



Government of South Australia

Department of Planning,
Transport and Infrastructure

Burnside (City) Development Plan

Prospect (City) Development Plan

INNER METROPOLITAN GROWTH

Development Plan Amendment

By the Minister

THE AMENDMENT

Declared by the Minister for Planning to be an approved amendment under Section 26 (8), of the *Development Act 1993*

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Signature

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29 OCT 2013

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Date of Gazette

Approval DPA

Background

The Inner Metropolitan Growth Development Plan Amendment (DPA) by the Minister amends the Burnside and Prospect (City) Development Plans.

This DPA was undertaken as a DPA process B, which included:

- an Initiation Document which was agreed to by the Minister for Planning on 5 August 2011.
- a DPA released for concurrent agency, council and public consultation from 4 December 2012 to 22 February 2013.
- A Public Meeting conducted by the Development Policy Advisory Committee (DPAC) Public Meeting Subcommittee on 14 March 2013 in Adelaide.

Consultation

A total of one hundred and eighty one public submissions, including four (4) from councils, and eleven (11) agency submissions were received in relation to the DPA during the consultation period.

The public meeting was well attended, with about 60 people in attendance.

Approval Stage

Based on a review of all submissions and in consideration of the recommendations of DPAC, a number of alterations have been made to the Amendment including:

Burnside (City) Development Plan

Council-wide policy (DPA - Burnside Amendment Attachment A)

- (a) Reinstating existing council wide open space and privacy provisions that were proposed to be shifted to the Residential Zone.
- (b) Shifting proposed new open space policy that primarily relates to higher density development and communal open space to the Urban Corridor Zone.
- (c) Amending policy relating to onsite storage of collection of waste (under the heading Site Facilities and Storage) to ensure better management, in higher density development.

Urban Corridor Zone amendments (DPA - Burnside Amendment Attachment B)

- (d) Amending Objective 2 of the zone to clarify that commercial activity, in addition to residential, is envisaged above the ground level.
- (e) Adjustment to the Urban Corridor Zone's Desired Character statement to reinforce the transition from the more intense built form adjacent to the primary road corridor down to adjacent residential areas.
- (f) Removing the proposed incentives policy from the Urban Corridor Zone.

- (g) Lowering the maximum building height along the section of the Urban Corridor Zone fronting Fullarton Road to 6 storeys.
- (h) Removing the 'gateway area' adjacent to the intersection of Greenhill Road and Fullarton Road, so that:
 - the maximum building height along the section of the zone fronting Greenhill Road is 7 storeys for its entirety
 - land fronting Tudor Street and Hauteville Terrace are no longer included in the Urban Corridor Zone.
- (i) Adjusting the building envelope interface height provision from a 45 degree plane to a 30 degree plane, and clarifying that it does not apply to a primary road frontage.
- (j) Expressing the Urban Corridor Zone's minimum density policy (Principle of Development Control [PDC] 4) as a desired target for residential development only.
- (k) Inserting the proposed open space policy that relates to higher density development, that was proposed to be included in the general council wide section, in the Urban Corridor Zone.
- (l) Amending the Public Notification PDC so that development 3 storeys and above and is adjacent to a residential zone or Historic (Conservation) Zone is Category 2 (and therefore subject to public notification of adjacent land owners)
- (m) Amending the Desired Character Statement for the Boulevard Policy Area to remove references to views.
- (n) Amending policy in the Boulevard Policy Area to clarify that in a mixed use building residential development is anticipated on the upper levels and commercial development on the ground floor and lower levels.
- (o) Amend PDC 5 of the Boulevard Policy Area so that the ground level minimum floor to ceiling height is reduced from 4.5m to 3.5m.

Carparking Table Bur/6 (DPA - Burnside Amendment Attachment C)

- (p) Amending the carparking rate for smaller dwellings in residential flat buildings and multi-storey buildings so that at least one space per dwelling is required in the Urban Corridor Zone.
- (q) Adding policy to clarify the instances where a reduced carparking rate may be considered, but only where a proponent can provide justification.

Prospect (City) Development Plan

General Overlay policy (DPA - Prospect Amendment Attachment A)

- (r) Amending policy relating to onsite storage of collection of waste (under the heading Site Facilities and Storage) to ensure better management, in higher density development.
- (s) Inserting the general overshadowing provision from the Design and Appearance module (General council wide PDC 138).

- (t) Reinstating existing General council wide PDCs 21 (renumbered to PDC 20 as a result of this amendment), 111, and 112.

Urban Corridor Zone amendments (DPA - Prospect Amendment Attachment B)

- (u) Amending Objective 2 of the zone to clarify that commercial activity, in addition to residential, is envisaged above the ground level.
- (v) Adjusting the zone's Desired Character statement to:
- reinforce the transition from the more intense built form adjacent to the primary road corridor down to adjacent residential areas
 - Better describe the envisaged form of development
 - Identify Churchill Road and Main North Road as strategic transport routes.
- (w) Increasing the maximum building height:
- along Main North Road between Wilson Avenue and Penn Place from 4 to 5 storeys, and specifying a maximum building height of 2 storeys on the land behind fronting Highbury Street (with residential uses only)
 - in the High Street Policy Area from 3 to 4 storeys
 - at 221 – 223 Main North Road from 4 to 5 storeys on the allotment that fronts Main North Road.
- (x) Lowering the minimum building height to 2 storeys in the Boulevard and High Street Policy Areas; and to 1 storey in the Transit Living Policy Area along with text in the Transit Living Policy Area that refers to a desirable height range of 2 – 3 storeys.
- (y) Removing the proposed incentives policy from the Urban Corridor Zone.
- (z) Expressing the zone's minimum density policy as a desired target for residential development only.
- (aa) Amending the Urban Corridor Zone boundary to exclude allotments at the periphery of the zone that don't front the main road corridor, where they have little impact on development potential of the main road corridor.
- (bb) Amending the Public Notification PDC so that:
- development 3 storeys and above and is adjacent to a residential or historic conservation zone is Category 2 (and therefore subject to public notification of adjacent land owners).
 - shop development greater than 2000m² in area in the High Street, Boulevard and Business Policy Areas, and greater than 500m² in area in the Transit Living Policy Area, is Category 2
- (cc) Introducing new text in the Desired Character statements for both the Boulevard and Business Policy Areas that notes the potential for site contamination from past activities.
- (dd) Amending the Desired Character Statement in the High Street Policy Area to clarify that both commercial and / or residential activity (or both) is envisaged on upper floors.

- (ee) Amending the Concept Plan UrC/1 to show access point off Davenport Terrace along with open space, movement and access details from the current Mixed Use Churchill Road Zone Concept Plan.
- (ff) Amending the Boulevard Policy Area Desired Character statement to include reference to the Greenway along the railway line.
- (gg) Amending policy in the Boulevard Policy Area to clarify that in a mixed use building residential development is anticipated on the upper levels and commercial development on the ground floor and lower levels.
- (hh) Amend PDC 5 of the Boulevard Policy Area so that the ground level minimum floor to ceiling height is reduced from 4.5m to 3.5m.
- (ii) Amending the secondary street setback in the Business Policy Area to 2m.

Carparking Table PR/5 (DPA - Prospect Amendment Attachment C)

- (jj) Amending the carparking rate for smaller dwellings in residential flat buildings and multi-storey buildings so that at least one space per dwelling is required in the Urban Corridor Zone.
- (kk) Adding policy to clarify the instances where a reduced carparking rate may be considered, where justified.

The Amendment also includes various technical, minor and editorial amendments.

Rationale for the above Amendments to the DPA

Interface Issues

Submissions variously commented on provisions in the draft DPA relating to interface issues (such building scale and bulk, and overshadowing), to ensure that policy adequately ensures an appropriate transition from the more intense form of development adjacent to the primary road corridor down to the low scale of adjacent residential areas. Accordingly, adjustments have been made to the building envelope provision in relation to the Burnside amendment so that a 30 degree angle applies in place of 45 degrees (given the potential difference in height between adjoining low rise residential development and envisaged development for the Park Lands frame), along with refinements to the Desired Character statements, to ensure a more graduated built form transitioning through to adjoining residential areas.

Note that the 45 degree angle is retained in the Prospect area as the proposed maximum building heights are in the lower range of 'medium rise'.

Building Height

Burnside Area

Submissions provided a range of views in relation to proposed maximum building heights, mostly suggesting that those proposed in draft DPA should be reduced. This was particularly the case in relation to the gateway area adjacent to the Fullarton Road and Greenhill Road intersection.

The 'gateway' policy was an urban design objective to define the entry to the city around the primary intersections at the outer Park Lands edge. However, it is not in itself necessary to achieve The Plan's objectives for the Park Lands frame, and has been removed. A 7 storey maximum height limit therefore applies to all of the Urban Corridor Zone adjacent to Greenhill Road.

The maximum building height for the zone adjacent to Fullarton Road has been lowered to 6 storeys, the maximum that can be achieved in light of a 30 degree building envelope.

Prospect Area

The maximum building height in the High Street Policy Area has been increased to 4 storeys to compensate for the loss of incentive height. This responds to the City of Prospect's request to differentiate between the High Street Policy Area and Transit Living policy area.

The area facing Main North Road between Penn Place and Wilson Street has been included in Concept Plan UrC/2, enabling development up to 5 storeys in height. Development on land to the rear (fronting Highbury Street) has been limited to 2 storeys to ensure an appropriate interface with the adjoining Historic (Conservation) Zone.

The allotment at 221-223 Main North Road has been included in a new Concept Plan UrC/5 allowing development up to 5 storeys. These can be accommodated without impacting on the adjacent residential areas.

Minimum building height policy supports built form urban design objectives, however in the low scale suburban context for Prospect there may be instances where low scale development is appropriate in the local context. Minimum building heights have therefore been lowered to two (2) storeys in Boulevard and High Street Policy Areas, and one (1) storey in the Transit Living Policy Area. (It should be noted that minimum building heights in the zone relating to the Burnside area have not been revised given the *30 Year Plan for Greater Adelaide's* specific references to development around the Park Lands frame, seeking medium rise development with a strong built form, along with a range existing development that is already low to medium rise.)

Zone Boundary

Land fronting Hauteville Terrace or Tudor Street, and along the northern side of Greenhill Road, has been excluded from the Urban Corridor Zone as these areas are no longer required to transition up to the gateway area (which has been removed).

Adjustments to the zone boundaries in the Prospect area have also included, affecting some properties at the edge of the zone that do not front the main road corridor and unlikely to be developed. These have been removed given their prospect for development, and are not contingent on allowing development along the main road corridor.

Incentives

Incentives policy have been removed to be clear on the envisaged overall maximum building height and carparking rates in the zone.

Public Notification

The extent of public notification has been broadened by designating development 3 storeys and above where adjacent to a residential zone as Category 2 (adjoining land owners notified), to enable greater community awareness of new proposals where development is at the zone interface.

In the Prospect amendment, Categories of public notification relating to shop development have been refined to be clear that shop development up to a size envisaged in each policy area is Category 1, and Category 2 if over.

On Site Car Parking

On site car parking requirements have been increased so that all dwelling types provide at least one space per dwelling to respond to submissions querying the policy requirement for less than one space per dwelling in the absence of dedicated high frequency public transport.

Policy relating to potential offsetting of car parking has been further refined to be clearer where this might occur, but also to ensure that the onus is on a proponent to provide appropriate justification.

Desired Character Statements

Desired Character statements have been expanded to reinforce the need for development adjacent to the main road corridor to transition down to low rise development in adjacent residential zones.

Mixed Use Development

Policy in the Boulevard Policy Area has been amended to clarify the intent for the extent of commercial and residential development in a mixed use building – ie that in a mixed use building commercial activity should be on the lower and ground floor levels, and not solely on the ground and first floors. Similarly, amendments to the desired character statements clarify that residential uses, commercial uses, or both, are anticipated above the ground floor in the zone.

Extent of Council Wide Changes

Amendments that were proposed to existing general council wide provisions have been refined to ensure that the effect of the change principally relates to the Urban Corridor Zone.

Waste Disposal

Policy has been strengthened in relation to on site storage and disposal of waste for larger scale development to ensure better management and to provide for communal storage and collection.

Site Contamination

A note has been included to flag the potential for site contamination along Churchill Road and Main North Road as requested by the Environment Protection Authority.

BURNSIDE DEVELOPMENT PLAN

INNER METROPOLITAN GROWTH

Development Plan Amendment

THE AMENDMENT

By the Minister

Amendment Instructions Table – Development Plan Amendment

Name of Local Government Area: City of Burnside

Name of Development Plan: Burnside (City) Development Plan

Name of DPA: Inner Metropolitan Growth Development Plan Amendment

The following amendment instructions (at the time of drafting) relate to the Burnside (City) Development Plan Development Plan consolidated on 28 February 2013. Where amendments to this Development Plan have been authorised after the aforementioned consolidation date, consequential changes to the following amendment instructions will be made as necessary to give effect to this amendment.

Amendment Instruction Number	Method of Change • Replace • Delete • Insert	Detail what is to be replaced or deleted or detail where new policy is to be inserted. • Objective (Obj) • Principle of Development Control (PDC) • Desired Character Statement (DCS) • Map/Table No. • Other (Specify)	Detail what material is to be inserted (if applicable, i.e., use for <u>Insert</u> or <u>Replace</u> methods of change only).	Is Renumbering required (Y/N)	Subsequent Policy cross-references requiring update (Y/N) if yes please specify.
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COUNCIL WIDE / GENERAL PROVISIONS (including figures and illustrations contained in the text)

Amendments required (Yes/No): **Yes**

	Delete and Replace	Council Wide Obj & PDCs	Delete entire Council Wide Objectives and PDCs, and replace with contents of Attachment A	No	No
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ZONE AND/OR POLICY AREA AND/OR PRECINCT PROVISIONS (including figures and illustrations contained in the text)

Amendments required (Yes/No): **Yes**

	Insert	After Mixed Use (Glenside) Zone	Insert the contents of Attachment B	No	No
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TABLES

Amendments required (Yes/No): **Yes**

	Amend	Table Bur/5	Replace the heading 'Off-Street Vehicular Parking Requirements' with 'Off Street Vehicular Parking Requirements (except in the Urban Corridor Zone)'	No	No
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	Insert	Tables Bur/6 and Bur/7	Insert the contents of Attachment C (New Tables Bur/6 and Bur/7) after Table Bur/5, and renumber existing 'Table Bur/6' as 'Table Bur/8'.	Yes	Yes
MAPPING (Structure Plans, Overlays, Enlargements, Zone Maps & Policy Area Maps)					
Amendments required (Yes/No): Yes					
	Replace	Map Bur/1 (Overlay 1)	Replace Map Bur/1 (Overlay 1) with the contents of Attachment D	No	No
	Insert	After Map Bur/1 (Overlay 3)	Insert the contents of Attachment E immediately following Map Bur/1 (Overlay 3)	No	No
	Replace	Maps Bur/3, 6, 12, 15	Replace existing Maps Bur/3, 6, 12 and 15 with the respective content of Attachment F	No	No

Attachment A

COUNCIL WIDE

Introduction

The following objectives and principles of development control, in the Council Wide section, apply throughout the area within the boundary of the Burnside (City) Development Plan, as shown on [Map Bur/1](#). These are additional to those applicable to individual zones. Reference should also be made to the objectives and principles applying in the relevant zone and policy area, to determine all the policies relevant to any kind of development.

GENERAL

OBJECTIVES

Development Generally

- Objective 1:** Satisfaction of the social, cultural, economic, environmental and health needs of the community.
- Objective 2:** Provision of facilities required for the accommodation, transport, recreation, health and welfare of the community, including the aged or disabled.
- Objective 3:** Effective, economic and timely provision of public services.
- Objective 4:** Provision and maintenance of employment opportunities.
- Objective 5:** Development which promotes community identity and exhibits a high quality of design.
- Objective 6:** Buildings and environs which are safe, secure and accessible for all users.
- Objective 7:** Coordination of development with that in surrounding Council areas.
- Objective 8:** A rational distribution and arrangement of land uses to avoid incompatibility between activities, and permit efficient use of land within the metropolitan area.
- Objective 9:** Development in accordance with the [Map Bur/1 \(Overlay 1\)](#).

Land Division

- Objective 10:** Land in appropriate locations divided into allotments in an orderly and economic manner.

PRINCIPLES OF DEVELOPMENT CONTROL

Development Generally

- 1 Development should be in accordance with the Burnside (City) Structure Plan, [Map Bur/1 \(Overlay 1\)](#).

- 2 Development should be consistent with the capability of the land to support development without causing, or contributing to, any environmental hazards or damage.
- 3 Development should be undertaken in a manner that is consistent with the intended use and character of the relevant zone and policy area, and that would not interfere with the use of any other land.
- 4 Development should seek to promote a sense of place or community identity by creating, protecting or enhancing distinctive landscape, streetscape, “gateway”, entrance or related design features.
- 5 Development should:
 - (a) facilitate shared use of facilities by adjoining communities;
 - (b) enhance personal safety; and
 - (c) minimise potential for crime.

Land Division

- 6 The division of land should not unreasonably preclude or prejudice the continuance of existing use or future development of other land consistent with the relevant provisions of the Development Plan.
- 7 Allotments should be capable of being provided with safe and convenient vehicular access.
- 8 The size, shape, orientation, layout and location of the boundaries of allotments should:
 - (a) enable land to be efficiently managed and utilised;
 - (b) be consistent with the capability of the land to support development without causing, or contributing to, any environmental hazards or damage;
 - (c) ensure that sites intended for development will be adequately protected from inundation by drainage or flood waters;
 - (d) minimise the need for cut and fill associated with site preparation and associated earthworks (and therefore allotments in steeper terrain generally should have their longer axis perpendicular to site contours);
 - (e) provide appropriate areas and dimensions for the siting and construction of buildings, safe and convenient access and parking, and landscaping/private open space consistent with the objectives and principles of development control for the relevant zone and policy area;
 - (f) provide for the conservation of trees and other special site features consistent with a functional layout of future buildings, access, services and open space; and
 - (g) not be likely to result in tree-damaging activity occurring to a significant tree.
- 9 The division of land should (depending on the extent, location and nature of the subject land):
 - (a) include provision of reserves or easements necessary for the supply of public utility services;

- (b) permit access for the maintenance and protection of First Creek, Second Creek and other watercourses or creeks (and their environs) and drainage infrastructure;
- (c) provide sufficient land in drainage easements, reserves or floodways for the protection of watercourses, drainage lines or immediate floodplain, and for the construction of appropriate structural measures for stormwater management such as flow retardation basins, wet-retention basins, wetlands, trash rack facilities and like installations, where appropriate; and
- (d) incorporate measures or be designed to avoid any adverse impact on water quality (during or after construction) and significant increases in the rate or volume of runoff from the land.

10 Land division should make appropriate provision for public open space which:

- (a) assists in preserving and enhancing significant areas or features of natural or cultural heritage value;
- (b) provides visual relief from the built environment;
- (c) contributes to the overall provision of diverse opportunities for public recreation, readily accessible to, and able to be enjoyed by all members of the community;
- (d) assists in conserving and restoring significant gardens, vegetation, habitat or watercourses;
- (e) allows for potential use of stormwater;
- (f) is of suitable size and dimensions and of a gradient and physical nature capable of meeting expected user requirements and efficient maintenance; and
- (g) provides pedestrian and cycle links to other parts of the open space network and community facilities where appropriate.

11 Land should not be divided into individual allotments where any portion of the land is used in common by two or more ownerships or occupancies for access, services, landscaping, outdoor living or other common function.

12 Land division involving, or in proximity to, the site of a State or local heritage place should only occur where it can be demonstrated that it will not be detrimental to the integrity of the place and the resulting allotments will satisfactorily accommodate development of a form which will reinforce and complement the heritage value of the place.

13 Land division within an area identified as being 'Excluded Area from Bushfire Protection Planning Provisions' on Bushfire Protection Area [Figures Bur\(BPA\)/1 to 4](#) should be designed to make provision for:

- (a) emergency vehicle access through to the Bushfire Protection Area and other areas of open space connected to it;
- (b) a mainly continuous street pattern serving new allotments that eliminates the use of cul-de-sacs or dead end roads; and
- (c) a fire hazard separation zone isolating residential allotments from areas that pose an unacceptable bushfire risk by containing the allotments within a perimeter road or through other means that achieve an adequate separation

DESIGN AND APPEARANCE

- Objective 11** Development of a high design standard and appearance that responds to and reinforces positive aspects of the local environment and built form.
- Objective 12** Roads, open spaces, paths, buildings and land uses laid out and linked so that they are easy to understand and navigate.

PRINCIPLES OF DEVELOPMENT CONTROL

- 14** Buildings should reflect the desired character of the locality while incorporating contemporary designs that have regard to the following:
- (a) building height, mass and proportion;
 - (b) external materials, patterns, colours and decorative elements;
 - (c) roof form and pitch;
 - (d) façade articulation and detailing; and
 - (e) verandahs, eaves, parapets and window screens.
- 15** Where a building is sited on or close to a side or rear boundary, the boundary wall should minimise:
- (a) the visual impact of the building as viewed from adjoining properties; and
 - (b) overshadowing of adjoining properties and allow adequate sunlight access to neighbouring buildings.
- 16** The external walls and roofs of buildings should not incorporate highly reflective materials which will result in glare to neighbouring properties, drivers or cyclists.
- 17** 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.
- 18** Balconies should:
- (a) be integrated with the overall form and detail of the building;
 - (b) include balustrade detailing that enables line of sight to the street;
 - (c) be recessed where wind would otherwise make the space unusable; and
 - (d) be self-draining and plumbed to minimise runoff.

Development Adjacent to Heritage Places

- 19** The design of multi-storey buildings should not detract from the form and materials of adjacent State and local heritage places listed in [Table Bur/3 — State Heritage Places](#) or in [Table Bur/2 – Local Heritage Places](#).
- 20** Development on land adjacent to a State or local heritage place, as listed in [Table Bur/3 — State Heritage Places](#) or in [Table Bur/2– Local Heritage Places](#), should be sited and designed to reinforce the historic character of the place and maintain its visual prominence.

Overshadowing

- 21** The design and location of buildings should enable direct winter sunlight into adjacent dwellings and private open space and minimise the overshadowing of:
- (a) windows of main internal living areas;
 - (b) upper-level private balconies that provide the primary open space area for a dwelling; and
 - (c) solar collectors (such as solar hot water systems and photovoltaic cells).

Visual Privacy

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

Relationship to the Street and Public Realm

- 23** Buildings (other than ancillary buildings, group dwellings or buildings on allotments with a battle axe configuration) should be designed so that the main façade faces the primary street frontage of the land on which they are situated.
- 24** Buildings should be designed and sited to avoid extensive areas of uninterrupted walling facing areas exposed to public view.
- 25** Building design should emphasise pedestrian entry points to provide perceptible and direct access from public street frontages and vehicle parking areas.
- 26** The ground floor of mixed use buildings should comprise non-residential land uses.
- 27** In mixed use areas, development facing the street should be designed to activate the street frontage(s):
- (a) including features that attract people to the locality such as frequent doors and display windows, retail shopfronts and/or outdoor eating or dining areas;
 - (b) minimising the frontage for fire escapes, service doors, plant and equipment hatches;
 - (c) avoiding undercroft or ground floor vehicle parking that is visible from the primary street frontage; and
 - (d) using colour, vertical and horizontal elements, roof overhangs and other design techniques to provide visual interest and reduced massing.
- 28** Where zero or minor setbacks are desirable, development should incorporate shelter over footpaths to enhance the quality of the pedestrian environment.

Outdoor Storage and Service Areas

29 Outdoor storage, loading and service areas should be:

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

Building Setbacks from Road Boundaries

30 All setbacks from the road frontage should be additional to the road widening setback established under the *Metropolitan Adelaide Road Widening Plan Act 1972*.

ENVIRONMENTAL PROTECTION

OBJECTIVES

Natural Environment

Objective 13: Protection of ecosystems, sites of scientific interest, natural resources, and the ecological functions and quality of air, land and waters.

Objective 14: Conservation of energy, water, soil and biological diversity.

Water Sensitive Design

Objective 15: Development sited and designed to:

- (a) protect natural ecological systems;
- (b) achieve the sustainable use of water;
- (c) protect water quality, including receiving waters;
- (d) reduce runoff and peak flows and prevent the risk of downstream flooding;
- (e) minimise demand on reticulated water supplies;
- (f) maximise the harvest and use of stormwater; and
- (g) protect stormwater from pollution sources.

Objective 16: Storage and use of stormwater which avoids adverse impact on public health and safety.

Waste

Objective 17: Development that, in order of priority, avoids the production of waste, minimises the production of waste, re-uses waste, recycles waste for re-use, treats waste and disposes of waste in an environmentally sound manner.

Objective 18: Development that includes the treatment and management of solid and liquid waste to prevent undesired impacts on the environment including, soil, plant and animal biodiversity, human health and the amenity of the locality.

Ecologically Sustainable Development

Objective 19: Development consistent with the principles of ecologically sustainable development.

The concept of ecologically sustainable development reflects an understanding that the economy and the built or urban environment are interconnected with the natural environment. For the purposes of this Development Plan, the principles of ecologically sustainable development to be applied are:

- (a) providing for both long and short term economic, environmental, and social needs; and
- (b) providing for the economic, social and physical well-being of people and communities, while:
 - (i) sustaining the potential of natural and physical resources to meet the reasonably foreseeable needs of future generations;
 - (ii) safeguarding the life-supporting capacity of air, water, land and ecosystems; and
 - (iii) avoiding, remedying or mitigating any adverse effects of activities on the environment.

PRINCIPLES OF DEVELOPMENT CONTROL

Energy Conservation

- 31** Development should be designed to take advantage of renewable sources of energy, especially solar energy, and minimise use of non-renewable sources of energy, including fossil fuels, in construction, and for heating, cooling, lighting and other purposes.
- 32** Development should conserve energy, while providing adequate thermal comfort for the occupants of buildings, by:
 - (a) optimal orientation and shape of allotments and the sites of buildings, to maximise access within those buildings to incident solar radiation (especially in relation to habitable rooms in dwellings);
 - (b) the orientation of dwellings and the arrangement of internal spaces and landscaping, to take advantage of climatic factors and maximise absorption of heat from the sun in winter on northern and eastern building surfaces;
 - (c) the pitching and orientation of roofs to facilitate the efficient use of solar energy collection;
 - (d) the sizing, orientation and shading of windows to reduce summer heat load and take advantage of winter sun;
 - (e) the use of deciduous trees, pergolas, eaves, verandas and awnings, to allow penetration of heat from the sun in winter and to provide shade in summer;
 - (f) the use of energy-efficient building materials and the incorporation of energy-efficient methods of lighting, air and water heating and cooling;
 - (g) the provision of adequate ceiling and wall insulation; and
 - (h) openings being designed to maximise the potential for cross-ventilation and use of cooling breezes in the summer months.

Water Sensitive Design

- 33** Development should be designed to maximise conservation, minimise consumption and encourage re-use of water resources.
- 34** Development should not take place if it results in unsustainable use of surface or underground water resources.
- 35** Development should be sited and designed to:
- (a) capture and re-use stormwater, where practical;
 - (b) minimise surface water runoff;
 - (c) prevent soil erosion and water pollution;
 - (d) protect and enhance natural water flows;
 - (e) protect water quality by providing adequate separation distances from watercourses and other water bodies;
 - (f) not contribute to an increase in salinity levels;
 - (g) avoid the water logging of soil or the release of toxic elements; and
 - (h) maintain natural hydrological systems and not adversely affect:
 - (i) the quantity and quality of groundwater
 - (ii) the depth and directional flow of groundwater
 - (iii) the quality and function of natural springs.
- 36** Water discharged from a development site should:
- (a) be of a physical, chemical and biological condition equivalent to or better than its pre-developed state; and
 - (b) not exceed the rate of discharge from the site as it existed in pre-development conditions.
- 37** Development should include stormwater management systems to protect it from damage during a minimum of a 1-in-100 year average return interval flood.
- 38** Development should have adequate provision to control any stormwater over-flow runoff from the site and should be sited and designed to improve the quality of stormwater and minimise pollutant transfer to receiving waters.
- 39** Development should include stormwater management systems to mitigate peak flows and manage the rate and duration of stormwater discharges from the site to ensure the carrying capacities of downstream systems are not overloaded.
- 40** Development should include stormwater management systems to minimise the discharge of sediment, suspended solids, organic matter, nutrients, bacteria, litter and other contaminants to the stormwater system.
- 41** Stormwater management systems should preserve natural drainage systems, including the associated environmental flows.
- 42** Stormwater management systems should:

- (a) maximise the potential for stormwater harvesting and re-use, either on-site or as close as practicable to the source;
 - (b) utilise, but not be limited to, one or more of the following harvesting methods:
 - (i) the collection of roof water in tanks;
 - (ii) the discharge to open space, landscaping or garden areas, including strips adjacent to car parks;
 - (iii) the incorporation of detention and retention facilities; and
 - (iv) aquifer recharge.
- 43** Where it is not practicable to detain or dispose of stormwater on site, only clean stormwater runoff should enter the public stormwater drainage system.
- 44** Artificial wetland systems, including detention and retention basins, should be sited and designed to:
- (a) ensure public health and safety is protected; and
 - (b) minimise potential public health risks arising from the breeding of mosquitoes.

Watercourses

- 45** Development in the vicinity of a watercourse should:
- (a) avoid covering, damaging or encroaching upon the channel, banks and immediate floodplain of the watercourse unless for essential access, maintenance, or flood or water quality management; and
 - (b) where appropriate, seek to rehabilitate the natural character and environmental values of the watercourse environs.

Waste

- 46** Development should be sited and designed to prevent or minimise the generation of waste (including wastewater) by applying the following waste management hierarchy in the order of priority as shown below:
- (a) avoiding the production of waste;
 - (b) minimising waste production;
 - (c) reusing waste;
 - (d) recycling waste;
 - (e) recovering part of the waste for re-use;
 - (f) treating waste to reduce the potentially degrading impacts; and
 - (g) disposing of waste in an environmentally sound manner.
- 47** The storage, treatment and disposal of waste materials from any development should be achieved without risk to health or impairment of the environment.
- 48** Development should avoid as far as practical, the discharge or deposit of waste (including wastewater) onto land or into any waters (including processes such as

seepage, infiltration or carriage by wind, rain, sea spray, stormwater or by the rising of the water table).

- 49** Untreated waste should not be discharged to the environment, and in particular to any water body.
- 50** Development should include appropriately sized area to facilitate the storage of receptacles that will enable the efficient recycling of waste.
- 51** Development that involves the production and/or collection of waste and/or recyclable material should include designated collection and storage area(s) that are:
 - (a) screened and separated from adjoining areas;
 - (b) located to avoid impacting on adjoining sensitive environments or land uses;
 - (c) designed to ensure that wastes do not contaminate stormwater or enter the stormwater collection system;
 - (d) located on an impervious sealed area graded to a collection point in order to minimise the movement of any solids or contamination of water;
 - (e) protected from wind and stormwater and sealed to prevent leakage and minimise the emission of odours; and
 - (f) stored in such a manner that ensures that all waste is contained within the boundaries of the site until disposed of in an appropriate manner.

AMENITY

OBJECTIVES

- Objective 20:** The amenity of localities not impaired by the appearance of land, buildings and objects, or by noise, light, emissions, traffic-or any other quality, condition or factor.
- Objective 21:** Protection and enhancement of visual amenity by ensuring a high standard of design in respect of the appearance of development, and by the conservation and establishment of vegetation, including trees.
- Objective 22:** Conservation of streetscapes and landscapes of aesthetic merit, and sites and localities of natural beauty.

PRINCIPLES OF DEVELOPMENT CONTROL

General

- 52** Development should not take place in a manner which will cause nuisance, or detract from the amenity of the locality, by:
 - (a) the emission of noise, vibration, odour, fumes, smoke, vapour, steam, soot, ash, dust, grit, oil, waste water, waste products, electrical interference, radioactivity, electro-magnetic radiation, reflection or light;
 - (b) the drainage of stormwater or run-off from the land; or
 - (c) the accumulation of materials, or pest plants or animals.

- 53** Development should not result in an unreasonable loss of residential privacy.
- 54** Development should improve or rectify land:
- (a) the use of which is unhealthy, obsolete or interferes with the use of any other land; or
 - (b) which exhibits an unsatisfactory layout.
- 55** No development should impair:
- (a) the natural character of the south Mount Lofty Ranges; or
 - (b) the skyline of the south Mount Lofty Ranges.

Visual Amenity

- 56** The design of buildings should be of a high standard and related to adjacent buildings and other features which contribute to streetscape quality.
- 57** Except in the Urban Corridor Zone, to maintain the harmony of built-form character within a streetscape, buildings should:
- (a) seek to maintain the continuity of vistas and existing building set-backs;
 - (b) not be set-back a lesser distance than the nearby buildings with frontage to the same road unless such distance is consistent with the minimum set-back prescribed in the relevant zone and policy area; and
 - (c) be set-back a greater distance if the proposed building is of greater bulk or height than other buildings fronting the same road, unless the taller or bulkier portion of a building is positioned towards the rear of its site, or the building is effectively screened, so that it will not dominate views from the road.
- 58** The location and design of areas and facilities for:
- (a) the accommodation of plant, including air-conditioning, pool water treatment, electrical and telecommunications plant; and
 - (b) the storage and removal of waste materials, should be unobtrusive, and not cause nuisance.
- 59** Development should improve the condition and appearance of any:
- (a) land which is derelict or contains unsightly structures, or
 - (b) land or buildings in which objects or materials are stored or kept in a manner which is unsightly or prejudicial to the health or safety of the community.
- 60** Buildings should be sited in visually unobtrusive locations when viewed from Old Norton Summit Road to ensure such development does not detract from the desired natural character and appearance available from this road.

Noise Generating Activities

- 61** 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.

- 62** 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.
- 63** 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.
- 64** 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	<p>Less than 8 dB above the level of background noise ($L_{90,15min}$) in any octave band of the sound spectrum</p> <p>and</p> <p>Less than 5 dB(A) above the level of background noise ($LA_{90,15min}$) for the overall (sum of all octave bands) A-weighted level</p>
Adjacent <i>land</i> property boundary	<p>Less than 65dB(Lin) at 63Hz and 70dB(Lin) in all other octave bands of the sound spectrum</p> <p>or</p> <p>Less than 8 dB above the level of background noise ($L_{90,15min}$) in any octave band of the sound spectrum and 5 dB(A) overall (sum of all octave bands) A-weighted level</p>

Air Quality

- 65** 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.
- 66** 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:
- (a) incorporating appropriate treatment technology before exhaust emissions are released to the atmosphere; and
 - (b) ensuring that the location and design of chimneys or exhaust flues maximises dispersion and takes into account the location of nearby sensitive uses.

Landscaping

- 67** Development should incorporate appropriate landscaping which is designed to:
- (a) assist in visual enhancement of the development and its locality;
 - (b) promote optimal micro-climate conditions in and around buildings (for example, by use of deciduous plants to allow penetration of heat from the sun in winter, and provide shade in summer);
 - (c) shade, define and create windbreaks for pedestrian paths and open spaces;
 - (d) screen, shade and enhance the appearance of car parking areas;

- (e) screen service yards, loading areas and outdoor storage areas;
 - (e) promote conservation of water and biodiversity;
 - (f) minimise risk, and not hinder protection from bushfires;
 - (g) be durable and minimise the need for maintenance;
 - (h) allow appropriate levels of surveillance of car parking areas, service areas and entrances to development to minimise opportunities for crime;
 - (i) ensure safe traffic movement by not obstructing or obscuring the views of motorists and/or pedestrians; and
 - (j) maintain the integrity of buildings, structures or infrastructure.
- 68** Landscaping should be adequately protected from damage by vehicles or pedestrians.
- 69** The selection of plant species should, where appropriate, include:
- (a) species indigenous to the local area, or others which will reinforce a sense of place and contribute to the objectives for the relevant zone and policy area;
 - (b) trees in scale with buildings on the land;
 - (c) taller tree species in localities where such trees are absent or scarce; and
 - (d) species selected and located to minimise debris and leaf fall entering the nearby drainage system.

HERITAGE CONSERVATION

OBJECTIVES

Objective 23: The preservation, conservation and enhancement of State and local heritage places identified in [Tables Bur/2 and 3](#) respectively, buildings or sites of scientific or cultural heritage value, and areas valued for their built or environmental character.

PRINCIPLES OF DEVELOPMENT CONTROL

- 70** A State or local heritage place should be put to a use that supports the conservation of the heritage value of such a place.
- 71** In terms of its visual context, scale, form, siting, and colour, development affecting a building, or other element, of a State or local heritage place should be compatible visually, and not interfere with, the structural integrity of that building or element.
- 72** Where development of a State or local heritage place involves additional construction or part demolition or where alterations are proposed to the building fabric, the development should protect and enhance the heritage value of the place.
- 73** The appropriateness of alterations or additions to an existing building comprised in a State or local heritage place will depend on the specific heritage value and features of the place, including features resulting from previous alterations or additions to the original place, contributing to that value. Generally, additions and alterations to the original external fabric of such a building should not be located to the front of the building or dominate the appearance of the place when viewed from the road or a public reserve.

- 74** An element (or part thereof) contributing to the heritage value of a State or local heritage place, as described in [Table Bur/2 and 3](#) respectively, should not be demolished, removed or concealed unless the condition of that element is seriously unsound and cannot reasonably be rehabilitated.
- 75** A tree designated as a State or local heritage place should only be pruned, lopped or removed (other than in the course of routine maintenance which does not detract from the heritage value of the place) where the tree:
- (a) poses an unacceptable hazard to life or property;
 - (b) is the cause of serious nuisance by obstructing solar access or affecting power supply or the amenity of living areas on adjacent land; or
 - (c) is the cause of serious obstruction of pedestrian or vehicular access, there being no reasonable alternative means of access.
- 76** Multi-storey additions to a State or local heritage place should be compatible with the heritage value of the place through a range of design solutions such as:
- (a) extending into the existing roof space or to the rear of the building;
 - (b) retaining the elements that contribute to the building's heritage value;
 - (c) distinguishing between the existing and new portion of the building; and
 - (d) stepping in parts of the building that are taller than the front facade.

TREES AND OTHER VEGETATION

OBJECTIVES

Indigenous Vegetation

Objective 24: The retention and protection of remnant indigenous vegetation.

Regulated Trees

Objective 25: The conservation of regulated trees that provide important aesthetic and/or environmental benefit.

Objective 26: 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.

Significant Trees

Objective 27: The conservation of significant trees (including significant trees identified in [Table Bur/4](#) and as shown on [Figures Bur\(ST\)/1 to 8](#) inclusive) in Metropolitan Adelaide which provide important aesthetic and environmental benefits.

Trees are a highly valued part of the environment of Metropolitan Adelaide and are important for a number of reasons, including those relating to their high aesthetic value, the conservation of bio-diversity, the provision of habitat for fauna, and the conservation of original and remnant vegetation.

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

Objective 28: Development sited and undertaken to retain and protect a significant tree or group of significant trees.

PRINCIPLES OF DEVELOPMENT CONTROL

Indigenous Vegetation

77 Development should conserve and enhance vegetation:

- (a) which is remnant vegetation of a species or plant community that is indigenous to the local area;
- (b) providing important habitat for fauna indigenous to the local area;
- (b) of value as a significant landmark;
- (c) of significant amenity value of a kind which would not be adequately replaced by new plantings;
- (d) which contributes significantly to landscape or streetscape quality, or the objectives of the relevant zone and policy area; or
- (e) where removal is likely to:
 - (i) create or contribute to soil erosion or salinity;
 - (ii) decrease soil stability and initiate soil slip; or
 - (iii) lead to a deterioration in water quality,

provided that such conservation and enhancement of vegetation does not create an unacceptable hazard.

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

- (a) avoiding substantial structures, excavations, and filling of land in close proximity to the trunks 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.

79 Where indigenous trees are to be removed, they should be replaced in a suitable location on the site with trees indigenous to the area.

Regulated Trees

80 Development should have minimum adverse effects on regulated trees.

81 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.

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

Significant Trees

83 Land should not be developed where the development would be likely to result in a substantial tree-damaging activity occurring to a significant tree.

84 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.

85 In addition to those significant trees defined by the Development Regulations 2008, those indigenous and exotic trees individually identified in [Table Bur/4](#) and as shown on the Significant Trees [Figures Bur\(ST\)/1 to 8](#) inclusive are also declared to be significant trees.

This designation extends to all parts of the root system, trunk, canopy and other parts of each tree, including those parts which have grown since the initial designation of the trees as significant.

86 Where development is to take place in respect of, or in close proximity to, a significant tree(s) that tree(s) should be protected by appropriate measures during the course of development. In particular, the area in which the tree's branches and roots are located should be protected by the erection of a secure fence prior to commencement of any work on site to prevent any disturbance to such area, for example by compaction, excavation, filling or contact causing damage to branches.

87 Fencing erected for the protection of a tree designated as a significant tree should:

- (a) consist of a 2.0 metre high solid, chain mesh, steel or similar fabrication with posts at 3.0 metre intervals;
- (b) incorporate on all sides a clearly legible sign displaying the words "Tree Protection Area"; and

- (c) not be erected closer to the tree than a distance equal to half of the height of the tree or the full width of the branch spread (whichever is lesser).
- 88** Development should be designed and undertaken to retain and protect significant trees.
- 89** Development should be undertaken with the minimum adverse affect on the health of a significant tree.
- 90** 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 otherwise habitable building and is a bushfire hazard within the Bushfire Protection Area shown on [Figure BurBPA/1](#); or
 - (iv) the tree is shown to be causing or threatening to cause, substantial damage to a substantial building or structure of value; andall 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 other 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 the Bushfire Prone Area shown on [Figure BurBPA/1](#); 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.
- 91** Development involving ground work activities such as excavation, filling, and sealing of surrounding surfaces (whether such work takes place on the site of a significant tree or otherwise) should only be undertaken where the aesthetic appearance, health and integrity of a significant tree, including its root system, will not be adversely affected.
- 92** 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.

MOVEMENT AND PARKING OF VEHICLES

OBJECTIVES

Transportation System and Facilities

Objective 29: Provision for the safe, convenient and efficient movement of people and goods having regard to the road hierarchy, including arterial roads for major traffic movements, shown on [Map Bur/1 \(Overlay 1\)](#).

Objective 30: Provision of facilities:

- (a) for public and private transport systems and services; and
- (b) the movement of vehicles, cycles and pedestrians generally

that are comprehensive, integrated, economic, efficient and safe, and which minimise adverse impacts on residential areas and the environment.

Objective 31: Encouragement of walking and cycling by provision of:

- (a) safe, convenient and legible movement networks to points of attraction; and
- (b) secure bicycle parking.

Objective 32: A compatible arrangement between land uses and the transport system which:

- (a) ensures minimal noise and air pollution;
- (b) protects the amenity of existing and future land uses;
- (c) promotes greater use of public transport;
- (d) provides adequate accessibility; and
- (e) maximises safety in all modes of transport.

Objective 33: A form of development adjoining arterial roads which:

- (a) ensures traffic can move efficiently and safely;
- (b) discourages commercial ribbon development;
- (c) prevents high traffic-generating uses outside designated centre zones, or the Office or Urban Corridor Zone;
- (d) provides for adequate off-street parking; and
- (e) provides limited and safe points of access and egress.

Objective 34: Within the suburbs of Skye and Auldana, road construction blended with the landscape and in sympathy with the terrain.

Parking of Vehicles

Objective 35: Adequate parking for vehicles.

PRINCIPLES OF DEVELOPMENT CONTROL

Transportation System and Facilities

- 93** Movement networks should:
- (a) be integrated and cost-effective;
 - (b) promote forms of transport with lower impact on the environment such as walking and bicycles; and
 - (c) protect the amenity of residential areas.
- 94** Development should provide for safe and convenient:
- (a) access for pedestrians, cyclists and vehicles, including emergency and essential service vehicles;
 - (b) off-street parking to an extent and in a manner which will minimise interference with the flow of traffic on roads adjoining the site of development; and
 - (c) off-street loading, unloading and turning of vehicles, including service vehicles, likely to be required in association with the use of the land.
- 95** The number, location and design of points of access to and egress from a road should be such as will minimise:
- (a) interference with the free flow of traffic on roads in the locality;
 - (b) interference with the function of any intersection or device for the control of traffic;
 - (c) queuing on the road;
 - (d) right turn movements;
 - (e) the gradient of any exit driveway;
 - (f) the intrusion of traffic into any adjacent residential area; and
 - (g) the need to remove street trees.
- 96** Development on sites with frontage to a Primary Arterial Road or Secondary Arterial Road depicted on [Map Bur/1 \(Overlay 1\)](#) should minimise, and where possible, avoid points of access to and egress from such roads, provided the amenity of residential localities is not impaired as a result of use of other roads for site access and egress.
- 97** Development on land abutting a Primary Arterial Road, or a Secondary Arterial Road, shown on [Map Bur/1 \(Overlay 1\)](#), should be designed to ensure that all vehicles can enter and leave the site of that development in a forward direction.
- 98** No point of vehicular access or egress from a road to a non-residential development site should be nearer to another access or egress point than six metres, nor be located within 10 metres of the carriageway of an intersection.
- 99** 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.
- 100** 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.

- 101** 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.
- 102** Development should cater for the safety and convenience of the users of land by providing, where appropriate, pedestrian pathways, ramps and car parking spaces located and designed to foster ease of movement by aged or disabled persons and persons accompanied by children.
- 103** New roads and walkways, should provide for safe and convenient intercommunication for vehicles and pedestrians with neighbouring localities and with existing roads, thoroughfares or walkways.
- 104** The width and design of a road and carriageway should be capable of accommodating satisfactorily the types of vehicles and volume of movement likely to use that road, provide for kerbside parking of vehicles and allow sufficient space to provide for appropriate streetscape features.
- 105** Development should not take place until the carrying out of traffic control works, or other works or facilities associated with vehicular movement, including the construction and restoration of crossovers, required as a direct result of that development is assured.
- 106** Within the suburbs of Skye and Auldana, road construction should be designed to blend with the landscape and be in sympathy with the terrain.

Parking of Vehicles

- 107** Spaces for off-street car parking should be provided with development at the rates prescribed in [Table Bur/5 and Bur/6](#), subject to the extent to which other principles of development control concerning provisions for car parking are met, and except where the prescribed rates are in conflict with those prescribed in any part of a zone in which case the provisions for the part of a zone take precedence.
- 108** Development should include the provision of space for off-street car parking sufficient to accommodate the likely needs for such space generated by the development, taking into account:
 - (a) the scale and nature of the development and the activities of those who would use the land concerned;
 - (b) the availability of space for car parking on land other than the site of the development; and
 - (c) the likely use of public and/or non-motorised transport in travel to and from the site of the development.
- 109** Development should provide appropriately for the parking of vehicles by disabled persons.
- 110** Where appropriate, development should provide safe and secure facilities for the parking of bicycles.
- 111** An area for car parking and the manoeuvring of vehicles should:
 - (a) incorporate landscaping, including substantial trees and shrubs both on the perimeter and within the parking area, for shade and visual enhancement;
 - (b) be set-back not less than two metres from the boundary of a road except in the Urban Corridor Zone;

- (c) be designed, surfaced and graded to facilitate stormwater infiltration and treatment (for example, by surfacing open car parking spaces with materials which allow stormwater infiltration and/or diverting runoff from paved areas to soft landscaped areas, or stormwater infrastructure specifically designed to accommodate on-site infiltration or treatment);
 - (d) be located and designed to ensure safe and convenient pedestrian access to and from the parked vehicles and between parked vehicles and the facilities served by the car parking area; and;
 - (e) be located and designed to ensure safe and convenient traffic circulation, with minimal conflict with service access and functions; and
 - (f) include adequate provision for manoeuvring into and out of parking bays, along aisles and with reversing areas.
- 112** The driveway on an allotment leading to an off-street parking area should be as short as practicable.
- 113** Loading and unloading areas and parking areas for service or commercial vehicles should have separate ingress and egress points from those for car parking areas, and should be screened from general view.
- 114** Individual parking areas should, wherever possible, be located and designed to allow appropriate direct vehicular movement between them without use of public roads.
- 115** Opportunities for the shared use of car parking spaces between adjacent uses of land should be exploited to reduce the total extent of car parking areas, provided the availability of such shared parking to each use can be sustained for the duration of that use (or the associated parking demand).

Cycling and Walking

- 116** 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 set out in [Table Bur/7 – Off-street Bicycle Parking Requirements for the Urban Corridor Zone](#).
- 117** 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.

- 118** Pedestrian and cycling facilities and networks should be designed and provided in

accordance with relevant provisions of the Australian Standards and Austroads Guides.

UTILITIES AND INFRASTRUCTURE

OBJECTIVES

Public Utilities and Infrastructure

Objective 36: Public utilities and similar infrastructure:

- (a) efficiently serving the needs of communities and specific users; and
- (b) located and designed to be unobtrusive, protect the environment, and avoid unreasonable loss of amenity.

Telecommunications Facilities

Objective 37: Telecommunications facilities provided to meet the needs of the community.

Objective 38: 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.

Where 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

Public Utilities and Infrastructure

119 Facilities associated with the supply and maintenance of public utilities, and similar infrastructure or services provided with development, should be:

- (a) unobtrusively sited, and where appropriate, co-located with other facilities and/or placed underground;
- (b) designed to minimise vegetation removal or cutting;
- (c) designed to protect or enhance the character of localities through selection of appropriate colours and finishes, and use of landscaping for screening or visual enhancement; and
- (d) established with sufficient buffers to sensitive uses to protect amenity and human health.

120 Development (including land division) should:

- (a) not occur unless the site can be provided with an appropriate electricity, gas (if required) and water supply, sewerage or effluent system, telecommunications and stormwater drainage; and
- (b) promote, and be capable of being provided with, economic and effective services such as public transport, waste collection, fire protection and street lighting.

Telecommunications Facilities

121 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, urban corridor 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.

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

123 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.

124 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.

125 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.

HAZARDS

OBJECTIVES

Environmental Hazards

Objective 39: Minimisation of environmental hazards such as those associated with fire, flood, land slip, earthquake, and toxic substances or emissions.

Objective 40: The identification and proper remediation and development of contaminated land in order to protect human health and the environment.

Bushfire Protection

Bushfire Protection Objectives apply to the General, Medium and High Bushfire Risk areas shown on Bushfire Protection Area [Figures Bur\(BPA\)/1 to 4](#), except where exempted.

Objective 41: Development should minimise the threat and impact of bushfires on life and property while protecting the natural and rural character.

Objective 42: Buildings and the intensification of non-rural land uses directed away from areas of high bushfire risk.

PRINCIPLES OF DEVELOPMENT CONTROL

Environmental Hazards

126 Development should be located, designed and undertaken with appropriate precautions being taken against fire, flood, landslip, earthquake, toxic emissions, or other hazards.

127 Development should not take place where:

- (a) a significant risk to life or property from flooding or instability of land is posed; or
- (b) the development would cause, or contribute to, significant risk to life and property from flooding.

128 Building development should occur on stable land.

129 Tall buildings:

- (a) 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
- (b) if exceeding the heights shown on [Map Bur/1 \(Overlay 2\)](#) and penetrating 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.

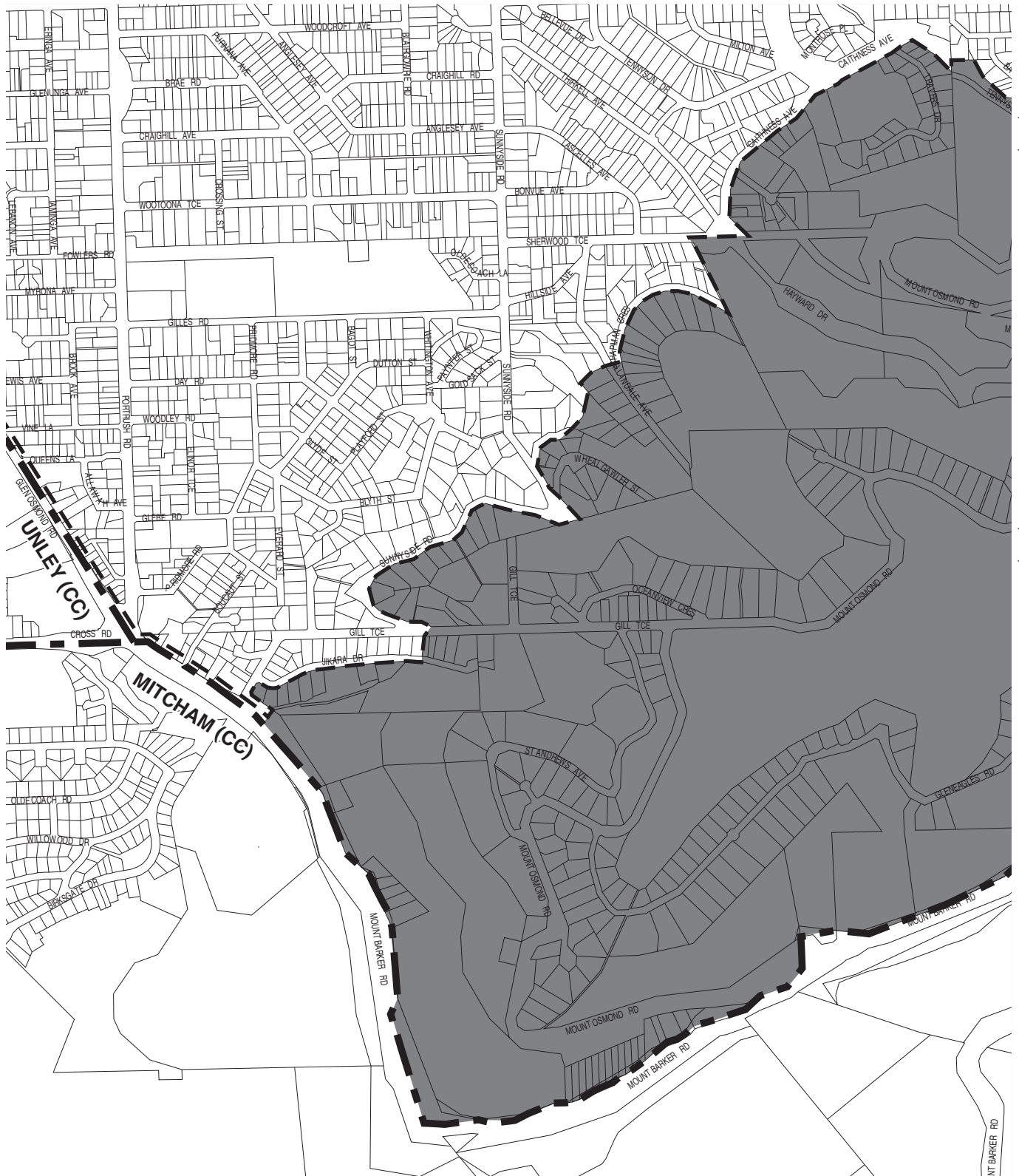
130 In order to prevent harm to human health or the environment:

- (a) development should not be undertaken on contaminated land or on potentially contaminated land unless the land will be maintained in a condition, or the development will be undertaken in a manner, that will not pose a threat to human health and safety or the environment; and
- (b) where there is reasonable cause to suspect that land may have been contaminated or there is evidence of a prior potentially contaminating activity, development of land should not proceed until precautionary measures, applicable and appropriate to the proposed use of the site, have been undertaken.

Bushfire Protection Area

Bushfire Protection Principles of Development Control apply to the General, Medium and High Bushfire Risk areas shown on Bushfire Protection Area [Figures Bur\(BPA\)/1 to 4](#), except where exempted.

FIGURE Bur(BPA)/1 ADJOINS



ELIGIBLE BIR/BPA/3 ADJOINS

ELIGIBLE BUR/BPA/V1 ADJUSTS

Excluded Area from Bushfire Protection Planning Provisions

Development Plan Boundary

Scale 1:12000

500metres

**BURNSIDE (CITY)
BUSHFIRE PROTECTION AREA
FIGURE Bur(BPA)/4**

FIGURE Bur(BPA)/1 ADJOINS

FIGURE Bur(BPA)/2 ADJOINS

FIGURE Bur(BPA)/1 ADJOINS

FIGURE Bur(BPA)/4 ADJOINS

FIGURE Bur(BPA)/1 ADJOINS

ADELAIDE HILLS COUNCIL



High Bushfire Risk



Excluded Area from Bushfire Protection Planning Provisions



Development Plan Boundary

Scale 1:12000

0 500metres






BURNSIDE (CITY) BUSHFIRE PROTECTION AREA FIGURE Bur(BPA)/3

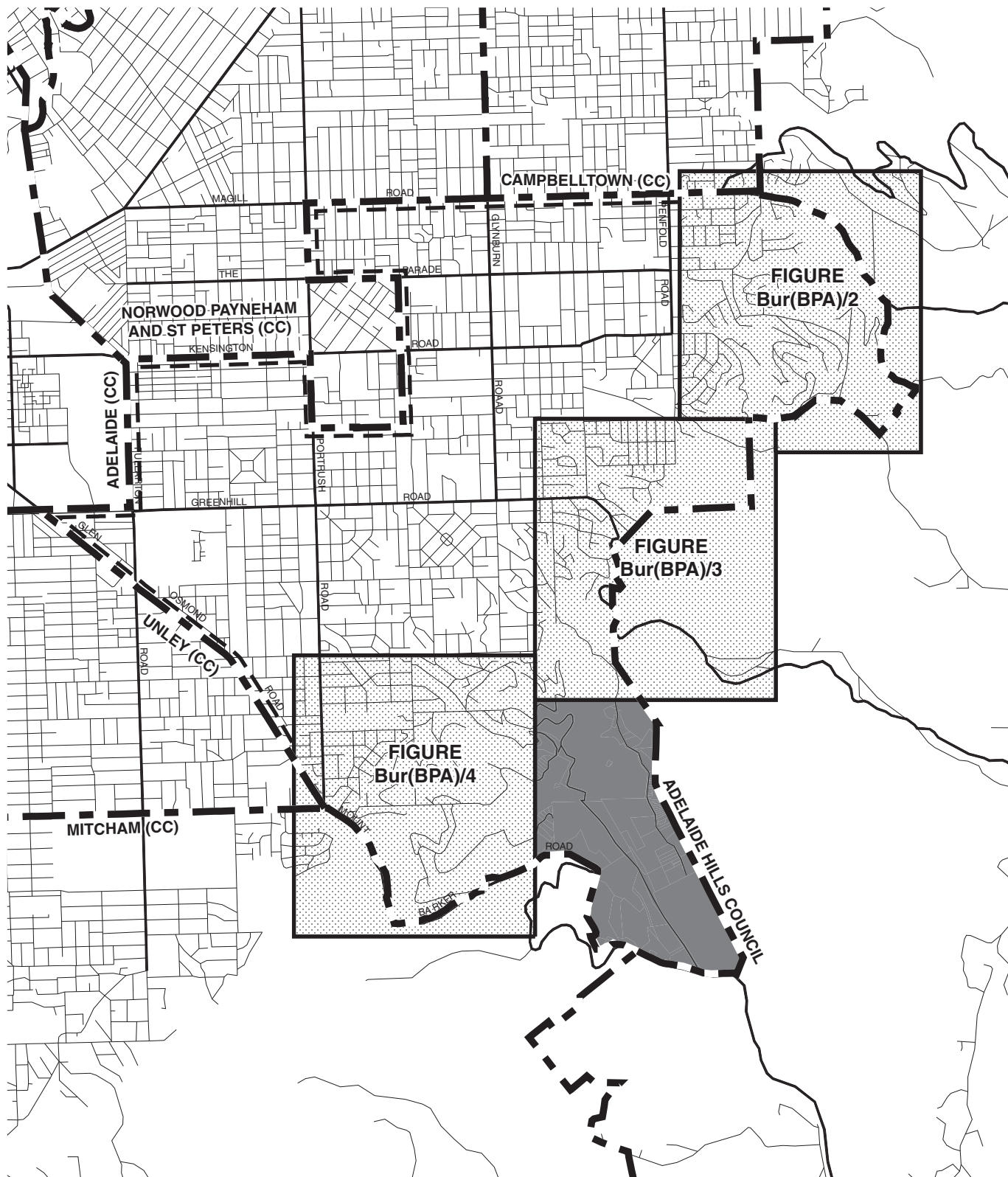


Scale 1:12000






-  High Bushfire Risk
-  Excluded Area from Bushfire Protection Planning Provisions
-  Development Plan Boundary

BURNSIDE (CITY) BUSHFIRE PROTECTION AREA FIGURE Bur(BPA)/2



Scale 1:50000



-  High Bushfire Risk
-  Excluded Area from Bushfire Protection Planning Provisions
-  Development Plan Boundary

BURNSIDE (CITY) **INDEX TO** **BUSHFIRE PROTECTION AREA** **FIGURE Bur(BPA)/1**

- 131** Buildings and structures should be located away from areas that pose an unacceptable bushfire risk as a result of one or more of the following:
- (a) vegetation cover comprising trees and/or shrubs;
 - (b) poor access;
 - (c) rugged terrain;
 - (d) inability to provide an adequate building protection zone; or
 - (e) inability to provide an adequate supply of water for fire-fighting purposes.
- 132** Residential, tourist accommodation and other habitable buildings should:
- (a) be sited on the flatter portion of allotments and avoid steep slopes, especially upper slopes, narrow ridge crests and the tops of narrow gullies, and slopes with a northerly or westerly aspect;
 - (b) be sited in areas with low bushfire hazard vegetation and set back at least 20 metres from existing hazardous vegetation; and
 - (c) have a dedicated and accessible water supply available at all times for fire fighting.
- 133** Extensions to existing buildings, outbuildings and other ancillary structures should be located and constructed using materials to minimise the threat of fire spread to residential, tourist accommodation and other habitable buildings in the event of bushfire.
- 134** Buildings and structures should be designed and configured to reduce the impact of bushfire through using simple designs that reduce the potential for trapping burning debris against the building or structure, or between the ground and building floor level in the case of transportable buildings.
- 135** Land division for residential or tourist accommodation purposes within areas of high bushfire risk should be limited to those areas specifically set aside for these uses.
- 136** Where land division does occur it should be designed to:
- (a) minimise the danger to residents, other occupants of buildings and fire fighting personnel;
 - (b) minimise the extent of damage to buildings and other property during a bushfire;
 - (c) ensure each allotment contains a suitable building site that is located away from vegetation that would pose an unacceptable risk in the event of bushfire; and
 - (d) ensure provision of a fire hazard separation zone isolating residential allotments from areas that pose an unacceptable bushfire risk by containing the allotments within a perimeter road or through other means that achieve an adequate separation.
- 137** Vehicle access and driveways to properties and public roads created by land division should be designed and constructed to:
- (a) facilitate safe and effective operational use for fire-fighting and other emergency vehicles and residents; and

- (b) provide for two-way vehicular access between areas of fire risk and the nearest public road.

138 Development in a Bushfire Protection Area should be in accordance with those provisions of the *Minister's Code: Undertaking development in Bushfire Protection Areas* that are designated as mandatory for Development Plan Consent purposes.

WASTE DISPOSAL (LANDFILL)

OBJECTIVES

Objective 43: The orderly and economic development of landfill facilities in appropriate locations.

Objective 44: Minimisation of environmental impacts from the location, operation, closure and post management of landfill facilities.

Objective 45: Landfill facilities to be protected from incompatible development.

PRINCIPLES OF DEVELOPMENT CONTROL

- 139** Landfill facilities should be located, sited, designed and managed to minimise adverse impacts on surrounding areas due to surface water and ground water pollution, traffic, noise, fumes, odour, dust, vermin, weeds, litter, landfill gas and visual impact.
- 140** Landfill facilities should be appropriately buffered to minimise adverse impacts on the surrounding area and land uses.
- 141** Land uses and activities that are compatible with a landfill facility may be located within any separation distances established.
- 142** Land uses and activities that are not compatible with a landfill facility should not be located within any separation distances established.
- 143** Where appropriate, landfill facilities may include resource recovery facilities, provided there is a sufficient separation distance between potentially incompatible land uses and activities.
- 144** Landfill and associated facilities for the handling of waste should be located at least a distance of 500 metres from the boundaries of the landfill site. A lesser distance may be provided within the landfill site where the landfill facility is considered compatible with the surrounding area, land uses and activities, so that an effective separation distance of 500 metres can be provided and maintained between the landfill facility and potentially incompatible land uses and activities.
- 145** The area of landfill operations on a site should:
 - (a) be located a minimum distance of 100 metres from any creek, river or wetland, and not within the area of a 1 in 100 year flood event; and
 - (b) not be located on areas with ground slopes of greater than 10 percent, except where the site incorporates a disused quarry; and
 - (c) not be located on land subject to land slipping; and
 - (d) not be located within three kilometres of an airport used by commercial aircraft. If located closer than three kilometres, the landfill facility should incorporate bird control measures to minimise the risk of bird strikes to aircraft.

- 146** The landfill site should be landscaped to screen views of the landfill facilities and operational areas.
- 147** Sufficient area should be provided on a landfill site to ensure on-site containment of potential ground water contaminants and for the diversion of stormwater.
- 148** Where necessary, an acoustic buffer should be provided between any excessive noise generating part of the landfill facility and any development on an adjacent allotment to mitigate potential noise pollution.
- 149** Litter control measures which minimise the incidence of windblown litter should be provided on the site of a landfill facility.
- 150** Leachate from landfill should be contained within the property boundary of the landfill facility site and should not contaminate surface water or ground water.
- 151** The interface between any engineered landfill liner and the natural soil should be:
- (a) greater than 15 metres from unconfined aquifers bearing ground water with a water quality of less than 3000 milligrams per litre of total dissolved salts; or
 - (b) greater than five metres from ground water with a water quality between 3000 milligrams per litre of total dissolved salts and 12 000 milligrams per litre of total dissolved salts; or
 - (c) greater than two metres from ground water with a water quality exceeding 12 000 milligrams per litre of total dissolved salts.
- 152** Surface water run-off from landfill should not cause unacceptable sediment loads in receiving waters.
- 153** Landfill activities that have a total storage capacity exceeding 230 000 cubic metres should sustainably utilise landfill gas emissions. For smaller landfill activities, if the sustainable utilisation of the landfill gas emissions is not practically feasible, then flaring is appropriate to avoid gases being vented directly to the air.
- 154** Chain wire mesh or pre-coated painted metal fencing to a height of two metres should be erected on the perimeter of a landfill site to prevent access other than at appropriate site entries.
- 155** Plant, equipment, or activities that could cause a potential hazard to the public within a landfill site should be enclosed by a security fence.
- 156** Landfill sites should not be located where access to the site using non-arterial roads in adjoining residential areas is required or likely.
- 157** Landfill facilities should be accessed by an appropriately constructed and maintained road.
- 158** Facilities for traffic movement within the landfill facility should be adequate in dimension and construction to support all vehicles hauling waste and to enable entry to and exit from the site in a forward direction.
- 159** Suitable access for emergency vehicles should be provided to a landfill site.
- 160** A proposal to establish, extend or amend a landfill facility should include an appropriate Landfill Environment Management Plan that addresses the following:
- (a) the prevention of ground water and surface water contamination;

- (b) litter control, dust control, noise control, the control of fumes and odours, and sanitary conditions generally;
- (c) the monitoring or management of landfill gas;
- (d) fire safety;
- (e) security;
- (f) maintenance of landscaping and the general condition of the site; and
- (g) the post closure monitoring and maintenance of the facility to ensure compatibility with the surrounding landscape and to enable a suitable after-use of the site. This should include a final contour plan, surface water diversion and drainage controls, the design of the final cover, the monitoring of ground water, surface water, leachate and landfill gas.

OPEN SPACE NETWORK

OBJECTIVES

Objective 46: A clearly defined and linked Metropolitan Open Space System (MOSS) 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 quantity and quality management.

Objective 47: 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 48: 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 49: The development of open space recreation reserves through land purchases, contributions of open space, and exchanges of land.

Objective 50: The face and skyline of the Mount Lofty Ranges not impaired by visually obtrusive development.

