



Strategic Planning and Development Policies Committee Monday 3 April 2017

(Presiding Member: Mayor David O'Loughlin)

The meeting of the Strategic Planning and Development Policies Committee will be held in the Civic Centre, 128 Prospect Road, Prospect commencing at 6.00pm

A G E N D A

1. **On Leave - Nil**
2. **Apologies**
3. **Confirmation of the Minutes of the Strategic Planning and Development Policies Committee Meeting held on 4 August 2016**
4. **Presiding Member's Report – Nil**
5. **Questions With Notice - Nil**
6. **Deputations- Nil**
7. **Notices Of Motion- Nil**
8. **Declaration by Members of Conflict of Interest**
9. **Protocol**

The Council has adopted the protocol that only those items on Committee reports reserved by members will be debated and the recommendations of all items will be adopted without further discussion.

10. Reports of the Director Community & Planning

- 10.1 Draft Urban Corridor Zone and Interface Areas Policy Review DPA for Consultation

11. Questions Without Notice

12. General Business

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

13. General Business – Urgent Matters

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

14. Confidential Items- Nil

15. Closure

A handwritten signature in black ink, appearing to read 'Nathan Cunningham', is positioned above the printed name and title.

Nathan Cunningham
Director Community & Planning

AGENDA ITEM NO.: 10.1

TO: Strategic Planning and Development Policies Committee (SPDPC) on 3 April 2017

DIRECTOR: Nathan Cunningham, Director Community and Planning

REPORT AUTHOR: Rick Chenoweth, Senior Policy Planner

SUBJECT: Draft Urban Corridor Zone and Interface Areas Policy Review DPA for Consultation

1. EXECUTIVE SUMMARY

- 1.1 For Council to amend its Development Plan it must undertake a Development Plan Amendment Process as required under S25 of the Development Act 1993.

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

- 1.2 Whilst the introduction of the Zone has been successful in encouraging development along City of Prospect's main road corridors, there are a number of approved examples which demonstrate that development outcomes could be enhanced by a targeted and limited DPA addressing a number of key design matters.

In addition, Council's Development Assessment Panel (DAP) has been deferring approximately 50% of applications received based on design related issues in a quest for high quality outcomes.

- 1.3 In essence, the experience and knowledge gained from a number of recent Urban Corridor Zone developments (now constructed) provides an opportunity for Council to refine and improve the Urban Corridor Zone policies.

To this end, Council was invited to work in collaboration with DPTI staff on proposed design-related policy amendments for the Council Wide provisions of the Development Plan, which will subsequently be relevant to multi-storey development in all inner metropolitan areas. Separate Ministerial DPAs will be used as the mechanism to address any policy changes that have relevance across multiple councils.

- 1.4 Proposed changes to policy affecting development in City of Prospect's Urban Corridor Zone have been drafted independently of that process. The changes are based on key design-related issues identified through a comprehensive investigative workshop process.

To achieve the desired policy outcomes, relevant provisions within the Council Wide section of the Development Plan would need to be changed, as well as provisions that are specific to the Urban Corridor Zone and Policy Areas.

- 1.5 The purpose of this meeting is for the SPDPC to consider and provide recommendations to Council on the Draft Urban Corridor Zone and Interface Areas Policy Review DPA, which has been prepared in readiness for Consultation.

Subsequent to Council consideration the DPA will also require Ministerial approval prior to consultation commencing, with a community engagement process to be undertaken (and the outcomes of that engagement considered) prior to final authorisation by the Minister for Planning.

2. RECOMMENDATION

- (1) Council is advised that the Strategic Planning and Development Policies Committee supports the proposed changes to the Prospect (City) Development Plan as described in the draft Urban Corridor Zone and Interface Areas Policy Review Development Plan Amendment, and that it is recommended for submission to the Minister for consultation approval, complete with a request for interim control.**
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3. RELEVANCE TO CORE STRATEGIES / POLICY

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

A target of the Strategic Plan is to complete Urban Corridor Zone and Interface Areas DPA by the end of 2016/2017.

- 3.3 This draft DPA is considered to be consistent with the themes, strategies and outcomes of Council's Strategic Plan 2020.

4. COMMUNITY INVOLVEMENT

- 4.1 A series of investigative key stakeholder workshops were undertaken with DPTI staff to ascertain design related issues from Urban Corridor Zone development, and included:
- Elected and DAP members
 - Developers and Urban Development Institute of Australia (UDIA)
 - Local resident and environment groups
 - Inner Metropolitan Councils.

- 4.2 The feedback from the investigative workshops was used to draft the DPA for Consultation. Subject to Council and Ministerial approval, the DPA will be subject to 2 months of formal community and agency consultation pursuant to the Development Act 1993.
- 4.3 Consultation methods will be undertaken in accordance with Council Community Engagement and Consultation Policy and any requirements pursuant to the Development Act 1993.

