/820
24	Fifth Avenue	St Peters	Dwelling	5092/535
25	Fifth Avenue	St Peters	Dwelling	5345/781
26	Fifth Avenue	St Peters	Dwelling	5139/743
27	Fifth Avenue	St Peters	Dwelling	5751/211
28	Fifth Avenue	St Peters	Dwelling	5108/777
29	Fifth Avenue	St Peters	Dwelling	5447/236
31	Fifth Avenue	St Peters	Dwelling	5454/852
32	Fifth Avenue	St Peters	Dwelling	5465/924
33	Fifth Avenue	St Peters	Dwelling	5447/456
34	Fifth Avenue	St Peters	Dwelling	5085/47
35	Fifth Avenue	St Peters	Dwelling	5139/671
36	Fifth Avenue	St Peters	Dwelling	5448/992
37	Fifth Avenue	St Peters	Dwelling	5823/786
38	Fifth Avenue	St Peters	Dwelling	5874/153
39	Fifth Avenue	St Peters	Dwelling	5450/821
40	Fifth Avenue	St Peters	Dwelling	5848/254
47	Fifth Avenue	St Peters	Dwelling	5449/316
49	Fifth Avenue	St Peters	Dwelling	5326/919
49A	Fifth Avenue	St Peters	Dwelling	5564/292
50	Fifth Avenue	St Peters	Dwelling	5295/109

Property Address			Description of Place of Value	Certificate of Title Reference
51	Fifth Avenue	St Peters	Dwelling	5550/700
53	Fifth Avenue	St Peters	Dwelling	5446/269
54	Fifth Avenue	St Peters	Dwelling	5671/187
55	Fifth Avenue	St Peters	Dwelling	5618/128
57	Fifth Avenue	St Peters	Dwelling	5772/765
58	Fifth Avenue	St Peters	Dwelling	5330/863
60	Fifth Avenue	St Peters	Dwelling	5594/154
62	Fifth Avenue	St Peters	Dwelling	5492/599
63	Fifth Avenue	St Peters	Dwelling	5353/241
65	Fifth Avenue	St Peters	Dwelling	5303/466
67	Fifth Avenue	St Peters	Dwelling	5708/449
69A	Fifth Avenue	St Peters	Dwelling	5554/443
71	Fifth Avenue	St Peters	Dwelling	5412/645
73	Fifth Avenue	Joslin	Dwelling	5827/150
76	Fifth Avenue	Joslin	Dwelling	5419/42
76A	Fifth Avenue	Joslin	Dwelling	5442/6
78	Fifth Avenue	Joslin	Dwelling	5760/818
80	Fifth Avenue	Joslin	Dwelling	5760/817
84	Fifth Avenue	Joslin	Dwelling	5321/990
85	Fifth Avenue	Joslin	Dwelling	5698/276
86	Fifth Avenue	Joslin	Dwelling	5215/556
88	Fifth Avenue	Joslin	Dwelling	5547/414
89	Fifth Avenue	Joslin	Dwelling	5346/345
90	Fifth Avenue	Joslin	Dwelling	5739/518
91	Fifth Avenue	Joslin	Dwelling	5775/687
92	Fifth Avenue	Joslin	Dwelling	5739/401
94	Fifth Avenue	Joslin	Dwelling	5396/700
96	Fifth Avenue	Joslin	Dwelling	5447/402
97	Fifth Avenue	Joslin	Dwelling	5096/533
98	Fifth Avenue	Joslin	Dwelling	5354/294
99	Fifth Avenue	Joslin	Dwelling	5412/32
100	Fifth Avenue	Joslin	Dwelling	5395/698
101	Fifth Avenue	Joslin	Dwelling	5467/283
1	First Avenue	St Peters	Dwelling	5402/123
2	First Avenue	St Peters	Dwelling	5731/494
3	First Avenue	St Peters	Dwelling	5521/588
4	First Avenue	St Peters	Dwelling	5780/407
6	First Avenue	St Peters	Dwelling	5804/587
7	First Avenue	St Peters	Dwelling	5688/395
8	First Avenue	St Peters	Dwelling	5752/898
10	First Avenue	St Peters	Dwelling	5176/586
11	First Avenue	St Peters	Dwelling	5093/417
12	First Avenue	St Peters	Dwelling	5808/399

Property Address			Description of Place of Value	Certificate of Title Reference
13	First Avenue	St Peters	Dwelling	5790/7
14	First Avenue	St Peters	Dwelling	5234/964
15	First Avenue	St Peters	Dwelling	5229/986
16	First Avenue	St Peters	Dwelling	5717/423
17	First Avenue	St Peters	Dwelling	5546/701 5691/573
19	First Avenue	St Peters	Dwelling	5401/96
20	First Avenue	St Peters	Dwelling	5565/449
21	First Avenue	St Peters	Dwelling	5401/96
22	First Avenue	St Peters	Dwelling	5831/940
23	First Avenue	St Peters	Dwelling	5641/872
24	First Avenue	St Peters	Dwelling	5369/142
25	First Avenue	St Peters	Dwelling	5110/276
26	First Avenue	St Peters	Dwelling	5732/482
27	First Avenue	St Peters	Dwelling	5333/766
30	First Avenue	St Peters	Dwelling	5443/86
31	First Avenue	St Peters	Dwelling	5076/991
32	First Avenue	St Peters	Dwelling	5436/509
33	First Avenue	St Peters	Dwelling	5391/443
34	First Avenue	St Peters	Dwelling	5290/852
35	First Avenue	St Peters	Dwelling	5027/708 5027/710
36	First Avenue	St Peters	Dwelling	5265/645
37	First Avenue	St Peters	Dwelling	5027/709
38	First Avenue	St Peters	Dwelling	5623/133
40	First Avenue	St Peters	Dwelling	5443/342
41	First Avenue	St Peters	Dwelling	5345/134
42	First Avenue	St Peters	Dwelling	5440/478 5868/734
43	First Avenue	St Peters	Dwelling	5153/519
44	First Avenue	St Peters	Dwelling	5128/315
45	First Avenue	St Peters	Dwelling	5125/25
46	First Avenue	St Peters	Dwelling	5254/506
48	First Avenue	St Peters	Dwelling	5441/158
50	First Avenue	St Peters	Dwelling	5425/928
52	First Avenue	St Peters	Dwelling	5426/48
54	First Avenue	St Peters	Dwelling	5191/13
1/55	First Avenue	St Peters	Dwelling	5015/370
2/55	First Avenue	St Peters	Dwelling	5015/371
56	First Avenue	St Peters	Dwelling	5409/233
57	First Avenue	St Peters	Dwelling	5447/101
58	First Avenue	St Peters	Dwelling	5726/942
59	First Avenue	St Peters	Dwelling	5295/92
60	First Avenue	St Peters	Dwelling	5795/597

Property Address			Description of Place of Value	Certificate of Title Reference
61	First Avenue	St Peters	Dwelling	5539/997
63	First Avenue	St Peters	Dwelling	5298/90
64	First Avenue	St Peters	Dwelling	5617/215
65	First Avenue	St Peters	Dwelling	5299/912
66	First Avenue	St Peters	Dwelling	5465/731
67	First Avenue	St Peters	Dwelling	5261/354
68	First Avenue	St Peters	Dwelling	5479/773
69	First Avenue	St Peters	Dwelling	5747/378
71	First Avenue	St Peters	Dwelling	5328/113
72	First Avenue	St Peters	Dwelling	5139/440
73	First Avenue	St Peters	Dwelling	5391/639 5391/666
75	First Avenue	St Peters	Dwelling	5391/237
77	First Avenue	St Peters	Dwelling	5253/789
79	First Avenue	St Peters	Dwelling	5684/91
80	First Avenue	St Peters	Dwelling	5223/116
81	First Avenue	St Peters	Dwelling	5285/680
82	First Avenue	St Peters	Dwelling	5564/921
83	First Avenue	St Peters	Dwelling	5333/724
84	First Avenue	St Peters	Dwelling	5108/734
86	First Avenue	St Peters	Dwelling	5810/583
87	First Avenue	St Peters	Dwelling	5391/651
88	First Avenue	St Peters	Dwelling	5327/105
89	First Avenue	St Peters	Dwelling	5200/118
90	First Avenue	St Peters	Dwelling	5787/406
91	First Avenue	St Peters	Dwelling	5706/988
93	First Avenue	St Peters	Dwelling	5813/247
94	First Avenue	St Peters	Dwelling	5774/409
96	First Avenue	St Peters	Dwelling	5363/684
98	First Avenue	St Peters	Dwelling	5783/54
100	First Avenue	St Peters	Dwelling	5292/792
101	First Avenue	Joslin	Dwelling	5509/676
102	First Avenue	St Peters	Dwelling	5257/610
103	First Avenue	Joslin	Dwelling	5212/552
104	First Avenue	St Peters	Dwelling	5198/489
106	First Avenue	Joslin	Dwelling	5267/383
107	First Avenue	Joslin	Dwelling	5518/124
108	First Avenue	Joslin	Dwelling	5306/507
109	First Avenue	Joslin	Dwelling	5691/590
110	First Avenue	Joslin	Dwelling	5104/777
112	First Avenue	Joslin	Dwelling	5330/553
113	First Avenue	Joslin	Dwelling	5722/194
114	First Avenue	Joslin	Dwelling	5278/154

Property Address			Description of Place of Value	Certificate of Title Reference
115	First Avenue	Joslin	Dwelling	5250/490
116	First Avenue	Joslin	Dwelling	5808/363
117	First Avenue	Joslin	Dwelling	5219/219
118	First Avenue	Joslin	Dwelling	5815/454
119	First Avenue	Joslin	Dwelling	5848/631
120	First Avenue	Joslin	Dwelling	5370/683
121	First Avenue	Joslin	Dwelling	5807/342
122	First Avenue	Joslin	Dwelling	5211/899
123	First Avenue	Joslin	Dwelling	5189/761
124	First Avenue	Joslin	Dwelling	5712/927
125	First Avenue	Joslin	Dwelling	5249/33
126	First Avenue	Joslin	Dwelling	5804/404
127	First Avenue	Joslin	Dwelling	5632/938
128	First Avenue	Joslin	Dwelling	5548/21
130	First Avenue	Joslin	Dwelling	5796/248
131	First Avenue	Joslin	Dwelling	5520/513
133	First Avenue	Joslin	Dwelling	5390/315
135	First Avenue	Royston Park	Dwelling	5744/381
137	First Avenue	Royston Park	Dwelling	5139/956
139	First Avenue	Royston Park	Dwelling	5540/163
140	First Avenue	Royston Park	Dwelling	5521/579
141	First Avenue	Royston Park	Dwelling	5215/368
142	First Avenue	Royston Park	Dwelling	5665/110 5701/965
143	First Avenue	Royston Park	Dwelling	5717/514
146	First Avenue	Royston Park	Dwelling	5826/150
148	First Avenue	Royston Park	Dwelling	5777/321
149	First Avenue	Royston Park	Dwelling	5143/655
150	First Avenue	Royston Park	Dwelling	5816/7
151	First Avenue	Royston Park	Dwelling	5658/616
152	First Avenue	Royston Park	Dwelling	5794/806
153	First Avenue	Royston Park	Dwelling	5670/930
154	First Avenue	Royston Park	Dwelling	5804/588
156	First Avenue	Royston Park	Dwelling	5407/364
157	First Avenue	Royston Park	Dwelling	5774/225
160	First Avenue	Royston Park	Dwelling	5780/955
161	First Avenue	Royston Park	Dwelling	5652/368
162	First Avenue	Royston Park	Dwelling	5100/972
163	First Avenue	Royston Park	Dwelling	5521/672
164	First Avenue	Royston Park	Dwelling	5588/837
165	First Avenue	Royston Park	Dwelling	5699/392
166	First Avenue	Royston Park	Dwelling	5793/388
167	First Avenue	Royston Park	Dwelling	5201/555

Property Address			Description of Place of Value	Certificate of Title Reference
168	First Avenue	Royston Park	Dwelling	5514/625
169	First Avenue	Royston Park	Dwelling	5574/2
171	First Avenue	Royston Park	Dwelling	5155/387
172	First Avenue	Royston Park	Dwelling	5392/715
173	First Avenue	Royston Park	Dwelling	5665/974
174	First Avenue	Royston Park	Dwelling	5804/591
175	First Avenue	Royston Park	Dwelling	5450/205
176	First Avenue	Royston Park	Dwelling	5804/590
177	First Avenue	Royston Park	Dwelling	5092/483
178	First Avenue	Royston Park	Dwelling	5688/563
179	First Avenue	Royston Park	Dwelling	5807/628
182	First Avenue	Royston Park	Dwelling	5545/406
183	First Avenue	Royston Park	Dwelling	5140/725
3	Flora Street	Stepney	Dwelling	5076/469
7	Flora Street	Stepney	Dwelling	5433/298
8	Flora Street	Stepney	Dwelling	5432/573 5432/574
9	Flora Street	Stepney	Dwelling	5086/716
11	Flora Street	Stepney	Dwelling	5454/689
12	Flora Street	Stepney	Dwelling	5437/458
12A	Flora Street	Stepney	Dwelling	5443/243
13	Flora Street	Stepney	Dwelling	5165/160
15	Flora Street	Stepney	Dwelling	5061/449
16	Flora Street	Stepney	Dwelling	5444/221
17	Flora Street	Stepney	Dwelling	5395/101
18	Flora Street	Stepney	Dwelling	5458/164
20	Flora Street	Stepney	Dwelling	5386/396
22	Flora Street	Stepney	Dwelling	5410/986
1	Fourth Avenue	St Peters	Dwelling	5277/968
2	Fourth Avenue	St Peters	Dwelling	5457/439
3	Fourth Avenue	St Peters	Dwelling	5252/380
4	Fourth Avenue	St Peters	Dwelling	5470/33
5	Fourth Avenue	St Peters	Dwelling	5441/397
6	Fourth Avenue	St Peters	Dwelling	5818/910
7	Fourth Avenue	St Peters	Dwelling	5649/639 5649/640
8	Fourth Avenue	St Peters	Dwelling	5378/994
10	Fourth Avenue	St Peters	Dwelling	5187/693
11	Fourth Avenue	St Peters	Dwelling	5677/67
12	Fourth Avenue	St Peters	Dwelling	5363/132
13	Fourth Avenue	St Peters	Dwelling	5820/244
14	Fourth Avenue	St Peters	Dwelling	5283/301
15	Fourth Avenue	St Peters	Dwelling	5514/35

Property Address			Description of Place of Value	Certificate of Title Reference
16	Fourth Avenue	St Peters	Dwelling	5265/638
17	Fourth Avenue	St Peters	Dwelling	5687/75
18	Fourth Avenue	St Peters	Dwelling	5210/620
20	Fourth Avenue	St Peters	Dwelling	5303/539 5651/326
21	Fourth Avenue	St Peters	Dwelling	5751/512
22	Fourth Avenue	St Peters	Dwelling	5829/81
23	Fourth Avenue	St Peters	Dwelling	5437/917
25	Fourth Avenue	St Peters	Dwelling	5395/871
25A	Fourth Avenue	St Peters	Dwelling	5082/198
27	Fourth Avenue	St Peters	Dwelling	5069/99
28	Fourth Avenue	St Peters	Dwelling	5303/418
29	Fourth Avenue	St Peters	Dwelling	5152/310
30	Fourth Avenue	St Peters	Dwelling	5465/967
31-33	Fourth Avenue	St Peters	Dwelling	5123/206
32	Fourth Avenue	St Peters	Dwelling	5105/474
34	Fourth Avenue	St Peters	Dwelling	5465/926
35	Fourth Avenue	St Peters	Dwelling	5403/471
36	Fourth Avenue	St Peters	Dwelling	5071/272
37	Fourth Avenue	St Peters	Dwelling	5131/59
38	Fourth Avenue	St Peters	Dwelling	5447/123
39	Fourth Avenue	St Peters	Dwelling	5131/58
40	Fourth Avenue	St Peters	Dwelling	5397/62
41	Fourth Avenue	St Peters	Dwelling	5131/57
42	Fourth Avenue	St Peters	Dwelling	5067/16
43	Fourth Avenue	St Peters	Dwelling	5086/496
45	Fourth Avenue	St Peters	Dwelling	5063/661
47	Fourth Avenue	St Peters	Dwelling	5851/894
48	Fourth Avenue	St Peters	Dwelling	5178/621
51	Fourth Avenue	St Peters	Dwelling	5731/275
53	Fourth Avenue	St Peters	Dwelling	5446/662
55	Fourth Avenue	St Peters	Dwelling	5400/755
57	Fourth Avenue	St Peters	Dwelling	5811/154
59	Fourth Avenue	St Peters	Dwelling	5688/895
60	Fourth Avenue	St Peters	Dwelling	5361/2
61	Fourth Avenue	St Peters	Dwelling	5808/592
62	Fourth Avenue	St Peters	Dwelling	5163/686
63	Fourth Avenue	St Peters	Dwelling	5547/205
64	Fourth Avenue	St Peters	Dwelling	5803/237
65	Fourth Avenue	St Peters	Dwelling	5191/366
66	Fourth Avenue	St Peters	Dwelling	5794/873
66A	Fourth Avenue	St Peters	Dwelling	5838/186
68	Fourth Avenue	St Peters	Dwelling	5372/442

Property Address			Description of Place of Value	Certificate of Title Reference
70	Fourth Avenue	St Peters	Dwelling	5209/598
71	Fourth Avenue	St Peters	Dwelling	5364/230
72	Fourth Avenue	St Peters	Dwelling	5196/782
73	Fourth Avenue	St Peters	Dwelling	5697/461
74	Fourth Avenue	St Peters	Dwelling	5217/174
75	Fourth Avenue	St Peters	Dwelling	5664/840
76	Fourth Avenue	St Peters	Dwelling	5798/987
78	Fourth Avenue	St Peters	Dwelling	5766/457
79	Fourth Avenue	St Peters	Dwelling	5796/901
80	Fourth Avenue	St Peters	Dwelling	5599/191
81	Fourth Avenue	St Peters	Dwelling	5376/788
82	Fourth Avenue	St Peters	Dwelling	5416/634
83A	Fourth Avenue	St Peters	Dwelling	5766/456
84	Fourth Avenue	St Peters	Dwelling	5406/758
86	Fourth Avenue	Joslin	Dwelling	5215/685
87	Fourth Avenue	Joslin	Dwelling	5774/514
88	Fourth Avenue	Joslin	Dwelling	5430/768
91	Fourth Avenue	Joslin	Dwelling	5798/932
93	Fourth Avenue	Joslin	Dwelling	5483/98
96	Fourth Avenue	Joslin	Dwelling	5557/105
98	Fourth Avenue	Joslin	Dwelling	5481/254
100	Fourth Avenue	Joslin	Dwelling	5788/454
102	Fourth Avenue	Joslin	Dwelling	5678/357
106	Fourth Avenue	Joslin	Dwelling	5512/885
110	Fourth Avenue	Joslin	Dwelling	5799/692
111	Fourth Avenue	Joslin	Dwelling	5390/113
112	Fourth Avenue	Joslin	Dwelling	5415/300
113	Fourth Avenue	Joslin	Dwelling	5114/789
2	Frederick Street	Maylands	Dwelling	5447/400
4	Frederick Street	Maylands	Dwelling	5747/455
6	Frederick Street	Maylands	Dwelling	5506/32
8	Frederick Street	Maylands	Dwelling	5506/32
14	Frederick Street	Maylands	Dwelling	5673/824
16	Frederick Street	Maylands	Dwelling	5741/297
18	Frederick Street	Maylands	Dwelling	5867/214
20	Frederick Street	Maylands	Dwelling	5409/271
22	Frederick Street	Maylands	Dwelling	5409/270
23	Frederick Street	Maylands	Dwelling	5203/243
24	Frederick Street	Maylands	Dwelling	5236/423
25	Frederick Street	Maylands	Dwelling	5539/635
26	Frederick Street	Maylands	Dwelling	5296/907
27	Frederick Street	Maylands	Dwelling	5144/275
28	Frederick Street	Maylands	Dwelling	5407/618

Property Address			Description of Place of Value	Certificate of Title Reference
29	Frederick Street	Maylands	Dwelling	5819/459
30	Frederick Street	Maylands	Dwelling	5779/572
32	Frederick Street	Maylands	Dwelling	5453/914
35	Frederick Street	Maylands	Dwelling	5384/903
36	Frederick Street	Maylands	Dwelling	5127/121
37	Frederick Street	Maylands	Dwelling	5426/482
40	Frederick Street	Maylands	Dwelling	5785/119
42	Frederick Street	Maylands	Dwelling	5553/817
43	Frederick Street	Maylands	Dwelling	5130/423
45	Frederick Street	Maylands	Dwelling	5904/50
48	Frederick Street	Maylands	Dwelling	5175/467
49	Frederick Street	Maylands	Dwelling	5587/757
50	Frederick Street	Maylands	Dwelling	5640/147
51	Frederick Street	Maylands	Dwelling	5756/173
52	Frederick Street	Maylands	Dwelling	5316/471
53	Frederick Street	Maylands	Dwelling	5126/751
54	Frederick Street	Maylands	Dwelling	5751/599
59	Frederick Street	Maylands	Dwelling	5805/907
60	Frederick Street	Maylands	Dwelling	5734/56
61	Frederick Street	Maylands	Dwelling	5809/986
62	Frederick Street	Maylands	Dwelling	5699/332
63	Frederick Street	Maylands	Dwelling	5124/673
64	Frederick Street	Maylands	Dwelling	5699/333
65	Frederick Street	Maylands	Dwelling	5405/428
66	Frederick Street	Maylands	Dwelling	5699/334
67	Frederick Street	Maylands	Dwelling	5536/464
69	Frederick Street	Maylands	Dwelling	5367/502
72	Frederick Street	Maylands	Dwelling	5130/980
74	Frederick Street	Maylands	Dwelling	5825/778
75	Frederick Street	Maylands	Dwelling	5290/74
77	Frederick Street	Maylands	Dwelling	5143/207
78	Frederick Street	Maylands	Dwelling	5440/141
80	Frederick Street	Maylands	Dwelling	5229/577
82	Frederick Street	Maylands	Dwelling	5137/377
86	Frederick Street	Maylands	Dwelling	5688/211
88	Frederick Street	Maylands	Dwelling	5276/161
90	Frederick Street	Maylands	Dwelling	5361/6
94	Frederick Street	Maylands	Dwelling	5557/336
94A	Frederick Street	Maylands	Dwelling	5308/978
98	Frederick Street	Maylands	Dwelling	5477/40
100	Frederick Street	Evandale	Dwelling	5257/682
102	Frederick Street	Evandale	Dwelling	5258/863
104	Frederick Street	Evandale	Dwelling	5179/283

Property Address			Description of Place of Value	Certificate of Title Reference
106	Frederick Street	Evandale	Dwelling	5399/790
108	Frederick Street	Evandale	Dwelling	5811/903
110	Frederick Street	Evandale	Dwelling	5142/258
112	Frederick Street	Evandale	Dwelling	5571/264
114	Frederick Street	Evandale	Dwelling	5264/5
116	Frederick Street	Evandale	Dwelling	5405/363
120	Frederick Street	Evandale	Dwelling	5693/802
122	Frederick Street	Evandale	Dwelling	5407/171
124	Frederick Street	Evandale	Dwelling	5791/471
126	Frederick Street	Evandale	Dwelling	5760/723 5781/151
1	George Street	Payneham	Dwelling	5540/799
2	George Street	Payneham	Dwelling	5017/148
3	George Street	Payneham	Dwelling	5303/756
4	George Street	Payneham	Dwelling	5017/149
6	George Street	Payneham	Dwelling	5490/364 5698/889
25	Hackney Road	Hackney	Dwelling	5849/110
27	Hackney Road	Hackney	Dwelling	5849/112
29	Hackney Road	Hackney	Dwelling	5723/590
1	Harcourt Road	Payneham	Dwelling	5540/148
2	Harcourt Road	Payneham	Dwelling	5232/100
3	Harcourt Road	Payneham	Dwelling	5135/325
4	Harcourt Road	Payneham	Dwelling	5798/249 5811/496
5	Harcourt Road	Payneham	Dwelling	5798/794
6	Harcourt Road	Payneham	Dwelling	5640/553
7	Harcourt Road	Payneham	Dwelling	5126/510
8	Harcourt Road	Payneham	Dwelling	5167/362
9	Harcourt Road	Payneham	Dwelling	5818/418
10	Harcourt Road	Payneham	Dwelling	5507/16
11	Harcourt Road	Payneham	Dwelling	5651/139
12	Harcourt Road	Payneham	Dwelling	5838/51
14	Harcourt Road	Payneham	Dwelling	5797/549
15	Harcourt Road	Payneham	Dwelling	5664/386
16	Harcourt Road	Payneham	Dwelling	5205/8
17	Harcourt Road	Payneham	Dwelling	5777/721 5777/722
18	Harcourt Road	Payneham	Dwelling	5155/628
20	Harcourt Road	Payneham	Dwelling	5697/748
21	Harcourt Road	Payneham	Dwelling	5588/57
23	Harcourt Road	Payneham	Dwelling	5774/795
24	Harcourt Road	Payneham	Dwelling	5149/804
25	Harcourt Road	Payneham	Dwelling	5533/324

Property Address			Description of Place of Value	Certificate of Title Reference
26	Harcourt Road	Payneham	Dwelling	5725/667
27	Harcourt Road	Payneham	Dwelling	5206/298
28	Harcourt Road	Payneham	Dwelling	5308/941
29	Harcourt Road	Payneham	Dwelling	5659/727
31	Harcourt Road	Payneham	Dwelling	5447/158
2	Harrow Road	College Park	Dwelling	5827/623
3	Harrow Road	St Peters	Dwelling	5824/189 5882/667
4	Harrow Road	College Park	Dwelling	5275/597
5	Harrow Road	St Peters	Dwelling	5857/216
7	Harrow Road	St Peters	Dwelling	5720/444
8	Harrow Road	College Park	Dwelling	5665/526
9	Harrow Road	St Peters	Dwelling	5118/745
11	Harrow Road	St Peters	Dwelling	5333/969
12	Harrow Road	College Park	Dwelling	5351/365
13	Harrow Road	St Peters	Dwelling	5209/802
14	Harrow Road	College Park	Dwelling	5142/327
15	Harrow Road	St Peters	Dwelling	5681/244
17	Harrow Road	St Peters	Dwelling	5456/379
19	Harrow Road	St Peters	Dwelling	5752/292
20	Harrow Road	College Park	Dwelling	5149/821
21	Harrow Road	St Peters	Dwelling	5713/505 5713/506
22	Harrow Road	College Park	Dwelling	5109/142
23	Harrow Road	St Peters	Dwelling	5547/187 5547/188
24	Harrow Road	College Park	Dwelling	5734/427
25	Harrow Road	St Peters	Dwelling	5153/160
26	Harrow Road	College Park	Dwelling	5128/98
28	Harrow Road	College Park	Dwelling	5570/374
29	Harrow Road	St Peters	Dwelling	5145/847
30	Harrow Road	College Park	Dwelling	5797/685
31	Harrow Road	St Peters	Dwelling	5208/281
32	Harrow Road	College Park	Dwelling	5546/62
33	Harrow Road	St Peters	Dwelling	5378/713
34	Harrow Road	College Park	Dwelling	5548/153
36	Harrow Road	College Park	Dwelling	5808/600
37	Harrow Road	St Peters	Dwelling	5804/73
38	Harrow Road	College Park	Dwelling	5154/777
39	Harrow Road	St Peters	Dwelling	5766/469
40	Harrow Road	College Park	Dwelling	5528/845
44	Harrow Road	College Park	Dwelling	5319/121
46	Harrow Road	College Park	Dwelling	5830/23
48	Harrow Road	College Park	Dwelling	5522/280

Property Address			Description of Place of Value	Certificate of Title Reference
49	Harrow Road	St Peters	Dwelling	5229/331
50	Harrow Road	College Park	Dwelling	5498/749
51	Harrow Road	St Peters	Dwelling	5749/361
52	Harrow Road	College Park	Dwelling	5768/27
53	Harrow Road	St Peters	Dwelling	5773/757
55	Harrow Road	St Peters	Dwelling	5404/989
56	Harrow Road	College Park	Dwelling	5112/870
62	Harrow Road	College Park	Dwelling	5734/790
64	Harrow Road	College Park	Dwelling	5433/204
66	Harrow Road	College Park	Dwelling	5832/439
68	Harrow Road	College Park	Dwelling	5660/126
70	Harrow Road	College Park	Dwelling	5557/7
74	Harrow Road	College Park	Dwelling	5716/66
76	Harrow Road	College Park	Dwelling	5700/96
78	Harrow Road	College Park	Dwelling	5734/714
80	Harrow Road	College Park	Dwelling	5524/293
82	Harrow Road	College Park	Dwelling	5783/474
84	Harrow Road	College Park	Dwelling	5730/206
86	Harrow Road	College Park	Dwelling	5615/111
88	Harrow Road	College Park	Dwelling	5620/471
4	Hatswell Street	Hackney	Dwelling	5804/75
6	Hatswell Street	Hackney	Dwelling	5804/76
8	Hatswell Street	Hackney	Dwelling	5804/77
10	Hatswell Street	Hackney	Dwelling	5804/78
12	Henry Street	Payneham	Dwelling	5810/641
14	Henry Street	Payneham	Dwelling	5193/802
16	Henry Street	Payneham	Dwelling	5810/643
18	Henry Street	Payneham	Dwelling	5568/164
20	Henry Street	Payneham	Dwelling	5027/193
22	Henry Street	Payneham	Dwelling	5027/194
24	Henry Street	Payneham	Dwelling	5758/501
26	Henry Street	Payneham	Dwelling	5758/502
58	Henry Street	Maylands	Dwelling	5393/32
67	Henry Street	Stepney	Dwelling	5825/971
73	Henry Street	Stepney	Dwelling	5238/499
75	Henry Street	Maylands	Dwelling	5745/398
77	Henry Street	Maylands	Dwelling	5740/932
79	Henry Street	Maylands	Dwelling	5101/839
18	High Street	Kensington	Dwelling	5817/23
22	High Street	Kensington	Dwelling	5121/840
31	High Street	Kensington	Dwelling	5261/281
33	High Street	Kensington	Dwelling	5867/203
35	High Street	Kensington	Dwelling	5862/259

Property Address			Description of Place of Value	Certificate of Title Reference
37	High Street	Kensington	Dwelling	5594/178
41	High Street	Kensington	Dwelling	5697/542
43	High Street	Kensington	Dwelling	5394/136
47	High Street	Kensington	Dwelling	5187/631
47A-47B	High Street	Kensington	Dwelling	5627/851
51	High Street	Kensington	Dwelling	5133/970
53	High Street	Kensington	Dwelling	5402/458
55	High Street	Kensington	Dwelling	5662/133
56	High Street	Kensington	Dwelling	5609/585
56A	High Street	Kensington	Dwelling	5342/604
57	High Street	Kensington	Dwelling (former Public Hall)	5437/999
58	High Street	Kensington	Dwelling	5025/69
58A	High Street	Kensington	Dwelling	5025/70
59	High Street	Kensington	Dwelling	5572/482
60	High Street	Kensington	Dwelling	5364/566
62	High Street	Kensington	Dwelling	5751/699
64	High Street	Kensington	Dwelling	5815/278
66	High Street	Kensington	Dwelling	5143/214
68	High Street	Kensington	Dwelling	5110/180
68A	High Street	Kensington	Dwelling	5156/236
68B	High Street	Kensington	Dwelling	5892/959
70	High Street	Kensington	Dwelling	5209/611
72	High Street	Kensington	Dwelling	5343/221
77	High Street	Kensington	Dwelling	5456/997
85	High Street	Kensington	Dwelling	5340/998
87	High Street	Kensington	Dwelling	5222/687
93	High Street	Kensington	Dwelling	5389/46
99	High Street	Kensington	Dwelling	5625/925
101	High Street	Kensington	Dwelling	5340/71
105	High Street	Kensington	Dwelling	5719/761
107	High Street	Kensington	Dwelling	5675/296
109	High Street	Kensington	Dwelling	5826/297
111	High Street	Kensington	Dwelling	5742/866
113	High Street	Kensington	Dwelling	5138/319
1	Hill Street	Kensington	Dwelling	5225/34
1	Hughes Avenue	Kensington	Dwelling	5760/988
2	Hughes Avenue	Kensington	Dwelling	5775/233
3	Hughes Avenue	Kensington	Dwelling	5155/304
4	Hughes Avenue	Kensington	Dwelling	5008/802
3	Janet Street	Maylands	Shop/Dwelling	5290/52
2	Kapunda Terrace	Payneham	Dwelling	5760/916

Property Address			Description of Place of Value	Certificate of Title Reference
4	Kapunda Terrace	Payneham	Dwelling	5796/894
5	Kapunda Terrace	Payneham	Dwelling	5814/952
6	Kapunda Terrace	Payneham	Dwelling	5328/93
7	Kapunda Terrace (corner Harcourt Road)	Payneham	Shop	5582/388
9	Kapunda Terrace	Payneham	Dwelling	5192/732 5192/733
145	Kensington Road	Kensington	Dwelling	5124/208
147	Kensington Road	Kensington	Dwelling	5126/322
211	Kensington Road	Kensington	Dwelling	5209/323
213	Kensington Road	Kensington	Dwelling	5874/154
215	Kensington Road	Kensington	Dwelling	5530/810
217	Kensington Road	Kensington	Dwelling	5404/925
223	Kensington Road	Kensington	Dwelling	5000/979
225	Kensington Road	Kensington	Dwelling	5343/803
227	Kensington Road	Kensington	Dwelling	5540/66
229	Kensington Road	Kensington	Dwelling	5598/944
1	Lambert Road	Joslin	Dwelling	5467/801
2	Lambert Road	Royston Park	Dwelling	5302/33
3	Lambert Road	Joslin	Dwelling	5467/760
4	Lambert Road	Royston Park	Dwelling	5115/320
9	Lambert Road	Joslin	Dwelling	5819/189
11	Lambert Road	Joslin	Dwelling	5779/128
13	Lambert Road	Joslin	Dwelling	5573/7
14	Lambert Road	Royston Park	Dwelling	5827/157
16	Lambert Road	Royston Park	Dwelling	5290/999
17	Lambert Road	Joslin	Dwelling	5805/892
19	Lambert Road	Joslin	Dwelling	5212/453
23	Lambert Road	Joslin	Dwelling	5241/408
25	Lambert Road	Joslin	Dwelling	5477/896
26	Lambert Road	Royston Park	Dwelling	5735/155
28	Lambert Road	Royston Park	Dwelling	5552/850
29	Lambert Road	Joslin	Dwelling	5696/166
30	Lambert Road	Royston Park	Dwelling	5387/882
31	Lambert Road	Joslin	Dwelling	5811/27
34	Lambert Road	Royston Park	Dwelling	5479/313
35	Lambert Road	Joslin	Dwelling	5480/774
38	Lambert Road	Royston Park	Dwelling	5741/801
39	Lambert Road	Joslin	Dwelling	5493/157
40	Lambert Road	Royston Park	Dwelling	5789/235
41	Lambert Road	Joslin	Dwelling	5342/404
43	Lambert Road	Joslin	Dwelling	5435/170
45	Lambert Road	Joslin	Dwelling	5607/608