Every opportunity should be taken to increase the extent of public open space within strategic locations of the Metropolitan Open Space System, and to provide open space links connecting these locations to residential areas and local reserves (for example, along watercourses or existing wide road verges).

Means of encouraging this include:

- (a) purchase of land by councils, other public authorities and community organisations;
- (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.

Regional or district (public) open space, the approximate boundaries of the Metropolitan Open Space System, and key opportunities for creating open space links (by the methods described above and through appropriate provision of pedestrian and/or cyclist trails) are defined on [Map Bur/1 \(Overlay 3\)](#). The elements of the Metropolitan Open Space System in and near the City of Burnside are the Hills Face Zone and the City of Adelaide Parklands.

Objective 51: Provision of a network of public open space throughout the City that:

- (a) preserves and enhances significant areas or features of natural or cultural heritage value;
- (b) provides visual relief from the built environment;
- (c) offers diverse recreational and social benefits accessible to, and able to be enjoyed by all members of the community;
- (d) creates opportunities to conserve and restore significant gardens, trees, habitat, watercourses, and stormwater quality; and
- (e) meets expected user requirements and is capable of efficient maintenance having regard to the location, size, shape, and suitability of each open space for recreation or conservation.

This Objective can be achieved by retention and management of existing public land of open space value, and extensions or additions to the open space network (for example, on large sites proposed for land division). Key considerations in assessing the recreational value of a potential addition to the public open space network include opportunities for a diverse range of compatible activities and high quality open space settings (ranging from sports facilities to natural areas) for public enjoyment, and the potential linking, and functional relationship of the proposed open space with the existing network.

RESIDENTIAL DEVELOPMENT

Introduction

The objectives and principles of development control under this heading relate to the development of dwellings and, where indicated, forms of residential accommodation for the aged, except where these objectives and principles of development control are in conflict with

the provisions of the Development Plan for any part of a zone, a State heritage place, or a local heritage place, in which case, those latter provisions take precedence.

OBJECTIVES

Objective 52: A compact metropolitan area.

This objective may be achieved through selective development of infill housing, redevelopment and refurbishment of existing housing, and use of vacant and under-utilised land, with the aim of reducing the social, environmental and economic costs of urban development, and maximising use of community investment in facilities and services in established residential areas. While a compact form of development is generally desirable, recognition must be given to areas of distinctive and sensitive character, or amenity or heritage value, and to environmental or physical constraints which limit the capacity for increased densities in particular localities.

Objective 53: A variety and choice of dwelling types to meet the needs and preferences of all sections of the community.

Residential development within the City of Burnside should be based on a flexible approach to the provision of a wide range of dwelling types.

Objective 54: Containment of housing costs through the encouragement of a full range of design and development techniques.

This can be achieved by measures such as the economical layout of residential development, the reduction of allotment sizes and street widths, the use of innovative servicing techniques, the encouragement of designs which use space efficiently and effectively, and the provision of medium-density residential development where appropriate. In addition, new building materials and energy saving devices can be used to reduce housing costs.

Objective 55: Safe, pleasant, accessible and convenient residential areas.

Achievement of this objective can be assisted by development which is designed to maintain and, where appropriate, enhance residential amenity. Residential development that is well designed takes into account factors such as the bulk, height, set-backs, orientation, and external appearance of a building and its relationship to its site and environs, access needs (inclusive of visitors and people with disabilities), and the privacy, amenity and security of occupants and neighbours.

Objective 56: Residential development which moderates adverse climatic conditions, takes advantage of solar energy, does not unreasonably overshadow adjacent development, and protects the natural environment.

Energy requirements for air and water heating, cooling and other purposes can be substantially met by a combination of passive or active solar systems, which in turn helps to limit greenhouse gas emissions. Sunlight access not only benefits amenity, but also is necessary to enable effective use of solar energy collection systems. Such systems are affected by building and allotment orientation and by shadowing from buildings and trees, and accordingly, it is desirable to protect existing collectors and recognise potential for use on sites adjacent to a development site.

Objective 57: Medium and high density residential development in areas close to activity centres, public and community transport and public open spaces.

Objective 58: The revitalisation of residential areas to support the viability of community services and infrastructure.

Objective 59: Affordable housing, student housing and housing for aged persons provided in appropriate locations.

Objective 60: Increased affordable housing opportunities through land division and the conversion of buildings to a residential use.

PRINCIPLES OF DEVELOPMENT CONTROL

Building Set-backs

161 Except in the Urban Corridor Zone, buildings should be set-back from the boundary of a road to:

- (a) contribute positively to an attractive existing streetscape character or desired streetscape character, described in an objective for part of a zone;
- (b) provide adequate visual and acoustic privacy by separating habitable rooms from pedestrian and vehicular movement; and
- (c) provide for the efficient use of the land concerned

and in any case, not less than the minimum distances stipulated below:

Type of development	Minimum set-back distance
All parts of a building, including eaves, porches and verandas, (except a fence in the Watercourse Zone, Historic (Conservation) Zone and Hills Face Zone, a retaining wall in the Watercourse Zone and the building exceptions of the kinds listed below):	Six metres, unless otherwise prescribed in part of a zone, with the exception of those listed below:
(a) Dwelling, except on a corner site.	(a) A lesser distance, but no closer to the road boundary than the average of the set-backs from that road of buildings containing dwellings on abutting land on each side.
(b) Dwelling on a corner site.	(b) Three metres from the boundary of the secondary road.
(c) Garage or carport facing the same road as an associated dwelling.	(c) 0.5 metres behind the main face of an associated dwelling, or in line with the main face of the associated dwelling if that dwelling incorporates a veranda, portico or other feature, projecting forward of the face, subject to provision being made for adequate on-site car parking.
(d) Single garage or carport on a corner site facing a secondary road frontage.	(d) One metre from the secondary road frontage.
(e) Double garage or carport on a corner site facing a secondary road frontage.	(e) Two metres from the secondary road frontage.
(f) Garage or carport with access from a rear lane of six metres or less in width.	(f) One metre from the lane, or such greater distance as required for safe and convenient manoeuvring of a vehicle to and from the site.

162 Except in the Urban Corridor Zone, the outer walls of a building should be of a height and length, and located in relation to the boundaries of its site (other than a boundary of a road), so that:

- (a) they do not cause a significant loss of amenity, in terms of their visual impact, overshadowing effect or access to daylight, to occupants of adjoining land and buildings; and
- (b) the established or desired pattern of space between buildings, as viewed from each road to which the site has frontage, is reinforced;

and in any case (unless prescribed in part of a zone):

- (c) where the floor level of part of the building is more than 1.5 metres above ground level on the site, that portion of the building above that floor level should be set-back not less than four metres from each side boundary of the site and not less than eight metres from the rear boundary; and
- (d) where the floor level of part of the building is 1.5 metres or less above ground level on the site, the building should be set-back not less than 1.5 metres from each side boundary of the site (unless it is built abutting such boundary) and not less than four metres from the rear boundary, except that:
 - (i) a wall of that part of the building, in which there is a window to a habitable room, should be set-back, opposite that window, not less than two metres from a side boundary of the site;
 - (ii) a wall of that part of the building, that is between three metres and six metres high above ground level on the site, should be set-back not less than two metres from a side boundary of the site;
 - (iii) a wall of that part of the building, that is more than six metres high above ground level on the site, should be set-back not less than two metres, plus a distance equivalent to that by which the wall is more than a height of six metres, from a side boundary;
 - (iv) a wall of that part of the building, or a side of a carport, that is built abutting a side boundary of the site, should be not more than three metres above ground level on the site and have a length, along the boundary, of not more than eight metres.

163 Except in the Urban Corridor Zone, a wall containing a window to a habitable room should be set-back not less than 1.5 metres from driveways and on-site car parking space. This set-back may be reduced to 0.9 metres where there is an intervening solid fence 1.8 metres or more in height, or where the sill height of the window is not less than 1.6 metres above the level of an adjacent driveway.

Building Height

164 Unless otherwise prescribed in part of a zone, buildings should not exceed:

- (a) two storeys (where “two storeys” is defined as one habitable floor level directly above all or part of another); and
- (b) a building height of nine metres above natural ground level.

Site Coverage

165 Unless otherwise prescribed in part of a zone (including the Urban Corridor Zone), a building or buildings on a site, including any building containing a dwelling or dwellings, a

carport, a garage or outbuilding, but excluding any building or part of a building comprising a veranda, or a pergola or other garden structure, should not:

- (a) have a ground floor area, measured from the external faces of the walls of the building or buildings (or, in the case of a carport, from the outer face of supporting columns), of more than 40 percent of the area of the site (excluding the area of the access strip of a battleaxe site); or
- (b) together with impervious driveways and car parking spaces, cover more than 50 percent of the area of that site; or
- (c) have a total floor area, measured from the external faces of the walls of the building, or buildings, (or, in the case of a carport, from the outer face of supporting columns) of more than 50 percent of the area of that site.

Private Open Space

166 Private open space areas should be provided, and remain available, with each dwelling.

167 Part of the private open space for exclusive use with a dwelling should:

- (a) be located and designed to offer reasonable visual privacy to the occupants and access to sunlight (except in the Urban Corridor Zone);
- (b) comprise an outdoor area at ground level with an appropriate surface gradient (except in the Urban Corridor Zone);
- (c) be capable of use in association with the dwelling for entertainment and leisure;
- (d) be accessible from a main living area of the dwelling;
- (e) be equivalent to at least half the total floor area of the dwelling (except in the Urban Corridor Zone);
- (f) have a minimum dimension of 2.5 metres;
- (g) be capable of containing a rectangle measuring not less than five metres by eight metres, unless different minimum dimensions are prescribed in part of a zone (except in the Urban Corridor Zone); and
- (h) be accessible by pedestrians for servicing or emergencies without the need to enter the dwelling, or to traverse land on adjoining sites (except in the Urban Corridor Zone).

168 Private open space should not include driveways, effluent drainage areas, rubbish bin storage areas, sites for rainwater tanks and other utility areas, and common areas such as parking areas and communal open space.

169 Private open space at ground level should be designed to provide a consolidated area of deep soil (an area of natural ground which excludes areas where there is a structure underneath, pools and non-permeable paved areas) to:

- (a) assist with ease of drainage;
- (b) allow for effective deep planting; and
- (c) reduce urban heat loading and improve micro-climatic conditions around sites and buildings.

Amenity

- 170** Building layout and design should minimise the possible transmission of noise into bedrooms by separating or shielding bedrooms from:
- (a) areas provided for active communal recreational use, the parking of vehicles, vehicular access and service equipment; and
 - (b) other possible sources of noise in an attached dwelling or on adjacent land.
- 171** Plant, such as an air conditioning unit and a swimming pool pump, which has the potential to generate significant noise nuisance to neighbours should be designed, located and shielded to minimise such adverse impact.
- 172** Residential development on sites abutting a Primary Arterial Road or Secondary Arterial Road defined on [Map Bur/1 \(Overlay 1\)](#) should ensure that the intrusion of traffic noise will not significantly diminish the amenity of occupants. Accordingly, residential development on such sites should be sited, designed and constructed so that:
- (a) noise transmission into the site and the building is minimised;
 - (b) private and (where provided) communal open spaces are shielded by buildings;
 - (c) reflection of noise onto surrounding buildings is minimised;
 - (d) side boundary fences reduce the angle of incidence to the noise source and minimise reflection onto the facades of dwellings;
 - (e) balconies and other external building elements are provided to minimise transmission and the reflection of noise onto the facade of dwellings;
 - (f) the layout of rooms is designed to ensure that those rooms which are least sensitive to noise (such as bathrooms, hallways/stairways, storage rooms and garages) are closest to the source of noise; and
 - (g) fences and walls supplement the noise attenuation effect of the façade of the building, while providing for:
 - (i) reasonable light penetration and outlook;
 - (ii) continuity and visual interest to the streetscape; and
 - (h) landscaping, between the road and dwellings, will be provided to screen and protect the dwellings from dust and adverse visual impacts from the road.
- 173** Where residential development abuts non-residential zones or uses, its design and siting should maximise residential amenity. This may be achieved by measures including restriction of vehicular traffic, careful location of access points, and the establishment of buffers of dense landscaping, and of walls to shield noise.

Privacy

- 174** Except in the Urban Corridor Zone, to maintain the reasonable privacy of adjoining residents the design of dwellings should:
- (a) ensure that balconies and windows to habitable rooms do not directly overlook the windows and private open space of adjacent dwellings;
 - (b) avoid floor levels which will substantially increase potential overlooking; and

- (c) ensure that balconies and windows maximise their separation from adjoining dwellings.
- 175** Except in the Urban Corridor Zone, where direct overlooking of the habitable rooms of adjoining dwellings from a dwelling would otherwise occur, alternative methods of providing daylight to habitable rooms in that dwelling should be adopted, for example, the use of skylights, windows at least 1.6 metres above floor level, and broad window sills.
- 176** Except in the Urban Corridor Zone, the potential for overlooking the areas of private open space of adjoining dwellings from the upper storey windows of habitable rooms or from balconies or decks should be minimised. Views into adjoining land may be restricted appropriately by:
- (a) the construction of solid or lattice screens or fencing;
 - (b) the planting of evergreen screen landscaping;
 - (c) obscure fixed glazing up to 1.6 metres above the upper floor level; or
 - (d) the setting of window sill heights 1.6 metres above the upper floor level.

Access and On-Site Car Parking

- 177** Access driveways servicing two or more dwellings should conform with the following minimum widths:
- (a) six metres for the first six metres from the road boundary, and at other appropriate locations, so as to provide adequate manoeuvring areas to avoid the need for vehicles to reverse when entering or leaving the site, and provide adequate opportunity for the safe and convenient passing of two vehicles; and
 - (b) otherwise:
 - (i) 3.5 metres for a driveway serving up to four dwellings; and
 - (ii) 4.5 metres for a driveway serving five or more dwellings.
- 178** Driveways for double garages should be tapered to 4.5 metres in width at the road boundary to allow greater area for front landscaping and (where applicable) retention of existing mature vegetation.
- 179** Driveways should:
- (a) not exceed a gradient of 1 in 5 at any point and should have a near level gradient at either end for a length of at least five metres and connect to any existing paved footpath surface at a level that complements the level of that surface;
 - (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 or tree to be retained on the site and in a manner that does not impair the visual amenity of the streetscape.
- 180** Except in the Urban Corridor Zone, a portion of an allotment capable of containing a dwelling should be capable of accommodating an access driveway, with scope along it

for landscape planting that will maintain and enhance the amenity of the locality. The width of this portion of the allotment should be more than:

- (a) five metres within six metres of the road boundary where the allotment is capable of containing one dwelling only;
- (b) six metres within six metres of the road boundary where the allotment is capable of containing two or more dwellings; and
- (c) 3.5 metres beyond six metres from the road boundary.

- 181** Adequate on-site space for car parking should be provided to meet the needs of residents and visitors and to avoid on-street parking that would restrict the free flow of traffic (including pedestrian traffic) or cause significant nuisance to nearby residents or other users of land.
- 182** In the development of dwellings, other than dwellings designed for aged persons or persons with other special needs where there is a lesser demand for parking or where it is located in the Urban Corridor Zone, there should be provided on the site of any dwelling, sufficient space for the parking of two cars, with one additional car parking space for each two rooms in excess of three rooms in each dwelling that may reasonably be used as bedrooms.

Access to Sunlight

- 183** Development should not cause significant overshadowing of the windows to habitable rooms in any dwelling (including an adjacent dwelling) or main outdoor living area associated with any dwelling.
- 184** Except in the Urban Corridor Zone, buildings should be designed and located to ensure that on the site of any dwelling:
- (a) at least three hours of sunlight is available to windows to north-facing habitable rooms; and
 - (b) at least two hours of sunlight is available to at least 50 percent of the main outdoor living areas of the dwelling, between 9am and 5pm on the winter solstice (21 June).
- 185** Except in the Urban Corridor Zone, dwellings should generally have living areas (and their windows) orientated northward, and bedrooms orientated southward, where this can be achieved without compromising reasonable privacy.
- 186** Except in the Urban Corridor Zone, west-facing windows should be minimised in size and number, and be protected from the afternoon sun by features such as a carport, veranda, pergola or awnings.

Domestic Outbuildings

- 187** Outbuildings for use in association with a dwelling should not:
- (a) be obtrusive, or of a size, or in a location which results in their visual dominance of the dwelling to which they relate, or the locality;
 - (b) result in unreasonable overshadowing of the main windows to a habitable room in a dwelling; and
 - (c) be used for a purpose which is likely to cause significant nuisance to neighbours.

- 188** Garages and carports should be compatible with the associated dwelling and adjacent development in terms of scale, roof form and pitch, building materials, colour and detailing.
- 189** Unless otherwise prescribed in part of a zone, the individual or aggregate width of garage or carport doors should not exceed one-third of the width of the site of the dwelling measured at the front alignment of the building, except on sites fronting the head of a cul-de-sac, or on battleaxe or similarly-shaped allotments.

Fences and Retaining Walls

190 Fences should:

- (a) assist in maintaining privacy and security; and
- (b) add visual interest and not be dominant or large in scale.

- 191** Except on frontages to a major traffic route where acoustic screening to dwellings is warranted, fences to road frontages should not be more than two metres in height above the natural ground level.
- 192** Fences over two metres in height on boundaries to public open space should not be of a solid or opaque form.
- 193** Fences and retaining walls at road intersections should not be higher than one metre for a distance of three metres on either side of the property boundaries which abut the intersecting public roads.
- 194** Retaining walls should be set-back from road frontages, stepped, constructed of materials of dark or medium tones and otherwise designed and sited so as to minimise their visual impact on the locality.

Safety and Security

- 195** Dwellings should, wherever reasonably practicable, be designed to overlook, and thus allow casual surveillance over, public roads, walkways and open space.
- 196** In the development of a site or locality, buildings, fences, landscaping and other features should clearly differentiate public, communal and private areas.
- 197** Buildings should be designed to minimise access between roofs, balconies and windows of adjoining dwellings.
- 198** Pedestrian access and car parking areas for communal use should be clearly defined and appropriately lit.

Site Facilities and Storage

- 199** Development on sites containing more than one dwelling should include:
- (a) a common mail box structure located close to the major pedestrian access to the site;
 - (b) garbage and recyclable material collection areas located for efficient collection and requiring minimal maintenance; and
 - (c) for dwellings which do not incorporate ground level private open space, readily accessible external clothes drying areas, designed and sited to complement the development and streetscape character.

Water Conservation

- 200** Development should incorporate techniques for conserving mains water and appropriately utilising local water resources, including use of rainwater tanks, water efficient plumbing fittings and irrigation systems, and landscaping design.
- 201** Development should limit the rate and volume of stormwater discharged from the site, and provide for on-site stormwater detention, retention and use, without causing nuisance or damage to the site, or to adjacent sites. A combination of at least two of the following techniques should be used:
- (a) the collection and direction of roof runoff to a rainwater detention tank with excess flow directed to a rear of allotment drain, an in-ground soakage pit or sump or the street stormwater system;
 - (b) provision of an in-ground soakage pit or sump which is sized, located and connected so as to accept and absorb peak roof catchment flows; or
 - (c) the unbuilt portion of the site being designed and constructed to allow surface runoff to be dispersed to and detained and absorbed within soft landscaped (unpaved) areas.

Affordable Housing

- 202** Affordable housing should be well integrated and complementary in design and appearance to other dwellings within the development.

Residential Development for the Aged

The ageing of the population and the specific needs of aged people has created substantial demand for purpose built accommodation, often in an aggregated form generally known as retirement villages. This form of development, together with the specific needs of the aged, particularly the very old whose movement and lifestyle may become restricted, creates the need for detailed consideration of the design dwellings for aged people, their location and immediate environment. These considerations should not ignore the specific social, recreational and lifestyle requirements of aged residents.

- 203** Residential development for aged people should be located in suitable residential areas, such as areas:
- (a) separated from commercial or industrial land uses which would detract from a pleasant living environment;
 - (b) where public transport is reasonably accessible;
 - (c) where local shops, services and facilities are reasonably accessible;
 - (d) having regard to the long-term needs of the population; and
 - (e) where the slope of the terrain is not likely to restrict the movement of aged people.
- 204** Retirement villages and other forms of accommodation exclusively for the accommodation of aged people may be developed at residential densities higher than those provided for dwellings in the zone and policy area in which the land is situated, provided:
- (a) the development does not result in an overall site coverage substantially greater than that provided for in the relevant part of a zone;
 - (b) the overall bulk, appearance and functions of the development are compatible with the objectives for the relevant part of a zone;

- (c) the demand for garaging and car parks are less than would be required for the development of dwellings; and
- (d) opportunities are provided for significant landscaping, and where appropriate, on-site stormwater management, on the development site.

205 Retirement villages, hostels and other forms of accommodation for aged people should:

- (a) incorporate:
 - (i) communal and private areas with interesting outlooks;
 - (ii) usable recreation areas for residents and visitors, including children;
 - (iii) spaces to accommodate social needs and activities such as gatherings, gardening or the keeping of birds and animals; and
 - (iv) use of natural lighting;
- (b) limit the scale of buildings in close proximity to the boundaries of the site;
- (c) avoid an institutional style of development;
- (d) provide storage areas for items such as boats, trailers and caravans in association with independent living units;
- (e) provide security for residents including adequate illumination between sunset and sunrise;
- (f) provide a balance between communal areas and private spaces;
- (g) provide adequate living space for a private lifestyle with single person rooms being not less than 16 square metres in area with at least some occupancies incorporating a second habitable space for the accommodation of some items of furniture or similar items of personal value to the occupant;
- (h) avoid multiple floor levels unless provided with a lift;
- (i) avoid the creation of obscure and poorly lit spaces or paths of travel which would create unsafe conditions; and
- (j) provide adequate storage spaces for personal and household items for convenience and avoidance of accidents caused by the clutter of spaces.

206 In the development of residential accommodation for aged people, the provision of driveways, roads, walkways, and other paths of travel should:

- (a) include resting places and opportunity for social interaction with seats and shelter from sun, rain and wind;
- (b) cover the routes frequently travelled by pedestrians;
- (c) clearly separate pedestrian and vehicular traffic;
- (d) facilitate ease of movement for pedestrians or disabled persons with changes in gradient being clearly identified;
- (e) have a firm, even and slip-resistant paved surface, with a minimal gradient of not more than 1 in 20;

- (f) not include steps with a tread width of less than 600 millimetres and a rise of less than 80 millimetres, or more than 100 millimetres, to facilitate the use of personal mobility aids;
- (g) be provided with continuous hand-rails, or other barriers, where there may be a risk or danger to pedestrians of falling; and
- (h) include provision of both steps and ramps to facilitate the use of all forms of personal mobility.

207 Space for the parking of vehicles on the site of accommodation for aged people should:

- (a) be provided for residents, staff, service providers and visitors, sufficient to meet the likely demands generated by the development;
- (b) be conveniently located for ease of access and security for residents;
- (c) be designed to minimise the impact on adjoining residential premises due to visual intrusion or the location of driveways and vehicle manoeuvring areas;
- (d) provide covered, secure areas for residents' vehicles;
- (e) be paved with an even, slip-resistant surface with a gradient of not more than 1 in 20;
- (f) provide for the operation and parking of a small bus including a passenger pick-up and set-down area and manoeuvring space; and
- (g) provide car parking spaces for residents designed for ease of access to vehicles and ease of vehicular movement.

MEDIUM AND HIGH RISE DEVELOPMENT (3 OR MORE STOREYS)

OBJECTIVES

- 61** Medium and high rise development that provides housing choice and employment opportunities.
- 62** Residential development that provides a high standard of amenity and adaptability for a variety of accommodation and living needs.
- 63** 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.
- 64** Buildings designed and sited to be energy and water efficient.

PRINCIPLES OF DEVELOPMENT CONTROL

Design and Appearance

208 Buildings should:

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

209 The ground floor level of buildings (including the foyer areas of residential buildings) should be designed to enable surveillance from public land to the inside of the building at night.

210 Entrances to multi-storey buildings should:

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

Visual Privacy

211 The visual privacy of ground floor dwellings within multi-storey buildings should be protected through the use of design features such as the elevation of ground floors above street level, setbacks from street and the location of verandahs, windows porticos or the like.

Building Separation and Outlook

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

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

Dwelling Configuration

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

214 Dwellings with 3 or more bedrooms located on the ground floor of medium and high rise buildings should, where possible, have the windows of habitable rooms overlooking internal courtyard space or other public space.

Adaptability

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

Environmental

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

- 217** Green roofs (which can be a substitute for private or communal open space provided they can be accessed by occupants of the building) are encouraged on all new residential, commercial or mixed use buildings.
- 218** Development of 5 or more storeys, or 21 metres or more in building height (excluding the rooftop location of mechanical plant and equipment), should be designed to minimise the risk of wind tunnelling effects on adjacent streets by adopting one or more of the following:
- (a) a podium at the base of a tall tower and aligned with the street to deflect wind away from the street;
 - (b) substantial verandahs around a building to deflect downward travelling wind flows over pedestrian areas; and
 - (c) the placement of buildings and use of setbacks to deflect the wind at ground level.

Site Facilities and Storage

- 219** 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 or outbuilding; and
 - (c) within an on-site communal facility.
- 220** The design of driveway crossovers, parking areas, accessways and elements that interact with the public realm should safely and efficiently accommodate the collection of waste and recycling materials.
- 221** Development should provide a dedicated area for the on-site storage, collection and sorting of recyclable materials and waste that is consistent with the following:
- (a) easily and safely accessible to the collection point
 - (b) easily and safely accessible to residents and collection service providers
 - (c) well screened to prevent vandalism and theft
 - (d) designed to reduce odour and discourage vermin.
- 222** Development with a gross floor area of 2000 square metres or more should provide for the communal storage, collection and management of waste.

RETAILING AND CENTRES

OBJECTIVES

Retailing

Objective 65: Shopping, administrative, cultural, community, entertainment, educational, religious, and recreational facilities located in integrated centres and corridor zones.

General

Objective 66: 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 67: A hierarchy of centres located in centre zones or areas.

Objectives 57, 58 and 59 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 types:

- (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 the defined roles in the centre hierarchy of that centre and other centres.

New development in centres or corridor zones 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.

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 an arterial road, or one quadrant of an arterial road intersection, and have minimal adverse impact on traffic movement on arterial roads. Linear extension of centre zones or areas along 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.

Designated Centres

Objective 68: District centres served by public transport and including shopping facilities that provide 'convenience' goods and a range of 'comparison' goods to serve the major weekly household shopping needs of the district community, as well as a range of other business and community facilities and services.

Objective 69: Retention and reinforcement of the Glenside district centre shown on [Map Bur/1 \(Overlay 1\)](#) as the principal focus of retail facilities, offices and business and community facilities in the City of Burnside.

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
Bank
Child Minding/Child Care Centre
Cinema
Civic Centre
Club/Meeting Hall
Commercial Development
Community Health Centre
Consulting Room
Day Care Centre
Further Education
Hospital
Hotel/Tavern
Indoor Recreation Centre
Library
Office
Park
Place of Worship
Playing Field
Police Station
Pre-school
School
Service Station
Shop (including a Discount Department Store)
Store
Special School
Swimming Pool.

Objective 70: Neighbourhood centres to include shopping facilities that provide mainly 'convenience' goods to serve the day-to-day needs of the neighbourhood community and a limited range of 'comparison' goods, as well as a narrow range of non-retail facilities and services.

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
Branch Library
Child Minding/Child Care Centre
Club/Meeting Hall
Commercial Development
Community Welfare
Consulting Room
Indoor Recreation Centre
Local Health Centre
Office
Park
Place of Worship
Playing Field
Pre-school
Primary School
Service Station
Shop (including a Supermarket)
Squash Court.

Objective 71: Local centres and corridor zones to include shopping and local facilities and services to serve the day-to-day needs of the local community.

Objective 72: Retail showroom development should only be located outside of designated centres or corridor zones if it can be clearly demonstrated that it would be undesirable or impractical to locate them within designated centres.

Retail showrooms, trading in furniture, floor coverings, household appliances and other similar articles of 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 corridor zones, or in certain business zones.

Objective 73: Retailing development 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, or traffic movements on nearby 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 (including corridor zones) 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 and 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) compliance with building and site development standards for centres.

PRINCIPLES OF DEVELOPMENT CONTROL

General

223 Development located within any centre zone should be designed and located to minimise its impact on existing or potential dwellings in an adjacent zone due to:

- (a) vehicular access, egress and circulation within the site of the development;
- (b) the location and arrangement of service, refuse and waste storage and collection facilities;
- (c) the scale, height and bulk of buildings where located close to the boundaries of the zone;
- (d) unreasonably adverse visual impact when viewed from the site of any dwelling;
- (e) loss of privacy or overshadowing; and
- (f) the generation of noise, odour, light or particulate matter.

224 Development in a centre zone should:

- (a) accord with the intended role of the centre within the centres hierarchy, and provide for any future expansion needs commensurate with that role;
- (b) provide for multiple use of facilities, sharing of utility spaces, and consolidated, coordinated and convenient parking;
- (c) ensure appropriate integration of facilities and public transport;
- (d) be concentrated and designed for pedestrian convenience, avoiding conflict between pedestrian and vehicular traffic movement;
- (e) produce a close relationship between shops in a “lively” setting;
- (f) enhance the amenity of the site and locally through unified design of buildings and signs, with landscaping forming an integral part of centre design and used to foster human scale, provide shade and visual relief, define spaces, reinforce paths and edges, and screen utility areas; and
- (g) not cause congestion, detract from the safety of users of adjoining roads, or cause a need for a significant expenditure on transport and traffic works or facilities in or outside the locality.

Shopping Development

225 The development of shops should be as follows:

- (a) a shop or group of shops with a gross leasable area of greater than 250 square metres should be located in the District Centre Zone, a Neighbourhood Centre Zone, or the Urban Corridor Zone;
- (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 Bur/1 \(Overlay 1\)](#)), except within the District Centre Zone, a Neighbourhood Centre Zone, a Local Centre Zone, or the Urban Corridor Zone;

- (c) a shop or group of shops located outside the District Centre Zone, a Neighbourhood Centre Zone, a Local Centre Zone, or the Urban Corridor Zone should:
 - (i) not hinder the development or function of any of those zones (or a designated centre in any other Council area);
 - (ii) provide retail services of a strictly local nature; and
 - (iii) not diminish the amenity of the locality;
- (d) 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 and safe access points; and
- (e) shopping development should include designated parking space for disabled persons.

Hotels and Other Licensed Premises

226 Where the development of a hotel, or other facility licensed under the Liquor Licensing Act, 1997, includes a drive-in facility for the sale of liquor and related goods, the facility should be so located on the site of the development that there would be no queuing of vehicles encroaching onto a public road.

COMMUNITY FACILITIES

OBJECTIVES

Objective 74: Community facilities and services conveniently located and designed to meet existing and future needs and minimise adverse effects on residential amenity.

In general, community facilities, other than those provided in association with public open space, will be located in designated centres or Community Use Zones. The changing age structure of the population will affect the range of community facilities required, and therefore flexibility should be a major consideration when considering the design, type and life of buildings.

PRINCIPLES OF DEVELOPMENT CONTROL

227 Community facilities (including community centres, meeting halls, places of worship, pre-schools, primary schools, educational establishments, hospitals, indoor recreation centres, nursing homes, rest homes and hostels) should be:

- (a) located and designed for convenient use and access; and
- (b) integrated in function or provided on a co-ordinated basis to promote efficiency in the delivery of services.

228 Indoor recreation centres and similar facilities should only be developed where:

- (a) the site of the development is of sufficient size, and the development is designed, to provide:
 - (i) substantial physical separation of buildings and activities and adjacent residential development in a manner which prevents unreasonable disruption of the lifestyle of residents within the locality of the development;

- (ii) landscaped buffers around the perimeter of the site of the development;
and
- (b) the site is located where vehicular access to the site is gained directly from an arterial or collector road and is not likely to generate significant traffic volumes in any street in a residential area; and
- (c) noise attenuation measures are incorporated to reduce noise levels external to the site to levels typical of the locality in which the site is situated.

229 Pre-schools, primary schools, educational establishments and similar community based facilities should:

- (a) when developed in residential areas, only be undertaken on sites where there is no significant adverse impact on the amenity of the locality, and in a manner consistent with the residential character of the locality in terms of bulk, scale, and the appearance of the development viewed from public roads or residential sites; and
- (b) provide on-site:
 - (i) an area or areas for all student or client set-down and pick-up requirements including all vehicular standing and parking demands;
 - (ii) appropriate segregation of vehicular and pedestrian movements (with the exception of vehicular access and egress points over footways); and
 - (iii) substantial landscaping to enhance and soften the appearance of the development including driveway and car parking areas and to provide shade and shelter for pedestrians and vehicles.

INDUSTRIAL AND COMMERCIAL DEVELOPMENT

OBJECTIVES

General

Objective 75: 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 76: 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 77: Development at the interface between industrial activities and sensitive uses that is 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 78: Industrial, commercial, motor repair, servicing, storage, depot and distribution activities suitably located, designed and managed to avoid or substantially reduce adverse effects on residential amenity and the environment.

The City of Burnside contains a small number of industries and other non-retail commercial uses which in other parts of the metropolitan area are often located in an industrial zone. They include long-standing brewery, winery, food processing, pottery and motor repair activities. Such activities are dispersed amongst other uses and often close to housing. Particular attention should be given to improvement of residential amenity and environmental quality when any expansion or redevelopment of existing sites is proposed. Performance standards or definite measurements of noise, smoke, smell, dust, traffic or other adverse impacts can be used to determine whether further development of an existing use would meet acceptable standards for its locality.

Extractive Industrial Development

Objective 79: Existing extractive industries and associated uses and activities:

- (a) protected from encroachment by incompatible uses;
- (b) managed to avoid, or minimise and ameliorate adverse impacts on the environment to acceptable levels; and
- (c) which screen, restore, and provide for a suitable after-use and final landform of, excavated areas.

Quarries in the Hills Face Zone supply aggregate for concrete and roadwork. Some, like the Stonyfell-Greenhill Quarry on the eastern margin of the Council area (extending into the adjoining Council area), are visible from urban areas. As transport costs rise rapidly with distance between the workings and the point of consumption, it is likely that operations close to the city will continue well into the 21st Century. It is undesirable for land to be left exposed or derelict following the extraction of minerals. Accordingly, steps should continue to be taken to progressively restore the land, ensuring where possible that worked areas are not visible from the Adelaide Plain, and ensuring a close correlation between working and after-use of

each site. Those areas likely to be adversely affected by ongoing extractive industry operations should be protected from encroachment by residential or other sensitive uses.

Outdoor Advertisements

Objective 80: Advertisement and advertising displays confined to appropriate areas, and designed and located to:

- (a) complement and improve the character and amenity of the area within which it is located, including the appropriate rectification of existing unsatisfactory signage;
- (b) maintain equity of exposure for all business premises;
- (c) avoid creating or contributing to any hazard; and
- (d) be concise and efficient in communicating with the public to:
 - (i) avoid proliferation of confusing and cluttered information; and
 - (ii) minimise the number of advertisements displayed.

PRINCIPLES OF DEVELOPMENT CONTROL

General

230 Development located within any office or business zone should be designed and located to minimise its impact on existing or potential dwellings in an adjacent zone due to:

- (a) vehicular access, egress and circulation within the site of the development;
- (b) the location and arrangement of service, refuse and waste storage and collection facilities;
- (c) the scale, height and bulk of buildings where located close to the boundaries of the zone;
- (d) unreasonably adverse visual impact when viewed from the site of any dwelling;
- (e) loss of privacy or overshadowing; and
- (f) the generation of noise, odour, light or particulate matter.

231 The development of an industry, motor repair station, warehouse, store, depot, service trade premises or petrol filling station should:

- (a) not impair the amenity of any land where residential uses are established or likely to be established;
- (b) be designed and located in a manner which will avoid significant adverse impact on other premises in the locality due to the emission of noise, vibration, odour, fumes, smoke, vapour, steam, soot, ash, dust, electrical interference, electromagnetic radiation, radioactivity, reflection or light;
- (c) maintain at least 50 percent of the area of the site not covered by building/s;
- (d) ensure that buildings on the site are of a high standard of design and appearance, and set-back:
 - (i) from the road frontage a sufficient distance to allow for landscaping or stormwater soakage area;

- (ii) a minimum of three metres from one side boundary of the site for access purposes; and
- (iii) from any boundary of the Residential Zone, a minimum of three metres for a building more than two metres in height, plus 500 millimetres for each metre by which the building height is more than 3.5 metres.

232 Where development is for a petrol filling or motor repair station:

- (a) fuel pumps and other service facilities should be positioned so that vehicles accessing the facilities will not encroach onto a public road; and
- (b) the distance between access points should be at least 9 metres, and between any access point and an intersecting carriageway, at least 10 metres.

Outdoor Advertisements

233 Advertisements and advertising displays should:

- (a) convey in simple, clear and concise language, symbols, print style, layout and a small number of colours, the owner/occupier and/or generic type of business, merchandise or services being advertised;
- (b) be few in number to avoid proliferation of advertisements or advertising displays;
- (c) be of a form, style, scale, height and size and in locations which:
 - (i) are appropriate to the character of the locality;
 - (ii) preserve reasonable exposure to the public for all adjacent sites; and
 - (iii) will not obscure a driver's view or distract drivers where demands on concentration are high such as intersections or bends in a road.
- (d) not have an adverse impact on the amenity of adjacent premises and areas from which they are visible;
- (e) rectify or improve existing unsatisfactory signage;
- (f) ensure that pole and other structures with the sole purpose of supporting an advertisement are concealed from view, or of simple design and visually unobtrusive;
- (g) not encroach beyond the boundaries of the subject property and if road widening is applicable, the proposed property boundary realignment;
- (h) be unified in colour, style, placement and proportion to present a co-ordinated theme and design for a site, centre or building;
- (i) be designed, made and presented in a high quality manner, and be maintained in good repair and condition at all times; and
- (j) be designed and located to avoid damage, pruning or lopping of on-site landscaping or street trees.

234 Free standing advertisements and advertising displays:

- (a) should be limited to only one major identification advertisement or advertising display per site or complex;

- (b) should be of a consistent design with other advertising displays on buildings within the site or complex, if multiple advertisements are appropriate;
- (c) may incorporate the name or nature of each business or activity within the site or complex in one or more panels on the same advertising display, which should be of a coordinated design, in terms of colour and graphics, with the site or complex prominently identified; and
- (d) should be of a scale and size compatible and complementary with development on the site.

235 An advertisement or advertising display attached to a building should:

- (a) be of appropriate colour, scale and proportion, coordinated with and complementing the architectural form and design of the building that it is attached to; and
- (b) not be located so as to extend in a horizontal direction beyond the walls or other vertical surface of a building, unless the advertising display is appropriately designed to form an integrated and complementary extension of the existing building.

236 Advertisements or advertising displays erected on or over a veranda, or which project from a building wall should:

- (a) have a minimum clearance over a footway of 2.5 metres;
- (b) where erected on or over a veranda, not protrude past the extremities of the veranda;
- (c) have a minimum clearance of 0.45 metres to the vertical alignment of the road kerb or edge of carriageway; and
- (d) where projecting from a wall, abut the edge of the advertisement or advertising display to the surface of the wall.

237 Advertisements or advertising displays should not be erected upon:

- (a) a pedestrian accessway;
- (b) a vehicle adapted and exhibited primarily as an advertisement; or
- (c) residential land, unless erected to fulfil a statutory requirement, or as a complying type of advertisement or advertising display associated with the residential use of the land.

238 Portable, easel or A-frame advertisements (located on land other than a road reserve) should:

- (a) only be displayed:
 - (i) on premises within any centre, office, urban corridor or business zone;
 - (ii) in close proximity to the premises or business advertised;
 - (iii) during the hours the subject business is open for trading; and
 - (iv) where no other appropriate opportunity exists for an adequate co-ordinated and permanent advertisement or advertising display;

- (b) be restricted to a maximum number of one per premises, with one extra provided only if the premises has significant public interfaces along two roads or major pedestrian routes, or it is necessary to identify an additional, major entry point to the premises;
- (c) not obstruct the view of, or infringe the safety of motorists or pedestrians;
- (d) not result in a duplication or proliferation of information or advertisements or advertising displays;
- (e) be coordinated with the design of all other advertisements on the subject site or building;
- (f) not encroach beyond the boundary alignment of the subject site or into car parking areas;
- (g) not cause or require damage to or removal of any landscaping on the site;
- (h) contain a maximum of one square metre in advertisement area per face; and
- (i) be not more than 1.2 metres in high.

239 Advertisements or advertising displays incorporating flags, bunting, streamers or other attention attracting devices which move or flash or may create undue distraction for motorists should not be displayed.

Advertising in Mixed Use and Corridor Zones

240 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;
- (b) where located below canopy level, flush with the wall or projecting horizontally;
- (c) where located at canopy level, in the form of a fascia sign; and
- (d) where located above the canopy, flush with the wall and within the height of the parapet.

241 Advertisements or advertising hoardings should not exceed 25 per cent of the ground floor wall area on the façade the sign is placed.

RENEWABLE ENERGY

OBJECTIVES

Objective 81: The development of renewable energy facilities, such as wind and biomass energy facilities, in appropriate locations.

Objective 82: 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

242 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.

- 243** Renewable energy facilities, including wind farms, and ancillary developments should be located in areas that maximise efficient generation and supply of electricity.
- 244** 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

Overlay 1 - Affordable Housing

The following objectives and principles of development control that follow apply to the 'designated area' marked on [Map Bur/1 \(Overlay 6\)](#). They are additional to those expressed for the whole of the council area and those expressed for the relevant zone and, if applicable, policy area.

INTERPRETATION

Where the Objectives and/or Principles of Development Control that apply in relation to this overlay are in conflict with the relevant Council-wide 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 per cent affordable housing.

Overlay 2 – Strategic Transport Routes

The following objectives and principles of development control apply to the 'designated area' marked on [Map Bur/1 \(Overlay 5\)](#). They are additional to those expressed for the whole of the council area and those expressed for the relevant zone and, if applicable, policy area.

INTERPRETATION

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

OBJECTIVES

- Objective 1:** 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
 - ii. a buffer from the main carriageway for pedestrian and cycling activity

- (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 minimum 1.2 metre wide continuous accessible path behind the bus shelter.

Overlay 3 – Noise and Air Emissions

The following objectives and principles of development control that follow apply to the 'designated area' marked on [Map Bur/1 \(Overlay 4\)](#). They are additional to those expressed for the whole of the council area and those expressed for the relevant zone and, if applicable, policy area.

INTERPRETATION

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

OBJECTIVES

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

PRINCIPLES OF DEVELOPMENT CONTROL

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

Attachment B

URBAN CORRIDOR ZONE

Introduction

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

The Urban Corridor Zone is divided into a number of Policy Areas. Each policy area has been defined according to the existing and desired character of the area, the type and nature of development considered appropriate and other features that differentiate one area from another. The policy areas are shown on [Maps Bur/12 and 15](#).

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 and commercial development above.
- Objective 3:** A mix of land uses that enable people to work, shop and access a range of services close to home.
- Objective 4:** Adaptable and flexible building designs that can accommodate changes in land use and respond to changing economic and social conditions.
- Objective 5:** A built form that provides a transition down in scale and intensity at the zone boundary to maintain the amenity of residential properties located within adjoining zones.
- Objective 6:** A safe, comfortable and appealing street environment for pedestrians that is sheltered from weather extremes, is of a pedestrian scale and optimises views or any outlook onto spaces of interest.
- Objective 7:** Noise and air quality impacts mitigated through appropriate building design and orientation.
- Objective 8:** Development that contributes to the desired character of the zone.

DESIRED CHARACTER

This zone supports an innovative mix of medium to high density residential and mixed use development along the Fullarton Road and Greenhill Road Primary Road Corridors.

It will be developed with a diversity of housing, including row dwellings, residential flat buildings and multi-storey buildings that incorporate affordable housing opportunities for families, students and other household types in areas with frequent public transport provision.

Residents will have access to a local and neighbourhood scale mix of land uses that are well connected to public transport, and active public spaces that facilitate walking and/or cycling to a range of daily activities.

Buildings will create a linear corridor that frames the main road with active street frontages that establish an interesting pedestrian environment and human scale at ground level. Buildings of 4 or more storeys will be the predominant built form..

A high amenity pedestrian environment will be established that provides integrated linkages to adjacent centres, public transport stops and public spaces. High quality footpaths will be provided (of a durable non-slip surface) that are shaded by street trees that cool the street environment and reduce air pollution. Access for people with disabilities, signage, seating and street lighting will be provided along key walking routes between public transport stops and major activity nodes. Cycle routes will be visible, safe, accessible, well signed and connected with key local destinations (such as shops, schools and local parks).

Greenhill Road and Fullarton Road are strategic routes. Their function as major transport corridors will be protected with minimal on-street vehicle parking and access points. Access will be provided from secondary road frontages and rear access ways. Controlled pedestrian crossings points will be focussed and consolidated at key locations. Parking areas will be consolidated, shared, where possible, and screened from the street or public spaces.

Development will be undertaken within defined building envelopes. The location and scale of buildings will achieve high quality urban design outcomes. A coherent public realm that shapes the street space and, in particular, the physical and functional character of the main road, will be established. In general, the greatest height, mass and intensity of development will be focussed at the main road frontage, and will reduce in scale to transition down where there is an interface with low rise residential development in an adjacent residential zone. Buildings at the periphery of the zone will have an appropriate transition that relates to the height and setback of development in adjacent zones of a lower scale and intensity.

Development will have a human scale and contribute positively to the public realm with articulated buildings that incorporate canopies, modelled façades, fenestration and balconies that make use of light and shade. Solid materials will be appropriately balanced with glazed areas. Buildings will have a strong horizontal emphasis with clearly defined and segmented vertical elements.

The greatest height, mass and intensity of development will be focussed at the main road frontage. Key strategic sites will be developed with landmark buildings.

Overlooking, overshadowing and noise impacts will be moderated through good design and noise attenuation techniques. Impacts on adjoining zones will be minimised through appropriate building envelopes, transition of building heights, design and location of windows and balconies, and use of landscaping.

Well-designed landscaping will assist to visually reduce the scale of large building façades, soften edges and provide visual amenity and shade. Plant and service equipment will be enclosed and screened from view from the street and neighbouring sites.

Nominated public spaces will be designed to create a quiet space or retreat for people to use.

Water sensitive urban design for the harvest, treatment, storage and reuse of stormwater will be integrated at the neighbourhood, street, site and building level. Harvested stormwater will improve the aesthetic and functional value of open spaces, including public access ways and greenways.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

1 The following types of development, or combination thereof, are envisaged in the zone:

- affordable housing
- aged persons accommodation

- community centre
- consulting room
- dwelling
- educational establishment
- entertainment venue
- licensed premises
- office
- pre-school
- primary school
- residential flat building
- retirement village
- shop or group of shops
- supported accommodation
- tourist accommodation.

2 Development listed as non-complying is generally inappropriate.

Form and Character

- 3 Development should be consistent with the desired character for the zone.
- 4 Residential development in a wholly residential building should aim to achieve a target minimum net residential site density of 100 dwellings per hectare.
- 5 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

- 6 Buildings on sites with a frontage greater than 10 metres should be well articulated through variations in forms, materials, openings and colours.
- 7 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.
- 8 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.
- 9 Development should minimise the number of access points onto an arterial road, by providing vehicle access:
- (a) from side streets or rear access ways; and
 - (b) via co-ordinated through-property access rights of way or common rear vehicle parking areas.
- 10 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.

Building Envelope

Building Height

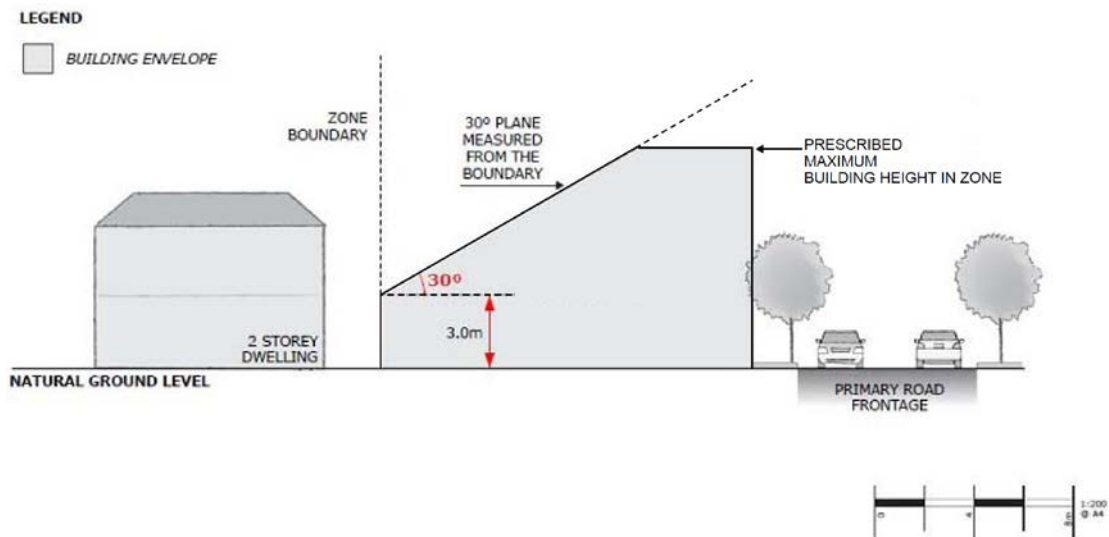
- 11 Except where airport building height restrictions prevail, the interface height provisions require a lesser height, building heights (excluding any rooftop mechanical plant or equipment) should be consistent with the following parameters:

Policy area	Minimum building height	Maximum building height
Boulevard	3 storeys, or 4 storeys for land that is directly adjacent to or facing the Adelaide Park Lands.	<p>On land adjoining Greenhill Road between Fullarton Road and Glen Osmond Road- 7 storeys (and up to 25.5 metres)</p> <p>On land adjoining Fullarton Road between Kensington Road and Greenhill Road – 6 storeys (and up to 22 metres)</p>

Interface Height Provisions

- 12 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



- 13 To minimise overshadowing of sensitive uses outside of the zone, buildings should ensure that:
- north-facing windows to habitable rooms of existing dwellings in adjacent zones receive at least 3 hours of direct sunlight over a portion of their surface between 9.00am and 3.00pm on 21 June
 - ground level open space of existing residential buildings in adjacent zones receive direct sunlight for a minimum of 2 hours between 9.00am and 3.00pm on 21 June to at least the smaller of the following:

- (i) half of the existing ground level open space; or
- (ii) 35 square metres of the existing ground level open space (with at least one of the area's dimensions measuring 2.5 metres).

Setbacks from Road Frontages

- 14** Buildings 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	Minimum setback from the primary road frontage in all other cases
Boulevard Policy Area	6 metres from the Greenhill Road Primary Road Corridor	4 metres
	6 metres from the Fullarton Road Primary Road Corridor	
	2 metres from the Fullarton Road Primary Road Corridor where adjacent to the front service road	

- 15** Buildings should be set back from the secondary road frontage or a vehicle access way in accordance with the following parameters:

Designated area	Minimum setback from secondary road	Minimum setback from a rear access way
Boulevard Policy Area	2 metres	No minimum where the access way is 6.5 metres or more
		Where the access way is less than 6.5 metres in width, the distance equal to the additional width required to make the access way 6.5 metres or more, to provide adequate manoeuvrability for vehicles

Other Setbacks

- 16** Buildings should be set back in accordance with the following parameters:

Designated area	Minimum setback from rear allotment boundary	Minimum setback from side boundaries (where not on a street boundary)
Boulevard Policy Area	3 metres	For allotments with a frontage width of : <ul style="list-style-type: none"> (a) 20 metres or less: no minimum (b) more than 20

Designated area	Minimum setback from rear allotment boundary	Minimum setback from side boundaries (where not on a street boundary)
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metres: 1 metre

Open Space

- 17** Dwellings at ground level should provide private open space in accordance with the following table:

Minimum area excluding any area at ground level at the front of the dwelling (square metres)	Minimum dimension (metres)	Minimum area provided at the rear or side of the dwelling, directly accessible from a habitable room (square metres)
24, of which 8 may comprise balconies, roof patios and the like, provided they have a minimum dimension of 2 metres	3	16

- 18** Dwellings located above ground level should provide private open space in accordance with the following table:

Dwelling type	Minimum area of private open space
Studio (where there is no separate bedroom)	No minimum requirement
One bedroom dwelling	8 square metres
Two bedroom dwelling	11 square metres
Three + bedroom dwelling	15 square metres

- 19** Private open space located above ground level should have a minimum dimension of 2 metres and be directly accessible from a habitable room.
- 20** Private open space may be substituted for the equivalent area of communal open space where:
- (a) at least 50 per cent of the communal open space is visually screened from public areas of the development;
 - (b) ground floor communal space is overlooked by habitable rooms to facilitate passive surveillance; and
 - (c) it contains landscaping and facilities that are functional, attractive and encourage recreational use.

Communal Open Space

- 21** 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.

22 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 food production; and
- (d) be integrated into the overall façade and composition of buildings.

Land Division

23 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

24 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 development being consistent with [Table Bur/6 – Off-street Vehicle Parking Requirements for the Urban Corridor Zone](#) and [Table Bur/7 - Off-street Bicycle Parking Requirements for the Urban Corridor Zone](#):

- (a) change in the use of land, from residential to office on the ground or first floor of a building; or
- (b) change in the use of land, from residential to shop less than 250 square metres on the ground floor of a building.

Non-complying Development

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

Form of development	Exceptions
Industry	
Fuel depot	
Petrol filling station	
Public service depot	
Road transport terminal	
Service trade premises	
Store	

Transport depot	
Warehouse	
Waste reception storage treatment and disposal	

Public Notification

26 Categories of public notification are prescribed in Schedule 9 of the *Development Regulations 2008*. In addition, the following forms of development, or any combination of (except where the development is classified as non-complying), are designated:

Category 1	Category 2
Advertisement	<p>All forms of development not listed as Category 1</p> <p>Any development listed as Category 1 and located on adjacent land to a residential zone or Historic (Conservation) Zone that:</p> <ul style="list-style-type: none"> (a) is 3 or more storeys, or 11.5 metres or more, in height (b) exceeds the 'Building Envelope - Interface Height Provisions'.
Aged persons accommodation	
All forms of development that are ancillary and in association with residential development	
Consulting room	
Dwelling	
Educational establishment	
Office	
Pre-school	
Primary school	
Residential flat building	
Retirement village	
Supported accommodation	
Shop or group of shops with a gross leasable area of 2000 square metres or less located in the Boulevard Policy Area	
Tourist accommodation	

Boulevard Policy Area

The following provisions apply to the Boulevard Policy Area as shown on [Maps Bur/12 and 15](#). They are additional to those expressed for the whole of the Urban Corridor Zone and for the whole of the Council area.

OBJECTIVES

- 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.
- 2 A uniform streetscape edge established through a largely consistent front setback and tall, articulated building façades.
- 3 Development that does not compromise the transport functions of the road corridor.
- 4 Development that contributes to the desired character of the policy area.

DESIRED CHARACTER

Development in the policy area will enhance the character of the wide avenue that is uniformly planted with tall trees spaced at regular intervals. The transport function of the road corridor as a strategic transport route will be maintained and pedestrian areas will be enhanced to maximise safety and promote activity in appropriate locations.

Buildings will be medium and high rise to frame, and be proportionate in height to the width of the road. Buildings will also be set back uniformly from the main road frontage to reinforce the consistent built form façade, provide space for landscaping and pedestrian environment enhancement. Buildings will provide tall walls when viewed from the main road but may be articulated with finer details such as balconies and verandahs, and canopies over the ground floor.

Development on key corner sites will enhance the gateway function through the use of taller buildings that provide a strong built form edge and pedestrian scale detailing to both street frontages.

The use of buildings that incorporate podium elements (where higher floors of the building are set back further than ground and lower level floors) may be used to improve air quality through greater air circulation and enhance solar access, privacy and outlook for both the residents of the building and neighbors. Podium buildings that frame the street in proportion to the width of the road are encouraged.

On-site vehicle parking will not be visible from the primary street frontage through the use of design solutions such as locating parking areas behind the front building façade and screening undercroft parking areas with landscaping and articulated screening.

PRINCIPLES OF DEVELOPMENT CONTROL

Land use

- 1 Development should predominantly comprise mixed use buildings and wholly residential buildings.
- 2 In a mixed use building, non-residential development should be located on the ground floor and lower levels, and residential development should be located on the upper levels.

Form and Character

- 3** Development should be consistent with the desired character for the policy area.
- 4** Shops or groups of shops contained in a single building, other than a restaurant, should have a gross leasable area of less than 2000 square metres.
- 5** The finished ground floor level should be approximately at grade and level with the footpath.
- 6** The ground floor of buildings should be built to dimensions including a minimum floor to ceiling height of 3.5 metres to allow for adaptation to a range of land uses including retail, office and residential without the need for significant change to the building.
- 7** A minimum of 50 per cent of the ground floor primary frontage of buildings should be visually permeable, transparent or clear glazed to promote active street frontages and maximise passive surveillance.

Attachment C

Table Bur/6

Off-street Vehicle Parking Requirements for the Urban Corridor Zone

The following vehicle parking requirements apply to development specifically in the Urban Corridor Zone.

- 1 Residential development, in the form of residential flat buildings and residential development in multi-storey buildings should provide vehicle parking in accordance with the following rates:

Number of required vehicle parking spaces	
Rate for each dwelling based on number of bedrooms per dwelling	Plus number of required visitor parking spaces
1 per studio (no separate bedroom), 1, or 2 bedroom dwelling	0.25 per dwelling
1.25 per 3 + bedroom dwelling	

- 2 Row, semi-detached and detached dwellings should provide off-street vehicle parking in accordance with the following rates:

Number of bedrooms, or rooms capable of being used as a bedroom	Number of required vehicle parking spaces
1 or 2 bedrooms	1
3 + bedrooms	2

- 3 Tourist accommodation should provide off-street vehicle parking in accordance with the following rates:

Minimum number of required vehicle parking spaces	Maximum number of vehicle parking spaces
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

- 4 Non-residential development excluding tourist accommodation should provide off-street vehicle parking in accordance with the following rates:

Minimum number of required vehicle parking spaces	Maximum number of vehicle parking spaces
3 spaces per 100 square metres of gross leasable floor area	5 spaces per 100 square metres of gross leasable floor area

- 5 A lesser car parking rate than prescribed may be applied where justified based on local circumstances, for example where:
- (a) amalgamation of allotments occurs, or an agreement is formed to integrate and share adjoining parking areas, to create larger more functional and efficient parking areas, as follows:
 - i on sites of greater than 2,000 square metres and providing greater than 50 parking spaces;
 - ii side road frontage with two-way access provided;
 - iii convenient flow through two-way accessibility created between side roads;
 - iv rationalised, minimised or avoidance of vehicle crossovers to roads and optimisation of on-street parking;
 - (b) development includes affordable housing, student accommodation, retirement villages or aged persons' accommodation;
 - (c) sites are located within 200 metres walking distance of a convenient and frequent service fixed public transport stop;
 - (d) mixed use development including residential and non-residential development has respective peak demands for parking occurring at different times;
 - (e) the proposed development is on or adjacent to the site of a heritage place, or includes retention of a desired traditional building and its features, which hinders the provision of on-site parking;
 - (f) suitable arrangements are made for any parking shortfall to be met elsewhere or by other means; or
 - (g) generous on-street parking and/or public parking areas are available and in convenient proximity, other than where such parking may become limited or removed by future loss of access, restrictions, road modifications or widening.