5. DISCUSSION

- 5.1 The City of Prospect Development Plan was amended to introduce the Urban Corridor Zone on 31 October 2013, via the Ministerial Inner Metropolitan Growth DPA, along with changes to Council Wide provisions influencing the outcomes of anticipated forms of development. Since the Urban Corridor Zone was introduced into the Development Plan, City of Prospect has experienced a high level of new development unprecedented in inner Adelaide metropolitan (suburban) councils.
- 5.2 Whilst the introduction of the Zone has been successful in encouraging development along Prospect's corridors (particularly in the Churchill Road area), there are a number of approved/development examples which demonstrate that development outcomes could be enhanced by a targeted and limited DPA addressing a number of design matters. Additionally, Council's Development Assessment Panel (DAP) has been deferring approximately 50% of applications received based on concerns with design related issues.
- 5.3 The experience and knowledge gained from recent Urban Corridor Zone developments now provides an opportunity to refine and improve the Urban Corridor Zone policies as they relate to design issues in accordance with the approved Statement of Intent.
- 5.4 Investigative workshops with key stakeholder groups identified the following issues that are considered to need refinement and improvement within relevant sections of the Development Plan, including:
- a weakness in design considerations within planning provisions – objectives, desired character and principles of development control
 - lack of clarity and planning direction on what should be considered with regard to good design principles
 - poor street interface outcomes (activation and building appeal, public/ private connection, fencing, community benefit eg public art, minimise impacts to the public realm)
 - concerns around transitional requirements at the zone interface (building setback, building height and landscaping)
 - inadequate landscaping outcomes
 - limited encouragement for site amalgamation
 - inadequate setbacks (side, and rear at the zone boundary) and building separation (between habitable rooms and balconies)

Other suggestions included:

- provide policy support to provide increased protection for existing development for the transitional period for zone/ policy area redevelopment
- promote greater diversity of building typology and housing sizes
- other site issues (visual privacy, storage, waste).

These issues are proposed to be addressed through changes to the Urban Corridor Zone provisions in combination with changes to relevant Council Wide provisions of the Development Plan.

- 5.5 City of Prospect was invited to work in collaboration with DPTI staff on the drafting of design related policy amendments to the Council Wide provisions on multi-storey development. These policy changes, picking up the issues identified in the investigative workshops, are included in this DPA and are consistent with a separate Ministerial DPA to be applied across multiple councils.

Council wide policy amendments

- 5.6 Existing policy was identified as a potential root cause of why some of the design outcomes were being delivered. A series of policy amendments are therefore proposed. Council Wide policy amendments are shown in red text within the DPA (refer **Attachment 1-68**) and include:

Development in Mixed Uses, Urban Corridor, and Centre Zones

- adding and strengthening text related to visual privacy to identify techniques that can be used to minimise direct overlooking into habitable rooms and private open space
- adding and strengthening text related to promoting interesting and pedestrian friendly streets.

Medium and High Rise Development (3 or more storeys)

- adding and strengthening text on providing context and supporting desired character as a major component of good design
- adding and strengthening text to integrate built form and associated landscaping to raise the profile of green spaces within areas with large scale built form
- adding and strengthening text to enhance street activity and visual interest, including a new sub-heading on *Street Interface* to raise its profile as a major component of good design
- introducing text on materials and finishes to guide the selection of materials and finishes that are durable and age well
- adding text related to balconies to achieve desired criteria such as visual privacy and sufficient depth to accommodate intended uses

- introducing new text on building separation and distances from habitable rooms and balconies to provide opportunities for daylight, natural ventilation, visual and acoustic privacy
- reducing the required number of dwellings (from 20 to 10 dwellings) before an applicant should provide a variety of dwelling sizes/ number of bedrooms to cater for local demographics and promote housing affordability and ageing in place
- providing building adaptability, such as floor to ceiling heights suitable for commercial use to allow for future changes of land uses
- strengthen environmental provisions such as landscaping (deep soil planting zones) and rainwater tanks to promote green spaces and sustainable development
- strengthen site facilities and storage principles, to encourage bins to be conveniently located and screened, and introducing provision for on-site commercial collection if there are 10 or more bins
- introducing a provision on *Zone Interface* to provide a deep soil planting zone to provide adequate landscape screening to adjacent zones.

Urban Corridor Zone policy amendments

5.7 Policy changes to the Urban Corridor Zone, picking up the issues identified in the investigative workshops, are specific to City of Prospect and will not cover other councils regardless of whether they have similar provisions.