Property Address			Description of Place of Value	Certificate of Title Reference
46	Lambert Road	Royston Park	Dwelling	5359/887
52-58	Lambert Road	Royston Park	Shops	5039/907 5039/908 5039/909 5039/910
10	Laura Street	Stepney	Dwelling	5004/596
11	Laura Street	Stepney	Dwelling	5157/775
12	Laura Street	Stepney	Dwelling	5004/595
14A	Laura Street	Stepney	Dwelling	5299/565
15	Laura Street	Stepney	Dwelling	5022/97
16	Laura Street	Stepney	Dwelling	5442/634
17	Laura Street	Stepney	Dwelling	5022/98
18	Laura Street	Stepney	Dwelling	5446/15
19	Laura Street	Stepney	Dwelling	5287/851
20	Laura Street	Stepney	Dwelling	5149/824
21	Laura Street	Stepney	Dwelling	5440/185
22	Laura Street	Stepney	Dwelling	5394/37
23	Laura Street	Stepney	Dwelling	5127/726
23B	Laura Street	Stepney	Dwelling	5441/172
24	Laura Street	Stepney	Dwelling	5167/848
27	Laura Street	Stepney	Dwelling	5753/20
30	Laura Street	Stepney	Dwelling	5150/705
32	Laura Street	Stepney	Dwelling	5104/305
32A	Laura Street	Stepney	Dwelling	5444/299
33	Laura Street	Maylands	Dwelling	5562/718
34	Laura Street	Stepney	Dwelling	5455/512
36	Laura Street	Stepney	Dwelling	5225/761 5445/565
38	Laura Street	Maylands	Dwelling	5592/316
40	Laura Street	Maylands	Dwelling	5037/748
42	Laura Street	Maylands	Dwelling	5037/747
44	Laura Street	Maylands	Dwelling	5262/32
11	Loch Street	Stepney	Dwelling	5091/264
15	Loch Street	Stepney	Dwelling	5434/229
17	Loch Street	Stepney	Dwelling	5202/387
19	Loch Street	Stepney	Dwelling	5437/175
20	Loch Street	Stepney	Dwelling	5074/545
21	Loch Street	Stepney	Dwelling	5112/534
22	Loch Street	Stepney	Dwelling	5218/727
23	Loch Street	Stepney	Dwelling	5112/554 5112/555
24	Loch Street	Stepney	Dwelling	5751/868
26	Loch Street	Stepney	Dwelling	5443/950
28	Loch Street	Stepney	Dwelling	5442/678

Property Address			Description of Place of Value	Certificate of Title Reference
30	Loch Street	Stepney	Dwelling	5456/527
32	Loch Street	Stepney	Dwelling	5058/662
34	Loch Street	Stepney	Dwelling	5844/207
8A	Maesbury Street	Kensington	Dwelling	5848/754
18	Maesbury Street	Kensington	Dwelling	5732/524
20	Maesbury Street	Kensington	Dwelling	5089/110
21	Maesbury Street	Kensington	Dwelling	5208/840
28	Maesbury Street	Kensington	Dwelling	5376/284
29	Maesbury Street	Kensington	Dwelling	5118/671
30	Maesbury Street	Kensington	Dwelling	5374/867 5374/869
31	Maesbury Street	Kensington	Dwelling	5304/182
32	Maesbury Street	Kensington	Dwelling	5374/868 5374/869
33-35	Maesbury Street	Kensington	Dwelling	5022/283
34-36	Maesbury Street	Kensington	Dwelling	5021/737 5021/738 5021/739
37	Maesbury Street	Kensington	Dwelling	5737/13
39	Maesbury Street	Kensington	Dwelling	5479/579 5479/909
39A	Maesbury Street	Kensington	Dwelling	5788/483
43	Maesbury Street	Kensington	Dwelling	5439/744
46	Maesbury Street	Kensington	Dwelling	5745/272
49	Maesbury Street	Kensington	Dwelling	5763/907
55	Maesbury Street	Kensington	Dwelling	5253/57
61	Maesbury Street	Kensington	Dwelling	5254/610
64	Maesbury Street	Kensington	Dwelling	5123/230
65	Maesbury Street	Kensington	Dwelling	5749/268
6/69	Maesbury Street	Kensington	Dwelling	5495/253
2	Magdalen Street	College Park	Dwelling	5353/277
3	Magdalen Street	College Park	Dwelling	5404/381
4	Magdalen Street	College Park	Dwelling	5725/206
6	Magdalen Street	College Park	Dwelling	5435/249
7	Magdalen Street	College Park	Dwelling	5756/835
8	Magdalen Street	College Park	Dwelling	5481/917
1	Marlborough Street	College Park	Dwelling	5698/805
3	Marlborough Street	College Park	Dwelling	5027/876
3A	Marlborough Street	College Park	Dwelling	5027/877
5	Marlborough Street	College Park	Dwelling	5424/612
7	Marlborough Street	College Park	Dwelling	5781/201
9	Marlborough Street	College Park	Dwelling	5840/435
10	Marlborough Street	College Park	Dwelling	5537/198

Property Address			Description of Place of Value	Certificate of Title Reference
11	Marlborough Street	College Park	Dwelling	5108/360
12	Marlborough Street	College Park	Dwelling	5464/921
13	Marlborough Street	College Park	Dwelling	5218/825
14	Marlborough Street	College Park	Dwelling	5734/33
15	Marlborough Street	College Park	Dwelling	5665/324
16	Marlborough Street	College Park	Dwelling	5391/953
18	Marlborough Street	College Park	Dwelling	5378/53
20A	Marlborough Street	College Park	Dwelling	5841/914
21	Marlborough Street	College Park	Dwelling	5057/63
22	Marlborough Street	College Park	Dwelling	5315/473
23	Marlborough Street	College Park	Dwelling	5057/64
24	Marlborough Street	College Park	Dwelling	5082/295
25	Marlborough Street	College Park	Dwelling	5406/368
26	Marlborough Street	College Park	Dwelling	5671/473
27	Marlborough Street	College Park	Dwelling	5484/569
28	Marlborough Street	College Park	Dwelling	5329/188
29	Marlborough Street	College Park	Dwelling	5695/846
30	Marlborough Street	College Park	Dwelling	5307/989
31	Marlborough Street	College Park	Dwelling	5780/622
32	Marlborough Street	College Park	Dwelling	5796/812
33	Marlborough Street	College Park	Dwelling	5212/256
37	Marlborough Street	College Park	Dwelling	5422/408
38	Marlborough Street	College Park	Dwelling	5929/88
39	Marlborough Street	College Park	Dwelling	5339/337
41	Marlborough Street	College Park	Dwelling	5672/9
43	Marlborough Street	College Park	Dwelling	5459/829
45	Marlborough Street	College Park	Dwelling	5151/386 5151/651
1	Mary Street	Stepney	Dwelling	5251/403
2	Mayfair Street	Maylands	Dwelling	5684/510
3	Mayfair Street	Maylands	Dwelling	5472/981
4	Mayfair Street	Maylands	Dwelling	5266/302
5	Mayfair Street	Maylands	Dwelling	5553/339
7	Mayfair Street	Maylands	Dwelling	5462/516
8	Mayfair Street	Maylands	Dwelling	5178/362
9	Mayfair Street	Maylands	Dwelling	5073/532
10	Mayfair Street	Maylands	Dwelling	5075/704
12	Mayfair Street	Maylands	Dwelling	6172/763
13	Mayfair Street	Maylands	Dwelling	5258/93
14	Mayfair Street	Maylands	Dwelling	5805/503
16	Mayfair Street	Maylands	Dwelling	5103/768
20	Mayfair Street	Maylands	Dwelling	5588/761
26	Mayfair Street	Maylands	Dwelling	5328/978

Property Address			Description of Place of Value	Certificate of Title Reference
2	Morcomb Street	Stepney	Dwelling	5245/802
4	Morcomb Street	Stepney	Dwelling	5267/911
5	Morcomb Street	Stepney	Dwelling	5687/938
6	Morcomb Street	Stepney	Dwelling	5467/706
7	Morcomb Street	Stepney	Dwelling	5854/173
8	Morcomb Street	Stepney	Dwelling	5545/200
10	Morcomb Street	Stepney	Dwelling	5112/66
12	Morcomb Street	Stepney	Dwelling	5135/549
14	Morcomb Street	Stepney	Dwelling	5254/28
17	Morcomb Street	Stepney	Dwelling	5826/229
18	Morcomb Street	Stepney	Dwelling	5454/142
5	Osborne Street	Hackney	Dwelling	5856/380
7	Osborne Street	Hackney	Dwelling	5438/574
9	Osborne Street	Hackney	Dwelling	5799/58
11	Osborne Street	Hackney	Dwelling	5799/57
12	Osborne Street	Hackney	Dwelling	5724/388
13	Osborne Street	Hackney	Dwelling	5799/56
15	Osborne Street	Hackney	Dwelling	5377/25
17	Osborne Street	Hackney	Dwelling	5854/551
19	Osborne Street	Hackney	Dwelling	5838/455
21	Osborne Street	Hackney	Dwelling	5808/417
3	Oxford Street	Hackney	Dwelling	5489/925
9	Oxford Street	Hackney	Dwelling	5801/254
27	Payneham Road	College Park	Shop	5919/77
67	Payneham Road	St Peters	Shop	5659/442
89	Payneham Road	St Peters	Shop	5816/582
91	Payneham Road	St Peters	Office	5776/753
131	Payneham Road	St Peters	Shop	5867/207
139	Payneham Road (cnr Stephens Terrace)	St Peters	Shop	5403/249
1	Pembroke Street	College Park	Dwelling	5131/419
5	Pembroke Street	College Park	Dwelling	5732/277
7	Pembroke Street	College Park	Dwelling	5801/235
10	Pembroke Street	College Park	Dwelling	5100/234 5100/235
11	Pembroke Street	College Park	Dwelling	5210/809
3	Phillips Street	Kensington	Dwelling	5112/403
5	Phillips Street	Kensington	Dwelling	5008/487 5008/489
5A	Phillips Street	Kensington	Dwelling	5008/488 5008/489
6	Phillips Street	Kensington	Dwelling	5484/7 5870/907
7	Phillips Street	Kensington	Dwelling	5255/791

Property Address			Description of Place of Value	Certificate of Title Reference
7A	Phillips Street	Kensington	Dwelling	5160/440
8	Phillips Street	Kensington	Dwelling	5142/287
10	Phillips Street	Kensington	Dwelling	5321/479
12	Phillips Street	Kensington	Dwelling (4 Units)	5721/953
14	Phillips Street	Kensington	Dwelling	5168/731
15	Phillips Street	Kensington	Dwelling	5694/641
16	Phillips Street	Kensington	Dwelling	5496/819
20	Phillips Street	Kensington	Dwelling	5864/994
2	Pollock Avenue	Marden	Dwelling	5758/181
4	Pollock Avenue	Marden	Dwelling	5794/139
6	Pollock Avenue	Marden	Dwelling	5275/751
8	Pollock Avenue	Marden	Dwelling	5440/373
9	Pollock Avenue	Marden	Dwelling	5636/509
10	Pollock Avenue	Marden	Dwelling	5929/525
11	Pollock Avenue	Marden	Dwelling	5347/625
15	Pollock Avenue	Marden	Dwelling	5136/809
47	Portrush Road	Payneham	Office	5410/883
51	Portrush Road	Payneham	Dwelling	5722/268
53	Portrush Road	Payneham	Dwelling	5283/448
55	Portrush Road	Payneham	Dwelling	5428/9
63	Portrush Road	Payneham	Shop (former dwelling)	5207/461
65	Portrush Road	Payneham	Consulting Room (former dwelling)	5207/515
69	Portrush Road	Payneham	Office	5511/883
69A	Portrush Road	Payneham	Office	5511/883
292	Portrush Road	Kensington	Dwelling	5820/972
294	Portrush Road	Kensington	Dwelling	5211/480
296	Portrush Road	Kensington	Dwelling	5835/776
298	Portrush Road	Kensington	Office (former Dwelling)	5835/459
300	Portrush Road	Kensington	Dwelling	5834/712
302	Portrush Road	Kensington	Dwelling	5818/42
304	Portrush Road	Kensington	Dwelling	5838/437
1	Regent Place	Kensington	Dwelling	5122/731
2	Regent Place	Kensington	Dwelling	5484/6
3	Regent Place	Kensington	Dwelling	5273/20
5	Regent Place	Kensington	Dwelling	5476/709
6	Regent Place	Kensington	Dwelling	5028/435
8	Regent Place	Kensington	Dwelling	5028/436
10	Regent Place	Kensington	Dwelling	5549/301
12	Regent Place	Kensington	Dwelling	5181/258
14	Regent Place	Kensington	Dwelling	5789/63

Property Address			Description of Place of Value	Certificate of Title Reference
16	Regent Place	Kensington	Dwelling	5829/858 5832/83
24	Regent Street	Kensington	Dwelling	5435/660
27	Regent Street	Kensington	Dwelling	5431/149
28A	Regent Street	Kensington	Dwelling	5809/509
30A	Regent Street	Kensington	Dwelling	5871/627
30B	Regent Street	Kensington	Dwelling	5613/256
34	Regent Street	Kensington	Dwelling	5016/367
34A	Regent Street	Kensington	Dwelling	5016/368
35	Regent Street	Kensington	Dwelling	5376/578
36	Regent Street	Kensington	Dwelling	5770/961
40	Regent Street	Kensington	Dwelling	5027/205 5123/759
44	Regent Street	Kensington	Dwelling	5737/139
45	Regent Street	Kensington	Dwelling	5780/557
46	Regent Street	Kensington	Dwelling	5469/604
47	Regent Street	Kensington	Dwelling	5720/841
48	Regent Street	Kensington	Dwelling	5745/154
49	Regent Street	Kensington	Dwelling	5803/877
50	Regent Street	Kensington	Dwelling	5745/271
51	Regent Street	Kensington	Dwelling	5144/702
52	Regent Street	Kensington	Dwelling	5744/817
53	Regent Street	Kensington	Dwelling	5795/40
57	Regent Street	Kensington	Dwelling	5410/543
59	Regent Street	Kensington	Dwelling	5351/76
61	Regent Street	Kensington	Dwelling	5795/559
63	Richmond Street	College Park	Dwelling	5304/956
65	Richmond Street	College Park	Dwelling	5170/923
67	Richmond Street	College Park	Dwelling	5384/904
1	Rugby Street	College Park	Dwelling	5682/805
2	Rugby Street	College Park	Dwelling	5710/216
5	Rugby Street	College Park	Dwelling	5545/367 5545/368
7	Rugby Street	College Park	Dwelling	5005/304
9	Rugby Street	College Park	Dwelling	5005/303
3	Salter Street	Kensington	Dwelling	5819/505
14	Salter Street	Kensington	Dwelling	5544/374
17	Salter Street	Kensington	Dwelling	5487/819
21	Salter Street	Kensington	Dwelling	5352/433
23	Salter Street	Kensington	Dwelling	5809/805
25	Salter Street	Kensington	Dwelling	5809/806
26	Salter Street	Kensington	Dwelling	5083/650
27	Salter Street	Kensington	Dwelling	5695/612
28	Salter Street	Kensington	Dwelling	5508/131

Property Address			Description of Place of Value	Certificate of Title Reference
1	Second Avenue	St Peters	Dwelling	5894/539
2	Second Avenue	St Peters	Dwelling	5665/253
3	Second Avenue	St Peters	Dwelling	5894/526
4	Second Avenue	St Peters	Dwelling	5135/544
5	Second Avenue	St Peters	Dwelling	5501/488
7	Second Avenue	St Peters	Dwelling	5801/256
8	Second Avenue	St Peters	Dwelling	5658/700
9	Second Avenue	St Peters	Dwelling	5712/728
10	Second Avenue	St Peters	Dwelling	5766/438
11	Second Avenue	St Peters	Dwelling	5217/429
12	Second Avenue	St Peters	Dwelling	5875/763
14	Second Avenue	St Peters	Dwelling	5381/37 5380/986
15	Second Avenue	St Peters	Dwelling	5525/337
16	Second Avenue	St Peters	Dwelling	5496/195
17	Second Avenue	St Peters	Dwelling	5353/545
18	Second Avenue	St Peters	Dwelling	5551/128
20	Second Avenue	St Peters	Dwelling	5677/957
23	Second Avenue	St Peters	Dwelling	5450/438
24	Second Avenue	St Peters	Dwelling	5270/877
25	Second Avenue	St Peters	Dwelling	5454/667
26	Second Avenue	St Peters	Dwelling	5328/29
27	Second Avenue	St Peters	Dwelling	5357/742
28	Second Avenue	St Peters	Dwelling	5843/740
29	Second Avenue	St Peters	Dwelling	5843/240
30	Second Avenue	St Peters	Dwelling	5714/144
31	Second Avenue	St Peters	Dwelling	5193/278
32	Second Avenue	St Peters	Dwelling	5090/152
33	Second Avenue	St Peters	Dwelling	5116/392
35	Second Avenue	St Peters	Dwelling	5288/858
36	Second Avenue	St Peters	Dwelling	5440/407
37	Second Avenue	St Peters	Dwelling	5453/587
38	Second Avenue	St Peters	Dwelling	5156/880
39	Second Avenue	St Peters	Dwelling	5447/197
41	Second Avenue	St Peters	Dwelling	5843/747 5861/943
43	Second Avenue	St Peters	Dwelling	5075/232
44	Second Avenue	St Peters	Dwelling	5658/699
45	Second Avenue	St Peters	Dwelling	5832/435 5832/442
46	Second Avenue	St Peters	Dwelling	5749/745
47	Second Avenue	St Peters	Dwelling	5162/40
48	Second Avenue	St Peters	Dwelling	5143/614
51	Second Avenue	St Peters	Dwelling	5203/672

Property Address			Description of Place of Value	Certificate of Title Reference
53	Second Avenue	St Peters	Dwelling	5188/148
56	Second Avenue	St Peters	Dwelling	5628/978 5628/979
66	Second Avenue	St Peters	Dwelling	5728/749
67	Second Avenue	St Peters	Dwelling	5288/367
2/68	Second Avenue	St Peters	Dwelling	5331/949
70	Second Avenue	St Peters	Dwelling	5237/974
72	Second Avenue	St Peters	Dwelling	5718/755
73	Second Avenue	St Peters	Dwelling	5766/776
74	Second Avenue	St Peters	Dwelling	5527/184
75	Second Avenue	St Peters	Dwelling	5699/101
76	Second Avenue	St Peters	Dwelling	5284/757
77	Second Avenue	St Peters	Dwelling	5295/558
78	Second Avenue	St Peters	Dwelling	5343/829
79	Second Avenue	St Peters	Dwelling	5742/34
80	Second Avenue	Joslin	Dwelling	5676/453
81	Second Avenue	St Peters	Dwelling	5238/160
82	Second Avenue	Joslin	Dwelling	5397/146
83	Second Avenue	St Peters	Dwelling	5772/764
84	Second Avenue	Joslin	Dwelling	5092/721
85	Second Avenue	St Peters	Dwelling	5360/813
86	Second Avenue	Joslin	Dwelling	5161/640
87	Second Avenue	Joslin	Dwelling	5351/813
88	Second Avenue	Joslin	Dwelling	5824/847
89	Second Avenue	Joslin	Dwelling	5410/261
90	Second Avenue	Joslin	Dwelling	5795/832
91	Second Avenue	Joslin	Dwelling	5592/319
92	Second Avenue	Joslin	Dwelling	5750/818
93	Second Avenue	Joslin	Dwelling	5898/597
94	Second Avenue	Joslin	Dwelling	5781/842
95	Second Avenue	Joslin	Dwelling	5898/591
97	Second Avenue	Joslin	Dwelling	5632/199
103	Second Avenue	Joslin	Dwelling	5282/842
105	Second Avenue	Joslin	Dwelling	5235/821
106	Second Avenue	Joslin	Dwelling	5173/785
108	Second Avenue	Joslin	Dwelling	5311/353
110	Second Avenue	Joslin	Dwelling	5080/155
111	Second Avenue	Joslin	Dwelling	5806/600
112	Second Avenue	Joslin	Dwelling	5563/604
114	Second Avenue	Joslin	Dwelling	5394/212
118	Second Avenue	Royston Park	Dwelling	5799/740
119	Second Avenue	Royston Park	Dwelling	5191/794
120	Second Avenue	Royston Park	Dwelling	5659/666

Property Address			Description of Place of Value	Certificate of Title Reference
121	Second Avenue	Royston Park	Dwelling	5207/629
122	Second Avenue	Royston Park	Dwelling	5334/598
123	Second Avenue	Royston Park	Dwelling	5790/835
124	Second Avenue	Royston Park	Dwelling	5651/196
125	Second Avenue	Royston Park	Dwelling	5546/770
127	Second Avenue	Royston Park	Dwelling	5661/722
128	Second Avenue	Royston Park	Dwelling	5496/23
129	Second Avenue	Royston Park	Dwelling	5661/723
130	Second Avenue	Royston Park	Dwelling	5703/487
131	Second Avenue	Royston Park	Dwelling	5156/797
133	Second Avenue	Royston Park	Dwelling	5221/26
134	Second Avenue	Royston Park	Dwelling	5260/930
135	Second Avenue	Royston Park	Dwelling	5081/311
136	Second Avenue	Royston Park	Dwelling	5534/161
137	Second Avenue	Royston Park	Dwelling	5089/103
138	Second Avenue	Royston Park	Dwelling	5838/450
139	Second Avenue	Royston Park	Dwelling	5797/175
142	Second Avenue	Royston Park	Dwelling	5068/23 5068/24
143	Second Avenue	Royston Park	Dwelling	5529/383
144	Second Avenue	Royston Park	Dwelling	5819/49
145	Second Avenue	Royston Park	Dwelling	5858/80
147	Second Avenue	Royston Park	Dwelling	5170/358
148	Second Avenue	Royston Park	Dwelling	5796/69
149	Second Avenue	Royston Park	Dwelling	5803/524
150	Second Avenue	Royston Park	Dwelling	5681/243
153	Second Avenue	Royston Park	Dwelling	5766/519
7	Shipsters Road	Kensington	Dwelling	5258/220
9	Shipsters Road	Kensington	Dwelling	5709/591
25	Shipsters Road	Kensington	Dwelling	5286/773
1	Sixth Avenue	St Peters	Dwelling	5439/985 5805/179
2	Sixth Avenue	St Peters	Dwelling	5797/85
3	Sixth Avenue	St Peters	Dwelling	5449/84
4	Sixth Avenue	St Peters	Dwelling	5731/615
5	Sixth Avenue	St Peters	Dwelling	5086/997
6	Sixth Avenue	St Peters	Dwelling	5664/725
7	Sixth Avenue	St Peters	Dwelling	5365/948
8	Sixth Avenue	St Peters	Dwelling	5839/739
9	Sixth Avenue	St Peters	Dwelling	5838/173
10	Sixth Avenue	St Peters	Dwelling	5825/205
11	Sixth Avenue	St Peters	Dwelling	5663/704
12	Sixth Avenue	St Peters	Dwelling	5205/821

Property Address			Description of Place of Value	Certificate of Title Reference
14	Sixth Avenue	St Peters	Dwelling	5831/683
16	Sixth Avenue	St Peters	Dwelling	5833/565
18	Sixth Avenue	St Peters	Dwelling	5415/595
20	Sixth Avenue	St Peters	Dwelling	5813/230
22	Sixth Avenue	St Peters	Dwelling	5165/272
23	Sixth Avenue	St Peters	Dwelling	5457/136
24	Sixth Avenue	St Peters	Dwelling	5839/188
25	Sixth Avenue	St Peters	Dwelling	5216/23
26	Sixth Avenue	St Peters	Dwelling	5789/956
27	Sixth Avenue	St Peters	Dwelling	5856/518
31	Sixth Avenue	St Peters	Dwelling	5295/3
32	Sixth Avenue	St Peters	Dwelling	5089/108
34	Sixth Avenue	St Peters	Dwelling	5795/549
35	Sixth Avenue	St Peters	Dwelling	5120/399
36	Sixth Avenue	St Peters	Dwelling	5296/178
37	Sixth Avenue	St Peters	Dwelling	5285/832
38	Sixth Avenue	St Peters	Dwelling	5286/894
39	Sixth Avenue	St Peters	Dwelling	5465/925
40	Sixth Avenue	St Peters	Dwelling	3472/89
41	Sixth Avenue	St Peters	Dwelling	5465/927
43	Sixth Avenue	St Peters	Dwelling	5305/253
44	Sixth Avenue	St Peters	Dwelling	5784/815
46	Sixth Avenue	St Peters	Dwelling	5740/639
53	Sixth Avenue	St Peters	Dwelling	5456/472
54	Sixth Avenue	St Peters	Dwelling	5745/151
55	Sixth Avenue	St Peters	Dwelling	5466/32
56	Sixth Avenue	St Peters	Dwelling	5268/4
57	Sixth Avenue	St Peters	Dwelling	5450/251
58	Sixth Avenue	St Peters	Dwelling	5192/916
59	Sixth Avenue	St Peters	Dwelling	5465/875
61	Sixth Avenue	St Peters	Dwelling	5442/609
63	Sixth Avenue	St Peters	Dwelling	5192/941
65	Sixth Avenue	St Peters	Dwelling	5239/739
73	Sixth Avenue	St Peters	Dwelling	5777/725
77	Sixth Avenue	St Peters	Dwelling	5417/705
81	Sixth Avenue	St Peters	Dwelling	5067/746
83	Sixth Avenue	St Peters	Dwelling	5573/400
86	Sixth Avenue	St Peters	Dwelling	5349/890 5360/70
95	Sixth Avenue	St Peters	Dwelling	5827/55
97	Sixth Avenue	St Peters	Dwelling	5454/989 5779/926
99	Sixth Avenue	St Peters	Dwelling	5333/749

Property Address			Description of Place of Value	Certificate of Title Reference
100	Sixth Avenue	St Peters	Dwelling	5276/294
102	Sixth Avenue	St Peters	Dwelling	5193/328
103	Sixth Avenue	St Peters	Dwelling	5236/777
105	Sixth Avenue	St Peters	Dwelling	5170/37
107	Sixth Avenue	St Peters	Dwelling	5241/680
108	Sixth Avenue	Joslin	Dwelling	5285/798
109	Sixth Avenue	St Peters	Dwelling	5297/354
111	Sixth Avenue	St Peters	Dwelling	5106/608
112	Sixth Avenue	Joslin	Dwelling	5533/506
117	Sixth Avenue	Joslin	Dwelling	5300/928 5811/222
118	Sixth Avenue	Joslin	Dwelling	5480/884
119	Sixth Avenue	Joslin	Dwelling	5332/571
121	Sixth Avenue	Joslin	Dwelling	5404/976
123	Sixth Avenue	Joslin	Dwelling	5438/537
124	Sixth Avenue	Joslin	Dwelling	5203/308
125	Sixth Avenue	Joslin	Dwelling	5818/370
127	Sixth Avenue	Joslin	Dwelling	5220/491
129	Sixth Avenue	Joslin	Dwelling	5416/339
131	Sixth Avenue	Joslin	Dwelling	5701/972
133	Sixth Avenue	Joslin	Dwelling	5334/188
135	Sixth Avenue	Joslin	Dwelling	5356/153
137	Sixth Avenue	Joslin	Dwelling	5269/177
141	Sixth Avenue	Joslin	Dwelling	5673/378
143	Sixth Avenue	Joslin	Dwelling	5140/918
6	St Peters Street	St Peters	Dwelling	5440/530
8	St Peters Street	St Peters	Dwelling	5875/167
10	St Peters Street	St Peters	Dwelling	5419/619
14	St Peters Street	St Peters	Dwelling	5330/330
1	Stephen Terrace	St Peters	Dwelling	5073/925
3	Stephen Terrace	St Peters	Dwelling	5657/88
5	Stephen Terrace	St Peters	Dwelling	5523/681
7	Stephen Terrace	St Peters	Dwelling	5218/327
11	Stephen Terrace	St Peters	Dwelling	5809/273
12	Stephen Terrace	St Peters	Dwelling	5686/950
13	Stephen Terrace	St Peters	Dwelling	5286/280
15	Stephen Terrace	St Peters	Dwelling	5385/651
17	Stephen Terrace	St Peters	Dwelling	5385/650
18	Stephen Terrace	St Peters	Dwelling	5446/928
19	Stephen Terrace	St Peters	Dwelling	5814/259
21	Stephen Terrace	St Peters	Dwelling	5595/633
22	Stephen Terrace	St Peters	Dwelling	5117/680
23	Stephen Terrace	St Peters	Dwelling	5754/809

Property Address			Description of Place of Value	Certificate of Title Reference
24	Stephen Terrace	St Peters	Dwelling	5446/963
25	Stephen Terrace	St Peters	Dwelling	5767/936
26	Stephen Terrace	St Peters	Dwelling	5872/93
27	Stephen Terrace	St Peters	Dwelling	5543/861
28	Stephen Terrace	St Peters	Dwelling	5428/212
29	Stephen Terrace	St Peters	Dwelling	5406/628
30	Stephen Terrace	St Peters	Dwelling	5093/848
31	Stephen Terrace	St Peters	Dwelling	5212/718
32	Stephen Terrace	St Peters	Dwelling	5072/89
33	Stephen Terrace	St Peters	Dwelling	5105/744
34	Stephen Terrace	St Peters	Dwelling	5303/786
35	Stephen Terrace	St Peters	Dwelling	5818/468
36	Stephen Terrace	St Peters	Dwelling	5456/470
38	Stephen Terrace	St Peters	Dwelling	5415/383
292	The Parade	Kensington	Office (former Dwelling)	5462/16
302	The Parade	Kensington	Restaurant (former Dwelling)	5508/742
306	The Parade	Kensington	Dwelling	5576/70
308	The Parade	Kensington	Dwelling	5825/227
310	The Parade	Kensington	Dwelling	5355/209
312	The Parade	Kensington	Dwelling	5805/141
314	The Parade	Kensington	Dwelling	5606/499
316	The Parade	Kensington	Dwelling	5606/499
318	The Parade	Kensington	Dwelling	5251/307
320	The Parade	Kensington	Dwelling	5251/307
322	The Parade	Kensington	Dwelling	5876/371
324	The Parade	Kensington	Shop (former Dwelling)	5286/810 5286/881
340 (Lot 100)	The Parade	Kensington	Office/Depot	5167/640
1	Third Avenue	St Peters	Dwelling	5533/935
1A	Third Avenue	St Peters	Dwelling	5737/306
3A	Third Avenue	St Peters	Dwelling	5298/742
5	Third Avenue	St Peters	Dwelling	5136/149
7	Third Avenue	St Peters	Dwelling	5451/804
10	Third Avenue	St Peters	Dwelling	5705/489
11	Third Avenue	St Peters	Dwelling	5824/821
12	Third Avenue	St Peters	Dwelling	5263/812
13	Third Avenue	St Peters	Dwelling	5259/231
14	Third Avenue	St Peters	Dwelling	5535/356
15	Third Avenue	St Peters	Dwelling	5409/951
16	Third Avenue	St Peters	Dwelling	5225/222
17	Third Avenue	St Peters	Dwelling	5565/639

Property Address			Description of Place of Value	Certificate of Title Reference
19	Third Avenue	St Peters	Dwelling	5633/82
21	Third Avenue	St Peters	Dwelling	5695/99
24	Third Avenue	St Peters	Dwelling	5171/189
25	Third Avenue	St Peters	Dwelling	5122/75
26	Third Avenue	St Peters	Dwelling	5239/771
27	Third Avenue	St Peters	Dwelling	5115/525
28	Third Avenue	St Peters	Dwelling	5220/936
29	Third Avenue	St Peters	Dwelling	5241/708
31	Third Avenue	St Peters	Dwelling	5168/55
32	Third Avenue	St Peters	Dwelling	5175/841
33	Third Avenue	St Peters	Dwelling	5843/739
34	Third Avenue	St Peters	Dwelling	5223/90
35	Third Avenue	St Peters	Dwelling	5427/667
37	Third Avenue	St Peters	Dwelling	5147/282
38	Third Avenue	St Peters	Dwelling	5438/18
39	Third Avenue	St Peters	Dwelling	5191/240
40	Third Avenue	St Peters	Dwelling	5184/556
41	Third Avenue	St Peters	Dwelling	5447/64
43	Third Avenue	St Peters	Dwelling	5063/112
45	Third Avenue	St Peters	Dwelling	5202/90
47	Third Avenue	St Peters	Dwelling	5454/481
49	Third Avenue	St Peters	Dwelling	5826/483
50	Third Avenue	St Peters	Dwelling	5078/371
51	Third Avenue	St Peters	Dwelling	5474/670
52	Third Avenue	St Peters	Dwelling	5264/618
53	Third Avenue	St Peters	Dwelling	5877/895
56	Third Avenue	St Peters	Dwelling	5456/18 5456/52
60	Third Avenue	St Peters	Dwelling	5132/493
62	Third Avenue	St Peters	Dwelling	5124/391
67	Third Avenue	St Peters	Dwelling	5706/112
69	Third Avenue	St Peters	Dwelling	5088/309
71	Third Avenue	St Peters	Dwelling	5781/447
73	Third Avenue	St Peters	Dwelling	1615/179
75	Third Avenue	St Peters	Dwelling	5376/561
77	Third Avenue	Joslin	Dwelling	5462/692
78	Third Avenue	Joslin	Dwelling	5664/990
82	Third Avenue	Joslin	Dwelling	5465/704
84	Third Avenue	Joslin	Dwelling	5547/910
86	Third Avenue	Joslin	Dwelling	5873/489
87	Third Avenue	Joslin	Dwelling	5387/967
91	Third Avenue	Joslin	Dwelling	5735/632
93	Third Avenue	Joslin	Dwelling	5751/828

Property Address			Description of Place of Value	Certificate of Title Reference
96	Third Avenue	Joslin	Dwelling	5793/670
97	Third Avenue	Joslin	Dwelling	5137/498
98	Third Avenue	Joslin	Dwelling	5241/540
99	Third Avenue	Joslin	Dwelling	5109/929
100	Third Avenue	Joslin	Dwelling	5277/76
102	Third Avenue	Joslin	Dwelling	5355/400
104	Third Avenue	Joslin	Dwelling	5780/460
106	Third Avenue	Joslin	Dwelling	5586/312
107	Third Avenue	Joslin	Dwelling	5303/238
108	Third Avenue	Joslin	Dwelling	5183/807
2	Thornton Street	Kensington	Dwelling	5221/956
3-5	Thornton Street	Kensington	Dwelling	5766/507
7-11	Thornton Street	Kensington	Dwelling	5787/152
19A	Thornton Street	Kensington	Dwelling	5862/390
20	Thornton Street	Kensington	Dwelling	5470/978
20A	Thornton Street	Kensington	Dwelling	5217/800
28	Thornton Street	Kensington	Dwelling	5348/654
29	Thornton Street	Kensington	Dwelling	5820/433
30	Thornton Street	Kensington	Dwelling	5122/509
31	Thornton Street	Kensington	Dwelling	751/192
36	Thornton Street	Kensington	Dwelling	5318/651
38	Thornton Street	Kensington	Dwelling	5162/718
49	Thornton Street	Kensington	Dwelling	5360/924
51	Thornton Street	Kensington	Dwelling	5834/985
52	Thornton Street	Kensington	Dwelling	5542/877
53	Thornton Street	Kensington	Dwelling	5763/981
54	Thornton Street	Kensington	Dwelling	5487/680
56	Thornton Street	Kensington	Dwelling	5180/420
1	Torrens Street	College Park	Dwelling	5718/810
2	Torrens Street	College Park	Dwelling	5661/370
3	Torrens Street	College Park	Dwelling	5727/439
4	Torrens Street	College Park	Dwelling	5382/733
5	Torrens Street	College Park	Dwelling	5194/722
6	Torrens Street	College Park	Dwelling	5806/442
7	Torrens Street	College Park	Dwelling	5288/543
9	Torrens Street	College Park	Dwelling	5333/691
10	Torrens Street	College Park	Dwelling	5682/984
11	Torrens Street	College Park	Dwelling	5554/782
12	Torrens Street	College Park	Dwelling	5206/284
13	Torrens Street	College Park	Dwelling	5146/283
14	Torrens Street	College Park	Dwelling	5163/922 5163/923
15	Torrens Street	College Park	Dwelling	5798/170