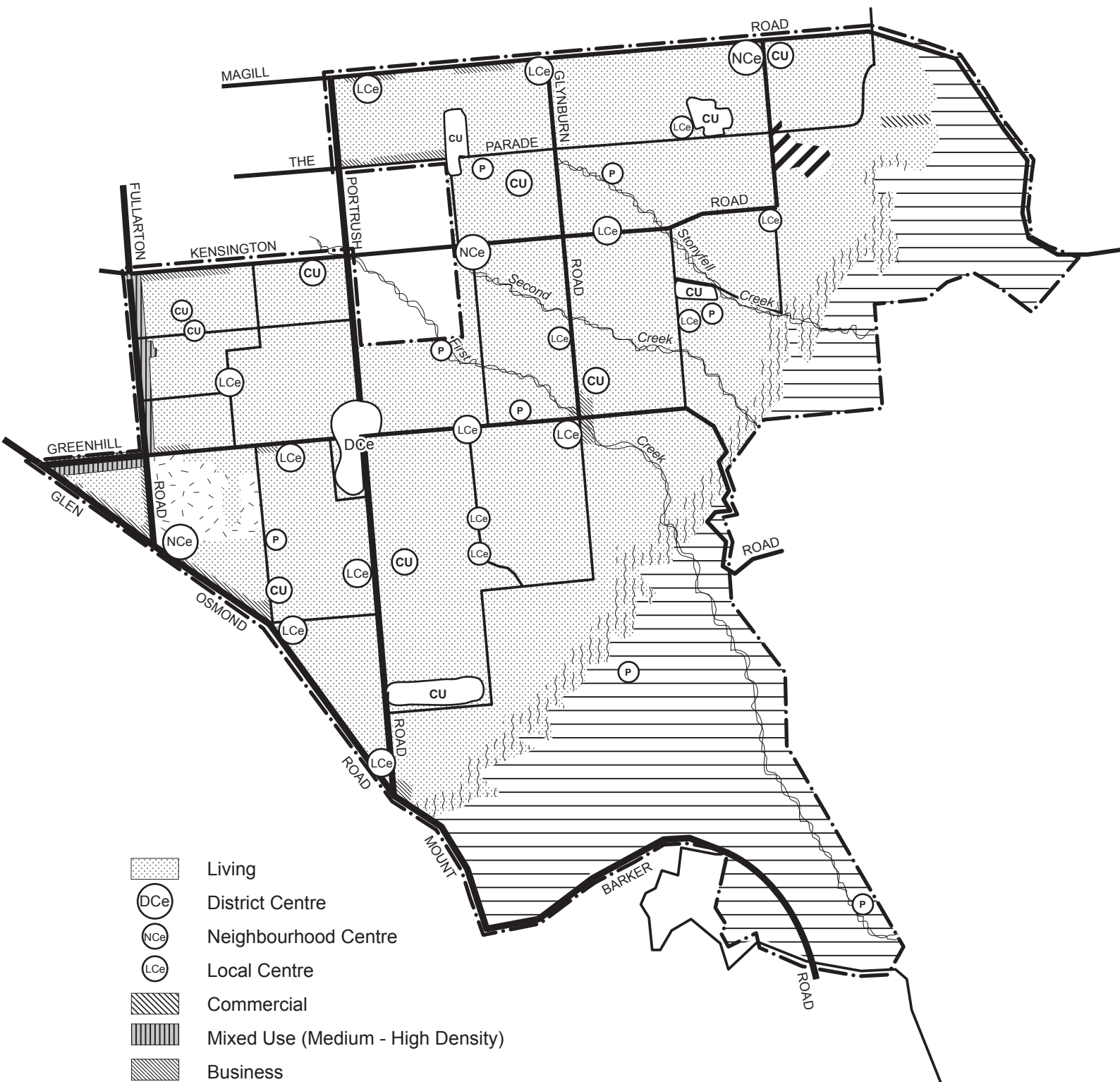
Table Bur/7**Off-street Bicycle Parking Requirements for the Urban Corridor Zone**

The following bicycle parking requirements apply to development specifically in the Urban Corridor Zone:

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

Form of development	Employee/resident (bicycle parking spaces)	Visitor/shopper (bicycle parking spaces)
Residential component of multi-storey building/residential flat building	1 for every 4 dwellings	1 for every 10 dwellings
Office	1 for every 200 square metres of gross leasable floor area	2 plus 1 per 1000 square metres of gross leasable floor area
Shop	1 for every 300 square metres of gross leasable floor area	1 for every 600 square metres of gross leasable floor area
Tourist accommodation	1 for every 20 employees	2 for the first 40 rooms plus 1 for every additional 40 rooms

Attachment D



- Living
- District Centre
- Neighbourhood Centre
- Local Centre
- Commercial
- Mixed Use (Medium - High Density)
- Business
- Wine Associated Uses
- Historic Conservation
- Hills Face
- Hills Face Buffer
- Community Uses
- District or Regional Park
- Mixed Use
- Primary Arterial Road
- Secondary Arterial Road
- Major Collector Road
- Watercourse
- Development Plan Boundary



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BURNSIDE (CITY) **STRUCTURE PLAN** **MAP Bur/1 (Overlay 1)**

Attachment E






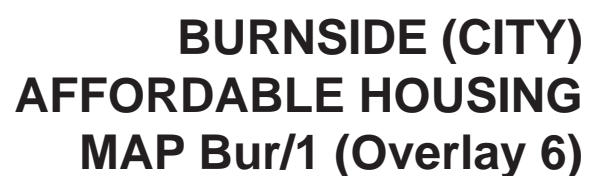


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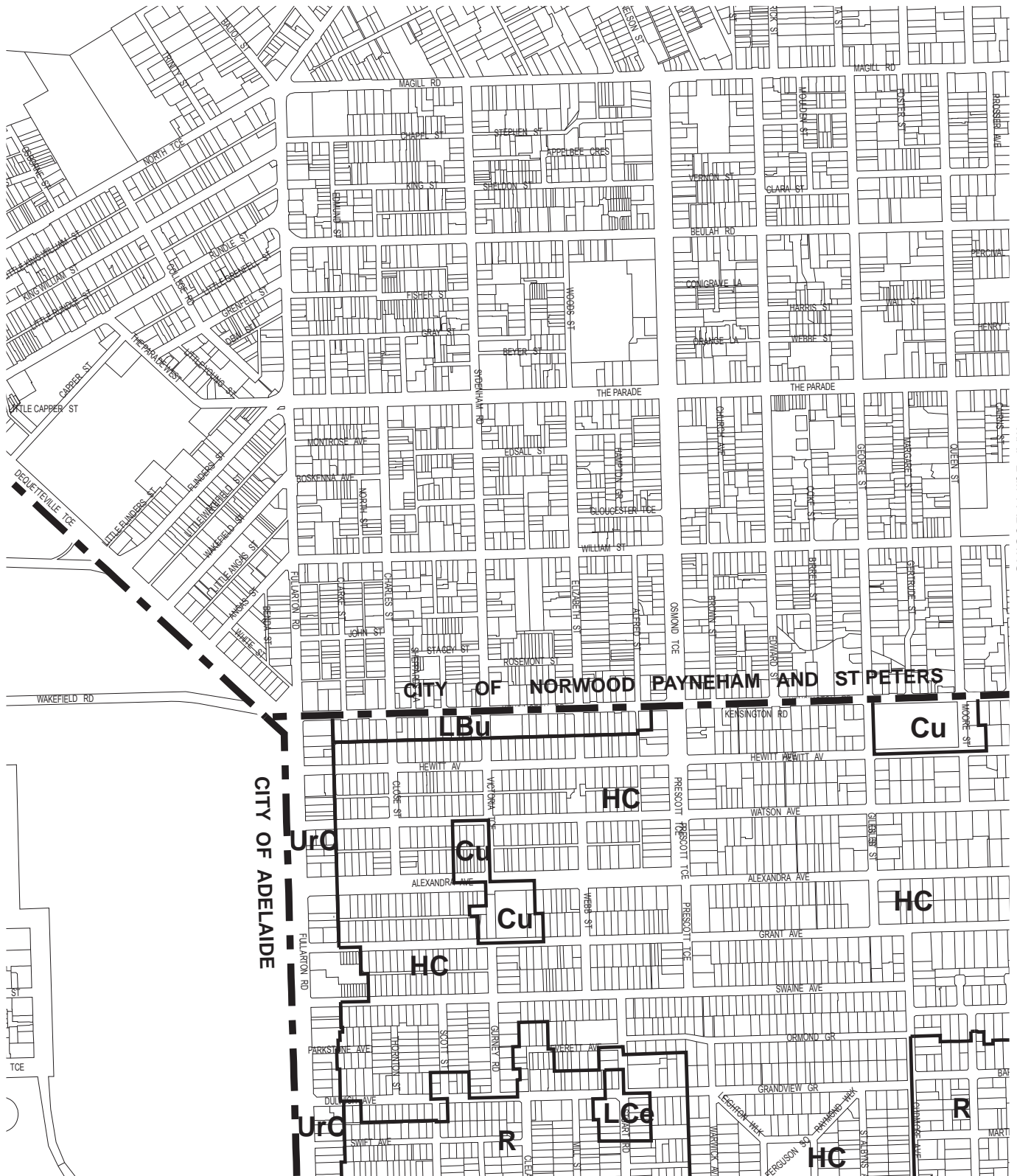
BURNSIDE (CITY) **STRATEGIC TRANSPORT ROUTES** **MAP Bur/1 (Overlay 5)**

-  Designated Area
-  Strategic Roads Network
-  Development Plan Boundary



BURNSIDE (CITY) AFFORDABLE HOUSING MAP Bur/1 (Overlay 6)

Attachment F



NOTE : For Policy Areas See MAP Bur/12

Cu Community
HC Historic Conservation
LBU Local Business
LCE Local Centre
R Residential
URC Urban Corridor

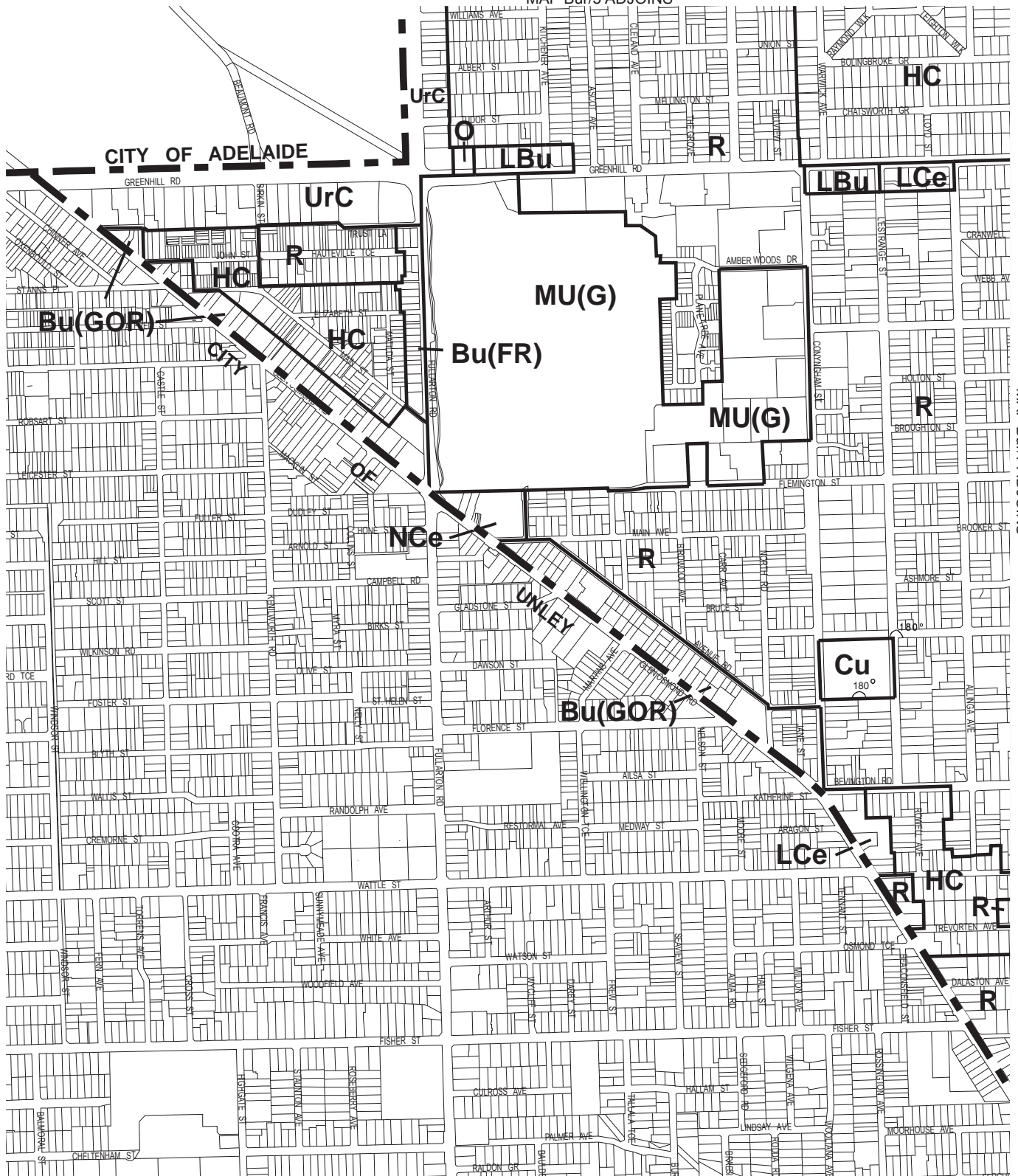
————— Zone Boundary
 - - - - - Development Plan Boundary



Scale 1:12000

0 500metres

BURNSIDE (CITY) ZONES MAP Bur/3



NOTE : For Policy Areas See MAP Bur/15

Bu(FR)	Business (Fullarton Road)
Bu(GOR)	Business (Glen Osmond Road)
Cu	Community
HC	Historic Conservation
LBU	Local Business
LCE	Local Centre
MU(G)	Mixed Uses (Glenside)
NCE	Neighbourhood Centre
O	Office
R	Residential
UrC	Urban Corridor

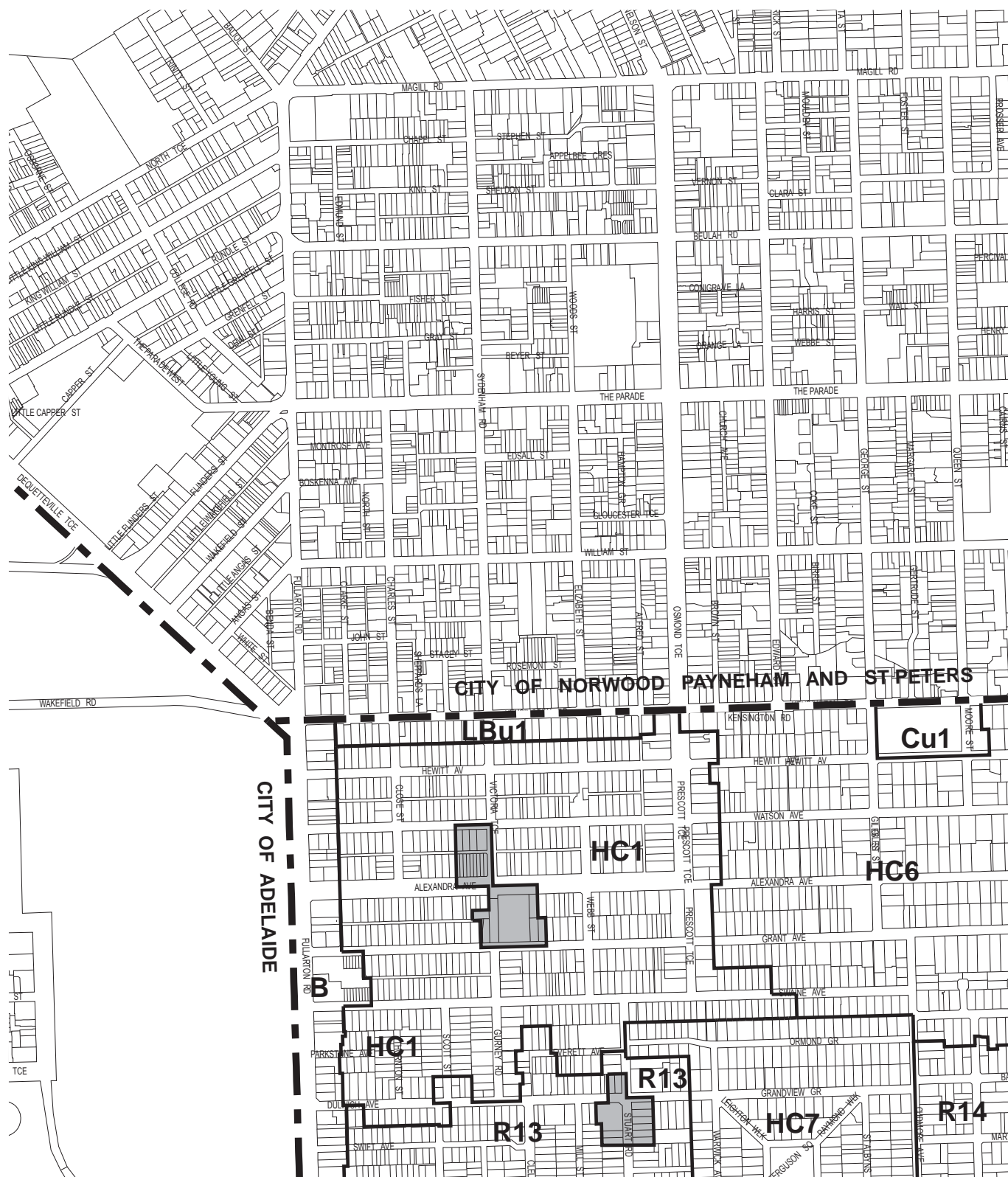
 Zone Boundary
 Development Plan Boundary



Scale 1:12000

0 500metres

BURNSIDE (CITY) ZONES MAP Bur/6

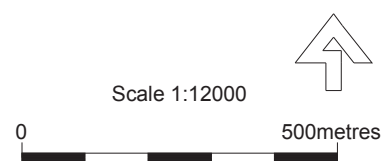


MAPS Bur/15 AND Bur/16 ADJOIN

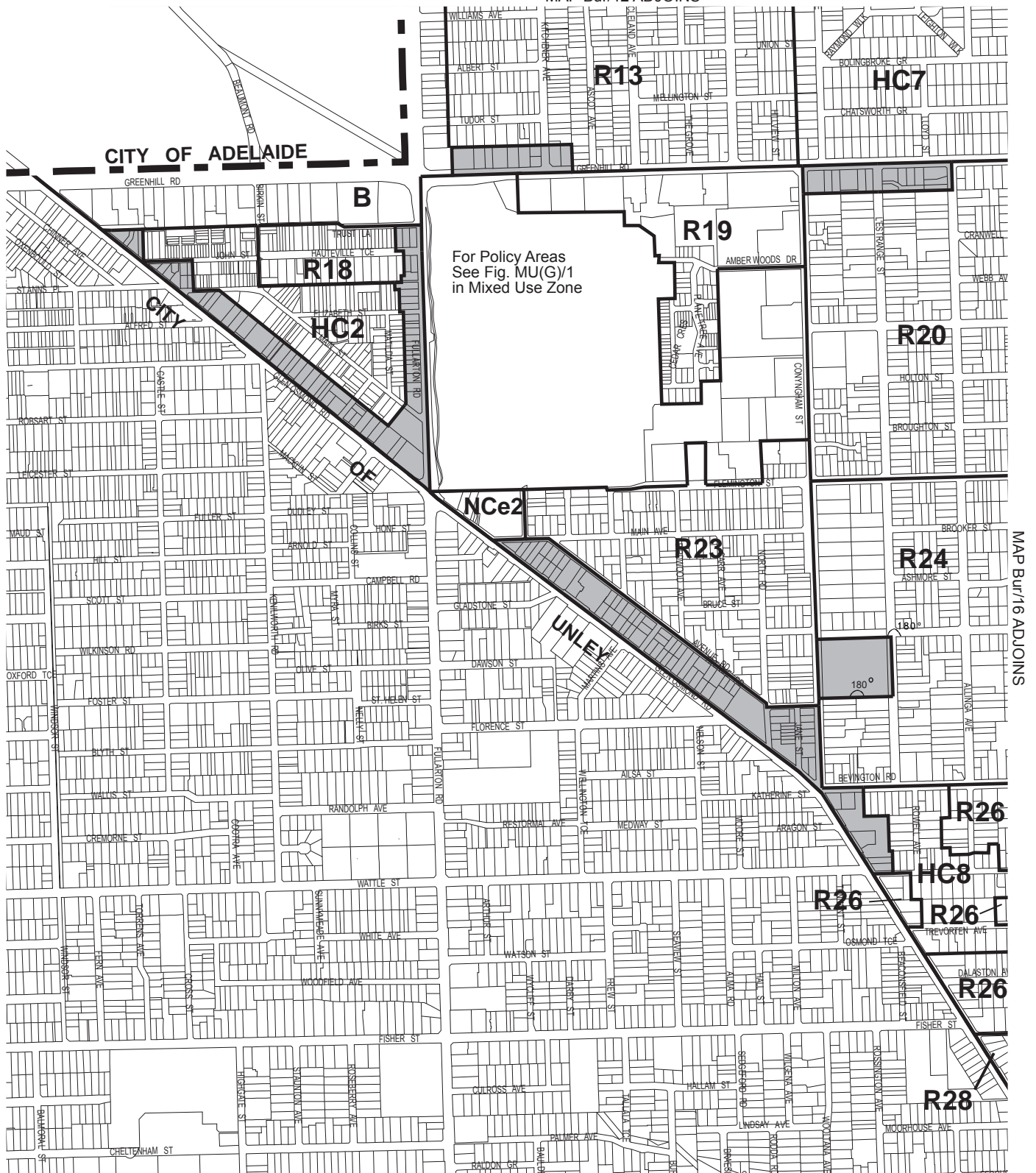
Cu1
HC1
HC6
HC7
LBU1
R13
R14
B

Community Area 1
Historic Conservation Area 1 Rose Park
Historic Conservation Area 6 Toorak Gardens (North)
Historic Conservation Area 7 Toorak Gardens (Fergusson Square)
Local Business Area 1
Residential Area 13 Dulwich
Residential Area 14 Toorak Gardens (South-East)
Boulevard

— Policy Area Boundary
- - - Development Plan Boundary
Not in a Policy Area



BURNSIDE (CITY) **POLICY AREAS** **MAP Bur/12**



- HC2** Historic Conservation Area 2 Eastwood
- HC7** Historic Conservation Area 7 Toorak Gardens (Fergusson Square)
- HC8** Historic Conservation Area 8 Glenunga Park
- NCE2** Neighbourhood Centre Area 2
- R13** Residential Area 13 Dulwich
- R18** Residential Area 18 Eastwood
- R19** Residential Area 19 Glenside (West)
- R20** Residential Area 20 Glenside (Village)
- R23** Residential Area 23 Frewville
- R24** Residential Area 24 Glenunga (North)
- R26** Residential Area 26 Glenunga (South)
- R28** Residential Area 28 Glen Osmond
- B** Boulevard

Policy Area Boundary
Development Plan Boundary

Not in a Policy Area

Scale 1:12000

0 500metres

BURNSIDE (CITY) POLICY AREAS MAP Bur/15

**PROSPECT (CITY) DEVELOPMENT
PLAN**

INNER METROPOLITAN GROWTH

Development Plan Amendment

THE AMENDMENT

By the Minister

Amendment Instructions Table – Development Plan Amendment

Name of Local Government Area: City of Prospect

Name of Development Plan: Prospect (City) Development Plan

Name of DPA: Inner Metropolitan Growth Development Plan Amendment

The following amendment instructions (at the time of drafting) relate to the Prospect (City) Development Plan consolidated on 22 November 2012. Where amendments to this Development Plan have been authorised after the aforementioned consolidation date, consequential changes to the following amendment instructions will be made as necessary to give effect to this amendment.

Amendment Instruction Number	Method of Change	Detail what is to be replaced or deleted or detail where new policy is to be inserted.	Detail what material is to be inserted (if applicable, i.e., use for <u>Insert</u> or <u>Replace</u> methods of change only).	Is Renumbering required (Y/N)	Subsequent Policy cross-references requiring update (Y/N) if yes please specify.
	<ul style="list-style-type: none"> • Replace • Delete • Insert 	<ul style="list-style-type: none"> • Objective (Obj) • Principle of Development Control (PDC) • Desired Character Statement (DCS) • Map/Table No. • Other (Specify) 			

METROPOLITAN ADELAIDE

Amendments required (Yes/No): **Yes**

	Delete	Objective 2		Yes	No
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COUNCIL WIDE / GENERAL PROVISIONS (including figures and illustrations contained in the text)

Amendments required (Yes/No): **Yes**

	Delete and Replace	Council Wide Objectives and PDCs	Delete entire Council Wide Objectives and PDCs and replace with contents of Attachment A		
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ZONE AND/OR POLICY AREA AND/OR PRECINCT PROVISIONS (including figures and illustrations contained in the text)

Amendments required (Yes/No): **Yes**

	Amend	Residential Zone PDC 13	Delete the words '(unless located in Policy Area RB 200 along main North Road with a floor are less	No	No
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			than 60 square metres)' after 'Consulting Room' and 'Office'		
	Amend	Residential Zone – Residential Policy Area B 200 Introduction	Replace the words "Maps Pr/8 to 12" with "Maps Pr/ 8 to 10 and 12" in the text under the heading Introduction.	No	No
	Amend	Residential Zone – Residential Policy Area B 200 Desired Character Statement	Delete '(including Prospect Road)' from the fourth paragraph of the Desired Character Statement Replace 'Maps Pr/3 to 7' in the fourth paragraph with 'Maps Pr/8 to 10 and 12'	No	No
	Amend	Residential Zone – Residential Policy Area B 200 PDC 1	Replace the words 'Main North Road, North East Road, Prospect Road, Churchill Road, Regency Road, Hampstead Road and Torrens Road and any railway line,' With the words "North East Road, Regency Road and Hampstead Road,"	No	No
	Amend	Residential Zone – Residential Policy Area B 200 PDC 2	Delete the words '(including Prospect Road)' Replace 'Maps Pr/3 to 7' in the fourth paragraph with 'Maps Pr/8 to 10 and 12'	No	No
	Delete	Residential Zone – Residential Policy Area B 200 PDCs 15, 16 and 17	Delete PDCs 15, 16 and 17 including the sub-heading "Commercial Development on arterial roads"	Yes	No
	Delete	Mixed Use (Churchill Road) Zone	Delete the entirety of the Mixed Use (Churchill Road) Zone including Concept Plan Fig MU (CH)/1	No	No
	Delete	Mixed Use (Islington) Zone PDCs 9, 10, 12 and 15	Delete PDCs 9, 10, 12 and 15	Yes	No
	Delete	Mixed Use (Islington) Zone PDCs 33	Delete PDC 33	Yes	No
	Delete	Mixed Use (Islington) Zone PDCs 50 – 59, including the heading <i>Water Sensitive Design</i>	Delete PDCs 50-59 including the heading <i>Water Sensitive Design</i>	Yes	No
	Delete	Mixed Use (Islington) Zone PDCs 61 – 66, including the heading <i>Waste</i>	Delete PDCs 61-66 including the heading <i>Waste</i>	Yes	No

	Amend	Amend the Neighbourhood Centre Zone Introduction text	Amend the introductory text by replacing 'Maps Pr/3, 5, 6 and 7 and Figures NCe/1,2 and 3' with 'Maps Pr/5 and 7 and Figures NCe/2 and 3'	No	No
	Delete	Neighbourhood Centre Zone – Prospect Road Policy Area NCe1	Delete the entirety of the Prospect Road Policy Area of the neighbourhood Centre Zone including Concept Plan Fig NCe/1	No	No
	Delete	Mixed Use Zone	Delete the entirety of the Mixed Use Zone and replace it with the contents of Attachment B	No	No
	Delete	Commercial Zone	Delete Objective 4	Yes	No
	Replace	Commercial Zone PDC 6	Replace PDC 6 with 'Consulting Rooms should not exceed a gross leasable floor area of 250 Square metres'	No	No
	Replace	Commercial Zone PDC7	Replace PDC 7 with 'Offices should not exceed a gross leasable floor area of 250 Square metres unless it is ancillary to a commercial activity'	No	No
	Delete	Commercial Zone	Delete PDCs 3, 5, 9, 11 and 13	Yes	No
	Amend	Commercial Zone PDC 14	Delete the words '(except Bulky Goods Outlet located within the Main North Road Showroom Policy Area)'	No	No
	Delete	Commercial Zone – Main North Road Showroom Policy Area C1 and Main North Road Office / Consulting Room Policy Area C2	Delete the entirety of Policy Areas C1 and C2 of the Commercial Zone	No	No

TABLES

Amendments required (Yes/No): **Yes**

	Insert	After Table Pr/4	Contents of Attachment C	No	No
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MAPPING (Structure Plans, Overlays, Enlargements, Zone Maps & Policy Area Maps)

Amendments required (Yes/No): **Yes**

	Replace	Map Pr/1 (Overlay 1)	Content of Attachment D	No	No
	Insert	After Map Pr/1 (Overlay 2)	Content of Attachment E	No	No
	Replace	Maps Pr/3, 4, 6, 7, 8, 9, 11, 12 and 13.	Respective content of Attachment F	No	No

Attachment A

COUNCIL WIDE

Introduction

The following objectives and principles of development control, in the Council Wide section, apply across the area within the boundary of the Prospect (City) Development Plan, as shown on [Map Pr/1](#). These are additional to those addressed for Metropolitan Adelaide. Reference should be made to the Metropolitan Adelaide and Council Wide objectives and principles as well as those applying in the Zone, to determine all the policies relevant to any kind of development.

OBJECTIVES

Form of Development

- Objective 1:** Creation of a dynamic and attractive environment offering a range of shopping, administrative, cultural, community, educational, religious, recreational, entertainment, commercial and residential facilities.
- Objective 2:** Creation and maintenance of a safe and attractive living environment.
- Objective 3:** Minimisation of the impact of retail, commercial and industrial development upon residential development.
- Objective 4:** Creation of nodes of higher density living along main roads and around centres.

Centres and Retail Development

- Objective 5:** Location of shopping, administrative, cultural, community, entertainment, educational, religious and recreational facilities in integrated centres, Mixed Use (Islington) Zone and Urban Corridor Zone.
- Objective 6:** Centres that provide a focus for community life and ensure the rational, economic and convenient provision of goods and services.
- Objective 7:** Centres 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. The hierarchy of centres within the area of metropolitan Adelaide is as follows:
 - (a) the central business district of the City of Adelaide
 - (b) regional centre
 - (c) district centre
 - (d) Centre Zones, Mixed Use (Islington) Zone and Urban Corridor Zone
 - (e) local centre.
- Objective 8:** A cohesive shopping environment and identity for each centre.

Objective 9: Appropriate location of medium-density housing within Centre Zones, Mixed Use (Islington) Zone and Urban Corridor Zone.

Objective 10: Retail showroom development outside designated centres only where it is:

- (a) undesirable or impractical to locate that development within designated centres; or
- (b) where retail showroom development is listed as appropriate development.

Community Facilities

Objective 11: Development of a comprehensive range of community facilities and services.

Movement of People and Goods

Objective 12: A network of roads, paths and tracks to accommodate a variety of vehicular, cycle and pedestrian traffic in a safe and satisfactory manner.

Objective 13: A reduction of motor vehicle speeds in local streets.

Objective 14: Vehicle access to major commercial and retail complexes via arterial roads wherever safe and practicable.

Objective 15: Provision of off-street parking areas able to cater for the demands of existing and proposed development in industry, centre, commercial, mixed use and corridor zones.

Residential Development

Objective 16: Residential areas which:

- (a) provide safe, pleasant and convenient neighbourhoods and residential development, with fully utilised facilities and services;
- (b) provide a range of housing types to meet the needs and preferences of the community;
- (c) encourage walking, cycling and public transport usage;
- (d) contain public open spaces providing diverse recreational opportunities;
- (e) facilitate the conservation of natural resources, particularly energy and water; and
- (f) protect and enhance eco-systems and site features.

Medium and High Rise Development (3 or More Storeys)

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

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

Objective 19: 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 20: Buildings designed and sited to be energy and water efficient.

Commercial Development

Objective 21: Location of commercial development in suitable areas.

Industrial Development

Objective 22: Concentration of industrial development in appropriate industrial zones.

Objective 23: Low nuisance, low traffic-generating land uses in industrial zones.

Open Space

Objective 24: A network of neighbourhood parks throughout the city which provide a range of informal recreation opportunities.

Objective 25: High standard of landscaping in the city's public places including innovative public art.

Outdoor Advertisements

Objective 26: Urban landscapes that are not disfigured by advertisements.

Objective 27: Advertisements that do not create a hazard.

Objective 28: Advertisements designed to enhance the appearance of the building and locality.

Appearance of Land and Buildings

Objective 29: Harmonious integration of new development with the old.

Objective 30: The retention, conservation and enhancement of places of State Heritage Value, Local Heritage Value and contributory places of historic character in the Historic (Conservation) Zone, and the preservation of buildings or sites of architectural, historical or scientific interest.

Objective 31: Minimisation of the adverse impacts of advertisements on the urban environments.

Nuclear Free Environment

Objective 32: Maintain a safe and healthy living environment.

Objective 33: Prevent the siting, handling, processing, testing or storage of radioactive materials other than for medical purposes within the city.

Objective 34: Prevent the siting of nuclear power plants, nuclear enrichment plants, nuclear weapon installations, nuclear waste dumps, radioactive core sample storage and nuclear strike or defence monitoring telecommunication installations within the city.

Objective 35: Prevent the mining of uranium within the city.

Water Sensitive Design

Objective 36: Development consistent with the principles of water sensitive design.

Objective 37: Development sited and designed to:

- (a) protect natural ecological systems;
- (b) achieve the sustainable use of water;
- (c) protect water quality, including receiving waters;
- (d) reduce runoff and peak flows and prevent the risk of downstream flooding;
- (e) minimise demand on reticulated water supplies;
- (f) maximise the harvest and use of stormwater; and
- (g) protect stormwater from pollution sources.

Objective 38: Storage and use of stormwater which avoids adverse impact on public health and safety.

Regulated Trees

Objective 39: The conservation of regulated trees that provide important aesthetic and/or environmental benefit.

Objective 40: 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.

Significant Trees

Objective 41: 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 bio-diversity, provision of habitat for fauna, and conservation 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.

Telecommunications Facilities

Objective 42: Telecommunications facilities provided to meet the needs of the community.

Objective 43: 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.

Where 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.

Renewable Energy

Objective 44: The development of renewable energy facilities, such as wind and biomass energy facilities, in appropriate locations.

Objective 45: 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.

Crime Prevention

Objective 46: A safe, secure, crime resistant environment that:

- (a) ensures that land uses are integrated and designed to facilitate natural surveillance;
- (b) ensures that the layout of roads and intended purposes and functions of buildings and areas are easily understood;
- (c) promotes building and site security;
- (d) promotes visibility through the incorporation of clear lines of sight and appropriate lighting.

Waste

Objective 47: Development that, in order of priority, avoids the production of waste, minimises the production of waste, re-uses waste, recycles waste for re-use, treats waste and disposes of waste in an environmentally sound manner.

Objective 48: Development that includes the treatment and management of solid and liquid waste to prevent undesired impacts on the environment including, soil, plant and animal biodiversity, human health and the amenity of the locality.

PRINCIPLES OF DEVELOPMENT CONTROL

Form of Development

- 1 Development should be in accordance with the Prospect Plan, [Map Pr/1 \(Overlay 1\)](#).
- 2 Development should be orderly and economic.
- 3 New housing and other urban development should:
 - (a) form a compact and continuous extension of an existing built-up area;
 - (b) be located so as to achieve economy in the provision of public services; and
 - (c) create a safe, convenient and pleasant environment in which to live.
- 4 Land designated for living, working and recreational activities should be used only for those purposes.
- 5 Development in localities having a bad or unsatisfactory layout, or unhealthy or obsolete development, should improve or rectify those conditions.
- 6 Development should only occur on land suited to such development and where it is compatible with other development in the locality.
- 7 The building and site design of any development should make use of and complement the existing topography and landscape and views from the site.
- 8 Development should cater for the safety of its users by providing ramps and other elements to foster ease of movement by the disabled, elderly and persons with small children convenient to major building entrances.
- 9 Public areas in any development should incorporate features designed to enhance the safety of users.
- 10 Development should be designed and sited to maximise the conservation of energy.
- 11 Landfill facilities should not be located in existing or future urban, township, living, 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.

Land Division

- 12 Land should not be divided:
 - (a) in a manner which would prevent the satisfactory future division of the land, or any part thereof;
 - (b) if the proposed use, or the establishment of the proposed use, is likely to lead to undue erosion of the land or land in the vicinity thereof;
 - (c) unless wastes produced by the proposed use of the land, or any use permitted by the principles of development control, can be managed so as to prevent pollution of a public water supply or any surface or underground water resources;

- (d) if the size, shape and location of, and the slope and nature of the land contained in, each allotment resulting from the division is unsuitable for the purpose for which the allotment is to be used;
- (e) if any part of the land is likely to be inundated by tidal or floodwaters and the proposed allotments are to be used for a purpose which would be detrimentally affected when the land is inundated;
- (f) where community facilities or public utilities are lacking or inadequate;
- (g) where the proposed use of the land is the same as the proposed use of other existing allotments in the vicinity, and a substantial number of the existing allotments have not been used for that purpose; or
- (h) if it would cause an infringement of any provisions of the Building Code of Australia or any by-law or regulation made thereunder.

13 When land is divided:

- (a) any reserves or easements necessary for the provision of public utility services should be provided;
- (b) stormwater should be capable of being drained safely and efficiently from each proposed allotment and disposed of from the land in a satisfactory manner;
- (c) a water supply sufficient for the purpose for which the allotment is to be used should be made available to each allotment;
- (d) provision should be made for the disposal of waste waters, sewage and other effluents from each allotment without risk to health;
- (e) roads or thoroughfares should be provided where necessary for safe and convenient communication with adjoining land and neighbouring localities;
- (f) each allotment resulting from the division should have safe and convenient access to the carriageway of an existing or proposed road or thoroughfare;
- (g) proposed roads should be graded, or be capable of being graded to connect safely and conveniently with an existing road or thoroughfare;
- (h) for urban purposes, provision should be made for suitable land to be set aside for usable local open space; and
- (i) and the land borders a river, lake or creek, the land immediately adjoining the river, lake or creek should become public open space, with a public road fronting the open space.

Residential Land Division

A Principle of Development Control outlines certain Performance Criteria designed to achieve a desired outcome and on which the development proposal is assessed. It may also include one or more associated Design Techniques. The Design Techniques provide specific examples of how the Performance Criteria can be satisfied.

14 Land division should:

- (a) provide access to public open space through provision of land or linkages to existing areas of open space;
- (b) protect, where practicable, any existing significant vegetation;
- (c) minimise impact on landform and drainage systems;
- (d) retain State and Local Heritage Places and appropriate settings for such places;
- (e) enable efficient solar access for dwellings and private open space;
- (f) minimise risk to personal safety and potential for crime;
- (g) create allotments complementing the existing surrounding subdivision pattern;
- (h) only occur where the allotment to be divided has a frontage to a public road which has a road carriageway greater than 6 metres in width; and
- (i) facilitate stormwater harvesting.

Residential allotments

15 Residential allotments should have the appropriate area, configuration and dimensions for:

- (a) the siting and construction of a dwelling and ancillary outbuildings;
- (b) the provision of private open space;
- (c) convenient vehicle access and parking; and
- (d) energy efficient design of dwellings;

16 Allotments for residential development which have an area of less than 450 square metres for detached dwellings and less than 350 square metres for attached dwellings should be designed so that the allotment can adequately contain:

- (a) A dwelling sited in accordance with all relevant principles for residential development.
- (b) Sufficient area for private open space.
- (c) Sufficient set-backs to meet solar access requirements.
- (d) Areas for the required vehicle access and parking.
- (e) An outbuilding for domestic storage or similar domestic use.

To ensure that the above criteria can be complied with, a plan should be submitted with the development application showing a building envelope and areas designated for private open space, outbuildings, and vehicle access and parking.

17 Residential allotments should be of varying size to encourage housing diversity.

18 Residential allotments should have an orientation, size and dimensions that will facilitate the siting of dwellings to:

- (a) protect natural or cultural features;
 - (b) minimise the need for earthworks and retaining walls;
 - (c) face streets and open spaces; and
 - (d) provide for the disposal of waste waters, sewage and other effluent from each allotment without risk to health.
- 19** Allotments should, where practicable, be orientated to enable the application of energy conservation principles where dwellings are orientated so that habitable rooms and private outdoor spaces face north.
- 20** Residential allotments fronting roads with existing or projected traffic volumes exceeding 6000vpd (Regency Road, Main North Road, North East Road, Prospect Road, Hampstead Road and Churchill Road), should be of sufficient width to enable provision for vehicles to enter and exit the allotment in a forward direction.
- 21** Battle axe or Hammer-head allotments should only be created when other subdivision options are impossible or impracticable because of site characteristics, or access is difficult or the existing buildings cannot be demolished because they are identified heritage places or have a significant streetscape contribution:
- (a) The area of the allotments to be created shall be no less than the minimum areas as required in the relevant zone or policy area in which the development is to be carried out, exclusive of the access way.
 - (b) The access way shall be a minimum of 5.0 metres for one or two dwellings and widening to 6.0 metres for at least 6.0 metres from the street frontage. Where there are more than two dwellings, the access way shall be 8.0 metres to facilitate two way vehicular movement and landscaping.
 - (c) The access way shall be paved for vehicular traffic to a width of at least 3.0 metres for single and 4.5 metres for two way traffic. For long access ways there shall be overtaking bays irrespective of the type of traffic. Paved areas are to be well drained.
 - (d) All vehicular movement is to be in a forward direction to the road frontage.
 - (e) The access way shall be lit at regular intervals, especially if longer than 15.0 metres.
 - (f) Trees and shrubs are to be planted along the access way and be of varieties so as not to interfere with the movement of vehicular traffic or the stability of adjoining buildings, but will still create an aesthetic streetscape approach to the main portion of the allotment.
 - (g) Fencing along the access way should be such that it maintains the privacy of the adjoining residents, but avoids a tunnel effect.
 - (h) Public utilities should be along the access way or in declared easements and located underground. They should be positioned so as not to interfere with existing vegetation or detrimentally affect the amenity of adjoining properties.

Site Layout

- 22** Site layout connection into the neighbourhood should be achieved by ensuring that:

- (a) Adequate pedestrian, cycle and vehicle access is provided.
 - (b) Visual links to views of features of significance are maintained.
 - (c) Buildings face streets and public open space.
 - (d) Building, streetscape and landscape design relates to the surrounding site topography and neighbourhood character.
- 23** The street and site layouts should provide street verges and communal open space that can be cost effectively maintained.
- 24** The site layout should ensure that the front entrance of each dwelling is distinguishable and easily found.
- 25** The site layout should place the principle area of ground level private open space for a dwelling away from the public street frontage, except where such space facilitates energy efficiency.
- 26** The site layout should contribute to the casual surveillance and security of the neighbourhood by ensuring that dwellings face public places and communal open spaces.

Movement Networks

General

- 27** Movement networks should:
- (a) be integrated;
 - (b) be cost-effective; and
 - (c) minimise the impact of traffic on residential amenity.
- 28** Residential streets should be connected to the arterial road network in a manner that does not detract from the safety or capacity of arterial roads.

Pedestrian and Cyclist Facilities

- 29** The design of the land division should enable the development of a residential street and path network which encourages walking and cycling and enables provision of safe, convenient and attractive movement corridors with connections to adjoining streets, paths, public open spaces, schools, public transport stops and activity centres.
- 30** The design of the land division should enable road reserves to be of sufficient width to enable, when required, provision of:
- (a) footpaths; and
 - (b) cycleways,

for the safety and convenience of residents and visitors.

Design Technique (this is ONE WAY of meeting the above Principle)

30.1 *Road reserves should be of sufficient width to provide:*

- (a) *streets with traffic volumes over 300vpd and less than 2000vpd – footpath on one side; and*
- (b) *streets with traffic volumes of 2000vpd and greater – footpaths on both sides.*

- 31** The design of the land division should enable the provision of footpaths, cycleways and shared paths which are safe and of convenient width and longitudinal gradient to cater for pedestrians and cyclists, including the aged, the very young, people with prams and in wheelchairs, and people with disabilities.

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

31.1 *The design of the land division enables a footpath that is 1.2m wide and has a maximum grade of 15 percent or, where located in a road reserve, no greater than the gradient of the adjacent carriageway.*

31.2 *The design of the land division enables a cycle path that is 2.5m in width and has a maximum longitudinal gradient of no greater than 5%, or where the cycle path is located in the road reserve, the longitudinal gradient is no greater than that of the adjacent carriageway*

- 32** The design of the land division should enable high usage cycle and shared paths to be widened sufficiently to allow cyclists/pedestrians to pass safely and/or negotiate junctions in opposite directions.
- 33** The design of land division where possible, should provide cycle facilities that provide commuter, sporting and recreational opportunities for cyclists with various levels of experience and skill.

Public Transport

- 34** The arrangement of roads and allotments in new residential areas should maximise convenient access from allotments to existing or proposed public transport routes.

Streets

Road Reserve Width

- 35** Road reserves should be of a width and alignment that can:

- (a) provide for safe and convenient movement and parking of projected volumes of vehicles and other users;
- (b) 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;
- (c) accommodate street tree planting, landscaping and furniture;
- (d) accommodate the location, construction and maintenance of stormwater drainage/harvesting and public utilities;
- (e) provide unobstructed, safe and efficient vehicular access to individual lots and sites; and

- (f) allow for the efficient movement of service and emergency vehicles.

Design Technique (this is ONE WAY of meeting the above Principle)

35.1 A road reserve accommodates minimum carriageway widths of:

- (a) 3.0 m^(1, 2) where the projected traffic volume does not exceed 100 vpd⁽³⁾;
 - (b) 3.5 m^(1, 2) where the projected traffic volume is between 100 vpd and 300 vpd⁽³⁾;
 - (c) 5.0 m^(1, 2) where the projected traffic volume is between 300 vpd⁽³⁾ and 2000 vpd⁽³⁾; or
 - (d) 6.0 m where the projected traffic volume is in excess of 2000 vpd⁽³⁾
- (1) Unless varied to accommodate turning movements for access to allotments as follows:
- | Angle of Driveway | Minimum Carriageway Width |
|-------------------|---------------------------|
| 90 degrees | 6.0 m |
| 60 degrees | 4.9 m |
| 45 degrees | 3.5 m |
- (2) Where on-street parking is to be provided, indented bays should be provided. Passing bays are also required if length of street exceeds 50 m.
- (3) For single dwelling allotments, apply a traffic generation rate of 10 vpd. For multi unit dwelling allotments, apply a traffic generation rate of 6 vpd per dwelling.

36 The design of the land division should enable utility services and stormwater drainage/harvesting:

- (a) utility services and stormwater drainage, retention and/or detention, should be efficiently provided within the street reserve;
- (b) junctions and intersections along residential streets should allow for safe and convenient vehicle movements;
- (c) traffic speeds and volumes on residential streets should be restricted by limiting street length and/or distance between bends and slow points; and
- (d) sight distances for motorists at intersections, junctions, pedestrians and cyclist crossings and cross-overs to allotments should ensure safety for all road users and pedestrians.

On-street parking

37 The design of the land division should enable sufficient on-street visitor carparking to be provided for the number and size of proposed dwellings, taking account of:

- (a) the size and width of proposed allotments and sites and opportunities for on-site parking;
- (b) any low-traffic generating forms of residential development, such as aged persons housing, likely to be developed;
- (c) the availability and frequency of public transport; and
- (d) on-street parking demand likely to be generated by non-residential uses such as schools, shops and other community facilities.

Design Technique (this is ONE WAY of meeting the above Principle)

37.1 *Except in the Urban Corridor Zone, one on-street car parking space provided for every two lots.*

- 38** The design of the land division should enable on-street visitor car parking to be conveniently located to dwellings.

Public Open Space

- 39** Public open space should be of a size, dimension(s) and location that will:

- (a) facilitate a range of active and passive recreation activities to meet the needs of the community;
- (b) provide for the movement of pedestrians and cyclists;
- (c) incorporate existing significant vegetation, rocks, streams, wildlife habitat and other sites of natural or cultural value;
- (d) link habitats, wildlife corridors, public open spaces and existing recreation facilities; and
- (e) enable effective stormwater management.

- 40** Pedestrian access to public open space should be optimised by maximising the frontage of the open space to abutting public roads.

Stormwater Management

Minor system

- 41** The design of the land division should facilitate a minor storm drainage system which has the capacity for minor stormwater flows and should:
- (a) not overload adjoining downstream systems; and
 - (b) where practicable, provide for stormwater to be detained and retained close to its source.

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

41.1 *The minor storm drainage system has the capacity to convey stormwater flows for ARI = 2 years for suburban residential lots with neighbourhood densities⁽¹⁾ not greater than 20 dwellings per ha, and ARI = 10 years for neighbourhood densities greater than 20 dwellings per ha.*

⁽¹⁾ *Neighbourhood density means the ratio of the number of dwellings to the area of the land (including associated neighbourhood or local facilities) they occupy. The area includes internal public streets, all areas of public open space, local community services, local employment areas, and half the width of adjoining arterial roads.*

41.2 *The minor system design outflow is matched to the capacity of any existing downstream system.*

Water Quality Management

- 42** The design of the land division should facilitate the storm drainage system which:

- (a) maximises the interception, retention and removal of water-borne pollutants (including sediment, litter, nutrients, microbial contaminants and other potential toxic materials) prior to their discharge to receiving waters, whether surface or underground;
- (b) ensures the continuation of, or assist in the establishment of, healthy and diverse wetland environments and maintains environmental flows; and
- (c) minimises the potential for sewage overflows to enter the system.

Stormwater Use

- 43** The design of the land division and subsequent development should, where practicable, facilitate rainwater and stormwater harvesting to reduce mains water consumption. Stormwater to be stored in aquifers for subsequent use must be undertaken in accordance with the EPA Code of Practice for Aquifer Storage and Recovery.

Residential Development

Residential development within all zones within the Council area should satisfy the following Principles of Development Control, which comprise performance criterion and may include one or more associated design techniques. They are additional to those expressed for the Residential Zone.

Building Appearance and Neighbourhood Character

- 44** Residential development should:

- (a) protect existing site features, including significant trees and vegetation, natural creek lines and items or features of conservation or heritage value;
- (b) minimise the need for cut and fill;
- (c) provide sufficient open space for the planting of trees to complement an existing treed landscape character or to enhance the landscape character of a neighbourhood deficient in trees;
- (d) protect neighbouring trees from damage to their root systems; and
- (e) incorporate building footing designs, where necessary and cost effective, that allow root growth of existing large trees.

- 45** Building appearance should be compatible with the desired character of the locality, in accordance with the relevant Zone or Policy Area, in terms of built form elements such as:

- (a) building mass and proportion;
- (b) materials, patterns, textures, colours and decorative elements;
- (c) ground floor height above natural ground level;
- (d) roof form and pitch;
- (e) facade articulation and detailing and window and door proportions;
- (f) verandahs, eaves and parapets; and

(g) driveway crossovers, fence style and alignment.

- 46** The floor space and bulk of a residential building, and the space around the building, should be appropriate to the locality in which the building is to be erected.
- 47** Dwellings adjacent to streets should include doorways or fenestration facing towards the primary frontage⁽¹⁾.
- ⁽¹⁾ *Primary frontage means that frontage to a street that represents the main address of a dwelling which has a frontage to more than one street. Secondary frontage means any other street frontage.*
- 48** The frontage of buildings should address the street or where applicable street corners.
- 49** Entries to dwellings should be clearly visible from streets which they front so that visitors can easily identify a particular dwelling.
- 50** The visual bulk of buildings adjacent to street frontages and adjoining allotments private open space should be reduced through design techniques such as colour, building materials, detailing and articulation.
- 51** Carports and garages should be compatible with the building design and adjacent development in terms of height, roof form, detailing, materials and colour.
- 52** For each dwelling the maximum width of garage or carport opening that faces the street should be six metres or 50 percent of the frontage of the site whichever is less.
- 53** Fences and walls as part of development abutting streets (excluding service lanes) should:
- (a) be compatible with the associated development and with attractive fences and walls in the locality;
 - (b) enable some presentation of buildings to the street to enhance safety and surveillance;
 - (c) ensure traffic visibility at intersections in accordance with relevant legislation; and
 - (d) where located between a building and the primary frontage and where there is a difference in height between two fences or walls, include a transition with a slope no greater than 30 degrees.
- 54** Large residential developments should incorporate architectural features which reduce their bulky appearance and add visual interest such as:
- (a) Variations in height, roof style and pitch, colours and building materials.
 - (b) The provision of balconies and porches.
 - (c) Variations in the set back of different portions of the buildings.
 - (d) Inclusions of murals, architectural relief or sculptured forms on blank walls.
 - (e) Incorporation of architectural elements of adjoining buildings.

On-site Car Parking and Access

Parking Provision

- 55 Except where varied by zone and / or policy area provisions, dwellings with up to 3 bedrooms or rooms able to be used as a bedroom should be provided with two on-site car parking spaces, at least one of which is covered. An additional parking space is required for every two additional bedrooms or rooms able to be used as a bedroom.
- 56 Except where varied by zone and / or policy area provisions, residential flat buildings containing dwellings with an average floor area of less than 75m² and with an average number of bedrooms per dwelling no greater than 2, should provide on-site car parking at a rate of one covered parking space per dwelling and one unrestricted access visitor parking space for each dwelling.
- 57 Where more than one car park is required for a dwelling, the car parking for the dwelling may be provided in a stacked formation.
- 58 Provision should be made to enable transfer of car spaces between residents and for efficient management of all car parking spaces not reserved for exclusive use.

Design

- 59 Car parking facilities should be designed to conveniently, efficiently and appropriately serve users by:
 - (a) Being reasonably close and convenient.
 - (b) Being secure and allowing surveillance from dwellings.
 - (c) Not obscuring the view of the street from main front windows of dwellings.
 - (d) Minimising the impact of car headlights onto the windows of adjacent dwellings.
 - (e) Clearly defining any visitor parking, including parking for disabled drivers.
- 60 Parking areas should be designed so that all stormwater runoff is diverted into a stormwater treatment system capable of removing litter, sediment and oil products, and then discharged onto grassed swales, vegetation or garden strips.
- 61 Parking areas must be landscaped with shade trees.
- 62 Car parking should be located and designed to minimise adverse noise impacts on adjacent sensitive uses.

Design Techniques (*Design Techniques illustrate ONE WAY of satisfying the above principle*)

- 62.1 *Car park design should ensure that potential sleep disturbance effects do not occur within the bedrooms and that the maximum limits within living and work areas of the proposed residence achieve the maximum limits prescribed by AS/NZS 2107 "Acoustics – Recommended design sound levels and reverberation times for building interiors".*

The onus of proof that the noise reduction measures prevent adverse noise impacts will rest with the developer via a report by an acoustic engineer. For the purposes of this Development Plan and acoustic engineer is defined to mean a person eligible for membership of both the Institution of Engineers Australia and the Australian Acoustical Society.

- 63** Car parking areas servicing more than one dwelling should be located and dimensioned to:
- (a) efficiently, conveniently and safely serve users, including pedestrians, cyclists and motorists;
 - (b) provide adequate space for vehicles to manoeuvre between the street and the parking area;
 - (c) provide ingress and egress from streets having the capacity to accommodate projected vehicle movements; and
 - (d) reinforce or contribute to attractive streetscapes.

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

63.1 *Car parking spaces, accessways and driveways are located and dimensioned in accordance with Australian Standard 2890.1 (1993) as amended.*

- 64** Not more than half the space around multiple dwellings and residential flat buildings should be used for car parking and driveways.

Street Setbacks

- 65** Dwellings, should be set back from the front of the allotment or site to:
- (a) contribute to and enhance attractive existing or desired (by zone provisions) streetscape character in terms of dwelling height and style, design elements and location of garage;
 - (b) provide adequate visual privacy by separating habitable rooms from pedestrian and vehicle movement; and
 - (c) provide for the efficient use of the site.
- 66** Except where varied by zone and / or policy area provisions, dwelling set-backs, including porches, verandahs, bay windows or the like, should be no less than four metres from a primary frontage and two metres from a secondary frontage but in any event comparable with existing dwelling set-backs.

Garages/Carports Facing Same Street as Associated Dwelling

- 67** Except where varied by zone and / or policy area provisions, carports and garages should be set back at least 6 metres so as to:
- (a) not diminish the attractiveness of the streetscape;
 - (b) not dominate views of the dwelling from the street; and
 - (c) provide for adequate on-site carparking.

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

67.1 *Setbacks are:*

- (a) *not less than 0.5 metres behind the main face⁽¹⁾ of the associated dwelling; or*

- (b) *in line with the main face of the associated dwelling if the dwelling incorporates minor elements such as projecting windows, verandahs, porticos, etc which provide articulation in the building as it presents to the street.*

67.2 *Where more than one on-site parking space is required and only one covered space is provided, garages and carports are setback not less than 6.0 metres from the street from which they are accessed.*

- (1) *Main face of a dwelling means the closest external wall of a habitable room to the street frontage or, in the case of a dwelling which has a frontage to more than one street, the primary frontage, but excludes elements projecting from the wall such as windows, verandahs, porticos etc.*

Garages and Carports Facing a Secondary Street Frontage or Laneway

- 68**
- (a) Except where varied by zone and / or policy area provisions, garages and carports should be setback at least 2 metres from a secondary street frontage so as to:
 - (i) not diminish the attractiveness of the street and have regard to the orientation of the adjoining dwellings and the associated dwelling;
 - (ii) provide adequate on site car parking and useable private open space.
 - (iii) ensure scale, bulk, materials and finishes of the garage/carport are compatible with, or improve upon the existing streetscape.
 - (b) Garages and carports should be setback from a laneway boundary sufficiently enough to provide adequate width to allow for appropriate vehicular movement into and out of the garage/carport.

Design Technique (this is ONE WAY of meeting the above Principle)

68.1 *Where an adjoining (or potential adjoining) dwelling addresses the street as its primary frontage, garages/carports located on the common property boundary are setback no less than half the setback of the main face of any adjoining dwelling from the secondary frontage (Figure 1)*

EXCEPT THAT:

- (a) *the setback to the secondary frontage may be reduced by 1.0 metre (or part thereof) for every 1.0 metre (or part thereof) setback of the garage /carport from the common property boundary;*

PROVIDED THAT:

- (a) *the setback to the secondary frontage is not less than 1.0 metre (or not less than the setback of the associated dwelling if the garage/carport is wider than 6.0m, wall height is greater than 2.4 metres or ridge height is greater than 4.0 metres).*
- (b) *any carport/garage wall on a common property boundary is no higher above natural ground level than 2.4 metres; and*
- (c) *for garages/carports with a depth greater than 8 metres or wall heights greater than 2.4 metres or ridge heights greater than 4 metres;*
 - (i) *a minimum setback from the common property boundary of 1 metre is maintained*

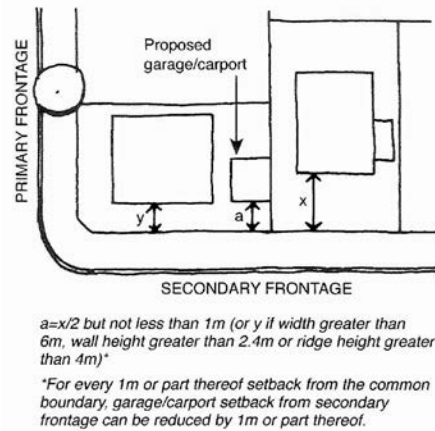


Figure 1

68.2 Where an adjoining or (potential adjoining) dwelling does not address the secondary frontage the garage/carport is setback:

- (a) a minimum of 1 metre from the secondary street frontage; or
- (b) not less than the setback of the associated dwelling if the garage/carport is wider than 6.0 metres, wall height is greater than 2.4 metres or ridge height is greater than 4.0 metres (refer to Figure 2)

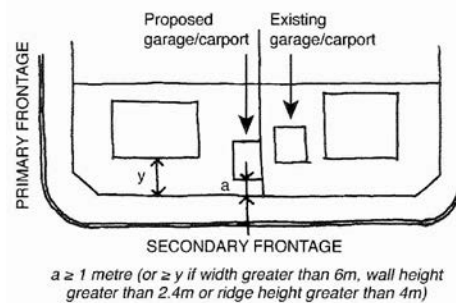


Figure 2

68.3 In relation to 68 (b) the setback of the garage/carport is in accordance with the relevant sections of the Australian Standards AS 2890.1 – 1993 for turning circles and manoeuvring or a distance 6 metres measured from the further side of the lane opposite the proposed garage/carport.

Building Siting

Note: Buildings include dwellings, garages and carports

69 The length and height of the walls of buildings should be such that they do not contribute to a significant loss of amenity to adjacent dwellings and land.

For Buildings Not Sited on Side Boundaries

70 Except where varied by zone and / or policy area provisions, setbacks from side and rear boundaries should be progressively increased as height increases to:

- (a) minimise the visual impact of buildings from adjoining properties;
- (b) minimise the overshadowing of adjoining properties; and

- (c) maintain adequate daylight to adjoining dwellings.

71 Except where varied by zone and / or policy area provisions, where a dwelling is two storeys or higher than two storeys, the development should have regard to:

- (a) The maintenance of the amenity in terms of privacy, noise and sunlight for adjoining dwellings or buildings.
- (b) Provision of daylight to habitable rooms within the dwelling or buildings or private open space.
- (c) Minimising the impact of bulk and scale of the dwelling on adjoining dwellings.

For Buildings Sited on Side Boundaries

72 Except where varied by zone and / or policy area provisions, side boundary walls should be limited in length and height to:

- (a) minimise the visual impact of buildings from adjoining properties;
- (b) minimise the overshadowing of adjoining properties;
- (c) maintain adequate daylight to adjoining dwellings; and
- (d) reduce risk damage to mature vegetation on adjoining properties, taking into account potential major damage to root systems.

73 Single-storey dwellings should be set-back:

- (a) Not less than one metre from side boundaries, unless the dwelling is designed to be constructed to the side boundary, in which case the building should:
 - (i) Conform with daylight and sunlight standards described in Principles of Development Control.
 - (ii) Not contain any windows, doors or other openings in the wall situated on the boundary.
 - (iii) Except where varied by zone and / or policy area provisions, not contain a wall greater than 8 metres continuous length and a maximum of 15 metres on the boundary.
 - (iv) Except where varied by zone and / or policy area provisions, not contain a wall greater than three metres high on the boundary measured from natural ground level to the top of the wall unless the wall above three metres in height is part of a gable that is not masonry.

General

74 Building form should not unreasonably restrict existing attractive views available from neighbouring properties.

Building Height

75 Building height should maintain a compatible scale with adjacent development.

- 76** Except where varied by zone and / or policy area provisions, generally the height of dwellings should not exceed two storeys. Development that is greater than single-storey should:
- (a) Complement the height, scale, siting and character of adjoining development where that development contributes to the desired character of the zone of policy area.
 - (b) Minimise the impacts of overshadowing and intrusion on privacy of adjoining dwellings.

Daylight and Sunlight

- 77** Adequate daylight should be available within habitable rooms located adjacent to neighbouring properties.

Design Technique (this is ONE WAY of meeting the above Principle)

77.1 *Habitable rooms have windows with a horizontal distance between any facing building, measured perpendicular to the face of the window, of 0.9m minimum which is clear to sky (ie 0.9m between eaves).*

- 78** Except where varied by zone and / or policy area provisions, new buildings should allow for access of adequate winter sunlight to ground level private open space of existing adjacent dwellings.

Design Technique (this is ONE WAY of meeting the above Principle)

78.1 *Sunlight to at least 50% (or 35m² with minimum dimension 2.5m, whichever is the lesser area) of the ground level private open space of existing adjacent properties is not reduced to less than two consecutive hours between 9.00 am and 3.00 pm on 21 June. Where existing overshadowing by buildings and fences is greater than this, sunlight is not reduced to less than 80% of that formerly available.*

Energy Conservation and Comfort

- 79** Dwellings (and dwelling additions incorporating a day living area - where such additions have a floor area equal to or greater than 50 percent of the existing dwelling), should provide adequate thermal comfort for occupants while minimising the need for mechanical heating and cooling by:

- (a) providing an internal day living area with north-facing window.
- (b) zoning house layout to enable main living areas to be separately heated and cooled.
- (c) locating, sizing and shading windows to reduce summer heat load and permit entry of winter sun.
- (d) allowing for cross ventilation to enable cooling breezes to reduce internal temperatures in summer.
- (e) avoidance of large windows on south and west facing building surfaces.
- (f) avoidance of overshadowing of windows on the north and east faces of neighbouring buildings and surfaces used for the collection of solar energy.

- (g) location of principal living space to the north.
- (h) use of deciduous trees, pergolas, verandahs and awnings on east and west walls to allow penetration of heat from the sun in winter yet provide shade in summer.
- (i) use of deciduous canopy trees to shade hard paved surfaces.
- (j) provision of verandahs to outdoor living areas.

Design Technique (this is ONE WAY of meeting the above Principle)

- 79.1** In relation to Principle 79 (a), dwellings (and dwelling additions incorporating a day living area – where such additions have a floor area equal or greater than 50% of the existing dwelling) have a day living area incorporating a window that faces between 20° west and 30° east of true north.
- 79.2** In relation to Principle 79 (b), dwellings (and dwelling additions incorporating a day living area - where such additions have a floor area equal to or greater than 50% of the existing dwelling), incorporate doors between living areas and between a living area and other rooms and corridors.
- 79.3** In relation to Principle 79 (c):
- (a) total window area (including glass doors) of a dwelling is less than 30% of the total wall area of the dwelling;
 - (b) total window area facing east and west does not exceed 50% of the total wall area of the dwelling;
 - (c) external shading is provided to west facing windows (shading by adjacent houses is acceptable); and
 - (d) north facing windows are shaded to allow winter sun access but provide complete shading during summer.

- 80** Roof orientation and pitch should facilitate the efficient use of solar collectors and photovoltaic cells.

Design Technique (this is ONE WAY of meeting the above Principle)

- 80.1** A roof incorporates an area of at least 10m² which:
- (a) faces between 30° and 20° east and west of north respectively; and
 - (b) has a pitch of greater than 18°.

Private Open Space

- 81** Private open space for domestic functions should be provided for each dwelling. These functions include entertaining, refuse storage, clothes drying, recreational pursuits and landscaping.

Design Technique (this is ONE WAY of meeting the above Principle)

- 81.1** Areas of private open space are in the form of:
- (a) ground level courtyard or other open space;
 - (b) balconies, roof patios or other elevated outdoor areas directly accessible from a habitable room.

- 82** Dwellings should have private open space areas which are of sufficient area, shape and gradient, and appropriately located to be functional for likely occupant needs.
- 83** Private open space should be located to:
- (a) take advantage of natural features of the site; and
 - (b) minimise overlooking from adjacent buildings.
- 84** Private open space should, where possible, achieve comfortable year-round use by having a northerly aspect which is:
- (a) not significantly shaded by the associated dwelling or adjacent development during winter; and
 - (b) shaded in summer.
- 85** An adequate proportion of the total private open space provided at ground level should be open to sky to provide amenity and stormwater harvesting.

Landscaping

- 86** The design of the landscape should, as appropriate:
- (a) Define a theme for new streets, or complement existing streetscapes and integrate with new development.
 - (b) Complement the social function of the street.
 - (c) Reinforce desired traffic speed and behaviour.
 - (d) Be of an appropriate scale relative to both the street reserve width and the building bulk.
 - (e) Promote safety and casual street surveillance.
 - (f) Incorporate existing vegetation, where possible.
 - (g) Appropriately account for streetscapes and landscapes of heritage significance.
 - (h) Be sensitive to site attributes, such as streetscape character, natural landform, existing vegetation, views, land capability, availability of water on site and drainage.
 - (i) Integrate and form linkages with parks, reserves and transport corridors.
 - (j) Enhance opportunities for pedestrian comfort.
 - (k) Consider lines of sight for pedestrians, cyclists and vehicles.
 - (l) Provide adequate lighting for pedestrian and vehicular safety.
 - (m) Provide attractive and coordinated street furniture and facilities to meet user needs.

- (n) Satisfy maintenance and utility requirements and minimise their visual impact.
- (o) Be cognisant of soil type and proximity to buildings.

87 Landscaping should be utilized in all developments to:

- (a) Visually screen storage and service areas.
- (b) Assist in micro climate management.
- (c) Shade vehicle parking and manoeuvring areas.
- (d) Maintain privacy.
- (e) Maximise absorptive landscape areas for on-site infiltration of stormwater.
- (f) Preserve existing mature vegetation.

88 Front fences and walls should:

- (a) Be provided where these are part of the existing streetscape.
- (b) Be located on street boundaries.
- (c) Enable some outlook from buildings to the street for safety and surveillance.
- (d) Assist in highlighting entrances and in creating a sense of communal identity within the streetscape.
- (e) Be designed and detailed to provide visual interest to the streetscape.
- (f) Be constructed of materials compatible with proposed housing, and with attractive visible examples of fences and walls in the streetscape to offer a sense of continuity. Solid walls should be made of articulated panels, with sufficient detailing and of quality materials and finishes. A colour scheme and materials and finishes schedule will be required to ensure the proposal can comply with the Principle's criteria.
- (g) Be coordinated with facilities in the street frontage area, such as mail boxes.
- (h) Be sensitive to a heritage context.
- (i) Be designed, wherever appropriate, to provide for security and noise attenuation.

To ensure that the criteria in principles of development control numbered 86 to 88 can be complied with applications for other than for detached dwellings should be accompanied by a Landscape Plan showing that each of the relevant criteria has been addressed. Each landscape plan should provide details on the general soil type of the site and the location and potential height of all proposed plant species. In preparing these plans, designers should have regard to relevant codes such as the Australian Standard 2870 - 1986 - Residential Slabs and Footings.

Privacy

Visual privacy

- 89** Direct overlooking from upper level habitable room windows and external balconies, terraces and decks* to habitable room windows and useable private open spaces of other dwellings should be minimised.

** Upper level windows have a sill height greater than 2.5m above natural ground level. Upper level external balconies, terraces and decks have a floor level greater than 1.5m above natural ground level.*

- 90** Except for buildings of 3 or more storeys in the Urban Corridor Zone, the location of any windows, balconies or decks shall be such as to prevent overlooking to adjacent useable private open spaces or adjoining windows.
- (a) Any window that directly overlooks the private open space or adjoining windows of any adjoining property:
 - (i) Is to be glazed in fixed, opaque glass to a height of at least 1.7 metres, or have the window sill located a minimum of 1.7 metres above the floor; or
 - (ii) Is to have external solid (screen(s) permanently fixed to the building, to achieve the same result.
 - (b) Any balcony or decks are more than 300 mm above natural ground level and which directly overlooks the private open space of any adjoining properties or adjoining window is to have durable solid, durable screens permanently fixed, to a height of 1.8 metres and located in such a way as to prevent overlooking to any adjacent private useable open spaces or adjoining window.
- 91** Permanently fixed external screening devices should be designed and coloured to blend with the predominant associated building materials.

Acoustic privacy

- 92** Dwellings close to high-noise sources should be designed to locate noise sensitive rooms and secluded private open spaces away from noise sources, or be protected by appropriate noise shielding techniques.
- 93** Attached dwellings should be designed to minimise the transmission of sound between dwellings and should particularly protect bedrooms from possible noise intrusion.

Design Technique (this is ONE WAY of meeting the above Principle)

93.1 Bedrooms of one dwelling:

- (a) do not share a wall with a living room* or a garage of another dwelling; and
- (b) are not located above or below a living room of another abutting dwelling.

**living room means a room within a dwelling used for social interaction, relaxation, recreation or dining, including a living room, lounge room or open eating area linked to a kitchen, but does not include a bedroom.*

- 94** Except in the Urban Corridor Zone, the number of dwellings within a residential flat building sharing a common entry should be minimised to limit noise generation in internal accessways and to provide safety and security.

Design Technique (this is ONE WAY of meeting the above Principle)

94.1 *Common entries service a maximum of eight dwellings.*

95 Buildings other than detached dwellings should have regard to acoustic privacy using the following techniques:

- (a) Site layouts which ensure parking areas, streets and shared driveways have a line of sight separation of at least three metres from bedroom windows.
- (b) Openings of external walls of adjacent dwellings which are separated by a distance of at least three metres.
- (c) Shared walls and floors between dwellings which are constructed to limit noise transmission.
- (d) Dwellings adjacent to high levels of uncontrollable external noise which are designed to minimise the entry of that noise.
- (e) Site layout that separates active recreational areas, living areas, parking areas, vehicle accessways and service equipment areas from bedroom areas of dwellings.
- (f) Mechanical plant or equipment be designed and located to minimise noise nuisance.

Residential Outbuildings

96 Residential outbuildings should not:

- (a) Impinge on the minimum private open space areas required.
- (b) Be of a size or in a location which results in their visual dominance of the dwelling to which they relate, or to the locality.
- (c) Be of a size or in a location which results in the unreasonable overshadowing of the main windows to a habitable room in a dwelling.
- (d) Be used for a purpose which is unreasonably disruptive to adjoining residents.

Design Technique *(this is ONE WAY of meeting the above Principle)*

96.1 *In relation to 96(b), (c) and (d), an outbuilding constructed:*

- (a) *within 3 metres from a side or rear boundary has:*
 - (i) *a total floor area not exceeding 60m² for sites in excess of 600m², 40m² for sites 400m² - 600m² and 30m² for sites less than 400m²;*
 - (ii) *walls not exceeding 3 metres in height above natural ground level; and*
 - (iii) *a maximum height of 4.5 metres;*
- (b) *on a side or rear boundary has:*
 - (i) *a floor level not exceeding 300mm above natural ground level;*
 - (ii) *a floor area not exceeding 60m² for sites in excess of 600m², 40m² for sites 400m² - 600m² and 30m² for sites less than 400m²;*
 - (iii) *boundary walls not exceeding a total of 8m in length on any common boundary, provided the total length of existing and proposed boundary walls does not exceed 30 percent of the total common boundary length;*

- (iv) *wall height (measured above natural ground level at the common boundary) not exceeding 2.4 metres on the boundary elevation and 3 metres on any other elevation;*
- (v) *a maximum height of 4.5 metres; and*
- (vi) *a setback of 6 metres from any existing structure on the site located on the same boundary.*

On-Site Stormwater Management

97 Site drainage on larger sites incorporating an area of at least 200 square metres of private or communal open space should provide on site infiltration where practicable, having regard to:

- (a) the availability of unbuilt upon or unsealed areas;
- (b) the ability of soils to absorb water;
- (c) potential impact on building foundations and footings on or adjacent to the site;
- (d) the ability to safely direct surplus flows to a public street without causing nuisance to adjacent properties; and
- (e) potential adverse impacts on the level and quality of groundwater.

Design Technique (this is ONE WAY of meeting the above Principle)

97.1 *The stormwater infiltration device is not closer than 10 m to a dwelling, an outbuilding with footings or a property boundary.*

97.2 *Overflow from a stormwater infiltration/soakage device is directed to the water table in a public street or to a public drain.*

98 Development should be designed so that as much rainwater and stormwater as possible is retained on the development site through the application of an appropriate range of the following techniques:

- (a) The collection of roof run-off in rainwater tanks, rain saver guttering or other storage devices.
- (b) The direction of roof run-off and stormwater onto garden areas.
- (c) Incorporating permeable paving and parking areas.

Safety and Security

99 Dwellings should be located and designed to overlook public and communal streets and public open space (particularly facilities commonly used in those areas) to provide casual surveillance.

Design Technique (this is ONE WAY of meeting the above Principle)

99.1 *Dwellings adjacent to public or communal streets or public open space have at least one habitable room window facing such areas and a sill height of 1.5m or less.*

100 Site planning, buildings, fences, landscaping and other features should clearly differentiate public communal and private areas.