5.8 The Urban Corridor Zone policy amendments include:

- adding and strengthening text to the Objectives on visual interest to the street, sustainable design and amalgamation of sites
- re-formatting, adding new text and removing duplicated text within the Desired Character statement to clearly outline desired development in a transforming urban growth area
- Introducing the concept of good design principles to provide guidance on the framework required for good design outcomes
- adding new text within the Principles of Development Control on street interface active spaces, landscaping and vehicle access ways to support good public realm outcomes
- removing roof top gardens from being considered as an additional building storey or height triggers to promote their establishment and clarify procedural considerations such as who will be the relevant planning authority
- adjusting minimum setbacks from street frontages to add relevant landscaping requirements, wherever necessary. Also, adding text to consider relevant road widening requirements to support 'fit for purpose' green spaces and legislative requirements

- amending side setback requirements for narrow and wider allotments to encourage developments to front the public realm and provide better street activation and interaction whilst reducing building mass on or near boundaries and within the rear sections of properties
- amending minimum setbacks to zone boundaries by increasing setback distances as development increases above envisaged development in adjacent zones
- introducing a new provision on building walls on or in close proximity to side boundaries to provide attractive and interesting facades and cater for existing sites that have not undergone transitioning to the new desired character, such as using recessed walls, continuing façade detailing, different materials and finishes as well as the potential to use green walls and murals
- providing increased clarity on the reasons for the desired development intent for each of the policy areas, such as the Churchill Road area (Boulevard Policy Area) using the contextual attributes of adjacent North Ovingham's valued built form in terms of elevated front facades (steps up to front door), built to side boundaries, landscaped front yards and space within large backyards.

Policy Testing

- 5.9 Design testing of existing and proposed development envelopes has been undertaken by Matt Davis (Davis + Davis), which revealed design benefits of the revised policy such as site density above the minimum requirement (achieved 175 du/ha nett), deep soil planting zones being achievable (front and rear), improved building separation to habitable rooms and balconies, greater façade articulation and visually interesting side walls (refer **Attachment 69-74**).
- 5.10 Council staff provided the design testing outcomes to the Presiding Member of Council's Development Assessment Panel, David Cooke, and to an independent architectural adviser, Jenny Newman, for review and feedback. The outcomes were also presented to the Urban Development Institute of Australia (UDIA). Feedback has been received from David Cooke and Jenny Newman (refer **Attachment 75-78**), with their feedback including comments such as:
- The zero setback from the side boundaries for 20m looks quite imposing in the proposed scheme, however this is softened once architecture and form making occurs within the example development.
 - Pleased to see that lobbies are fronting on to deep root zones in the example development and starting to activate the ground level.
 - By facing the street there is increased opportunity for passive surveillance and street interaction/activation to occur; there is the ability to articulate the street front as the front rather than the side of the building; the dominance of vehicle entry and service provision can be reduced; an "active" part of the facade can more easily be provided at ground level; and a continuous "edge" of built form is encouraged along the main transport corridors which helps frame these wider streets which is good urban design practice.
- 5.11 It is anticipated that further feedback will be provided during the formal consultation phase, with further possible refinements of the policy to occur at that stage.

5.12 The Draft Urban Corridor Zone and Interface Areas Policy Review DPA – For Consultation is now considered checked and ready for consideration by the SPDPC. A supportive recommendation is proposed with the Draft DPA then being presented to Council in April before being forwarded to the Planning Minister for approval for consultation with the wider community, and for interim control.

ATTACHMENTS

Attachments 1-68: Urban Corridor Zone and Interface Areas Policy Review DPA – For Consultation

Attachments 69-74: Design Testing (Davis + Davis)

Attachments 75-78: Feedback on Council's Design Testing from David Cooke and Jenny Newman

Development Plan Amendment

By the Council

Prospect (City)

Urban Corridor Zone and Interface Areas Policy Review DPA

Explanatory Statement and Analysis

For Consultation

Table of Contents

Have Your Say	1
Explanatory Statement	3
Introduction	3
Need for the amendment	3
Statement of Intent	5
Affected area	5
Summary of proposed policy changes	5
Legal requirements	6
Interim operation	6
Consultation	6
The final stage	7
Analysis	9
1. Background	9
2. The strategic context and policy directions	9
2.1 Consistency with South Australia’s Strategic Plan	9
2.2 Consistency with the Planning Strategy	9
2.3 Consistency with other key strategic policy documents	10
2.3.1 Council’s Strategic Directions Report	10
2.3.2 Council’s Strategic Plan – Towards 2020	10
2.3.2 Infrastructure planning	10
2.3.3 Current Ministerial and Council DPAs	11
2.3.4 Existing Ministerial Policy	11
3. Investigations	12
3.1 Investigations undertaken prior to the SOI	12
3.2 Investigations undertaken to inform this DPA	12
3.2.1 Review of draft Residential Guidelines	12
3.2.2 Stakeholder workshops	12
3.2.3 Review of City of Prospect Development Plan policy	15
Council Wide Policy Issues	15
Zoning Policy Issues – Urban Corridor Zone	20
4. Recommended Policy Changes	22

5. Consistency with the Residential Code.....	23
6. Statement of statutory compliance.....	23
6.1 Accords with the Planning Strategy	23
6.2 Accords with the Statement of Intent.....	23
6.3 Accords with other parts of the Development Plan	23
6.4 Complements the policies in the Development Plans for adjoining areas	23
6.5 Accords with relevant infrastructure planning.....	23
References/Bibliography	25
Schedule 4a Certificate	26
Appendices	27
Appendix A - Assessment of the Planning Strategy.....	29
Appendix B – Review of City of Prospect Urban Corridor Zone Development Sites.....	35
The Amendment	1

Attachment

Have Your Say

This Development Plan Amendment (DPA) will be available for inspection by the public at Council's Civic Centre at 128 Prospect Road, Prospect from "Insert Consultation Start Date" until "Insert Consultation Close Date" .