Property Address			Description of Place of Value	Certificate of Title Reference
16	Torrens Street	College Park	Dwelling	5591/857
17	Torrens Street	College Park	Dwelling	5822/900
18	Torrens Street	College Park	Dwelling	5711/466
18A	Torrens Street	College Park	Dwelling	5105/383
18B	Torrens Street	College Park	Dwelling	5092/732
19	Torrens Street	College Park	Dwelling	5226/470
20	Torrens Street	College Park	Dwelling	5236/449
22	Torrens Street	College Park	Dwelling	5724/624
24	Torrens Street	College Park	Dwelling	5773/760
26	Torrens Street	College Park	Dwelling	5773/760
28	Torrens Street	College Park	Dwelling	5829/27
30	Torrens Street	College Park	Dwelling	5244/634
32	Torrens Street	College Park	Dwelling	5807/536
34	Torrens Street	College Park	Dwelling	5692/624
36	Torrens Street	College Park	Dwelling	5787/148
3-3A	Tram Street	Kensington	Dwelling	5004/94 5004/96
3	Trinity Street	College Park	Dwelling	5874/199
5	Trinity Street	College Park	Dwelling	5874/198
7	Trinity Street	College Park	Dwelling	5716/416
10-12	Trinity Street	College Park	Dwelling	5437/182
13	Trinity Street	College Park	Dwelling	5549/629
14	Trinity Street	College Park	Dwelling	5395/30
15	Trinity Street	College Park	Dwelling	5315/509
16	Trinity Street	College Park	Dwelling	5639/372
20	Trinity Street	College Park	Dwelling	5927/956
22	Trinity Street	College Park	Dwelling	5927/955
24	Trinity Street	College Park	Dwelling	5657/338
1	Wellington Street	Kensington	Dwelling	5314/665
11	Wellington Street	Kensington	Dwelling	5311/113
21	Wellington Street	Kensington	Dwelling	5608/114
1	Wells Street	Stepney	Dwelling	5278/890
5	Wells Street	Stepney	Dwelling	5303/67
7	Wells Street	Stepney	Dwelling	5303/67
9	Wells Street	Stepney	Dwelling	5149/637
12	Wells Street	Stepney	Dwelling	5211/534
14	Wells Street	Stepney	Dwelling	5135/571
15	Wells Street	Stepney	Dwelling	5139/896
20	Wells Street	Stepney	Dwelling	5074/372
21	Wells Street	Stepney	Dwelling	5516/75
22	Wells Street	Stepney	Dwelling	5070/939
23	Wells Street	Stepney	Dwelling	5223/516
25	Wells Street	Stepney	Dwelling	5545/201

Property Address			Description of Place of Value	Certificate of Title Reference
26	Wells Street	Stepney	Dwelling	5143/908
27	Wells Street	Stepney	Dwelling	5483/846
28	Wells Street	Stepney	Dwelling	5455/458
29	Wells Street	Stepney	Dwelling	5068/399
30	Wells Street	Stepney	Dwelling	5483/729
31	Wells Street	Stepney	Dwelling	5464/959
32	Wells Street	Stepney	Dwelling	5545/199
34	Wells Street	Stepney	Dwelling	5272/72
35	Wells Street	Stepney	Dwelling	5848/576
36	Wells Street	Stepney	Dwelling	5397/875
37	Wells Street	Stepney	Dwelling	5177/476
40	Wells Street	Stepney	Dwelling	5285/836
44	Wells Street	Stepney	Dwelling	5466/383
1	Westbury Street	Hackney	Dwelling	5462/863
3	Westbury Street	Hackney	Dwelling	5851/532
5	Westbury Street	Hackney	Dwelling	5840/660
6	Westbury Street	Hackney	Dwelling	5132/296
7	Westbury Street	Hackney	Dwelling	5414/291
8	Westbury Street	Hackney	Dwelling	5505/822
9	Westbury Street	Hackney	Dwelling	5635/276
10	Westbury Street	Hackney	Dwelling	5548/136
11	Westbury Street	Hackney	Dwelling	5575/607
12	Westbury Street	Hackney	Dwelling	5548/136
14	Westbury Street	Hackney	Dwelling	5805/760
16	Westbury Street	Hackney	Dwelling	5805/759
17	Westbury Street	Hackney	Dwelling	5555/390
18	Westbury Street	Hackney	Dwelling	5577/12
19	Westbury Street	Hackney	Dwelling	5023/311
20	Westbury Street	Hackney	Dwelling	5776/394
21	Westbury Street	Hackney	Dwelling	5023/310
22	Westbury Street	Hackney	Dwelling	5776/394
23	Westbury Street	Hackney	Dwelling	5023/309
24	Westbury Street	Hackney	Dwelling	5160/968
26	Westbury Street	Hackney	Dwelling	5540/698
28	Westbury Street	Hackney	Dwelling	5659/885
30	Westbury Street	Hackney	Dwelling	5802/655
32	Westbury Street	Hackney	Dwelling	5688/506
34	Westbury Street	Hackney	Dwelling	5816/756
36	Westbury Street	Hackney	Dwelling	5793/740
38	Westbury Street	Hackney	Dwelling	5793/238
2	Westminster Street	St Peters	Dwelling	5174/205
6	Westminster Street	St Peters	Dwelling	5878/90
8	Westminster Street	St Peters	Dwelling	5818/847

Property Address			Description of Place of Value	Certificate of Title Reference
21	Wheaton Road	Stepney	Dwelling	5442/677
23	Wheaton Road	Stepney	Dwelling	5442/830
25	Wheaton Road	Stepney	Dwelling	5386/973
27	Wheaton Road	Stepney	Dwelling	5442/852
29	Wheaton Road	Stepney	Dwelling	5455/267
31	Wheaton Road	Stepney	Dwelling	5453/596
2	Winchester Street	St Peters	Dwelling	5105/319
5	Winchester Street	St Peters	Dwelling	5684/96
8	Winchester Street	St Peters	Dwelling	5713/137
9	Winchester Street	St Peters	Nursing Home	5532/251
17	Winchester Street	St Peters	Dwelling	5782/505
19	Winchester Street	St Peters	Dwelling	5257/827
21	Winchester Street	St Peters	Dwelling	5821/342
22	Winchester Street	St Peters	Dwelling	5453/119
23	Winchester Street	St Peters	Dwelling	5813/840
24	Winchester Street	St Peters	Dwelling	5296/620
26	Winchester Street	St Peters	Dwelling	5150/711
28/30	Winchester Street	St Peters	Dwelling	5195/120
29	Winchester Street	St Peters	Dwelling	5378/512

Note:

- (a) *The designation of a Contributory Item includes all external elements of the building (eg front and side wall facades, verandah and roof) which are visible from the primary street frontage.*

TABLE NPSP/8

Off Street Vehicle Parking Requirements for Residential Land Uses

Location of development within the zone	Minimum number of required vehicle parking spaces for detached, semi-detached and row dwellings	
	Rate per dwelling	Plus number of required visitor parking spaces
All Zones where the development has a primary frontage to a laneway (including a service lane), or other minor or un-serviced street frontage)	2 (1 covered) spaces per dwelling (up to 3 bedrooms) 3 (2 covered) spaces per dwelling (4+ bedrooms).	1 per dwelling or 1 per every 2 dwellings; and the visitor space(s) should not be sited behind a locked garage door, gate or fence and should be accessible to visitors at all times.
Other than within the Urban Corridor Zone and District Centre (Norwood) Zone, all Zones where the development does not have a primary frontage to a laneway (including a service lane), or other minor or un-serviced street frontage)	2 (1 covered) spaces per dwelling; whereby the covered space is set back no less than 5.5 metres from the primary street frontage, unless otherwise specified in the relevant zone and/or policy area.	no requirement
Urban Corridor Zone and District Centre (Norwood) Zone, where the development does not have a primary frontage to a laneway (including a service lane), or other minor or un-serviced street frontage)	1 space per 1 or 2 bedroom dwelling 2 spaces per 3+ bedroom dwelling	no requirement

Location of development within the zone	Minimum number of required vehicle parking spaces for group dwellings, residential flat buildings and residential development in multi-storey buildings	
	Rate per dwelling <i>*rounded up to the nearest whole number</i>	Plus number of required on-site visitor parking spaces <i>*rounded up to the nearest whole number</i>
Urban Corridor Zone	1 space per studio (no separate bedroom), 1 or 2 bedroom dwelling 1.25 spaces per 3 + bedroom dwelling <i>The above rates also represent the maximum provision of vehicle parking spaces for group dwellings, residential flat buildings and residential development in multi-storey buildings.</i>	0.25 per dwelling <i>The above rate also represents the maximum provision of visitor spaces for group dwellings, residential flat buildings and residential development in multi-storey buildings.</i>
District Centre (Norwood Zone)	1 space per studio (no separate bedroom), 1 or 2 bedroom dwelling 1.25 spaces per 3 + bedroom dwelling	0.25 per dwelling

Location of development within the zone	Minimum number of required vehicle parking spaces for group dwellings, residential flat buildings and residential development in multi-storey buildings	
	Rate per dwelling <i>*rounded up to the nearest whole number</i>	Plus number of required on-site visitor parking spaces <i>*rounded up to the nearest whole number</i>
All other Zones	1 covered space per studio (no separate bedroom) or 1 bedroom dwelling 2 (1 covered) spaces per 2 or 3 bedroom dwelling 3 (2 covered) spaces per 4+ bedroom dwelling	1 space (exclusive of vehicle manoeuvring areas) for every 2 dwellings for a development of up to 10 dwellings; plus 1 space (exclusive of vehicle manoeuvring areas) for every additional 4 dwellings exceeding 10 dwellings.

Location of development within the zone	Supported Accommodation and Housing for Seniors	
	Rate per independent living unit and rate per bed in any nursing home, rest home or hostel component	Plus number of spaces for staff, service providers and visitor
All Zones	1 private covered space per independent living unit; and 1 space per 3 beds in any nursing home/rest home/hostel component	1 space per 2 independent living unit no requirement

Location of development within the zone	Home-Based Business
All Zones	1 space per non-resident employee additional to the number of spaces required for the dwelling

Location of development within the zone	Residential Parks, Caravan Parks, Tourist Parks
All Zones	1 space per 10 sites where less than 100 sites 1 space per 15 sites where greater than 100 sites

**Bedrooms include rooms that could be used as a bedroom with minimal alterations (e.g. a study)*

TABLE NPSP/9**Off Street Vehicle Parking Requirements for Non-Residential Land Uses**

The following off street vehicle parking requirements apply except where otherwise stated in [Table NPSP/9A](#) - Off Street Vehicle Parking Requirements for Designated Areas.

All Zones (except where Table NPSP/9A applies)	Minimum number of required vehicle parking spaces	Maximum number of required vehicle parking spaces
Retail – shop or a group of shops > than 250m ²	5 spaces per 100m ² of gross leasable area	No maximum
Retail – shop < 250m ² in the District Centre (Norwood) Zone	1 space per employee	No maximum
Office	4 spaces per 100m ²	No maximum
Retail Showroom	2 – 4 spaces per 100m ²	No maximum
Restaurant (including café)	1 space per 3 seats (no additional requirement for outdoor dining up to 25% of indoor seating)	No maximum
Consulting Room	4 spaces per consulting room	No maximum
Medical Centre	10 spaces per 100m ² of gross leasable area	No maximum
Tourist accommodation	1 space for every 4 bedrooms up to 100 bedrooms; and 1 space for every 5 bedrooms over 100 bedrooms	No maximum
Indoor Recreation Centre (includes a personal training establishment)	Assess on needs basis	
Light Industry, Warehouse, Service Industry	3 spaces per 100m ² (office component plus 1 space per 100m ² (non-office component)	No maximum

TABLE NPSP/9A

Off-street Vehicle Parking Requirements for Designated Areas

Interpretation

- 1 The vehicle parking rates table applies to Designated Areas listed below except where:
 - (a) any applicable condition(s) is/are not met
 - (b) the zone provisions require a lesser amount of on-site vehicular parking spaces than the amount determined using the vehicle parking rates tables below.

Designated Areas

- 2 The following are Designated Areas:

Designated Area	Conditions
Urban Corridor Zone	None
District Centre (Norwood) Zone District Centre (St Peters) Zone District Shopping Local Centre (Norwood) Zone Local Centre (St Peters) Zone Local Shopping Neighbourhood Centre Zone Payneham Road Policy Area of the Mixed Use Historic (Conservation) Zone	Any part of the development site is located in accordance with at least one of the following: <ol style="list-style-type: none"> (a) within 200 metres of any section of road reserve along which a bus service operates as a high frequency public transit service⁽²⁾ (b) within 400 metres of a bus interchange⁽¹⁾ that is part of a high frequency public transit service⁽²⁾ (c) within 400 metres of an O-Bahn interchange⁽¹⁾ (d) within 400 metres of a passenger rail station⁽¹⁾ that is part of a high frequency public transit service⁽²⁾ (e) within 400 metres of a passenger tram station⁽¹⁾ (f) within 400 metres of the Adelaide Parklands.

⁽¹⁾ Measured from an area that contains any platform(s), shelter(s) or stop(s) where people congregate for the purpose waiting to board a bus, tram or train, but does not include areas used for the parking of vehicles

⁽²⁾ A high frequency public transit service is a route serviced every 15 minutes between 7.30am and 6.30pm Monday to Friday and every 30 minutes at night, Saturday, Sunday and public holidays until 10pm.

Applicable off-street vehicular parking requirements

- 3 Development should provide off-street vehicle parking in accordance with the table(s) below. A lesser number of parking spaces may be provided based on the nature of the development and parking conditions in the wider locality including (but not limited to) the following:
 - (a) the development is a mixed use development with integrated (shared) parking where the respective peak parking demands across the range of uses occurs at different times;
 - (b) the development is sited in a locality where the respective peak demands for parking for the range of uses (existing and proposed) occurs at different times and suitable arrangements are in place for the sharing of adjoining or nearby parking areas;
 - (c) the development involves the retention and reuse of a place of heritage value, where the provision of on-site parking is constrained;
 - (d) suitable arrangements are made for any parking shortfall to be met elsewhere or by other means (including a contribution to a car parking fund);

- (e) generous on-street parking and/or public parking areas are available and in convenient proximity, other than where such parking may become limited or removed by future loss of access, restrictions, road modifications or widening;
- (f) the site of the development is located within distances specified in the conditions applicable to Designated Areas for at least two different public transit modes.

VEHICLE PARKING RATES TABLES

Table 1: Non-residential development excluding tourist accommodation

Location of development	Desired minimum number of vehicle parking spaces	Maximum number of vehicle parking spaces
All <i>Designated Areas</i> (unless otherwise stated)	3 spaces per 100 square metres of gross leasable floor area	6 spaces per 100 square metres of gross leasable floor area
Urban Corridor Zone	3 spaces per 100 square metres of gross leasable floor area	5 spaces per 100 square metres of gross leasable floor area

Table 2: Tourist accommodation

Location of development	Desired minimum number of required vehicle parking spaces	Maximum number of vehicle parking spaces
Urban Corridor Zone	1 space for every 4 bedrooms up to 100 bedrooms and 1 space for every 5 bedrooms over 100 bedrooms	1 space for every 2 bedrooms up to 100 bedrooms and 1 space for every 4 bedrooms over 100 bedrooms

Table 3: Residential development, in the form of residential flat buildings and residential development in multi-storey buildings

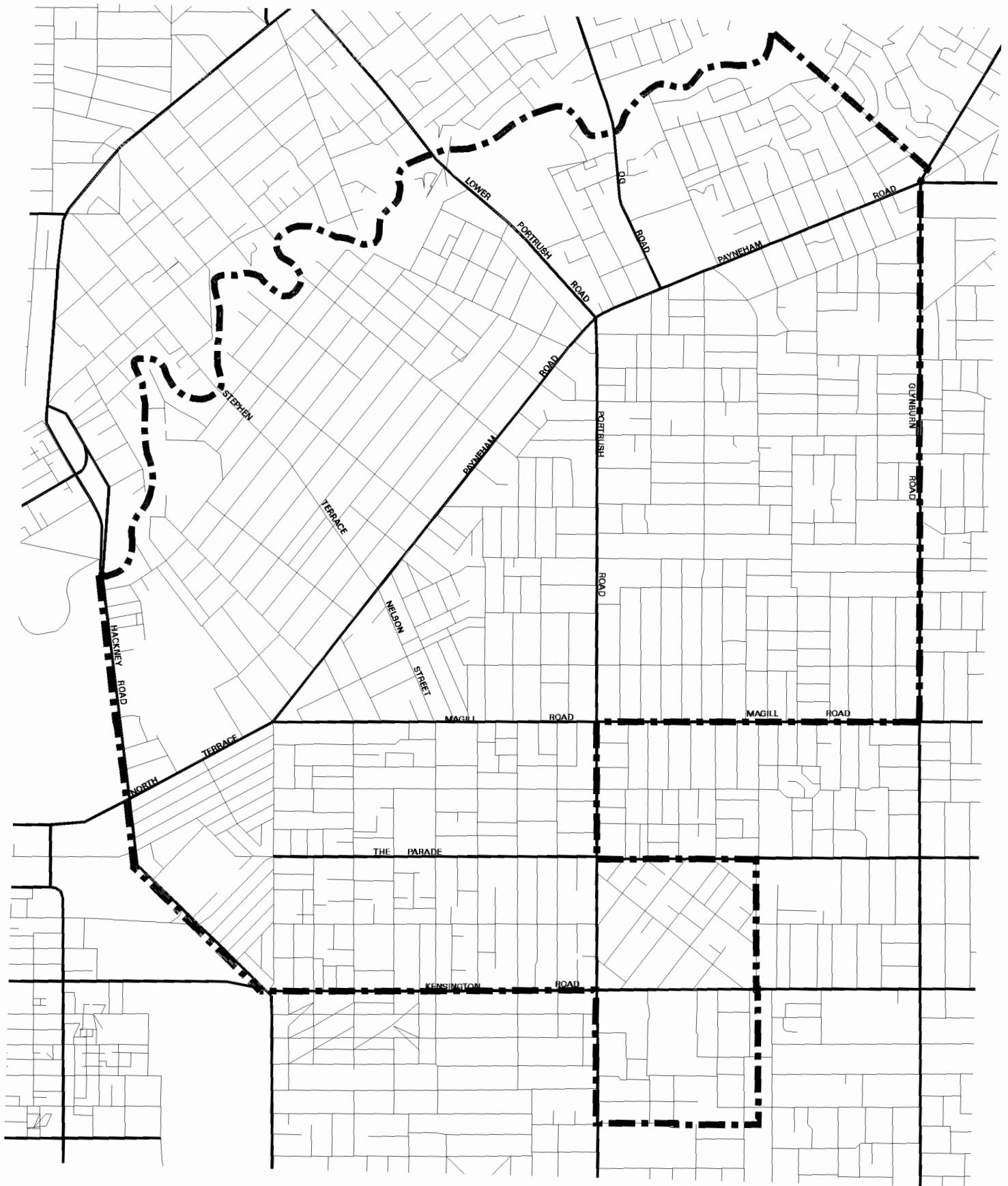
Location of development	Rate for each dwelling based on number of bedrooms per dwelling	Plus number of required visitor parking spaces
Urban Corridor Zone	1 per studio (no separate bedroom), 1, or 2 bedroom dwelling 1.25 per 3 + bedroom dwelling	0.25 per dwelling

Table 4: Row, semi-detached and detached dwellings

Location of development	Number of bedrooms, or rooms capable of being used as a bedroom	Number of required vehicle parking spaces
Urban Corridor Zone	1 or 2 bedrooms 3 + bedrooms	1 2

TABLE NPSP/10**Off Street Bicycle Parking Requirements**

Form of development	Employee/resident (bicycle parking spaces)	Visitor/shopper (bicycle parking spaces)
Residential component of a multi-storey building/residential flat building	1 for every 2 dwellings	1 for every 5 dwellings
Office	1 for every 100 square metres of gross leasable floor area	2 plus 1 per 500 square metres of gross leasable area
Shop	1 for every 150 square metres of gross leasable floor area	1 per 300 square metres of gross leasable area
Tourist Accommodation	1 for every 10 employees	2 for the first 20 rooms plus 1 for every additional 20 rooms



To identify the precise location of the Development Plan boundary refer to Map NPSP/2 then select the relevant Zone Map

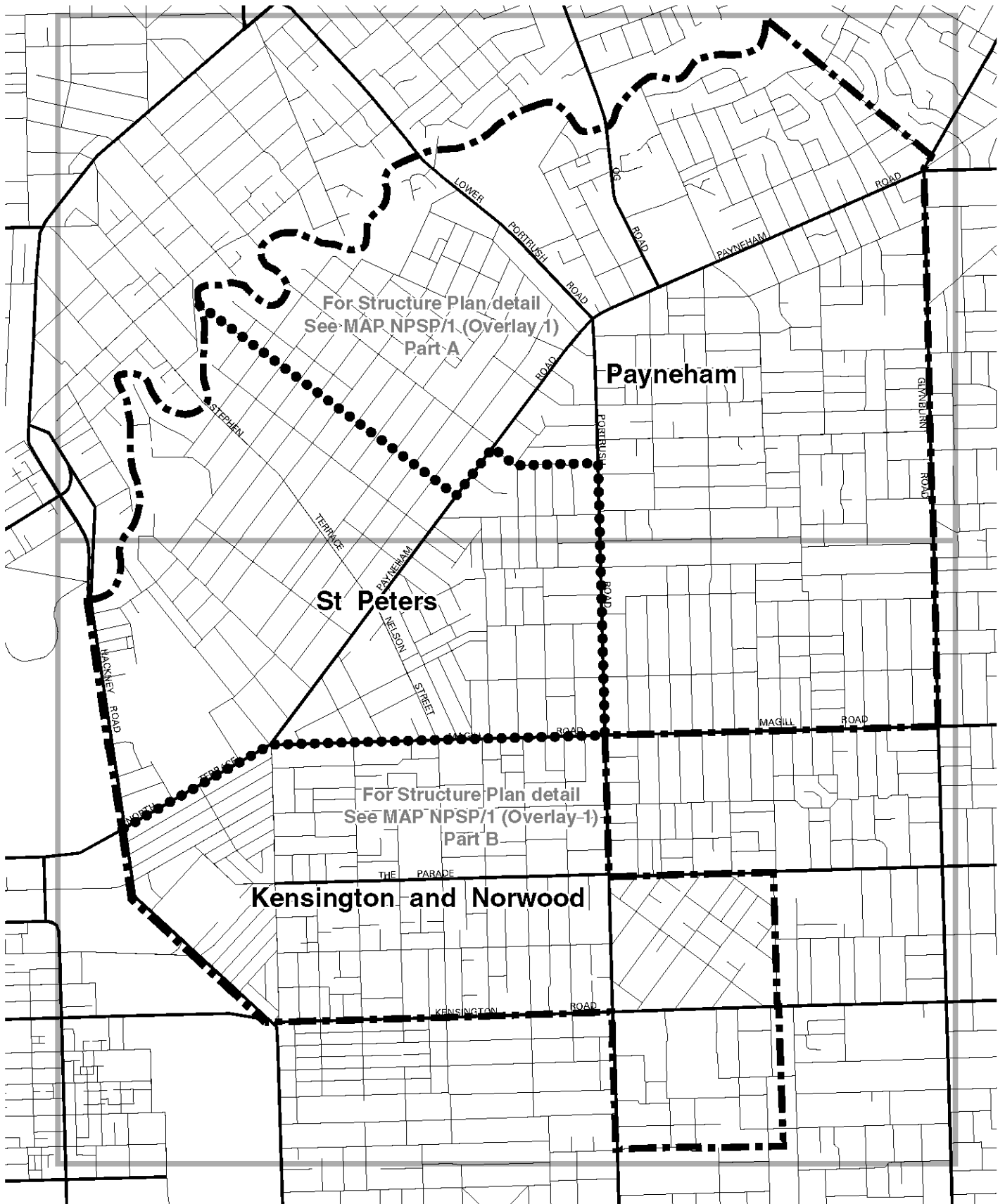


NORWOOD PAYNEHAM AND ST PETERS (CITY)

— ■ — Development Plan Boundary

MAP NPSP/1



Consolidated - 11 February 2021



To identify the precise location and zoning of any given property, refer to MAP NPSP/2, then select the relevant Zone Map.



0 1km

-  Development Plan Boundary
-  Area Boundary
- Payneham** Area Name

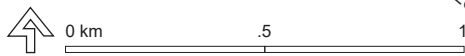
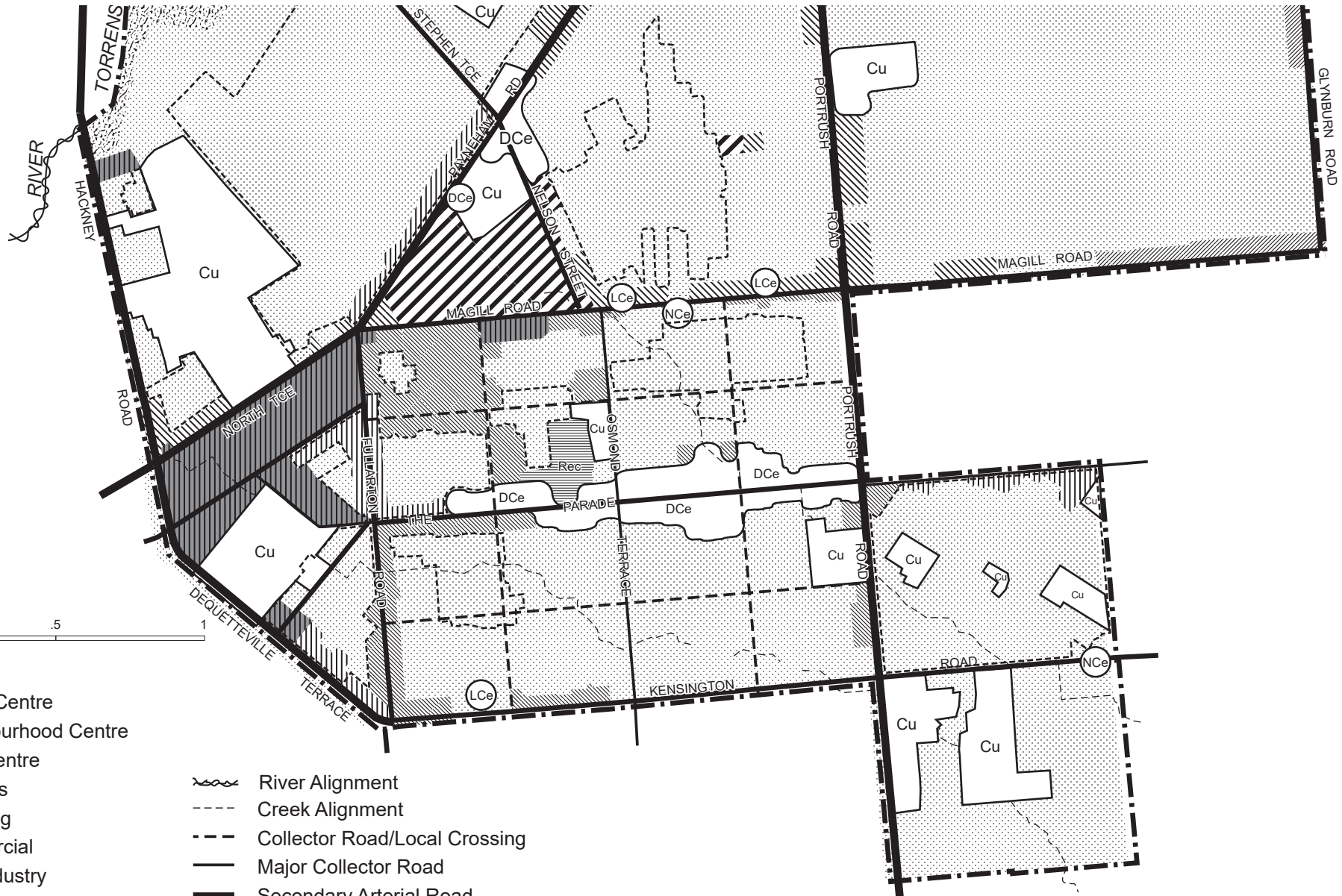
NORWOOD PAYNEHAM AND ST PETERS (CITY) MAP NPSP/1 (Overlay 1)



- | | | | | | |
|---|----------------------|---|-----------------------|--|-------------------------------|
|  | Living |  | Industry |  | Secondary Arterial Road |
|  | District Centre |  | Open Space |  | Primary Arterial Road |
|  | Neighbourhood Centre |  | Historic Conservation |  | Development Plan Boundary |
|  | Local Centre |  | Community |  | River Alignment |
|  | Business |  | Creek Alignment |  | Collector Road/Local Crossing |
|  | Shopping |  | Major Collector Road | | |
|  | Commercial | | | | |
|  | Mixed Use | | | | |



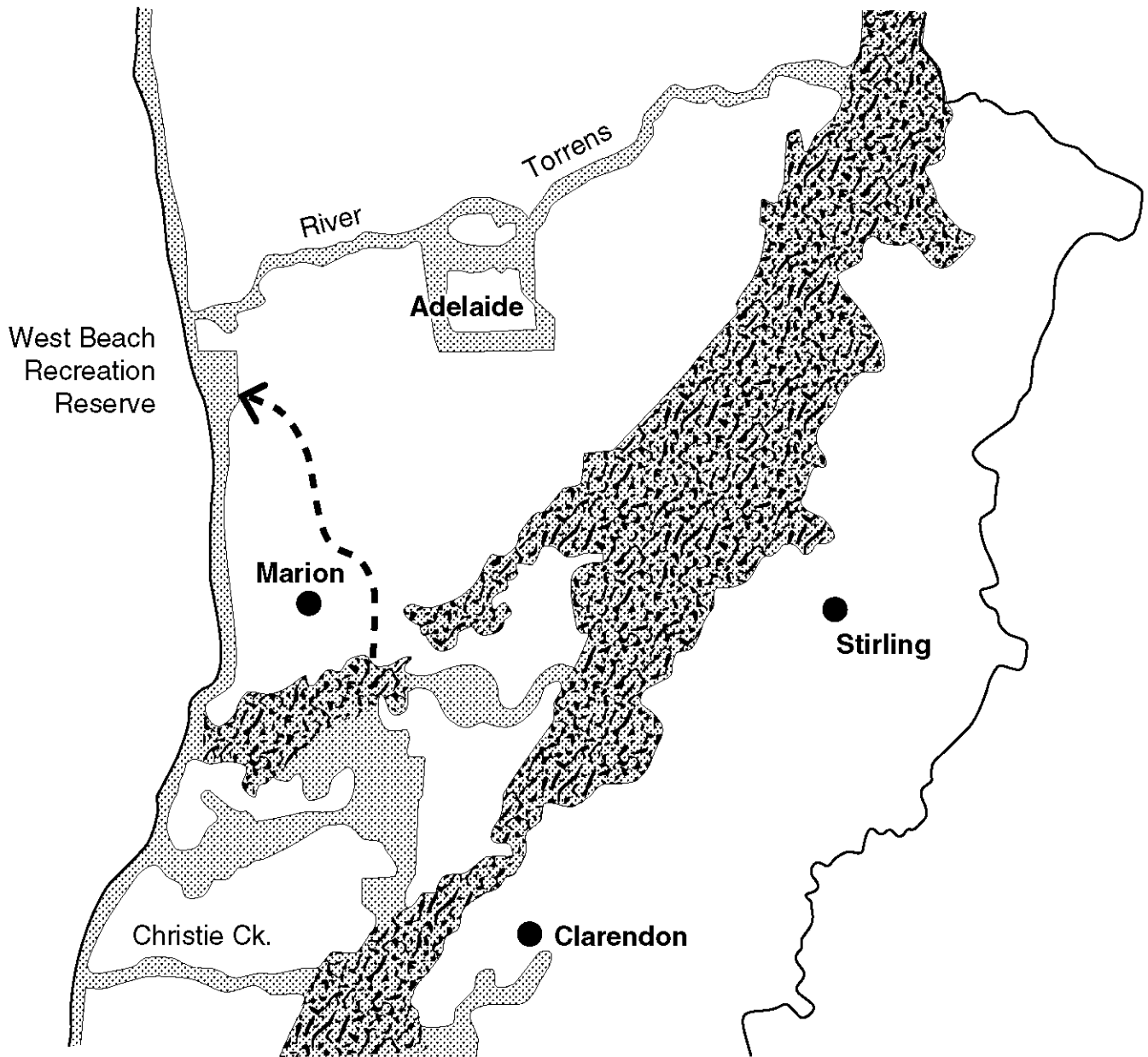
**NORWOOD PAYNEHAM
AND ST PETERS (CITY)
STRUCTURE PLAN
MAP NPSP/1 (Overlay 1)
PART A**






- Living
- District Centre
- Neighbourhood Centre
- Local Centre
- Business
- Shopping
- Commercial
- Light Industry
- Open Space
- Recreation
- Historic Conservation
- Community
- Mixed Use
- Mixed Use (Medium - High Density)

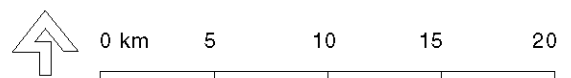
- River Alignment
- Creek Alignment
- Collector Road/Local Crossing
- Major Collector Road
- Secondary Arterial Road
- Primary Arterial Road
- Development Plan Boundary

**NORWOOD PAYNEHAM AND ST PETERS (CITY)
STRUCTURE PLAN
MAP NPSP/1 (Overlay 1)
PART B**

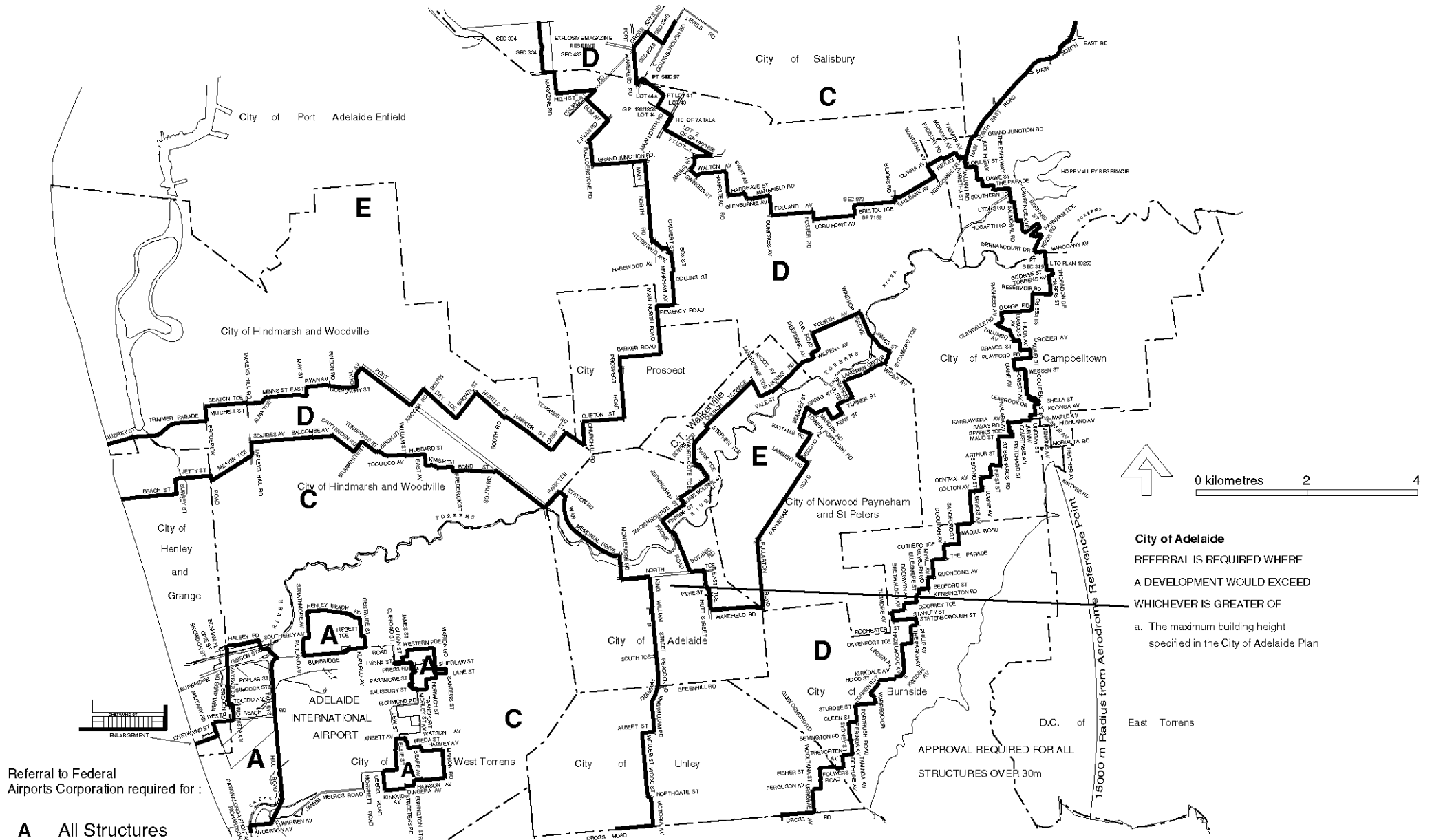


NOTE: This Map is indicative only. The State Government and Councils will undertake studies of each area resulting in detailed zoning maps to designate the boundary of MOSS and the policies relating to various areas (The inclusion of private land in MOSS does not indicate an intention to purchase that land).