- 101** Except where varied by zone and / or policy area provisions, buildings should be designed to minimise access between roofs, balconies and windows of adjoining dwellings.
- 102** Building design should allow visitors who approach the front door to be seen without residents needing to open the front door.
- 103** Except in the Urban Corridor Zone, shared entries to buildings should serve a maximum of 8 dwellings.
- 104** Shared entry lobbies should be able to be locked.
- 105** Site planning should ensure that landscaping and fencing do not reduce the safety of residents and are placed in such a way as to minimise screening near security risk areas such as doors and windows.
- 106** For residential flat buildings and group dwellings appropriate lighting should be provided at building entries to provide a sense of security to residents.
- 107** Lighting should be provided to all pedestrian paths between public and shared areas, parking areas and building entries.
- 108** Pedestrian site access and car parking should be clearly defined, appropriately lit, visible to others and provide direct access to buildings from areas likely to be used at night.

Site Facilities and Storage

- 109** Site facilities for group dwellings and residential flat buildings should include:

- (a) mail box facilities located close to the major pedestrian entrance to the site;
- (b) garbage and recyclable material collection areas located for efficient collection; and
- (c) for dwellings which do not incorporate ground level private open space, external clothes drying areas;

which are:

- (d) readily accessible to each dwelling; and
 - (e) complement the development and streetscape character.
- 110** Dwellings with less than 50m² of ground level private open space or without private open space should incorporate adequate areas for the storage of goods and chattels other than food and clothing either:
- (a) in the dwelling (but not including a habitable room);
 - (b) in a garage, carport or outbuilding; or
 - (c) within an on-site communal facility.

Design Technique (this is ONE WAY of meeting the above Principle)

110.1 A storage area of not less than 8m³ provided for each dwelling.

Housing on Major Traffic Routes

- 111** Residential development on sites abutting roads with existing or projected traffic volumes exceeding 3000 vpd (Regency Road, Main North Road, North East Road, Prospect Road, Hampstead Road or Churchill Road), should be sited, designed and constructed so that the intrusion of traffic noise into dwellings will not significantly reduce the amenity of occupants.

Design Technique (*this is ONE WAY of meeting the above Principle*)

III.1 *The internal noise level should ensure the potential onset of sleep disturbance effect does not occur within bedrooms and that the maximum limits within living and work areas of the proposed residence accords with Australian Standard 2107: Acoustics – Recommended Design Sound Levels and Reverberation Times for Building Interiors.*

The noise levels in the major outdoor area should be limited to 55dB(A) (taken to be the equivalent noise level over the period 7am to 10pm).

The following general treatments should be considered in achieving the recommended limits

- (a) *Use of separation, building orientation, sheds, continuous fencing and mounding to reduce noise levels outside of the residence;*
- (b) *Use of front fences and walls to supplement the noise control of the building façade;*
- (c) *Locating less sensitive areas of the proposed residence, such as the bathrooms, hallways, stairways, storage rooms, garages and laundry towards the traffic noise source;*
- (d) *Minimising the size and numbers of windows oriented towards the traffic noise source;*
- (e) *Replacing conventional pitched roof/eaves designs with flat roof/parapet designs;*
- (f) *Using construction techniques that seal air gaps around doors and windows;*
- (g) *Relocate conventional wall air vents to areas not facing the traffic noise source;*
- (h) *Using solid core doors in conjunction with rubber seals and internal doors with rubber seals into habitable rooms to provide and ‘acoustic air lock’ arrangement;*
- (i) *Using thicker window glass or double glazing to critical rooms such as bedrooms;*
- (j) *Providing alternative means of ventilation for rooms where elements such as windows in the dwelling façade are to be closed to provide a minimum acoustic performance.*

The onus of proof that the noise reduction measures prevent adverse noise impacts will rest with the developer via a report by an acoustic engineer. For the purposes of this Development Plan, an acoustic engineer is defined to mean a person eligible for membership of both the Institution of Engineers Australia and the Australian Acoustical Society.

- 112** Buildings located on roads with existing or projected traffic volumes exceeding 6000 vpd (Regency Road, Main North Road, North East Road, Prospect Road, Hampstead Road or Churchill Road), should be designed and located to avoid the need for vehicles to reverse on to the road, and vehicular access onto arterial roads should not be provided where alternative access is available including service roads and direct access to local roads.

- 113** Except where varied by zone and / or policy area provisions, landscaping between the road and dwellings should be provided to screen and protect the dwellings from dust and visual aural impacts of the road.
- 114** Building setbacks adjacent to arterial roads should be determined after consideration of Metropolitan Adelaide Widening Plan requirements.
- 115** Where vehicular access onto the arterial road is provided, the number, location and design of the access points should be such as to minimise traffic hazards, queuing on arterial roads, right turn movements and interference with the function of intersections, junctions and traffic control devices.
- 116** Any gate across the vehicular way should be set back 5.5 metres from the alignment of the arterial road and should open away from the arterial road. Fences associated with the development and adjacent to the arterial road should be a height and design such that a clear view of the arterial road is available to any driver leaving the site.
- 117** Residential allotments fronting arterial roads should be of a sufficient width to enable provision for vehicles to enter and exit the site in a forward direction, or be designed to share a centrally located access point.

Residential Accommodation for older people and people with disabilities

- 118** Residential accommodation for older people and people with disabilities should be located:
- (a) In accordance with the long-term needs and demographic trends of the population of the council area.
 - (b) Where movement of older people and people with disabilities is not unduly restricted by the slope of the land.
 - (c) Separated from industrial and commercial land uses which would detract from pleasant living conditions.
 - (d) Where local shops, services and facilities are available within easy walking distance, or by convenient travel.
 - (e) Where good public transport services are available within easy walking distance from all parts of the site.
 - (f) Where adequate support services are available.
- 119** Residential accommodation for older people and people with disabilities should be designed to provide:
- (a) Safe, secure, attractive, convenient and comfortable living conditions for residents;
 - (b) Easy access to all living units.
 - (c) A balance between communal areas and private spaces.
 - (d) Adequate open space, both public and private.
 - (e) An interesting and attractive outlook for all residents, including those in wheelchairs, from living units and communal areas.
 - (f) Useable recreation areas for residents and visitors including visiting children.

- (g) Pathways, communal areas and private open space which have regard to a high level of frailty in terms of the land gradient that may affect access and useability.
- (h) Adequate living space allowing for the use of wheel chairs with an attendant.
- (i) Spaces to accommodate social needs and activities including social gatherings, gardening, keeping pets, preparing meals, doing personal laundry.
- (j) Storage areas for items such as boats, trailers and caravans in association with some independent living units.
- (k) Storage for items such as small electric powered vehicles and other personal items, including facilities for recharging small electric powered vehicles.
- (l) Mail boxes and waste disposal areas to be located within easy walking distance of all living units as well as being practically accessible to service providers.
- (m) Clear identification of all living units.
- (n) Safe and convenient movement within residential accommodation which recognises the limitations of mobility aids.

120 Buildings providing residential accommodation for older people and people with disabilities should:

- (a) By their design and layout maintain or enhance the amenity of the locality.
- (b) Avoid dullness of uniformity in design.
- (c) Incorporate use of natural lighting.
- (d) Have living areas which receive natural sunlight for a minimum of two hours per day.
- (e) Be well insulated, and energy efficient.
- (f) Have well lit spaces or paths of travel which avoid unsafe conditions.
- (g) Protection for bedrooms from external noise.

121 Internal and external walkways within residential accommodation for older people and people with disabilities should:

- (a) Facilitate ease of movement for pedestrians, or persons confined to wheelchairs, and persons using personal mobility aids, including the provision of ramps in addition to steps, where appropriate.
- (b) Where possible provide each living unit with access attained from a private path.
- (c) Not have gradients steeper than 1-in-20 with changes to gradient clearly identified.
- (d) Not include steps with a tread width of less than 600 millimetres and a rise of less than 80 millimetres or more than 100 millimetres.

- (e) Be provided with seats and protected from sun, rain and wind, at convenient intervals.
- (f) Have firm, even and slip-restraint surfaces.
- (g) Be provided with small diameter hand rails where there may be a risk or danger of pedestrians falling.

122 Access roads within residential accommodation for older people and people with disabilities should:

- (a) Not have steep gradients or sharp corners.
- (b) Provide convenient access for emergency vehicles, visitors and residents.
- (c) Be well signed for emergency access.
- (d) Provide space for car and small to medium sized bus manoeuvring.
- (e) Provide proper turning areas for emergency access.
- (f) Include kerb ramps at pedestrian cross points.
- (g) Use rollover kerbs.
- (h) Have level surface passenger loading areas.

123 Car parking associated with residential accommodation for older people and people with disabilities should:

- (a) Be conveniently located on site within easy walking distance for residents.
- (b) Be adequate for residents, staff, services providers and visitors.
- (c) Include private parking spaces for independent living units located, where possible, adjacent to the living unit.
- (d) Include separate and appropriately marked places for the disabled, and spaces for small electrically powered vehicles.
- (e) Include covered, secure parking for residents' vehicles.
- (f) Have slip-resistant surfaces with gradients not steeper than 1-in-40.
- (g) Allow ease of vehicle manoeuvrability by the ageing.
- (h) Be designed to allow the full opening of all vehicle doors.
- (i) Minimise the impact of car parking on adjoining residences due to visual intrusion, noise and emission of fumes.

124 Residential accommodation for older people and people with disabilities should have an adequate level of support services including:

- (a) Transport where public or community based transport is not conveniently available.

- (b) Recreation facilities and meeting places.
- (c) Meals (for example using private facilities, communal dining facilities, community meal services).
- (d) Security and personal alarms.
- (e) Live in staff where frail persons are to be accommodated.
- (f) Services such as mobile library, home support services, information services, community care workers and nursing services.

125 Nursing homes and hostels for older people and people with disabilities should conform to the same minimum requirements as dwellings with regard to complementing the character of localities, maintaining privacy, establishing front, side and rear set-backs, providing landscaping and refuse disposal.

Multiple Dwellings

126 Multiple dwellings (including boarding houses, supported residential facilities and backpacker accommodation) should be designed in accordance with the following:

- (a) To accommodate no more than 30 people at any one time, excluding a caretaker and his or her immediate family.
- (b) The floor area should not cover more than 50 percent of the site.
- (c) A minimum of five square metres indoor recreation space and ten square metres outdoor recreation space is provided for each person able to be accommodated.
- (d) Car parking is provided at the ratio of one space for every three persons able to be accommodated.

Dependent Accommodation

127 Dependent accommodation* should only be developed on the site of an existing dwelling where:

- (a) the site is of an adequate size and configuration;
- (b) the accommodation forms part of the same allotment as the associated dwelling;
- (c) the accommodation has a small floor area relative to the main dwelling;
- (d) adequate outdoor space is provided;
- (e) adequate on-site car parking can be provided; and.
- (f) the building is designed to, and consists of colours and materials which will, complement the original dwelling.

Design Technique (this is ONE WAY of meeting the above Principle)

127.1 *In relation to PC 127 (a), dependent accommodation is located where the site of the existing dwelling is greater than 600 square metres;*

- 127.2** *In relation to PC 127 (b), the site is not further divided to create a legally separate title for each dwelling;*
- 127.3** *In relation to PC 127 (c), the residence comprising dependent accommodation does not exceed 60 square metres in floor area;*
- 127.4** *In relation to PC 127 (d), private open space of at least 100 square metres is available to be shared by both residences;*
- 127.5** *In relation to PC 127 (e), an additional car parking space is provided on the site which can be used exclusively by the occupant(s) of the dependent accommodation.*

** Note: Dependent accommodation is defined as accommodation for dependent relatives located on the same allotment as the main dwelling and connected to the same services as the main dwelling and does not contain a kitchen and/or laundry.*

Non-residential Development within Residential Areas

- 128** Existing and proposed living areas should contain only residential development and associated development such as local shops, primary schools and local open spaces.

Land Contamination

- 129** Development, including land division, should not occur 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.

Air Conditioning units, pool pumps etc (Fixed noise sources on domestic premises)

- 130** Noise generated from fixed noise sources with new development in the Residential Zone comprising air conditioning units, spa pumps and the like does not exceed 40dB(A) when measured at the residential property boundary.

Residential Development abutting Industrial Activities

- 131** Residential development on sites abutting industrial activities or other activities likely to impact on residential amenity should be sited, designed and constructed so that:
- (a) Intrusion of noise into dwellings will not significantly reduce the amenity of occupants;
 - (b) Fences and walls supplement the noise control of the building façade;
 - (c) The room layout within buildings reduces the impact of noise on the rooms which are most sensitive to noise (eg. Bathrooms, hallways, stairways, storage rooms and garages should be located close to the noise source).

Development in Mixed Use, Urban Corridor, and Centre Zones

Design and Appearance

- 132** Where a building is sited on or close to a side or rear boundary, the boundary wall should minimise:
- (a) the visual impact of the building as viewed from adjoining properties; and

- (b) overshadowing of adjoining properties and allow adequate sunlight access to neighbouring buildings.
- 133** The external walls and roofs of buildings should not incorporate highly reflective materials which will result in glare to neighbouring properties, drivers or cyclists.
- 134** 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.
- 135** Balconies should:
- (a) be integrated with the overall form and detail of the building;
 - (b) include balustrade detailing that enables line of sight to the street;
 - (c) be recessed where wind would otherwise make the space unusable; and
 - (d) be self-draining and plumbed to minimise runoff.

Development Adjacent Heritage Places

- 136** The design of multi-storey buildings should not detract from the form and materials of adjacent State and local heritage places listed in [Table Pr/2 — State Heritage Places](#) or in [Table Pr/1 — Local Heritage Places](#) or listed within the South Australian Heritage Register established under the *Heritage places Act 1993*.
- 137** Development on land adjacent to a State or local heritage place, as listed in [Table Pr/1 — State Heritage Places](#) or in [Table Pr/2— Local Heritage Places](#), or listed within the South Australian Heritage Register established under the *Heritage places Act 1993*, should be sited and designed to reinforce the historic character of the place and maintain its visual prominence.

Overshadowing

- 138** The design and location of buildings should enable direct winter sunlight into adjacent dwellings and private open space and minimise the overshadowing of:
- (a) windows of main internal living areas;
 - (b) upper-level private balconies that provide the primary open space area for a dwelling; and
 - (c) solar collectors (such as solar hot water systems and photovoltaic cells).

Visual Privacy

- 139** Development should minimise direct overlooking of the main internal living areas and private open spaces of dwellings through measures such as:
- (a) off-setting the location of balconies and windows of habitable rooms with those of other buildings so that views are oblique rather than direct;

- (b) building setbacks from boundaries (including building boundary to boundary where appropriate) that interrupt views or that provide a spatial separation between balconies or windows of habitable rooms; and / or
- (c) screening devices (including fencing, screens, external ventilation blinds, window hoods and shutters) that are integrated into the building design and have minimal negative effect on residents' or neighbours' amenity.

Relationship to the Street and Public Realm

- 140** Buildings (other than ancillary buildings, group dwellings or buildings on allotments with a battle axe configuration) should be designed so that the main façade faces the primary street frontage of the land on which they are situated.
- 141** Buildings, landscaping, paving and signage should have a coordinated appearance that maintains and enhances the visual attractiveness of the locality.
- 142** Buildings should be designed and sited to avoid extensive areas of uninterrupted walling facing areas exposed to public view.
- 143** Building design should emphasise pedestrian entry points to provide perceptible and direct access from public street frontages and vehicle parking areas.
- 144** Except where varied by zone or policy are provisions, the ground floor of mixed use buildings should comprise non-residential land uses.
- 145** Development facing the street should be designed to activate the street frontages:
 - (a) including features that attract people to the locality such as frequent doors and display windows, retail shopfronts and/or outdoor eating or dining areas;
 - (b) minimising the frontage for fire escapes, service doors, plant and equipment hatches;
 - (c) avoiding undercroft or ground floor vehicle parking that is visible from the primary street frontage; and
 - (d) using colour, vertical and horizontal elements, roof overhangs and other design techniques to provide visual interest and reduced massing.
- 146** Where zero or minor setbacks are desirable, development should incorporate shelter over footpaths to enhance the quality of the pedestrian environment.

Outdoor Storage and Service Areas

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

Private Open Space

148 Private open space (available for exclusive use by residents of each dwelling) should be provided for each dwelling and should be sited and designed:

- (a) to be accessed directly from the internal living areas of the dwelling;
- (b) to be generally at ground level (other than for residential flat buildings) and 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 separation from bedroom windows on adjoining sites;
- (f) to have a northerly aspect to provide for comfortable year round use;
- (g) not to be significantly shaded during winter by the associated dwelling or adjacent development;
- (h) to be partly shaded in summer;
- (i) to minimise noise or air quality impacts that may arise from traffic, industry or other business activities within the locality; and
- (j) to have sufficient area and shape to be functional, taking into consideration the location of the dwelling, and the dimension and gradient of the site.

149 Dwellings at ground level should provide private open space in accordance with the following table:

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

Site area per dwelling (square metres)	Minimum area excluding any area at ground level at the front of the dwelling (square metres)	Minimum dimension (metres)	Minimum area provided at the rear or side of the dwelling, directly accessible from a habitable room (square metres)
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a minimum dimension of 2 metres

150 Private open space should not include driveways, effluent drainage areas, rubbish bin storage areas, sites for rainwater tanks and other utility areas, and common areas such as parking areas and communal open space.

151 Private open space at ground level should be designed to provide a consolidated area of deep soil (an area of natural ground which excludes areas where there is a structure underneath, pools and non-permeable paved areas) to:

- (a) assist with ease of drainage;
- (b) allow for effective deep planting; and
- (c) reduce urban heat loading and improve micro-climatic conditions around sites and buildings.

152 Except where varied by zone and / or policy area provisions, dwellings located above ground level should provide private open space in accordance with the following table:

Dwelling type	Minimum area of private open space
Studio (where there is no separate bedroom)	No minimum requirement
One bedroom dwelling	8 square metres
Two bedroom dwelling	11 square metres
Three + bedroom dwelling	15 square metres

153 Private open space located above ground level should have a minimum dimension of 2 metres and be directly accessible from a habitable room.

154 Private open space may be substituted for the equivalent area of communal open space where:

- (a) at least 50 per cent of the communal open space is visually screened from public areas of the development;
- (b) ground floor communal space is overlooked by habitable rooms to facilitate passive surveillance; and
- (c) it contains landscaping and facilities that are functional, attractive and encourage recreational use.

Communal Open Space

155 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.

156 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 food production; and
- (d) be integrated into the overall façade and composition of buildings.

Medium and High Rise Development (3 or More Storeys)

Design and Appearance

157 Buildings should:

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

158 The ground floor level of buildings (including the foyer areas of residential buildings) should be designed to enable surveillance from public land to the inside of the building at night.

159 Entrances to multi-storey buildings should:

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

Visual Privacy

- 160** The visual privacy of ground floor dwellings within multi-storey buildings should be protected through the use of design features such as the elevation of ground floors above street level, setbacks from street and the location of verandahs, windows porticos or the like.

Building Separation and Outlook

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

Dwelling Configuration

- 162** Buildings comprising more than 20 dwellings should provide a variety of dwelling sizes and a range in the number of bedrooms per dwelling.
- 163** Dwellings with 3 or more bedrooms located on the ground floor of medium and high rise buildings should, where possible, have the windows of habitable rooms overlooking internal courtyard space or other public space.

Adaptability

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

Environmental

- 165** 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; and
 - (b) incorporate roof designs that enable the provision of rain water tanks (where they are not provided elsewhere), photovoltaic cells and other features that enhance sustainability.
- 166** Green roofs (which can be a substitute for private or communal open space provided they can be accessed by occupants of the building) are encouraged on all new residential, commercial or mixed use buildings.
- 167** Development of 5 or more storeys, or 21 metres or more in building height (excluding the rooftop location of mechanical plant and equipment), should be designed to minimise the risk of wind tunnelling effects on adjacent streets by adopting one or more of the following:
- (a) a podium at the base of a tall tower and aligned with the street to deflect wind away from the street;

- (b) substantial verandahs around a building to deflect downward travelling wind flows over pedestrian areas; and/or
- (c) the placement of buildings and use of setbacks to deflect the wind at ground level.

Site Facilities and Storage

168 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 or outbuilding; and/or
- (c) within an on-site communal facility.

169 The design of driveway crossovers, parking areas, accessways and elements that interact with the public realm should safely and efficiently accommodate the collection of waste and recycling materials.

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

- (e) easily and safely accessible to the collection point;
- (f) easily and safely accessible to residents and collection service providers;
- (g) well screened to prevent vandalism and theft; and
- (h) designed to reduce odour and discourage vermin.

171 Development with a gross floor area of 2 000 square metres or more should provide for the communal storage, collection and management of waste.

Centres Development

General

172 Development within centre zones should:

- (a) integrate facilities within the zone;
- (b) allow for the staging of development within the centre;
- (c) allow for the multiple use of facilities and the sharing of utility spaces;
- (d) ensure the development and operation of facilities within a zone or area is compatible with adjoining areas;
- (e) integrate with public transport requirements.

173 Development within centres should ensure that the operation of facilities is compatible with adjoining areas. This should be promoted through landscaping, screen walls, centre orientation, location of access ways, buffer strips and transitional use areas.

Arterial roads

174 Centres should develop on one side of an arterial road or in one quadrant of an arterial road intersection.

175 Where centre facilities already straddle an arterial road or the intersection of arterial roads, centre development 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 from one part of the centre to another across the arterial road.

Design

176 Development within centres should provide:

- (a) public spaces such as malls, plazas and courtyards;
- (b) facilities that will enable the performance of "street theatre" and other performing arts activities in malls or other public spaces;
- (c) facilities which will enable the temporary display of artworks in public spaces;
- (d) street furniture, including lighting, signs, litter bins, seats and bollards, that are designed and located to complement the desired character;
- (e) unobtrusive facilities for storage and removal of waste materials;
- (f) public facilities including toilets, infant-changing facilities for parents, seating, litter bins, telephones and community information boards;
- (g) adequate provision for pedestrian paths and shopping trolley storage area ramps within parking areas;
- (h) access for public transport and sheltered waiting areas for passengers;
- (i) lighting for pedestrian paths, buildings and ancillary areas.

Built form

177 A single architectural theme should be established within centres through either of the following:

- (a) constructing additions or other buildings in a style complementary to the existing shopping complex;
- (b) renovating the existing shopping complex to complement new additions and other buildings within the centre.

178 Centre development should incorporate the following:

- (a) well-designed and proportioned buildings that enhance the character and amenity of the locality and especially streetscapes;

- (b) appropriately designed forms of shelter such as verandahs and colonnades, and provision of shop windows where pedestrian movement is likely to occur; and
- (c) elements such as clock towers, courtyards and squares that create identity, interest and amenity in a manner that complements existing development in the locality.

179 Buildings should be designed to accommodate a range of uses/activities over time.

Landscaping

180 Landscaping should be provided in all centre development to:

- (a) enhance the character and amenity of the development and the locality;
- (b) visually screen storage and service areas;
- (c) enhance the appearance and amenity of parking areas by providing shade trees and appropriate other plants;
- (d) reduce the visual impact of large bulky buildings;
- (e) separate large paved surfaces into smaller and more visually appealing areas;
- (f) soften the appearance of outdoor pedestrian areas and provide weather protection; and
- (g) be co-ordinated and planned so as to assist in linking the individual components of the centre.

Traffic Management and car parking

181 To reduce the total extent of carparking areas within centres, the shared use of car parking between developments should be exploited where the opportunity exists.

Retail Development

Location

182 Retail development should be located as follows:

- (a) a shop, or group of shops, with a gross leasable floor area of greater than 250 square metres should be located in a centre, corridor, or mixed use zone;
- (b) a shop, or group of shops, with a gross leasable floor area of 250 square metres or less should not be located on an arterial road unless located in a centre, corridor, or mixed use zone.

183 A shop, or group of shops, located outside a centre zone, mixed use or corridor zone, should not hinder the development or function of these zones.

184 Retail development should provide adequate car parking as follows:

- (a) Neighbourhood Centre Zone - six car parking spaces per 100 square metres of gross leasable area.

- (b) District Centre Zone - seven car parking spaces per 100 square metres of gross leasable area.
- (c) Shops outside of Centre Zones (except in the Urban Corridor Zone) - six car parking spaces per 100 square metres of gross leasable area.

Retail showrooms

185 Retail showrooms should only be permitted outside designated centres

- (a) if their location within a designated centre is clearly undesirable or impractical; or
- (b) where they are listed as appropriate development.

186 Retail showrooms should complement the overall provision of facilities in centres and should be located within but towards the periphery of those centres.

Retail development outside centres

187 Retail development that cannot be appropriately located in centre, mixed use or corridor zones should:

- (a) be of a size and type that will not hinder the development or function of any centre zone;
- (b) not demonstrably lead to the physical deterioration of any designated centre;
- (c) be developed taking into consideration its effect on adjacent residential development.

Community Facilities

188 Community facilities should be operated in co-ordination with each other for efficiency in the delivery of services.

189 Community facilities should provide car parking at the following rates:

- (a) for educational establishments, one car parking space for each full time staff member, plus a minimum of six spaces for visitors;
- (b) a meeting hall or a place of worship, one car parking space for every five seats provided or able to be provided in the development;
- (c) for a community centre, one car parking space for every ten square metres of total floor area;
- (d) for hospitals, one car parking space for every two beds in the development; and
- (e) for nursing homes, rest homes or hostels one car parking space, for every three beds in the development.

Commercial Development

190 Commercial development should be located close to port, rail or road facilities, with roads of sufficient width to service individual sites.

- 191** Commercial development near residential areas should be developed to minimise the impact of any associated increase in traffic.

Traffic Management and car parking

- 192** All loading and unloading of goods, including temporary storage, should occur within the site.

- 193** Service/heavy vehicle access and loading/unloading areas should be separated from carpark areas to avoid conflict with car movements and should enhance the amenity of the site and locality through use of attractive fencing and/or landscaping.

- 194** Showroom development should provide car parking spaces at the rate of three spaces per 100 square metres.

- 195** Warehouses and stores should provide car parking spaces with sufficient and convenient parking for staff and visitors based on the following criteria (except any portion of the development which is to be used for retail sales and display should provide parking at a rate applicable to retail development):

- (a) at least four car parking spaces for the first 200 metres of total floor area;
- (b) one car parking space for each 75 square metres where the floor area, excluding office space exceeds 200 square metres, but is less than 2000 square metres;
- (c) one car parking space for every 150 square metres where the floor area, excluding office space, exceeds 2000 square metres;
- (d) for part of the development used as office space, at least one car parking space for every 30 square metres; and
- (e) for labour-intensive industries (where the car parking demand exceeds the provisions calculated on the basis of (a) to (c) above), the total car parking should be provided at a rate of 0.75 spaces by the number of employees.

Outdoor Storage and Service Areas

- 196** Outdoor areas, including landscaping, car parking and manoeuvring areas, should not be used for storage of materials.

- 197** Outdoor storage areas, services and service structures, including fire services, pipes, flues, cooling or heating plant or appliances, should be sited unobtrusively, screened from public view and designed to enhance the amenity of the locality, through use of the following techniques (or similar):

- (a) landscaping;
- (b) fencing or enclosing in pre-coloured sheet metal or materials matching those of the main buildings; or
- (c) an appropriate combination of solid fencing and landscaping.

- 198** Outdoor storage and service areas should be designed and managed to ensure that any litter is contained within those areas.

- 199** Materials, objects or vehicles in storage areas should not be visible above screen fences.

- 200** All externally damaged vehicles awaiting repair or being stored should be stored inside a building or behind a two metre high solid colour treated metal fence or similar, enclosing the storage areas on all sides visible from outside the site.
- 201** Outdoor storage and service areas are sites or designed so as to not unreasonably affect residents in the vicinity.

Bank, Office and Consulting Room Development

- 202** Bank, office and consulting room development should be located in centre, commercial, mixed use and corridor zones.
- 203** New bank, office and consulting room development should provide a building line set-back of at least three metres from rear boundaries, for the provision of landscaping adjacent to adjoining properties.
- 204** Bank, office and consulting room development should provide car parking at the following rate:
- Banks, offices - four car parking spaces per 100 square metres of total floor area.
Consulting rooms - five car parking spaces per consultant.

Movement of People and Goods

- 205** Where appropriate, development should provide safe and convenient access for private cars, cyclists, pedestrians, service vehicles, emergency vehicles and public utility vehicles.
- 206** 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.
- 207** 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.
- 208** 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.
- 209** Development should not generate pedestrian or vehicular traffic onto or across a public road in such a manner as to materially impair the movement of traffic on that road or to cause safety hazards.
- 210** The number, location and design of access points on public roads should be such as to minimise:
- (a) traffic hazards;
 - (b) queuing on roads;
 - (c) right hand turn movements onto arterial roads shown on [Map Pr/1 \(Overlay 1\)](#);
 - (d) interference with the function of intersections and traffic control devices; and
 - (e) intrusion of through traffic into adjacent residential streets.

211 Where development is located adjacent to an intersection it should not create an obstruction or impair the visibility of road users.

212 Car parking areas should be located and designed to:

- (a) ensure safe and convenient traffic circulation;
- (b) minimise conflict between service and other vehicles;
- (c) minimise conflict between vehicles and pedestrians;
- (d) provide adequate areas for the manoeuvring of vehicles into and out of parking bays;
- (e) avoid vehicle movements between parking areas via public roads;
- (f) minimise the need for vehicles to reverse onto public roads;
- (g) minimise the number of access points;
- (h) provide landscaping to screen, shade and enhance their appearance;
- (i) provide an impervious clearly marked surface;
- (j) provide for the proper drainage of stormwater; and
- (k) provide car parking spaces in accordance with Australian/New Zealand Standard 2890.1:2004.

213 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.

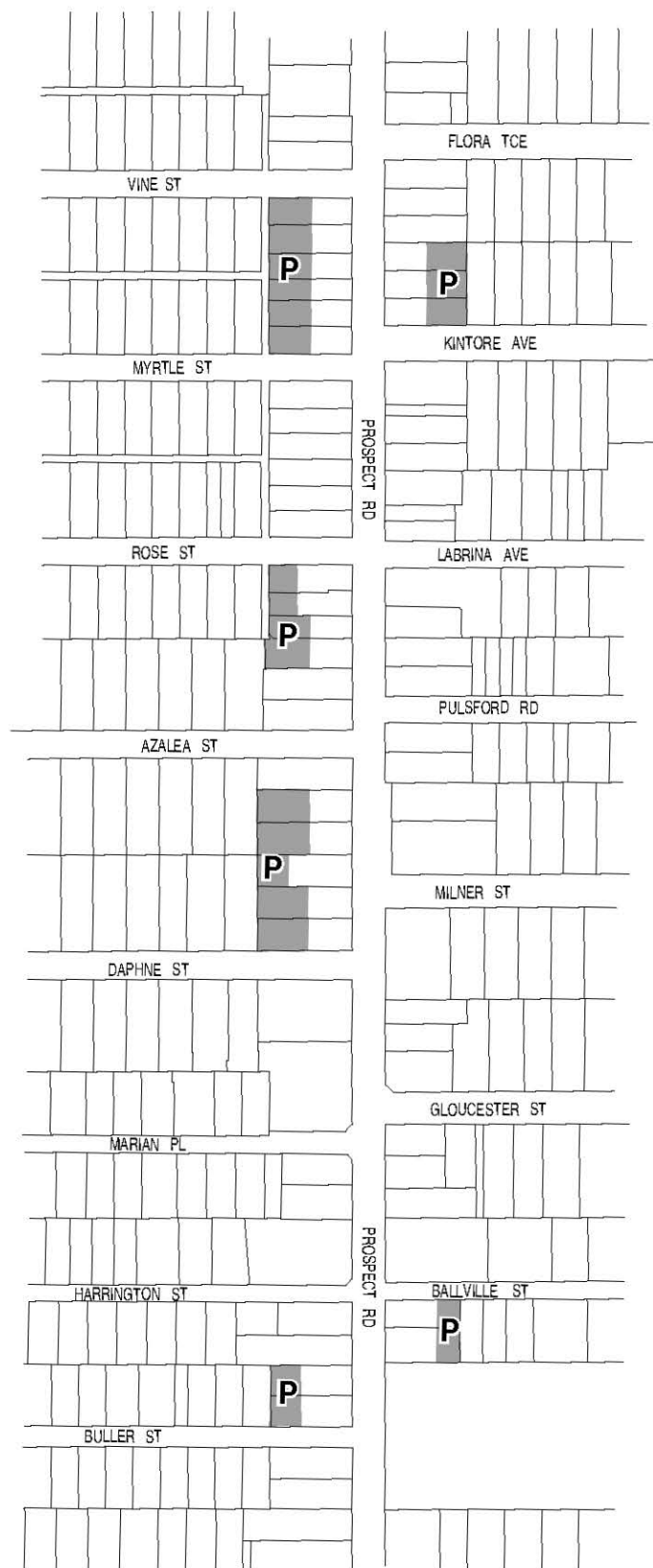
214 Loading areas and designated parking spaces for service vehicles should:

- (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.

215 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;

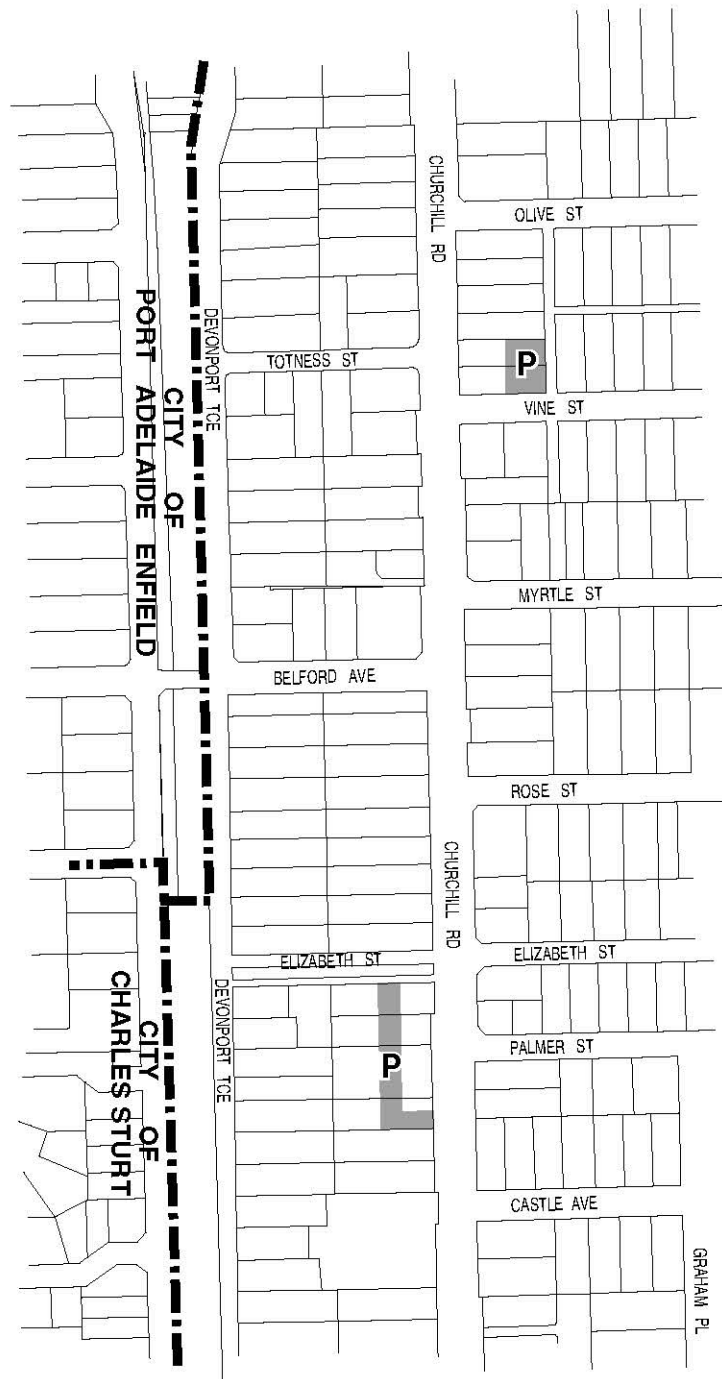
- (b) complement the surrounding built form in terms of height, massing and scale; and
 - (c) incorporate facade treatments along major street frontages that are sufficiently enclosed and detailed to complement neighbouring buildings consistent with the desired character of the locality.
- 216** In mixed 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.
- 217** Where development has a shortfall in off street car parking as required by the Development Plan, a contribution of a commensurate amount should be made to the Off Street Car Parking Development Fund.
- 218** Where a shortfall in car parking occurs, and suitable arrangements have been made with the Council for contribution into the Off Street Car Parking Development Fund, the contribution will be put towards the designated areas shown in Concept Plans [Fig ShP/1 to ShP/5](#).
- 219** Car parking between developments should be shared so as to reduce the total extent of car parking areas where appropriate.
- 220** Development providing 25 or more car parking spaces should provide at least one space in every 25 spaces for the use of the disabled, up to a maximum of five spaces.
- 221** Parking for the disabled should be located close to major building entrances, ramps and other pedestrian access facilities used by disabled people.
- 222** Where traffic control works are required as a direct result of a development, the cost of such works or facilities should be borne by the developer.
- 223** Development, including required car parking and landscaping, should be accommodated on land which is not required for road widening.
- 224** Development undertaken on amalgamated sites should have integrated features such as shared access points, driveways, parking areas and pedestrian connections common to adjoining sites.
- 225** Access points to sites should be designed to ensure safe and convenient access to and from sites.
- 226** Access should be gained from side streets where ever practicable.
- 227** Whilst development should provide sufficient car parking having regard to the standards either on the site of the development or on another convenient and accessible site in the locality of the development site, a lesser amount of parking may be appropriate dependent upon:
- (a) the nature of the development and the past use of the development site;
 - (b) the design merits of the development, particularly with respect to the provisions of public facilities such as sheltered pedestrian facilities, open space, bicycle facilities and public conveniences;



0 250metres

PROSPECT (CITY) **POTENTIAL FOR SHARED PARKING** **CONCEPT PLAN** **Fig ShP/1**

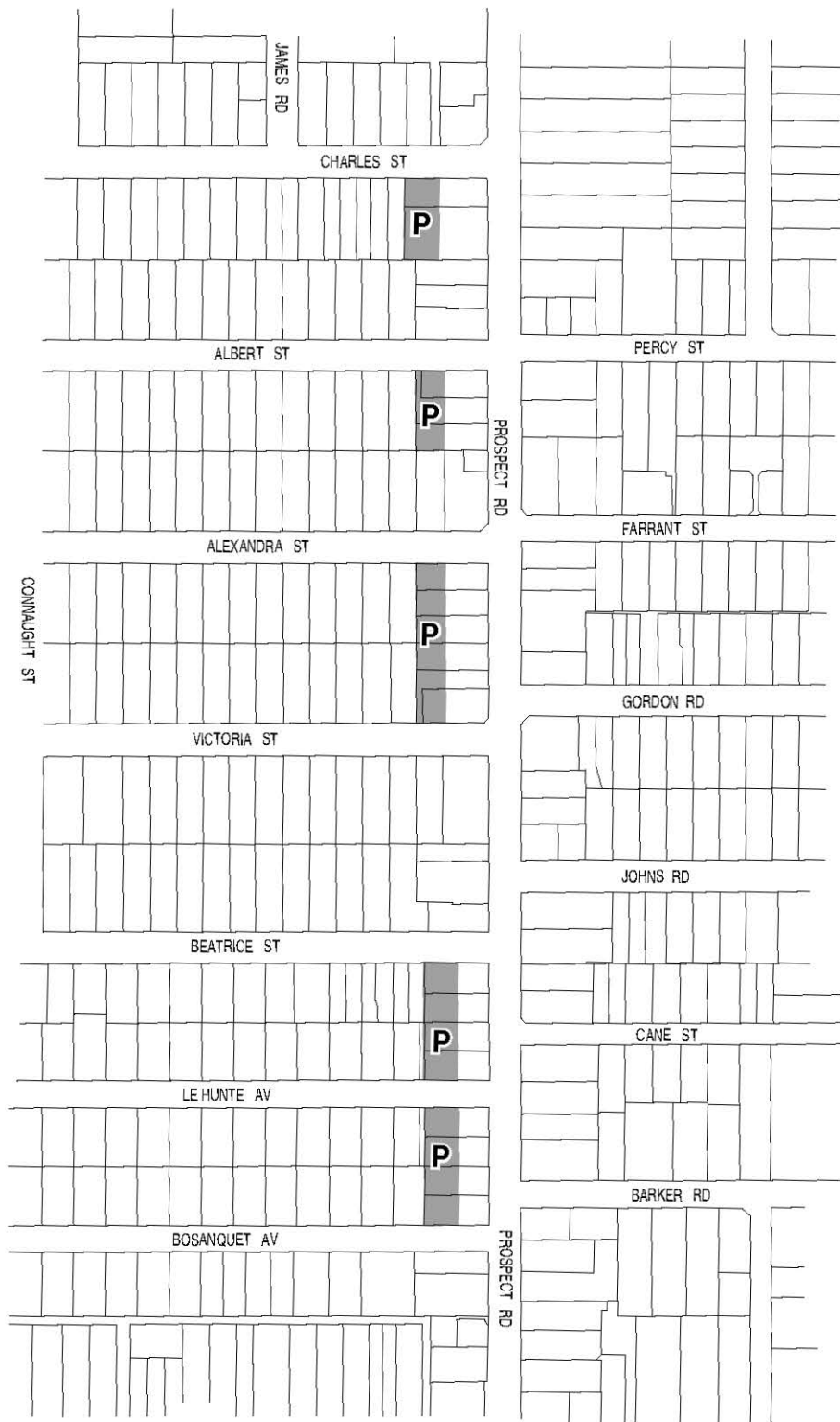
P Potential Shared Parking



0 250metres

PROSPECT (CITY) **POTENTIAL FOR SHARED PARKING** **CONCEPT PLAN** **Fig ShP/2**

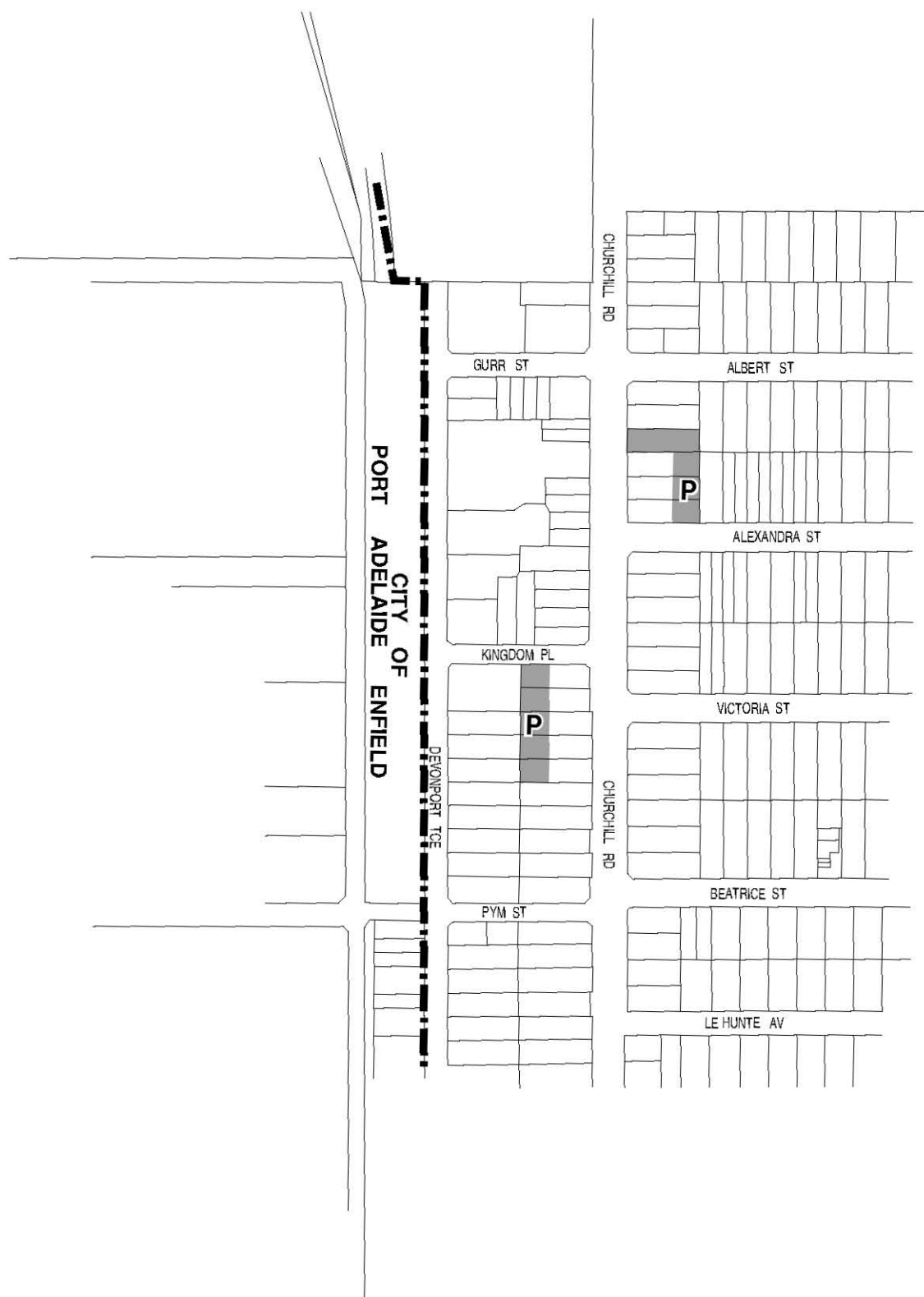
P Potential for Shared Parking



0 250metres

PROSPECT (CITY) **POTENTIAL FOR SHARED PARKING** **CONCEPT PLAN** **Fig ShP/3**

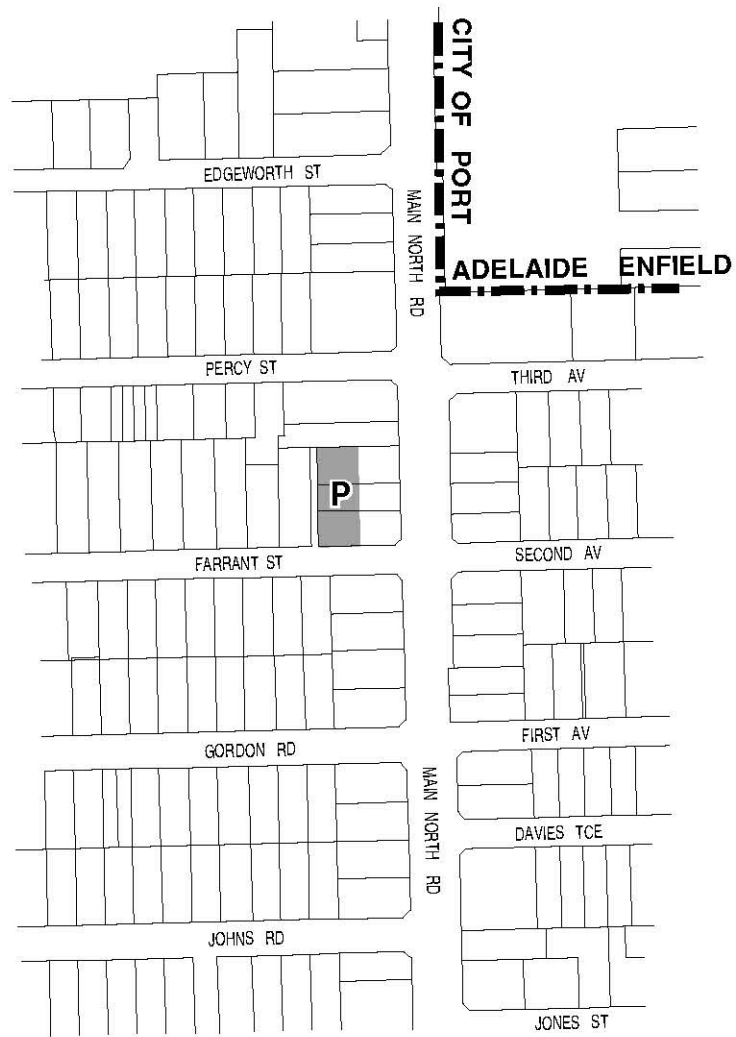
P Potential for Shared Parking



0 250metres

PROSPECT (CITY) **POTENTIAL FOR SHARED PARKING** **CONCEPT PLAN** **Fig ShP/4**

P Potential for Shared Parking



0 250metres

PROSPECT (CITY) **POTENTIAL FOR SHARED PARKING** **CONCEPT PLAN** **Fig ShP/5**

P Potential for Shared Parking

- (c) existing built-form on or adjacent to the development site which dictates the development of the site in a manner which hampers the provision of on site car parking;
- (d) the opportunity to exploit shared car parking areas between uses based upon compatible hours of peak operation;
- (e) suitable arrangements for any parking short-fall to be met elsewhere or by other means, being entered into; and
- (f) where it can be shown that the development will provide a high level of connectivity to efficient public transport.

228 Development should provide safe and convenient access for vehicles and should be designed and located in such a way as to minimise traffic hazards, and queuing on arterial roads, including vehicles being able to enter and exit sites in a forward direction.

229 Development along arterial roads should incorporate the following design principles to minimise the impact of traffic:

- (a) minimise or rationalise the number of access points off arterial roads;
- (b) provide access from collector roads, local roads or service roads where possible;
- (c) provide sufficient on-site manoeuvring area to enable all vehicles to enter and exit the site in a forward direction onto an arterial road; and
- (d) provide sufficient off-street parking designed in accordance with Australian/New Zealand Standard 2890.1:2004.

230 Car parking areas within non-residential zones should be located in a manner so as not to be visually dominant when viewed from adjacent public roads.

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

230.1 Car parking areas located at the rear of sites;

230.2 Car parking facilities located to the rear of buildings; or

230.3 Car parking areas screened by appropriate landscaping.

Undercroft and Below Ground Garaging and Parking of Vehicles

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

- (a) the overall height and bulk of the undercroft structure does not adversely impact on streetscape character of the locality or the amenity of adjacent properties;
- (b) vehicles can safely enter and exit from the site without compromising pedestrian or cyclist safety or causing conflict with other vehicles;
- (c) driveway gradients provide for safe and functional entry and exit;
- (d) driveways and adjacent walls, fencing and landscaping are designed to provide adequate sightlines from vehicles to pedestrians using the adjacent footpath;

- (e) openings to undercroft areas are integrated with the main building so as to minimise visual impact;
- (f) landscaping, mounding and/or fencing is incorporated to improve its presentation to the street and to adjacent properties;
- (g) the overall streetscape character of the locality is not adversely impaired (e.g. visual impact, building bulk, front setbacks relative to adjacent development); and
- (h) the height of the car park ceiling does not exceed 1 metre above the finished ground level.

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

Cycling and Walking

233 Development within the Urban Corridor Zone 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 Pr/6 – Off-street Bicycle Parking Requirements for the Urban Corridor Zone](#).

234 On-site secure bicycle parking facilities within the Urban Corridor Zone 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.

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

Vehicle Parking for Mixed Use and Corridor Zones

236 Development should provide off-street vehicle parking and specifically marked accessible car parking places to meet anticipated demand in accordance with [Table Pr/5 – Off-street Vehicle Parking Requirements for the Urban Corridor Zones](#).

Industrial Development

237 Industrial development (including light manufacturing) should be located in industrial zones.

- 236** Industrial and related developments should be of a good architectural standard and provide landscaping in accordance with the city wide principles of development control relating to landscaping.
- 238** Industrial and related developments should be operated during such hours and in such manner so as not to cause nuisance to residents.
- 239** Work and activity areas within industrial developments should be located so that the least intrusive activities adjoin residential areas.
- 240** Development should provide a landscape buffer at least three metres in width between development and adjacent residential zones and, where deemed appropriate provide acoustic buffers in the form of a masonry wall.
- 241** Development incorporating mechanical processes, compressors or machinery or other activities generating noise shall provide effective acoustic treatments so as to ensure that such development does not cause any appreciable nuisance to adjoining residents.
- 242** Industries, warehouses, stores and similar developments should be provided with sufficient and convenient parking for staff and visitors based on the following criteria:
- (a) at least four car parking spaces for the first 200 metres of total floor area;
 - (b) one car parking space for each 75 square metres where the floor area, excluding office space exceeds 200 square metres, but is less than 2000 square metres;
 - (c) one car parking space for every 150 square metres where the floor area, excluding office space, exceeds 2000 square metres;
 - (d) for part of the development used as office space, at least one car parking space for every 30 square metres; and
 - (e) for labour-intensive industries (where the car parking demand exceeds the provisions calculated on the basis of (a) to (c) above), the total car parking should be provided at a rate of 0.75 spaces by the number of employees.

Public Utilities

- 243** Land division or development should not occur unless the site can be provided with an appropriate electricity, gas (if required) and water supply, sewerage or effluent system, telecommunications and stormwater drainage, without risk to health and so as not to cause pollution of a public water supply or any surface or underground water resource.
- 244** When land is divided any reserves or easements necessary for the provision of public utility services should be provided.

Water Sensitive Design

- 245** Development should be designed to maximise conservation, minimise consumption and encourage re-use of water resources.
- 246** Development should not take place if it results in unsustainable use of surface or underground water resources.
- 247** Development should be sited and designed to:

- (a) capture and re-use stormwater, where practical;
- (b) minimise surface water runoff;
- (c) prevent soil erosion and water pollution;
- (d) protect and enhance natural water flows;
- (e) protect water quality by providing adequate separation distances from watercourses and other water bodies;
- (f) not contribute to an increase in salinity levels;
- (g) avoid the water logging of soil or the release of toxic elements;
- (h) maintain natural hydrological systems and not adversely affect:
 - (i) the quantity and quality of groundwater;
 - (ii) the depth and directional flow of groundwater; and
 - (iii) the quality and function of natural springs.

248 Water discharged from a development site should:

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

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

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

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

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

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

254 Stormwater management systems should:

- (a) maximise the potential for stormwater harvesting and re-use, either on-site or as close as practicable to the source;
- (b) utilise, but not be limited to, one or more of the following harvesting methods:

- (i) the collection of roof water in tanks
- (ii) the discharge to open space, landscaping or garden areas, including strips adjacent to car parks
- (iii) the incorporation of detention and retention facilities; and / or
- (iv) aquifer recharge.

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

256 Artificial wetland systems, including detention and retention basins, should be sited and designed to:

- (a) ensure public health and safety is protected; and
- (b) minimise potential public health risks arising from the breeding of mosquitoes.

Waste

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

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

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

259 Development should avoid as far as practical, the discharge or deposit of waste (including wastewater) onto land or into any waters (including processes such as seepage, infiltration or carriage by wind, rain, sea spray, stormwater or by the rising of the water table).

260 Untreated waste should not be discharged to the environment, and in particular to any water body.

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

262 Development that involves the production and/or collection of waste and/or recyclable material should include designated collection and storage area(s) that are:

- (a) screened and separated from adjoining areas;

- (b) located to avoid impacting on adjoining sensitive environments or land uses;
- (c) designed to ensure that wastes do not contaminate stormwater or enter the stormwater collection system;
- (d) located on an impervious sealed area graded to a collection point in order to minimise the movement of any solids or contamination of water;
- (e) protected from wind and stormwater and sealed to prevent leakage and minimise the emission of odours; and
- (f) stored in such a manner that ensures that all waste is contained within the boundaries of the site until disposed of in an appropriate manner.

Environment, Amenity, Privacy and Security

263 Development should not materially impair amenity or cause unreasonable nuisance to the community by way of:

- (a) the generation of vehicular traffic;
- (b) the creation of noise or vibration;
- (c) the loss of indoor or outdoor privacy;
- (d) the loss of daylight or sunlight;
- (e) the causing of dust, soot, vapour, odorous fumes;
- (f) glare or spill of light from floodlighting or signs;
- (g) electrical interference;
- (h) the creation of toxic or polluting wastes or substances;
- (i) the interruption of airflows and breezes;
- (j) the loss of security; or
- (k) the effect of stormwater run-off.

264 Development adjacent to a Residential Zone or Historic (Conservation) Zone should be designed to minimise overlooking and overshadowing of adjacent dwellings and private open space

265 Except in the Urban Corridor Zone, development should make use of high level window sills, opaque glazing, window screens, finwalls, planter boxes and vegetation screens so as not to materially impair the privacy of abutting residential properties.

266 When land is subdivided for urban purposes, provision should be made for suitable land in usable proportions and configurations to be set aside for local open space.

267 Except in the Urban Corridor Zone, sites accommodating three storey buildings should have a minimum frontage of 30 metres and a minimum site area of 1 350 square metres.

- 268** Except in the Urban Corridor Zone, all buildings higher than three metres in a non-residential zone adjoining residential development should be set-back from the boundary by a distance equivalent to the height of the eaves of such development less three metres unless it can be demonstrated that their design will not unreasonably impact upon the privacy, amenity and access to direct sunlight of that residential development. Buildings in non-residential zones backing onto residential zones should also provide for additional set-backs to allow for the provision and maintenance of landscape buffers.

Noise Generating Activities

- 269** 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.
- 270** 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.
- 271** 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.
- 272** Development proposing music should include noise attenuation measures that achieve the following desired noise levels:

Noise location	level assessment	Desired noise level
Adjacent existing <i>noise sensitive development</i> property boundary		Less than 8 dB above the level of background noise ($L_{90,15min}$) in any octave band of the sound spectrum and Less than 5 dB(A) above the level of background noise ($LA_{90,15min}$) 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 ($L_{90,15min}$) in any octave band of the sound spectrum and 5 dB(A) overall (sum of all octave bands) A-weighted level

Air Quality

- 273** 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.

- 274** 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:
- (a) incorporating appropriate treatment technology before exhaust emissions are released to the atmosphere; and
 - (b) ensuring that the location and design of chimneys or exhaust flues maximises dispersion and takes into account the location of nearby sensitive uses.

Crime Prevention

Land use

- 275** Development should promote a range of complementary land use activities that extend the duration and level of intensity of public activity in particular areas by creating:
- (a) a mix of residential, commercial, recreational and community uses;
 - (b) an appropriate and compatible land use mix that promotes a range of day and night-time activities in close proximity.

Sightlines

- 276** To enable legitimate users and observers to make an accurate assessment of the relative safety of a site, development should ensure that adequate lines of sight are maintained by:
- (a) avoiding 'blind' corners or sudden changes of grade, especially on pathways or stairs or in corridors;
 - (b) where possible, ensuring that barriers along pathways, such as landscaping, fences and walls, are visually permeable to limit concealment opportunities;
 - (c) incorporate appropriate measures to enable users to identify what is ahead where lines of sight are otherwise impeded.

Surveillance

- 277** Development should be designed to maximise surveillance in frequently used public spaces by:
- (a) orienting the fronts and entrances of buildings towards the public street;
 - (b) positioning the entrances of buildings opposite each other across a street; and
 - (c) grouping entrances of multiple dwelling developments to face a commonly visible area to provide maximum mutual surveillance;
 - (d) limiting the number of entrances and exits and ensuring that they are adequately lit and signposted and not obscured by landscaping;
 - (e) ensuring that development provides a secondary entrance or exit that has a direct relationship and link with car parking areas;
 - (f) providing physical and visual links that integrate and connect all parts of the site;

- (g) providing direct access to building foyers from the street and positioning windows to provide clear views both into and out of foyers;
- (h) avoiding screens, high walls, carports and landscaping that obscures direct views to public areas;
- (i) arranging living and working areas, windows, access ways and balconies to overlook recreation areas and provide observation points to all areas of a site, particularly entrances and car parks.

Lighting

278 Development should provide adequate and appropriate lighting in frequently used public spaces, including:

- (a) along dedicated cyclist and pedestrian pathways, laneways and access routes;
- (b) around public facilities such as toilets, telephones, bus stops and car parks.

279 Lighting should be in accordance with Australian Standard AS 1158.1—1986.

280 The design and layout of lighting should consider the use and siting of:

- (a) graded lighting that reduces the contrast between lit and surrounding areas, enabling people to see beyond the lit area;
- (b) consistent lighting to reduce contrast between shadows and illuminated areas;
- (c) vandal-resistant fittings;
- (d) lighting that is easy to maintain;
- (e) appropriate, adequate lighting to identify 'safe routes' and focus pedestrian activity after dark;
- (f) streetlights that illuminate pedestrian routes, possible concealment areas and the road pavement, while avoiding light spill into the windows of adjacent housing;
- (g) lighting that will not be obstructed by the mature height of landscaping and other potential impediments.

Landscaping

281 Vegetation should be used to assist in discouraging crime by:

- (a) screening planting areas susceptible to vandalism;
- (b) planting trees or ground covers, rather than shrubs, alongside footpaths;
- (c) planting vegetation at a minimum distance of two metres from footpaths to reduce concealment opportunities.

Directional devices

282 Development should provide directional devices that promote legibility including:

- (a) maps and signs that are located at key entry points to 'safe routes' and are adequately lit so that they become the focus for pedestrian activity and vehicular movement after dark;
- (b) maps that are robust, graffiti resistant and, where necessary, readable from vehicles;
- (c) signage, landmarks or visual symbols that indicate the entrances to and from sites, especially from main roads;
- (d) street names and building identifiers that are clearly marked using reflective material, with numbers located on kerbs or letter boxes or via signage that is maintained free from foliage and other obstructions.

Vandalism

283 Development should provide a robust environment that is resistant to vandalism and graffiti by using:

- (a) standard-sized panels, light globes, panes and fittings to facilitate speedy replacement;
- (b) colour and design schemes that limit the impact of graffiti, break up large expanses of blank wall or incorporate vines to cover bare walls;
- (c) materials that discourage vandalism and graffiti, and avoiding those materials susceptible to wilful damage.

Car parks

284 Car parks should be designed to reduce opportunities for crime and should:

- (a) maximise the potential for passive surveillance by ensuring they can be overlooked from nearby buildings and roads;
- (b) incorporate walls and landscaping that do not obscure vehicles or provide potential hiding places;
- (c) incorporate clearly identified and legible pedestrian routes;
- (d) maximise lines of sight between parking spaces and pedestrian exits and between parking spaces and pay-booths;
- (e) incorporate clearly visible exits and directional signage.

Public transport

285 The location and design of public transport set-down and pick-up points should minimise the isolation and vulnerability of users through the following measures:

- (a) locating bus stops close to buildings and spaces where passive surveillance can occur (ie away from vacant land, lanes, car parks or buildings set back from the street);
- (b) ensuring bus shelters have unobstructed lines of sight to the footpath, street and any nearby buildings;

- (c) bus shelter design that allows people to observe the interior of the shelter as they approach (eg the use of one or two clear Perspex walls).

Public facilities

286 Public toilets should be designed and located:

- (a) to promote the visibility of people entering and exiting the facility by avoiding recessed entrances and dense shrubbery that obstructs passive surveillance;
- (b) using vandal-proof lighting on the toilet buildings and nearby;
- (c) to avoid features that could justify loitering, such as seating or public telephones in close proximity;
- (d) near public transport links and pedestrian and cyclist networks to maximise visibility.

287 Public telephones should be:

- (a) sited in the most convenient and accessible location;
- (b) designed and sited so that they are clearly visible.

Environmental Design Considerations for Main Road Housing (outside of mixed use and corridor zones)

288 Any residential accommodation located adjacent to an arterial road or adjacent to non-residential development should be designed to minimise the impact of noise from traffic or other activities. Such 'noise tolerant' accommodation should have a domestic character and appearance and consideration should be given to:

- (a) the location of living rooms and bedrooms furthest from the likely noise source;
- (b) the location and design of usable private open space and balconies such that they are not unnecessarily exposed to likely noise sources; and
- (c) residential buildings which have the appearance of institutional or industrial buildings are not acceptable.

289 Residential development should be designed such that maximum noise levels for habitable rooms should not exceed 40dba L10 (20 minutes) for any 20 minute period during peak traffic flow.

All windows and doors should be openable unless adequate ventilation can be provided for habitable rooms.

290 Development incorporating residential accommodation should provide:

- (a) adequate private usable open space for each dwelling unit in the form of balconies (minimum area of 7.5 square metres, minimum width or length of two metres) or courtyards either at ground level or roof/terrace courts of gardens;
- (b) adequate enclosed storage areas for each dwelling unit;
- (c) clearly defined and separate allocation of parking and pedestrian access between residential and non-residential uses; and

- (d) clear definitions as to which areas within the development are semi-public and which areas are private.

291 The location and design of buildings and landscaping of any development should facilitate adequate levels of surveillance of parking areas, service yards, and access lanes to minimise opportunities for crime and vandalism.

Conservation

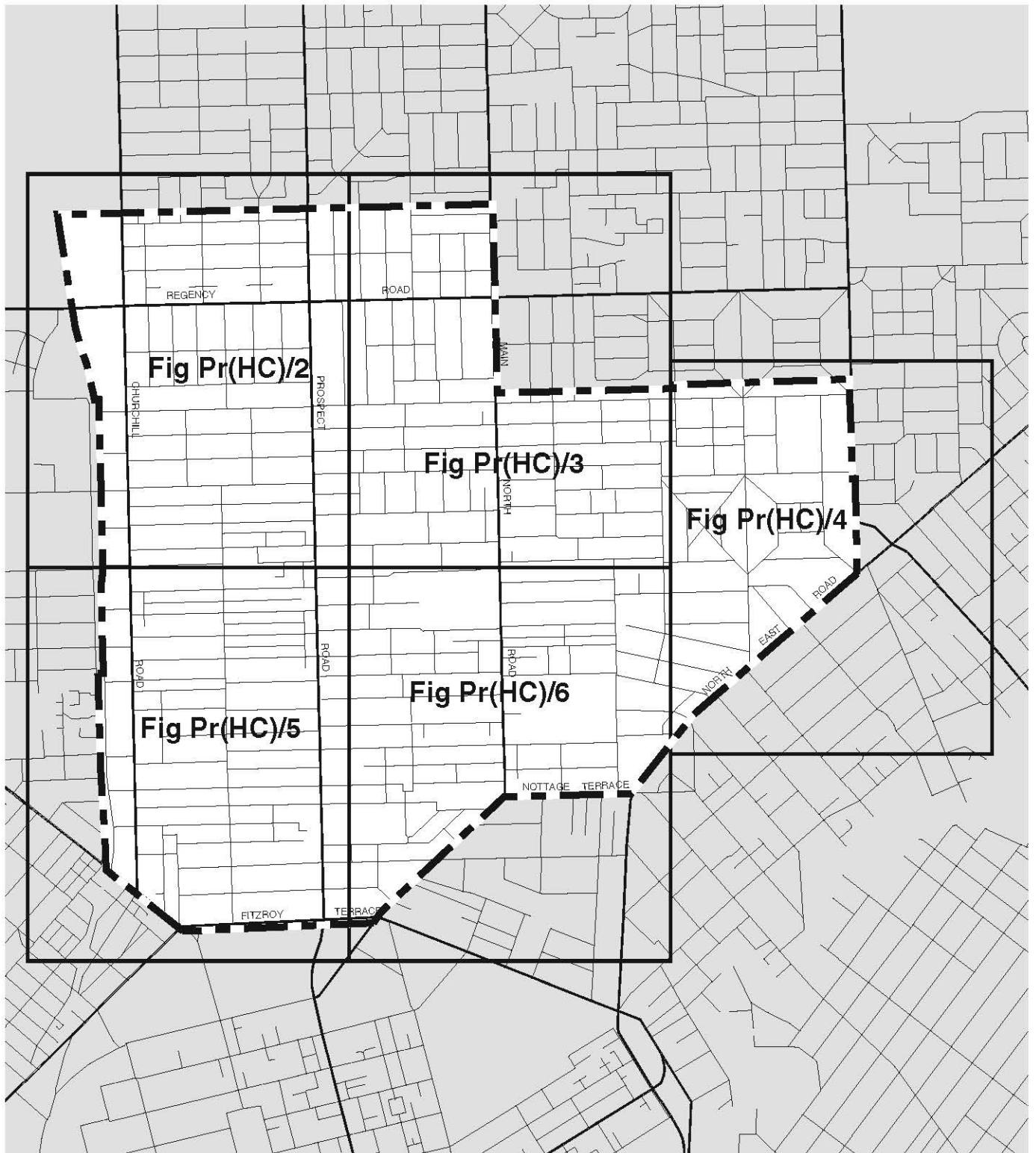
292 Existing significant vegetation should be preserved wherever possible and additional planting in accordance with the city wide and zone specific principles of development control should take place.