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

Submissions should be sent to the Senior Policy Planner, City of Prospect, PO Box 171 Prospect SA 5082.

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

If requested, a meeting will be held on "Click and Type" at "Click and Type".

Explanatory Statement

Introduction

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

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

A DPA may include:

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

Need for the amendment

Background

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

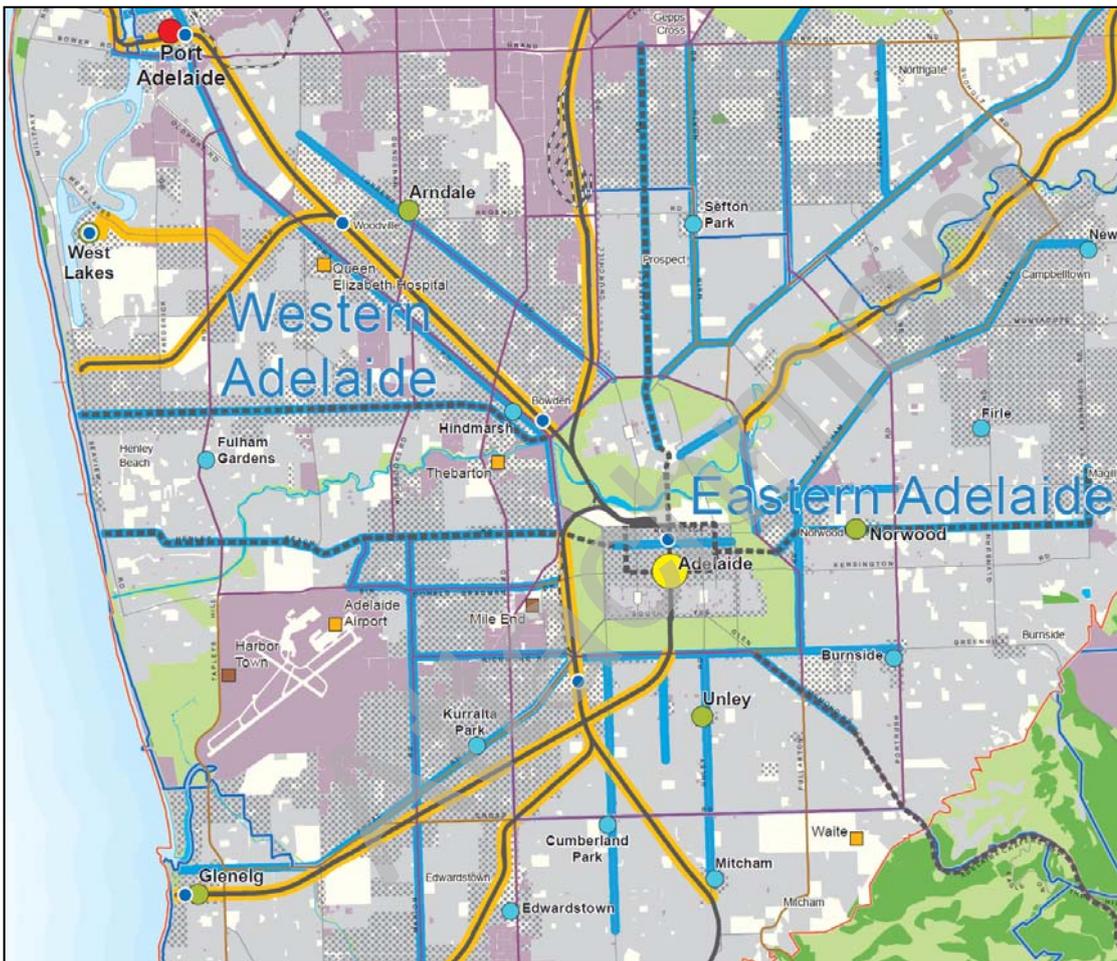
The current 30 Year Plan for Greater Adelaide (2010), and reiterated within the 2016 Update of the 30-Year Plan for public consultation, is a vision for a new urban form within metropolitan Adelaide. Under the heading City Shaping (on page 14) of the Updated Plan commentary is provided in this regard:

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

The affected area is a proposed growth area within Metropolitan Adelaide and all six targets are relevant to, and supported by, the DPA as follows:

Number	Target	Location
1 – Protecting our resources	85% of all new housing will be built in established urban areas by 2045	Metropolitan Adelaide
2 – Smarter Travel	60% of all new housing will be built within close proximity to quality public transport (rail, tram, O'Bahn and bus) by 2045	Metropolitan Adelaide
3 Getting Active	Increase the share of work trips made by active transport	Metropolitan, Middle and Outer