-  Metropolitan Open Space System
-  Metropolitan Open Space System / Hills Face Zone
-  Metropolitan Open Space System - Proposed



NORWOOD PAYNEHAM AND ST PETERS (CITY) METROPOLITAN OPEN SPACE SYSTEM MAP NPSP/1 (Overlay 2)



Referral to Federal Airports Corporation required for :

- A** All Structures
- C** All Structures Exceeding 15 metres above existing ground level
- D** All Structures Exceeding 45 metres above existing ground level
- E** All Structures Exceeding 100 metres above existing ground level

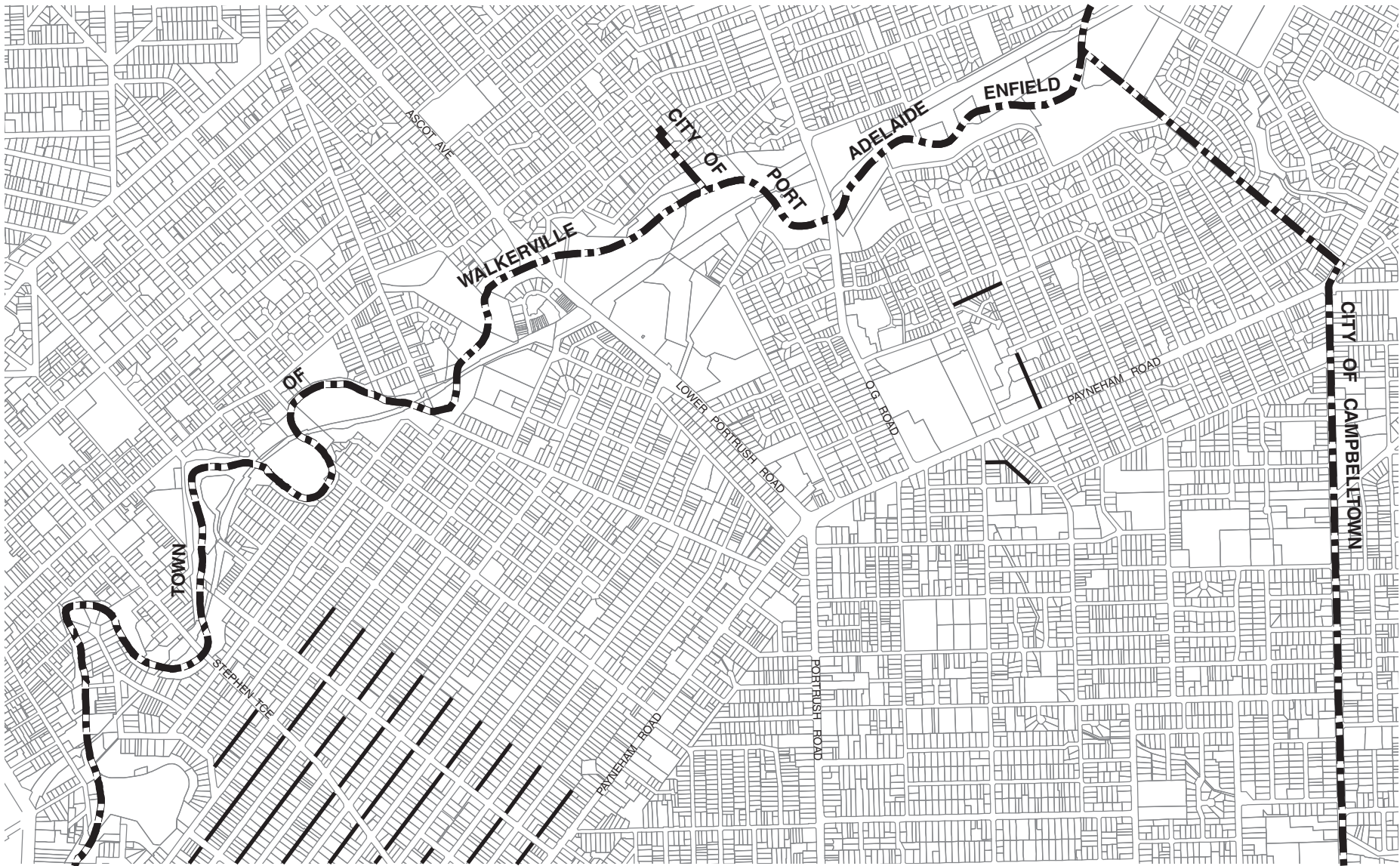
--- Development Plan Boundary
 — Zone Boundary

A.M.G. Coordinates of Aerodrome Reference Point
 E274 373.835, N6 130 097. 135



City of Adelaide
 REFERRAL IS REQUIRED WHERE
 A DEVELOPMENT WOULD EXCEED
 WHICHEVER IS GREATER OF
 a. The maximum building height
 specified in the City of Adelaide Plan

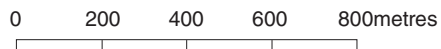
NORWOOD PAYNEHAM AND ST PETERS (CITY) AIRPORT BUILDING HEIGHTS MAP NPSP/1 (Overlay 3)



MAP NPSP/1 (Overlay 4) Part B Adjoins

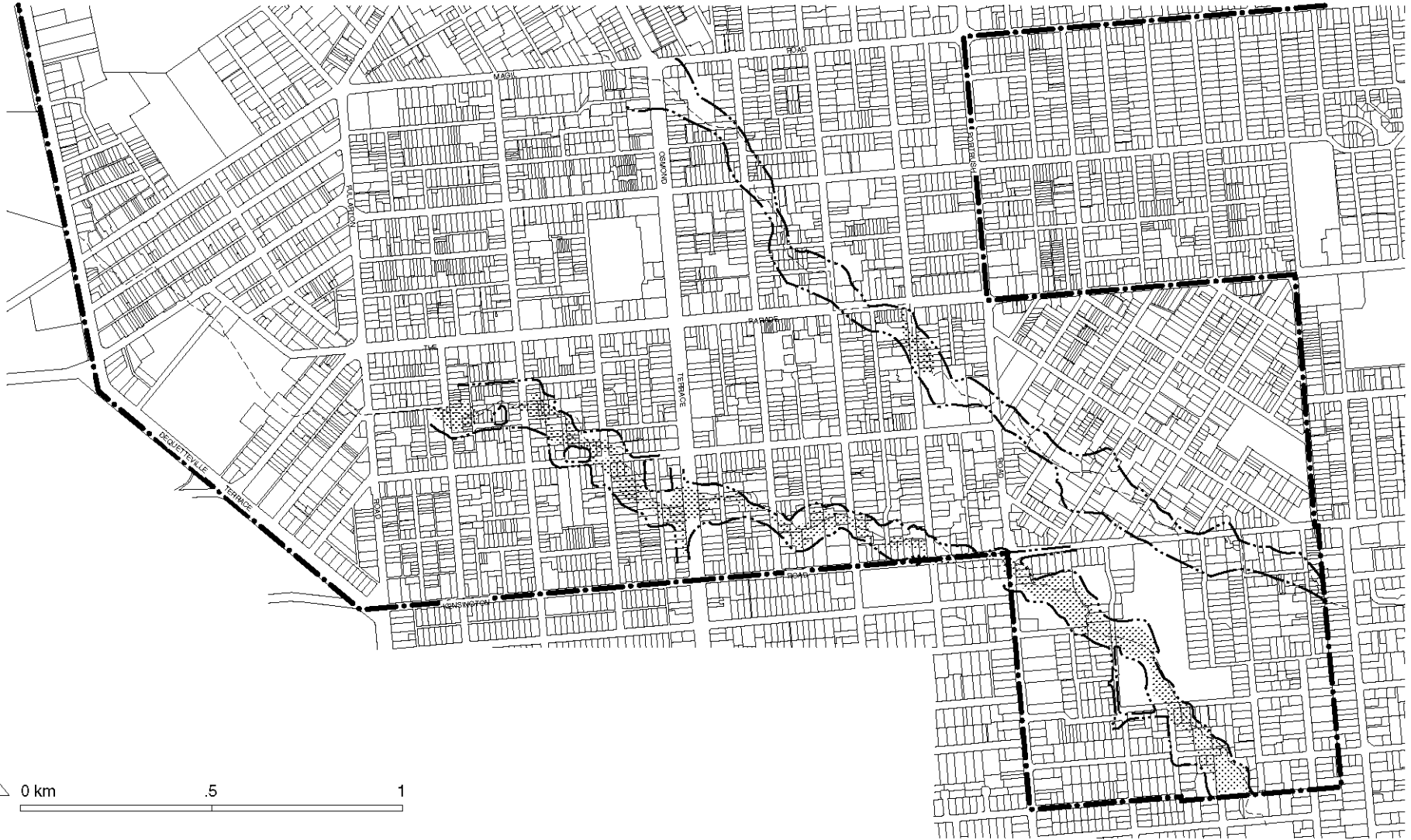
NORWOOD PAYNEHAM AND ST PETERS (CITY) LANEWAYS, MINOR STREETS AND UNSERVICED ROADS MAP NPSP/1 (OVERLAY 4) PART A

- Lane
- - - Development Plan Boundary











**NORWOOD PAYNEHAM
AND ST PETERS (CITY)
LANEWAYS, MINOR
STREETS AND
UNSERVICED ROADS
MAP NPSP/1
(OVERLAY 4) PART B**



**NORWOOD PAYNEHAM AND ST PETERS (CITY)
 FIRST AND SECOND CREEK
 INDICATIVE FLOODPLAINS
 MAP NPSP/1 (Overlay 5)**

-  20 Year Average Recurrence Interval Floodplain
-  Creek Alignment
-  50 Year Average Recurrence Interval Floodplain
-  Development Plan Boundary



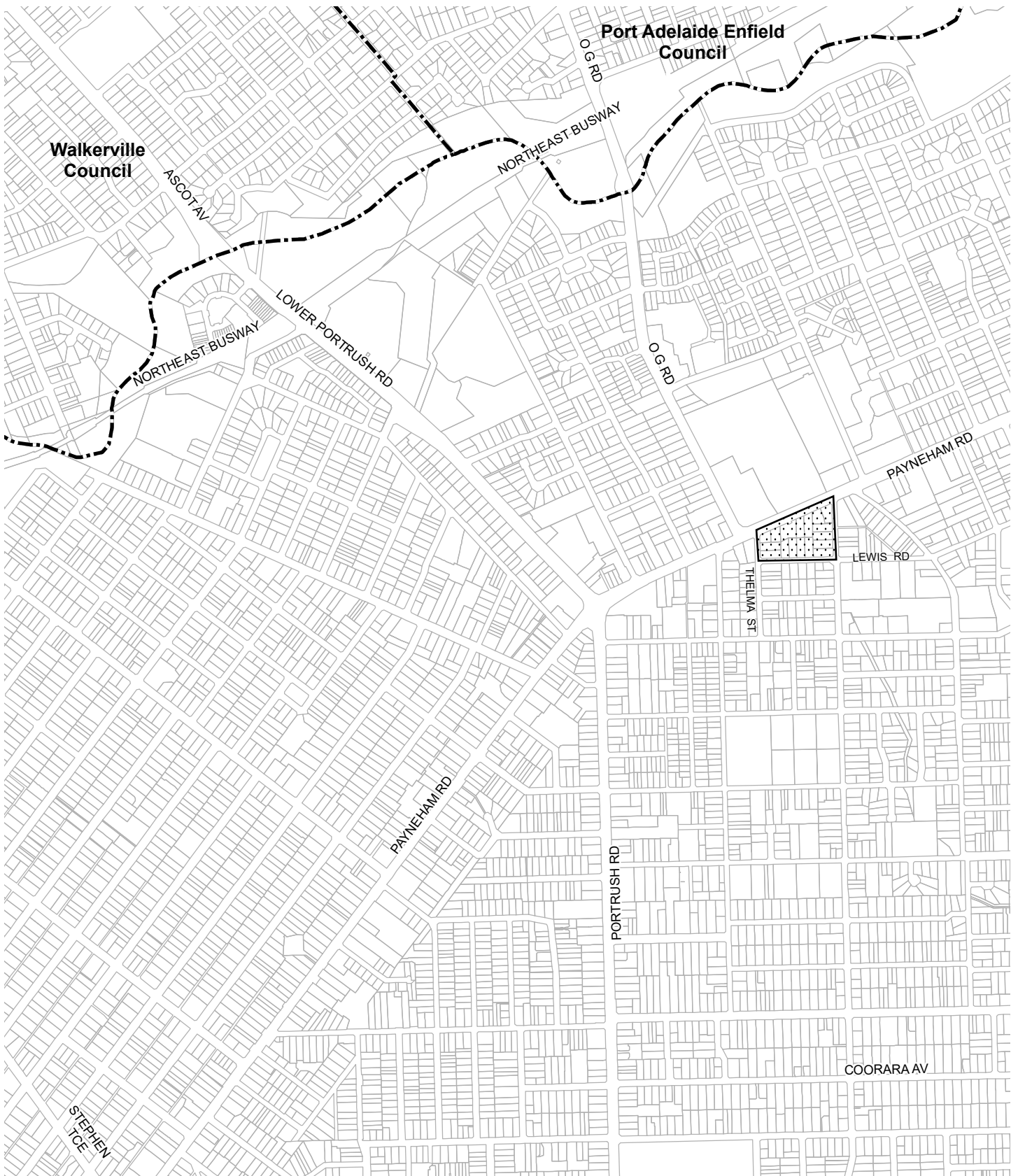
-  Designated Area within which Affordable Housing applies
-  Development Plan Boundary


1:14,000



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

Consolidated - 11 February 2021

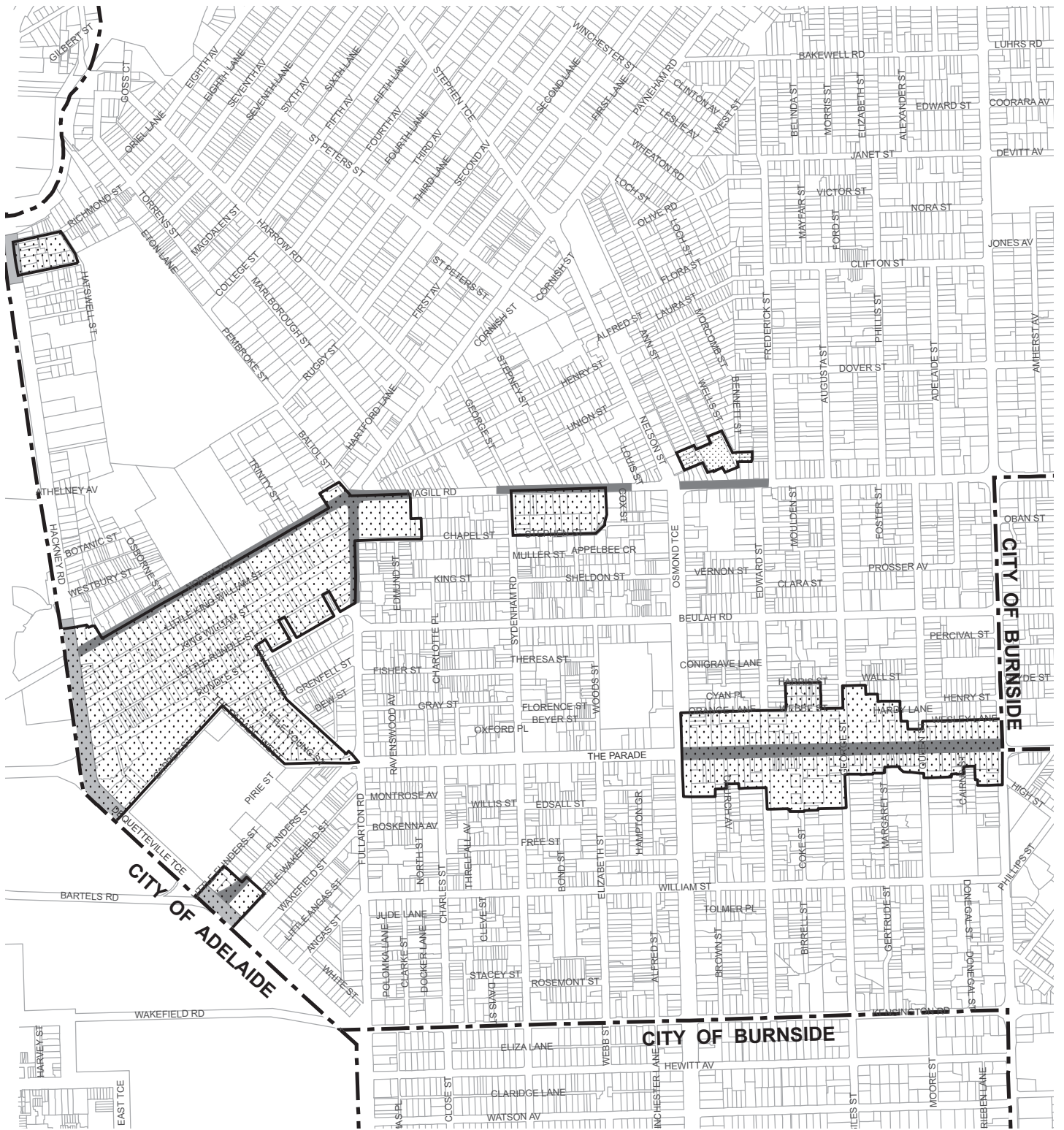



 Designated Area within which Affordable Housing applies

 Development Plan Boundary



**NORWOOD PAYNEHAM AND ST PETERS (CITY)
AFFORDABLE HOUSING
MAP NPSP/1 (Overlay 6b)**
Consolidated - 11 February 2021



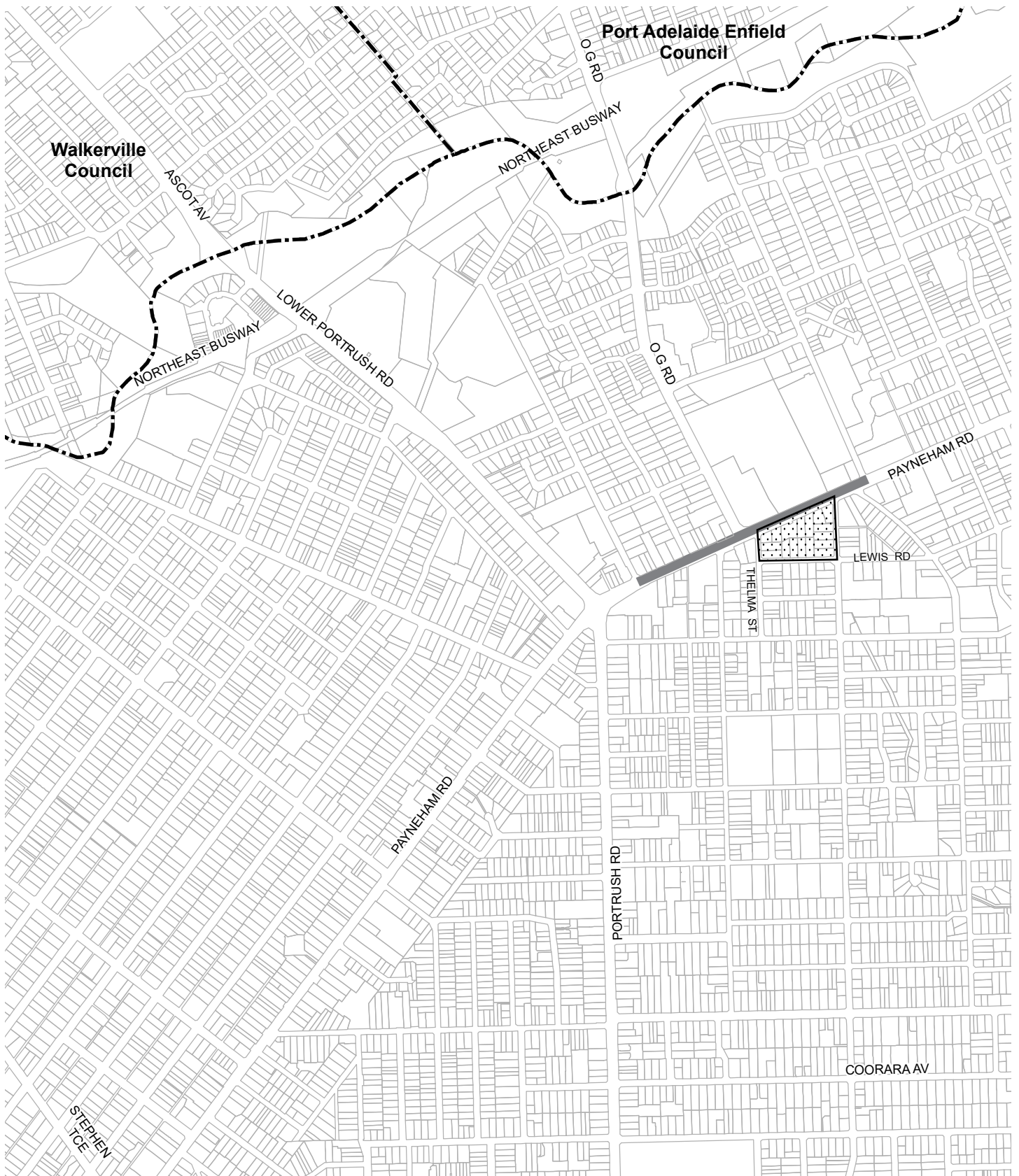
-  Designated Road: Type A road
-  Designated Road: Type B road
-  Designated Area
-  Development Plan Boundary

1:14,000

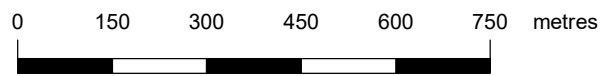


NORWOOD PAYNEHAM AND ST PETERS (CITY) NOISE AND AIR EMISSIONS MAP NPSP/1 (Overlay 7)

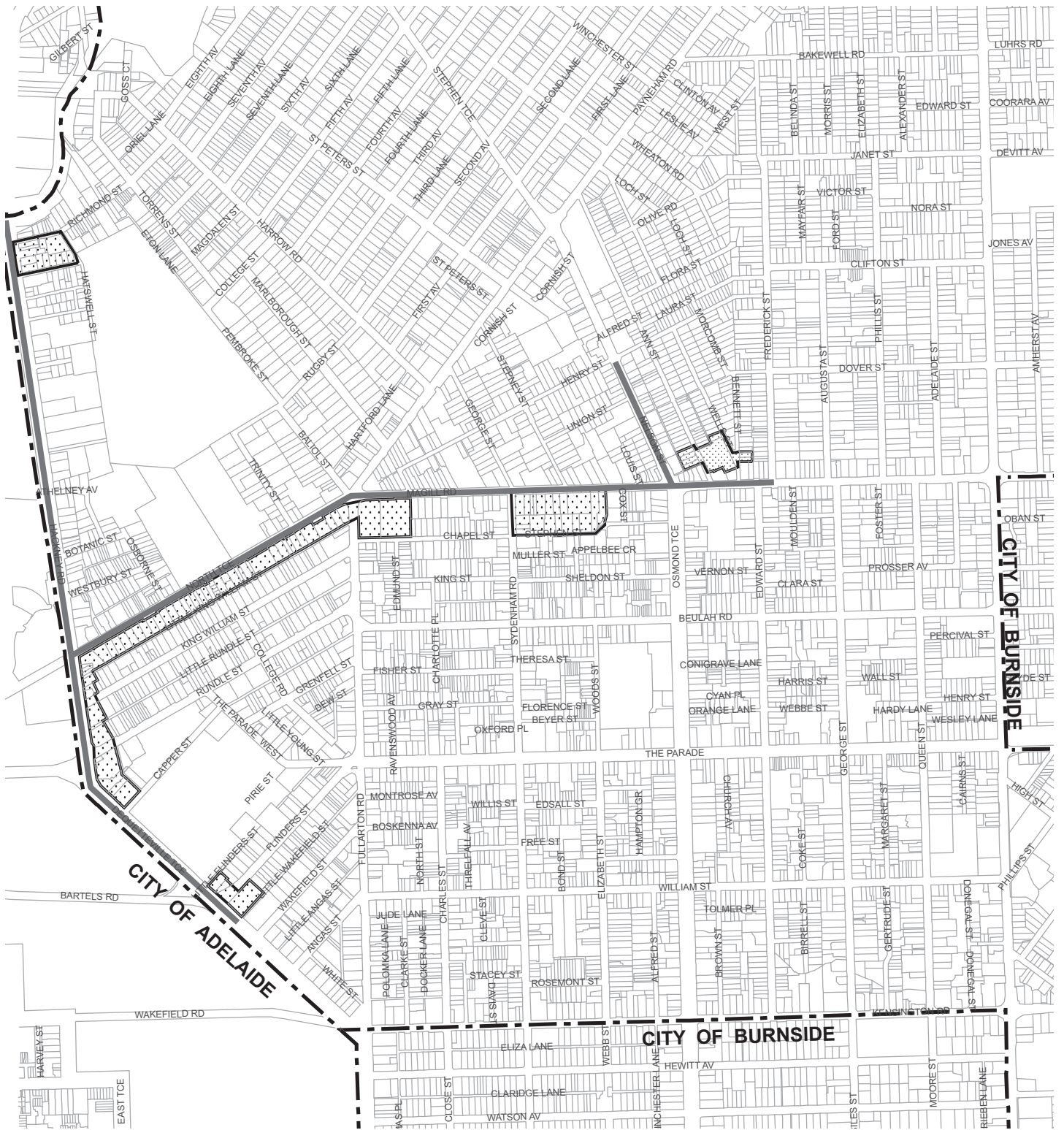
Consolidated - 11 February 2021



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



**NORWOOD PAYNEHAM AND ST PETERS (CITY)
NOISE AND AIR EMISSIONS
MAP NPSP/1 (Overlay 7b)**
Consolidated - 11 February 2021



CITY OF BURNSIDE




CITY OF ADELAIDE

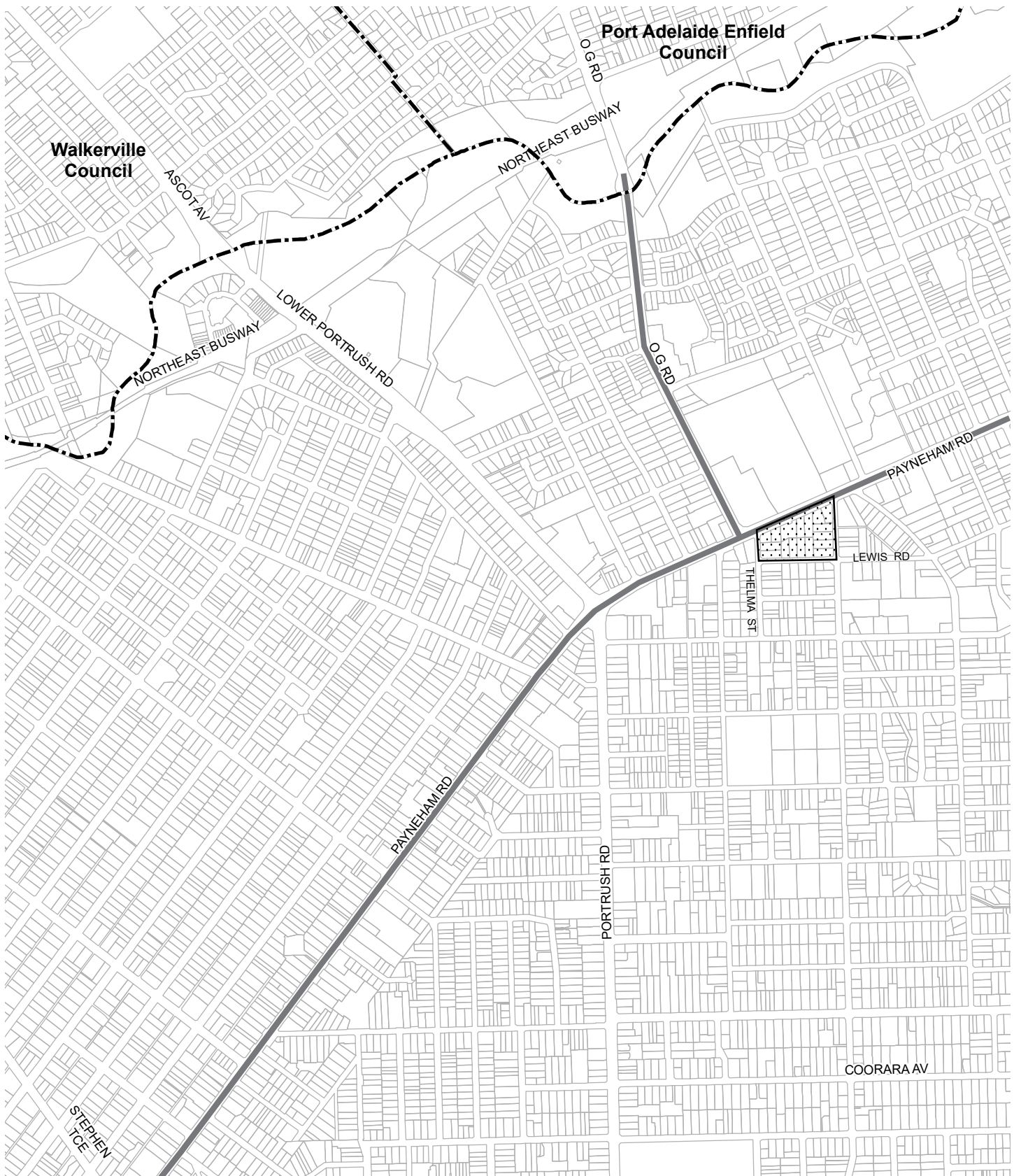
CITY OF BURNSIDE




1:14,000

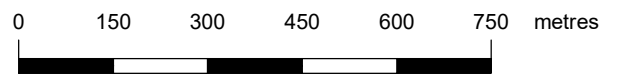


NORWOOD PAYNEHAM AND ST PETERS (CITY) STRATEGIC TRANSPORT ROUTES MAP NPSP/1 (Overlay 8)

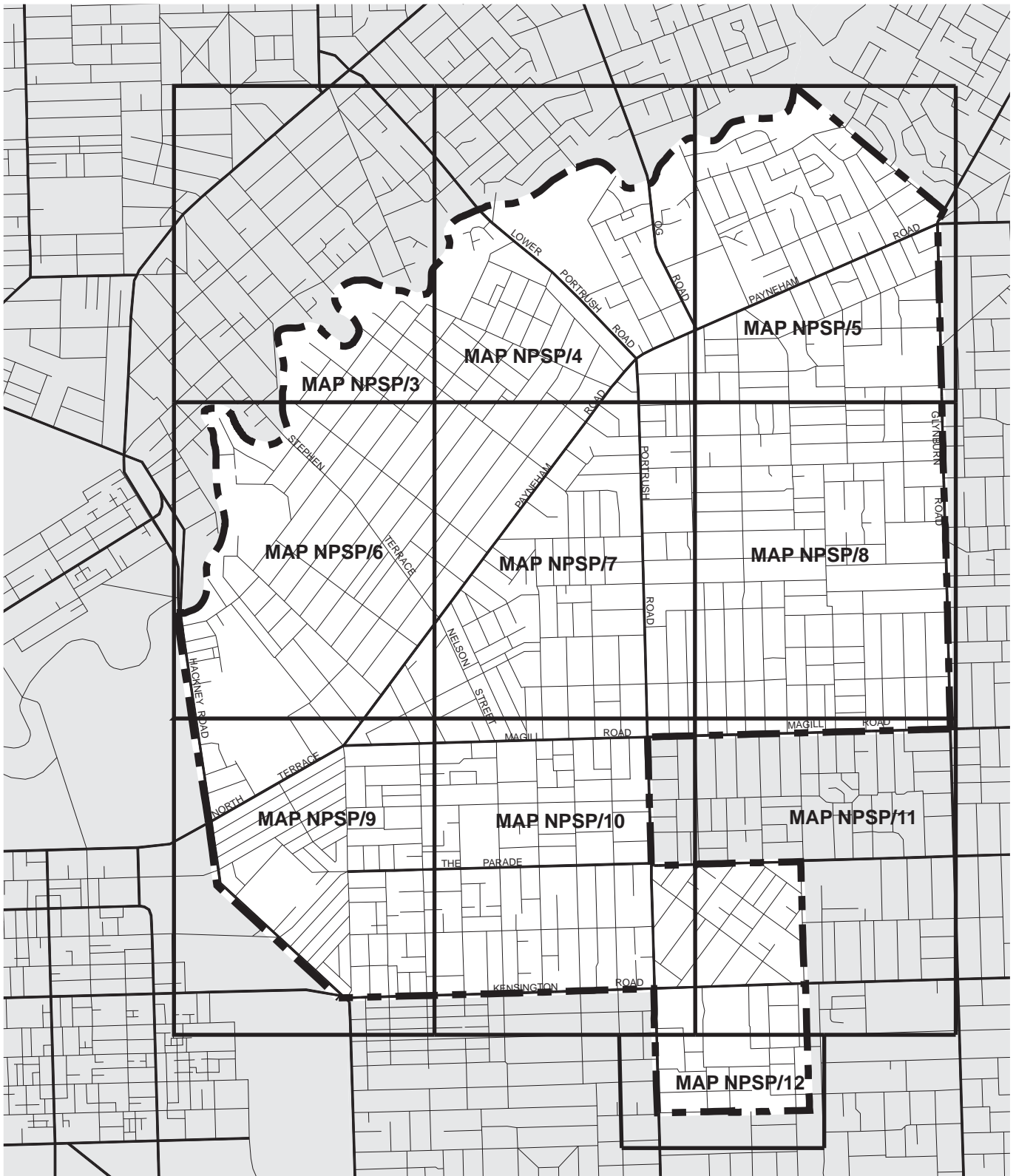
-  Designated Area
-  Strategic Roads Network
-  Development Plan Boundary



-  Designated Area
-  Strategic Roads Network
-  Development Plan Boundary



**NORWOOD PAYNEHAM AND ST PETERS (CITY)
STRATEGIC TRANSPORT ROUTES
MAP NPSP/1 (Overlay 8b)**
Consolidated - 11 February 2021



For the purposes of the Development Plan unless otherwise clearly indicated, the zone/policy area boundaries depicted on or intended to be fixed by Maps NPSP/3 to NPSP/25 inclusive shall be read as conforming in all respects (as the case may require) to the land division boundaries, to the centre line of roads or drain reserves or to the title boundaries, or to imaginary straight lines joining the positions defined by survey or by the measurements shown on the said maps against which the said zone/policy area boundaries are shown or otherwise as indicated.