Local Heritage Places

293 Development should not compromise or impair the character or integrity of buildings or sites afforded State or Local Heritage status (in [Tables Pr/1 and Pr/2](#)) or Contributory Items (in [Table Pr/3](#)) contained in Policy Areas in the Historic (Conservation) Zone.

294 Nominated Local Heritage Places, and all the significant identified elements of the place of value as designated in [Table Pr/1](#), and designated Contributing Items ([Table Pr/3](#)) identified within the Historic (Conservation) Zone and illustrated in [Figures Pr\(HC\)/1 to 8](#) shall:

- (a) Not be demolished other than in the most extreme circumstances, and unless:
 - (i) The place or any designated significant element is so structurally unsound as to be unsafe and irredeemable; and
 - (ii) The extremely poor state of the structure is supported by appropriate independent qualified expert engineering advice; and
 - (iii) The development to replace the existing Local Heritage Place, or significant element thereof, to be demolished is compatible and complements the character, materials, form, scale, fenestration and features of any remaining designated element of the place on the site, and development adjoining, and in the affected locality, and is designed to a high functional and professional architectural standard.
- (b) Be restored, rehabilitated, altered and added to, including all designated associated development on the site, in an appropriate manner:
 - (i) To preserve and complement the original integrity, character, scale, architectural style, design, form, fenestration and specific features, materials and finishes of the existing identified place;
 - (ii) So the integrity and prominence of the original and significant streetscape and other aspects and features are maintained or reinstated;
 - (iii) To integrate contemporary improvements and to achieve opportunities to the rear or possibly the side behind the main building alignment, but without any compromise to the original character, street prominence, siting, boundary setbacks, significant aspects and heritage value of the place; and



Scale 1:25000

0 1500metres

PROSPECT (CITY) HERITAGE PLACES INDEX Fig Pr(HC)/1

--- Development Plan Boundary



Fig Pr(HC)/3 ADJOINS

Fig Pr(HC)/5 ADJOINS



Scale 1:8000



● Local Heritage Place
23 House / Property Number

PROSPECT (CITY) **HERITAGE PLACES** **Fig Pr(HC)/2**

Fig Pr(HC)/2 ADJOINS

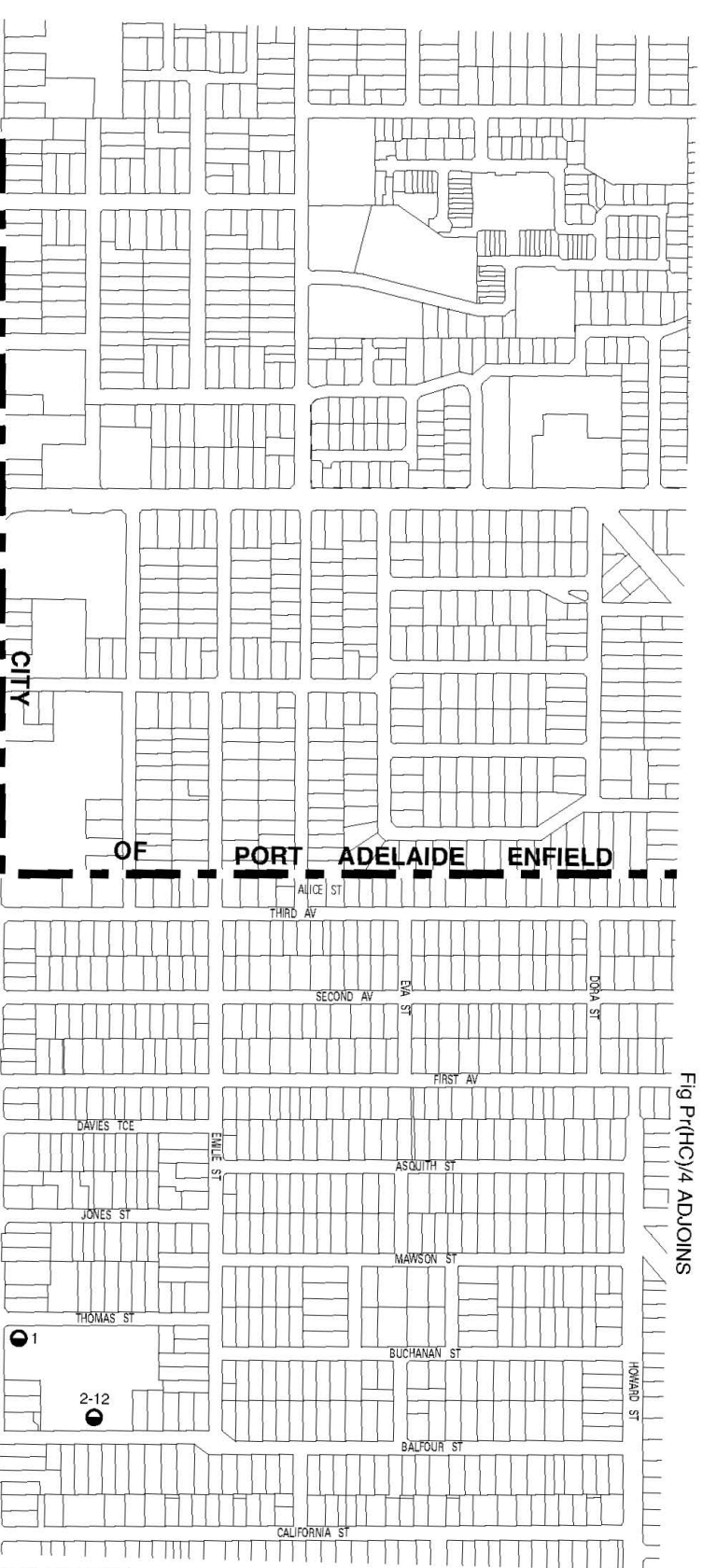
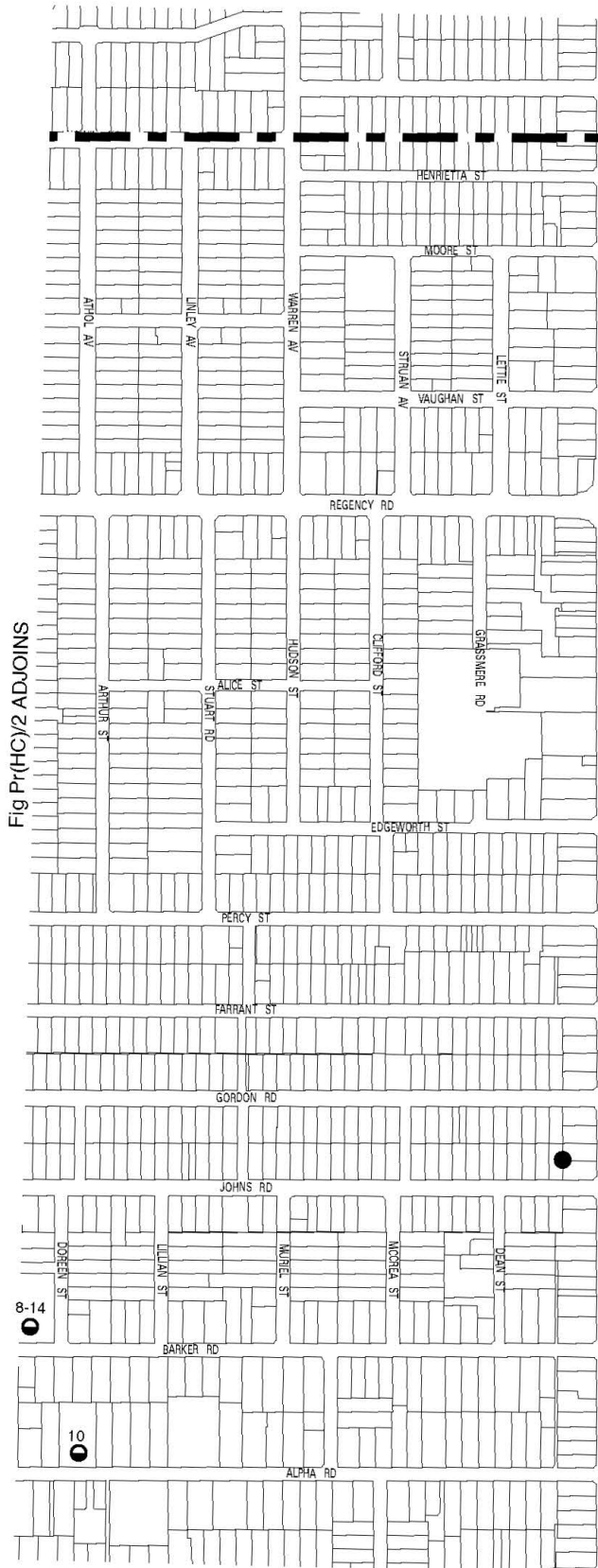
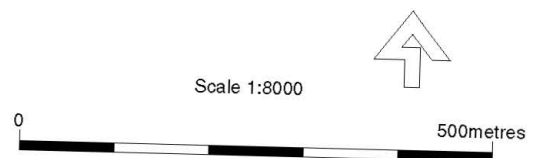


Fig Pr(HC)/4 ADJOINS

Fig Pr(HC)/6 ADJOINS



PROSPECT (CITY) **HERITAGE PLACES** **Fig Pr(HC)/3**

- Local Heritage Place
- State Heritage Place
- House / Property Number

Fig Pr(HC)/3 ADJOINS



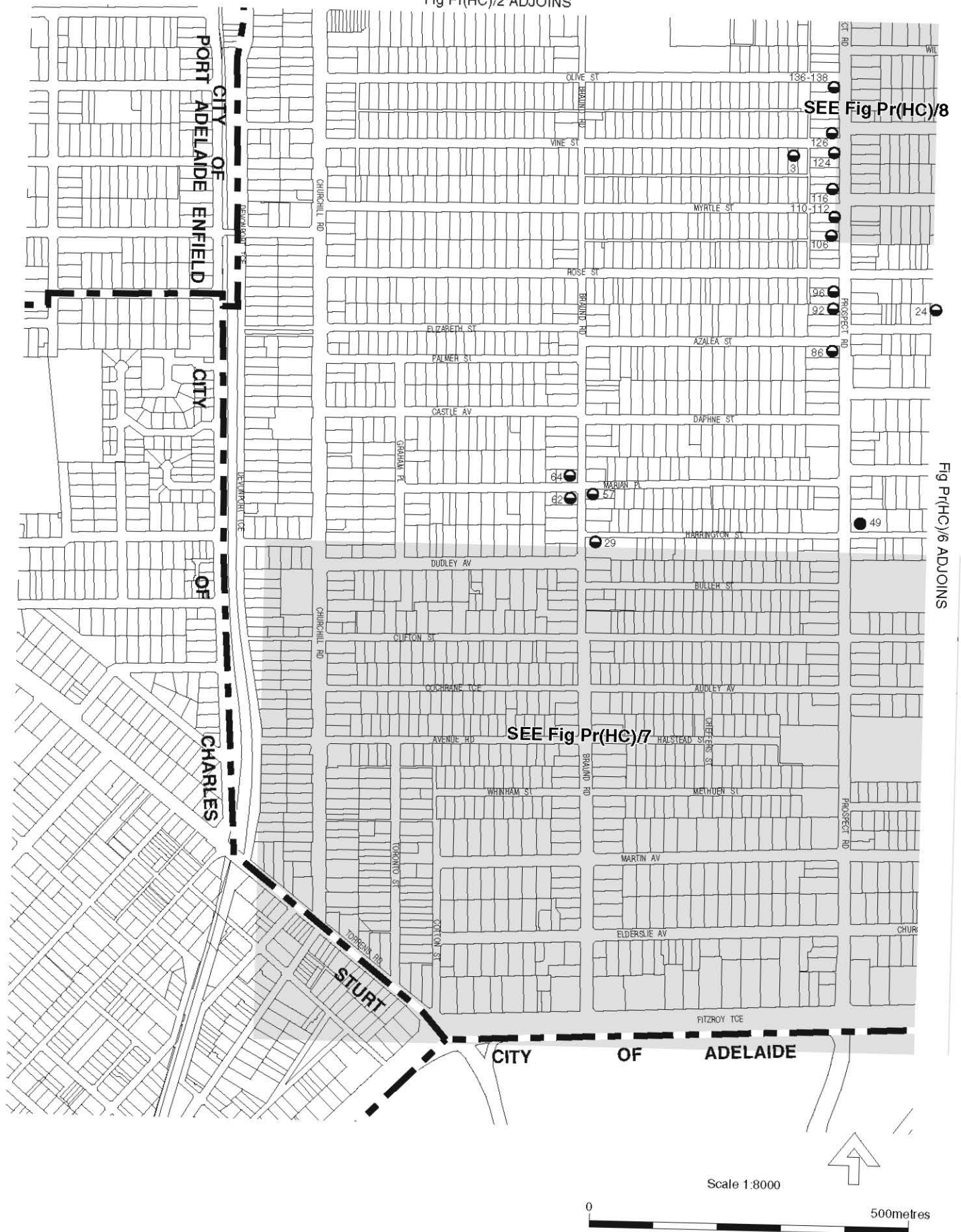
Fig Pr(HC)/6 ADJOINS

● Local Heritage Place
23 House / Property Number

PROSPECT (CITY) HERITAGE PLACES Fig Pr(HC)/4



Fig Pr(HC)/2 ADJOINS



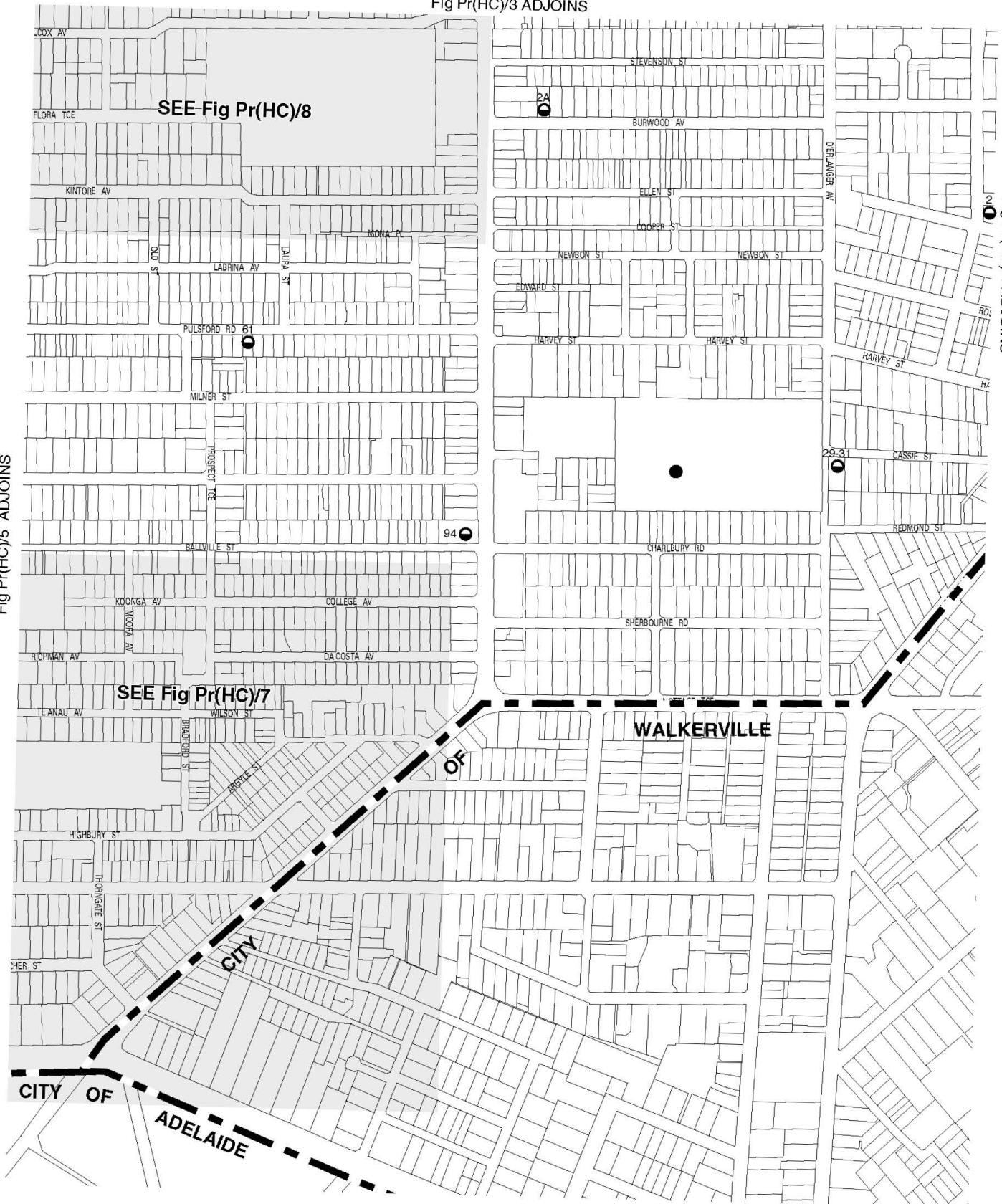
- Local Heritage Place
 State Heritage Place
 House / Property Number

**PROSPECT (CITY)
HERITAGE PLACES
Fig Pr(HC)/5**

Fig Pr(HC)/3 ADJOINS

Fig Pr(HC)/4 ADJOINS

Fig Pr(HC)/5 ADJOINS

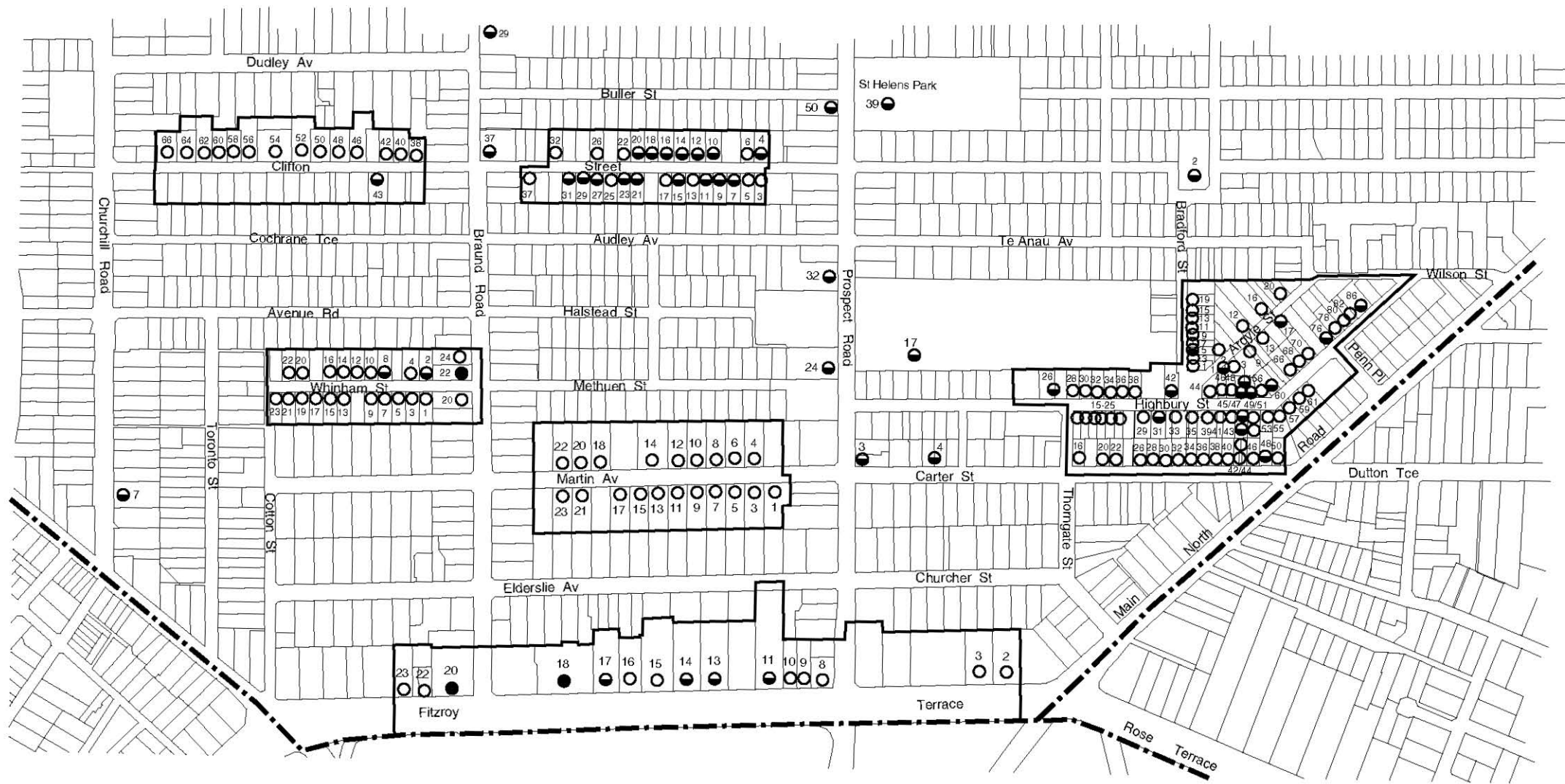


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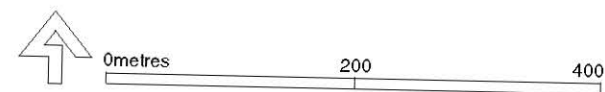


- Local Heritage Place
- State Heritage Place
- House / Property Number

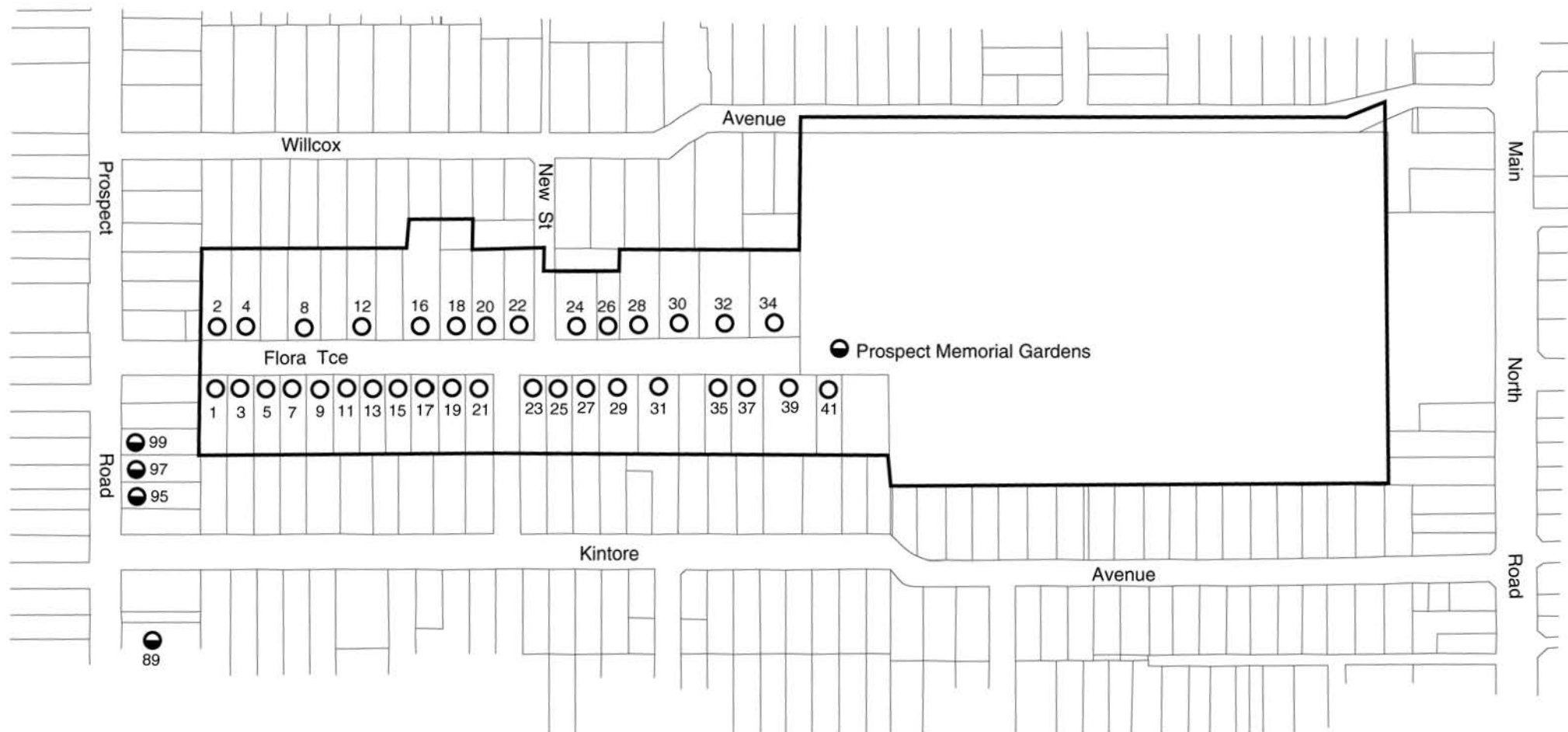
PROSPECT (CITY) **HERITAGE PLACES** **Fig Pr(HC)/6**



- State Heritage Place
- ◐ Local Heritage Place
- Contributory Place
- 23 House / Property Number
- Zone Boundary



PROSPECT (CITY)
HERITAGE PLACES
Fig Pr(HC)/7



- Local Heritage Place
- Contributory Place
- 23 House / Property Number
- Zone Boundary

PROSPECT (CITY) **HERITAGE PLACES** **Fig Pr(HC)/8**

- (iv) Not to be detrimentally affected in terms of character, setting, heritage value, integrity or function by development, including land division.

- 295** Minor variations to the respective detailed design principles of development control may be applied to development associated with Local Heritage Places and Contributory Items in the Historic (Conservation) Zone where it facilitates appropriate and complementary conservation of the place providing that any variation:
- (a) Is justified by significantly unusual and difficult constraints created by their own retention, conservation or unique circumstances; and
 - (b) Avoids compromise or an adverse impact upon the integrity and appropriate setting, and overall is beneficial to the desired and general character and amenity of the locality; and
 - (c) Does not compromise fundamental development management objectives, policy or functional criteria.
- 296** For Local Heritage Places listed in [Table Pr/1](#) the extent of control and protection applies only to all parts of the original main portion of the subject building (exterior walls, facades and roof) and contiguous elements (verandahs and balconies, including balustrading and lacework, doors and windows and their frames, original materials and finishes and similar features) and otherwise with particular attention to certain parts or to other additional elements where specifically designated in the Description of Place of Value in [Table Pr/1](#).
- 297** Multi-storey additions to a State or local heritage place should be compatible with the heritage value of the place through a range of design solutions such as:
- (a) extending into the existing roof space or to the rear of the building;
 - (b) retaining the elements that contribute to the building's heritage value;
 - (c) distinguishing between the existing and new portion of the building; and/or
 - (d) stepping in parts of the building that are taller than the front facade.
- 298** Development on properties adjoining a State or Local Heritage Place or in a Historic (Conservation) Zone should afford recognition to and respect the heritage value, integrity and character of the place, without replicating its historic detailing and should:
- (a) not be undertaken if it is likely to detract by way of design, external appearance or standard of construction from the heritage value and integrity of the heritage place;
 - (b) complement the external form, massing fenestration, rhythm, colours and texture of materials of the heritage place;
 - (c) be consistent with the overall height and proportion of surrounding buildings;
 - (d) have a roof shape and pitch consistent with adjacent buildings; and
 - (e) be consistent with the siting and setback of adjacent buildings.
- 299** Within the Historic (Conservation) Zone new development should provide for building siting, scale, boundary set-backs, architectural style, form, fenestration, specific features, materials and external colours, to be consistent with, and to complement, the character of existing Local Heritage Places and Contributory Items and the desired historic character of the zone.

Appearance of Land and Buildings

- 300** Development should not impair the amenity of its locality.
- 301** The appearance of development should be compatible with and benefit from the natural features of the land upon which it is sited.
- 302** The sitting, scale and design of buildings and landscaping of developments on prominent corner sites along arterial roads should create attractive landmarks that enhance the character of such roads yet do not impair the amenity of lower scale development in their locality.

Entertainment and Recreation Facilities

- 303** Entertainment and recreational development should be located in centre and mixed use zones, and should comply with the relevant principles of development control applying to centres.
- 304** Entertainment and recreational facilities should exhibit design features which will minimise impacts upon the amenity of nearby residential development.
- 305** Except in mixed use or corridor zones, entertainment and recreational facilities should provide for car parking at the following rates:
- (a) hotels: one car parking space for every three seats provided or able to be provided in internal and external lounge and dining areas, plus one car parking space for every two square metres of bar floor area in the premises;
 - (b) restaurants: one car parking space for every three seats provided or able to be provided on the premises;
 - (c) non-residential clubs: one car parking space for every six square metres of the floor area capable of being used by members;
 - (d) amusement machine centres: one car parking space for every 15 square metres of total floor area of premises, plus adequate provision for the parking and securing of bicycles on the development site;
 - (e) squash courts: three car parking spaces for each squash court, plus provision for parking at rates specified for restaurants and gymnasiums for any part of the premises used for each such purposes; and
 - (f) gymnasiums and skating rinks: one car parking space for every ten square metres of total floor area of the development, plus provision for parking at rates specified for restaurants for any part of the premises used for such purposes.

Open Space

- 306** The allocation and design of open space should:
- (a) conform to a hierarchy of open space provision;
 - (b) promote multi-functional and/or joint usage with other community facilities;
 - (c) enable convenient access for users;

- (d) ensure the safety and security of users;
- (e) enhance the environmental quality of the area and protect significant elements of the landscape;
- (f) provide usable activity space;
- (g) avoid conflict between competing recreational activities; and
- (h) permit open space to be used as safe and convenient routes for pedestrian and cyclist movements between residential areas and community focal points.

Outdoor Advertisements

Location

307 Advertisements or advertising displays should:

- (a) be completely contained within the boundaries of the subject property;
- (b) be located to avoid damage to, or pruning or lopping of, on-site landscaping or street trees;
- (c) not obscure views of attractive landscapes or particular trees or groups of trees;
- (d) be set-back in such a way that is not isolated from the building envelope or property boundary.

308 Advertisements or advertising displays should not be erected on:

- (a) a public footway or veranda post;
- (b) a road, dividing strip or traffic island;
- (c) a vehicle adapted and exhibited primarily as an advertisement;
- (d) residential land, unless erected to fulfil a statutory requirement or as a complying type of advertisement or advertising display associated with the residential use of the land.

309 Advertisements or advertising displays attached to buildings should not be located on the roof or higher than the walls of a building, unless the advertisement or advertising display is appropriately designed to form an integrated and complementary extension of the existing building.

Construction

310 Advertisements or advertising displays should be designed and constructed:

- (a) to conceal the supporting structure from view wherever possible;
- (b) in a high quality and professional manner; and
- (c) be of durable materials.

Amenity

311 The location, siting, design, materials, size, and shape of advertisements or advertising displays should be:

- (a) consistent with the desired character of the area or zones as described by the objectives;
- (b) consistent with the predominant character of the urban landscape;
- (c) in harmony with any building or site of historic significance or heritage value in the area;
- (d) minimised in number to avoid creating, or adding to, clutter, visual disorder or the untidiness of buildings and spaces;
- (e) coordinated and complementary with the architectural form and design of the building that the advertisement or advertising display is located on.

312 Advertisements or advertising displays should convey the owner/occupier and/or generic type of business, merchandise or services using simple, clear and concise language, symbols, print style and layout and a small number of colours.

313 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 coordinated with that theme.

314 Advertisements should not move, rotate, flash or incorporate an animated display, running lights or flags, bunting, streamers or suspended objects.

Safety

315 Advertisements should not create a hazard by:

- (a) being so highly illuminated as to cause discomfort to an approaching driver, or to create difficulty in the driver's perception of the road or persons or objects on the road;
- (b) being 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;
- (c) distracting drivers from the primary driving task at a location where the demands on driver concentration are high;
- (d) obscuring a driver's view of other road or rail vehicles at/or approaching level crossings, or of pedestrians or of features of the road that are potentially hazardous (eg junctions, bends, changes in width and traffic control devices);
- (e) being erected in positions close to electricity mains.

Freestanding advertisements

316 Free-standing advertisements and advertising displays:

- (a) should be limited to one primary advertisement or advertising display only per site or complex, excluding those showing directional, parking or traffic information;

- (b) should be of a scale and size compatible with and complementary to development on the site and in keeping with the character of the locality.

317 Free-standing advertisements and advertising displays for multiple-business complexes should:

- (a) incorporate the name or nature of each business or activity within the site or complex in a single advertisement;
- (b) be integrally designed, with graphically and colour coordinated panels mounted below the more predominant main complex or site identity display.

318 The height of fixed free standing advertisement displays or signage and pylon signs should reflect the role, character and status of the zones and the length of the main road frontage of the development site. Nevertheless, the maximum height may not be appropriate for all development or in all circumstances, having regard to all other relevant guidelines.

The following standards should be met where applicable:

- (a) In the Commercial Zone, District Centre Zone, and the Business Policy Area in the Urban Core Zone:

Frontage of Site	Maximum Height	Maximum Width	Maximum Area (m ²)
0-40m	6m	2.4m	3m ² for the first tenant and 1.5m ² per tenant thereafter
40-80m	7m	3m	4m ² for the first tenant and 1.5m ² per tenant thereafter
80+ m	8m	3m	5m ² for the first tenant and 1.5m ² per tenant thereafter

Note: For the sites with frontages 80+ metres, an additional pylon sign may be appropriate, the two pylon signs together having the total areas as required above, where the number of tenants is such that they cannot fit on one pylon sign.

- (b) In Neighbourhood Centre Zone, Mixed Use Zones and the Urban Corridor Zone (except in the Business Policy Area):

Frontage of Site	Maximum Height	Maximum Width	Maximum Area (m ²)
0-20m	3m	1.2m	2m ² for the first tenant and 1m ² per tenant thereafter
20+ m	4m	1.5m	3m ² for the first tenant and 1m ² per tenant thereafter

319 Portable, easel or A-frame advertisements should only be displayed where:

- (a) the display is located on private property rather than on adjoining footpaths;
- (b) no other appropriate opportunity exists for an adequate coordinated and permanent advertisement or advertising display;

- (b) the display is fixed safely and securely to avoid obstruction to, or infringe on the safety of property, pedestrians or vehicle movement;
- (c) there is no unnecessary duplication or proliferation of information or advertisements or advertising displays;
- (d) they are limited to a minimum number, generally one per site, or one per major road frontage/entry if located on a large corner site;
- (e) there is no encroachment beyond the boundary alignment of the subject site or into car parking areas;
- (f) there is no damage to, or removal of, any landscaping on the site;
- (g) the sign is only displayed during the hours the subject business is open for trading.

320 Portable, easel or A-frame advertisements should have a maximum height of 0.9 metres and a maximum advertisement area on each face of 0.54 square metres.

Fixed Advertisements

321 In mixed use and corridor zones, 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;
- (b) where located below canopy level, flush with the wall or projecting horizontally;
- (c) where located at canopy level, in the form of a fascia sign; and/or
- (d) where located above the canopy, flush with the wall and within the height.

322 Except in mixed use and corridor zones, advertisements or advertising displays erected on a verandah or that project from a building wall should:

- (a) have a minimum clearance over a footpath of 2.5 metres;
- (b) not be closer than 450mm of the kerb line;
- (b) where erected on the side of a verandah, not exceed the width of the verandah;
- (c) where erected on the front of a verandah, not exceed the length of the verandah;
- (d) have a minimum clearance of 0.4 metres to the vertical alignment of the road kerb or watertable;
- (e) where projecting from a wall, have the edge of the advertisement or advertising display abutting the surface of the wall.

323 Where advertisements are affixed to or painted onto a wall:

- (a) advertising is not to be painted directly onto a wall other than a front or parapet wall;
- (b) the background material for affixing the advertisement to the wall should not exceed 50 millimetres thickness.

324 In mixed use or corridor zones, advertisements or advertising hoardings should not exceed 25 per cent of the ground floor wall area on the façade the sign is placed.

325 The advertisement should reflect the role, character and status of the zones and the length of the primary road frontage of the development site. Nevertheless, the total advertisement area may not be appropriate for all development or in all circumstances, having regard to all other relevant guidelines.

The following standards should be met where applicable:

(a) In the Neighbourhood Centre, Mixed Use and Urban Corridor zones:

Land Use	Maximum Advertisement Area (Total)	
	Base Area (m ²)	Plus an additional area per metre of frontage of property (m ²)
Shop	4	0.4
Other Non-residential use	2	0.2

(b) In Commercial Zone:

Land Use	Maximum Advertisement Area (Total)	
	Base Area (m ²)	Plus an additional area per metre of frontage of property (m ²)
Shop	3	0.2
Other Non-residential use	1.5	0.1

Sunblinds incorporating advertisements

326 Sunblinds incorporating advertisements:

- (a) should not be erected within eight metres of a road intersection or junction; and
- (b) should be retractable to a minimum height of 2.3 metres and securely fastened when lowered.

327 Total advertisement area should not exceed 50 percent of the total sunblind area.

Residential Zones and Historic (Conservation) Zones

328 New signage in the Residential Zones or Historic (Conservation) Zones should be no more than 0.2 square metres and not illuminated, and should relate in shape and design to the building. Existing signage in non residential uses should be removed when appropriate.

Motor Trade Development

- 329** Development associated with the motor trade should be located in commercial, industrial and centre zones.
- 330** Development should provide a visual and acoustic buffer between the development and adjacent residential zones.
- 331** Motor repair station and petrol filling station development should provide two spaces for each vehicle service bay plus one space per petrol pump where applicable. Where such development is to incorporate a shop or restaurant not supplying goods associated with motor services, additional parking at the rate applicable to shop or restaurant development should be provided.
- 332** New and used vehicle lot and vehicle showroom development should provide one car parking space for every ten vehicles displayed or able to be displayed for sale on the vehicle lot or in the showroom.

Landscaping

- 333** Development should be landscaped in a manner that enhance the character and amenity of the development and its locality and:
- (a) integrates the elements of streetscapes;
 - (b) screens undesirable views whilst complementing desirable views;
 - (c) enhances privacy;
 - (d) defines pedestrian networks;
 - (e) provides shade, and softens the effect of large areas of paved surface by separating them into smaller more visually appealing areas; and
 - (f) creates a buffer between incompatible development.
- 334** Landscaping should utilize species of plants suited to the area and in sufficient quantity to enhance the appearance of the locality, and be maintained in a healthy and attractive condition.
- 335** Except in mixed use and corridor zones, non-residential development should allocate at least 10 percent of the total development site for landscaping.
- 336** The selection of tree and plant species should have regard to the appropriateness of such species with respect to:
- (a) the particular urban character of the locality;
 - (b) the need to provide appropriate levels of surveillance of car parking and service areas and entrances to development to minimise opportunities for crime; and
 - (c) access to solar energy, especially in winter.

Building Set-backs from Streets

- 337** Building set-backs from front boundaries should be in accordance with the desired future character and achieve a satisfactory relationship with adjacent development and the streetscape.

- 338** No building should be erected, added to or altered so that any portion of such building will be constructed 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.

Nuclear Free Environment

- 339** No siting, handling, processing, testing or storage of radio-active materials should occur in the council area unless the siting, handling, processing, testing or storage of radio-active materials is for approved medical purposes.
- 340** No siting of nuclear power plants, nuclear enrichment plants, nuclear weapon installations, nuclear waste dumps, mineral assaying units and nuclear strike or defence monitoring telecommunication installations should occur in the council.
- 341** No uranium mining should occur in the council area.

Non-complying Development (Nuclear Free Environment)

- 342** The following kinds of development are **non-complying** in the City of Prospect:

Nuclear Defence Monitoring Telecommunication Installation
Nuclear Enrichment Plant
Nuclear Power Plant
Nuclear Strike Monitoring Telecommunication Installation
Nuclear Waste Dump
Nuclear Weapons Installation
Radio-active Core Sample Storage
Uranium Mining

Regulated Trees

- 343** Development should have minimum adverse effects on regulated trees.
- 344** 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.
- 345** Tree damaging activity other than removal should seek to maintain the health, aesthetic appearance and structural integrity of the tree.

Significant Trees

- 346** 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.

347 A significant tree includes trees identified in [Table Pr/4](#) together with any others falling within a class of tree declared to be significant by the Development Regulations.

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

349 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 other 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.

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

351 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

352 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.

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

354 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.

355 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.

356 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

- 357** 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.
- 358** Renewable energy facilities, including wind farms, and ancillary developments should be located in areas that maximise efficient generation and supply of electricity.
- 359** 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.

OVERLAY SECTION

Affordable Housing Overlay

The following objectives and principles of development control that follow apply to the 'designated area' marked on [Map Pr/1 \(Overlay 3\)](#). They are additional to those expressed for the whole of the council area and those expressed for the relevant zone and, if applicable, policy area.

Interpretation

Where the Objectives and/or Principles of Development Control that apply in relation to this overlay are in conflict with the relevant Council-wide 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 per cent affordable housing.

Strategic Transport Routes Overlay

The following objectives and principles of development control apply to the 'designated area' marked on [Map Pr/1 \(Overlay 4\)](#). They are additional to those expressed for the whole of the council area and those expressed for the relevant zone and, if applicable, policy area.

INTERPRETATION

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

OBJECTIVES

- Objective 1:** 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:

- (d) avoid the provision of parking on the main carriageway
 - (e) be accessible via service roads, where possible, that provide:
 - iii. parking off the main carriageway
 - iv. a buffer from the main carriageway for pedestrian and cycling activity
 - (f) 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 minimum 1.2 metre wide continuous accessible path behind the bus shelter.

Noise And Air Emissions Overlay

The following objectives and principles of development control that follow apply to the 'designated area' marked on [Map Pr/1 \(Overlay 5\)](#). They are additional to those expressed for the whole of the council area and those expressed for the relevant zone and, if applicable, policy area.

INTERPRETATION

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

OBJECTIVES

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

PRINCIPLES OF DEVELOPMENT CONTROL

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

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

Attachment B

URBAN CORRIDOR ZONE

Introduction

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

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

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

OBJECTIVES

- Objective 1:** A mixed use zone accommodating a range of compatible non-residential and medium and high density residential land uses orientated towards a high frequency public transport corridor.
- Objective 2:** Integrated, mixed use, medium and high rise buildings with ground floor uses that create active and vibrant streets with residential **and commercial** 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 Zone will enable the development of a high quality mixed use urban environment that contributes to the economic vitality of the City by increasing the density of housing, as well as the

number and the diversity of businesses and other services offered to residents and the wider community.

The Zone will provide for a mix of employment and community activities, in conjunction with a diverse range of residential developments, to avoid the emergence and dominance of a single land use activity. This diversity of uses will create a vibrant urban environment that spreads activity across the day and night, making the area an attractive place to live and work.

It will be developed with a diversity of housing, including row dwellings, residential flat buildings and multistorey buildings that incorporate affordable housing opportunities for families, students and other household types in areas with frequent public transport provision.

As one of the key Zones in the City where there will be transformation in built form, new buildings will be recognised for their design excellence. Development will create a linear corridor that frames the main roads and establishes an interesting pedestrian environment and human-scale at ground level. In general, the greatest height, mass and intensity of development will be focussed at the main road frontage, and will reduce in scale to transition down where there is an interface with low rise residential development in an adjacent residential zone. Buildings at the periphery of the zone will have an appropriate transition that relates to the height and setback of development in adjacent zones of a lower scale and intensity

Churchill Road and Main North Road are strategic routes. Their function as major transport corridors will be protected with minimal on-street vehicle parking and access points. Access will be provided from secondary road frontages and rear access ways where possible. Controlled pedestrian crossings points will be focussed and consolidated at key locations

Buildings of two or more storeys will be the predominant built form. Where new buildings or significant alterations to existing buildings accord with the desired character, as well as the zone and policy area provisions, and principles of good urban design, the addition of further floors will be considered.

Development will achieve a high standard of architectural design through careful building articulation and fenestration to all visible sides. The design of building facades should contribute positively to the street and public open spaces by articulating the built form and accentuating the building's functions, emphasising the distinction between the base, middle and top of buildings and providing vertical elements that reinforce the historic subdivision pattern and create a strong vertical rhythm.

Overlooking, overshadowing and noise impacts will be moderated through good design and noise attenuation techniques. Impacts on adjoining zones will be minimised through appropriate building envelopes, transition of building heights, design and location of windows and balconies.

The high quality appearance of buildings will be complemented by landscaping that establishes a high level of amenity and enhances the relationship of buildings with the street, public spaces, and adjacent residential and commercial areas.

In appropriate Policy Areas, active frontages will be provided to contribute to the liveliness, vitality and security of the public realm. Providing for a proportion of glazing along building frontages will reduce the visual dominance of large blank walls. The building layout, provision of frequent building entrances and high proportion of glazing at ground level will promote visual interest along streets and around public spaces. Balconies to upper storeys will provide for passive surveillance while ensuring adequate privacy for occupants.

Parking areas will be consolidated, shared (where possible) and screened from the main road or public spaces.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 The following types of development, or combination thereof, are envisaged in the zone:
 - affordable housing
 - aged persons accommodation
 - community centre
 - consulting room
 - dwelling
 - educational establishment
 - entertainment venue
 - licensed premises
 - office
 - pre-school
 - primary school
 - residential flat building
 - retirement village
 - shop or group of shops
 - supported accommodation
 - tourist accommodation.
- 2 Development listed as non-complying is generally inappropriate.

Form and Character

- 3 Development should be consistent with the desired character for the zone.
- 4 Development should be in accordance with Concept Plan [Figs UrC / 1, 2, 3, 4, 5 and 6](#).
- 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 net; except where varied by Concept Plan Figs UrC/1.
High Street	70 dwellings per hectare net
Transit Living	45 dwellings per hectare net.
Business	No minimum

- 6 Vehicle parking should be located to the rear of development or not be visible from public land along the primary road frontage.

Design and Appearance

- 7 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 3 storeys or 11.5 metres in height; and
 - (b) have levels above the defined podium or street wall setback a minimum of 2 metres from that wall.

- 8 Buildings on sites with a frontage 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
 - (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
 - (b) via co-ordinated through-property access rights of way or common rear vehicle parking areas.
- 12 Vehicle access points on side streets and rear access ways should be located and designed to:
 - (a) minimise the impacts of headlight glare and noise on nearby residents
 - (b) avoid excessive traffic flows into residential streets.

Building Envelope

Building Height

- 13 Except where airport building height restrictions prevail, the interface height provisions require a lesser height, or an alternative maximum building height is shown on Concept Plan [Figs UrC / 1, 2, 3, 4, 5 and 6](#), 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	2 storeys	4 storeys (and up to 15 metres)
High Street	2 storeys	4 storeys and up to 15 metres
Transit Living	1 storey	3 storeys and up to 11.5 metres
Business	2 storeys	4 storeys and up to 15 metres, except on allotments fronting Highbury Street where a 2 storey maximum applies



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

P Kiss 'n' Ride Associated with Islington Rail Station

↔ Preferred Access Point

T Train Station

..... Cycle and Pedestrian Links

— Boulevard Policy Area Boundary

- - - Development Plan Boundary

Landscaping

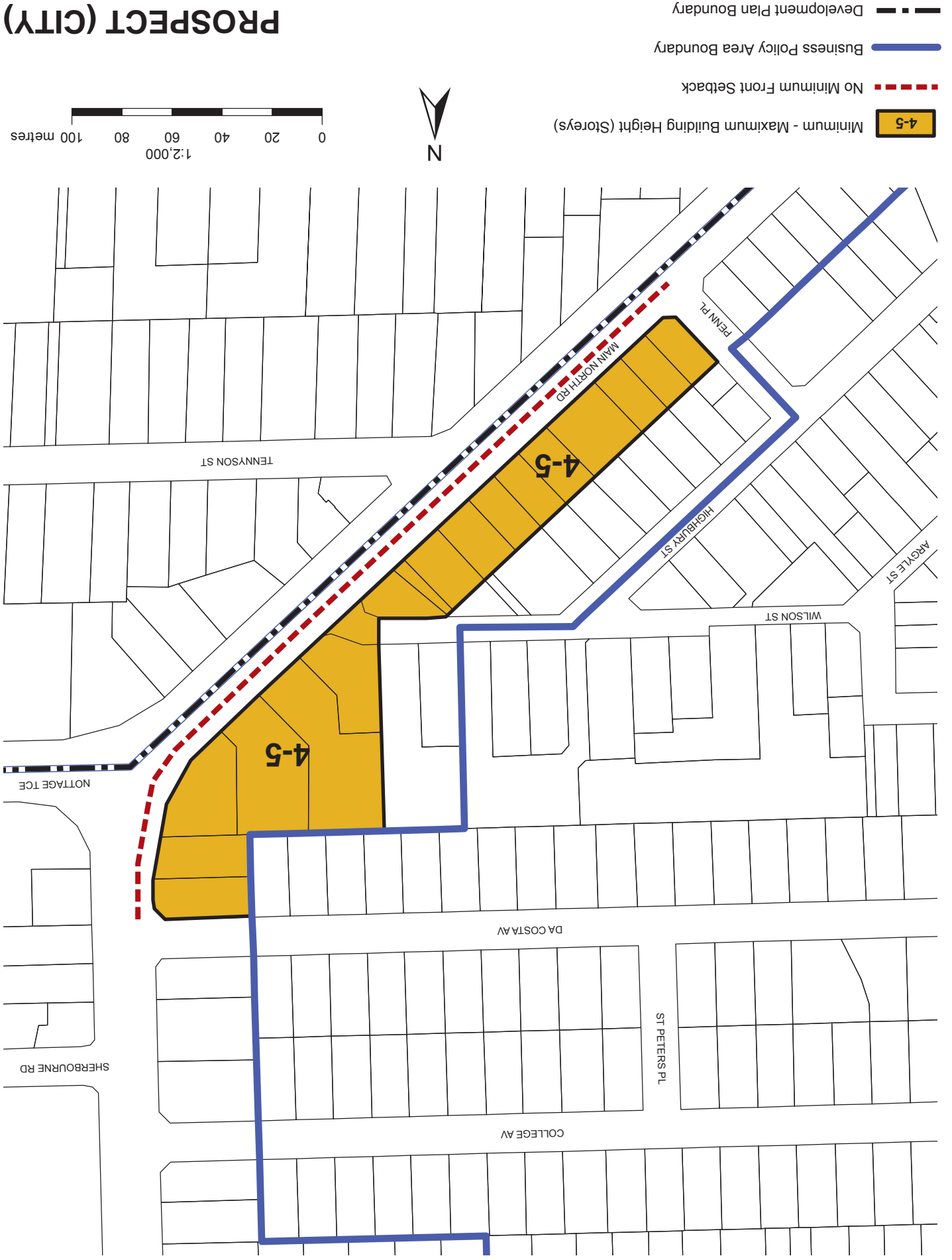
Open Space
(Indicative only)

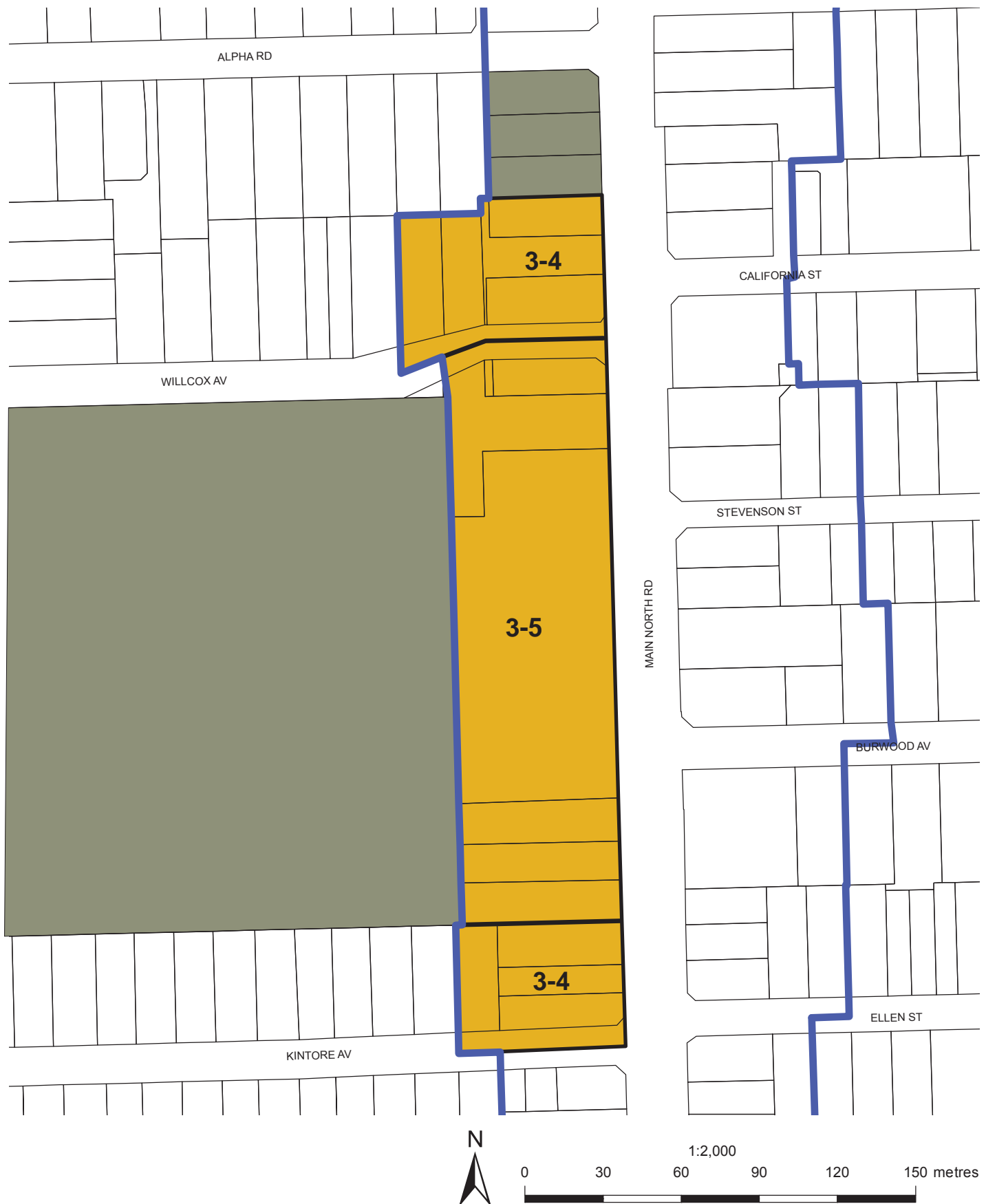


1:3,000
0 metres 50 100 150 200 250

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

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





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



PROSPECT (CITY)

PROSPECT ROAD

Concept Plan Fig UrC/4



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

PROSPECT (CITY)

MAIN NORTH ROAD

Concept Plan Fig UrC/5



Open Space



Minimum - Maximum Building Height (Storeys)



No Minimum Front Setback



Boulevard Policy Area Boundary



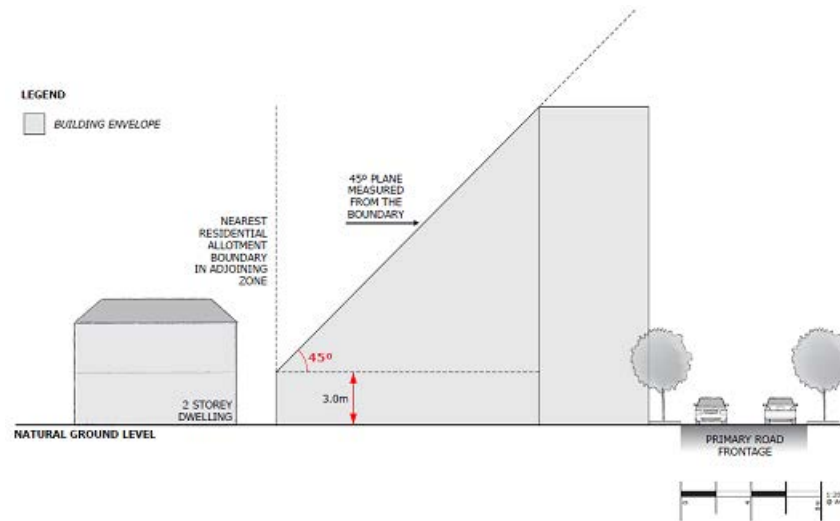
Development Plan Boundary

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

Interface Height Provisions

- 14 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 45 degree plane, measured from a height of 3 metres above natural ground level at the **zone** boundary (except where this boundary is a **primary road frontage**), as illustrated in Figure 1:

Figure 1



- 15 To minimise overshadowing of sensitive uses outside of the zone, buildings should ensure that:
- (a) north-facing windows to habitable rooms of existing dwellings in adjacent zones receive at least 3 hours of direct sunlight over a portion of their surface between 9.00am and 3.00pm on 21 June
 - (b) ground level open space of existing residential buildings in adjacent zones receive direct sunlight for a minimum of 2 hours between 9.00am and 3.00pm on 21 June to at least the smaller of the following:
 - (i) half of the existing ground level open space; or
 - (ii) 35 square metres of the existing ground level open space (with at least one of the area's dimensions measuring 2.5 metres).

Setbacks from Road Frontages

- 16 Buildings (excluding verandahs, porticos and the like) should be set back from the primary road frontage in accordance with the following parameters, except where varied by the relevant Concept Plan [Figs UrC / 2, 4 and 6](#):

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

- 17** Buildings (excluding verandahs, porticos and the like) should be set back from the secondary road frontage or a vehicle access way in accordance with the following parameters:

Designated Area	Minimum setback from secondary road	Minimum setback from a rear access way
Boulevard	2 metres	<ul style="list-style-type: none"> No minimum where the access way is 6.5 metres or more; or Where the access way is less than 6.5 metres in width, the distance equal to the additional width required to make the access way 6.5 metres or more, to provide adequate manoeuvrability for vehicles
High Street	No minimum	As above
Transit Living	2 metres	As above
Business	2 metres	As above

Other Setbacks

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

Designated Area	Minimum setback from rear allotment boundary	Minimum setback from side boundaries (where not on a street boundary)
Boulevard	3 metres	For allotments with a frontage width of: <ul style="list-style-type: none"> (a) 20 metres or less - no minimum up to a height of 2 storeys and 2 metres above this height (b) more than 20 metres– 2 metres
High Street	3 metres	No minimum
Transit Living	3 metres	For allotments with a frontage

		width of: (a) 20 metres or less - no minimum up to a height of 2 storeys and 2 metres above this height (b) more than 20 metres – 2 metres
Business	3 metres	For allotments with a frontage width of: (a) 20 metres or less - no minimum up to a height of 2 storeys and 1 metre above this height (b) more than 20 metres – 2 metres

Land Division

- 19** 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

- 20** 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 development being consistent with [Table Pr/5 – Off-street Vehicle Parking Requirements for the Urban Corridor Zone](#) and [Table Pr/6 - Off-street Bicycle Parking Requirements for the Urban Corridor Zone](#):

- (a) change in the use of land, from residential to office on the ground or first floor of a **mixed use** building
- (b) change in the use of land, from residential to shop less than 250 square metres on the ground floor of a **mixed use** building.

Non-complying Development

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

Form of development	Exceptions
Industry	Except light industry or service industry located in the Business Policy Area
Fuel depot	
Petrol filling station	Except where located in the Business Policy Area
Public service depot	
Road transport terminal	
Service trade premises	Except where located in the Business Policy Area

Store	Except where located in the Business Policy Area
Transport depot	
Warehouse	Except where located in the Business Policy Area
Waste reception storage treatment and disposal	

Public Notification

22 Categories of public notification are prescribed in Schedule 9 of the *Development Regulations 2008*. In addition, the following forms of development, or any combination of (except where the development is classified as non-complying), are designated:

Category 1	Category 2
Advertisement	<p>All forms of development not listed as Category 1</p> <p>Any development listed as Category 1 and located on adjacent land to a residential zone or Historic (Conservation) Zone that:</p> <ul style="list-style-type: none"> (a) is 3 or more storeys, or 11.5 metres or more, in height (b) exceeds the 'Building Envelope - Interface Height Provisions'.
Aged persons accommodation	
All forms of development that are ancillary and in association with residential development	
Consulting room	
Dwelling	
Educational establishment	
Office	
Pre-school	
Primary school	
Residential flat building	
Retirement village	
Store in Business Policy Area	
Supported accommodation	
Shop or group of shops with a gross leasable area of 2000 square metres or less located in the High Street, Business or Boulevard Policy Areas	
Shop or group of shops with a gross leasable area of 500 square metres or less located in the Transit Living Policy Area	
Tourist Accommodation	
Warehouse in Business Policy Area	

BOULEVARD POLICY AREA

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

OBJECTIVES

- Objective 1:** Medium and high rise development framing the street, including mixed use buildings that contain shops, offices and commercial development at lower floors with residential land uses above.
- Objective 2:** A uniform streetscape edge established through a largely consistent front setback and tall, articulated building façades.
- Objective 3:** Development that does not compromise the transport functions of the road corridor.
- Objective 4:** Development that contributes to the desired character of the policy area.

DESIRED CHARACTER

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

The Mixed Use Churchill Area will be the primary focal point for mixed use development along Churchill Road, comprising a large site with very good access to the Islington railway station and major road corridors (Churchill and Regency Roads). A secondary focal point will be situated adjacent to Cane Reserve with lower floor uses that activate and generate considerable traffic, such as shops and restaurants. The remainder of the Policy Area will have a residential focus, whilst providing opportunities for small-scale office, shops and consulting rooms within mixed use buildings.

Land parcels will be amalgamated where possible, resulting in the establishment of larger and more comprehensive developments.

To reinforce the boulevard character desired for the road and to provide space for landscaping, buildings will be set back uniformly from the Churchill Road frontage. Building facades will be articulated with elements such as balconies and verandahs, while a diversity of building materials will be carefully used to create a high quality building appearance. Shelter will be provided at a human scale to building entrances. Buildings on corner sites will address both street frontages.

Landscaping will be low-lying shrubs and grass plantings, together with trees that have relatively clean trunks and high canopies. This planting will provide visual softening of the built form and reflect the scale of landscaping in the public realm.

Street fencing will be articulated horizontally or vertically to provide visual interest to the public domain while maintaining privacy to ground floor dwellings.

On-site vehicle parking will not be visible from the primary street frontage through the use of design solutions such as locating parking areas behind the front building façade and screening undercroft parking areas with landscaping and articulated screening.

Vehicle access points will be located off side streets where possible, so that vehicle flows, safety and efficient pedestrian movement along Churchill Road are maintained. Pedestrian and bicycle movement will also maximize use of the Greenway adjacent to the railway line.

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

Mixed Use Churchill Area

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

An emphasis on high quality building and landscape design, with consideration of urban design principles, will contribute to an integrated community, creating a place for people in a contemporary urban village.

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

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

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

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

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

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

Cane Reserve Area

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

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

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

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

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

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

Form and Character

- 4 Development should be consistent with the desired character for the policy area.
- 5 The finished ground floor level should be approximately at grade and level with the footpath.
- 6 The ground floor of buildings should be built to dimensions including a minimum floor to ceiling height of 3.5 metres to allow for adaptation to a range of land uses including retail, office and residential without the need for significant change to the building.
- 7 A minimum of 50 per cent of the ground floor primary frontage of buildings should be visually permeable, transparent or clear glazed to promote active street frontages and maximise passive surveillance.

HIGH STREET POLICY AREA

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

OBJECTIVES

- Objective 1:** A mix of land uses including retail, office, commercial, community, civic and medium and high density residential development that support the economic vitality of the area.
- Objective 2:** Buildings sited to provide a continuous and consistent built edge with verandahs / awnings over the public footpath and an intimate built scale, with fine-grained detailing of buildings in the public realm.
- Objective 3:** An interesting and varied skyline as viewed from the street and afar, provided by modulation in roof forms and the use of parapets.
- Objective 4:** An intimate public realm with active streets created by buildings designed with frequently repeated frontage form and narrow tenancy footprints.
- Objective 5:** A high degree of pedestrian activity and a vibrant street-life with well lit and engaging shop fronts and business displays including alfresco seating and dining facilities and licensed areas.
- Objective 6:** Development that contributes to the desired character of the policy area.

Desired Character

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

Development on Prospect Road will be recognised as being of the highest quality through variation in facade treatments and building materials, as well as the use of modulated roof forms and parapets that contribute to a varied and interesting skyline. The ground floor of buildings will abut the footpath and continue the established width, rhythm and pattern of façades to support a variety of tenancies with narrow frontages. Portions of the ground floor will be set back in some locations to emphasise the building entrance or to create spaces for outdoor dining.

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

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

Verandahs will be provided to create a comfortable and intimate place for pedestrians, and will be of a form consistent with those on adjoining buildings. While the height of buildings will increase, the upper storeys of buildings will be distinguished from the ground floor through the use of variation in setbacks, colours and materials.

Balconies overlooking the street are encouraged, to provide a connection to the street and passive surveillance, with sufficient and varied screening to provide privacy for occupiers and to

obscure furniture from view. To respect the integrity of the traditional high street character at ground level, balconies will not extend over the footpath.

Vehicle access points will be located on side streets where possible, so that safe and efficient pedestrian movement along Prospect Road is achieved. In many cases, vehicle access points and car parking areas will be shared. Parking will be located at the rear of or underneath buildings.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

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

Form and Character

- 3 Development should be consistent with the desired character for the policy area.
- 4 Pedestrian shelter and shade should be provided over footpaths through the use of structures such as awnings, canopies and verandahs.
- 5 The ground level street frontages of buildings should contribute to the appearance and retail function of the area by providing at least 5 metres or 60 per cent of the street frontage (whichever is greater) as an entry/ foyer or display window to a shop (including a café or restaurant) or other community or commercial use which provides pedestrian interest and activation.
- 6 The finished ground floor level should be at grade and level with the footpath.
- 7 The ground floor of buildings should be built to dimensions including a minimum floor to ceiling height of 3.5 metres to allow for adaptation to a range of land uses including retail, office and residential without the need for significant change to the building.
- 8 A minimum of 50 per cent of the ground floor primary frontage of buildings should be visually permeable, transparent or clear glazed to promote active street frontages and maximise passive surveillance.

TRANSIT LIVING POLICY AREA

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

OBJECTIVES

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

Objective 3: Development that contributes to the desired character of the policy area.

DESIRED CHARACTER

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

A variety of building forms will be developed, creating housing opportunities for people of various life stages and a range of household types. Within a varied streetscape, new buildings will be recognised for their design excellence through the use of high quality building materials and finishes, and building facades will be articulated with elements such as balconies and verandahs. Buildings on corner sites will address both street frontages using articulation and fenestration to provide visual interest to the secondary street façade as well as to Prospect Road.

Buildings will be set back from Prospect Road and, where relevant, from the secondary street, to provide for landscaping comprising low-lying shrubs, grass plantings and trees with high canopies. This planting will enhance the built form, contribute to a pleasant pedestrian environment and provide an attractive transition between the public and private realms.

Street fencing will contribute to a pleasant pedestrian environment and will be articulated horizontally or vertically to provide visual interest to the public domain while maintaining privacy to ground floor dwellings.

Vehicle access will occur from side streets and laneways where possible. Vehicle access points will be carefully managed in order to minimise interruptions to pedestrian movement along streets.

Prospect Estate Reserve Area

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

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

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

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

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

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

Form and Character

- 2 Development should be consistent with the desired character for the policy area.
- 3 Detached dwellings should take the form and appearance of row dwellings (i.e. constructed to side boundaries) and achieve the desired net residential site density.