Number	Target	Location
	modes by 25% by 2045	Metro Adelaide
4 – Walkable neighbourhoods	Increase the share of work trips made by active transport modes by 25% by 2045	Inner and Middle Metro Adelaide
5 – Green livable city	Tree canopy to be increased by 20% by 2045	Metropolitan Adelaide
6 – Greater housing choice	Increase housing diversity by 25% to meet changing needs by 2045	Metropolitan Adelaide



Updated 30 Year Plan (2016)

- Transit-oriented developments
- ▬ Major corridor (fixed line current and planned)
- ▬ Other corridors
- ▬ Proposed tram line

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

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

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

Change in Circumstances

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

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

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

How Targeted Design Matters Have Been Identified

Potential policy directions have been identified by: -

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

Statement of Intent

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

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

Affected area

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

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

Summary of proposed policy changes

The DPA proposes the following changes:

- Limited to design related policy amendments to the "Medium to High Rise Development (3 or more storeys)" and "Development in Mixed Use, Urban Corridor and Centre Zones" Sections of the Council Wide provisions of the Development Plan

- Limited to design related policy amendments to the Urban Corridor Zone and Policy Areas including revision of Objectives, Desired Character Statements and Principles of Development Control.

Legal requirements

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

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

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

Interim operation

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

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

Consultation

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

- DPTI and ODASA staff
- selected developers and UDIA
- local resident and environmental groups
- Inner Rim Councils
- Elected and DAP members of City of Prospect.

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

- Department for Communities and Social Inclusion – Housing SA
- Department of Environment, Water and Natural Resources – Planning Assessment.
- Department for Health and Ageing.
- Department of Planning, Transport and Infrastructure (Planning and Transport Services).
- Department of State Development.
- SA Water.
- SA Power Networks.
- City of Adelaide.
- City of Burnside
- City of Charles Sturt.
- City of Port Adelaide Enfield.
- City of Norwood Payneham & St Peters
- City of West Torrens
- City of Unley
- Town of Walkerville.
- Australian Institute of Architects

- Urban Development Institute of Australia
- Property Council of Australia
- Real Estate Institute of Australia
- Ms Rachel Sanderson, State MP for Adelaide.
- Mr John Rau, State MP for Enfield.

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

The final stage

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

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

Attachment

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Attachment

Analysis

1. Background

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

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

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

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

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

2. The strategic context and policy directions

2.1 Consistency with South Australia's Strategic Plan

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

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

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

2.2 Consistency with the Planning Strategy

The Planning Strategy presents current State Government planning policy for development in South Australia. In particular, it seeks to guide and coordinate State Government activity in the construction and

provision of services and infrastructure that influence the development of South Australia. It also indicates directions for future development to the community, the private sector and local government.

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

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

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

2.3 Consistency with other key strategic policy documents

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

2.3.1 Council’s Strategic Directions Report

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

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

2.3.2 Council’s Strategic Plan – Towards 2020

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

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

Under the theme of ‘Place’ the strategy is to ‘respect the past and create our future’ with the following outcomes:

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

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

2.3.2 Infrastructure planning

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

The following infrastructure planning is of relevance to this DPA:

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

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

2.3.3 Current Ministerial and Council DPAs

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

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

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

2.3.4 Existing Ministerial Policy

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

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

3. Investigations

3.1 Investigations undertaken prior to the SOI

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

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

3.2 Investigations undertaken to inform this DPA

3.2.1 Review of draft Residential Guidelines

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

3.2.2 Stakeholder workshops

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

- Site visit of recent projects within the City of Prospect with Mayor, DAP Presiding Member, DPTI and ODASA staff (October 2016)
- Discussion with local developers (November 2016)
- Discussion at Urban Development Institute of Australia (UDIA) Steering Committee Meeting (November 2016)
- Discussion with local community groups (November 2016)

- Discussion with representatives from Cities of Charles Sturt, Burnside, Norwood, Payneham & St Peters, Unley, Walkerville and West Torrens (December 2016)
- Review of interstate and local design guidelines:
 - Victorian ResCode
 - Victorian Guidelines for Higher Density Residential Development
 - Bowden Urban Design Guidelines
 - Moreland Apartment Design Code
 - NSW SEPP 65/Apartment Design Guide
 - Draft SA Residential Design Guidelines – Influencing Design Quality and Housing Choice.
- Validation of new or amended policy with development and design industry.