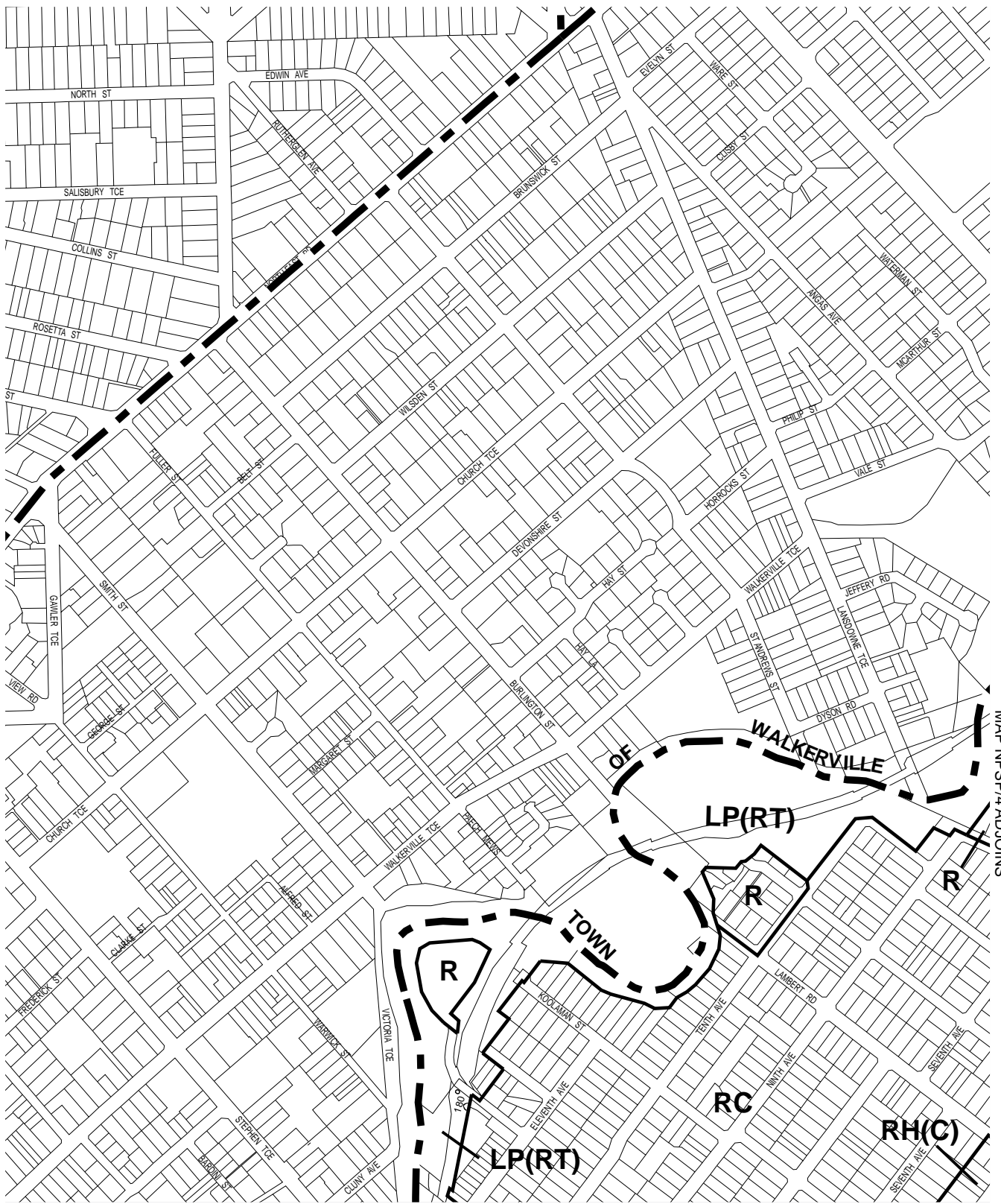
Scale 1:30000



NORWOOD PAYNEHAM AND ST PETERS (CITY) INDEX MAP NPSP/2

— — — — — Development Plan Boundary

Consolidated - 11 February 2021



MAP NPSP/4 ADJOINS

MAP NPSP/6 ADJOINS

NOTE : For Policy Areas See MAP NPSP/19

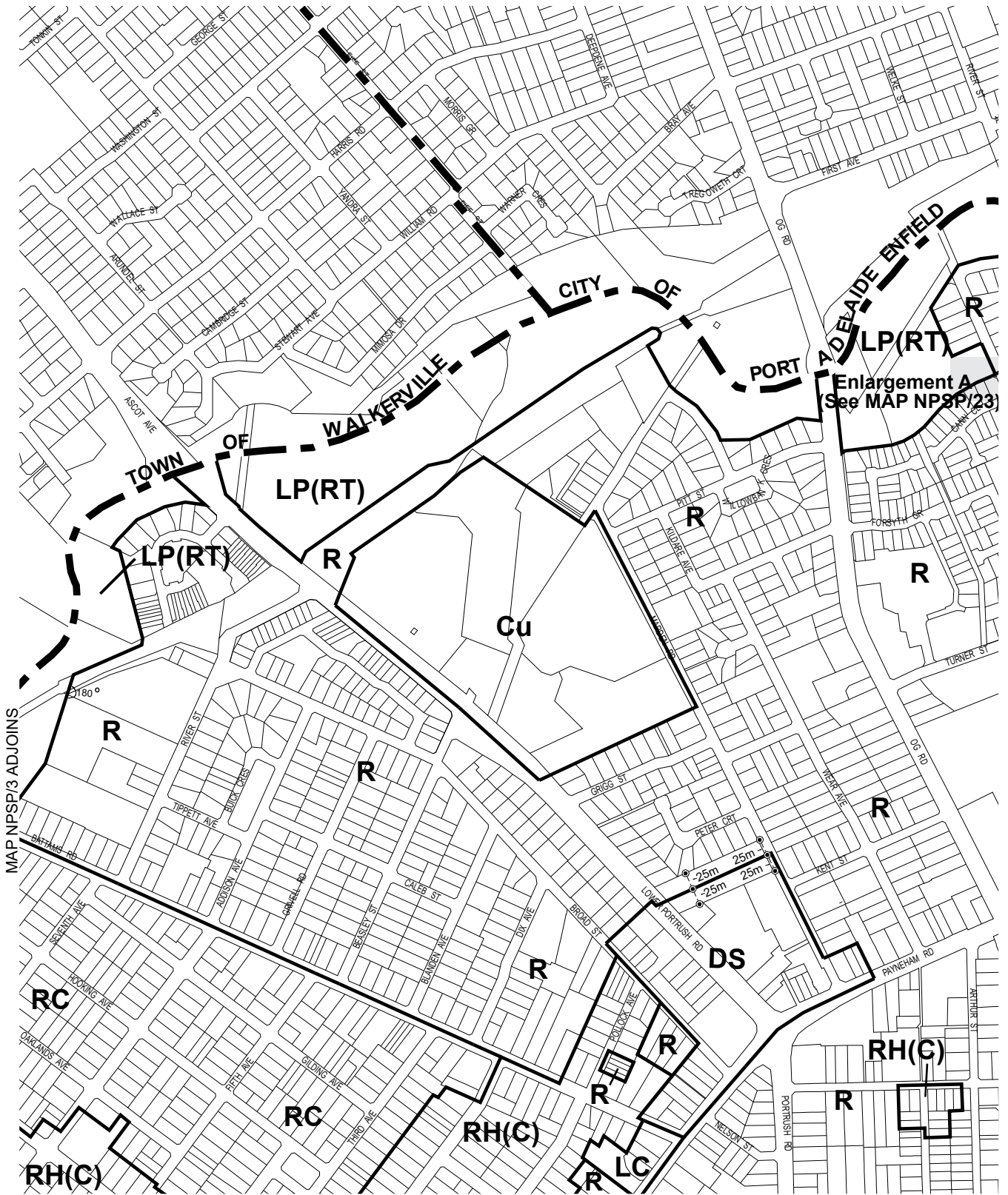
- LP(RT) Linear Park (River Torrens)
- R Residential
- RC Residential Character
- RH(C) Residential Historic (Conservation)

- Zone Boundary
- Development Plan Boundary

Scale 1:8000



**NORWOOD PAYNEHAM
AND ST PETERS (CITY)
ZONES
MAP NPSP/3**



MAP NPSP/5 ADJOINS

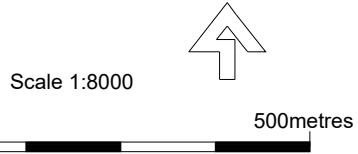
MAP NPSP/3 ADJOINS

MAP NPSP/7 ADJOINS

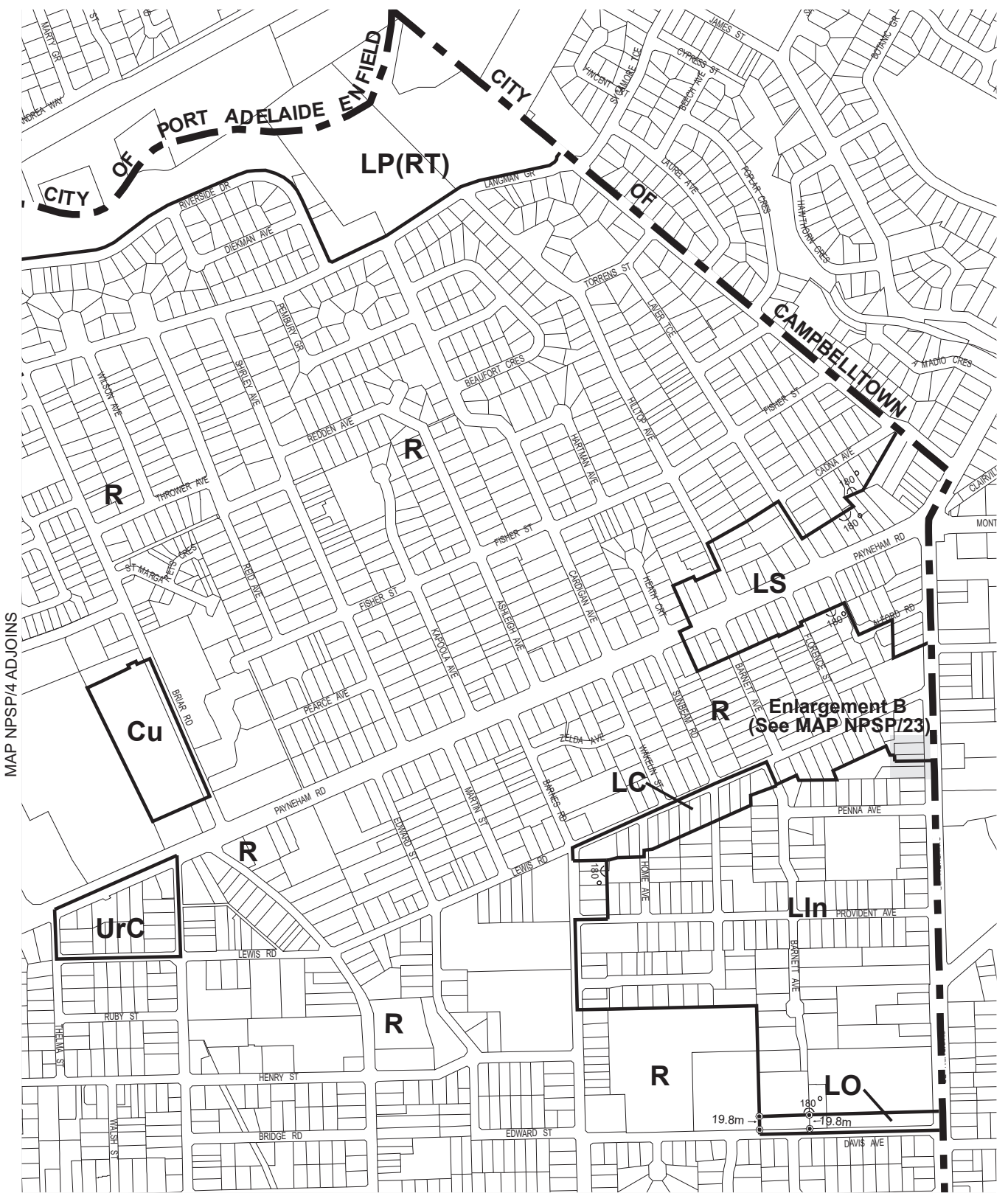
NOTE : For Policy Areas See MAP NPSP/20

- Cu Community
- DS District Shopping
- LC Local Commercial
- LP(RT) Linear Park (River Torrens)
- R Residential
- RC Residential Character
- RH(C) Residential Historic (Conservation)

- Zone Boundary
- Development Plan Boundary



NORWOOD PAYNEHAM AND ST PETERS (CITY) ZONES MAP NPSP/4



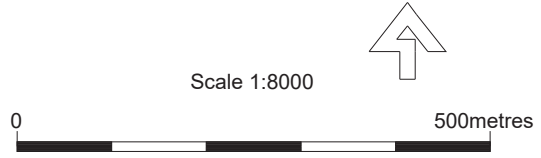
MAP NPSP/4 ADJOINS

MAP NPSP/8 ADJOINS

NOTE : For Policy Areas See MAP NPSP/21

- Cu** Community
- LC** Local Commercial
- Lin** Light Industry
- LO** Local Office
- LP(RT)** Linear Park (River Torrens)
- LS** Local Shopping
- R** Residential
- UrC** Urban Corridor

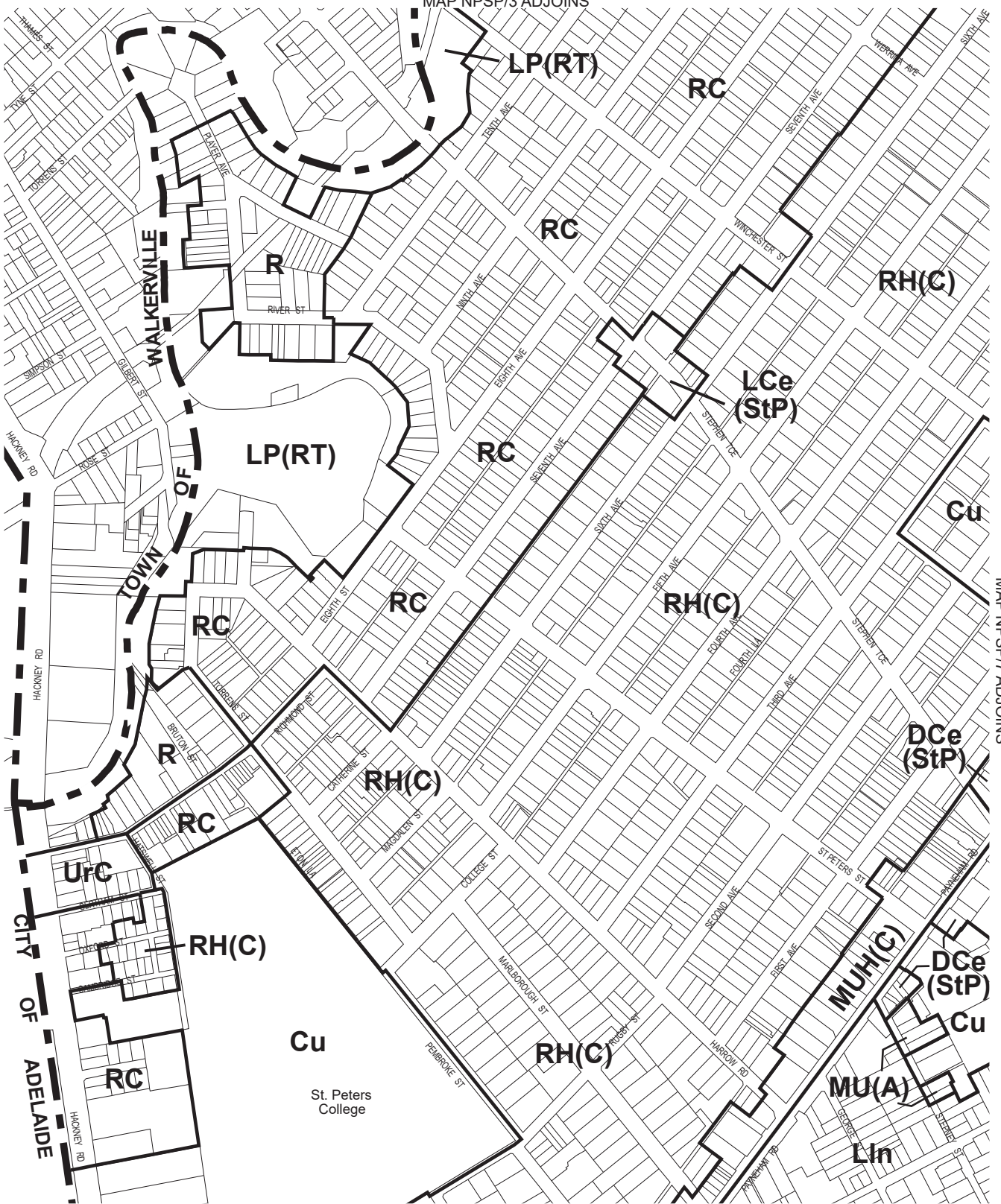
- Zone Boundary
- Development Plan Boundary



NORWOOD PAYNEHAM AND ST PETERS (CITY) ZONES MAP NPSP/5

Consolidated - 11 February 2021



MAP NPSP/3 ADJOINS



MAP NPSP/9 ADJOINS

NOTE : For Policy Areas See MAP NPSP/13

- | | |
|-----------------|-------------------------------------|
| Cu | Community |
| DCe(StP) | District Centre (St Peters) |
| LCe(StP) | Local Centre (St Peters) |
| LIn | Light Industry |
| LP(RT) | Linear Park (River Torrens) |
| MU(A) | Mixed Use (A) |
| MUH(C) | Mixed Use Historic (Conservation) |
| R | Residential |
| RC | Residential Character |
| RH(C) | Residential Historic (Conservation) |
| Urc | Urban Corridor |

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

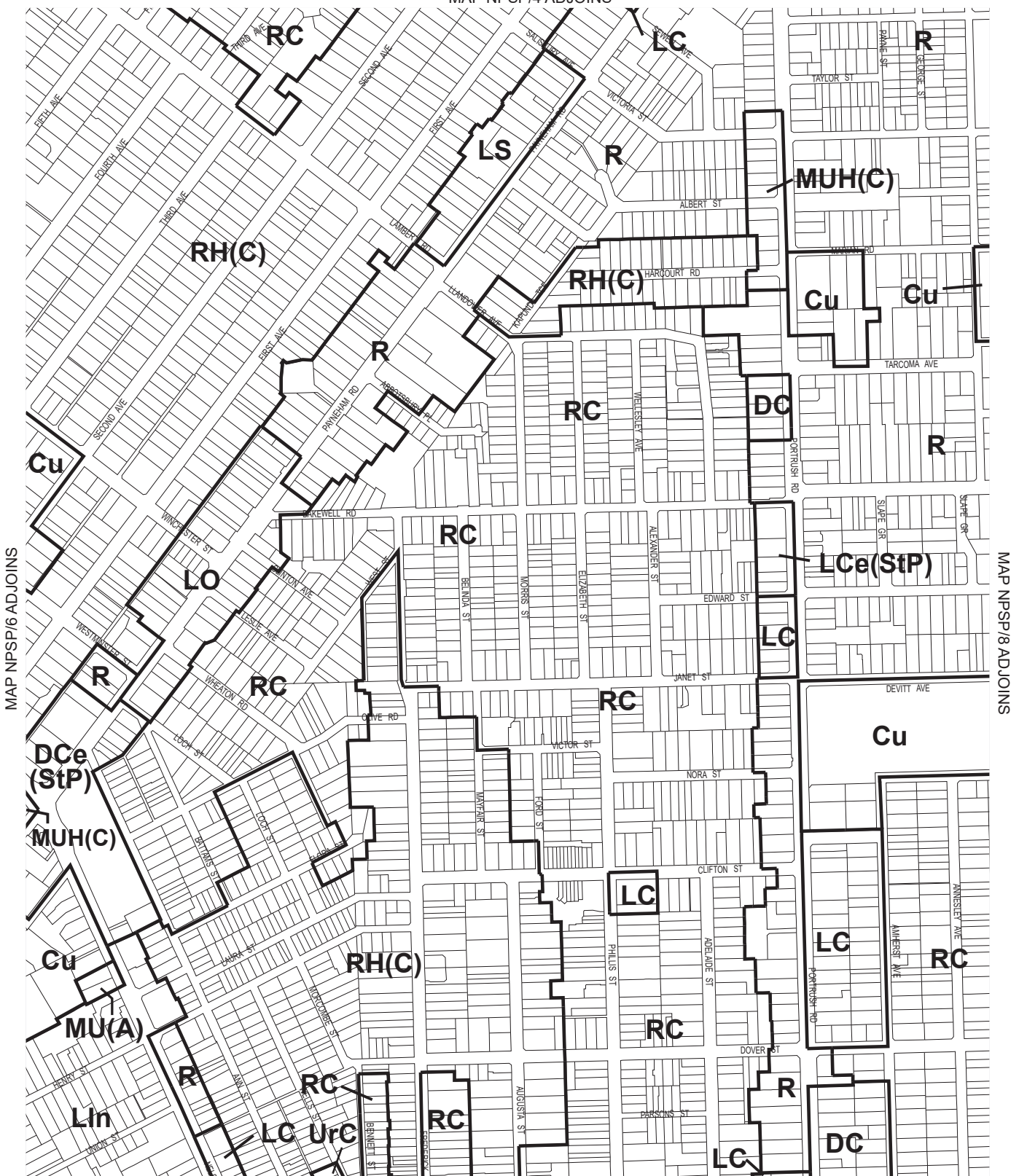
Scale 1:8000



**NORWOOD PAYNEHAM
AND ST PETERS (CITY)
ZONES**

MAP NPSP/6

Consolidated - 11 February 2021



NOTE : For Policy Areas See MAP NPSP/14

Cu	Community Commercial	RH(C)	Residential Historic (Conservation)
DC	District Commercial	Urc	Urban Corridor
DCe(StP)	District Centre (St Peters)		
LC	Local Commercial		
LCe(StP)	Local Centre (St Peters)		
LIn	Light Industry		
LO	Local Office		
LS	Local Shopping		
MU(A)	Mixed Use (A)		
MUH(C)	Mixed Use Historic (Conservation)		
R	Residential		
RC	Residential Character		

— Zone Boundary

Scale 1:8000

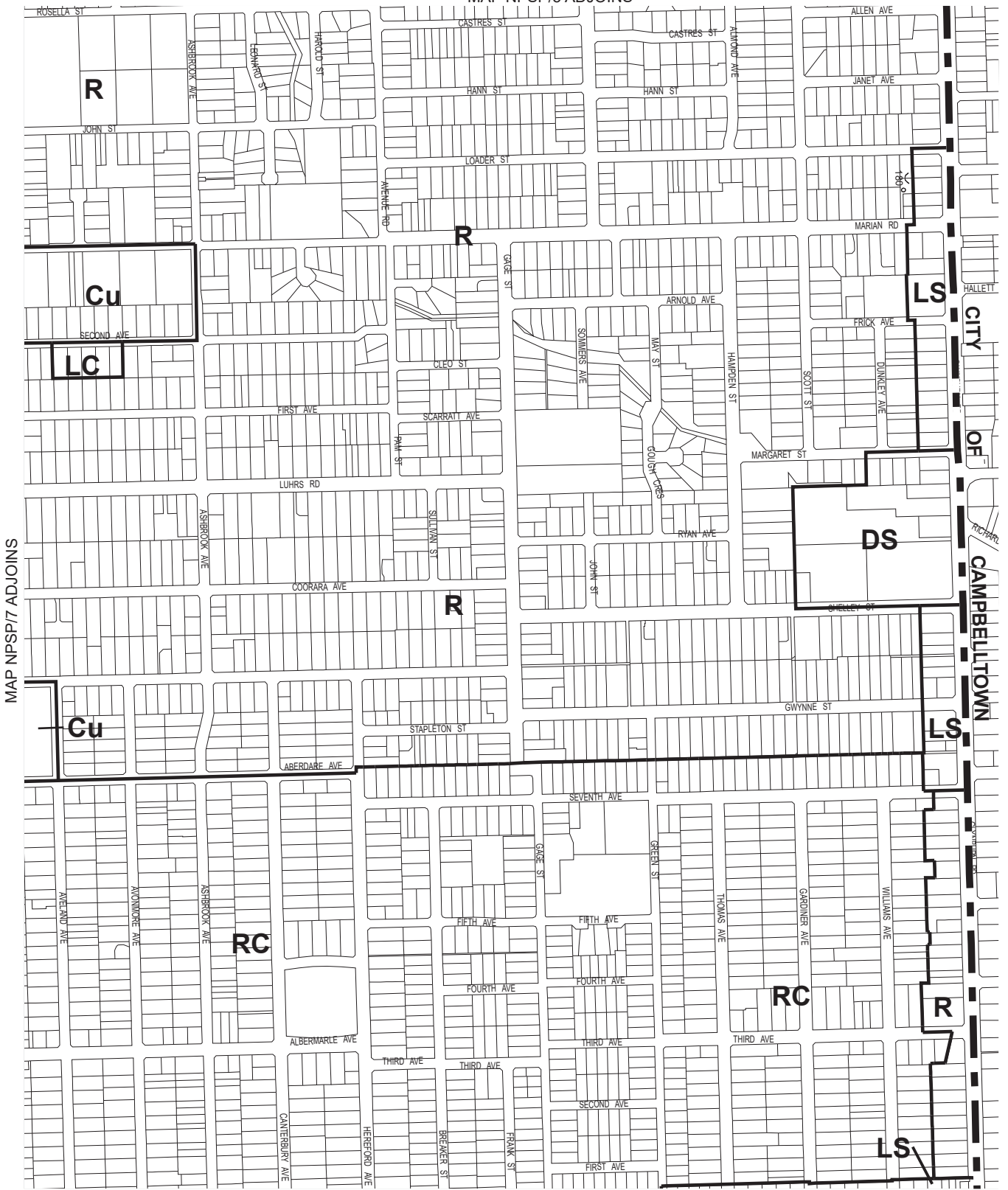


NORWOOD PAYNEHAM AND ST PETERS (CITY) ZONES

MAP NPSP/7

Consolidated - 11 February 2021

MAP NPSP/5 ADJOINS



MAP NPSP/7 ADJOINS

MAP NPSP/11 ADJOINS

NOTE : For Policy Areas See MAP NPSP/22

- Cu Community
- DS District Shopping
- LC Local Commercial
- LS Local Shopping
- R Residential
- RC Residential Character

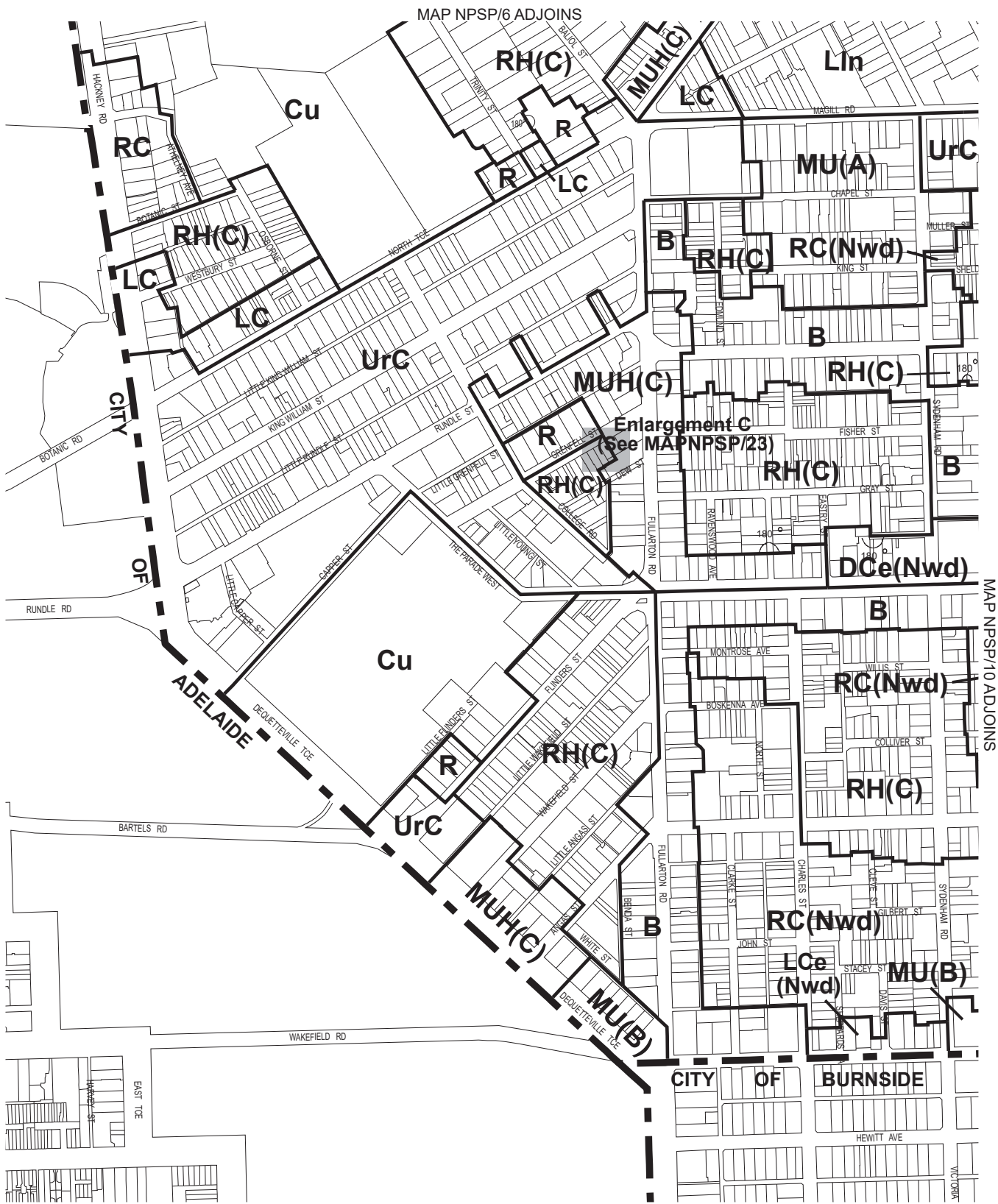


Scale 1:8000



**NORWOOD PAYNEHAM
AND ST PETERS (CITY)
ZONES
MAP NPSP/8**

- Zone Boundary
- Development Plan Boundary



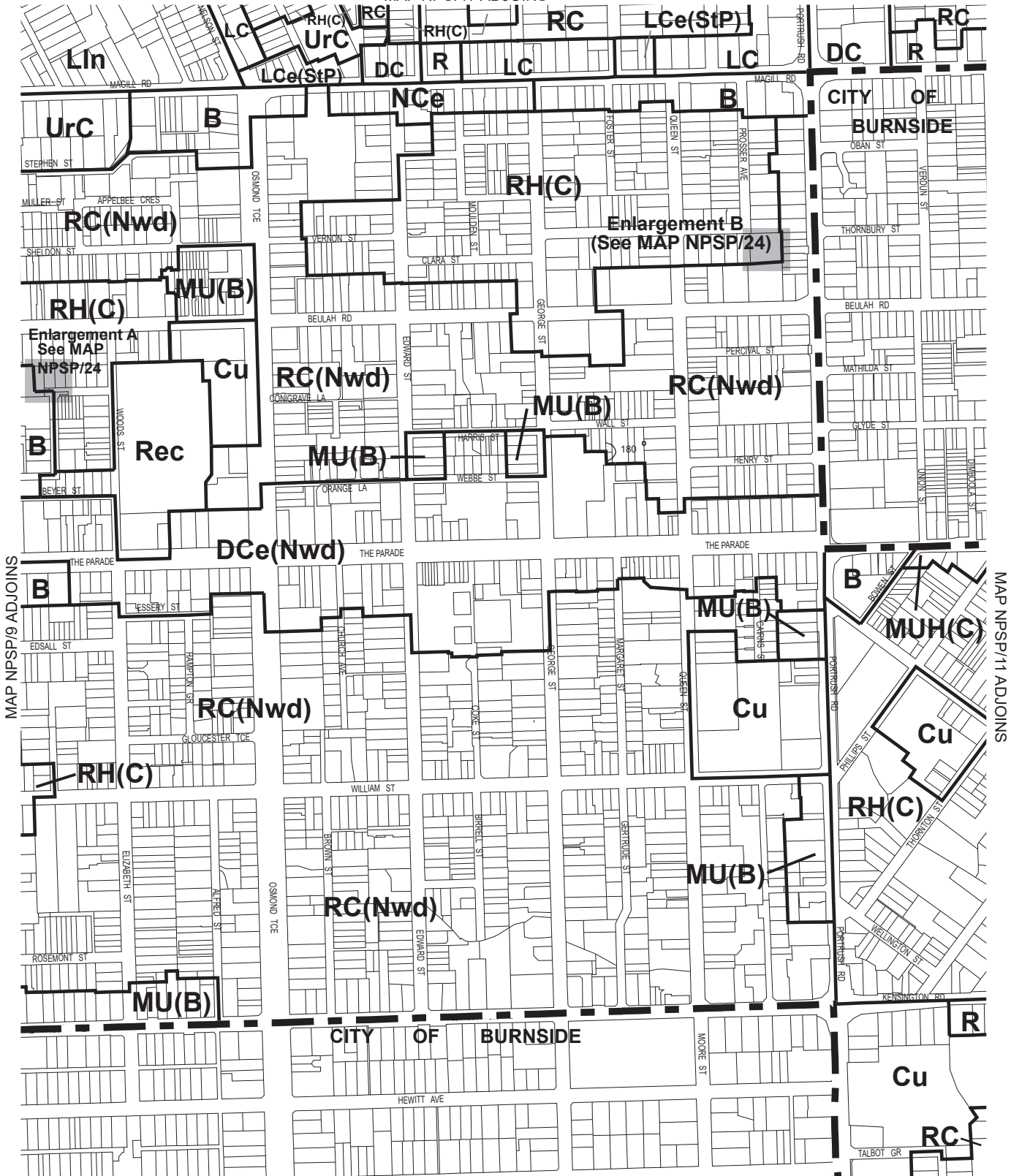
NOTE : For Policy Areas See MAP NPSP/15

B	Business	RC	Residential Character
Cu	Community	RC(Nwd)	Residential Character (Norwood)
DCE(Nwd)	District Centre (Norwood)	RH(C)	Residential Historic (Conservation)
LC	Local Commercial	URc	Urban Corridor
LCE(Nwd)	Local Centre (Norwood)		
LIn	Light Industry		
MU(A)	Mixed Use A		
MU(B)	Mixed Use B		
MUH(C)	Mixed Use Historic (Conservation)		
R	Residential		

 Zone Boundary
 Development Plan Boundary



NORWOOD PAYNEHAM AND ST PETERS (CITY) ZONES MAP NPSP/9



NOTE : For Policy Areas See MAP NPSP/16

- | | | | |
|-----------------|-----------------------------------|--------------|-------------------------------------|
| B | Business | RH(C) | Residential Historic (Conservation) |
| Cu | Community | Rec | Recreation |
| DC | District Commercial | Urc | Urban Corridor |
| DCe(Nwd) | District Centre (Norwood) | | |
| LC | Local Commercial | | |
| LCe(StP) | Local Centre (St Peters) | | |
| LIn | Light Industry | | |
| MU(B) | Mixed Use B | | |
| MUH(C) | Mixed Use Historic (Conservation) | | |
| Nce | Neighbourhood Centre | | |
| RC | Residential Character | | |
| RC(Nwd) | Residential Character (Norwood) | | |
| R | Residential | | |