BUSINESS POLICY AREA

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

OBJECTIVES

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

DESIRED CHARACTER

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

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

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

Buildings will be setback from Main North Road to provide for landscaping of medium to tall trees, with complementary lower level plantings. Landscaping will be a feature of all development, as Main North Road is highly trafficked and features few opportunities for landscaping within the public realm.

Vehicle access points will be located on side streets and shared between developments where possible through the creation of laneways, so that safe and efficient vehicle flows along Main

North Road are maintained. Car parking areas will be located underneath or at the rear of buildings to maximise the prominence of the building and associated landscaping. Areas of Main North Road are potentially contaminated because of previous activities. Due to these circumstances, development is expected to occur on a precautionary basis where a site contamination audit verifies that a site or sites are suitable and safe for the intended use, particularly where it involves sensitive uses like residential development.

Nottage Terrace Intersection

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

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

Prospect Oval Area

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

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

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 The following types of development, or combination thereof, are envisaged in the Business Policy Area and are additional to those identified in the zone:
 - bulky goods outlet
 - light industry
 - petrol filling station
 - service industry
 - service trade premises
 - store
 - warehouse.
- 2 Land uses on the ground floor of buildings should be non-residential (except on allotments fronting Highbury Street).
- 3 Shops or groups of shops should have a gross leasable area of less than 2000 square metres.

- 4 Light industry should comprise high technology and/or research and development related uses.
- 5 Development on allotments fronting Highbury Street should be residential uses only.

Form and Character

- 6 Development should be consistent with the desired character for the policy area.
- 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 per cent of the ground floor primary frontage of buildings should be visually permeable, transparent or clear glazed to promote active street frontages and maximise passive surveillance.

Attachment C

Table Pr/5

Off-street Vehicle Parking Requirements for the Urban Corridor Zone

The following vehicle parking requirements apply to development specifically for the Urban Corridor Zone.

- 1 Residential development, in the form of residential flat buildings and residential development in multi-storey buildings should provide vehicle parking in accordance with the following rates:

Number of required vehicle parking spaces	
Rate for each dwelling based on number of bedrooms per dwelling	Plus number of required visitor parking spaces
1 per studio (no separate bedroom), 1 or 2 bedroom dwelling	0.25 per dwelling
1.25 per 3 + bedroom dwelling	

- 2 Row, semi-detached and detached dwellings should provide off-street vehicle parking in accordance with the following rates:

Number of bedrooms, or rooms capable of being used as a bedroom	Number of required vehicle parking spaces
1 or 2 bedrooms	1
3 + bedrooms	2

- 3 Tourist accommodation should provide off-street vehicle parking in accordance with the following rates:

Minimum number of required vehicle parking spaces	Maximum number of vehicle parking spaces
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

- 4 Non-residential development excluding tourist accommodation should provide off-street vehicle parking in accordance with the following rates:

Minimum number of required vehicle parking spaces	Maximum number of vehicle parking spaces

Minimum number of required vehicle parking spaces	Maximum number of vehicle parking spaces
3 spaces per 100 square metres of gross leasable floor area	5 spaces per 100 square metres of gross leasable floor area

- 5** A lesser car parking rate than prescribed may be applied where justified based on local circumstances, for example where:
- (a) amalgamation of allotments occurs, or an agreement is formed to integrate and share adjoining parking areas, to create larger more functional and efficient parking areas, as follows:
 - (i) on sites of greater than 2,000 square metres and providing greater than 50 parking spaces
 - (ii) side road frontage with two-way access provided
 - (iii) convenient flow through two-way accessibility created between side roads
 - (iv) rationalised, minimised or avoidance of vehicle crossovers to roads and optimisation of on-street parking
 - (b) development includes affordable housing, student accommodation, retirement villages or aged persons' accommodation.
 - (c) sites are located within 200 metres walking distance of a convenient and frequent service fixed public transport stop
 - (d) mixed use development including residential and non-residential development has respective peak demands for parking occurring at different times
 - (e) the proposed development is on or adjacent to the site of a heritage place, or includes retention of a desired traditional building and its features, which hinders the provision of on-site parking
 - (f) suitable arrangements are made for any parking shortfall to be met elsewhere or by other means
 - (g) generous on-street parking and/or public parking areas are available and in convenient proximity, other than where such parking may become limited or removed by future loss of access, restrictions, road modifications or widening.

Table Pr/6**Off-street Bicycle Parking Requirements for the Urban Corridor Zones**

The following bicycle parking requirements apply to development specifically for the Urban Corridor Zone:

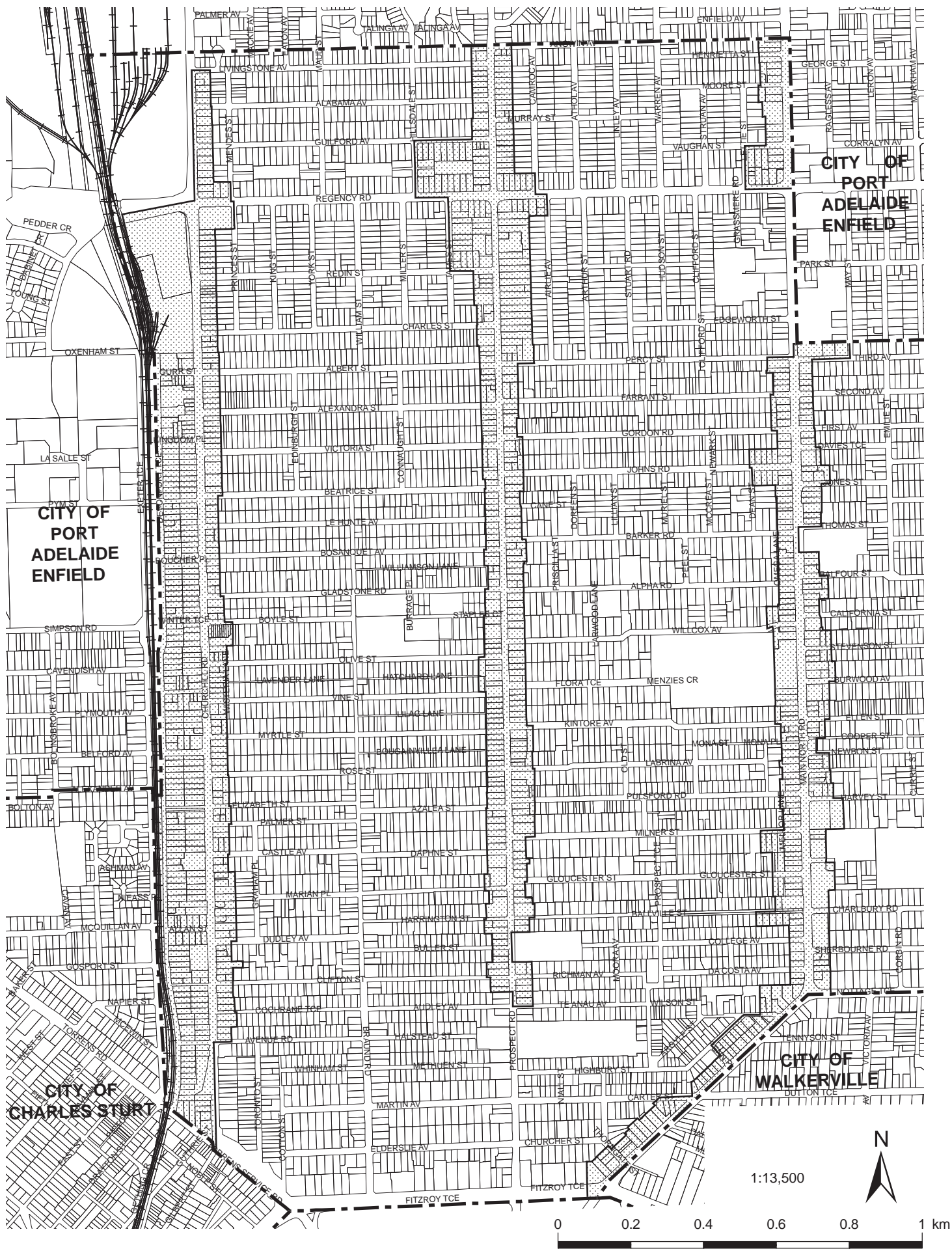
- 1** In residential and mixed use development, the provision of bicycle parking may be reduced in number and shared where the operating hours of commercial activities complement the residential use of the site.
- 2** Residential and mixed use development, in the form of multi-storey buildings, should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



Form of development	Employee/resident (bicycle parking spaces)	Visitor/shopper (bicycle parking spaces)
Residential component of multi-storey building/residential flat building	1 for every 4 dwellings	1 for every 10 dwellings
Office	1 for every 200 square metres of gross leasable floor area	2 plus 1 per 1000 square metres of gross leasable floor area
Shop	1 for every 300 square metres of gross leasable floor area	1 for every 600 square metres of gross leasable floor area
Tourist accommodation	1 for every 20 employees	2 for the first 40 rooms plus 1 for every additional 40 rooms

Attachment D

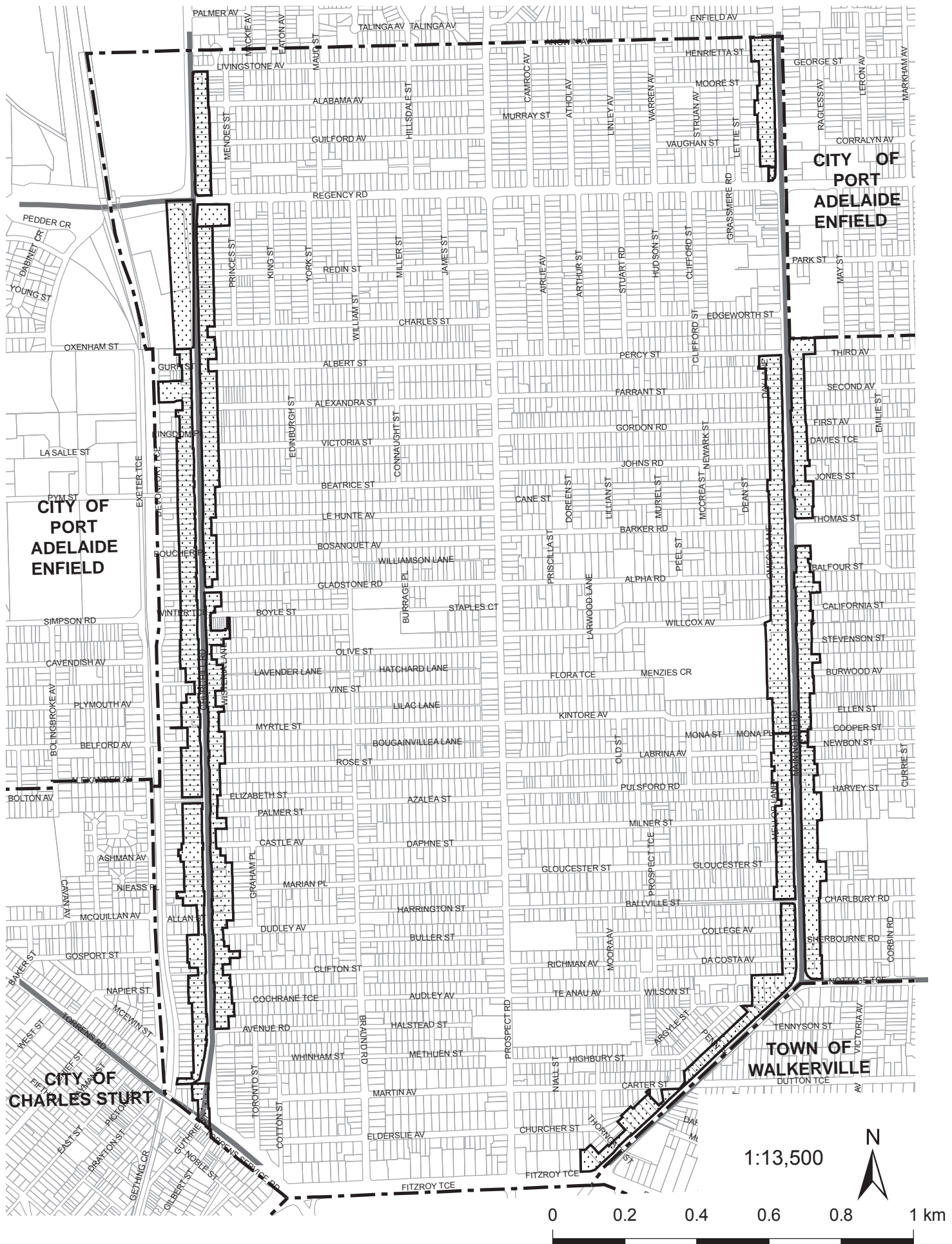


Attachment E

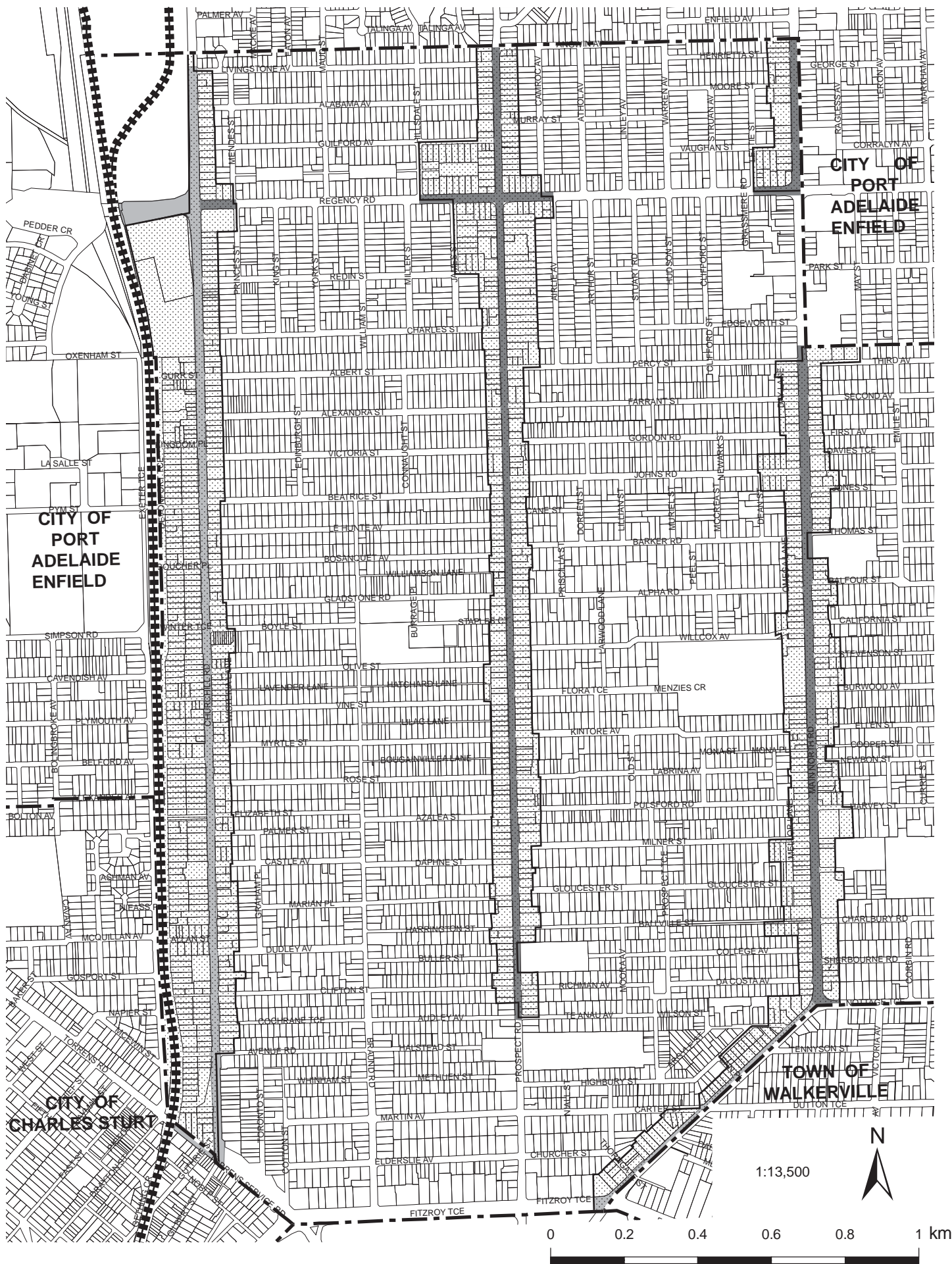


 Designated Area within which Affordable Housing applies
 Development Plan Boundary

PROSPECT (CITY) AFFORDABLE HOUSING MAP Pr/1 (Overlay 3)



- Designated Area
- Strategic Roads Network
- Development Plan Boundary



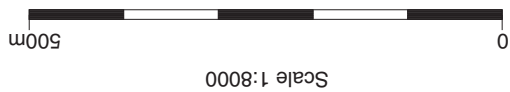
- Train Corridor
- Designated Road: Type A road
- Designated Road: Type B road
- Designated Area
- Development Plan Boundary

PROSPECT (CITY) NOISE AND AIR EMISSIONS MAP Pr/1 (Overlay 5)

Attachment F

PROSPECT COUNCIL ZONES

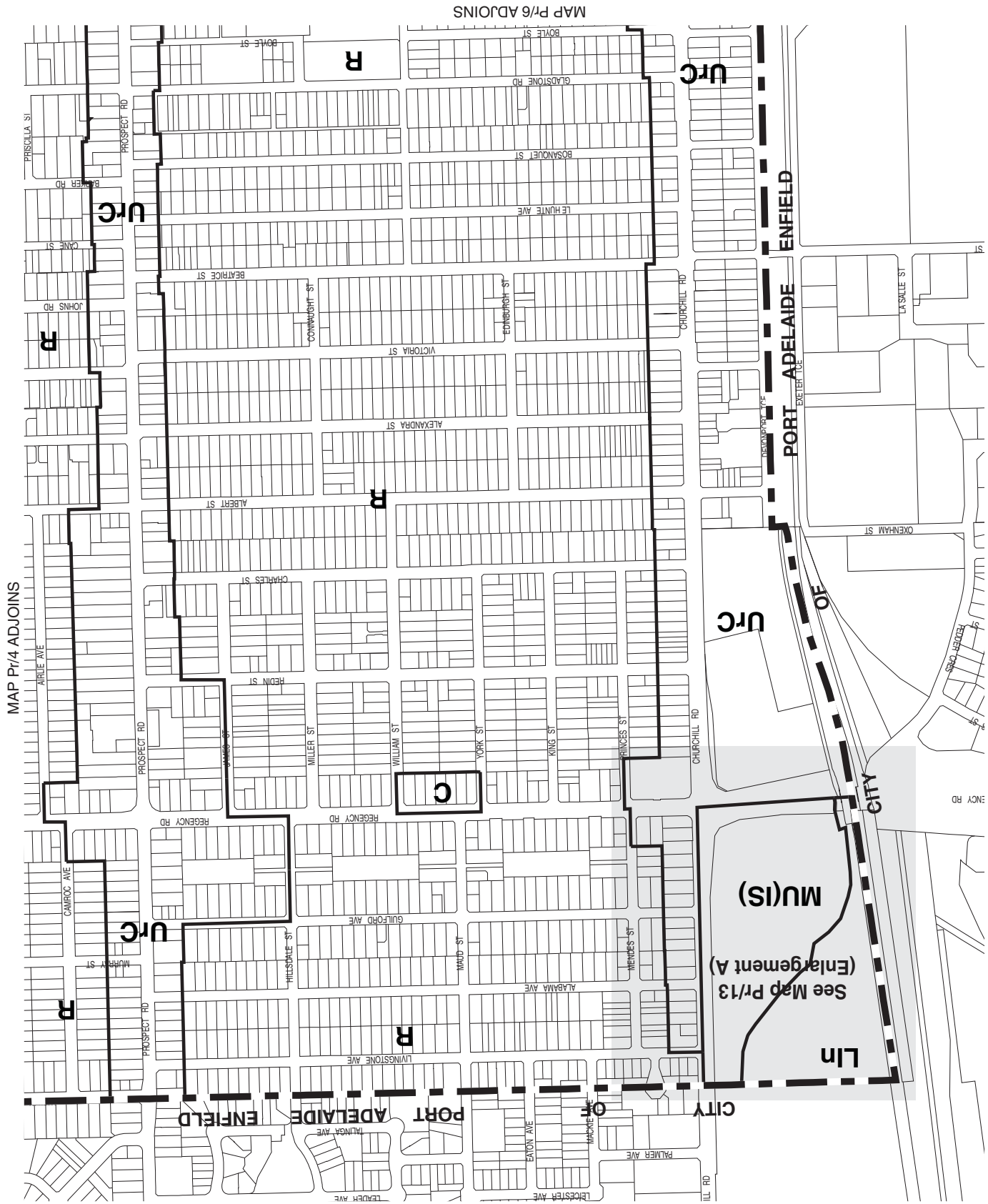
MAP Pr/3

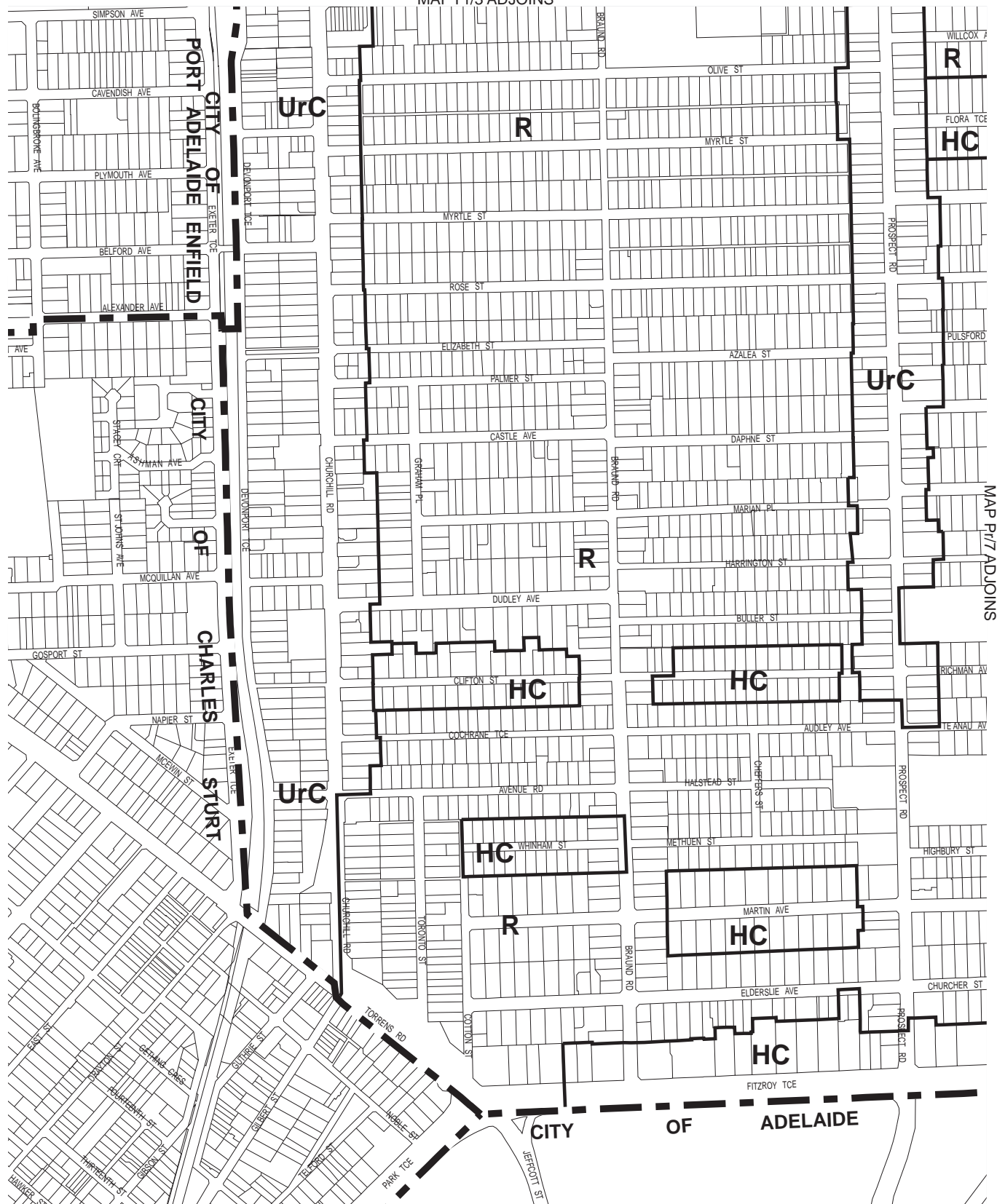


Zone Boundary
Development Plan Boundary

NOTE : For Policy Areas See MAP Pr/8

C Commercial
Lin Light Industry
MU(s) Mixed Use (Islington)
R Residential
Urc Urban Corridor





NOTE : For Policy Areas See MAP Pr/11

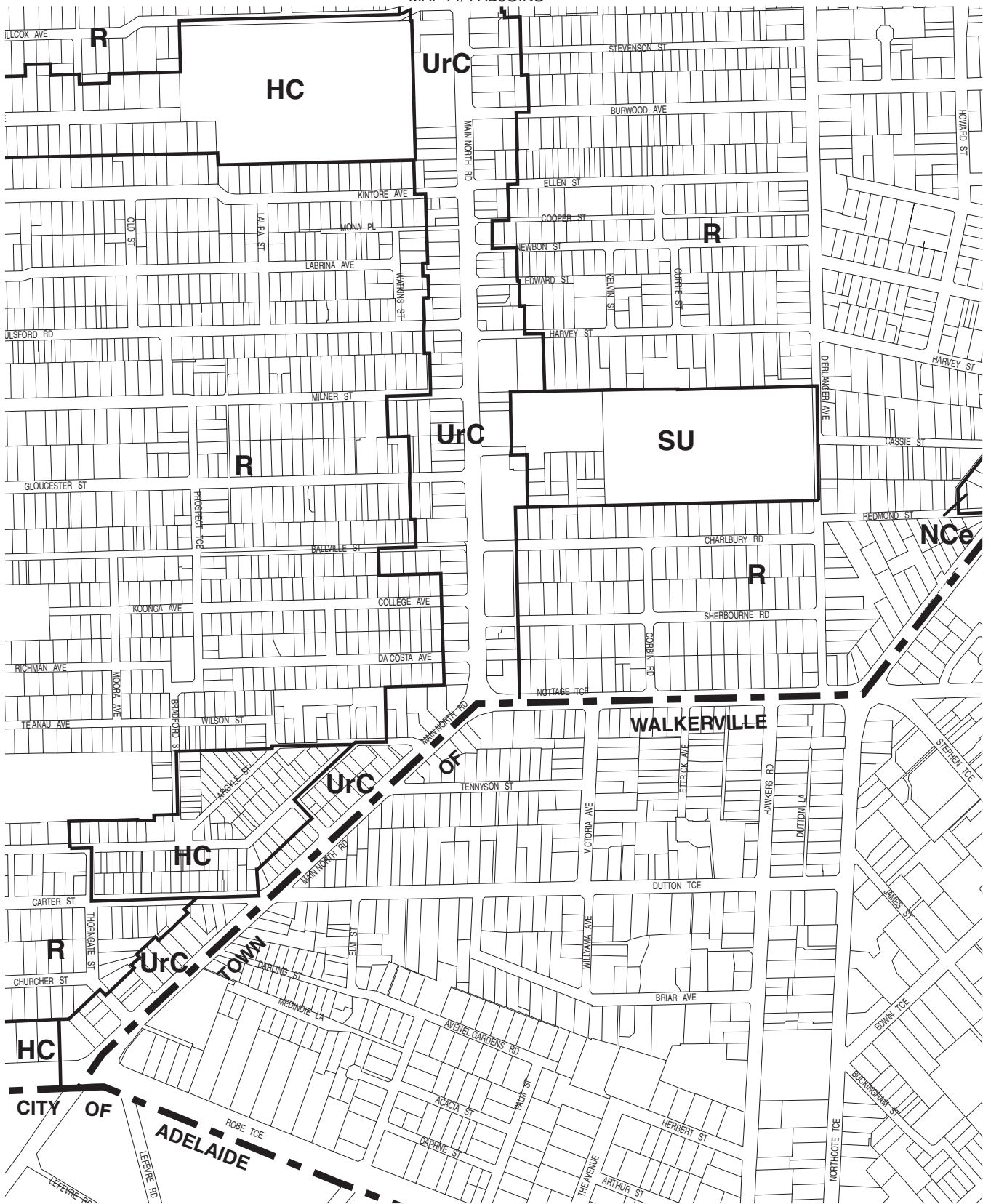
HC Historic Conservation
R Residential
UrC Urban Corridor

— Zone Boundary
- - - Development Plan Boundary

Scale 1:8000



PROSPECT COUNCIL ZONES MAP Pr/6



NOTE : For Policy Areas See MAP Pr/12

HC Historic Conservation
 NCE Neighbourhood Centre
 R Residential
 SU Special Uses
 UrC Urban Corridor

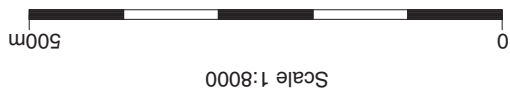
Scale 1:8000



PROSPECT COUNCIL ZONES MAP Pr/7

— Zone Boundary
 - - - Development Plan Boundary

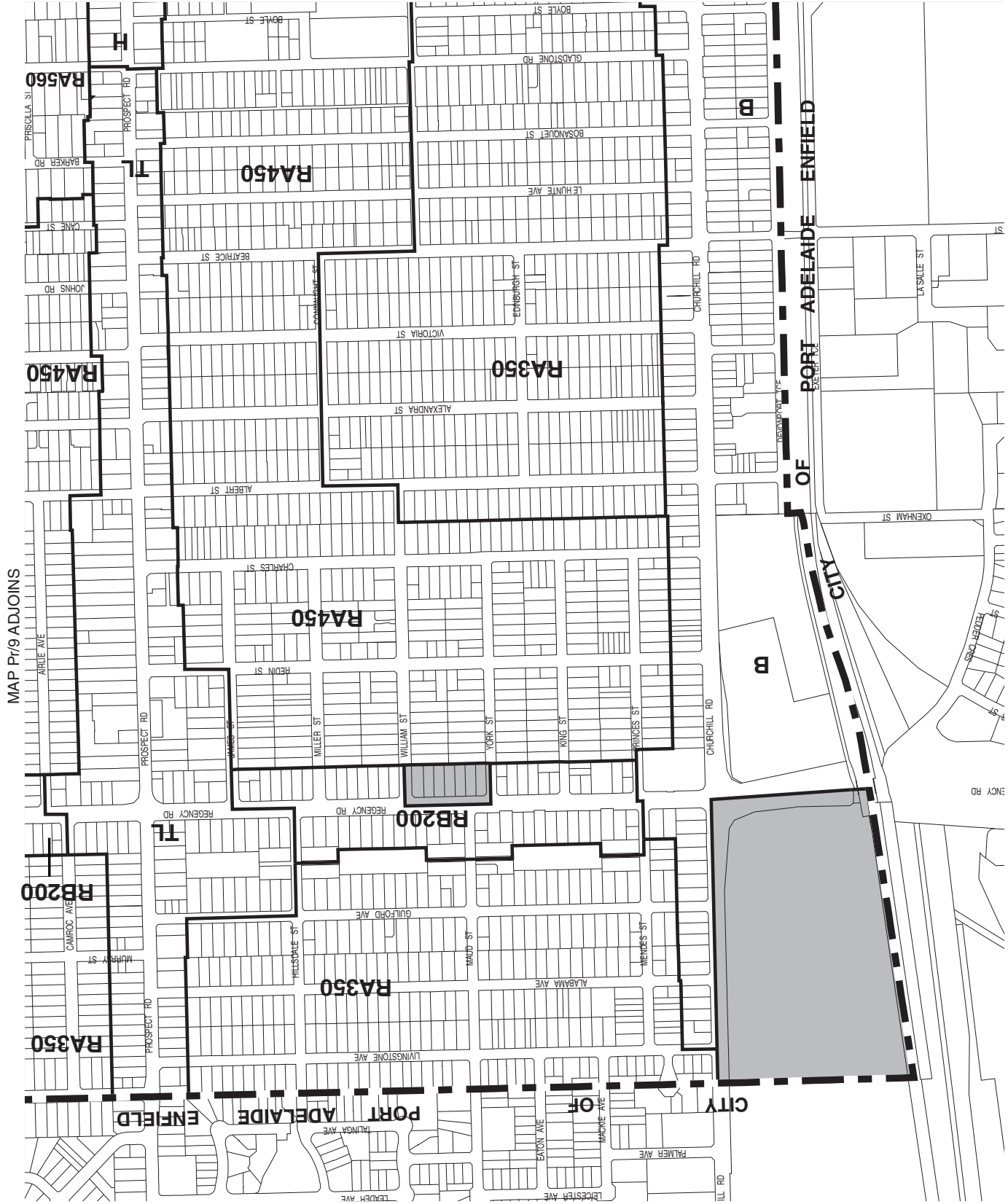
PROSPECT COUNCIL POLICY AREAS MAP Pr/8



- Residential Policy Area A650
- Residential Policy Area A450
- Residential Policy Area A350
- Residential Policy Area B200
- Transit Living Policy Area
- Boulevard Policy Area
- High Street Policy Area
- Policy Area Boundary
- Development Plan Boundary
- Area not covered by Policy

- RA560
- RA450
- RA350
- RB200
- TL
- B
- H

MAP Pr/11 ADJOINS



MAP Pr/9 ADJOINS

Residential Policy Area A560

Residential Policy Area A450

Residential Policy Area A350

Historic Conservation Area 1 Policy Area

Historic Conservation Area 2 Policy Area

Historic Conservation Area 4 Policy Area

Historic Conservation Area 5 Policy Area

Historic Conservation /

Boulevard Policy Area
High Street Policy Area

High Street Policy Area
 Transit Living Policy Area

Transit Living Policy Area

Discussion

Policy Area Boundary

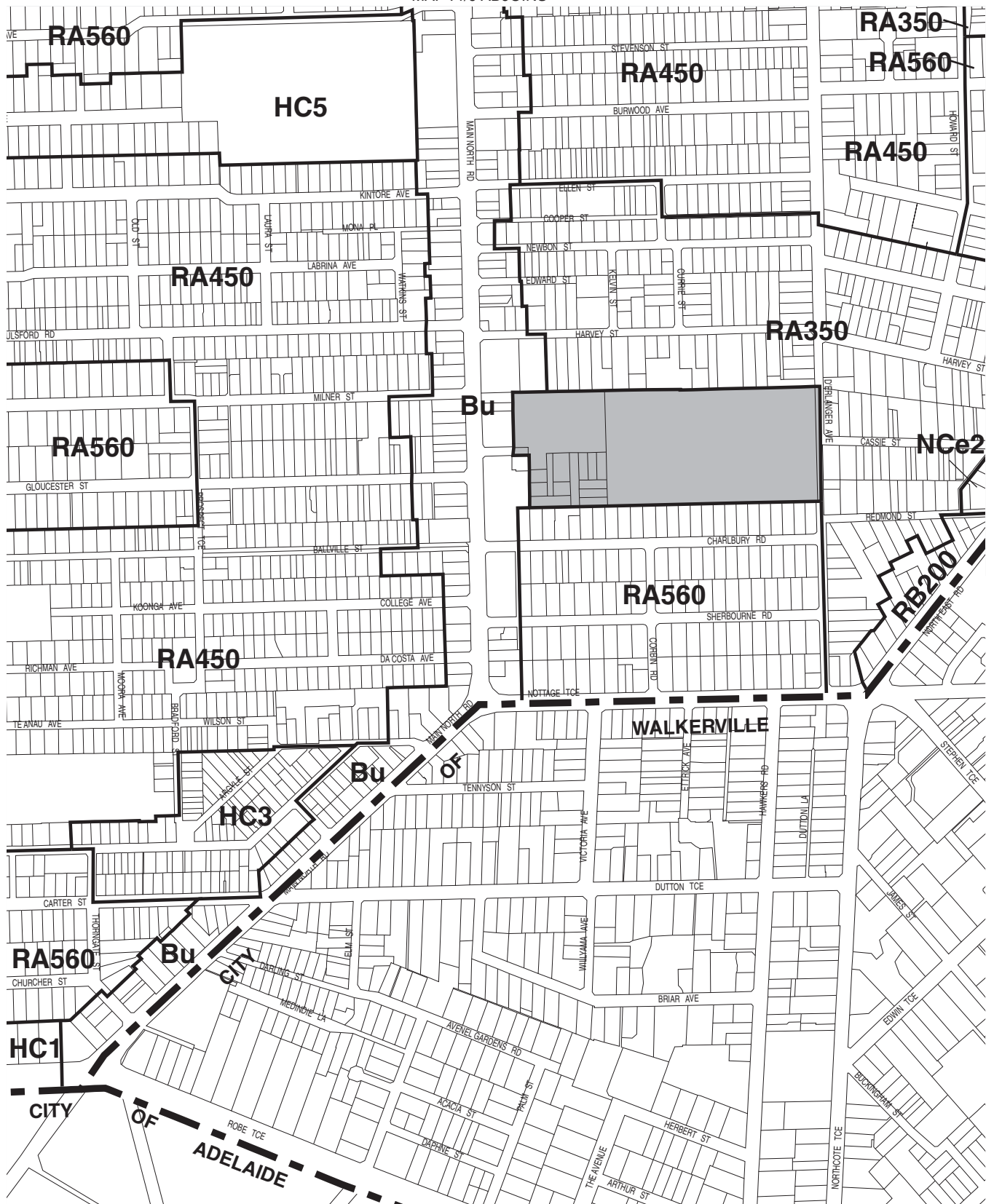
Development Plan Boundary

Area not covered by Policy

Scale 1:8000



PROSPECT COUNCIL POLICY AREAS MAP Pr/11



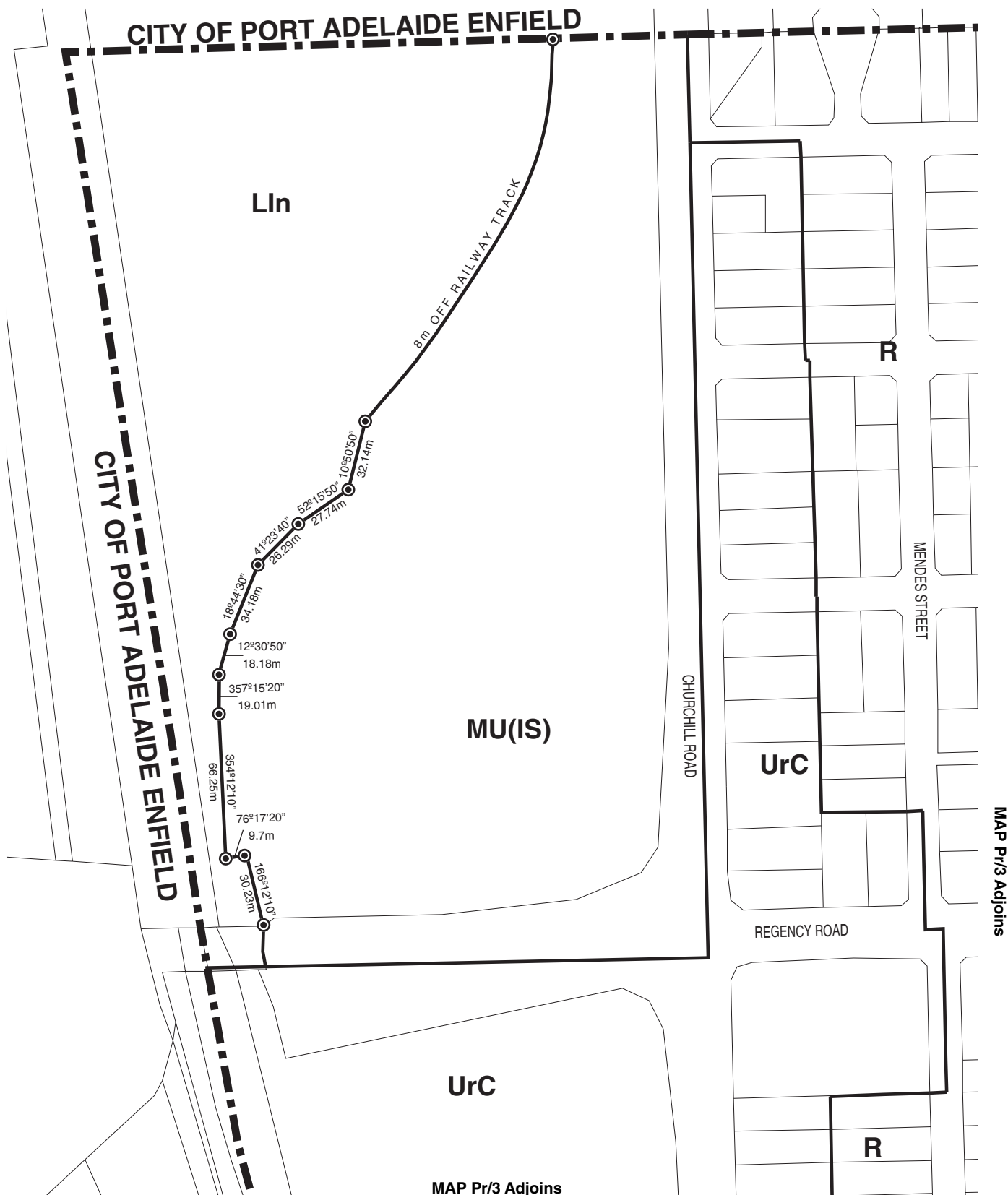
- RA560** Residential Policy Area A560
- RA450** Residential Policy Area A450
- RA350** Residential Policy Area A350
- RB200** Residential Policy Area B200
- HC1** Historic Conservation Area 1 Policy Area
- HC3** Historic Conservation Area 3 Policy Area
- HC5** Historic Conservation Area 5 Policy Area
- NCe2** Collinswood Policy Area
- Bu** Business

Scale 1:8000



PROSPECT COUNCIL **POLICY AREAS** **MAP Pr/12**

- Policy Area Boundary
- Development Plan Boundary
- Area not covered by Policy



NOTE : For Policy Areas See MAP Pr/8

LIn Light Industry
MU(IS) Mixed Use (Islington)
R Residential
UrC Urban Corridor

Zone Boundary
Development Plan Boundary



PROSPECT (CITY)
ZONES
MAP Pr/13
(Enlargement A)



**Government
of South Australia**

Department of Planning,
Transport and Infrastructure

**Burnside (City) Development Plan
Prospect (City) Development Plan**

**Inner Metropolitan Growth
Development Plan Amendment**

**Approval Development Plan
Amendment**

By the Minister

**EXECUTIVE SUMMARY AND
ANALYSIS RELEASED FOR
CONSULTATION FROM 4 DECEMBER
2012 TO 22 FEBRUARY APRIL 2013.**

**Burnside (City) Development Plan
Prospect (City) Development Plan**

**Inner Metropolitan Growth Development Plan
Amendment**

By the Minister

For Consultation

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EXECUTIVE SUMMARY

INTRODUCTION

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

In this case, the Minister is undertaking the amendment because he is of the opinion that the matter is of significant social, economic or environmental importance (Section 24(1)(g) of the *Development Act 1993*). At the invitation of the Minister, the City of Prospect entered into a partnership arrangement with the Minister to prepare the amendment in relation to the relevant areas in its jurisdiction.

A Development Plan Amendment (DPA) (this document) explains what policy changes are being proposed and why, and how the amendment process will be conducted.

A DPA consists of:

- Executive Summary (this section)
- Analysis, which may include:
 - Background information
 - Investigations
 - Recommended policy changes
 - Statement of statutory compliance
- References/Bibliography
- Appendices
- The Amendment.

NEED FOR THE AMENDMENT

This DPA is proposing to rezone land adjacent to key transit corridors, including Fullarton Road and Greenhill Road opposite the Park Lands (within the City of Burnside), as well as along Churchill Road, Prospect Road and Main North Road (within the City of Prospect) to allow for medium to high density mixed use development envisaged in The 30-Year Plan for Greater Adelaide (The 30-Year Plan).

The current development controls for these areas are as follows:

- Greenhill Road (between Glen Osmond Road and Fullarton Road) is zoned Office for allotments with direct road frontage. Residential and Historic (Conservation) zoned land adjoins the Office Zone to the south.
- Fullarton Road (between Greenhill Road and Kensington Road) is zoned Office, with a small section of Community Zoned land adjacent to Grant Avenue, Rose Park.

- Churchill Road is predominantly Residential zoned, with small areas of Commercial zoned land around Elizabeth Street and Victoria Street.
- Prospect Road is a mixture of Mixed Use Zone towards the southern end, Neighbourhood Centre Zone in the middle section of the road, and then at the northern end of the road a strip of Commercial zoned land on the western side. Sections of the road to above the Neighbourhood Centre are zoned Residential.
- Main North Road is a mixture of Commercial and Mixed Use zones.

AREA(S)/LAND AFFECTED/AFFECTED DEVELOPMENT PLANS

The following Development Plans are affected by this DPA:

- The Burnside (City) Development Plan
- The Prospect (City) Development Plan

PROPOSED POLICY CHANGE(S)

The DPA proposes to introduce an Urban Corridor Zone along key transit corridors including Churchill Road, Prospect Road, and Main North Road in the City of Prospect area, and along Greenhill Road and Fullarton Road opposite the Park Lands area in the City of Burnside Council area. A number of general 'council wide' provisions are also proposed to support the zone. Existing zoning in these areas will be replaced by the new zone.

LEGAL REQUIREMENT

Prior to the preparation of this DPA, the Minister received advice from a person or persons holding prescribed qualifications pursuant to Section 101 of the *Development Act 1993*.

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

- accords with The Planning Strategy
- accords with other parts of the Development Plan(s)
- complements the policies in Development Plans for adjoining areas
- satisfies the requirements prescribed by the Regulations under the *Development Act 1993*.

CONSULTATION

This document is now released for concurrent agency and public consultation for a period of eight weeks.

The organisations and agencies that will be consulted include:

- Department for Manufacturing, Innovation, Trade, Resources and Energy
- Department of Environment, Water and Natural Resources
 - Zero Waste
 - Environment Protection Authority
 - Heritage Division

- Department for Communities and Social Inclusion
- Department for Health and Ageing
- Department of Treasury and Finance
- Department of Education and Child Development
- Renewal SA
- Department of the Premier and Cabinet
- Emergency Services
- Metropolitan Fire Service

The following councils are considered to have an interest in the DPA at this juncture:

- City of Burnside
- City of Prospect
- City of Walkerville
- City of Port Adelaide Enfield
- City of Adelaide
- SA Power Networks
- Electranet
- SA Water

All written and verbal agency and public submissions made during the consultation phase will be considered by the Development Policy Advisory Committee, which is an independent body responsible for conducting the consultation stage of Ministerial DPAs. Changes to the DPA may occur as a result of this consultation process.

THE FINAL STAGE

When the Development Policy Advisory Committee has considered the comments received and heard all the public submissions, it will provide the Minister for Planning with a report on its findings.

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

Note:

This Executive Summary is for information only and does not form part of the Amendment to the Development Plan.

ANALYSIS

1. BACKGROUND

The objective for the DPA is to implement The 30-Year Plan and support its objective of increasing the proportion of urban infill development from the current split of 50:50 (urban infill to greenfield) to 70:30 over the next 30 years. The 30-Year Plan seeks to do this through the development of mixed use activity precincts, increased residential densities principally along transit corridors, and Transit Oriented Developments (TODs).

The 30-Year Plan identifies regional population, housing and employment targets for Greater Adelaide and calls for a rolling 15 year supply of land to be zoned ready for development to deliver those targets. This includes land zoned to support a new urban form along transit corridors. Providing a policy framework consistent with The 30-Year Plan that is appropriate to support the new urban form and to increase densities in the inner metropolitan area is critical to support infill in the metropolitan areas, in parallel with work being undertaken for outer urban growth areas.

The inner metropolitan area of Adelaide provides significant opportunity for infill development given its proximity to the Adelaide city centre, and the concentration of infrastructure, facilities and services to support infill and medium density development. The inner metropolitan area is especially important in relation to achieving The 30-Year Plan's target of around 60% of infill development within corridors, given the concentration of identified corridors within its area.

Given the inner metropolitan area's importance, the former Department of Planning and Local Government (now Department of Planning Transport and Infrastructure [DPTI]) has examined infill opportunities in the inner metropolitan area (including through interrogation of the analysis that informed the targets in The 30-Year Plan) and has estimated that in the order of 24,000 - 25,000 additional dwellings could be provided by 2038 consistent with the directions of The 30-Year Plan, provided suitable zoning is established in appropriate areas. As part of the implementation of this target the State Government is progressing a number of projects including:

- A series of Inner Metropolitan Growth DPAs, which includes this Ministerial DPA plus a number of Council prepared DPAs in partnership with DPTI
- Preparation of a Ministerial DPA to provide an appropriate zoning framework to support the Clipsal/Bowden TOD development
- Preparation of an Adelaide Inner Rim Structure Plan that considers a range of matters including infill opportunities, land use mix, linkages through the Park Lands and infrastructure identification within the inner metropolitan area to support achieving the targets of The 30-Year Plan, and will form the basis of future policy initiatives throughout the area.

Areas adjacent to the Adelaide City centre are likely to provide the most desirable and therefore market ready locations for mixed use medium density development. Ensuring that the policy framework supports medium density mixed use development in these key locations is therefore being progressed as a priority by DPTI. Inner Metropolitan Councils were invited to work collaboratively with DPTI to:

- identify key corridors areas close to the city centre
- contribute to the development of suitable policy for these areas
- contribute to the preparation of strategic DPAs to implement the new policy

A collaborative process for undertaking strategic DPAs to amend policy to enable the new urban form along priority transit corridors and enable dwelling targets to be realised is being progressed with relevant inner metropolitan councils.

Overall, the following key strategic corridor areas have been identified for immediate policy change (including those being progressed together with the partner councils):

- the western, eastern, and southern Park Lands rim
- Kent Town
- The Parade
- Unley Road
- Henley Beach Road
- Anzac Highway
- Main North Road
- Prospect Road
- Churchill Road

Map 1: Inner Metropolitan Growth DPA Study Areas shows the general extent of the areas proposed to be rezoned collective through the four DPAs.

Of these, the following areas will be subject to investigation in this Ministerial DPA:

- the south eastern Park Lands rim in the Burnside Council area
- Prospect Road, Churchill Road and Main North Road in the City of Prospect area.

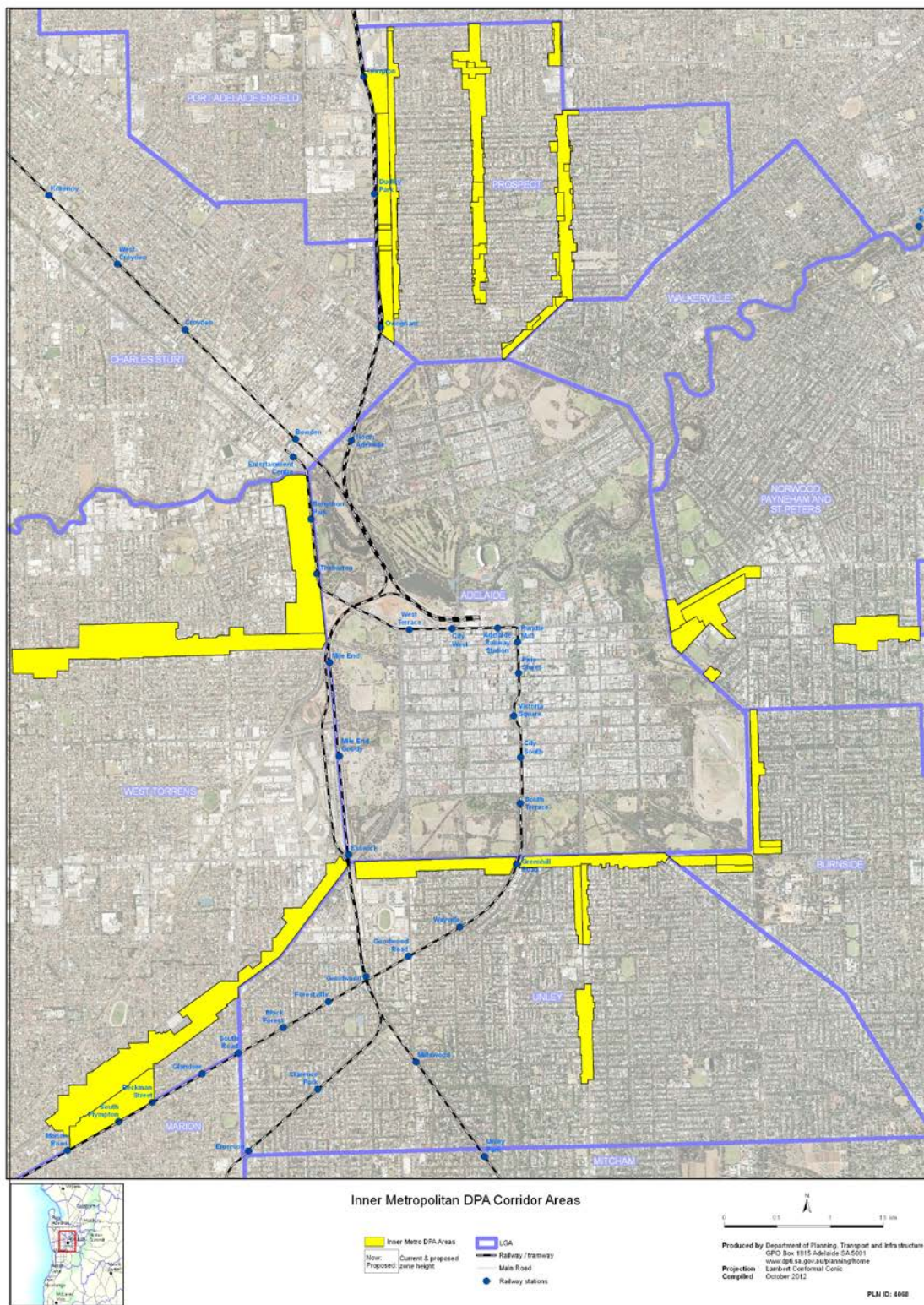
The other areas will be the subject of Council prepared DPAs, but with the same overall strategic intent, and will be developed to ensure an overall consistency in approach and methodology, while ensuring local application, as follows:

City of Unley has prepared the *City of Unley – Village Living & Desirable Neighbourhoods Development Plan Amendment – Stage 3A (Main Road Corridor Mixed Use Residential Vitalisation – Greenhill Road and Unley Road)* to examine opportunities along Greenhill Road and parts of Unley Road.

City of West Torrens has, as part of its Housing Diversity DPA which investigates a range of residential related matters including infill opportunities, examined inner metropolitan corridor areas including Port Road (adjacent to the Park Lands), Henley Beach Road, and Anzac Highway.

City of Norwood Payneham & St Peters has prepared the *Kent Town and The Parade Strategic Growth DPA* to examine opportunities in the Kent Town area, as well as around the District Centre on The Parade.

The **City of Prospect** has worked collaboratively with DPTI and directly contributed to the investigations for the proposed DPA as it applies to Churchill Road, Prospect Road and Main North Road.



MAP 1: INNER METROPOLITAN GROWTH DPA STUDY AREAS

Note: the above map as it relates to the City of West Torrens identifies its key corridors in the inner metropolitan Adelaide area, which are part of its Housing Diversity DPA. The Housing Diversity DPA also relates to residential areas throughout the whole of the council including parts of the inner metropolitan area not shown on Map 1.

2. THE STRATEGIC CONTEXT AND POLICY DIRECTIONS

2.1 Consistency with South Australia's Strategic Plan

South Australia's Strategic Plan contains the following targets that are relevant to this DPA:

Objective 1: Growing prosperity

Economic growth: exceed the national economic growth rate over the period to 2020 (T35).

Competitive business climate: maintain Adelaide's rating as the least costly place to set up a new business in Australia and continue to improve our position internationally (T39).

Jobs: increase employment by 2% each year from 2010 to 2016 (T47).

Strategic infrastructure: ensure that the provision of key economic and social infrastructure accommodates population growth (T56).

Total population: increase South Australia's population to 2 million by 2027 (T45).

Objective 2: Improve Wellbeing

Healthy weight: increase by five percentage points the proportion of South Australian adults and children at a healthy body weight by 2017 (T82).

Objective 3: Attaining Sustainability

Greenhouse gas emissions reduction: achieve the Kyoto target by limiting the state's greenhouse gas emissions to 108% of 1990 levels during 2008-2012, as a first step towards reducing emissions by 60% (to 40% of 1990 levels) by 2050 (T59).

Use of public transport: increase the use of public transport to 10% of metropolitan weekday passenger vehicle kilometres travelled by 2018 (T63).

Urban development: by 2036, 70% of all new housing in metropolitan Adelaide will be being built in established areas (T68).

Zero waste: reduce waste to landfill by 35% by 2020 (*Milestone of 25% by 2014*) (T67).

Renewable energy: support the development of renewable energy so that it comprises 33% of the state's electricity production by 2020 (*Milestone of 20% by 2014*) (T64).

Energy efficiency – dwellings: improve the energy efficiency of dwellings by 15% by 2020 (*Milestone of 10% by 2014*) (T60).

Objective 6: Expanding Opportunity

Affordable housing: South Australia leads the nation over the period to 2020 in the proportion of homes sold or built that are affordable by low and moderate income households (T7).

2.2 Consistency with the Planning Strategy

The Planning Strategy presents current State Government policy for land use development in South Australia and is based on key economic, social and environmental imperatives. In particular, it seeks to guide and coordinate State Government activity in the provision and construction of services and infrastructure that influence the development of South Australia. It also indicates directions for future development to the community, the private sector and local government.

The following volume of the Planning Strategy is relevant to this DPA:

2.2.1 *The 30-Year Plan for Greater Adelaide*

The 30-Year Plan for Greater Adelaide (The 30-Year Plan) is a volume of the Planning Strategy for South Australia and applies to areas affected by this DPA. The 30-Year Plan has been prepared by the Government to guide the community, local government, business and industry.

The main aim of The 30-Year Plan is to outline how the South Australian Government proposes to balance population and economic growth with the need to preserve the environment and protect the heritage, history and character of Greater Adelaide. The 30-Year Plan seeks to create inclusive, vibrant and liveable communities, while protecting the regional hinterlands and primary production lands and sustaining natural resources. The 30-Year Plan is one of the key tools to assist the State Government, local government and the entire community in building resilience to the risks and impacts of climate change. It seeks to provide a set of practical and achievable policies and targets to manage the forecast changes that will confront Greater Adelaide during the next 30 years.

Context and Vision

The context and vision for The 30-Year Plan is broadly outlined in detail in Chapters B and C of that document. While it is not intended to reiterate the content of these chapters in any detail, the following section provides a snapshot of those comments of most relevance to formulating a land use planning framework for growth along transit corridors and areas in the inner metropolitan Adelaide area.

Important discussion occurs around several main themes including population characteristics, form of new development and employment.

In relation to expected changes to the size and make-up of the population expected within the Greater Adelaide Region:

- a total forecast population for Greater Adelaide of 2 million people by 2027. Both the *South Australia's Strategic Plan* (2011) and the *Prosperity Through People* population policy (2004) forecast a target of 2 million people by 2050 for the

entire state. This is now projected to be reached 23 years ahead of target, in 2027.

- Greater Adelaide's population is %older than the Australian average and our share of people aged over 65 is growing faster than the national average:
 - those aged over 65 will increase from 194,000 in 2006 to 407,000 in 2036, a 110 % increase
 - the proportion of aged people (over 65 years) in the population will increase from 18 % in 2006 to 22 % in 2036
 - the number of South Australians aged 85 years or more is projected to increase by 222 % by 2036, with those living in non-private accommodation projected to increase from about 10,000 in 2006 to in excess of 31,000 in 2036.
- the three dominant household types in Greater Adelaide (couples with children, couples without children and lone-person households) will comprise about 84 % of total occupied private dwellings and of these:
 - lone-person households were the fastest-growing household type in the past decade and are projected to account for 33 % of all household types in Greater Adelaide by 2036
 - lone-person households reflect the ageing of the population and changes in family relationships
- changes in population dynamics has resulted in the need for more dwellings to accommodate the same number of people - in the 1950s to 1970s, when households were made up of large families, 300 extra homes were needed for every 1,000 extra people; today, 420 homes are required for every 1,000 people; and by 2036, 435 homes will be required for every 1,000 people.

To meet the demands of a larger population and household needs, The 30-Year Plan outlines a vision for a **new urban form** for Greater Adelaide including:

- *Concentrating new housing in existing areas:*
 - Locating a greater share of new housing in the existing urban lands and particularly within transit corridors. This is to take advantage of existing infrastructure, revitalise urban areas, maintain village integrity and provide the critical mass of population needed to make upgrading the infrastructure cost-effective over the life of The 30-Year Plan.
 - Currently, creation of new metropolitan housing is focused on broadacre estates on the fringes of the urban area. The 30-Year Plan will shift that balance over time to concentrate growth in existing built-up areas by planning for higher densities in strategic locations.
- *Locating new housing and new jobs in transport corridors:*
 - The 30-Year Plan contains a detailed strategy to locate the bulk of new housing in established areas around the existing public transport networks and transit corridors to create a transit-connected city.
- *Establishing new transit oriented developments:*

- Establishing substantial transit-oriented developments. These are walkable, mixed-use, connected communities that collocate medium to high density residential housing with retail services, other key services such as health, education and government and a variety of employment opportunities.
- These are adjacent to key public transport interchanges such as railway and tram stations and major bus interchanges. These can accommodate a significant amount of growth without affecting the character of existing neighbourhoods.
- Key government services, such as primary and community health, social services, and Service SA Centres, are proposed to be collocated in the new transit-oriented developments.
- The developments will decentralise services to the population centres where people live and, by containing a very high proportion of housing, will relieve the pressure for unplanned urban consolidation on established neighbourhoods. It is proposed that transit-oriented developments will be concentrated on the remnant industrial and brownfield sites that are scattered across Greater Adelaide.
- *Increasing densities around stations and transport interchanges:*
 - Significant increase in densities in the established areas, particularly around shops, railway and tram stations, bus interchanges, and within transit corridors. This will encourage walkable, safe and connected neighbourhoods and will assist in reducing the over-reliance on cars.
 - A shift to greater density and a mixture of dwelling types will significantly improve the carbon and energy efficiency of new buildings and new neighbourhoods, as well as provide the benefits of greater proximity to shops, open space, services and transport.
 - A key feature of the new urban form is a diversity of dwelling types. It is not the intention to replace one monoculture, such as detached dwellings, with another, such as medium rise apartments. Instead, the new urban form will result in a well-planned increase of density around transport hubs, along with the retention of traditional housing styles (for example, a predominance of detached dwellings and low-rise attached dwellings) as development moves further away from transport thoroughfares and interchanges. This will give people maximum choice in the style of housing, from low maintenance, small dwellings situated near shops to traditional bungalows, to suit the tastes, needs and stages of their lives.
- *Placing and emphasis on good design and creating unique precincts:*
 - The 30-Year Plan proposes an improvement in the quality of new housing design; an improvement that would also apply to commercial, industrial and retail precincts. Importantly, the design would blend in with existing neighbourhoods.
- *Creating vibrant mixed-use precincts:*
 - A collocation of a greater mixture of building uses (e.g. street facing shops and services located under residential apartments, providing walkable neighbourhoods and easy access to services).

- *Revitalising the Adelaide City centre and other high order activity centres*
- *Taking a new approach to Greenfields development*
- *Retaining the essential characteristics of rural towns*
- *Water and energy efficiency*
- *Greenways and a network of open spaces*
 - A network of connected open spaces would characterise the major activity centres and transit corridors. These very distinct green buffers would improve amenity, have a cooling effect and provide a noise buffer between residential accommodation and transport thoroughfares.

The translation of the above elements to medium density mixed use activity areas along corridors requires the alteration of land use policy framework for the proposed inner metropolitan transit corridors. Importantly the vision provides a challenge in the sense that the deliverable physical outcomes for identified growth areas should take into account the role and function of affected corridors. As a result the policy proposed in relation to built form and land use may differ from one location to another. Development Plan Amendments will be necessary over time to progressively investigate and identify the desired policy changes to the existing policy frameworks in relation to corridor and infill areas.

This DPA and The 30-Year Plan

The following objectives, principles, policies and targets of The 30-Year Plan are proposed to be addressed in this particular DPA:

New transit corridors, growth areas, transit-oriented developments and activity centres

Policies

2. Locate the majority of Greater Adelaide's urban growth within existing built-up areas through increases in density in strategic locations.
3. Concentrate new growth within metropolitan Adelaide in transit corridors, transit-oriented developments and activity centres so that the urban character of the majority of neighbourhoods remains largely unchanged.
4. Locate new growth areas contiguous to transit corridors wherever possible.
5. Activate and rejuvenate higher-order activity centres and provide for integrated mixed uses around transport interchanges and wherever possible at the neighbourhood level.
7. Ensure that the bulk of new residential development in Greater Adelaide is low to medium rise development (including detached dwellings) and confine high-rise developments to the 14 identified transit-oriented developments.
14. Concentrate higher densities and medium rise development around mixed use activity centres and railway, tram and bus stations.
15. Ensure that there is an effective transition between higher densities and medium rise development (near shops and stations) and existing low rise detached housing. Structure Plans for transit corridors will prescribe that

densities and building heights decrease as development moves away from transport thoroughfares and shops and railway stations. This will mean that traditional detached dwellings will generally be bordered by low rise dwellings such as townhouses.

16. Define transit corridors by unique design and character guidelines, giving each corridor a separate identity to avoid a monoculture of building styles across Greater Adelaide.
29. Ensure activity centres promote mixed-use development rather than separate residential, commercial and retail developments.
30. Develop higher density residential developments within and adjacent to activity centres.

Targets

- A. Eighty per cent of the existing metropolitan area of Adelaide will remain largely unchanged as a result of The 30-Year Plan.
- B. By the end of The 30-Year Plan's 30 years, 70 per cent of all new housing in metropolitan Adelaide will be being built in established areas.
- C. About 60 per cent of metropolitan Adelaide's (50 per cent of the Greater Adelaide region's) new housing growth will be located within 800 metres of current or extended transit corridors.
- D. Density of development in transit corridors will vary throughout the corridor but gross densities will increase on average from 15 to 25 – 35 dwellings per hectare. Net residential site densities for individual developments will be higher than the average gross density.

Adelaide City centre

Policies

- 6 Frame the outer edge of the Park Lands with medium rise mixed use development in appropriate locations.