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

Stakeholder Group	Comments
Developers and UDIA	<ul style="list-style-type: none"> ▪ Maintain density in corridors ▪ Accepted financial model and interest of the plan (outside of the planning framework) limits building diversity ▪ Provide a balance between design quality and investment viability ▪ Problematic to promote uses at ground level that are not economically viable and look to other ways of providing vitality to the street interface ▪ Sensitive treatment of side setbacks as they have an impact on development potential ▪ Support amalgamation of properties but not if it restricts the viability of development (eg. owners holding out for a better offer) ▪ Support roof top gardens but not if they trigger additional storeys and a different planning authority.
Resident Groups	<ul style="list-style-type: none"> ▪ Witnessing a loss of liveability, context and community benefits ▪ Traffic management and car parking problems within local residential streets ▪ Environmental and sunlight issues are important ▪ Providing buildings that do not age well ▪ Site amalgamations to prevent overdevelopment and provide building diversity ▪ ‘ageing in place’ not supported by a lack of 1 and 3 bedroom apartment accommodation ▪ Zone interface areas need further policy support to provide better transitional development ▪ Concern that external appearance is not being considered to same level as internal issues ▪ Gated sites = loss of community

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

Stakeholder Group	Comments
	<ul style="list-style-type: none"> ▪ Need to get applicants to justify contextual and desired character considerations ▪ Interstate models eg SEPP65 works on three levels (1. Design guide; 2. Legislative requirements & 3. Design review panels).

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

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

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

3.2.3 Review of City of Prospect Development Plan policy

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

Council Wide Policy Issues

Contextual considerations

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

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

It is proposed to:

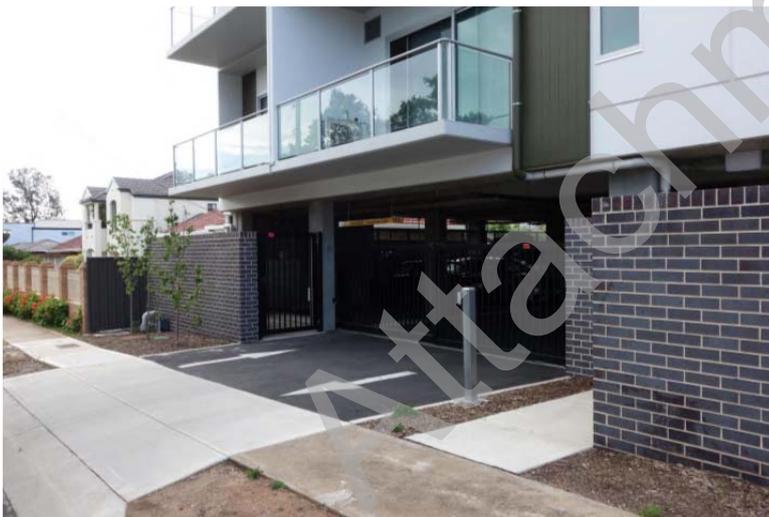
- Include a new Objective 3 and PDC 1 in the Council Wide, 'Medium and High Rise Development (3 or more storeys)' section for development to respond to and give direction on contextual considerations and the identified desired character of the locality.

Street activation and appeal

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



210 Churchill Road, Prospect
- Services, rubbish bins, vehicle access and car parking dominating the street interface.



Corner of Allan Street and Churchill Road, Prospect
- Solid and gated fencing, vehicle access and car parking dominating the street interface.

It is proposed to:

- Include a new Objective 5 and new PDCs 2, 3, 4(b), 7, 8 10 & 11 in Council Wide, 'Medium and High Rise Development (3 or more storeys)' section for the incorporation of active uses and street appeal, such as the use of public art, landscaping, façade articulation, and minimising the visual negative impact of services, plant and equipment, car parking and access ways.

Landscaping

Local development has shown a disconnect between new larger built form and associated landscaping, with the latter component being treated as an afterthought and therefore under represented on sites (refer to photos below). To address this issue it is proposed to introduce the concept of integrated and fit-for-purpose

landscaping. New requirements for deep root zones are also included to support larger vegetation and retain existing trees.



Corner of LeHunte Avenue and Churchill Road
- Lack of on-site landscaping



Corner of LeHunte Avenue and Churchill Road
- Landscaping area to the side street and dominated by non-landscaping services.

It is proposed to:

- Include new Objectives 4 and 5(f) and PDCs 21 and 25 to reinforce integration of the built form within generous landscape surrounds that are designed to be fit for purpose. New deep soil zones requirements have been introduced to retain existing vegetation and provide opportunities for larger vegetation to be provided within front yards and on zone boundaries.

Balconies

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



Corner of Allan Street and Churchill Road

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

It is proposed to:

- Include a new PDC7 to cater for visual privacy of nearby living space and private outdoor areas
- Include a provision that requires adequate balcony depth to cater for reasonable intended use of private open space such as outdoor seating.

Zone interface

The zone interface is a sensitive area where different zones and envisaged development meet. The Urban Corridor Zone has a common boundary with lower density residential and historic conservation areas. Existing policy provides building envelopes and boundary setbacks, but this is considered to need refinement so that urban corridor zone development can sit more comfortably alongside development in other zones. Council Wide policy proposes introducing a new provision on 'deep root zones' that provides areas for medium to large trees to be retained or established and assist in softening or screening new multi-storey buildings. Additionally, building separation policy introduces an optional one way of achieving adequate separation between habitable rooms and balconies is to provide a minimum distance of direct line of sight. Zone amendments (refer to Zone Policy Issues) will also look at supporting this policy and introduce additional setback provisions from zone boundaries as building height increases beyond what is envisaged in adjacent zones.