- Zone Boundary
- Development Plan Boundary

Residential Historic (Conservation)
Recreation
Urban Corridor

Scale 1:8000



NORWOOD PAYNEHAM AND ST PETERS (CITY) ZONES MAP NPSP/10



NOTE : For Policy Areas See MAP NPSP/17

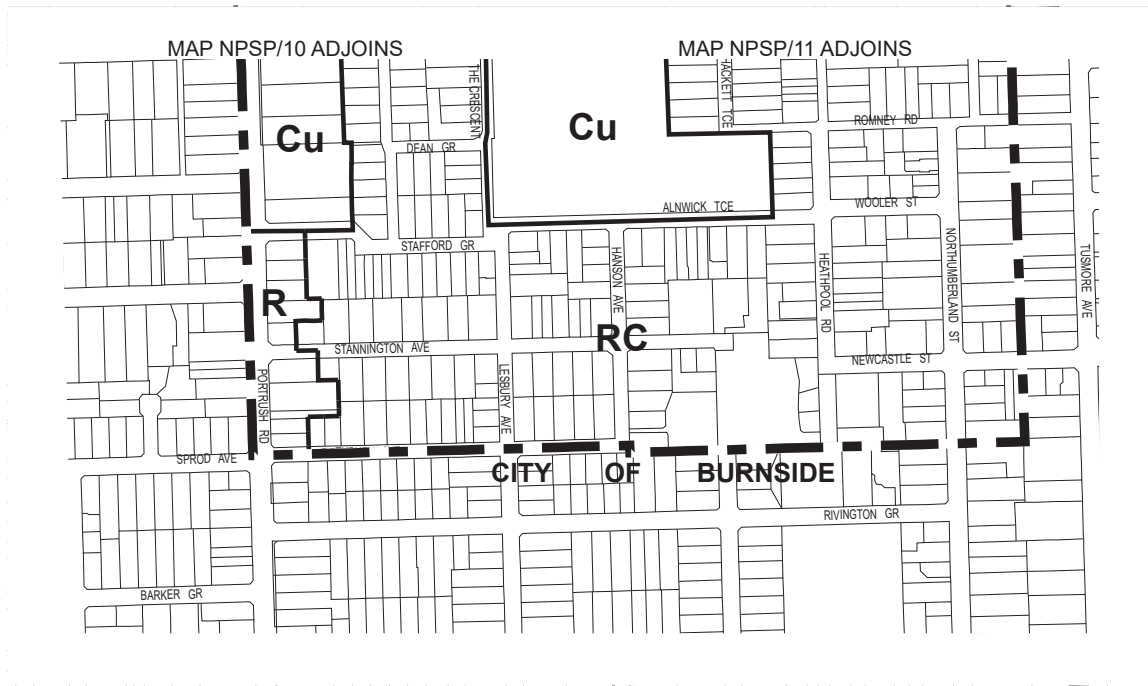
- Cu** Community
- LC** Local Commercial
- LS** Local Shopping
- MUH(C)** Mixed Use Historic (Conservation)
- NCe** Neighbourhood Centre
- RC** Residential Character
- RH(C)** Residential Historic (Conservation)
- R** Residential

- Zone Boundary
- Development Plan Boundary

Scale 1:8000



NORWOOD PAYNEHAM AND ST PETERS (CITY) ZONES MAP NPSP/11



NOTE : For Policy Areas See MAP NPSP/18

Cu Community
RC Residential Character
R Residential

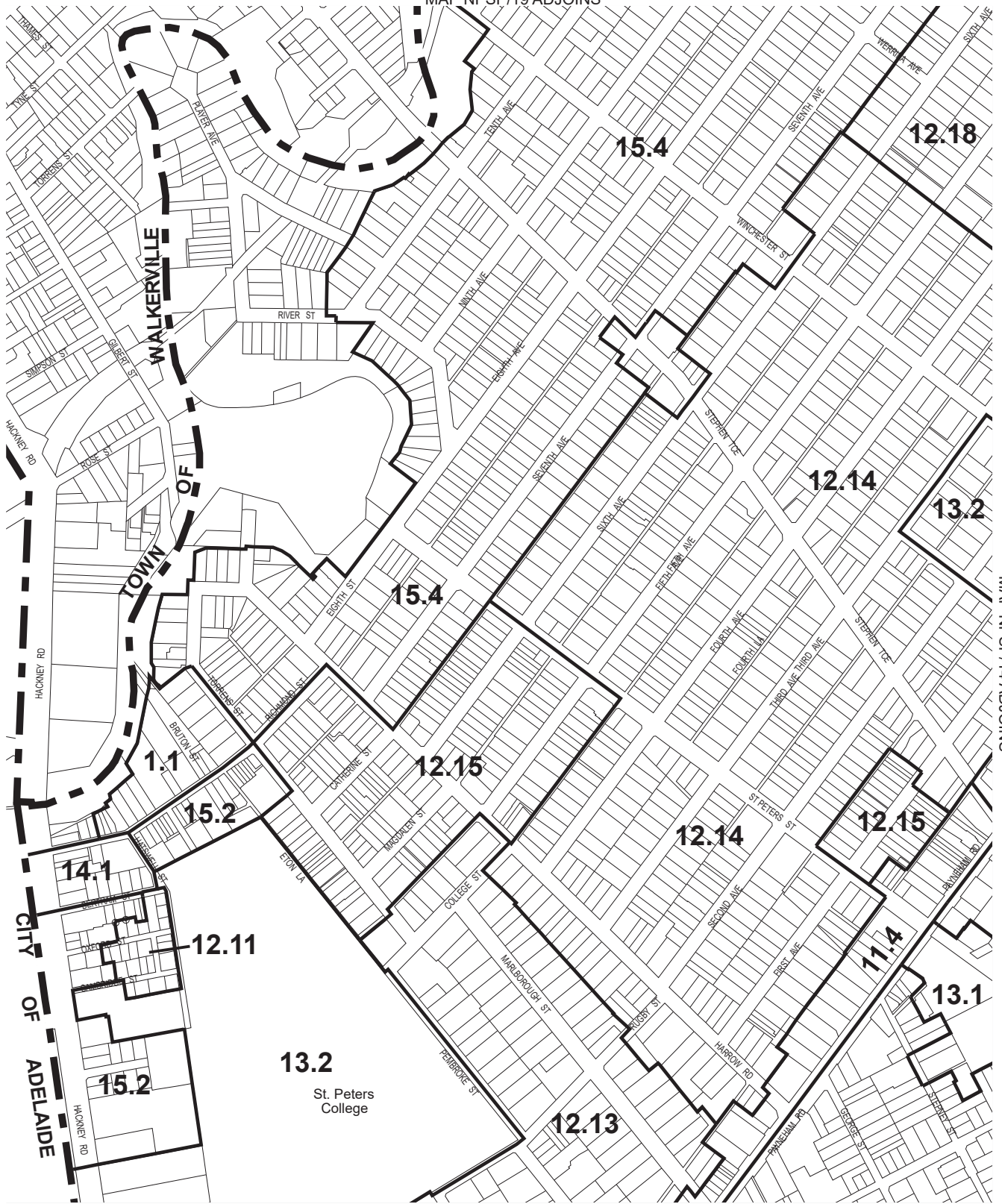


Scale 1:8000



**NORWOOD PAYNEHAM
AND ST PETERS (CITY)
ZONES
MAP NPSP/12**

———— Zone Boundary
- - - - - Development Plan Boundary



Community

13.1 Recreation

13.2 Education

Mixed Use Historic (Conservation)

11.4 Payneham Road

Residential

1.1 Medium Density

Residential Character

15.2 Hackney

15.4 St Peters / Joslin / Royston Park

Residential Historic (Conservation)

12.11 Hackney North

12.13 College Park

12.14 The Avenues

12.15 St Peters

12.18 Joslin / Royston Park

Urban Corridor

14.1 Boulevard

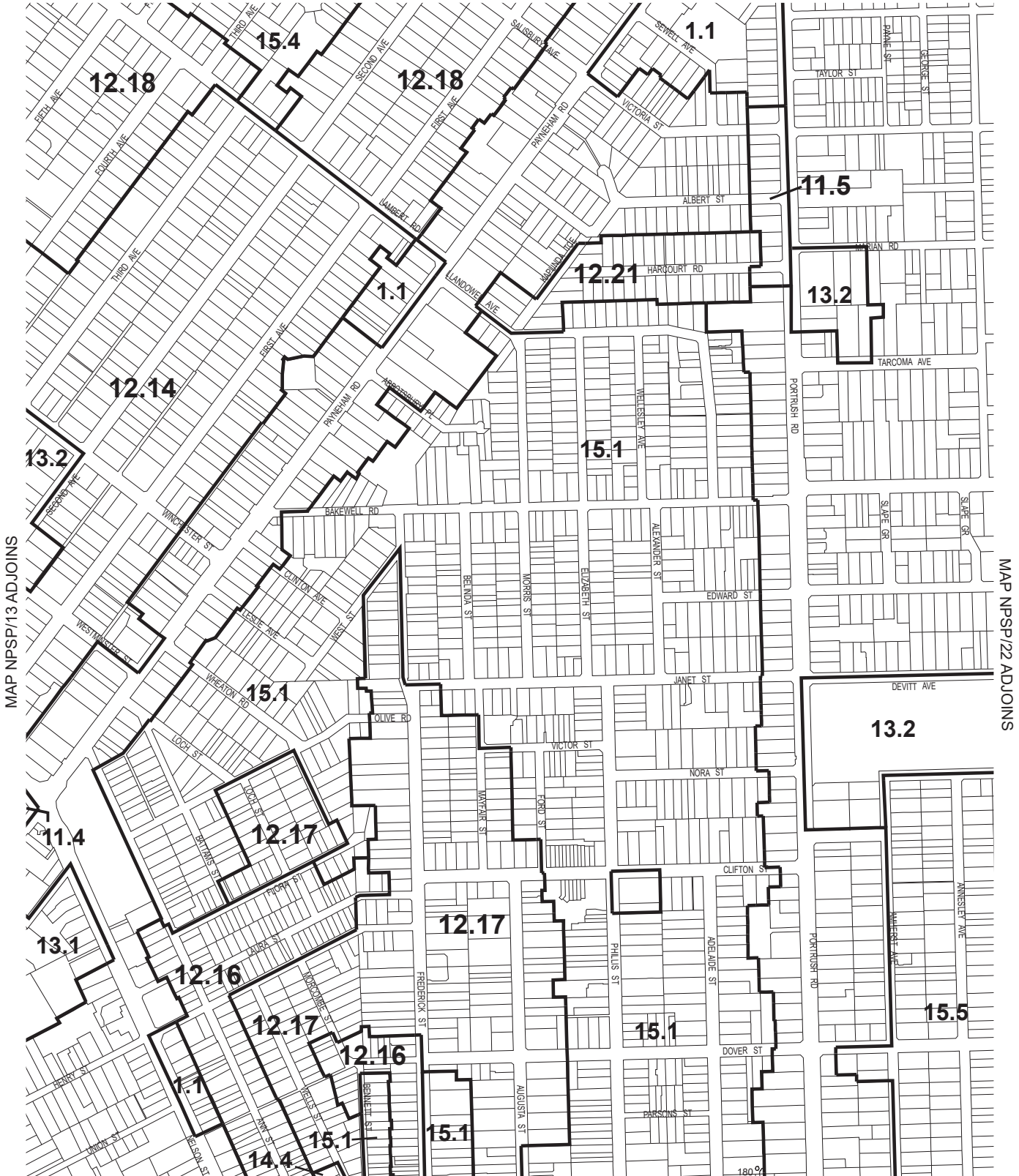
Scale 1:8000



-  Policy Area Boundary
-  Development Plan Boundary

NORWOOD PAYNEHAM AND ST PETERS (CITY) POLICY AREAS

MAP NPSP/13
Consolidated - 11 February 2021



- Community
- 13.1 Recreation
- 13.2 Education
- Mixed Use Historic (Conservation)
- 11.4 Payneham Road
- 11.5 Portrush Road
- Residential
- 1.1 Medium Density
- Residential Character
- 15.1 Evandale / Maylands / Stepney
- 15.4 St Peters / Joslin / Royston Park
- 15.5 Trinity Gardens / St Morris

- Residential Historic (Conservation)
- 12.14 The Avenues
- 12.16 Stepney
- 12.17 Maylands
- 12.18 Joslin / Royston Park
- 12.21 Payneham (Harcourt Road)
- Urban Corridor
- 14.4 Transit Living

— Policy Area Boundary

Scale 1:8000



**NORWOOD PAYNEHAM
AND ST PETERS (CITY)
POLICY AREAS
MAP NPSP/14
Consolidated - 11 February 2021**



- Business**
- 6.1 West Norwood
- 6.2 Beulah Road
- 6.3 Magill Road West
- 7 Mixed Use A
- Community**
- 13.2 Education
- District Centre (Norwood)**
- 2.3 The Parade West
- Mixed Use B**
- 8.1 Kensington Road
- 8.2 Dequetteville Terrace South
- Mixed Use Historic (Conservation)**
- 11.1 Dequetteville Terrace
- 11.2 The Parade/Fullarton Road
- 11.4 Payneham Road

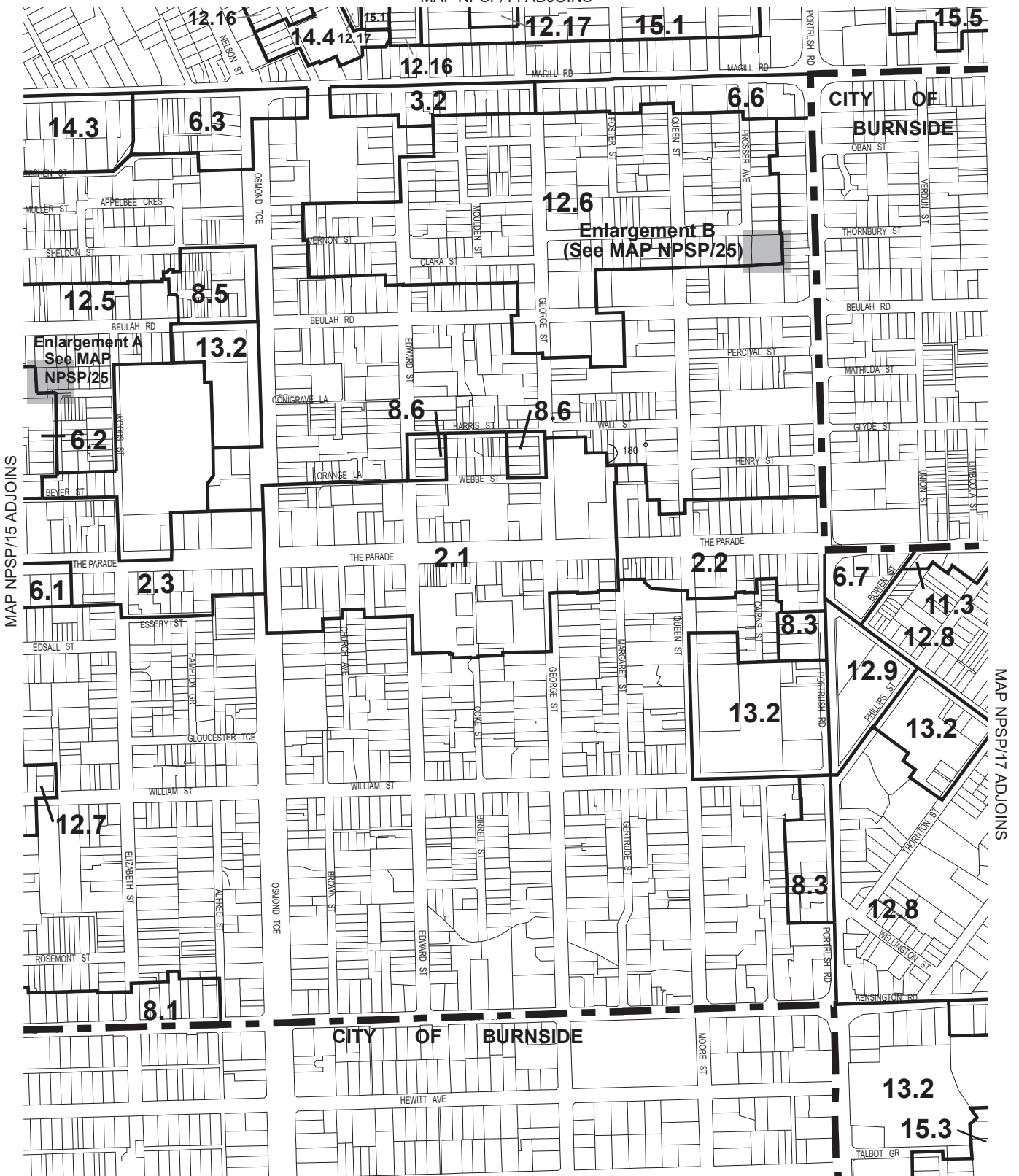
- Residential**
- 1.1 Medium Density
- Residential Character**
- 15.2 Hackney
- Residential Historic (Conservation)**
- 12.1 Kent Town 1
- 12.2 Kent Town 2
- 12.3 Norwood 1
- 12.4 Norwood 2
- 12.5 Norwood 3
- 12.7 Norwood 5
- 12.12 Hackney South
- 12.13 College Park
- Urban Corridor**
- 14.1 Boulevard
- 14.2 Business
- 14.3 High Street

Policy Area Boundary
 Development Plan Boundary

Scale 1:8000



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



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

- Community**
 13.2 Education
District Centre (Norwood)
 2.1 Retail Core
 2.2 The Parade East
 2.3 The Parade West

- Mixed Use B**
 8.1 Kensington Road
 8.3 Portrush Road
 8.5 Osmond Terrace
 8.6 George Street/Edward Street

- Mixed Use Historic (Conservation)**
 11.3 Kensington

- Neighbourhood Centre**
 3.2 Magill Road

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

- Residential Historic (Conservation)**

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

- Urban Corridor**
 14.3 High Street
 14.4 Transit Living

Scale 1:8000



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



- Community
- 13.2 Education
- Mixed Use Historic (Conservation)
- 11.3 Kensington
- Neighbourhood Centre
- 3.1 Marryatville
- Residential Character
- 15.3 Heathpool / Marryatville
- 15.5 Trinity Gardens / St Morris
- Residential Historic (Conservation)
- 12.8 Kensington 1

- Policy Area Boundary
- Development Plan Boundary



Scale 1:8000

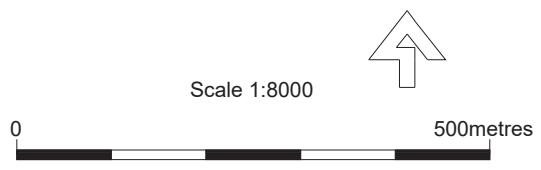


NORWOOD PAYNEHAM AND ST PETERS (CITY) POLICY AREAS MAP NPSP/17

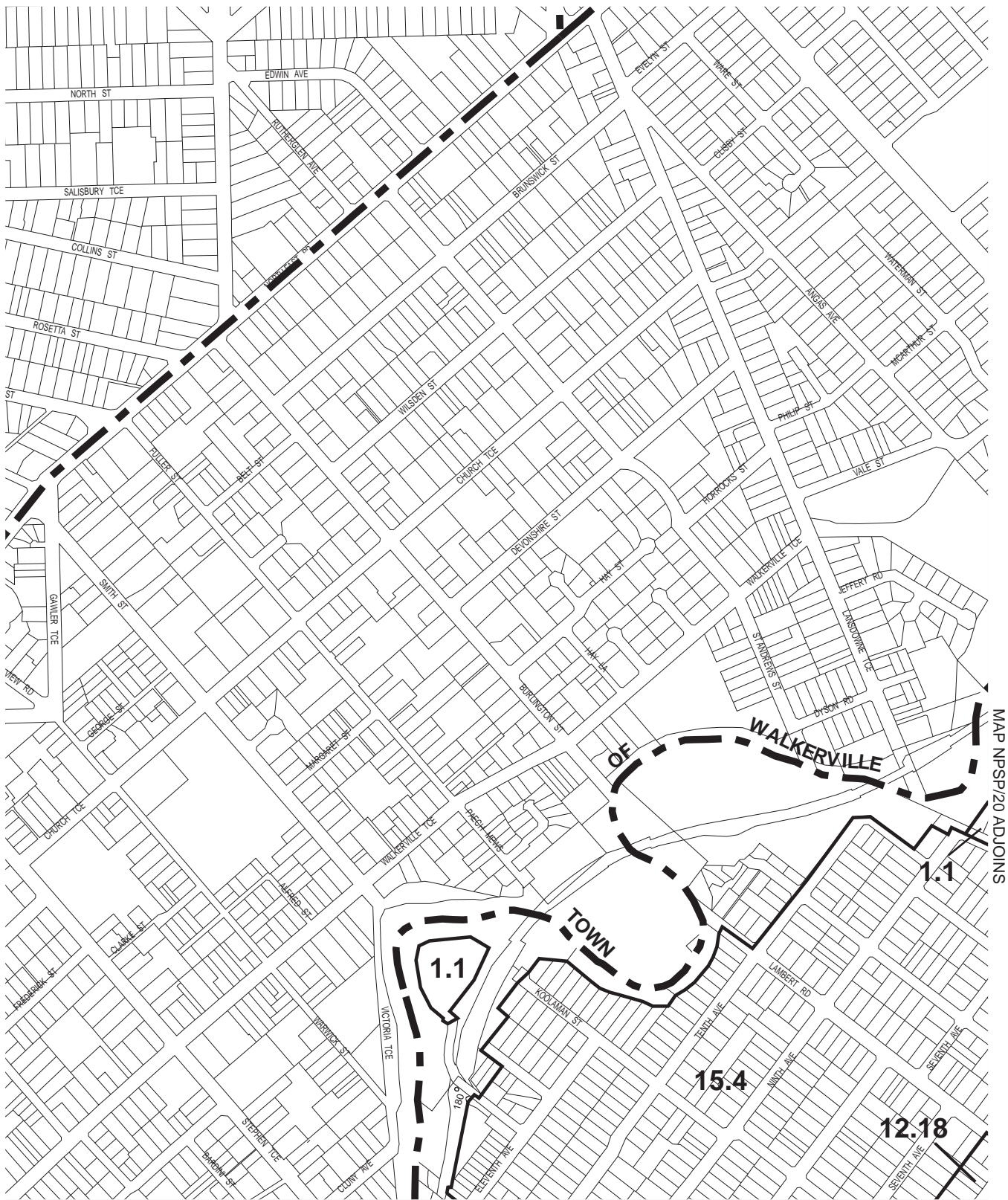


Community
13.2 Education
 Residential Character
15.3 Heathpool / Marryatville

———— Policy Area Boundary
 - - - - - Development Plan Boundary



NORWOOD PAYNEHAM AND ST PETERS (CITY) POLICY AREAS MAP NPSP/18



MAP NPSP/13 ADJOINS

- Residential **1.1**
- Residential Character **15.4**
- Residential Historic (Conservation) **12.18**
- Medium Density
- St Peters / Joslin / Royston Park
- Joslin / Royston Park

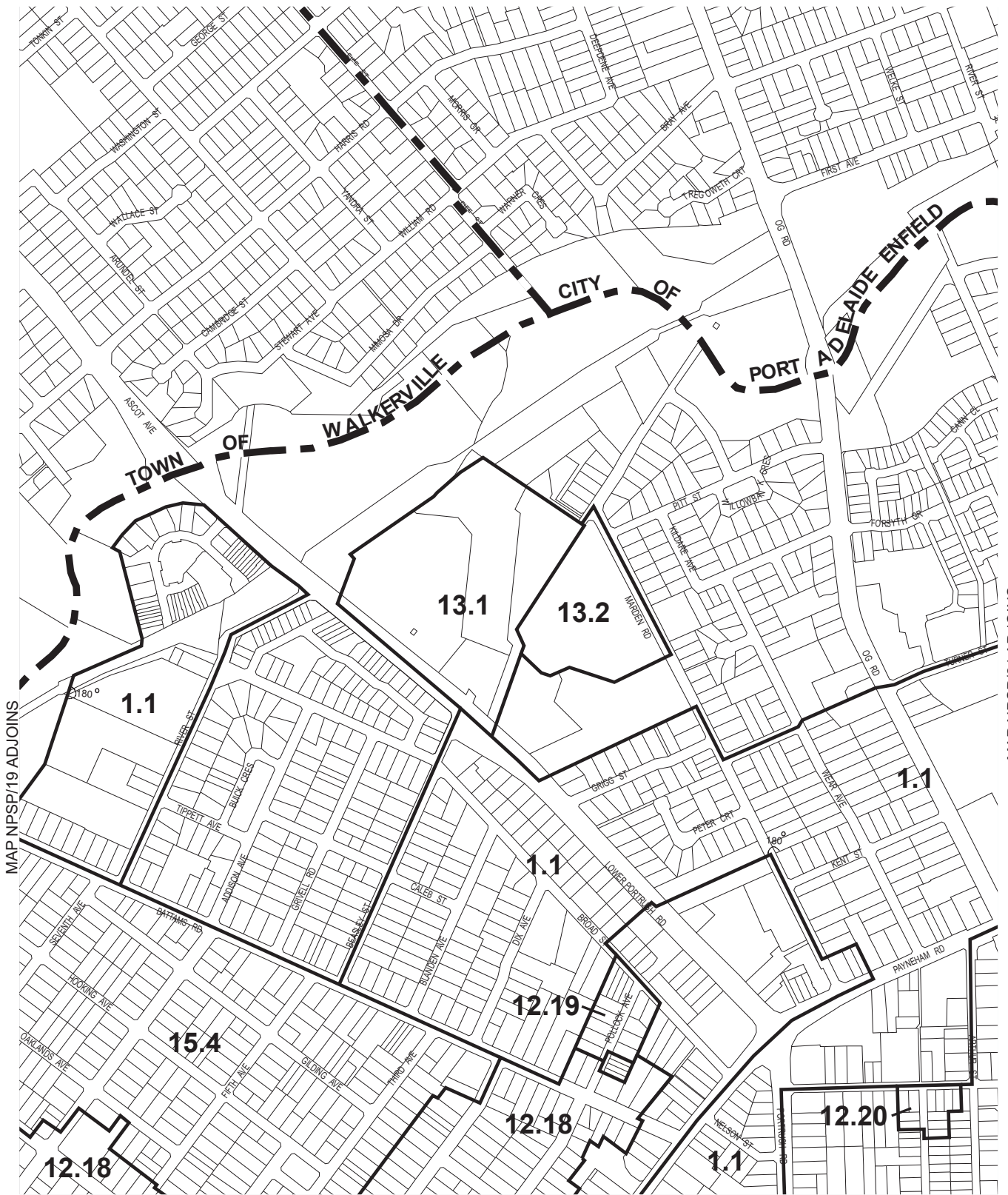
-  Policy Area Boundary
-  Development Plan Boundary

Scale 1:8000



NORWOOD PAYNEHAM AND ST PETERS (CITY) POLICY AREAS MAP NPSP/19

Consolidated - 11 February 2021



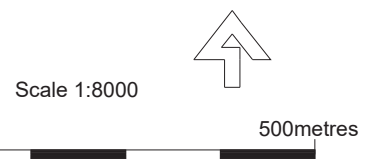
MAP NPSP/19 ADJOINS

MAP NPSP/21 ADJOINS

MAP NPSP/14 ADJOINS

- | | |
|--|---|
| Community | |
| 13.1 | Recreation |
| 13.2 | Education |
| Residential | |
| 1.1 | Medium Density |
| Residential Character | |
| 15.4 | St Peters / Joslin / Royston Park |
| Residential Historic (Conservation) | |
| 12.18 | Joslin / Royston Park |
| 12.19 | Marden (Broad Street / Pollock Avenue) |
| 12.20 | Payneham (Henry Street / George Street) |

- | | |
|---|---------------------------|
|  | Policy Area Boundary |
|  | Development Plan Boundary |



NORWOOD PAYNEHAM AND ST PETERS (CITY) POLICY AREAS MAP NPSP/20

Consolidated - 11 February 2021



MAP NPSP/20 ADJOINS

MAP NPSP/22 ADJOINS

- Community 13.2
- Residential 1.1
- Urban Corridor 14.2
- Education
- Medium Density
- Business

- Policy Area Boundary
- Development Plan Boundary

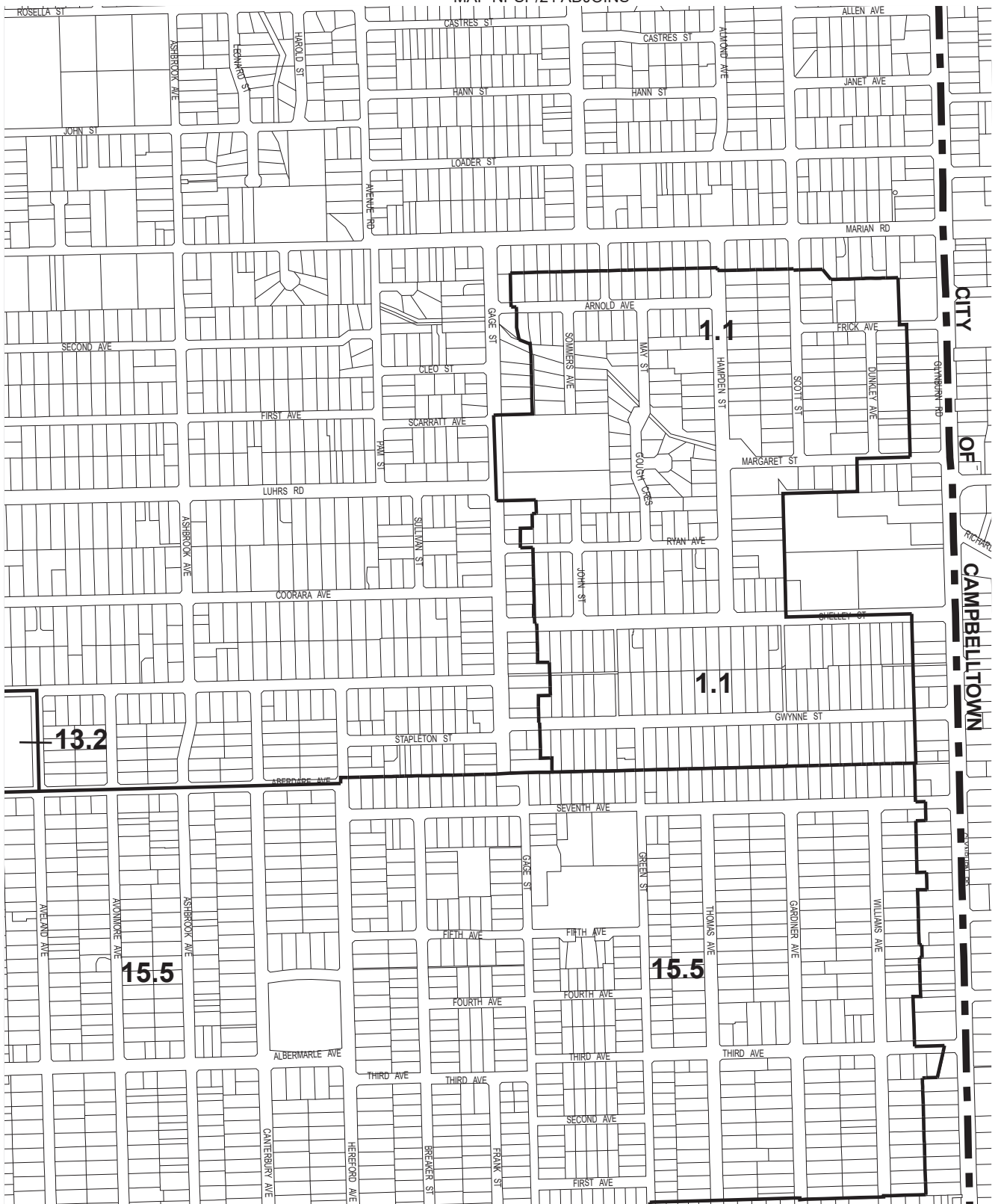


NORWOOD PAYNEHAM AND ST PETERS (CITY) POLICY AREAS MAP NPSP/21

Consolidated - 11 February 2021

MAP NPSP/21 ADJOINS

MAP NPSP/14 ADJOINS



MAP NPSP/17 ADJOINS

- Community 13.2 Education
- Residential 1.1 Medium Density
- Residential Character 15.5 Trinity Gardens / St Morris

- Policy Area Boundary
- Development Plan Boundary

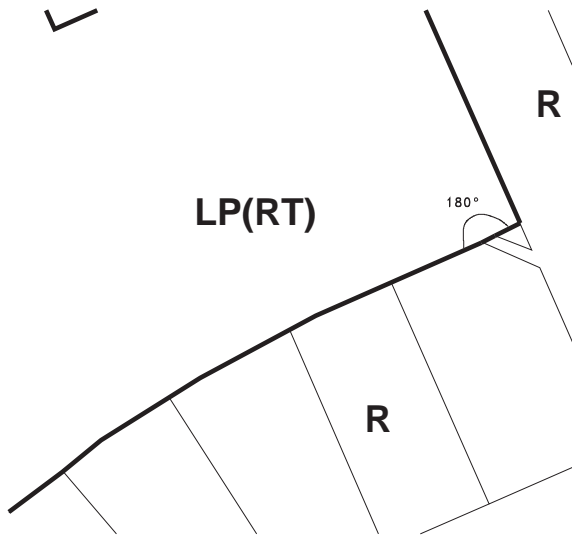


Scale 1:8000

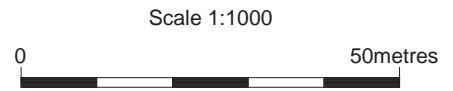
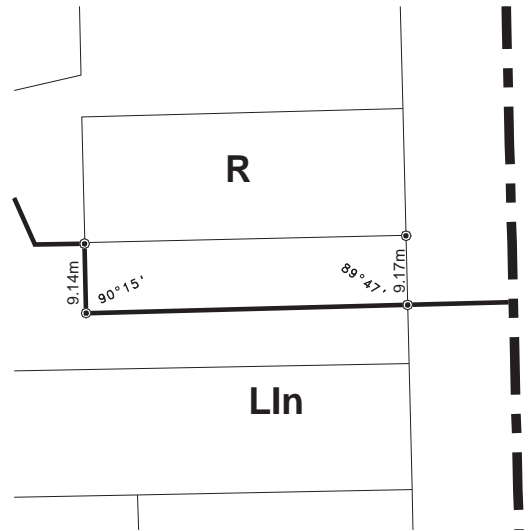


NORWOOD PAYNEHAM AND ST PETERS (CITY) POLICY AREAS MAP NPSP/22

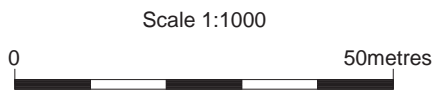
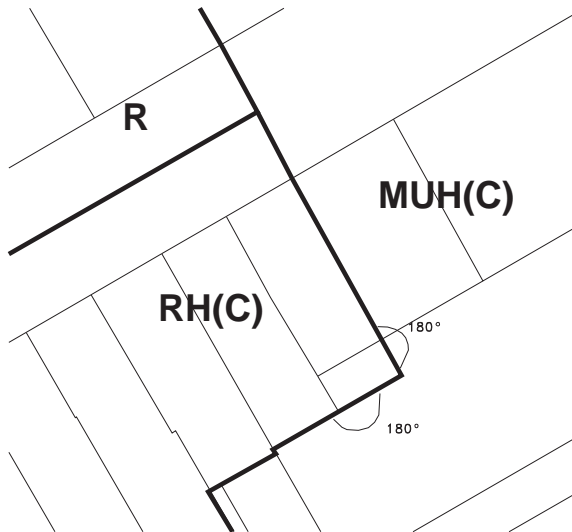
Consolidated - 11 February 2021



Enlargement A





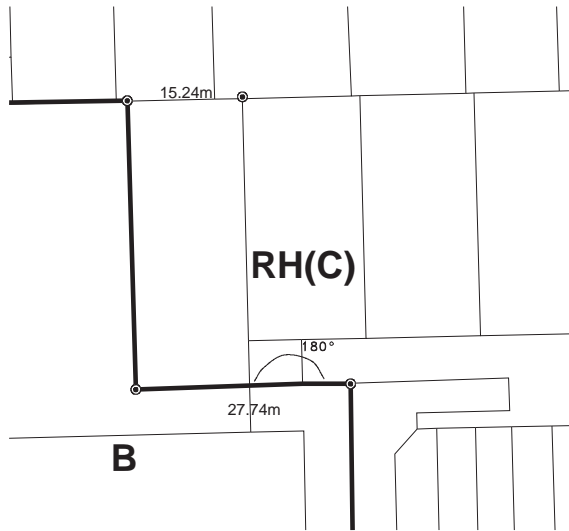
Enlargement B



Enlargement C

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

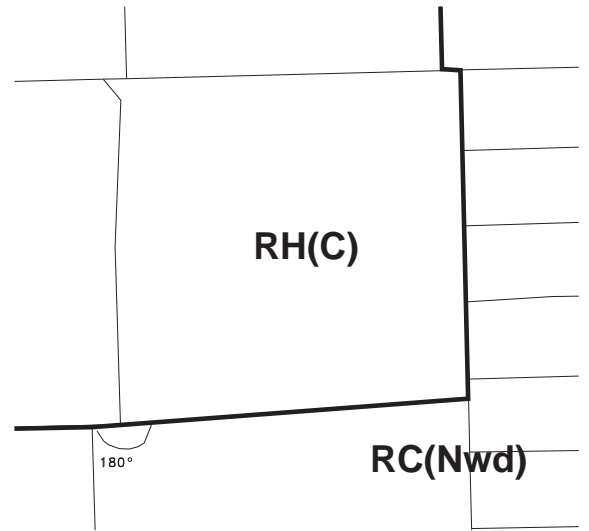
-  Zone/Policy Boundary
-  Development Plan Boundary