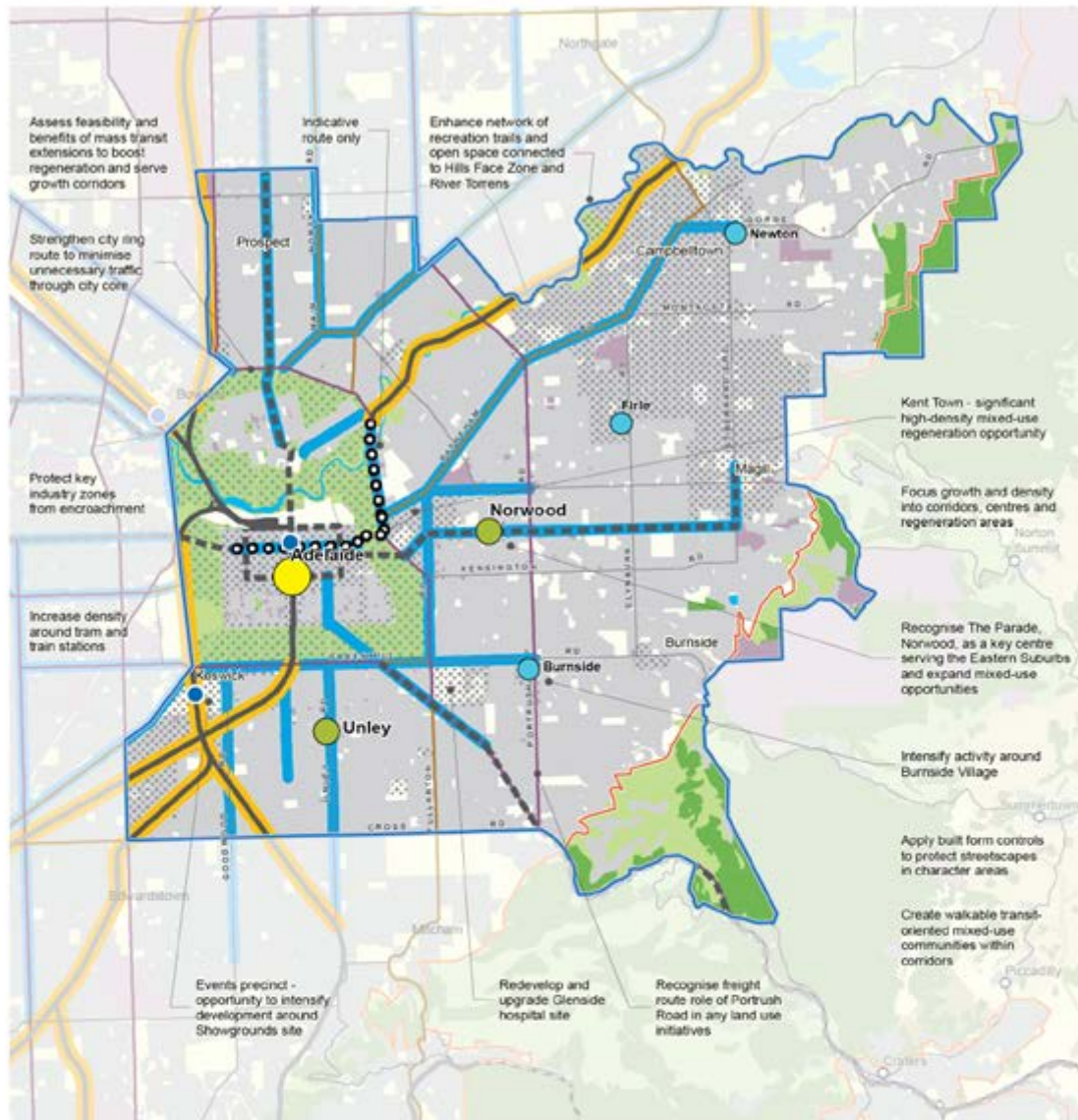
Urban Design

Policies

2. Maximise and increase the quality of public space and require excellent design in the public realm.
3. Require new mixed use medium and high rise developments to provide active street frontages (such as shops, services and restaurants) to encourage connectivity and increase public safety.
5. Set, through planning controls, very high standards for urban character and quality of design.

Eastern Adelaide directions Map E2

Map 2: The 30-Year Plan for Greater Adelaide articulates the future directions for the Eastern Adelaide Region.



Urban Areas

- Built-up areas
- Planned urban lands to 2038
- Potential regeneration areas (non-corridor)

Employment

- Existing key industry areas

Mass Transit Routes

- Existing/committed
- Planned mass transit
- Potential mass transit (indicative only)

Transport

- Main road
- Railway
- Primary freight road
- Strategic road

Transit Corridors

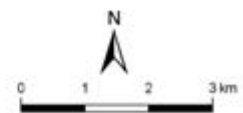
- Major corridor (fixed-line current and planned)
- Other corridors
- Transit-oriented developments

Activity Centres

- Adelaide City Centre
- Major district
- District

Environment

- Reservoir/Waterbody
- High environmental significance
- Adelaide Park Lands
- Metropolitan Open Space System
- South Australian Government Region boundary



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Map 2: The 30-Year Plan for Greater Adelaide – Map E2

2.2.2 Inner Metro Rim Structure Plan

Structure Plans are a key mechanism for implementing The 30-Year Plan and provide a spatial and built form framework that assists in achieving the dwelling and jobs targets. Structure Plans seek to facilitate the resolution of strategic infrastructure issues, foster the design and development of a new sustainable and liveable urban form, and facilitate the rezoning and/or precinct planning of land for residential and employment purposes.

The Inner Metro Rim Structure Plan (IMRSP) has been prepared by DPTI in collaboration with government agencies and inner metropolitan councils (refer www.dpti.sa.gov.au/planning/innermetrogrowth). The Structure Plan provides a strategic framework to guide policy direction for the inner metropolitan Adelaide area (ie roughly within 2.5km from the outer edge of the Park Lands) to assist in the implementation of The 30-Year Plan for this area. It provides:

- a strategic vision for the area based on directions of The Plan
- Land use directions and the allocation of dwelling targets
- Guidance on the application of South Australian Planning Policy Library (SAPPL) for use in DPAs
- Assistance in the identification of future infrastructure needs based on identified dwelling targets

The Structure Plan has been endorsed by Government Agencies through the Government Planning Coordination Committee (GPCC) (which consists of Chief Executive Officers from relevant government agencies), and endorsed by the Minister for Planning as non statutory strategic template to guide future land use directions, to inform Development Plan Amendment processes and Council Strategic Directions Reports and assist in informing future infrastructure provision for the inner metropolitan area.

2.2.3 Delivering Dwelling Targets in The 30-Year Plan for Greater Adelaide

Central elements of The 30-Year Plan are the revitalisation of mixed use activity precincts, increased residential densities in specified locations, mixed use development along transit corridors, and TODs.

Because of the numerous strategic objectives that are expected to be achieved through this DPA, a wide number of sections in The 30-Year Plan are pertinent. Broadly, The 30-Year Plan is underpinned by the goal of shifting the current 50:50 split of residential infill and broadacre development to a 70:30 split by 2038, thereby containing future urban activity within the already established urban areas.

The 30-Year Plan provides clear regional targets, both within and outside of corridors, to achieve the overall target growth.

State Government Region	Infill Within Corridors	Infill Outside Corridors	Fringe Growth	Town-ships	Total
City of Adelaide	15,040	-	-	-	15,040
Eastern Adelaide	7,900	10,500	-	-	18,400

Northern Adelaide - Buckland Park, Virginia, Angle Vale	20,500	6,000	36,300	4,800	67,600
Southern Adelaide	19,500	12,000	8,500	500	40,500
Western Adelaide	33,060	9,500	-	-	42,560
Barossa/Roseworthy/Gawler/Cordonia	-	-	37,900	8,500	46,400
Adelaide Hills and Murray Bridge	-	-	-	13,000	13,000
Fleurieu	-	-	-	14,500	14,500
Total	96,000	38,000	82,700	41,300	258,000

Table 1: The 30-Year Plan for Greater Adelaide - Region Targets

2.2.4 Dwelling Targets for Inner Metropolitan Adelaide

Dwelling targets in The 30-Year Plan are assigned to the regional level, so there is not a specific target for the inner suburbs. The inner metropolitan area, that is that area approximately 2.5km from the outer edge of the Park Lands and broadly bounded by Cross Road, Port Rush Road, Regency Road and Marion Roads, covers large parts of the Eastern and Western Adelaide Regions, plus a very small segment of the Northern Adelaide Region. Targets for these Regions are included in Table 1: The 30-Year Plan for Greater Adelaide - Region Targets.

While there are not specific targets for the inner suburbs in The 30-Year Plan, analysis of the background investigations undertaken in the development of The 30-Year Plan suggests that the target for the inner suburbs is approximately 25,000 additional dwellings.

In order to estimate the potential capacity for infill and redevelopment within the inner metropolitan area based on the objectives of The 30-Year Plan, DPTI investigated the matter and undertook an analysis of potential dwelling yields, using a methodology reflecting the background investigations for The 30-Year Plan, but in a manner that can be readily applied to any identified area. The methodology is being used to inform DPAs to ensure zoning allows for the necessary capacity to meet the targets in The 30-Year Plan, as well as promoting a new urban form, higher residential densities and mixed use.

The first stage of the analysis of potential dwelling yields in the inner metropolitan area identified a number of areas that may be suitable for increased density - principally based on the directions of The 30-Year Plan. It also factored in more fine grained information to identify sites that have favourable characteristics for development, such as favourable capital to site value ratios and larger allotment sizes, so that areas with concentrations of these sites could be identified and considered. Consistent with The 30-Year Plan, heritage zones and areas that councils have identified as potential character areas were generally avoided, regardless of site characteristics within these areas.

The second stage of the analysis involved a closer examination of the areas identified in the first stage. Within an identified area, the analysis identifies sites that have characteristics that are generally favourable for residential infill/redevelopment; that is sites that are larger, don't contain heritage buildings, contain old building stock, are not school sites, are not strata or community titled sites. Sites that did not

meet these characteristics were taken to be excluded from future redevelopment potential.

The third stage of the analysis focussed on the sites that were identified in Stage 2, being those sites that have favourable characteristics for redevelopment. A target density for those areas was then assigned, based on the directions of The 30-Year Plan, as described over.

A target dwelling yield can be calculated based on the total site area of the sites identified as having characteristics favourable for development within that infill area, and the target density of development and proportion of mixed use applied for each infill area (and assumed that 75% of suitable sites are utilised to their full potential), based on the directions of The 30-Year Plan.

The following density categories were used in the analysis of dwelling yields in the inner metropolitan area:

- **Urban** (including the Park Lands frame and Kent Town): medium rise development generally up to 10 storeys, although potentially higher in select locations; density of 200 – 250 dwelling units per hectare (du/ha); development incorporating up to 40% non-residential activity.



Image 1: Artist Impression Kent Town

- **Corridor** (eg Unley Road, Prospect Road, Henley Beach Road): Low to medium rise development generally up to 5 – 6 storeys, although potentially higher in select locations; density of 100 – 150 du/ha; development incorporating up to 25% non-residential activity.



Image 2: Artist Impression Unley Road

- **Infill** (general suburban): low rise of 2 – 3 storeys in appropriate locations; density of 35 – 50 du/ha; up to 10% non-residential activity.

Preliminary application of the analysis of dwelling yields found that, through a mixture of urban uplift (medium to high rise) in key locations, corridor uplift (medium rise) along transit corridors, and infill in select suitable inner metropolitan suburbs based on the objectives of The 30-Year Plan (including that 80% of new dwellings be provided in identified corridors), a long term realistic maximum dwelling capacity in the order of around 50,000 additional dwellings could potentially be achieved through full development, that is if all sites identified with characteristic favourable for redeveloped were developed at the assumed densities.

The likely dwelling capacity to 2038 determined through modelling the methodology above found that in the order of 25,000 additional dwellings may be accommodated by 2038, which is comparable to the target with The 30-Year Plan. Distributing the modelled likely dwelling capacity to 2038 by region results in the following:

Region	30-Year Plan target (du)	Likely Provision to 2038 (du)
Eastern Adelaide (excl. City)	18,400	11,851
Western Adelaide	42,560	13,124

Table 2: Comparison to The 30-Year Plan

The analysis of dwelling yields for the inner metropolitan area found that the modelled capacity using the methodology described above is consistent with The 30-Year Plan, and therefore can be used as a tool to estimate and track dwelling targets throughout an area in a consistent manner.

The analysis of dwelling yields also provides a consistent methodology for establishing anticipated dwelling yields based on certain assumptions (derived from those used in formulating targets for The 30-Year Plan), and can also be used as an input for establishing targets for those areas being investigated through DPAs.

Dwelling Yield and Density Considerations

It is important to note that there are a number of factors that influence dwelling density and yield. While the yield analysis methodology, described above assumes development comprising residential and/or mixed use in the proposed transit corridor areas, development that is entirely commercial could still be accommodated. Such development would not contribute towards achieving the dwelling target for the area.

It is also important to note that the land in the corridor areas that are the subject of this DPA are mostly held in private ownership. In looking at the possible redevelopment of private land, it should be acknowledged that:

- established uses may continue to operate indefinitely regardless of the zoning that applies
- development readiness, such as new versus older buildings or other factors such as heritage values, allotment size, current use, land title arrangements can impact the redevelopment decision and timing
- land owners can consider the redevelopment of their land at any point in time in accordance with the zoning requirements
- the redevelopment intentions of individual owners will vary across the study area - land owners may simply have no intention to develop in some instances, even if an allotment has characteristics suitable for redevelopment.

This suggests that while an area can be zoned to provide opportunity for the development of certain built form and land uses, these factors will in practice limit the extent and type of redevelopment that occurs on private land. For example, in the proposed mixed use areas along Fullarton Road and Greenhill Road, of the 161 allotments (excluding road reserve areas etc) comprising 16.99ha, 52 allotments (7.9ha) have characteristics suitable for redevelopment applying the methodology outlined above. However, as described above, the timing and nature of potential redevelopment is subject to a variety of factors including market forces, owner intentions etc. and that these are irrespective of zoning allowances.

There are many criteria that influence achievable net density¹ requirements such as:

- site size and dimensions – these vary significantly throughout the study area
- activity composition – the adoption of a mixed use zone for the transit corridors means that land owners can propose development that is wholly commercial or residential, and any combination in between
- measurable Development Plan requirements such as setbacks, parking rates, height limits, site coverage for example which could, on their own or in combination, affect the amount of floor area able to be provided
- other design related Development Plan requirements such as the use of podiums, variable building heights
- project viability and marketability
- other site considerations (e.g. heritage buildings, access).

¹ Net residential density is preferred for planning policy as it applies on a site-by-site basis - rather than averaged out over an entire area where other land uses such as open space and roads are captured, as is the case with 'gross' density.

Policy criteria in the Urban Corridor Zone in particular as they relate to built form parameters need to provide sufficient opportunity in light of economic and market factors to enable 30-Year Plan dwelling targets to be achieved, while also ensuring that policy manages built form impacts on adjacent areas.

2.2.5 Dwelling Targets for the Inner Metropolitan Growth DPA Areas

As described earlier in the investigations, the following key strategic corridor areas have been identified for immediate policy change (including those being progressed together with the partner councils):

- the western, eastern, and southern Park Lands rim
- Kent Town
- The Parade
- Unley Road
- Henley Beach Road
- Anzac Highway
- Main North Road
- Prospect Road
- Churchill Road

In relation to the areas that are identified to be investigated through this proposed Ministerial DPA, and through the DPAs being prepared by the Cities of Unley, West Torrens and Norwood Payneham & St Peters, the analysis of potential dwelling yields (as it relates to the areas that are proposed to be rezoned) estimates that supply of around 8,700 dwellings could be provided by 2038. This means that around 36.3% of inner metropolitan Adelaide's 2038 target 25,000 additional dwellings may be provided by the proposed rezonings through these DPA processes.

Through the more fine grained investigations undertaken to inform the Inner Metropolitan Growth DPA the more general application of the yield analysis methodology has been refined to reflect a targeted opportunity for redevelopment in a specific location.

The analysis has been further refined to respond to the policy settings proposed in the DPAs by factoring in potential number of storeys proposed in locations, non residential component where relevant, assuming 50% site coverage and an average dwelling size of 150m² (inclusive of common space). This provides a potential dwelling yield to 2038 that reflects detail contained in the DPA policy settings.

In relation to the areas proposed to be investigated through this DPA, the following potential dwelling yields apply:

Area	Likely Provision to 2038 (du)	Long Term Realistic Maximum Dwelling Capacity (du) ²
Greenhill Road (for the part within City of Burnside)	278	556
Fullarton Road	223	446
Prospect Road	596	1,192
Churchill Road	996	1,992
Main North Road	305	610
Total	2,398	4,796

Table 3: Targets for corridor areas – Ministerial DPA

In relation to the areas that have been investigated through the proposed Council prepared DPAs, the following potential dwelling yields apply:

Area	Likely Provision to 2038 (du)	Long Term Realistic Maximum Dwelling Capacity (du)
<i>City of Unley DPA</i>		
Greenhill Road	605	1,210
Unley Road	173	345
<i>City of West Torrens DPA</i>		
Henley Beach Road	843	1,686
Port Road	1,539	3,097
Anzac Highway	2,290	4,580
<i>City of Norwood Payneham & St Peters DPA</i>		
Kent Town	556	1,111
The Parade	295	590
Total	6,301	12,619

Table 4: Targets for corridor and uplift areas – Council Prepared DPAs

These targets provide an indication of the number of dwellings that may be expected to be built in the subject areas to achieve The 30-Year Plan's target of 8,700 additional dwellings.

Consideration of these targets in policy development is critical to ensure that the required density can be accommodated in these areas, and thereby support achieving The 30-Year Plan's targets.

Policy development for this DPA, and the allied DPAs being prepared by the partner Councils, has therefore been crafted with a critical link between the density for an area and its dwelling target.

Dwelling Targets for the inner metropolitan area are also reflected in the Inner Metro Rim Structure Plan. These targets are important not only as factor in policy development in relation to development plans, but also in council and government agency forward planning for infrastructure and service delivery.

² Note: the Long Term Realistic Maximum Dwelling Capacity is the estimated number of additional dwellings that would result if all sites identified with characteristic favourable for redeveloped are developed at the assumed densities.

2.3 Consistency with other key policy documents

2.3.1 Strategic Infrastructure Plan for South Australia.

The *Strategic Infrastructure Plan for South Australia* is a coordinated long-term approach to infrastructure provision throughout the state. It provides an overarching framework for the planning and delivery of infrastructure by all government and private sector infrastructure providers. The 30-Year Plan identifies strategic priorities for 14 infrastructure sectors such as transport, energy, recreation and sport and health.

While the Infrastructure Plan does not contain any specific reference to the area affected by this DPA, it does express policies and actions outlined in Table 5: Key Infrastructure Plan Actions that are relevant to The 30-Year Planning and development of transit corridor areas.

Transport
<ul style="list-style-type: none">• Coordinate the development of urban planning and transport systems to maximise the economic, social and environmental benefits.• Ensure residential land supply is available when needed to meet market demand.
Land
<ul style="list-style-type: none">• Give greater consideration to population data and changing demographics in residential land supply planning.• Ensure that planning for residential developments is more closely integrated with infrastructure and transport planning.• Ensure residential land supply is available when needed to meet market demand.
Community Services and Housing
<ul style="list-style-type: none">• Encourage higher-density residential development in appropriate urban areas through planning for land use and infrastructure augmentation.• Promote energy efficiency and environmental sustainability in new residential developments.

Table 5: Key Infrastructure Plan Actions

The DPA supports these policies by:

- providing medium density mixed use opportunities along key inner metropolitan transit corridors
- rezoning additional land for the purposes of medium density residential development which will meet current and future demand in the inner metropolitan areas
- supporting a full range of dwelling forms and densities to provide housing choice for the projected population
- maintaining and reinforcing existing policies in relation to energy efficiency and environmental sustainability.

2.3.2 Housing Plan for South Australia

The Housing Plan contains five main objectives and key actions in relation to affordable housing, high needs housing, neighbourhood renewal and other areas of importance to South Australians.

Key principles and actions of the Housing Plan relevant to this DPA include:

- expanding the supply of affordable housing by implementing a target of 10% affordable and 5% high need housing in all significant new housing developments. Work with industry, local government and the community to achieve this target.
- working with the DPTI to develop planning mechanisms to support affordable housing provision, including:
 - amending development plans to accommodate affordable housing
 - developing guidelines for design and planning modules for affordable housing
- halving the number of South Australians experiencing housing stress within 10 years
- increasing South Australia's population to two million by 2050.

The growth envisaged to be accommodated within the inner metropolitan area provides some opportunity to support relevant aspects of the Housing Plan, depending on the scale of development and the dwelling unit price.

Implications for DPA policy amendments:

Neither the Burnside (City) Development Plan or Prospect (City) Development Plan contain any provisions that specifically require the delivery of 15% affordable housing.

The South Australian Planning Policy Library contains a suite of policies to support the delivery of affordable housing consistent with strategic directions. This DPA will introduce these requirements for the proposed urban corridor areas.

2.3.4 Key Council Policy Documents

City of Prospect

Churchill Road Masterplan (October 2009)

Developed and implemented by City of Prospect, the Masterplan provides a framework to protect the major freight transport function of Churchill Road while incorporating well designed medium to high density housing, with concentrations of housing close to three railway stations.

The Masterplan recommends limiting the number of driveways onto Churchill Road to protect the freight movement function and create better land delineation and median strips to reinforce the role and function of Churchill Road as an arterial freight corridor.

Some of the key components of the Churchill Road Masterplan vision include:

- an employment corridor with emphasis on commercial office and mixed use development
- multi-storey development set behind quality landscaping that presents attractively to Churchill Road
- several parks with highly visible green edges that can be seen along the road
- local businesses, services and retail uses to serve the day to day needs of residents, workers and commuters
- improved pedestrian environment along the road, including regular and safe crossings and connections to rail stations and east to Prospect Road
- established landscaped cycle corridor along to the rail corridor to provide for commuter and recreational cyclists
- upgraded rail stations and improved bus stops and bus services to attract public transport patrons
- an attractive, safe and landscaped transport boulevard with new footpaths, landscaped verges, street trees and attractive fencing/walling (within the constraints forced by existing services)
- undercroft/basement carparking and parking to the rear of buildings
- indented parking for residential and commercial uses
- public art, landscaping and signage at the gateways and public reserves
- build in opportunities to capture and recycle stormwater (Water Sensitive Urban Design).

Prospect Road Masterplan (November 2009)

The Masterplan provides a framework to make the Prospect Road corridor a place for people. It recommends transforming the corridor into a higher density, mixed use, more active and diverse corridor serving the needs of the local Prospect community, while attracting visitors from a much wider area. It divides the corridor into distinctive precincts with differing functions. Promoting more people living along the entire corridor is relevant to each precinct.

The Masterplan recommends reducing the amount of through traffic passing along Prospect Road by creating pedestrianised nodes at three locations, with particular focus in the core of the retail precinct combined with a greening of the corridor and promotion of sustainable development practices.

Some of the key components of the Masterplan vision include:

- the commercial and civic “village heart” of the Prospect community being active during the day time and in the evening throughout the whole week
- the village heart being a showcase of high quality, contemporary public art
- the village heart being pedestrianised
- car parking within the village heart being easily accessed at the rear of the main street shops

- large volumes of fast moving traffic along the length of Prospect Road being discouraged, but local traffic able to move around easily
- the entrances to Prospect Road being gateways signalling the unique local identity of the road
- the road providing a mixture of uses with a focus on well designed higher density housing along the central and northern parts of the road and a mixture of commercial and residential uses
- the areas of heritage and character value being nurtured.

2.4 The South Australian Planning Policy Library – Version 6

The South Australian Planning Policy Library (SAPPL) contains a series of standard modules that can be adopted into local development plans. The policy contained in the SAPPL has been prepared in consultation with government departments, local councils and key industry groups. For more information on the SAPPL go to www.sa.gov.au/planning/planningpolicies.

This DPA, and the ones being prepared by the partner Councils as they relate to the inner metropolitan area, focus on inner urban transit corridor areas. Hence, the Urban Corridor Zone, and the General sections that are directly relevant to support this zone, form the basis for the planning policy used in these DPAs. The following sections provide a summary of these.

2.4.1 Urban Corridor Zone

Strategic Context

The 30-Year Plan seeks a new urban form that includes more intensive types of urban development along main road corridors. By delivering a more intensive form of development along corridors, Greater Adelaide will be able to achieve a more compact urban area for the remainder of the city and its region and reduce further urban sprawl and ensure that existing residential neighbourhoods can remain largely unaffected.

Role and purpose of the zone

The Urban Corridor Zone supports an innovative mix of medium and high density urban development along strategic road corridors within the existing established areas of inner metropolitan Adelaide. The focus will largely be on land within 3 blocks, or less, of the road corridor. The aim is to create a strong main road presence while enabling a transition in development form to a lower intensity at the interface with other zones.

The zone is based on built form compared to the traditional land use based zones. A greater variety and mix of land uses is sought in the zone. A more specific building form is sought where the highest and most dense development is located towards the main road and the height reduces towards the boundary with other zones.

2.4.2 Overlays

The following overlays have been introduced to the SAPPL and need to be adopted:

- Affordable Housing Overlay
- Strategic Transport Routes Overlay
- Noise and Air Emissions Overlay

Affordable Housing Overlay

Strategic context

The 30-Year Plan contains a number of policies and targets that reinforce the state government policy that at least 15 % of new dwellings should meet the criteria for affordable housing (of which 5 % is specifically for high needs housing) in significant new developments and growth areas.

Role and purpose of the overlay

The Affordable Housing Overlay should be adopted for all land where significant developments are required to provide 15% of dwellings as affordable housing.

Uplift areas, including transit corridors identified in The 30-Year Plan, provide an important opportunity for the provision of affordable housing.

The 15% component applies to all residential components of significant developments comprising more than 20 dwellings, including mixed use, retirement living and multi-unit development, as well as detached dwellings.

How the overlay relates to zoning

The Affordable Housing Overlay should be selected and mapped to apply to the Urban Corridor Zone. The overlay should apply over land where a rezoning process will provide the potential for an increased dwelling yield.

Implications for DPA policy amendments:

This DPA will include the Affordable Housing Overlay to apply to the uplift areas that are proposed to be rezoned as Urban Corridor Zone along:

- Greenhill Road and Fullarton Road as the DPA relates to the City of Burnside area
- Churchill Road, Prospect Road, Main North Road as the DPA relates to the City of Prospect area

Strategic Transport Routes Overlay

Strategic context

Strategic Transport Routes have been identified and mapped in The 30-Year Plan. These routes are the most important transport routes in the transportation of freight. At the same time, The 30-Year Plan also seeks to increase development along a number of these key corridors.

Role and purpose of the Overlay

The purpose of this overlay is to distinguish between strategic routes identified in The 30-Year Plan and other transport routes along corridors. Specific policies about protecting the strategic importance of these roads as a strategic transport route have been included in the overlay. This will ensure that impact of new development on vehicle movement along Adelaide's strategic routes is minimised, thereby preserving and efficient traffic and freight movement network.

The Strategic Transport Routes Overlay applies to roads that are identified as Strategic Roads, Primary Freight Routes or Secondary Freight Routes, as shown on Maps D15 and E1 – E8A in The 30-Year Plan.

Road widening policy

Protection of areas that are planned for road widening is addressed through the *Metropolitan Adelaide Road Widening Plan Act 1972*. The Design and Appearance General Policy also requires that development should not encroach into areas subject to this Act. This means that development should not occur within six metres of an allotment boundary that is adjacent the road subject to future road widening.

Implications for DPA policy amendments:

The DPA will include the Strategic Transport Routes Overlay and will apply it to those areas proposed to be rezoned to Urban Corridor Zone adjacent to roads identified in The 30-Year Plan as a Primary Freight Route, Secondary Freight Route or Strategic Road where the zone fronts:

- Greenhill Road and Fullarton Road as the DPA relates to the City of Burnside area
- Churchill Road, Prospect Road, Main North Road as the DPA relates to the City of Prospect area

Noise and Air Emissions Overlay

Strategic context

The 30-Year Plan provides for transit oriented developments around major transit corridors (road and rail) that are mixed use developments incorporating medium to high-density housing. It is therefore critical that there are appropriate policies in place to protect sensitive land users (e.g. residential) from noise and air emissions generated by major transit corridors and mixed land uses.

Role and purpose of the overlay

The purpose of this overlay is to ensure that sensitive development is protected from noise and air emissions sources such as major roads, railway lines and mixed use development.

Noise and air quality has been linked together in this overlay as many of the policies are useful for reducing both the impacts of noise and air emissions. The overlay is

intended to apply to areas that are likely to be affected by noise and air emissions, in particular:

- mixed use zones - Urban Corridor Zone
- specific road types
- tram lines
- train lines

This overlay includes policies to address these noise and air quality issues at The 30-Year Planning stage of development. Complementary building requirements are included in the draft Minister's Specification for the *Construction Requirements for the Control of External Noise*, which can be access via:

Links to building requirements for noise sensitive development

A draft Minister's Specification for the *Construction Requirements for the Control of External Noise* has been released for consultation and will apply to land identified in the Noise and Air Emissions Overlay. Building Rules have an important role to play in addressing external noise issues resulting from major transit corridors (road and rail) and mixed land use.

The draft Minister's Specification is proposed to comprise:

- **Performance criteria:** the acceptable internal noise standard for Building Code of Australia class 1, 2, 3, 4 and 9c aged care buildings
- **Deemed-to-satisfy** requirements, such as window glazing, solid doors and seals, wall and ceiling insulation, alternative ventilation if necessary, based on the noise exposure at the building façade
- **Alternative solution:** allowing flexible design solutions to be adopted.

The level of treatment that is required at the building façade will depend on the noise exposure, which can be determined knowing the separation distance from the building to the noise source.

Air emission mitigation

Air quality can be addressed in a number of ways through building and streetscape design that result in the dispersal of pollutants. Importantly, the formation of urban canyons that reduce air dispersion should be minimised through, for example:

- having less confined areas to enable winds and breezes to disperse and carry away air pollutants through careful consideration of the orientation and continuity of open spaces, their dimension and shape, topography and the layout of buildings surrounding the area
- stepping back the upper storeys of roadside buildings to increase dispersion of air pollutants and minimising the 'canyoning' effect of tall buildings close to the road.

The above design techniques should be supported by ensuring that air intakes and ventilation systems are not located on the road side of buildings. Note that this is assessed at building rather than planning stage.

Street trees are also valuable in improving local ambient air amenity. Landscaping also has the added benefit of improving aesthetics and minimising visual intrusion from an adjacent roadway or railway line.

Implications for DPA policy amendments

The DPA will apply the Noise and Air Emissions Overlay to those areas proposed to be rezoned as Urban Corridor Zone along:

- Greenhill Road and Fullarton Road as the DPA relates to the City of Burnside area
- Churchill Road, Prospect Road, Main North Road as the DPA relates to the City of Prospect area

2.4.3 General Sections

The Burnside (City) and Prospect (City) Development Plans have not been converted into the Better Development Plan format at this stage, so this DPA has been prepared having regard to the existing form of the Development Plans. Notwithstanding, relevant aspects of the SAPPL, and its guiding principles, have been taken into account in preparing the DPA. One of the guiding principles of the SAPPL is to avoid or reduce repetition in development plans, so the amendments proposed in this DPA rely on existing development plan policy where it exists and is relevant in guiding future development.

The SAPPL contains general policies that have been designed apply to mixed use areas such as the Urban Corridor Zone. Some of these are necessary to ensure a balanced and comprehensive suit of policy to support the Urban Corridor Zone (and any other mixed use mixed use areas). The following general modules, or parts of general modules, are relevant:

- Medium and High Rise Development (3 or More Storeys)
- Design and Appearance
- Interface Between Land Uses (excluding Rural Interface provisions)
- Transportation and Access – Vehicle Parking for Mixed Use and Corridor Zone
- Heritage Places
- Residential Development

Additional policies from the SAPPL in relation to Water Sensitive Design (WSD) and Waste are also proposed to be included in the amendment. Up to date policy in relation to these matters are considered critical so that the range of contemporary building forms contemplated in an Urban Corridor Zone can be appropriately managed.

Consequential changes have also been proposed to some existing provisions in the Burnside (City) and Prospect (City) Development Plans to ensure that any inconsistencies are removed. Adjustments have also been included to improve the structure of the Development Plans for the inclusion of the new general provisions.

Implications for DPA policy amendments

The DPA will include the Medium and High Rise Development (3 or More Storeys), Residential Development, Design and Appearance, Interface Between Land Uses, Transportation and Access – Vehicle Parking for Mixed Use and Corridor Zone, Heritage Places PDC7, from the general sections of the SAPPL.

Off Street Parking Rates

In respect of the proposed Urban Corridor Zone, minimum vehicle parking rates prescribed in *Table X/X—Off Street Vehicle Parking Requirements* are lower than the rates usually applied in development plans as they will be applied to locations where vehicle parking demand is expected to reduce over time, including areas that are, or will be, well served by public transport and other sustainable transport modes.

The *Table X/X—Off Street Bicycle Parking Requirements for Mixed Use and Corridor Zones* (located in the Tables section of the modules) sets out the requirements for bicycle parking for the following land uses:

- residential component of multi-storey building/residential flat building
- office
- shop
- tourist accommodation/serviced apartments.

3. CURRENT CONTEXT

3.1 City of Burnside

3.1.1 *Affected Areas - Context*

Greenhill Road

The part of Greenhill Road being considered for this DPA includes the following two sections:

- Land fronting Greenhill Road on the southern side between Glen Osmond and Fullarton Roads, and an additional block immediately south bounded by Birkin Street, Trust Lane Fullarton Road and Hauteville Terrace (Eastwood)
- Land to the north between Fullarton Road and Kitchener Avenue and Tudor Street to the north (Dulwich)



Photo 1: Greenhill Road (Eastwood) looking east

General characteristics of the whole road

Transport and access

The majority of the subject section of Greenhill Road is classified by the DPTI as a secondary freight route which has an important role in the performance of the broader road network. This section of Greenhill Road has an average of some 40,500 vehicle movements per day (2 way-24 hour period).

It is a major east-west thoroughfare ranging between 30 metres in width at its widest point (6-lane carriageway with median strip) to the west of Fullarton Road and 17

metres in the area east of Fullarton Road. Greenhill Road is relatively flat from east to west through the study area.

The area is well served by public transport, with three east-west bus routes accessible on the subject land along Greenhill Road including both city bound and cross suburban routes. No buses using this section of Greenhill Road fall within the Go Zone³, although Go Zone buses operate on Glen Osmond Road which would service those adjacent areas of Greenhill Road.

Walking and cycling routes to and from the City exist through the Park Lands particularly from the north west intersection of Greenhill Road and Fullarton Road where a sealed pedestrian cyclist pathway commences.

Greenhill Road is identified as a Transit Corridor and a Primary Arterial Road Cycling Network in The 30-Year Plan.

Land use and built form

The predominant land use along this part of Greenhill Road is commercial, consistent with the current Office zoning, with, in terms of land area, a small but significant residential component near the intersection of Greenhill and Fullarton Roads where Air Apartments are located.

Built form generally varies between one and six storeys, with the average being two to three storeys. The notable exception is the 13 storey Air Apartment building. The majority of buildings in this area are of a more contemporary and conventional nature with no state or local heritage items.

Specific characteristics of each section of the subject land

Land to the south between Glen Osmond Road and Fullarton Road

The section of land immediately adjacent to Greenhill Road, between Fullarton Road and Glen Osmond Road, has a boulevard feel with well established landscape features including mature street trees on the central median strip and along both sides of the road. The Park Lands are located on the northern side of Greenhill Road, with predominantly multistorey commercial uses and the Air Apartment building on the southern side. Buildings in the study area are predominantly post-1960 office blocks of two to four storeys in height, although a small number of buildings are higher.

Land uses in the area between Trust Lane and Hauteville Terrace are predominantly residential with a small number of commercial buildings close to Fullarton Road. Existing Development includes new reproduction villas, as well as some commercial activities located in converted dwellings. A small number of houses front Trust Lane on the southern side.

Existing properties fronting Greenhill Road vary between approximately 17 metres and 90 metres in width, although most tend to be in the order of 20 metres, and have depths of generally around 85 metres. Trust Lane provides rear access to the

³ Go Zones provide which provides for bus services every 15 minutes, or less in peak times, between 7.30am and 6.30pm

allotments fronting Greenhill Road, between Fullarton Road and Birkin Street. Allotments fronting Hauteville Terrace, between Trust Lane and Hauteville Terrace are between 42 metres and 53 metres deep. The combined depth of allotments between Greenhill Road and Hauteville Terrace, including Trust Lane, is around 145 metres.



Photo 2: Trust Lane, Eastwood, looking east

Adjacent land uses on Greenhill Road to the west of Glen Osmond Road, in the City of Unley area, are fairly consistent in terms of built form and land use. Allotment size however tend to be slightly smaller.

The built form is generally setback between seven and eight metres from Greenhill Road in this section.

Land to the north between Fullarton Road and Kitchener Ave

East of the Fullarton Road intersection, buildings are a mix of one and two storey commercial developments with varying setbacks before transitioning to single storey residential development.

The residential area on Tudor Street, Dulwich typically contains larger allotments and dwellings. The section immediately behind Greenhill Road fronting onto Tudor Street is mostly single storey residential buildings that do not have a strong cumulative contributory character.

Land to the immediate south is the large Glenside Hospital site which has been recently rezoned to Mixed Use. The Glenside Hospital area is therefore not affected by this DPA.

Allotments fronting this section for Greenhill Road are typically smaller, with depths of around 48 metres and frontages varying between 16 metres and 47 metres. The combined depth of the allotments between Greenhill Road and Tudor Street is 95 metres.

Fullarton Road

The subject section of Fullarton Road adjacent to the Park Lands, between Greenhill Road and Kensington Road, is a major north south thoroughfare with a four lane carriageway (two lanes in each direction) and wide median strip. Fullarton Road is flat through the study area.

Fullarton Road has a boulevard feel with well established landscape features including mature street trees along both sides of the road, as well as a front service road for the section south of Grant Avenue. The road width is generally around 20 to 22 metres and widens to 34 metres in the areas with the service lane. Fullarton Road is categorised by DPTI as a Primary Freight Route and experiences an average of 40,000 vehicle movements per day.



Photo 3: Greenhill Road and Fullarton Road intersection looking east

Fullarton Road currently accommodates two bus services. The 144 route from the city services the northern end of Fullarton Road before turning east down Grant Avenue. The 147 service comes from the city via Greenhill Road and services the southern section of Fullarton Road before turning east on Dulwich Avenue. There is cycle and pedestrian access across Victoria Park which begins adjacent the intersection of Grant Avenue and Fullarton Road.



Photo 4: Fullarton Road Service Lane

General characteristics of the whole road

Land use and built form

The predominant land use on the eastern side is commercial development, which primarily comprise offices occupied by a range of professions. There are also a number of residential properties including the Queen Victoria Apartments (formerly the Queen Victoria Hospital) on the corner of Grant Avenue and an aged care residential facility at the northern end of the subject area. The Park Lands, in the Adelaide City Council area, are located on the western side with the former Victoria Park racecourse (including the former grandstand and associated buildings) covering most of the land. The land is currently the subject of a Masterplan which proposes a number of initiatives including the restoration of the State Heritage Grandstand, improved playing fields, the creation of a wetland and new walking and cycling trails.

Built form on Fullarton Road ranges between single storey and the eight storey Queen Victoria Apartment complex. A number of character buildings are located on Fullarton Road including the State Heritage listed former Queens Home building, immediately south of the apartment building. There are also several local heritage buildings at the northern end.

Lot dimension and setbacks

Allotments on Fullarton Road between Greenhill Road and Grant Avenue are on average 15 to 20 metres in width and have depths of approximately 55 to 60 metres. These allotments front onto a front service road which provides a limited number of points of entry to Fullarton Road itself. Allotments north of Grant Avenue are serviced by a rear lane.

Existing development on Fullarton Road for most of the southern portion between Greenhill Road and Dulwich Avenue are commercial buildings, which mostly are sited to the front boundary or have a fairly shallow setback. Between Dulwich Avenue and Kensington Road setbacks are generally more variable but most commonly being either 3 to 4 metres or 8 to 10 metres.

3.1.2 Current Zoning and Policy Framework

The areas affected are located within the City of Burnside and zoning details are contained in the Burnside (City) Development Plan.

The zones that presently apply to the affected areas and surrounding land in the City of Burnside is shown on Map 3: City of Burnside - Current Zoning and Affected Area.

The majority of land fronting Greenhill Road and Fullarton Road is currently zoned Office. The only areas proposed to be rezoned that are not currently zoned Office include:

- a small section of Community Zone adjacent to Grant Avenue
- allotments on Greenhill Road adjacent to Glen Osmond Road zoned Business (Glen Osmond Road)
- Land on the northern side of Greenhill Road to the east of the Fullarton Road intersection zoned Local Business.

Land adjacent to the above areas is generally zoned Residential or Historic (Conservation).

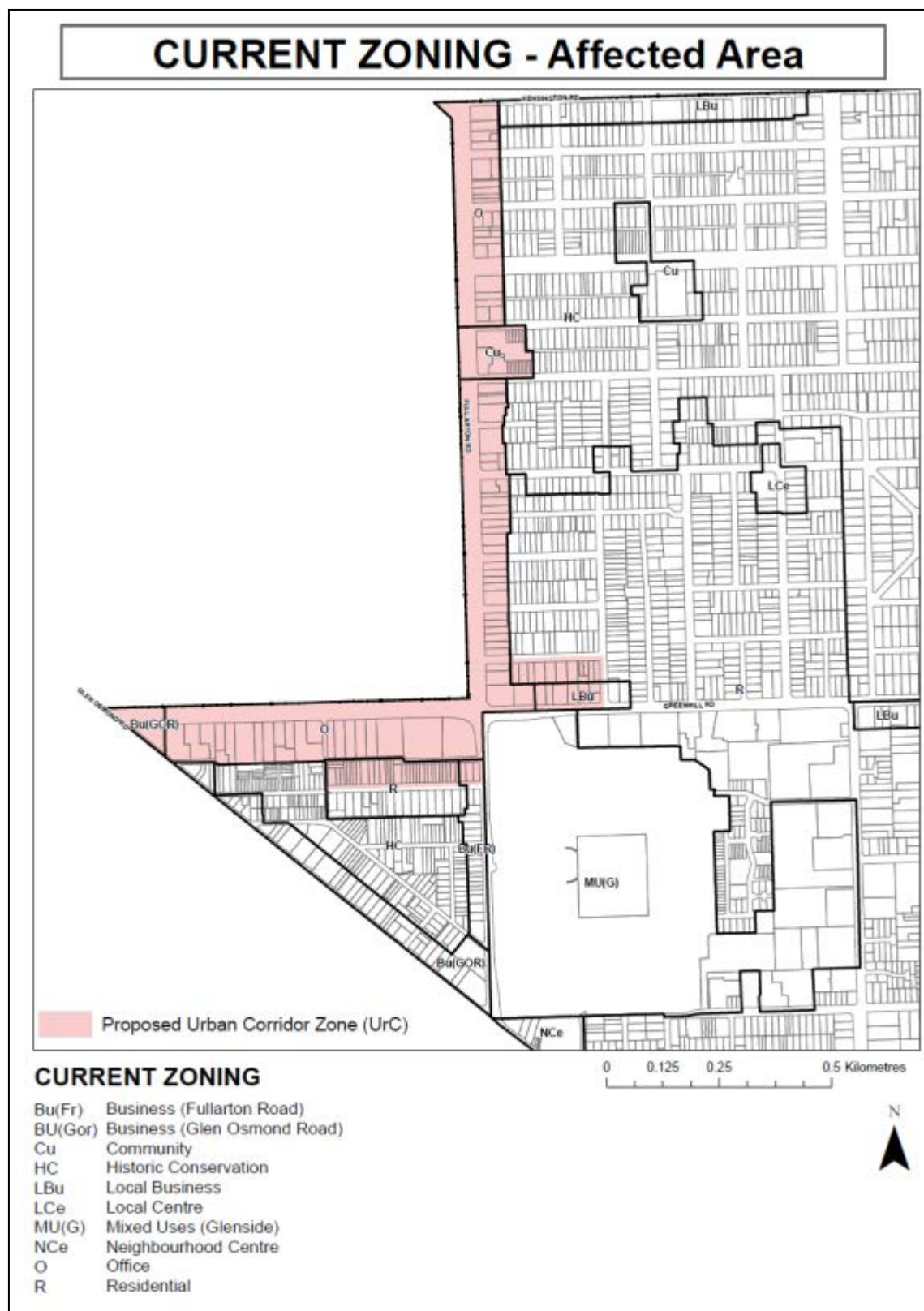
A list of key objectives and a subsequent brief description of each is provided below.

Office Zone

Objective 1: *A zone accommodating professional and commercial offices with dwellings at medium-density where sites or buildings are suitable.*

Objective 2: *Development which minimises adverse effects on adjoining residential areas.*

The policies of this zone clearly envisage a range of different uses, including medium density residential. The current zone provisions do not support the entire range of mixed uses or built form envisaged in The 30-Year Plan. In particular retail is currently non-complying, and buildings are limited to 12.5 metres high (three to four storeys). Further, while the zone objectives clearly support medium density residential development, its current allowance of detached and semi-detached dwelling types dwelling could potentially undermine this objective.



Map 3: City of Burnside - Current Zoning and Affected Area

Community Zone (Policy Area 3)

Objective 1: *A zone to accommodate community, educational and health care facilities.*

Objective 2: *Provision for the current and identifiable future needs of such institutions in a manner that does not adversely affect the use and enjoyment of adjoining land.*

Objective 3: *Residential development as an alternative land use within the zone.*

The objectives of the zone are supported by a range of general zone Principles of Development Control (PDCs) that are aimed to accommodate two hospitals and a school. The zone also includes provisions for residential development. Policy Area 3 PDCs which apply to the area on Fullarton Road reflect the former use of the Queen Victoria Hospital as a medical facility.

Business (Glen Osmond Road) Zone

Objective 1: *A zone accommodating offices, commercial and residential development of a low traffic-generating nature with limited vehicle movements which do not disrupt the free flow of traffic on Glen Osmond Road or generate unduly large traffic volumes in residential streets.*

Objective 2: *Development undertaken in a manner which preserves and enhances the character and amenity of residential areas in adjoining zones.*

Objective 3: *Buildings of a high standard of design in scale with adjoining development.*

Objective 4: *Orderly and proper development of the zone through comprehensive redevelopment and rehabilitation of existing buildings.*

Objective 5: *A zone with an attractive character and amenity, not marred by large or inappropriately located signs.*

Objective 6: *Complementary development on each side of Glen Osmond Road.*

The objectives of the zone are supported by a range of PDCs which are aimed at accommodating commercial development, including bulky goods retail development (but not other forms of shops). The zone does not currently envisage residential development.

Local Business Zone

Objective 1: *A zone which accommodates small-scale offices, consulting rooms and other business functions suited to small business servicing the needs of the local community.*

Objective 2: *Dwellings developed either independently or in association with business development*

The objectives of the zone are supported by a small number of PDCs supporting small scale commercial activity. While small scale shop development is allowed in some locations where the zone applies within the council area, it is not envisaged in the part of the zone that is adjacent the Fullarton Road and Greenhill Road intersection.

Residential Zone

- Objective 1:** *A zone primarily for residential use with a range of dwelling types in appropriate policy areas to accommodate varied socio-economic needs.*
- Objective 2:** *Protection and enhancement of the amenity of residential areas, with particular reference to the objectives for the relevant policy area.*
- Objective 3:** *Residential densities varied having regard to topography, the objectives for the relevant policy area, and proximity to centres and major transport routes.*
- Objective 4:** *Provision of residential and community facilities and services for the aged community.*
- Objective 5:** *Enhancement of the attractive qualities of streetscapes and particularly areas of cohesive character or visual sensitivity, through good design.*
- Objective 6:** *A zone accommodating non-residential activities which are small in scale, benign in external impact, and serve the needs of the local community.*
- Objective 7:** *Reduction of the impact of established non-residential uses on the amenity of residential areas.*
- Objective 8:** *Use of design, management and other techniques to improve all aspects of the environmental performance of development.*

The zone is supported by a range of PDCs clearly focussed on residential development. Some medium density residential development is envisaged but this is distributed unevenly throughout the zone.

Policy Areas 13 – Dulwich

- Objective 1:** *Maintenance and enhancement of the low scale, low-to-medium density residential character derived particularly from:*
- (a) low-to-medium density dwellings of the late nineteenth century and early twentieth century; and*
 - (b) single-storeyed cottages, villas and bungalows of relatively consistent scale and sited well to the front of their allotments, with ornate facades, well-established, open, front gardens and street trees that create attractive, intimate and cohesive streetscapes.*

Acknowledged, significant variations from the desired character, or the prevailing character or environmental conditions, forming, nevertheless, part of the character that is to be maintained and enhanced, are found:

- (c) in Tudor Street and the adjacent part of Kitchener Avenue, where built-form character has been substantially modified by two-storeyed residential buildings or (in the latter street) by carports in front of original dwellings;*

The Policy Area Objective and PDCs generally require single storey development, although two storey dwellings are allowed in Tudor Street. Minimum building setbacks are 4 metres from the road. Minimum allotment frontages are 14 metres for a residential flat buildings and 9 metres for attached dwellings.

Policy Areas 18 – Eastwood

- Objective 1:** *Maintenance and enhancement of a residential character that is derived particularly from low scale, low-to-medium density dwellings, primarily detached dwellings of the*

late nineteenth century or early twentieth century, and more recent housing of complementary styles on the northern side of Hauteville Terrace.

Policy Area PDCs and Objective generally require single storey development, although two storey dwellings are allowed in Tudor Street. Minimum building setbacks are 4m from the road. Minimum allotment frontages are 10m for residential flat buildings and 9m for attached dwellings.

Conclusion

The existing zones in the Burnside (City) Development Plan that apply to the Greenhill Road and Fullarton Road opposite the Park Lands currently do not allow for the type of medium rise medium density mixed use development which is envisaged for these two roads, as expressed in the IMRSP and The 30-Year Plan. Accordingly there is a need to introduce new policies to allow for both a range of medium rise residential and non residential land uses to coexist and facilitate greater building heights. Associated with this is a need for appropriate new policy that ensures that the potential impacts of higher density and mixed use development are minimised.

3.2 City of Prospect

3.2.1 Affected Areas - Context

Churchill Road

Transport and Access

The subject section of Churchill Road is located between Torrens Road to the south and Regency Road to the north. Churchill Road is categorised as a Primary Freight Route, with 21,200 vehicle movements per day, whose effective operation is of primary importance to the performance of the broader road network. Its role includes accommodating a range of transport including heavy vehicles bypassing the city and linking industry north and south of Adelaide. It has also been identified as a major transit corridor in The 30-Year Plan and forms part of the bike network as a secondary arterial road cycling network.

For most parts in the subject area Churchill Road is a two lane carriageway which is about 14.5 metres wide in most places although it widens at the southern end as due to the presence of a service lanes to the east and additional lanes as the road approaches the Torrens Road intersection. In this area the width varies between 18 metres and 50 metres.

Churchill Road is well served by public transport. A number of bus routes using the road provide a regular service as part of a Go Zone. Running parallel to Churchill Road, approximately 200m to the west, is the Gawler train service which can be accessed at either Islington, Dudley Park and Ovingham stations. The latter two stations receive a half hourly service at present, with more frequent services available from Islington station.

The City of Prospect has recently completed a number of upgrade works to the road in line with the Churchill Road Masterplan. Initiatives include resurfacing the road,

building new footpaths, kerbs and gutters, planting trees and shrubs, provision of indented car parks, introduction of safer bike lanes and installation of new public art and street furniture.



Photo 5: Churchill Road

Land use and built form

The major land use on Churchill Road is residential although the road also currently accommodates a range of non residential land uses including commercial developments, retail outlets, restaurants, consulting rooms and open space. Existing built form is predominantly single storey although there are several two storey residential dwellings and a small number of two storey commercial buildings.



Photo 6: Churchill Road

Lot dimension and setbacks

Average lot depth is 45 metres with average frontages being around 18 metres wide. Front setbacks vary between zero and 10 metres for commercial properties, depending on the location of car parks, while setbacks for residential properties are commonly between 6 and 9 metres.

A significant exception to the above is the vacant land at 250 Churchill Road which is a large rectangular site of approximately 5 hectares on the corner of Regency Road and Churchill Road. The site is zoned Mixed Use and has been earmarked for retail, community and residential uses.

Prospect Road

Transport and Access

The subject section of Prospect Road runs from about 500 metres north of Fitzroy Terrace to about 200 metres north of Regency Road.

Prospect Road has been identified in The 30-Year Plan as a Major Transit Corridor and potential mass transit route. It is predominantly a two lane road with cycle lanes for the entire length that is the subject of this DPA. It is a relatively busy road with 20,400 vehicle movements per day and has landscaped median strips in some areas and a number of right hand turning lanes. It is approximately 13 metres wide along most of its length, although it widens to approximately 16 to 18 metres at the Regency Road and Fitzroy Terrace intersections to accommodate an additional lane. It also forms part of the bike network and is classified as a secondary arterial road cycling network. It has one bus service which is part of the Go Zone providing regular services, particularly during peak times.

Land use and built form

Land uses on Prospect Road include residential, a wide range of retail, commercial, community and administrative facilities. The western side of Prospect Road is predominantly non residential, apart from the southern end, whilst the eastern side is approximately half residential and half non residential with commercial and retail uses dominating the central portion.

The southern end of Prospect Road, between Fitzroy Terrace and the area covered by the DPA, is an area of predominately residential dwellings, including many character dwellings. It does not form part of the DPA.

Within the area covered by the DPA, Prospect Road can be broadly divided into three segments:

- A mixed use area at the southern end which is a mix of residential and non residential uses including open space, retail, consulting rooms and community uses
- A central retail/commercial section which comprises predominantly non residential uses including retail, cafes, restaurants, hairdressers, art gallery, administrative uses, public plaza and open space. Vine Street Plaza adjoining the

council offices on the western side of Prospect Road offers a community focused meeting place which is used for Saturday morning markets

- A mixed use area at the northern end which is comprised of predominantly commercial, retail and a one to two storey residential development including several apartment complexes on deep allotments.

Prospect Road has an existing element of high street character which is shaped by a virtually continuous street frontage of pre-1940 buildings and is conserved and enhanced by new development. The essential building elements of existing pre-1940 buildings such as shop front parapet and verandah treatments have been incorporated in some new development. It also has approximately 20 local heritage items and one state heritage item.

Built form is mostly single storey with some development of two storeys or similar scale - including a number of two storey residential buildings on the eastern side towards the northern end of Prospect Road and a two storey mixed use development within a local heritage listed building on the western side just north of the Civic Centre.



Photo 7: Prospect Road

Prospect Road is clearly a destination not just for people living in the suburb of Prospect, but also the broader City of Prospect community. It is also an area that people visit or pass through on their way between the city and the northern suburbs. Prospect Road can be seen as an opportunity for urban renewal investments with potential to become a more vibrant, socially responsive and economically successful main street.

Lot dimension and setbacks

The average lot width on both the east and western side of Prospect Road is about 20 metres. The average lot depth on the eastern side of the road is about 48 metres. On the western side of the road, which has more commercial development, average lot depth are about 57 metres.

Setbacks also vary along Prospect Road. In commercial areas building are often set on the front boundary except where there is carparking at the front. Building setbacks on residential lots are commonly between 5 and 7 metres.

Main North Road

Transport and Access

The subject area of Main North Road is identified by DPTI as both a Strategic Road, and secondary freight route from Robe Terrace to Nottage Terrace. It has a significant role in connecting important centres and experiences approximately 49,000 vehicle movements per day, including heavy vehicles. It performs a key role in sustaining the performance of the broader network. It is approximately 18.5 metres wide in the subject area with four lanes in most places, along with a median strip and turning lanes.

Main North Road accommodates a high number of bus services including the 222 Gepps Cross route, which is a high frequency Go Zone service. There are also numerous other buses servicing the northern suburbs that travel along the road although many are express services which do not stop on the subject part of Main North Road.



Photo 8: Main North Road

Land use and built form

The predominant land uses on Main North Road are a wide range of retail (district shopping centre, fast food, camping supplies) and commercial (car sales, automotive repairs, electrical goods and medical facilities) activities. There are small areas of non commercial uses including residential (aged care) and public institution/community uses (open space and library).

Main North Road is essentially a commercial corridor and built form is predominantly conventional single storey designs although there are a number of bulky two storey commercial buildings including Radio Rentals and Officeworks. There are two heritage listed sites on the subject stretch of Main North Road.

Lot dimension and setbacks

The average lot widths on Main North Road are about between 15 metres and 30 metres with 17 metres being the most common. Lot depths are less variable with many being in the vicinity of 50metres.

Development on most commercial properties is built to the street boundary, although many have a setback of between 10 metres and 20 metres, particularly caryards or businesses with car parking at the front.

3.2.2 Current Zoning and Policy Framework

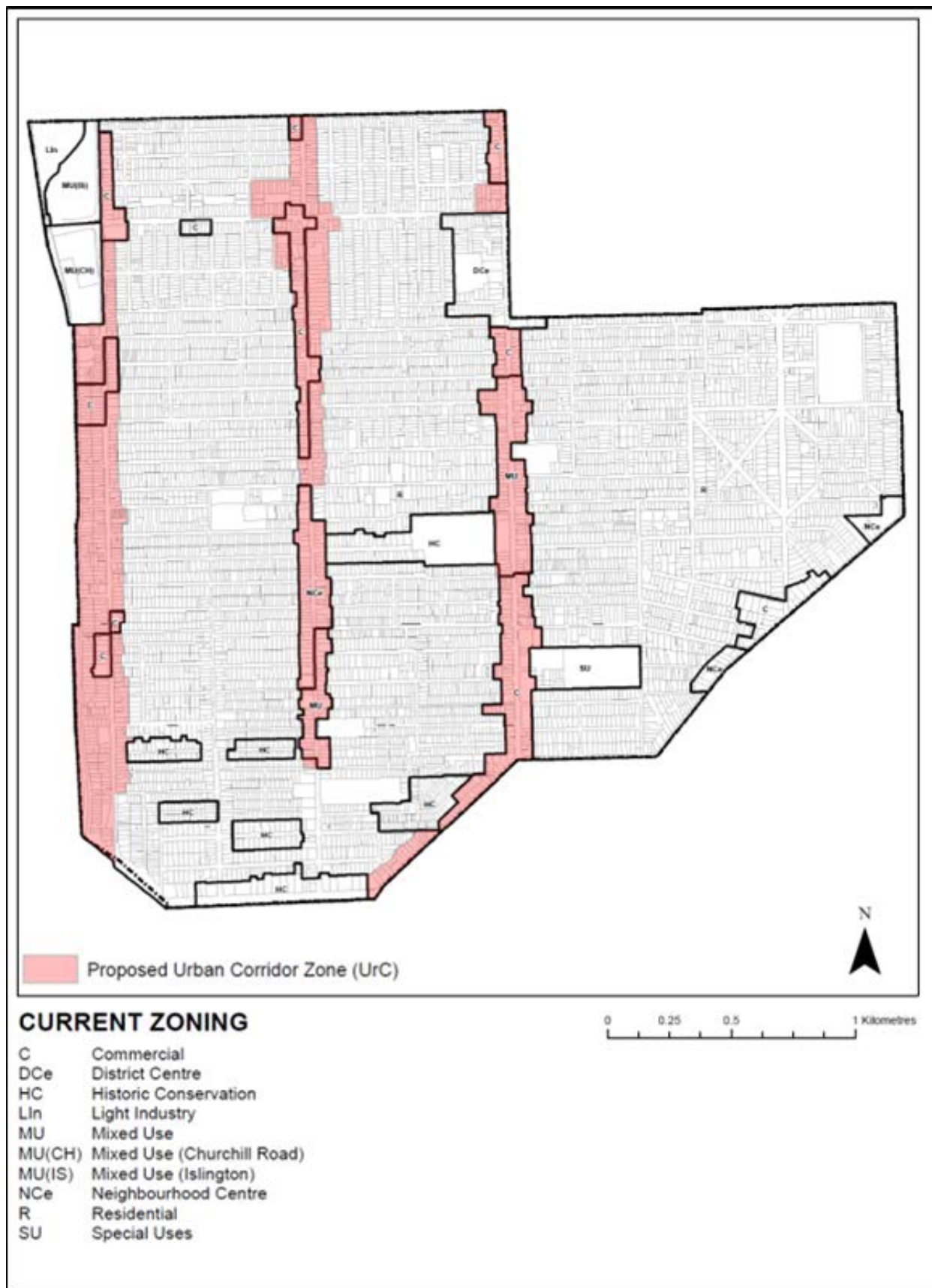
The areas affected are located within the City of Prospect and zoning details are contained in the Prospect (City) Development Plan.

The zones that presently apply to the affected areas and surrounding land in the City of Prospect is shown on Map 4: City of Prospect – Current Zoning and Affected Area.

A list of key objectives and a subsequent brief description of each zone within the respective Council areas are provided below.

Current zonings in the City of Prospect are as follows:

- Land around Churchill Road is predominantly zoned Residential (including three different policy areas), with small areas of Commercial zoned land around Elizabeth Street and Victoria Street. There is a significant parcel of vacant land at the northern end that is zoned Mixed Use (Churchill Road).
- Land around Prospect Road is a mixture of Mixed Use Zone, towards the southern end, Neighbourhood Centre Zone, in the middle section of the road, and then at the northern end of the road, a strip of Commercial zoned land on the western side. The remainder is zoned Residential which includes two different policy areas.
- Land adjacent to Main North Road is a mixture of Commercial and Mixed Use zones.



Map 4: City of Prospect – Current Zoning and Affected Area

Residential Zone

Objective 1: *Safe, pleasant, convenient and distinctive living environment for all residents provided by a range of housing together with local community facilities that complement the living environment.*

RB200 Policy Area

Objective 1: *Provision of housing that is appropriate for transport corridors and which improves the amenity and appearance of these corridors with plantings and quality medium density residential development.*

This policy area occurs on parts of Churchill Road and Prospect Road and seeks a diverse mix of two to three storey, medium density housing in the form of semi-detached dwellings, row and group dwellings and residential flat buildings. Densities should increase in areas adjacent to public transport and arterial roads with higher density development being located on amalgamated allotments. New development in the zone can be sited close to allotment boundaries at ground level with upper level setbacks within a 45 degree building envelope.

RA350 Policy Area

Objective 1: *Provision of a range of housing that is consistent with the design elements and streetscape characteristics of the area.*

This policy area applies to a small area on Churchill Road and large areas outside the corridor. A range of single and two storey dwelling types are envisaged in the policy area. New development in the policy area can be sited close to allotment boundaries at ground level with upper level setbacks within a 45 degree building envelope to a maximum height of 9 metres.

RA560 Policy Area

Objective 1: *Provision of predominately detached dwellings of a form and scale that maintains and complements the established positive elements of the landscape, streetscape and built form character of the policy area.*

This policy area applies to a very small number of allotment on Prospect Road and large areas outside the corridor. This area is characterised by large single and two storey detached dwellings of various styles which were primarily constructed around the last 19th and early 20th centuries. Development is intended to be low density and all forms of medium density development are restricted.

Mixed Use Zone

Objective 1: *A zone accommodating small-scale retail specialty goods outlets, local convenience shopping facilities and neighbourhood, community, entertainment, education, religious and recreational facilities of a low traffic generating nature.*

Objective 2: *Development that enhances the general amenity of the locality and adjoining Residential Zone.*

Objective 3: *Development exhibiting a high standard of architectural design, landscaping and outdoor advertising.*

Objective 4: *Under-developed or under-utilised sites, and sites occupied by uses that impair the character and amenity of the locality and adjoining zones, are progressively redeveloped for higher quality, more appropriate uses.*

Objective 5: *Development which encourages amalgamation of sites and shared carparking, including potential for undercroft carparking.*

Current policy provides that development within the Mixed Use Zone shall be no more than three storeys in height and accommodate small scale retail, shopping, community and recreational facilities on the first two floors with the third floor being for residential purposes. Buildings should decrease in scale where they abut the Residential Zone. Articulated building facades and areas of landscaping, including tall canopy trees, should be provided to prevent the appearance of a continuous frontage for buildings on arterial roads. Development should aim to preserve and enhance existing heritage buildings.

Mixed Use (Churchill Road) Zone

Objective 1: *A zone accommodating a mix of commercial, community, aged care accommodation, student accommodation, medium density residential, office and small-scale shop land uses.*

Objective 2: *Development in appropriate locations in accordance with the Mixed Use (Churchill Road) Zone Concept Plan, [Fig MU\(CH\)/1](#).*

Objective 3: *Development of a zone of a high visual amenity which enhances the locality.*

Objective 4: *A zone that includes public open space that encourages and accommodates a range of public and private activities.*

Objective 5: *A zone that encourages and promotes the use of the Islington Railway Station.*

Objective 6: *Adequate and co-ordinated drainage and servicing of land before development takes place.*

Objective 7: *Development that contributes to the desired character of the zone.*

Current policy provides for a mix of medium density housing forms including aged and student accommodation in conjunction with a range of commercial and small scale retail activities. Development should generally be no more than two storeys in height, although commercial development up to three storeys is appropriate in the northern portion of the site. Buildings should be set back from the main roads and the railway line boundaries a minimum of six metres to allow for an intensive landscape buffer.

Medium density residential development combined with the mixed use nature of the zone will require innovative and sustainable design approaches to address potential issues such as bulk and scale, amenity, privacy, overshadowing, noise attenuation, open space, setbacks and landscaping.

A public open space network should be established focusing on passive recreation pursuits, linking areas and land uses across the zone and with existing open space, recreation and road networks. The recognised need for on-site car parking and the

limited vehicle access to arterial roads, combined with bike and pedestrian pathways and public open space, will create a people oriented living environment.

Commercial Zone

Objective 1: *A zone accommodating a range of commercial activities including warehousing, wholesaling, storage, administrative and professional offices, distribution, service activities, motor vehicle related businesses and outdoor displays and service trade premises.*

Objective 2: *Small-scale retail areas or showrooms associated with commercial activities.*

Objective 3: *A zone where under-developed or under-utilised sites, and sites occupied by uses that impair the character and amenity of adjoining residential zones, are progressively redeveloped for higher quality more appropriate uses.*

Objective 4: *A zone where development on Main North Road exhibits high standards of architectural design, landscaping and signage appropriate to its role of the road as a principal gateway to the City of Adelaide.*

Objective 5: *Outdoor advertising displays which are designed to provide clearly visible property and business identification without dominating the appearance of the site upon which it is located or the streetscape.*

This zone accommodates a range of commercial activities and associated small-scale retail areas. Appropriate uses within the zone include office, outdoor display, petrol filling station, service trade premises, store and warehousing. Residential development is generally not envisaged in the zone, other than medium to high density student accommodation on land at the intersection of Prospect Road and Regency Road.

Neighbourhood Centre Zone

Objective 1: *A zone accommodating a centre providing a range of facilities to meet the shopping, community, business, and recreational needs of the surrounding neighbourhood.*

Objective 2: *A centre that provides the main focus of business and community life outside a district centre, and provides for the more frequent and regularly recurring needs of a community.*

Objective 3: *Medium to high-density residential development and development containing a variety of residential and non-residential uses that do not impair the amenity or character of the zone or prejudice the operation of existing or future retail activity within the zone.*

Prospect Road Policy Area

Facilities located within the policy area are to service the needs of the local surrounding neighbourhood with Vine Street Plaza, adjacent the Council offices, serving as a community focused meeting place. New development should be consistent with and incorporate building elements compatible with the existing pre-1940 buildings, should not exceed two storeys and should incorporate car parking located at the rear of buildings.

Conclusion

The existing zones in the Prospect (City) Development Plan that apply to land fronting Churchill Road, Prospect Road, and Main North Road currently would not allow for the type of medium rise medium density mixed use development which is envisaged for these three roads, as expressed in The 30-Year Plan and IMRSP. Accordingly there is a need to introduce new policies, including those to guide building height and setbacks, to allow for both a range of medium rise residential and non residential land uses to coexist. Associated with this is also a need for appropriate new policy that ensures that the potential impacts on higher density and mixed use development (eg noise, traffic generation, privacy, overshadowing) are minimised.

4. INVESTIGATIONS UNDERTAKEN AND RATIONALE TO INFORM THIS DPA

4.1 Transit Corridor Development – Future Vision

The following section broadly describes the future vision for transit corridor development consisting of medium rise, medium to high density mixed use development.

Transit corridor areas will support an innovative mix of medium and high density (more than 70 dwellings per hectare net) residential development in conjunction with mixed use development along the road corridor. In some specific areas, desired density will be in the order of 200 - 250 dwellings per hectare net.

Transit corridors will be developed to include a diverse mix of housing, primarily in the form of row dwellings, residential flat buildings and multi-storey buildings that include affordable housing opportunities for families, students and other household types in areas with frequent public transport provision.

Housing within the zone will be supported by a local and neighbourhood scale mixture of land uses that are connected to public transport. These areas will be further developed and enhanced to create active public spaces that enable residents to walk or cycle to a range of daily activities.

Buildings will combine to create a linear corridor that frames the main road with active street frontages which create an interesting pedestrian environment and human scale at ground level. Pedestrian linkages to adjacent centres, public transport stops, and public spaces will be developed to enhance walkability.