It is proposed to:

- Include amendments to PDC14(a) and PDC21 in Council Wide, 'Medium and High Rise Development (3 or more storeys)' section to provide direction on how to achieve reasonable building separation and areas for deep root zones.

Materials and finishes

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

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

It is proposed to:

- Introduce a new PDC6 in Council Wide, 'Medium and High Rise Development (3 or more storeys)' section to provide direction on suitable materials and finishes that are durable and age well.

Dwelling sizes

Multi-storey development within the Urban Corridor Zone within the City of Prospect has substantially provided (81%) dwellings with 2 bedrooms. To provide a greater diversity of dwelling sizes it is proposed to reduce the number of dwellings to more than 10 (instead of more than 20) as a reasonable threshold to avoid smaller developments whilst covering more applications (approximately 50%) that will need to consider this issue.

It is proposed to:

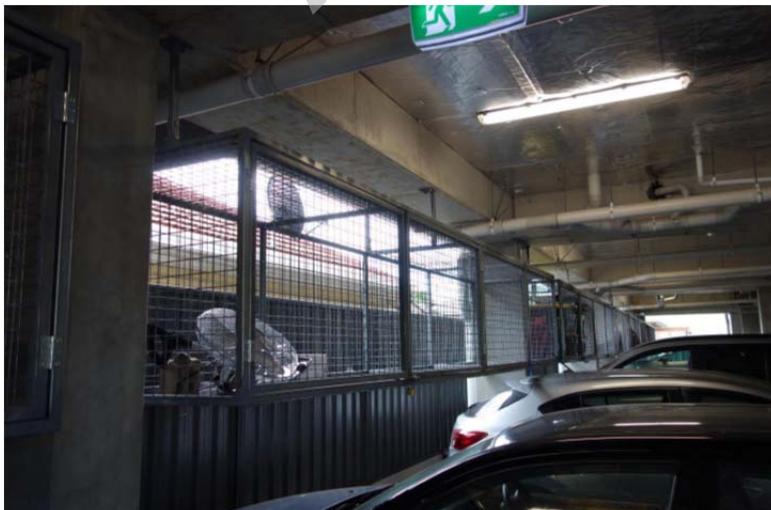
- Include amendments to PDC15 in Council Wide, 'Medium and High Rise Development (3 or more storeys)' section to provide an amended dwelling number whereby applications will need to consider providing a diversity of dwelling sizes.

Site facilities and storage

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

It is proposed to:

- Include amendments to PDCs 22 and 23 in Council Wide, 'Medium and High Rise Development (3 or more storeys)' section to provide strengthening of suitable siting, screening, maintenance and commercial collection of bins.



Corner of Allan Street and Churchill Road

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



210 Churchill Road, Prospect
- Rubbish bins clearly visible from street.

Other minor edits

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

Zoning Policy Issues – Urban Corridor Zone

Design principles

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

It is proposed to:

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

Amalgamation

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

It is proposed to:

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

Street activation and appeal

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

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

It is proposed to:

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

Fencing

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

It is proposed to:

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

Vehicle access points

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

It is proposed to:

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

Landscaping

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

It is proposed to:

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

Setbacks

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

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

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

It is proposed to:

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

Walls on boundary

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

It is proposed to:

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

Policy areas

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

It is proposed to:

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

4. Recommended Policy Changes

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

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

5. Consistency with the Residential Code

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

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

6. Statement of statutory compliance

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

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

6.1 Accords with the Planning Strategy

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

6.2 Accords with the Statement of Intent

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

6.3 Accords with other parts of the Development Plan

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

6.4 Complements the policies in the Development Plans for adjoining areas

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

6.5 Accords with relevant infrastructure planning

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

6.6 Satisfies the requirements prescribed by the Regulations

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

Attachment

References/Bibliography

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

Attachment

Schedule 4a Certificate

CERTIFICATION BY COUNCIL'S CHIEF EXECUTIVE OFFICER

DEVELOPMENT REGULATIONS 2008

SCHEDULE 4A

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

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

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

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

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

Rick Chenoweth, Senior Policy Planner

DATED this day of2017

.....
Chief Executive Officer

Appendices

Appendix A - Assessment of the Planning Strategy

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

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Appendix A - Assessment of the Planning Strategy

The 30-Year Plan for Greater Adelaide	DPA Response
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The 30-Year Plan for Greater Adelaide
 By the end of the Plan’s 30 years, 70 per cent of all new housing in metropolitan Adelaide will be being built in established areas.

The Urban Corridor Zone, in its current form, assists with the achievement of these targets as it facilitates infill development and increased residential densities around transport corridors.

The draft 30-Year Plan for Greater Adelaide – 2016 Update
 Protecting our resources:
 85% of all new housing in metropolitan Adelaide will be built in established areas by 2045.

The DPA will not alter the desired densities within the Urban Corridor Zone, nor the desired mix of land uses. As such, the DPA will continue to uphold the targets of the Planning Strategy in regard to density and infill. City of Prospect is already identified in the Plan (pp40) as a densely populated suburb (2500-2999 people per square kilometre) that meets density requirements.