Scale 1:1000



Enlargement A



Scale 1:1000



Enlargement B



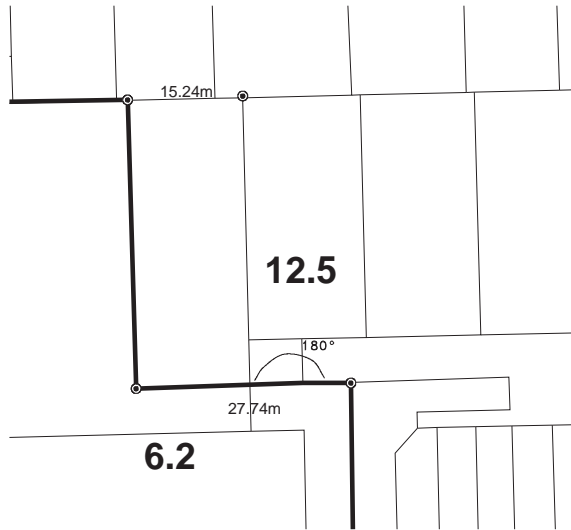
Scale 1:1000



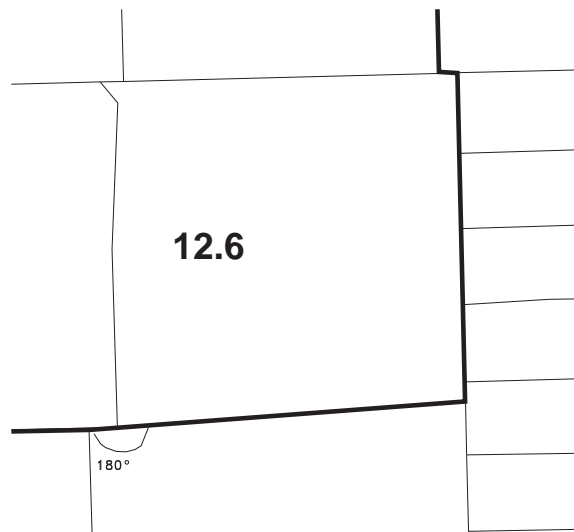
Enlargement C

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

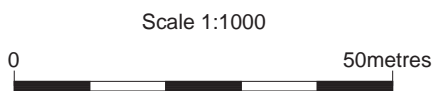
— Zone/Policy Boundary



Enlargement A



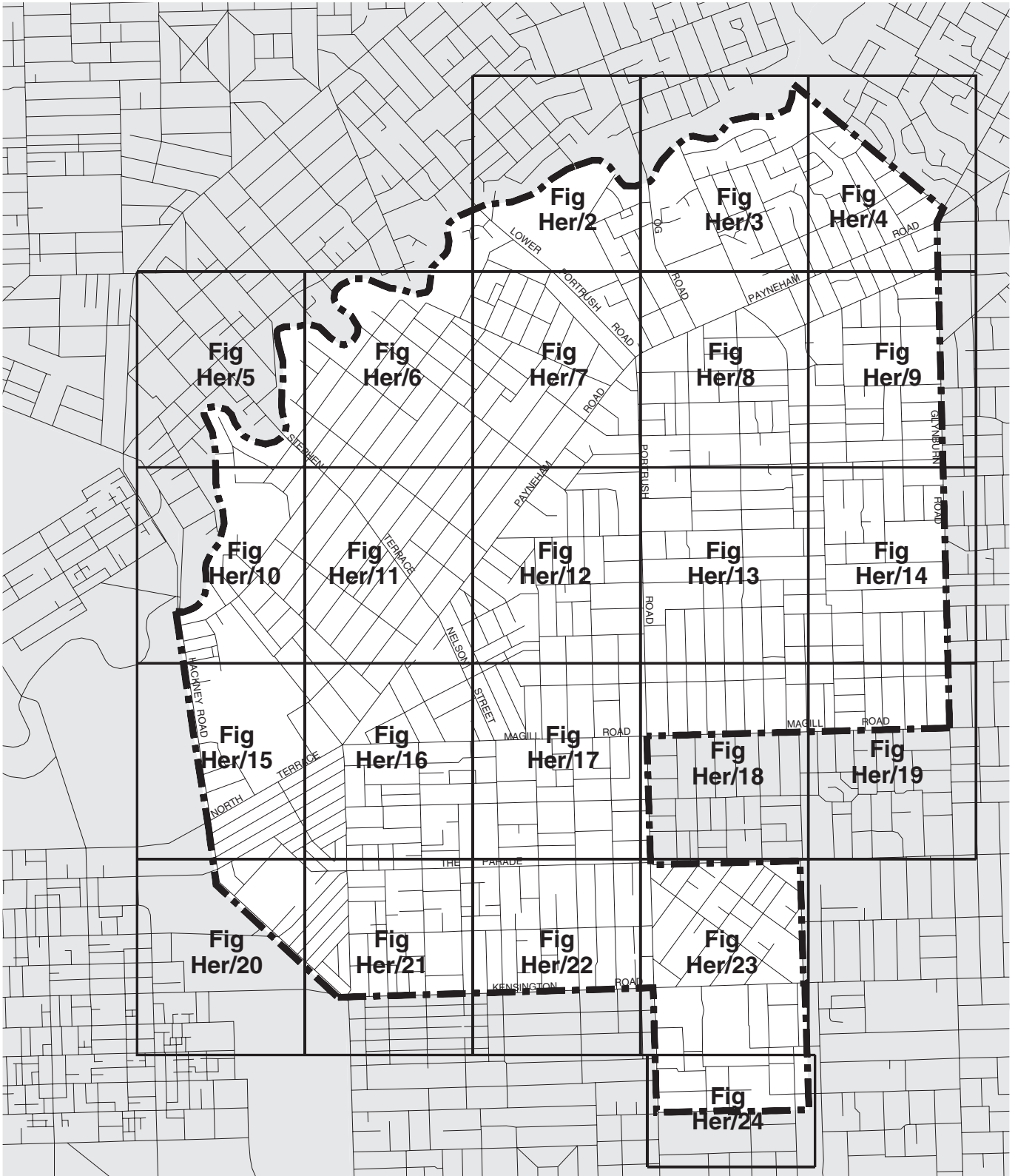
Enlargement B



Enlargement C

**NORWOOD PAYNEHAM AND ST PETERS (CITY)
ENLARGEMENTS
MAP NPSP/25**

— Zone/Policy Boundary



Scale 1:30000



**NORWOOD PAYNEHAM
AND ST PETERS (CITY)
STATE AND LOCAL HERITAGE PLACES
AND CONTRIBUTORY ITEMS
INDEX MAP**

Fig Her/1

Consolidated - 11 February 2021

--- Development Plan Boundary

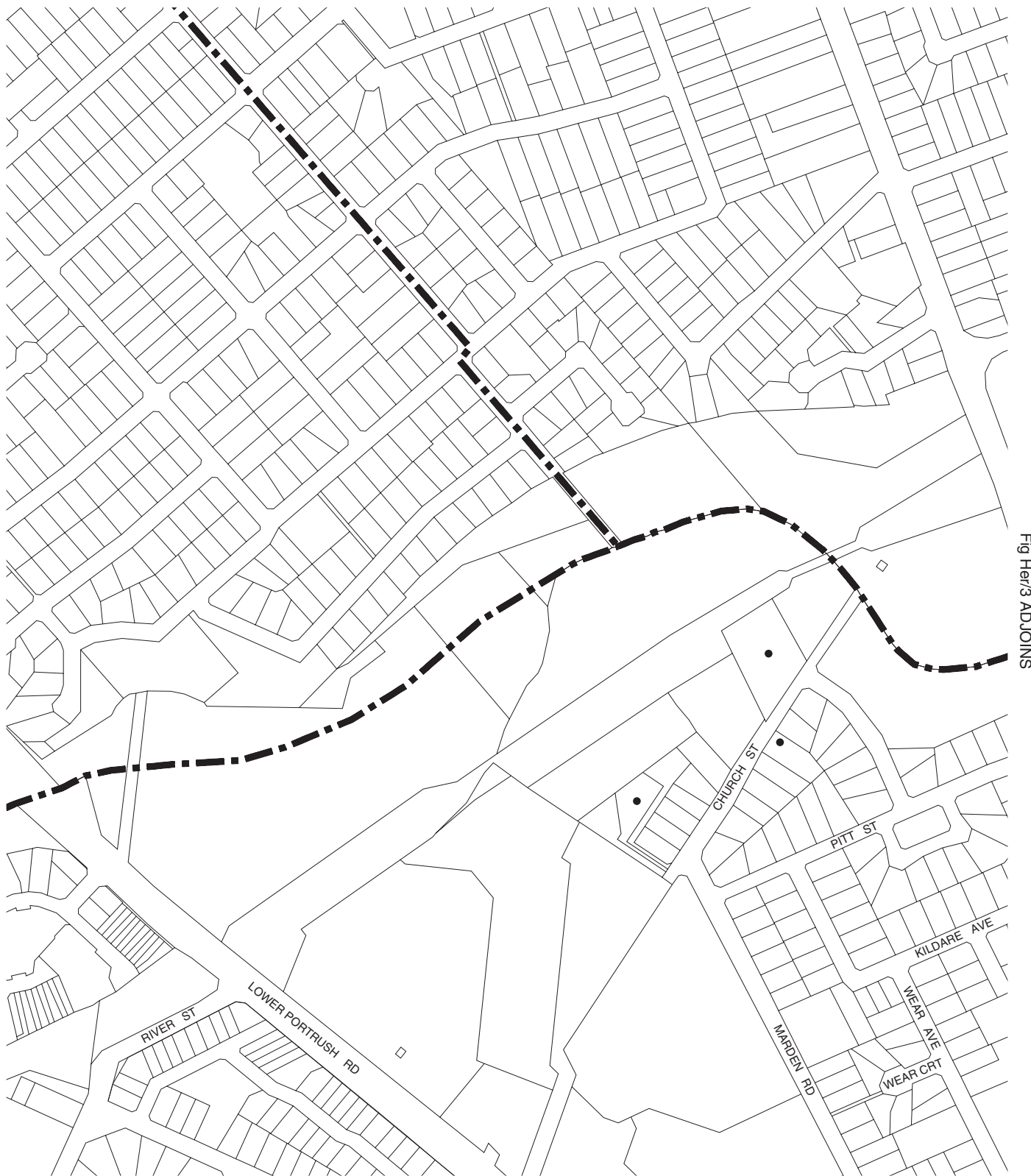


Fig Her/7 ADJOINS

Fig Her/3 ADJOINS



Scale 1:5000



**NORWOOD PAYNEHAM
AND ST PETERS (CITY)
STATE AND LOCAL HERITAGE PLACES
AND CONTRIBUTORY ITEMS**

- Local Heritage Place
- — — — — Development Plan Boundary

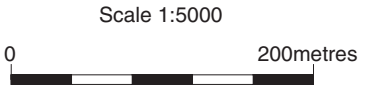
Fig Her/2



Fig Her/2 ADJOINS

Fig Her/4 ADJOINS

Fig Her/8 ADJOINS



- State Heritage Place
- Local Heritage Place
- Development Plan Boundary

NORWOOD PAYNEHAM AND ST PETERS (CITY) STATE AND LOCAL HERITAGE PLACES AND CONTRIBUTORY ITEMS

Fig Her/3

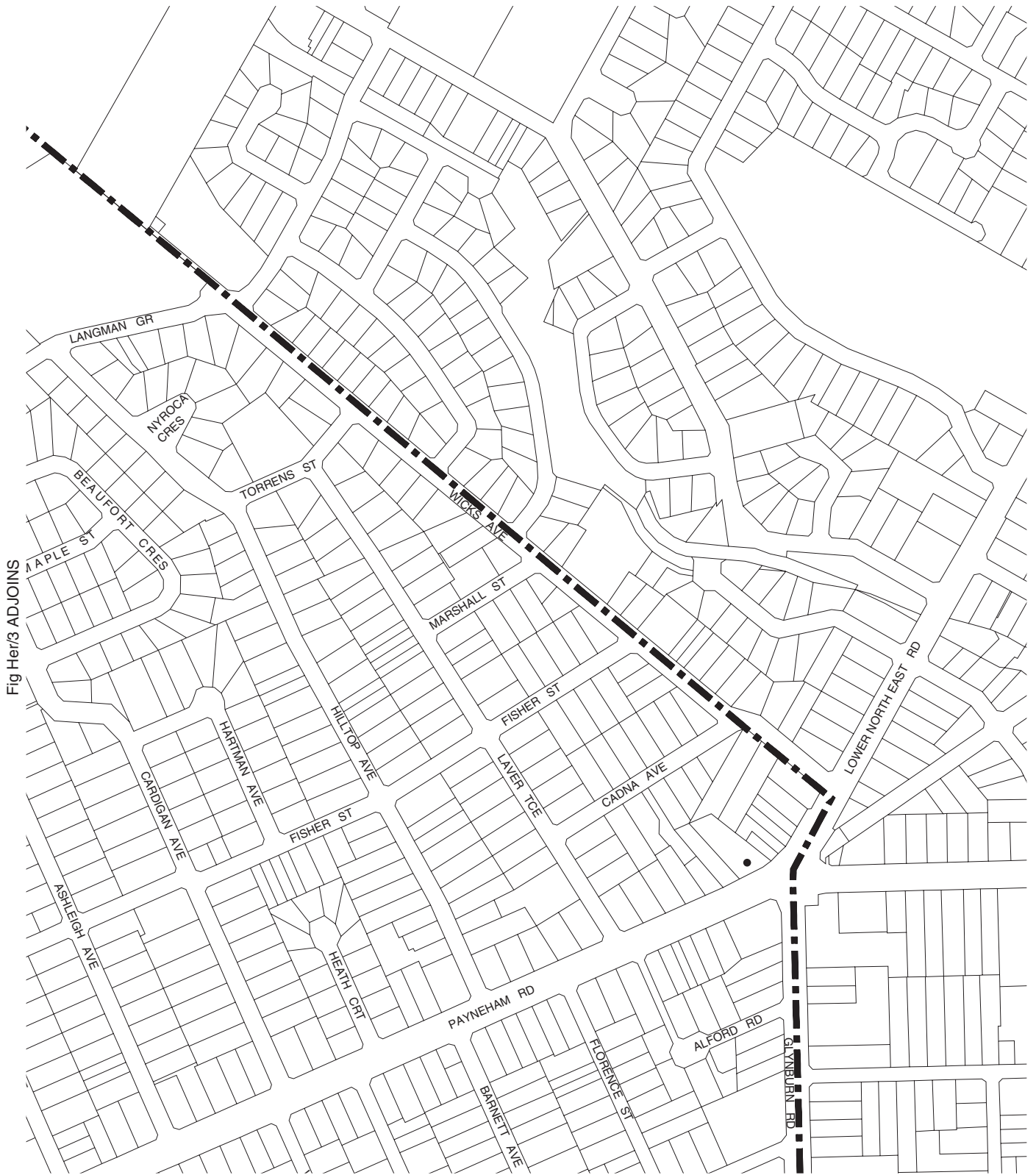


Fig Her/9 ADJOINS



Scale 1:5000



**NORWOOD PAYNEHAM
AND ST PETERS (CITY)
STATE AND LOCAL HERITAGE PLACES
AND CONTRIBUTORY ITEMS**

Fig Her/4

- Local Heritage Place
- Development Plan Boundary

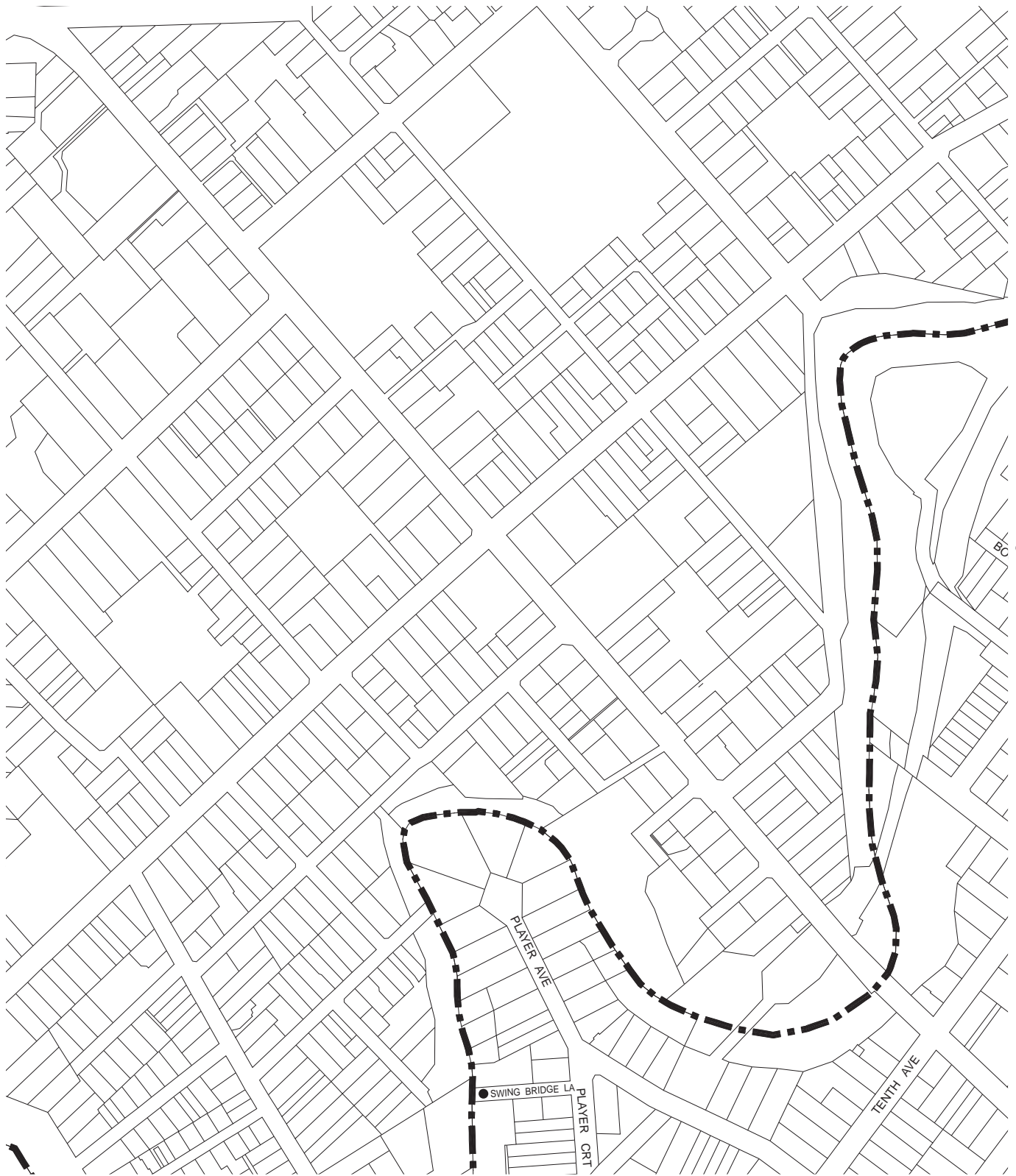


Fig Her/6 ADJOINS

Fig Her/10 ADJOINS

Scale 1:5000

0 200metres



NORWOOD PAYNEHAM AND ST PETERS (CITY) STATE AND LOCAL HERITAGE PLACES AND CONTRIBUTORY ITEMS

- Local Heritage Place
- · — · — · Development Plan Boundary

Fig Her/5

Consolidated - 11 February 2021

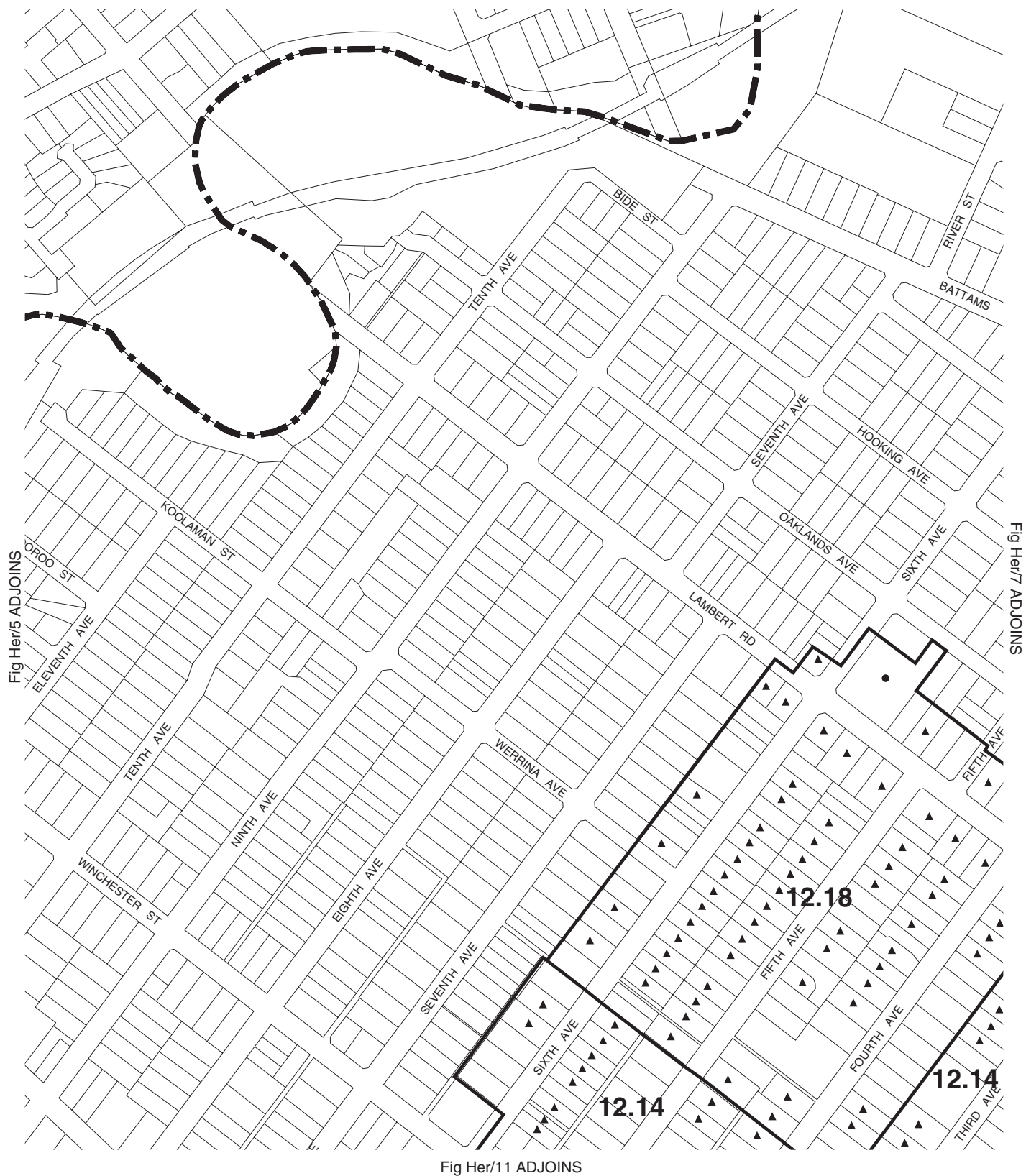


Fig Her/5 ADJOINS

Fig Her/7 ADJOINS

Fig Her/11 ADJOINS



Scale 1:5000



- Local Heritage Place
 - ▲ Contributory Item
- Residential Historic (Conservation) Zone
- 12.14 The Avenues
 - 12.18 Joslin / Royston Park
- Policy Area Boundary
 - - - - - Development Plan Boundary

NORWOOD PAYNEHAM AND ST PETERS (CITY) STATE AND LOCAL HERITAGE PLACES AND CONTRIBUTORY ITEMS

Fig Her/6

Consolidated - 11 February 2021



- State Heritage Place
- Local Heritage Place
- ▲ Contributory Item

Mixed Use Historic (Conservation) Zone
11.5 Portrush Road

Residential Historic (Conservation) Zone
12.14 The Avenues
12.18 Joslin / Royston Park
12.19 Marden (Broad St/Pollock Ave)
12.21 Payneham (Harcourt Rd)

Policy Area Boundary



Scale 1:5000



NORWOOD PAYNEHAM AND ST PETERS (CITY) STATE AND LOCAL HERITAGE PLACES AND CONTRIBUTORY ITEMS

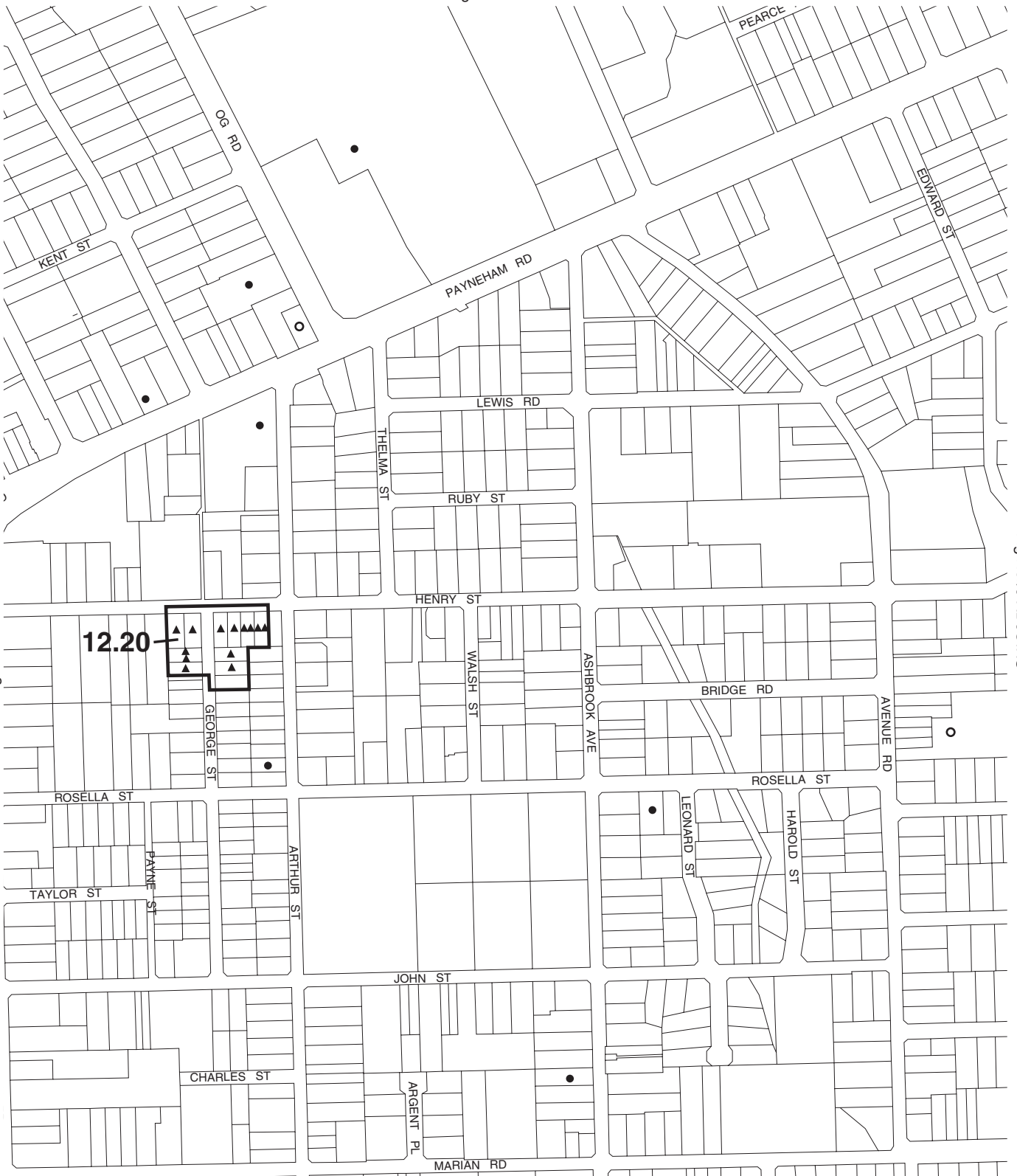
Fig Her/7

Fig Her/3 ADJOINS

Fig Her/7 ADJOINS

Fig Her/9 ADJOINS

Fig Her/13 ADJOINS



Scale 1:5000



- State Heritage Place
- Local Heritage Place
- ▲ Contributory Item

Residential Historic (Conservation) Zone
12.20 Payneham (Henry St/
 George St)

———— Policy Area Boundary

NORWOOD PAYNEHAM AND ST PETERS (CITY) STATE AND LOCAL HERITAGE PLACES AND CONTRIBUTORY ITEMS

Fig Her/8

Consolidated - 11 February 2021

Fig Her/4 ADJOINS

Fig Her/8 ADJOINS

Fig Her/14 ADJOINS



Scale 1:5000



**NORWOOD PAYNEHAM
AND ST PETERS (CITY)
STATE AND LOCAL HERITAGE PLACES
AND CONTRIBUTORY ITEMS**

Fig Her/9

Consolidated - 11 February 2021

• Local Heritage Place

--- Development Plan Boundary

Fig Her/5 ADJOINS

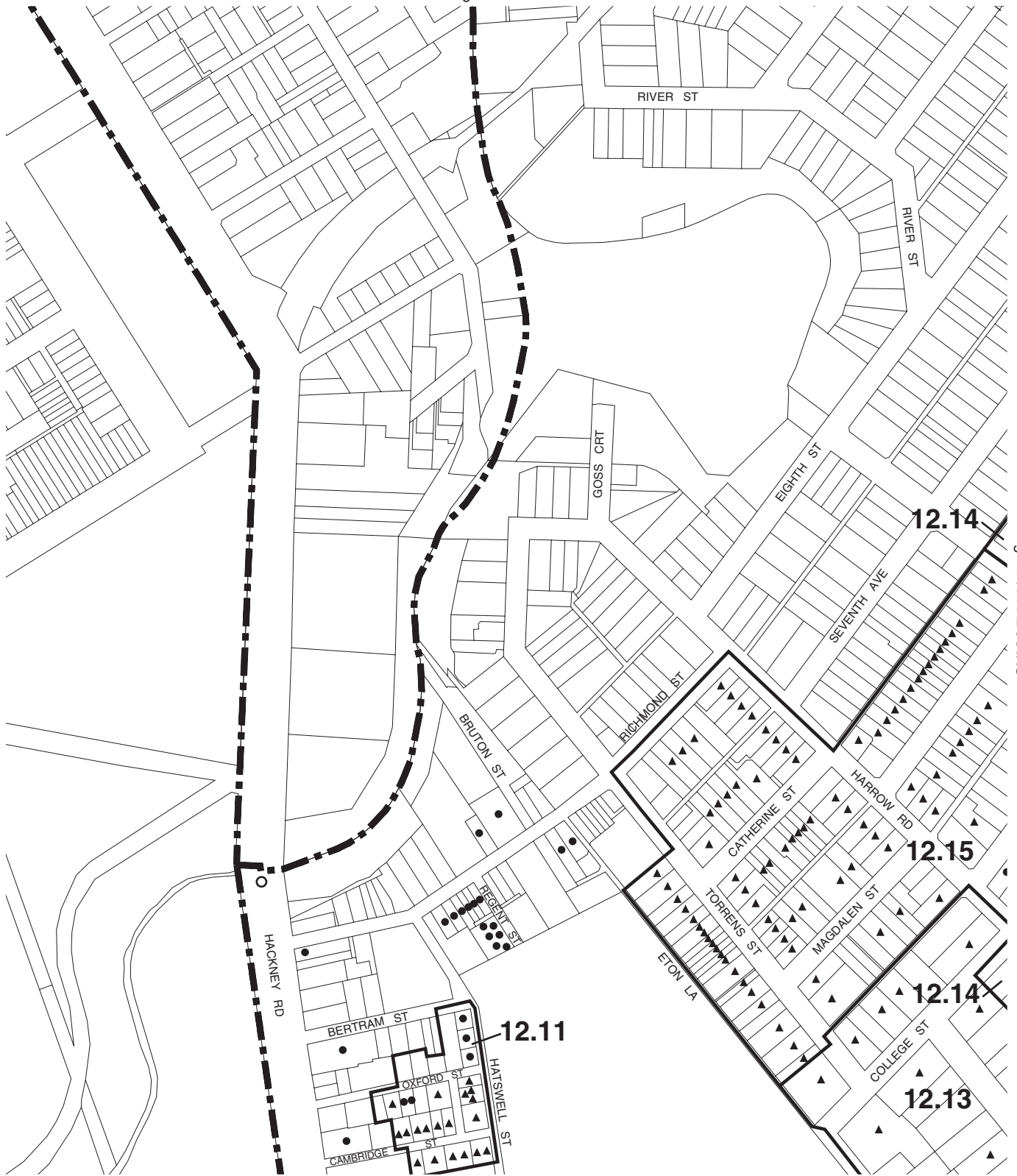


Fig Her/11 ADJOINS

Fig Her/15 ADJOINS

- State Heritage Place
- Local Heritage Place
- ▲ Contributory Item

- Residential Historic (Conservation) Zone
- 12.11 Hackney North
 - 12.13 College Park
 - 12.14 The Avenues
 - 12.15 St Peters

- Policy Area Boundary
- - - - - Development Plan Boundary



Scale 1:5000



NORWOOD PAYNEHAM AND ST PETERS (CITY)

STATE AND LOCAL HERITAGE PLACES AND CONTRIBUTORY ITEMS

Fig Her/10

Consolidated - February 2021



- State Heritage Place
- Local Heritage Place
- ▲ Contributory Item

Mixed Use Historic (Conservation) Zone
11.4 Payneham Road

Residential Historic (Conservation) Zone
12.13 College Park
12.14 The Avenues
12.15 St Peters
12.16 Stepney
12.18 Joslin / Royston Park