A number of transit corridors are strategic routes, identified in The 30-Year Plan as either strategic roads, primary freight roads or secondary freight roads, where the function of the road as a major transport corridor will be protected through minimal on-street vehicle parking and access points. Access will be provided via secondary road frontages and rear access ways. Controlled pedestrian crossings points will be focussed and consolidated at key locations.

Development will be undertaken within defined building envelopes that manage the location and scale of buildings to achieve high quality urban design. Building envelopes will contribute to the provision of a coherent public realm by shaping the street space and, in particular, the physical and functional character of the main road. Buildings at the rear of the zone will provide an appropriate transition to development in adjacent lower intensity zones.

The greatest height, mass and intensity of the built form will be focussed toward the main road. Key strategic sites will be used to create landmark buildings.

The provision of articulated and varied facades to buildings will contribute to the human scale of development. Building design will include strong horizontal elements with clearly defined and segmented vertical elements. Well designed landscaping will visually reduce the scale of large building facades, soften the edges and provide visual amenity and shade.

As development intensifies, some overlooking, overshadowing and noise impacts may occur within the zone but will be moderated through good design and noise attenuation techniques. Any adverse impacts for adjoining zones will be minimised through appropriate building envelopes, transition of building heights, design and location of windows and balconies and use of landscaping.

Development will contribute positively to the public realm by articulating buildings with canopies, modelled facades and balconies that make use of light and shade and by providing architectural detail. Solid materials will be balanced with glazed areas and plant and service equipment will be enclosed and out of view from the street and neighbouring sites. Parking areas will be consolidated, shared where possible and not visible from the street or public spaces.

A high amenity pedestrian environment will be encouraged through the provision of footpaths shaded by street trees. Access for people with disabilities, signage, seating and street lighting will be provided along key walking routes between public transport and major activity nodes. Cycle paths will be visible, safe, accessible, well signed and connect with key local destinations (such as shops, schools and local parks).

Water sensitive urban design systems, including the harvest, treatment, storage and reuse of stormwater will be integrated throughout the area at the neighbourhood, street, site and building level. Harvested stormwater will improve the aesthetic and functional value of open spaces, including public access ways and greenways.

4.2 Opportunities and Constraints

4.2.1 Strategic Context

The 30-Year Plan indicates that a majority of Adelaide's dwelling growth should be located within 800 metres of major transit corridors, such as the Gawler rail corridor, and 400m of other transit corridors like Prospect Road, Unley Road and Fullarton Road.

The 30-Year Plan also promotes:

- that mixed use medium density development should be concentrated close to centres or transport stations
- greater collocation of a greater mixture of building uses, such as street facing shops and services located under residential apartments, providing walkable neighbourhoods and easy access to services.

In this context development would need to have a direct aspect and relationship with the corridor road to achieve these outcomes. Further, nodes of greater intensity would be expected close to transport stations, shopping centres or precincts and the like to capitalise on walkable proximity and access to services and facilities. As such, corridors will vary in built form and intensity depending on location.

This DPA has also been informed by the directions of the IMRSP, which provides additional and more specific built form detail in relation to the subject areas, including reinforcing key gateway areas and transit corridors. Of particular relevance to this DPA are Sector Plans 1 (in relation to Churchill, Prospect and Main North Roads) and Sector 5-7 (in relation to the Greenhill Road and Fullarton Road).

4.2.2 Residential Neighbourhood - Character Areas

Many inner city residential neighbourhoods have a strong residential and streetscape character and, in some instances, historic context which is reflected in existing Development Plan policy. Historic Conservation Zones apply to certain areas of historic importance, with a corresponding presence of heritage or contributory buildings, while other areas in Residential Zones have policy that seeks to preserve a particular, usually a traditional old, character. Commercial strips that front main roads in many inner metropolitan areas are adjacent to these sorts of residential neighbourhoods.

The importance of existing Historic Conservation Zones and character areas has been reflected in the methodology for determining the extent, or footprint, of the Urban Corridor Zone. Historic Conservation Zones will be preserved, so in these instances a proposed Urban Corridor Zone will be limited to land fronting a main road, and won't be extended into Historic Conservation zoned land to the rear.

In instances where a corridor adjoins a Residential Zone with strong character, the Urban Corridor Zone will be limited to allotments fronting a main road, other than where a higher activity node has been identified.

Policy will ensure built form is sensitively treated to minimise possible impacts on adjacent residential properties, although it needs to be sufficient to enable development that can achieve the dwelling targets and new built form sought by The 30-Year Plan.

Implications for DPA policy amendments

The DPA will not rezone any areas currently zoned Historic Conservation.

Residential neighbourhood areas adjacent to corridors will not be rezoned other than in select instances where immediately adjoining a higher intensity activity node within a specific part of a corridor. In these instances a second row of allotments will be included as a buffer/transitions area from the precinct/node, to ensure residential built form adjacent to a residential zone is at a lower scale.

4.2.3 Corridor Built Form

The 30-Year Plan seeks medium rise development, that is four to 10 storeys in height, adjacent to the Park Lands frame. In the context of the frame's proximity to adjacent residential character and historic areas, building scale at the higher end is limited select nodes or gateway sites, and a lower scale along the corridor areas is envisaged.

The IMRSP provides more specific guidance in relation to the Park Lands frame in this regard, identifying the parts of Greenhill Road and Fullarton Road within the City of Burnside as suitable for up to seven storey mixed use medium density development. In relation to Main North Road, Prospect Road and Churchill Road, the IMRSP generally anticipates mixed medium density development of three to five storeys in height.

Built form for the proposed Urban Corridor Zone as it relates to each road is described below.

4.2.4 Nodes/Gateway Sites

Opportunities for higher activity concentration is promoted by The 30-Year Plan in discreet areas, such as adjacent to centres and transport stations and around nodes and gateway sites. Some parts of the study area have a strong existing built form, or a strong built form is desirable. For example the Fullarton Road and Greenhill Road intersection presents an opportunity for consolidation of built form and a greater concentration of activity, as part of a city 'gateway', as well as capitalising on access to public transport and to the Park Lands. These areas are identified in the IMRSP plan document, and have been reflected in this DPA.

Achieving a higher concentration of activity and dwelling numbers in nodes also helps to balance the concentration of activity and form of development away from other parts of the proposed corridors that are more contained. Around these nodes where there is a higher level of activity and stronger built form, transitional policy, to ensure a lower scale of built form adjacent to residential neighbourhoods, has been incorporated.

4.3 Development Scenarios/Proposed Built Form

This section describes the vision, desired character and land uses, development objectives and built form parameters that form the basis and rationale for the policy directions for the various study areas.

It is noted that both the structure and the content of this section draws on the work undertaken by the City of Prospect as part of its collaborative involvement in this DPA in so far as it relates to Churchill Road, Main North Road and Prospect Road.

The Greenhill Road/Fullarton Road transit corridor areas are part of the Park Lands frame area and have specific objectives and directions relating to them as expressed in The 30-Year Plan and the IMRSP. Churchill Road, Prospect Road and Main North Road are more typical transit corridors and the built form outcomes for these areas will therefore be different.

However, the following development objectives are considered key across all the study areas covered by this DPA:

- Built form outcomes, including building heights, that are consistent with the directions/objectives of The 30-Year Plan and IMRSP, and that enable target dwelling yields for the study area to be achieved.
- A mix of residential, retail, office and commercial development that enables people to work and shop close to where they live.

4.3.1 City of Burnside – South East Parklands Frame

The sections of Greenhill Road and Fullarton Road that are the subject of this DPA are proposed to be included within the Urban Corridor Zone (Boulevard Policy Area).

The extent of the area proposed to be rezoned has been defined in the context of the opportunities and constraints previously discussed.

Map 5 City of Burnside Heritage and Council Character Areas on the following page shows the areas proposed to be rezoned.

While the Park Lands frame area is proposed to share the same zoning, the policy applying to the Fullarton Road and Greenhill Road area has been developed to respond to local circumstances and conditions, as well as the opportunities and constraints. A higher intensity of development and built form is proposed at the gateway area around the Greenhill Road and Fullarton Road intersection. This would complement the Glenside mixed use area.

Vision

- High quality urban transport corridors made up of quality medium to high density housing, attractive commercial office and employment boulevard, local shops and facilities and “green” streetscapes.
- Frame the outer edge of the Park Lands with medium-rise mixed-use development in appropriate locations (The 30-Year Plan and IMRSP).

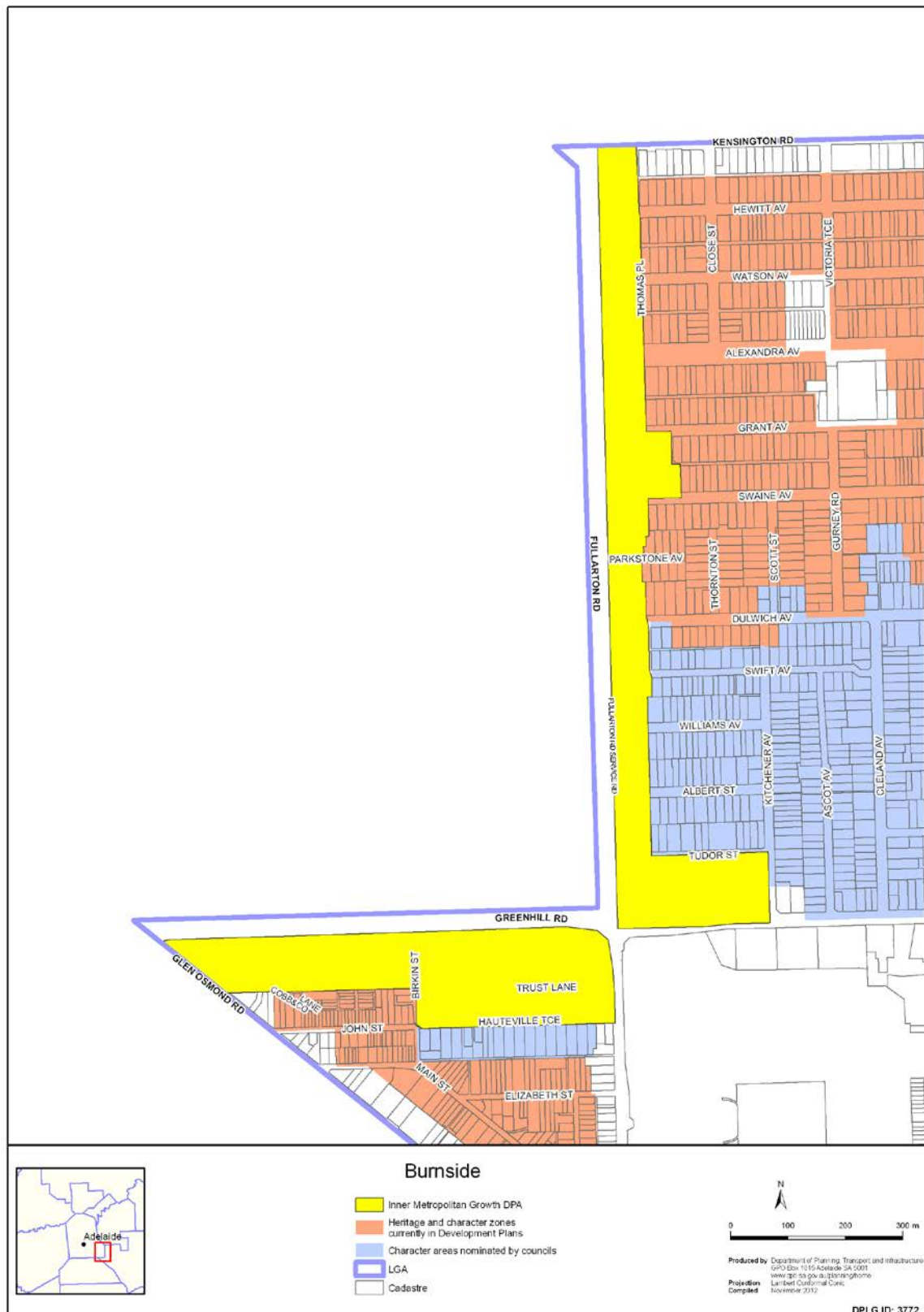
Desired Character

- The continuation of the already established boulevard character of Greenhill and Fullarton Roads, with mixed use buildings creating a strong edge, and capitalising on views and access to the Park Lands. The function of the road corridors as strategic transport routes should be maintained and pedestrian areas should be enhanced to maximise safety and promote activity in appropriate locations.
- An increase in residential development through the encouragement of a diversity of housing types including residential multi storey buildings that accommodate apartment-style living.
- Fullarton Road and Greenhill Road are strategic routes and their function as a transport corridor will be protected with minimal on-street vehicle parking and access points. Where possible, access should be provided from secondary roads and rear access ways. Parking should be consolidated, shared where possible, and screened from the street and public spaces.

Development Objectives

- Built form outcomes that are consistent with the directions / objectives of The 30-Year Plan and IMRSP, and that enable target dwelling yields for the study area to be achieved.
- High quality architectural design should be promoted to achieve a built form outcome consistent with the desired character of the corridor.
- A mix of residential, retail, office and commercial development that enables people to work and shop close to where they live.
- Where active street frontages are desired ground floor land uses should include retail, office and commercial uses, with residential development located above.

Building frontages should be provided with glazing so as to be both visually permeable and to maximise passive surveillance of the road.



Map 5: City of Burnside – Heritage and Council ‘Character Areas’*

*Areas excluded from the full operation of the Residential Development Code

- Retail development to support local needs – ie neighbourhood scale of shops or groups of shops (ie up to 2000m² in floor area)
- In order to minimise the impact of development of existing dwellings adjacent the corridor, the greatest height, mass and intensity of development should be focused towards the front of allotments. Development should be undertaken within a defined building envelope that acknowledges an appropriate transition to existing lower scale and intensity development to the east and moderates the impact of bulk and scale, amenity, privacy and overshadowing.
- Communal open space areas should be appropriately located and dimensioned to provide for the enjoyment of residents.

Built Form Parameters

Building height

- A minimum height of 4 storeys, and a maximum building height of 7 storeys (consistent with height provisions proposed by Unley Council for a majority of the land fronting Greenhill Road in its area). Adjacent to the Greenhill Road and Glen Osmond Road intersection gateway areas, built form in the order of up to 10 storeys is proposed. The urban corridor interface policy specifies a building envelope that requires built form to reduce in scale towards the residential interface zone boundary.
- Building heights have been developed to be consistent with the directions of The 30-Year Plan and IMRSP.
- The Urban Corridor Zone has incentive provisions that can allow for an additional two storeys in certain circumstances, provided built form is within the building envelope provision.

The building envelope policy described in *Figure 1: Greenhill Road Provisional Height* applies to allotments fronting Greenhill Road – ie a 30 degree plane has been taken to approximate the building envelope that achieves the overshadowing policy requirement in PDC 14 of the Urban Corridor Zone (to address winter overshadowing impacts of allotments to the south).

To determine an appropriate scale of development to Greenhill Road, a 1:075 ratio of road width to height has been used to guide the front building envelope, consistent with Greenhill Road in the Unley Council area. This is slightly lower than often used (ie 1:1), and responds to the very wide carriageways and lack of built form opposite. Applying a 6m front building setback, a maximum front building height of 34.5m applies.

Applying the 84m mode allotment depth along Greenhill Road, the intersection of the front building envelope and rear building envelope provides an overall theoretical building envelope.

To determine a provisional maximum height, a required floor plate depth of 25m has been assumed as necessary to provide sufficient space to develop. The maximum

height where this can be accommodated within the overall theoretical building envelope is 33.6m.

The maximum building height within these parameters is 8 storeys. *Figure 1: Greenhill Road Provisional Height* illustrates this.

This 8 storey height has been reduced to 7 storeys to achieve consistency with the continuation of Greenhill Road in the Unley Council area. While Unley Council has used the same methodology, allotment depth is typically less, so a 7 storey building is the general maximum within the design parameters.

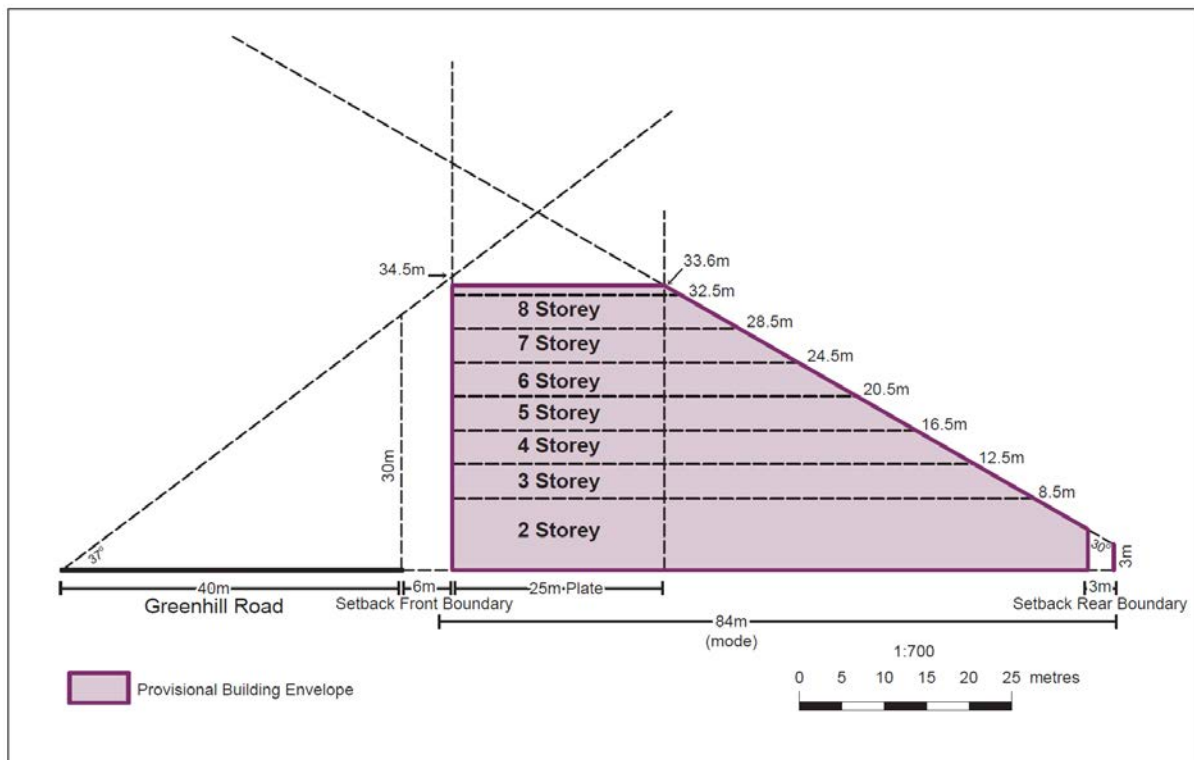


Figure 1: Greenhill Road Provisional Height

Gateway areas allowing in the order of 10 storeys have been included in proximity to the Greenhill Road / Fullarton Road, as identified in the IMRSP. To enable this to occur, the zone area is proposed to incorporate allotments behind the primary road corridor.

To determine an appropriate scale of development to Fullarton Road, a 1:075 ratio of road width to height has been used to guide the front building envelope, consistent with Greenhill Road. This is slightly lower than often used (ie 1:1), and responds to the very wide carriageways and lack of built form opposite.

The building envelope policy that in the Urban Corridor Zone applies to allotments fronting Fullarton Road requires a 45 degree plane taken from the rear zone boundary at a point 3m above the ground.

Applying a 6m front building setback and a maximum front building height of 34.5m applies.

Applying the 60m mode allotment depth along Fullarton Road, the intersection of the front building envelope and rear building envelope provides an overall theoretical building envelope.

To determine a provisional maximum height, a required floor plate depth of 25m has been assumed as necessary to provide sufficient space to develop. The maximum height where this can be accommodated within the overall theoretical building envelope is 32m.

The maximum building height within these parameters is 7 storeys.

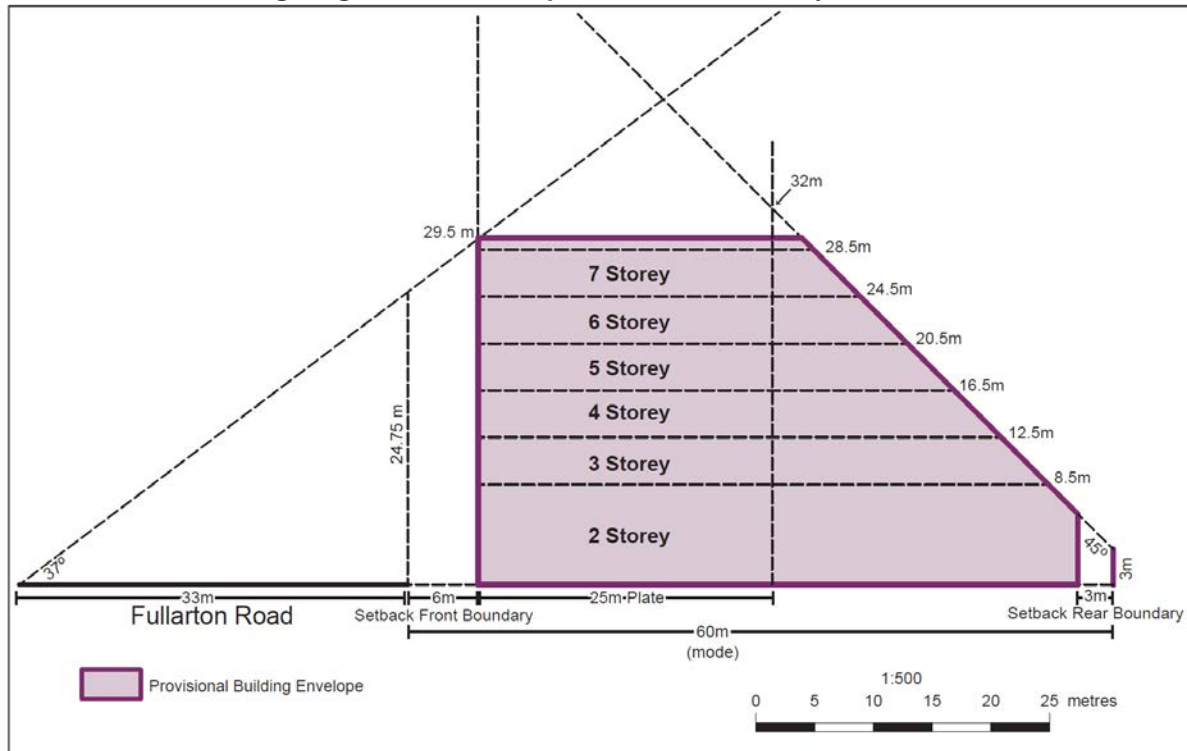
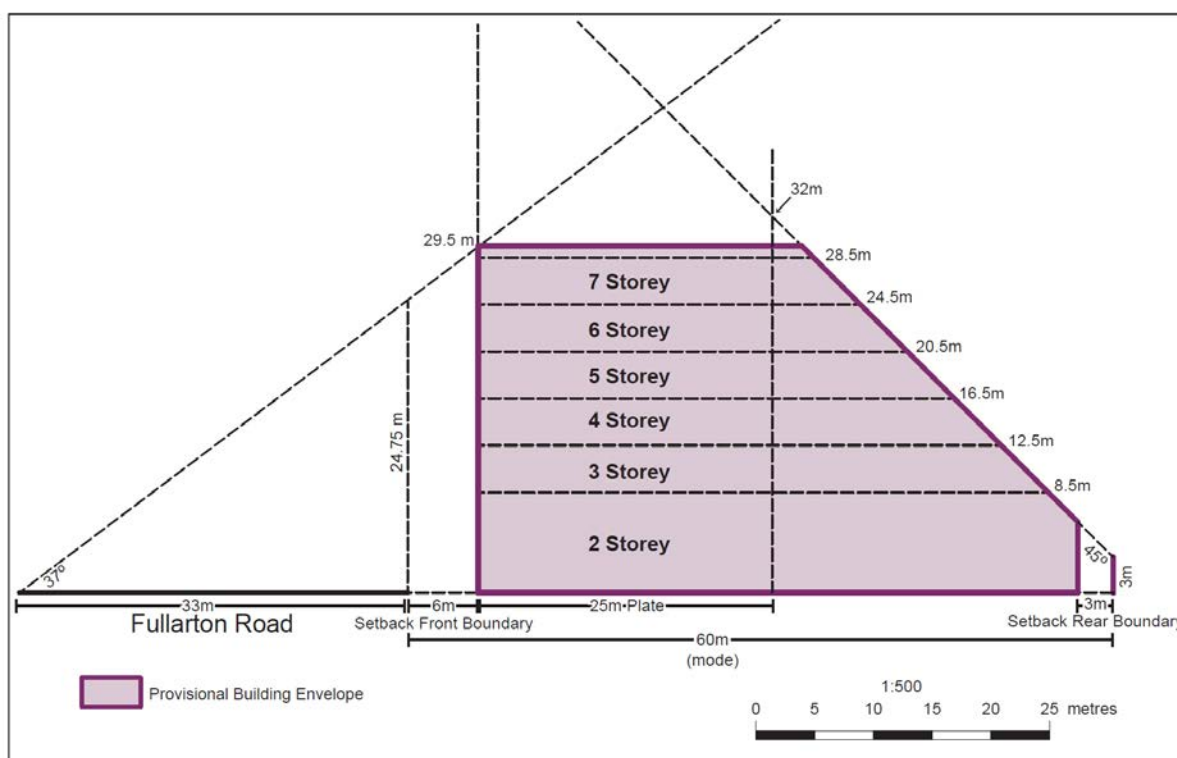
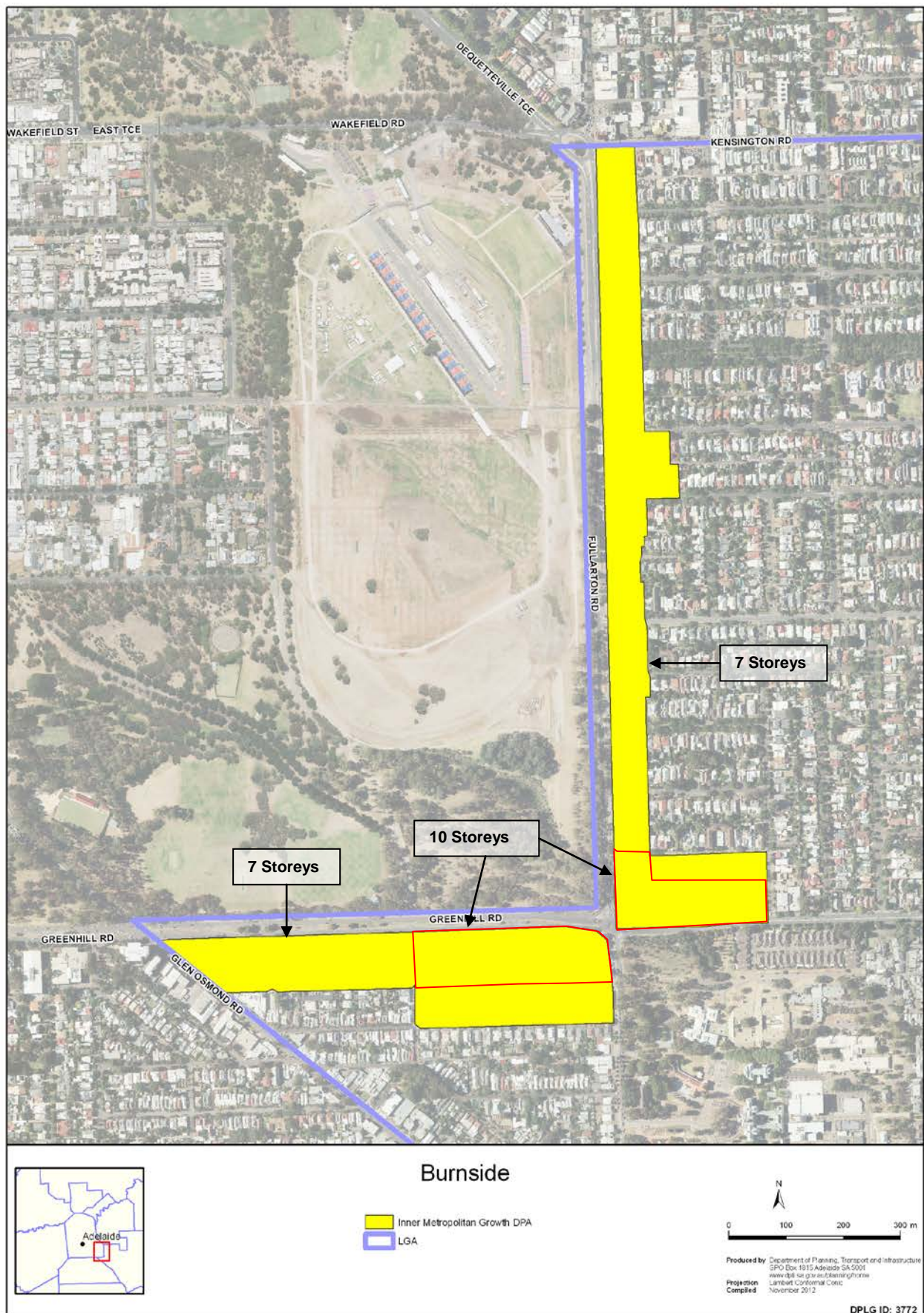


Figure 2: Fullarton Road Provisional Height illustrates this.



Gateway areas allowing in the order of 10 storeys have been included in proximity to the Greenhill Road / Fullarton Road. To enable this to occur, the zone area is proposed to incorporate allotments behind the primary road corridor (ie including allotments on the northern side of Hauteville Terrace, between Fullarton Road and Berkin Street). On the northern side of Greenhill Road east of the Greenhill Road / Fullarton Road intersection, allotments on the southern side of Tudor Street are included in the zone as part of the gateway area to ensure a transition in scale down to the residential area. To reinforce a residential scale for development facing Hauteville Terrace and Tudor Street, a 3 storey limit is proposed facing the streets, with levels above recessed.

Map 6: City of Burnside – South East Park Lands Frame Concept Plan illustrates building heights in relation to Fullarton Road and Greenhill Road.



Map 6: City of Burnside – South East Park Lands Frame Concept Plan

Setbacks

- Minimum 6m front setback, consistent with the typically deep setbacks existing development. In relation to the allotments that front the Fullarton Road front service lane, the minimum setback from a primary road frontage of 2m is proposed, given the separation from the main carriageway.
- A 1m side setback has been proposed promoting a strong built form (as promoted by 30-Year Plan as it relates to the Park Lands frame, and generally reflective of the setback requirements in the current Office Zone) and enabling a high degree flexibility for design options. Building design will provide setbacks and building articulation in most instances – eg requirements for building rules consent in relation to for windows and light, articulation for design mitigation of noise.
- Minimum setbacks of 3m from rear boundaries where adjacent to a different zone. (Note: The Urban Corridor Zone allows anywhere from 0m to 5m to be selected for a rear setback, depending on circumstances. In this instance 3m has been selected to provide some relief given proximity to adjoining residential development, and also in light of the prevailing setback policy in the current Office Zone which requires a setback to match building height at any given point).

Rear of Allotments

- Scale at rear boundary 3m + 45 degrees building envelope (if adjoining a residential zone) for allotments, plus additional requirements to ensure overshadowing impacts are addressed.

Density

- Minimum net density of 100 dwelling units net per hectare.

Implications for DPA policy amendments

This DPA proposes to introduce the Urban Corridor Zone with Boulevard Policy Area over allotments adjacent to Greenhill Road and Fullarton Road, opposite the Park Lands. The zone promotes promoting residential and mixed use development with built form parameters reflecting those described above for Greenhill and Fullarton Roads.

4.3.2 City of Prospect

The areas affected by this DPA were at the request of the City of Prospect. The Council and DPTI have worked in a collaborative partnership in developing the policy framework and directions that are described in the following section, using the SAPPL.

The sections of Churchill Road, Prospect Road, and Main North Road that are the subject of this DPA are proposed to be located within the Urban Corridor Zone. The

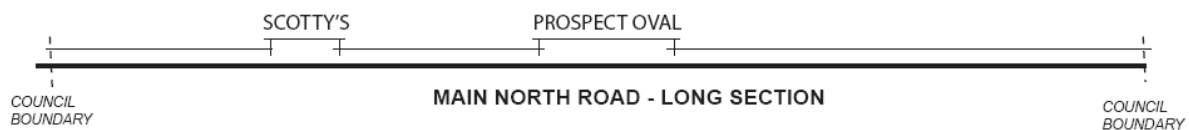
extent of the area proposed to be rezoned has been defined in the context of the opportunities and constraints described in the section above.

Map 7: City of Prospect – Heritage and Council Proposed Character Areas shows the areas proposed to be rezoned.

While the three corridors are proposed to share the same zoning, policy applying them has been developed to respond to local circumstances and conditions, as well as the opportunities and constraints. The City of Prospect has provided significant advice to the DPTI in relation to the desired future character and proposed development policy specific to each road, much of which is repeated below in its entirety.

Along each of the three corridors, the City of Prospect has nominated areas where a different built form is desirable. Within these precincts, generally adjacent to existing open space areas or major intersections, the City of Prospect seeks to achieve a higher intensity of development than that of the corridor generally. It is proposed that these areas, and the associated desired built form parameters, be reflected in concept plans with the DPA. These local refinements build upon the more general directions of The 30-Year Plan and IMRSP as it relates to Prospect.

Main North Road

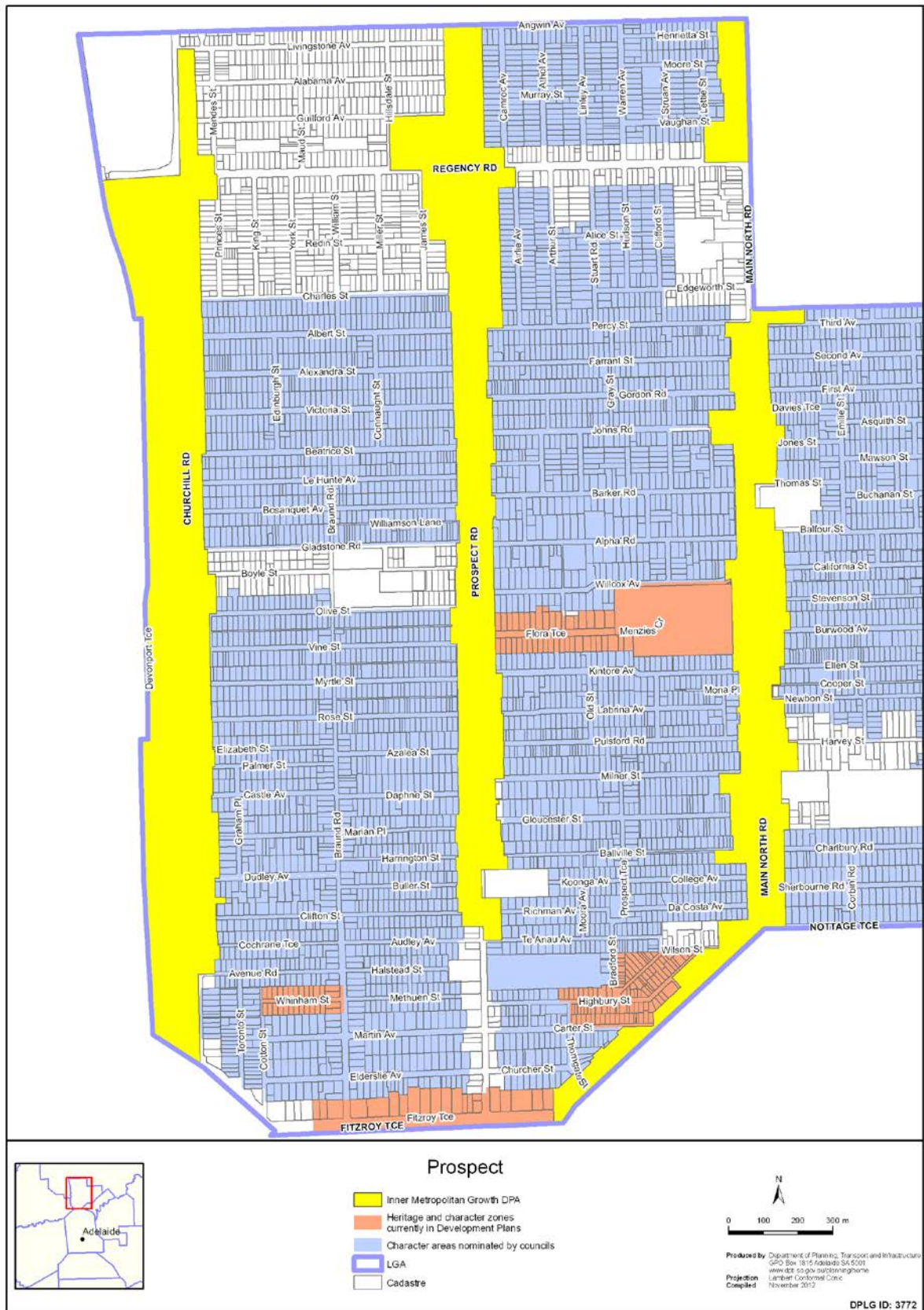


Vision

- An area accommodating a built form of a high architectural standard supporting an increased capacity for commercial and office development, with best practice landscape design incorporated to contribute to a boulevard feel for Main North Road, with some opportunity for residential development in appropriate locations.

Desired Character

- The creation of a boulevard character through the establishment of buildings of a substantial scale with appropriately landscaped setbacks.
- Promotion of buildings of high architectural quality that address the street and provide larger floor areas to support and encourage development of commercial and office uses.
- Development to employ appropriate measures to reduce potential impact on adjacent residential properties to the rear in terms of bulk and scale, amenity and appearance, privacy, overshadowing and traffic movements.
- Buildings should be designed and sited to avoid large areas of blank walls, particularly where facing public and/or sensitive areas such as adjacent residential properties.
- Key precincts such as Prospect Oval and that land opposite Scotty's Corner (corner of Main North Road and Nottage Terrace) should be developed with landmark buildings, at a scale greater than that of the majority of the corridor.



Map 7: City of Prospect – Heritage and Council Proposed Character Areas

Development Objectives

- Primarily retail and commercial development. Where residential development is proposed, it should generally be located above ground floor.
- Buildings should address the main road and side streets where applicable.
- There should be variety in design and form of buildings.
- Side and rear walls of buildings should be articulated.
- Vehicle access should be provided from secondary roads and rear access ways where possible. Parking should be consolidated, shared where possible, and screened from the street and public spaces.

Built Form Parameters (General)

Building Height

- Maximum height of new development of 4 storeys.
- Minimum height of new development of 2 storeys.

Setbacks

- Minimum 3 metre landscaped front setback.
- Minor protrusions in the form of verandahs, fenestrations etc may be permitted within front setback.
- Minimum 3 metre setback off rear boundary.
- Nil or minimal set back from secondary streets.
- Built boundary to boundary where not a side street, up to two storeys. Development above two storeys to be set back off side boundaries (two storey podium with additional storey above).

Rear of Allotments

- Scale at rear boundary 3m + 45 degrees

Density

- No minimum residential density provisions prescribed for Main North Road, given its focus on business and commercial activity.

Main North Road (Special Places – Prospect Oval) Development Guidelines



Figure 3: Prospect Oval Concept Plan

Built Form Parameters

- Focus on residential land uses with supporting shops, restaurants, café
- Development should take advantage of views over Prospect Oval
- Maximum height of 5 storeys and a minimum height of 3 storeys.
- Nil setback from secondary streets.
- No car parking to the front of buildings.

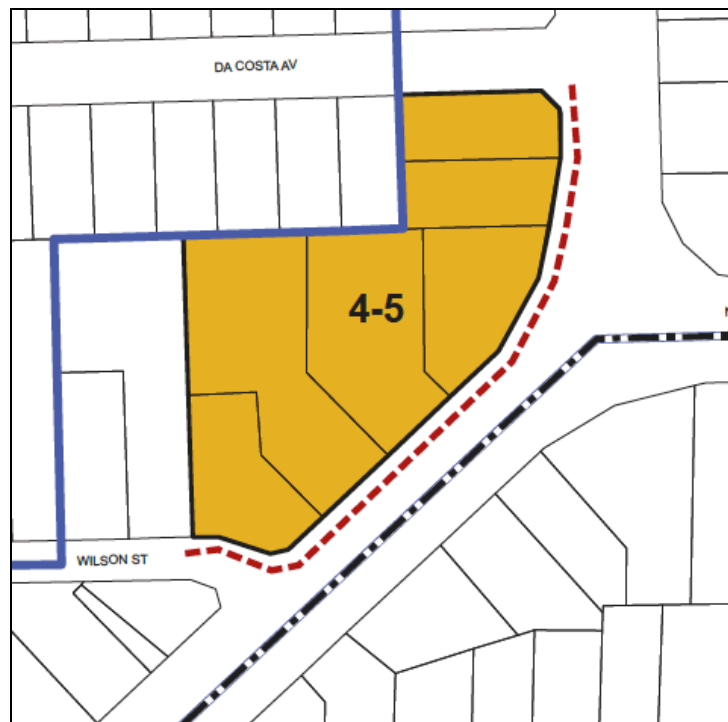


Figure 3: Opposite Scotty's Corner Concept Plan

Built Form Parameters

- A mix of uses including residential with supporting shops, restaurants, café.
- Maximum height of 5 storeys and minimum height of 4 storeys
- No minimum front setback.
- Nil setback from secondary streets.
- No car parking to the front of buildings.

Implications for DPA policy amendments

Introduce the Urban Corridor Zone with Business Policy Area promoting mixed use development with a commercial focus, with built form parameters reflecting those described above relating to Main North Road.

Prospect Road

Vision

- A people friendly road corridor that is framed by attractive medium to high density housing in some areas and local character houses in others, all within a short distance of cafes, interesting and eclectic boutique shops, daily shopping needs, offices, green open spaces, entertainment and cultural experiences.

Prospect Road Master Plan November 2009

Desired Character

- Creation of a people-oriented living environment with high levels of amenity, reinforcing the existing character of Prospect Road generally, while increasing the vibrancy and prominence of the Village Heart and maximising the potential of the Regency Road intersection.
- An increase in housing opportunities through a variety of housing types such as multi-storey residential apartment buildings to accommodate a range of occupants looking for more compact and secure dwellings at different stages in their lives.
- Innovative design solutions are encouraged to address potential issues such as bulk and scale, amenity, privacy, overshadowing, setbacks and landscaping.
- Key precincts should encourage mixed use development that activates the area at street level, providing services to meet the daily and weekly needs of the local community and activating community open space areas and public transport stops.
- The Village Heart should be a vibrant and active shopping, entertainment and civic day night precinct with more space for people.
- Heritage-listed buildings should be adapted and reused, with additions to these buildings to be contemporary in appearance while remaining complementary to the existing building design.
- The density of development, particularly around key precincts, should be sufficient to support the commercial uses in the precinct and locality generally.

Development Objectives

- High quality architectural design should be encouraged.
- A mix of residential, retail, office and commercial development that enables people to work and shop close to where they live.
- High quality architectural design should be encouraged.
- Buildings should address the main road and side streets where applicable.
- Buildings should be sited to minimise potential impacts on existing dwellings in the adjoining residential zone.
- Where active street frontages are desired, ground floor land uses should include uses such as retail, office, commercial, community and civic uses that support the economic vitality of the area. Glazing of building facades should be maximised to promote visual permeability and passive surveillance of the street.
- External areas of dwellings i.e. balconies, should be generous in size to encourage use and should be designed to maintain a relationship with the street to contribute to vibrancy.
- An interesting and active pedestrian environment should be promoted by providing for activity such as shops, offices and commercial development at lower floors, so as to create an active and vibrant streetscape. Development in the Village Heart at ground level should seek to access and utilise footpath area eg. outdoor dining.

- Residential development should be located within the upper storeys, to increase the number of residents in the locality and to encourage passive surveillance of the street
- Retail development to support local needs – ie neighbourhood scale of shops or groups of shops (ie up to 2000m² in floor area)
- Vehicle access should be provided from secondary roads and rear access ways where possible. Parking should be consolidated, shared where possible, and screened from the street and public spaces.

Built Form Parameters

Building height

- Maximum height of new development of 3 storeys.
- Minimum height of new development of 2 storeys.

Setbacks

- No minimum setback from front boundary.
- No additional setback for upper storeys.
- Minor building elements such as verandahs and porticos may be permitted within setback area.
- Minimum 3 metre setback from rear boundary.
- No minimum setback from secondary street boundary.
- Built boundary to boundary where not a side street, up to two storeys. Development above two storeys to be set back off side boundaries (two storey podium with additional storeys above).

Rear of Allotments

- Scale at rear boundary 3m + 45 degrees.

Density

- Minimum net density of 45 dwelling units net per hectare

Prospect Road (Special Places – Village Heart) Development Guidelines

Built Form Parameters

- Village Heart area from Staples Court to Daphne Street.
- Maximum height of new development of 3 storeys.
- No minimum setback from front boundary. Buildings should be sited to provide a continuous and consistent built edge located on the front property boundary, with verandahs or awnings over the public footpath used to create an intimate building scale at street level and to reflect the existing high street character. The width of individual ground floor tenancies, whether on individual or amalgamated

allotments, should be reflective of the existing fine grain subdivision pattern and narrow shopfronts.

- Commercial development on the ground floor to reinforce an active street frontage and public realm.
- Nil setback from secondary streets.
- No car parking to the front of buildings.
- Vertical street wall with a height of between 2 – 3 storeys.
- Scale at rear boundary 3 metres + 45 degrees building envelope.
- Minimum net density of 75 dwelling units per hectare to encourage greater level of intensity and vibrancy around the village heart

Prospect Road (Special Places – Regency Road) Development Guidelines



Figure 4: Regency Road Concept Plan

Built Form Parameters

- Maximum height of 4 storeys as per Figure 4.9 above.
- Minimum height of 3 storeys.
- No minimum front setback.
- Nil setback from secondary streets.
- No car parking to the front of buildings.
- Vertical street wall with a height of between 3 – 4 storeys

Implications for DPA policy amendments

Introduce the Urban Corridor Zone with High Street Policy Area around the Village Heart Area, and Living Policy Area for the remainder of the transit corridor, promoting mixed use development with built form parameters reflecting those described above relating to Prospect Road.

Churchill Road



Vision

- A high quality urban transport corridor made up of quality medium to high density housing, attractive commercial office and employment precincts, local shops and facilities and “green” recreational areas and streetscapes.

Churchill Road Master Plan October 2009

Desired Character

- The creation of a boulevard character through the establishment of larger scale buildings with appropriately landscaped setbacks. The function of the road corridor as a strategic transport route should be maintained and pedestrian areas should be enhanced to maximise safety and promote activity in appropriate locations.
- An increase in residential development through the encouragement of a diversity of housing types including residential multi storey buildings that accommodate apartment-style living. In turn, the diversity of housing is likely to lead to diversity in household types including singles, first home buyers, families, students and older persons.
- Churchill Road is a strategic route and its function as a transport and cycle corridor will be protected with minimal on-street vehicle parking and access points. Where possible, access should be provided from secondary roads and rear access ways. Parking should be consolidated, shared where possible, and screened from the street and public spaces.

Development Objectives

- A mix of residential, retail, office and commercial development that enables people to work and shop close to where they live.
- High quality architectural design should be promoted to achieve a built form outcome consistent with the desired character of the corridor.

- Buildings should address the main road and side streets where applicable.
- There should be variety in design and form of buildings.
- In order to minimise the impact of development of existing dwellings adjacent the corridor, the greatest height, mass and intensity of development should be focused along Churchill Road. Development should be undertaken within a defined building envelope that acknowledges an appropriate transition to existing lower scale and intensity development to the east and moderates the impact of bulk and scale, amenity, privacy and overshadowing
- Where an active street frontage is desired, building frontages should be provided with glazing so as to be both visually permeable and to maximise passive surveillance of the road.
- Buildings should provide shelter over the footpath where activity is desired.
- External areas of dwellings i.e. balconies, should be generous in size to encourage use and should be designed to maintain a relationship with the street to contribute to vibrancy.
- Land uses should provide a focus for community life through the provision of goods and services that meet the daily and weekly needs of residents - including retail development that support local needs – ie neighbourhood scale of shops or groups of shops (ie up to 2000m² in floor area)
- Where active street frontages are desired ground floor land uses should include retail, office and commercial uses.
- Residential development should generally be located above ground level and should be provided with good acoustic protection.
- Vehicle access should be provided from secondary roads and rear access ways where possible. Parking should be consolidated, shared where possible, and screened from the street and public spaces.

Built Form Parameters

Building Height

- Western Side: Maximum height of new development of 4 storeys.
- Minimum height of new development of 3 storeys.

Building Height

- Maximum height of new development of 4 storeys.
- Minimum height of new development of 3 storeys.

Setbacks

- Minimum 3 metre (landscaped) front boundary setback.
- Minor protrusions in form of verandahs, fenestrations etc may be permitted in setback areas.
- Minimum 3 metre setback from rear boundary, if adjoining a residential zone.

- Minimum 2 metre (landscaped) setback from secondary street boundary.
- Minimum 2 metre setback from side boundaries.

Rear of Allotments

- Scale at rear boundary 3 metres + 45 degrees building envelope, if adjoining a residential zone.

Density

- Minimum net density of 100 dwelling units net per hectare

Churchill Road (Special Places – 250 Churchill Road) Development Guidelines



Figure 5: 250 Churchill Road Concept Plan

Built Form Parameters

- Maximum height of new development of 8 storeys adjacent rail corridor.
- Minimum height of new development of 3 storeys adjacent Churchill Road.
- Minimum 3 metre front setback, to be landscaped.
- No car parking in front of buildings.

Density

- Minimum net density of 150 dwellings units per hectare

Churchill Road (Special Places – Charles Cane Reserve) Development Guidelines



Figure 6: Charles Cane Reserve Concept Plan

Built Form Parameters

- Maximum height of new development of 5 storeys as per plan above.
- Minimum height of new development of 3 storeys.
- Nil front setback.
- No car parking in front of buildings.

Density

- Minimum net density of 100 dwelling units net per hectare

Implications for DPA policy amendments

Introduce the Urban Corridor Zone with Boulevard Policy Area promoting mixed use development with built form parameters reflecting those described above relating to Churchill Road.

4.4 Utilities and Infrastructure

4.4.1 Utility Infrastructure

Intensification of development along the corridors affected by the Development Plan Amendment will lead to increased demand for the electricity, potable water, wastewater and gas services supplied by utility infrastructure in and around these corridors.

The spatial extent of the area affected by the DPA coupled with the number of development permutations that might result from the DPA renders forecasting of the improvements required impractical. Put differently, due to uncertainty about the redevelopment intentions of individual landowners (which uncertainty extends to land use), it is impractical to speculate about the capacity improvements that would be needed to supply utility infrastructure services to specified areas at any given point in time during the life of The 30-Year Planning policy regime this DPA proposes. On this basis, this DPA is informed by and responds to general awareness of the fact that increases in capacity of utility infrastructure will be required to support development it envisages as opposed to specific awareness of required capacity upgrades.

In a policy sense, the Development Plans contain provisions to prevent development occurring if necessary infrastructure capacity is not available. In relation to City of Prospect and Burnside, these are as follows:

Burnside (City) Development Plan

74 *Development (including land division) should:*

- (a) *not occur unless the site can be provided with an appropriate electricity, gas (if required) and water supply, sewerage or effluent system, telecommunications and stormwater drainage; and*
- (b) *promote, and be capable of being provided with, economic and effective services such as public transport, waste collection, fire protection and street lighting.*

Prospect (City) Development Plan

205 *Land division or development should not occur unless the site can be provided with an appropriate electricity, gas (if required) and water supply, sewerage or effluent system, telecommunications and stormwater drainage, without risk to health and so as not to cause pollution of a public water supply or any surface or underground water resource.*

Further policy change is therefore not considered necessary.

4.4.2 Stormwater

Under the *Natural Resources Management Act 2004*, the Adelaide and Mount Lofty Ranges Natural Resources Management Board is required to develop and maintain a Regional Natural Resources Management (NRM) Plan for its region in consultation with stakeholders and the community. This plan links to the State NRM Plan and South Australia's Strategic Plan, and sets out the long-term NRM vision for the region and guides our actions.

The 30-Year Plan provides strategic direction for all NRM partners who invest in the region. This includes the establishment of long-term goals, clearly defined outcomes and targets.

The Adelaide and Mount Lofty Ranges NRM Plan targets and outcomes relevant to the DPA are contained in Table 4.2 below.

Relevant NRM Targets	Outcomes
T1 Stormwater and waste water used	75% of stormwater used. 100% of waste water reused.
T2 Surface water and groundwater	All water resources meet water quality guidelines to protect defined environmental values.
T3 Water resources managed within sustainable limits	All water resources used within sustainable yield (allowing for variability).
T4 Flood damage	Reduce average annual cost of flood damage.
T10 Land based impacts on coastal, estuarine and marine processes	Impacts reduced from current levels.

Table 4.2: Adelaide and Mount Lofty Ranges NRM Targets

In a policy sense, the Development Plans contain provisions to relate to stormwater management and disposal. In relation to City of Prospect and Burnside, these are as follows:

Burnside (City) Development Plan

Objectives 30-34 and PDCs 75-79 in the Council Wide section of the Burnside (City) Development Plan (under the heading *Utilities and Infrastructure*) offer some guidance on the use and protection of stormwater.

Prospect (City) Development Plan

Objectives 32-36 and PDCs 44, 207 - 211 in the Council Wide section of the Prospect (City) Development Plan (under the heading *Stormwater Management*) offer some guidance on the use and protection of stormwater.

The State's Planning Policy Library contains Water Sensitive Urban Design policies to guide development in the General Section modules. To supplement existing Development Plan policies, it is recommended that these policies are inserted into the Council Wide section of both Development Plans in order to provide guidance on maintaining/reducing current levels of run off, and will bring the Development Plans in line with the most recent version (Version 6) of the State's Planning Policy Library to ensure policy is up to date and able to respond to the sorts of development envisaged through this DPA. These requirements promote water sensitive urban design measures including in relation to stormwater management, in all developments and protect stormwater from pollution sources.

4.5 Public Transport

Public transport has a major role to play in contributing to Adelaide as a liveable and sustainable city that supports healthy outcomes and helps reduce urban congestion, particularly at peak commuter times. With increasing road congestion, it is necessary to improve public transport to meet travel demands and make more efficient use of existing road, train and tram capacity.

Measures will continue to be taken to preserve and protect the longer-term potential of public transport corridors for possible use in the future, so as to not reduce options for future public transport. An example is where planning will continue to identify and protect the route for a future extension of the Seaford train corridor to Aldinga.

There will be a continuation of the review and modification of existing public transport services to cater for demand and changes in travel patterns of the community. For example, the increase in capacity and frequency of services of the passenger train services will be supported by more buses connecting to train services and to cross suburban centres throughout the day.

Public transport priority on the roads will vary depending on the level of service and patronage, and impacts on land use. Investigations into the benefits, costs, economic viability and funding options for these corridors and others will be progressed.

The future directions for public transport are:

- Complete the transformation of Adelaide's public transport system into a more frequent, faster, and efficient network
- Continue to develop existing and potential mass transit corridors, as identified in (SAPPL
- Expand public transport services into new growth areas consistent with SAPPL
- Continue to improve public transport services to cater for demand and changes in travel patterns of the community
- Facilitate the implementation of 'real time' travel information
- Deliver a more accessible public transport system that complies with legislative requirements

The 30-Year Plan provides for the development of a more compact city, with a greater focus on concentrating development growth:

- in both new and existing suburbs around Adelaide's transit corridors, and,
- at mixed use, higher density developments to supply more housing in locations that are within walking distance of frequent public transport services.

As part of the revitalisation of the public transport network, future planning of bus, train and tram services will be more closely aligned to provide greater integration and connectivity between these services. There will be increased bus feeder services into major train stations to provide more efficient, faster transport options for passengers.

To be successful in the long term, Adelaide's public transport system is to form the backbone of urban structure and development, and provide high quality services sustained over many years. This framework is necessary to achieve the high quality and increased market share for public transport required by the objectives and targets in the *South Australia's Strategic Plan* and The 30-Year Plan.

Public transport can act as a catalyst for more intensive and diverse land uses. Increased residential densities around transport nodes provide more people with the opportunity to walk or cycle to public transport or to access employment, including within the core of the development itself. By concentrating urban development along major transit corridors, a number of people who would otherwise rely on the car for travel will have travel choice through improved access to public transport services.

Integration of public transport and infrastructure and land use planning is essential. Further investigations are needed to make strategic decisions for transport services that support land use characteristics on transit corridors.

Map D4 of The 30-Year Plan (following page) shows the transit corridors in metropolitan Adelaide identified for urban development.

As with other Australian capital cities, Adelaide's public transport system has to service a very significant peak period in the morning and afternoon. Transport planning will need to continue to strive to find ways to manage the demands of peak period travel.

Anticipated changes to the public transport system within the Inner metropolitan Adelaide area are:-

- Change in the number of buses operating on the corridor;
- Change in priority for bus movement, for example the potential introduction of bus lanes;
- Optimisation of stop locations;
- Improvements to stop facilities.

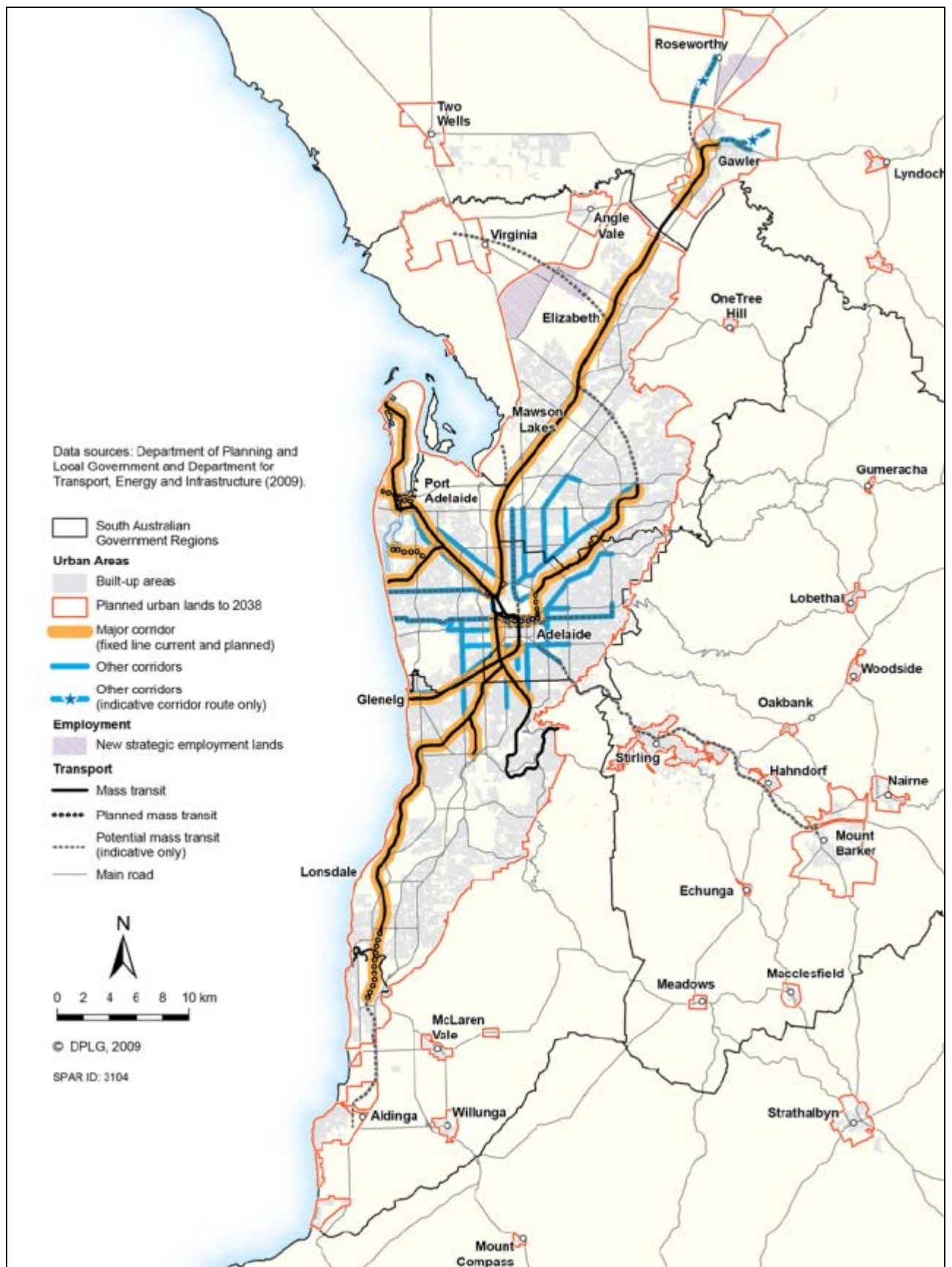
The planning for these is ongoing.

4.6 Inner Metro Rim Structure Plan

The Inner Metro Rim Structure Plan provides a strategic vision for the inner metropolitan area; establishes land use directions and the allocation of provisional dwelling targets; and assists in the identification of future infrastructure needs.

The draft Structure Plan was prepared in collaboration with government agencies and inner metropolitan councils. Following extensive feedback from these groups the draft Structure Plan was endorsed by the Government Planning Coordination Committee (GPCC) on 6 September 2011.

The infrastructure and servicing requirements associated with Inner Metro Rim Structure Plan should therefore be factored into agency forward planning to ensure infrastructure and service delivery supports planned growth.



Map 8 – 30 Year Plan for Greater Adelaide – Map D4

5. SUMMARY OF RECOMMENDED POLICY CHANGES

The investigations indicate that it is appropriate to amend the existing Burnside (City) and Prospect (City) Development Plans as they apply to the area directly affected in order to better facilitate the desired development outcomes consistent with wider strategic objectives and targets.

5.1 Zone/Policy Area Policy Changes

It is proposed that the Urban Corridor Zone module from version 6 of the SAPPL be applied to the area directly affected. This provides policy guidance in respect of the following matters:

- land use and built form
- desired minimum residential site densities
- vehicle parking
- design and appearance and
- incentives.

Furthermore, the DPA proposes application of the following Policy Area modules from version 6 of the SAPPL to the area directly affected:

- Boulevard: Fullarton Road and Greenhill Road (City of Burnside) and Churchill Road (City of Prospect)
- Business: Main North Road (City of Prospect)
- High Street: Prospect Road (City of Prospect)
- Transit Living: Prospect Road (City of Prospect)

These Policy Areas provide finer grained guidance regarding land use and design and appearance.

5.2 General/Council-wide Policy Changes

6.

Effective operation of the Urban Corridor Zone rests on complementary general/Council-wide policies offered by version 6 of the SAPPL. The DPA consequently proposes to insert these complementary policies into both the Burnside and City of Prospect Development Plans. The complementary policies are:

- PDCs 22 and 23 from the 'Advertisements' module of general / Council-wide policies (these provide guidance regarding advertisements in mixed use and corridor zones such as the Urban Corridor Zone)
- The Design and Appearance module of general / Council-wide policies (these provide guidance regarding balconies, mixed use developments and buildings constructed to front street boundaries)
- the Medium and High Rise (3 or More Storeys) Development module (this contains policy that provides guidance regarding a range of matters of relevance to buildings of 3 or more storeys)
- PDCs from the Interface Between Land Uses module relating to relation noise generating activities and air quality

- Heritage Places PDC to guide multi storey development adjacent to a Local or State Heritage Place
- PDCs from the Residential Development module to provide guidance regarding private and communal open space forming part of residential development
- PDCs from the Transportation and Access module to provide guidance regarding location of and access to land uses that generate large numbers of visitors relative to public transport stops and encouragement of cycling and walking as a transport mode
- the Affordable Housing, Strategic Transport Routes and Noise and Air Emissions Overlays (whilst the DPA proposes that these reside at the general or Council-wide levels, they will only affect the Urban Corridor Zone at this stage in accordance with the spatial scope of the DPA)
- Water Sensitive Design and Waste provisions from Version 6 of the SAPPL.

A number of existing Council-wide policies contained in both the Burnside and City of Prospect Development Plans seek outcomes that are different to those sought by policy contained in the Urban Corridor Zone and some of the above complementary general / Council-wide policies. It is necessary that the DPA reconcile these differences. The DPA proposes to do this by amending the existing general / Council-wide policies where necessary.

The policies in question and the way the DPA proposes to amend these are detailed in the Amendment proposed for each Development Plan. In the main, the DPA proposes to exempt the Urban Corridor Zone from the policies in question. In this way, these policies continue to apply to land not within the Urban Corridor Zone so that the potential for these policies to apply contrary to the Urban Corridor Zone is removed or minimised.

5.3 Assessment Matters

5.3.1 Complying, Non-complying and Merit Development

Different types of development are subject to three main types of assessment processes – complying, ‘on-merit’ and non-complying.

Provided development can satisfy any quantitative criteria established for complying development in the Development Regulations and the Development Plan, development designated as complying must be granted Development Plan Consent.

Development listed as non-complying in the Development Plan is generally discouraged. All other forms of development are subject to assessment on their merits against all the relevant provisions of the Development Plan.

The proposed Urban Corridor Zone does not specifically identify any kinds of development as complying. As such the only forms of complying development in the Zone are those listed in schedule 4 of the Development Regulations 1993. Most developments will likely be subject to a merit based assessment providing a means to consider interface issues between various land use types and ensure design elements and other criteria (e.g. parking) are adequately met.

The proposed Urban Corridor Zone does, however, contain a list of non-complying developments. As the proposed Zone seeks to accommodate a range of uses, the non-complying list only includes those forms of development that are unlikely to be appropriate under most circumstances due potential noise and/or odour impacts or the built form design traits are generally incompatible with the desired character.

5.3.2 Categories of Notification

The *Development Regulations 2008* or a Development Plan can assign public notification to development as either Category 1 or 2. The Regulations may also assign development to Category 2A.

Development assigned Category 1 cannot be notified, whereas Category 2 development allows notification to adjacent land owners or occupiers. In either case, no third party appeal rights exist.

Any uses not assigned a Category referred to above defaults to Category 3 for public notification purposes. Such developments invoke wide notification and allow third party appeals against the decision of the planning authority.

The categories of public notification proposed in this DPA are consistent with the range of uses contemplated in the proposed Urban Corridor Zone. In particular, all uses listed as desired in the zone or that may be appropriate within a mixed use environment are either Category 1 or 2 for the purposes of notification. Only those forms of development identified as non-complying (or determined to constitute a non-complying form of development) will attract full notification and attendant appeal rights. This approach is considered appropriate given the impacts associated with development can be effectively assessed through application of proposed new and existing planning policy.

6. STATEMENT OF STATUTORY COMPLIANCE

Section 26 of the *Development Act 1993* prescribes that the DPA must assess the extent to which the proposed amendment:

- a) accords with the Planning Strategy
- b) accords with other parts of the Development Plan
- c) complements the policies in the Development Plans for adjoining areas
- d) satisfies the requirements prescribed by the Regulations.

6.1 Accords with the Planning Strategy

Relevant strategies from the Planning Strategy are summarised in section 2.2 of this document. It is the intent of the DPA to support the achievement of the Planning Strategy policies.

6.2 Accords with other parts of the Development Plan

The policies proposed in this DPA are consistent with the format, content and structure of the Burnside (City) Development Plan and the Prospect (City) Development Plan.

6.3 Complements the policies in the Development Plans for adjoining areas

The policies proposed in this DPA will not affect the Development Plans for adjoining areas. The policies in this DPA are consistent with transit corridor areas being investigated through parallel DPA processes in the City of Unley (ie Greenhill Road and Unley Road) and City of Norwood Payneham & St Peters (Kent Town and The Parade), which also use the Urban Corridor Zone and associated general module policy as required from the SAPPL (except for The Parade which amend the current District Centre zoning).

6.4 Satisfies the requirements prescribed by the Regulations

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

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