— Policy Area Boundary



Scale 1:5000



NORWOOD PAYNEHAM AND ST PETERS (CITY) STATE AND LOCAL HERITAGE PLACES AND CONTRIBUTORY ITEMS

Fig Her/11

Fig Her/7 ADJOINS

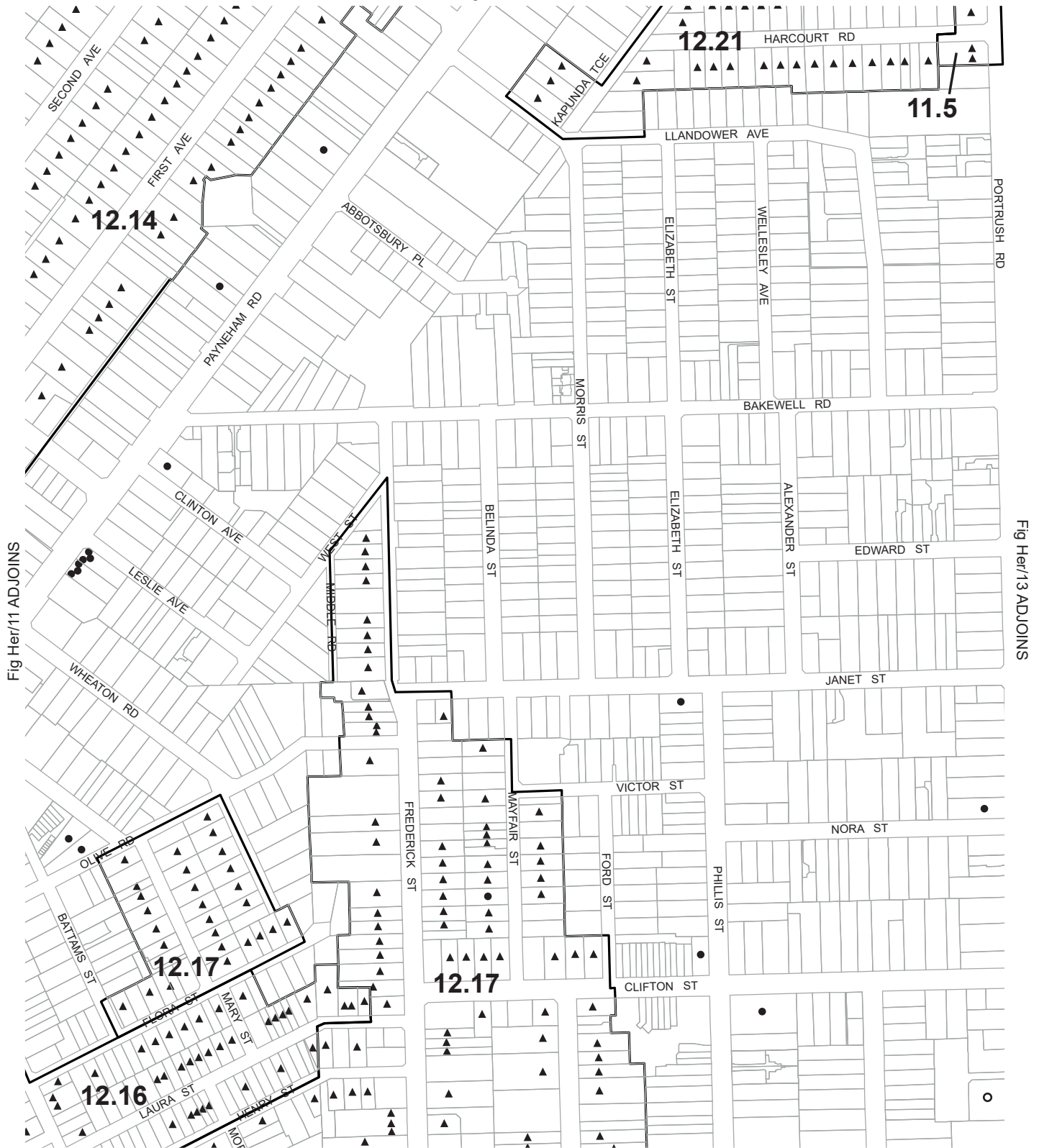


Fig Her/11 ADJOINS

Fig Her/13 ADJOINS

Fig Her/17 ADJOINS

- State Heritage Place
- Local Heritage Place
- ▲ Contributory Item

Mixed Use Historic (Conservation) Zone
11.5 Portrush Road

Residential Historic (Conservation) Zone
12.14 The Avenues

12.16 Stepney

12.17 Maylands

12.21 Payneham (Harcourt Rd)

— Policy Area Boundary



Scale 1:5000



NORWOOD PAYNEHAM AND ST PETERS (CITY) STATE AND LOCAL HERITAGE PLACES AND CONTRIBUTORY ITEMS

Fig Her/12

Consolidated - 11 February 2021

Fig Her/8 ADJOINS



Fig Her/12 ADJOINS

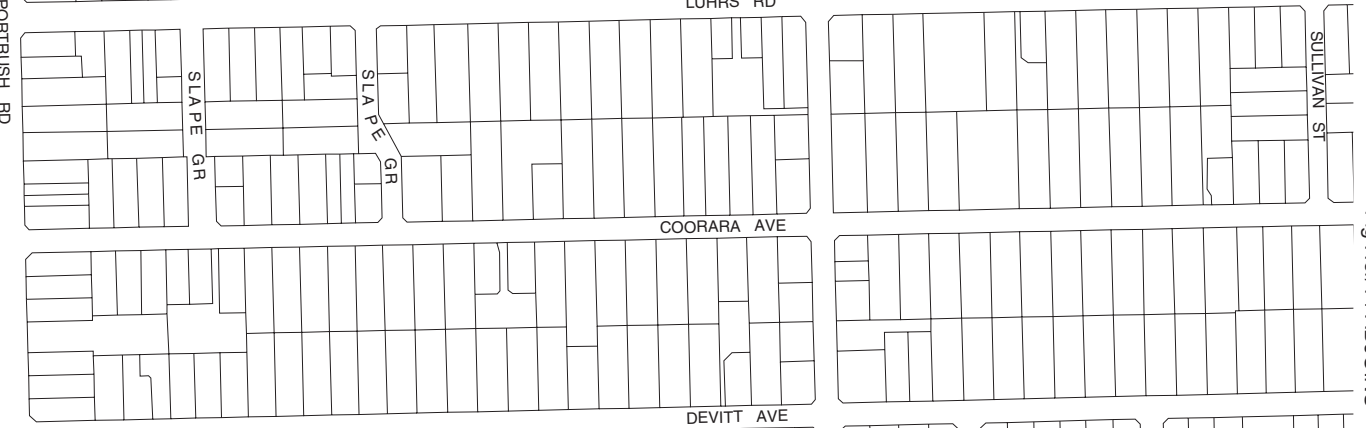


Fig Her/14 ADJOINS



Fig Her/18 ADJOINS



Scale 1:5000



**NORWOOD PAYNEHAM
AND ST PETERS (CITY)
STATE AND LOCAL HERITAGE PLACES
AND CONTRIBUTORY ITEMS**

• Local Heritage Place

Fig Her/13

Consolidated - 11 February 2021

Fig Her/9 ADJOINS

Fig Her/13 ADJOINS

Fig Her/19 ADJOINS



Scale 1:5000



**NORWOOD PAYNEHAM
AND ST PETERS (CITY)
STATE AND LOCAL HERITAGE PLACES
AND CONTRIBUTORY ITEMS**

Fig Her/14

Consolidated - 11 February 2021

• Local Heritage Place

--- Development Plan Boundary

Fig Her/10 ADJOINS

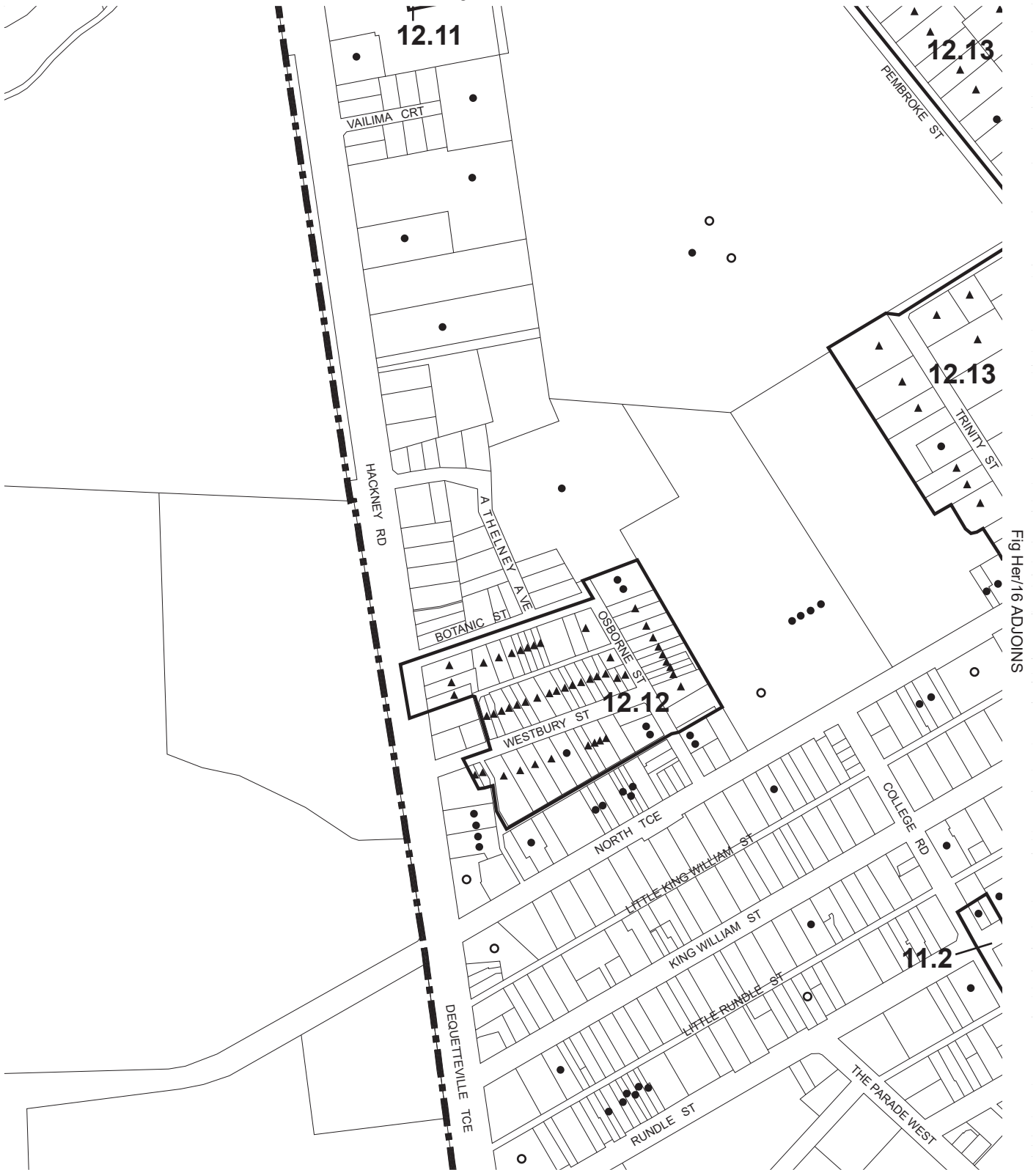


Fig Her/20 ADJOINS

Fig Her/16 ADJOINS

- State Heritage Place
- Local Heritage Place
- ▲ Contributory Item

Mixed Use Historic (Conservation) Zone
11.2 The Parade / Fullarton Road

Residential Historic (Conservation) Zone
12.11 Hackney North
12.12 Hackney South
12.13 College Park

- Policy Area Boundary
- - - - - Development Plan Boundary



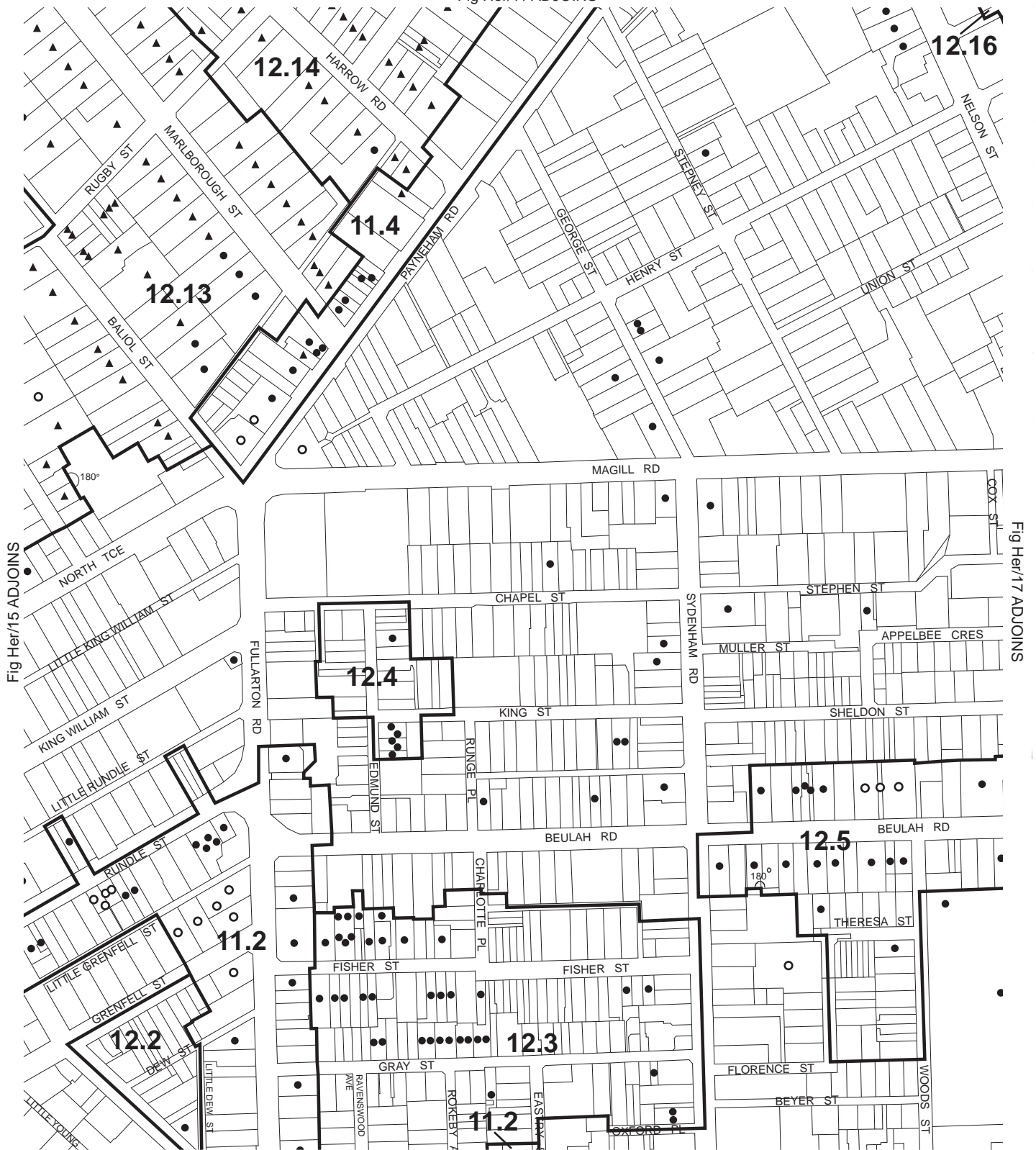
Scale 1:5000



NORWOOD PAYNEHAM AND ST PETERS (CITY) STATE AND LOCAL HERITAGE PLACES AND CONTRIBUTORY ITEMS

Fig Her/15

Consolidated - 11 February 2021



- State Heritage Place
- Local Heritage Place
- ▲ Contributory Item

- Mixed Use Historic (Conservation) Zone
- 11.2 The Parade / Fullarton Road
 - 11.4 Payneham Road

- Residential Historic (Conservation) Zone
- 12.2 Kent Town 2
 - 12.3 Norwood 1
 - 12.4 Norwood 2
 - 12.5 Norwood 3
 - 12.13 College Park
 - 12.14 The Avenues
 - 12.16 Stepney

— Policy Area Boundary



Scale 1:5000



NORWOOD PAYNEHAM AND ST PETERS (CITY) STATE AND LOCAL HERITAGE PLACES AND CONTRIBUTORY ITEMS

Fig Her/16

Consolidated - 11 February 2021

Fig Her/12 ADJOINS



Fig Her/16 ADJOINS



Fig Her/18 ADJOINS

Fig Her/22 ADJOINS

- State Heritage Place
- Local Heritage Place
- ▲ Contributory Item



Scale 1:5000



Residential Historic (Conservation) Zone

- 12.5 Norwood 3
- 12.6 Norwood 4
- 12.16 Stepney
- 12.17 Maylands

Policy Area Boundary

NORWOOD PAYNEHAM AND ST PETERS (CITY) STATE AND LOCAL HERITAGE PLACES AND CONTRIBUTORY ITEMS

Fig Her/17

Consolidated - 11 February 2021

Fig Her/13 ADJOINS

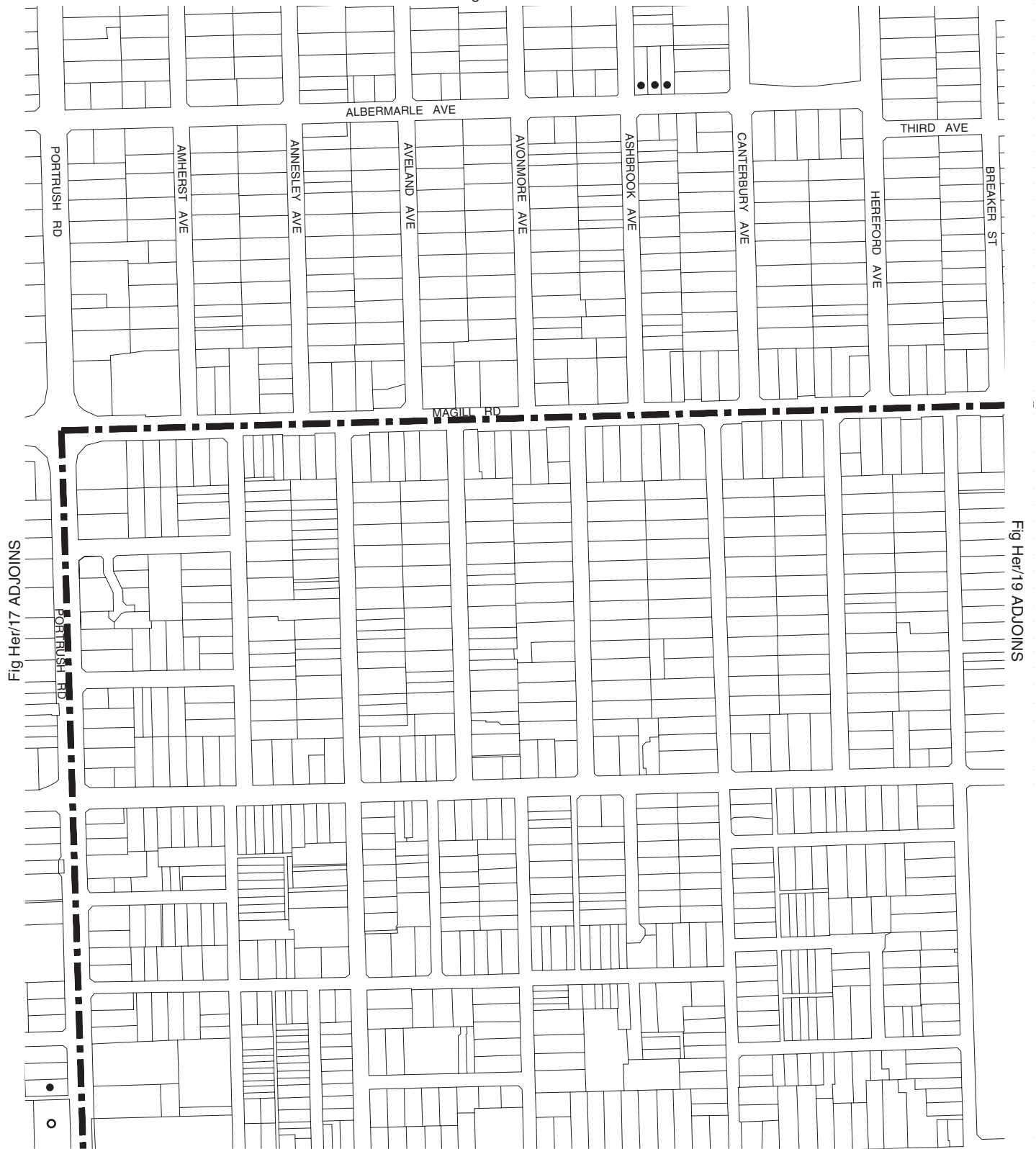


Fig Her/17 ADJOINS

Fig Her/19 ADJOINS

Fig Her/23 ADJOINS



Scale 1:5000

0 200metres

- State Heritage Place
- Local Heritage Place
- Development Plan Boundary

**NORWOOD PAYNEHAM
AND ST PETERS (CITY)
STATE AND LOCAL HERITAGE PLACES
AND CONTRIBUTORY ITEMS**

Fig Her/18

Consolidated - 11 February 2021

Fig Her/14 ADJOINS

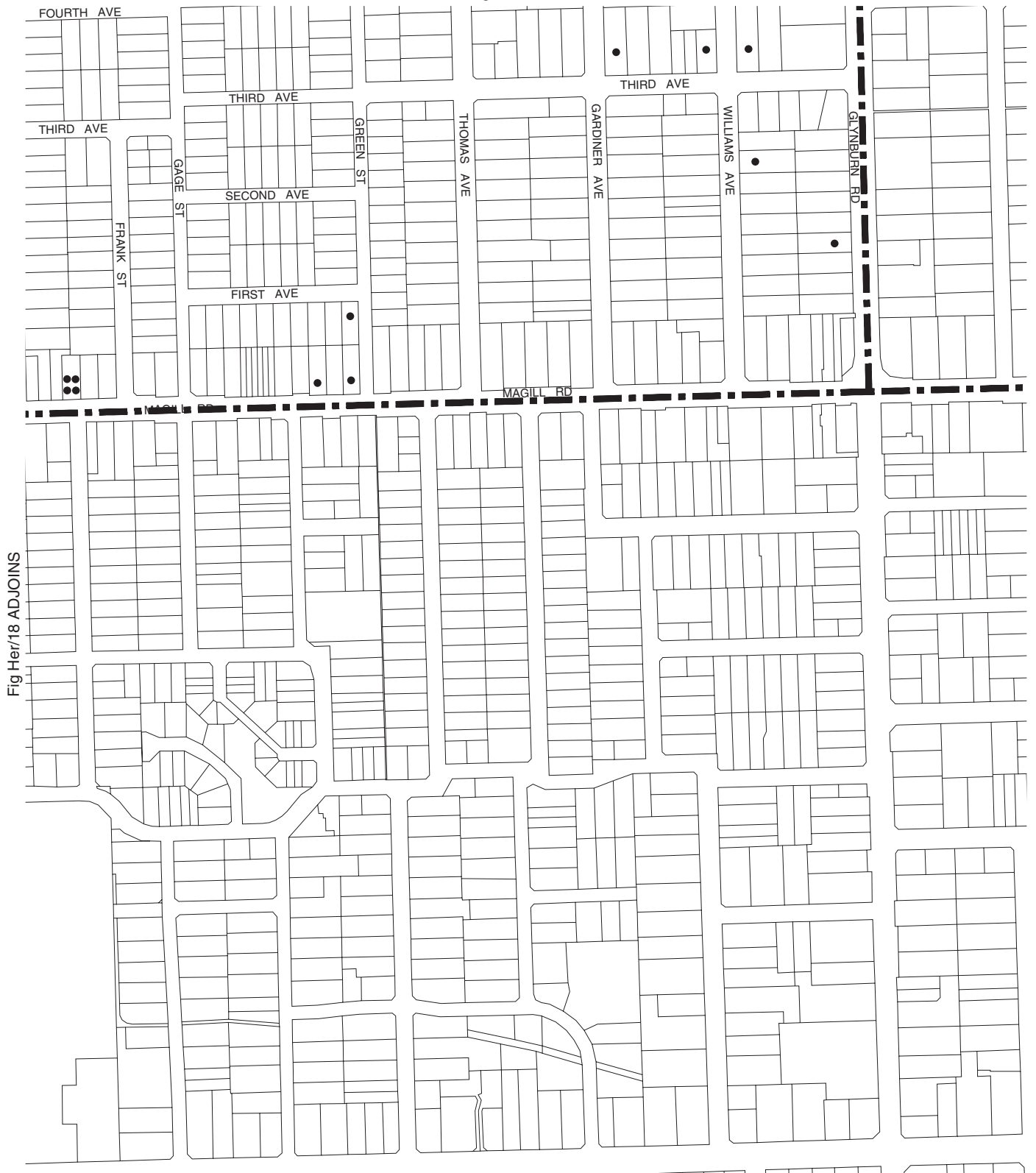


Fig Her/18 ADJOINS



Scale 1:5000



**NORWOOD PAYNEHAM
AND ST PETERS (CITY)
STATE AND LOCAL HERITAGE PLACES
AND CONTRIBUTORY ITEMS**

Fig Her/19

Consolidated - 11 February 2021

- Local Heritage Place
- Development Plan Boundary

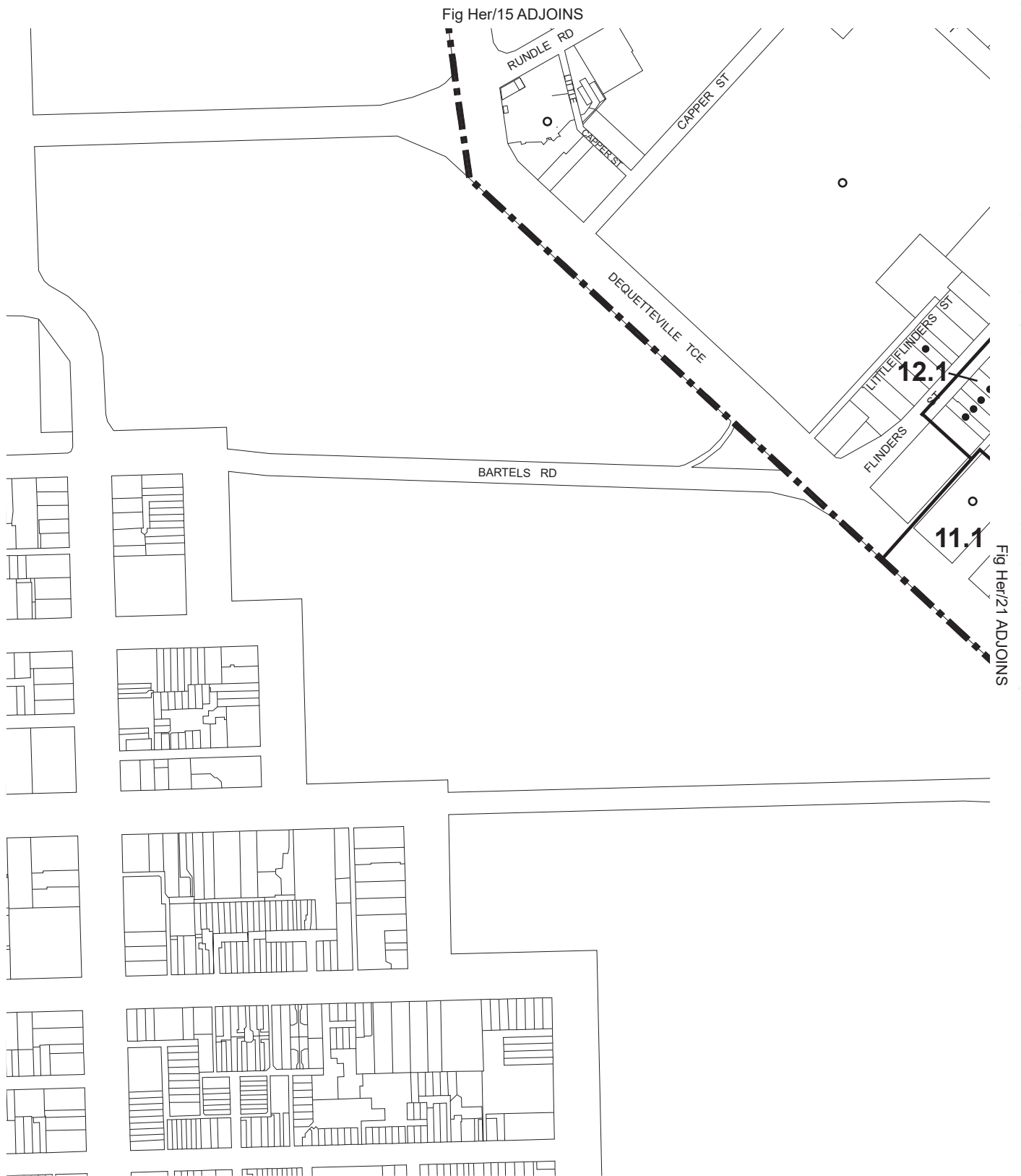


Fig Her/15 ADJOINS

Fig Her/21 ADJOINS

12.1

11.1

- State Heritage Place
- Local Heritage Place

- Mixed Use Historic (Conservation) Zone
11.1 Dequetteville Terrace
- Residential Historic (Conservation) Zone
12.1 Kent Town 1

- Policy Area Boundary
- - - - - Development Plan Boundary



Scale 1:5000



NORWOOD PAYNEHAM AND ST PETERS (CITY) STATE AND LOCAL HERITAGE PLACES AND CONTRIBUTORY ITEMS

Fig Her/20

Consolidated - 11 February 2021



- State Heritage Place
- Local Heritage Place

- Mixed Use Historic (Conservation) Zone
- 11.1 Dequetteville Terrace
 - 11.2 The Parade / Fullarton Road

- Residential Historic (Conservation) Zone
- 12.1 Kent Town 1
 - 12.2 Kent Town 2
 - 12.3 Norwood 1
 - 12.7 Norwood 5

- Policy Area Boundary
- - - - - Development Plan Boundary



Scale 1:5000



NORWOOD PAYNEHAM AND ST PETERS (CITY) STATE AND LOCAL HERITAGE PLACES AND CONTRIBUTORY ITEMS

Fig Her/17 ADJOINS



Fig Her/21 ADJOINS

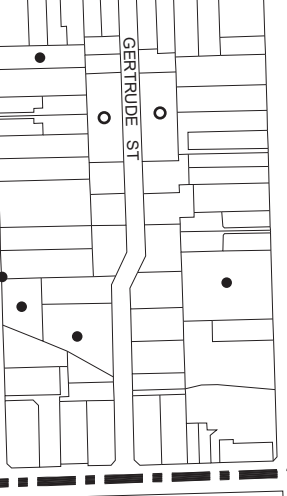
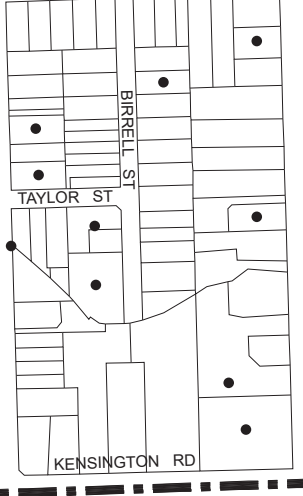
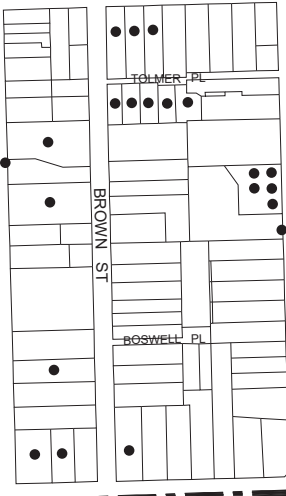
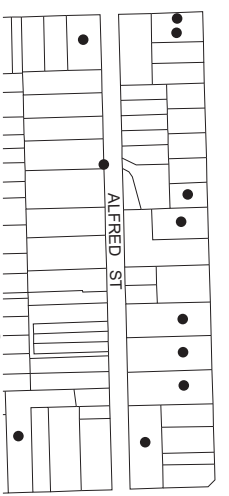


Fig Her/23 ADJOINS



Scale 1:5000



**NORWOOD PAYNEHAM
AND ST PETERS (CITY)
STATE AND LOCAL HERITAGE PLACES
AND CONTRIBUTORY ITEMS**

- State Heritage Place
- Local Heritage Place
- Development Plan Boundary

Fig Her/22

Fig Her/18 ADJOINS

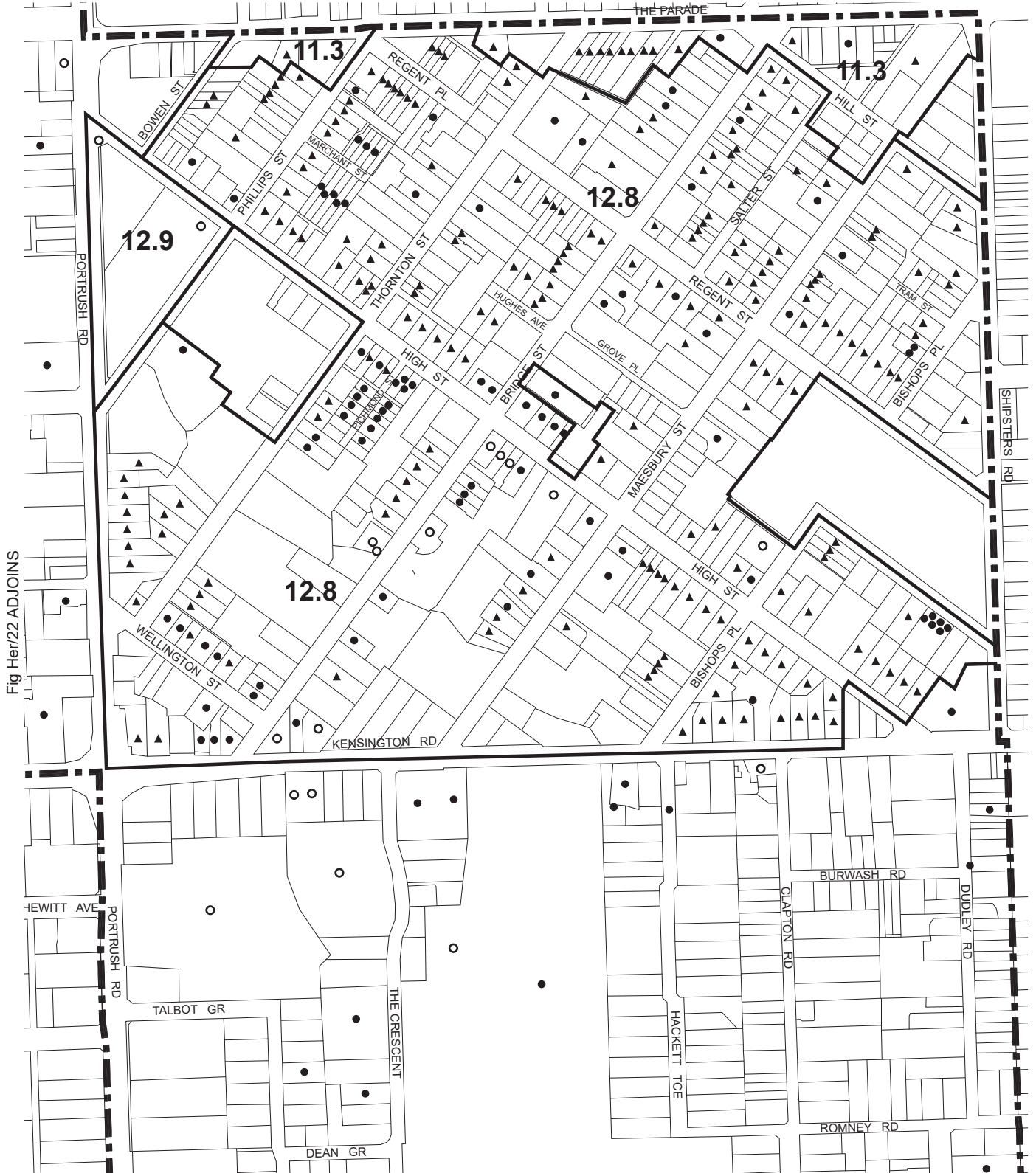


Fig Her/22 ADJOINS

Fig Her/24 ADJOINS

- State Heritage Place
- Local Heritage Place
- ▲ Contributory Item

- Mixed Use Historic (Conservation) Zone
- 11.3 Kensington
- Residential Historic (Conservation) Zone
- 12.8 Kensington 1
- 12.9 Kensington 2

- Policy Area Boundary
- - - - Development Plan Boundary



Scale 1:5000



NORWOOD PAYNEHAM AND ST PETERS (CITY) STATE AND LOCAL HERITAGE PLACES AND CONTRIBUTORY ITEMS

Fig Her/23

Fig Her/23 ADJOINS



Scale 1:5000



**NORWOOD PAYNEHAM
AND ST PETERS (CITY)
STATE AND LOCAL HERITAGE PLACES
AND CONTRIBUTORY ITEMS
Fig Her/24**

- State Heritage Place
- Local Heritage Place
- Development Plan Boundary