The 30-Year Plan for Greater Adelaide
 About 60 per cent of metropolitan Adelaide’s (50 per cent of the Greater Adelaide region’s) new housing growth will be located within 800 metres of current or extended transit corridors.

As above.

The draft 30-Year Plan for Greater Adelaide – 2016 Update
 Smarter travel:
 As above

Providing higher density mixed uses in close proximity to transit corridors is a strategy to promote active modes of transport and is supported by this DPA.

The 30-Year Plan for Greater Adelaide
 Density of development in transit corridors will vary throughout the corridor but gross densities will increase on average from 15 to 25–35 dwellings per hectare. Net residential site densities for individual developments will be higher than the average gross density.

As above

The draft 30-Year Plan for Greater Adelaide – 2016 Update
 Increase average gross densities of development within activity centres and transit corridors from 15 to 25 dwellings per hectare to 35 dwellings per hectare

The 30-Year Plan for Greater Adelaide
 Locate more than 50 per cent of Greater

As above

The 30-Year Plan for Greater Adelaide	DPA Response
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Adelaide’s net dwellings growth (about 137,000 dwellings—including 60,000 in transit-oriented developments and sites that incorporate these development principles and design characteristics) and about 35 per cent of Greater Adelaide’s new jobs in transit corridors.

The draft 30-Year Plan for Greater Adelaide – 2016 Update

Encourage medium rise development along key transport corridors.

Provide retail and other services outside of designated activity centres to support viable clusters of activities and minimise unnecessary car trips.

The 30-Year Plan for Greater Adelaide
 Develop design principles for multi-unit and mixed-use developments, to be incorporated in Structure Plans. These will determine setbacks, height transitions, and scale principles based on existing character, ensuring that consistent rules apply for building renewal across Greater Adelaide. Some adaptation will be required in heritage areas.

The DPA will provide greater clarification and strength on matters relating to building diversity, design, appearance, existing/desired character, landscaping and public realm, contributing to the achievement of the Planning Strategy in these regards.

The draft 30-Year Plan for Greater Adelaide – 2016 Update

Facilitate good design outcomes that ensure new development positively contributes to existing neighbourhoods.

The 30-Year Plan for Greater Adelaide
 Develop guidelines for safe, attractive residential streetscapes that provide for vegetation, lighting and, potentially, water-sensitive urban design techniques.

As above

The draft 30-Year Plan for Greater Adelaide – 2016 Update

A green liveable city:
 Tree canopy cover is increased by 20% across metropolitan Adelaide by 2045.

The 30-Year Plan for Greater Adelaide	DPA Response
Provide for an additional 560,000 people over 30 years.	The DPA will continue to support the Urban Corridor Zone's desire for increased density and infill-style development, which will contribute to a net growth of dwelling stock in Greater Adelaide, which will in turn accommodate a growth in population. As such, the DPA will continue to uphold the targets of the Planning Strategy in regard to the growth of population and housing.
Plan for net growth of 258,000 dwellings over 30 years, or an annual average construction target of about 10,100 dwellings a year (allowing for dwellings lost due to demolition).	As above
At least 30 per cent of new housing is available at competitive house prices (that is, at or below the median house sale price in its market) to ensure affordability.	Development involving 20 dwellings or more will need to include a minimum of 15% affordable housing, in accordance with the Development Act and the existing Affordable Housing overlays within the Development Plan (the overlays affect Churchill, Prospect and Main North Roads), the DPA will continue to provide for affordable housing in accordance with the Planning Strategy and Development Act.
Provide for at least 15 per cent of housing in all new significant developments to be affordable housing, including five per cent for high-needs people	As above
Closely connect new dwellings to shops, schools, local health services and a variety of destinations within a walking range of 400 metres. Residents will have easy access to open space for physical activity and recreation	Urban Corridor zoning provides more dwellings in close proximity to services, shops, public transport corridors and open space. The DPA will continue to contribute to the achievement of the Planning Strategy in this manner.
<p>The draft 30-Year Plan for Greater Adelaide – 2016 Update</p> <p>Walkable neighbourhoods: Increase the percentage of residents living in walkable neighbourhoods in Inner and Middle Adelaide by 25% by 2045.</p>	
Provide for 282,000 additional jobs during the next 30 years. The regional distribution of additional jobs is	The DPA will require developments to provide improved streetscape activation, which may be achieved by providing active ground floor land uses.

The 30-Year Plan for Greater Adelaide	DPA Response
<p>- 6500 in Eastern Adelaide</p>	<p>As such, employment opportunities along the City's transit corridors will be maintained, if not improved, by the DPA.</p>
<p>Reduce car dependency and increase public transport to 10 per cent of all transport use by 2018 (South Australia's Strategic Plan, target T3.6)</p>	<p>Urban Corridor Zoning encourages an increase in public transport use given it coincides with public transport corridors. The DPA will not compromise this target of the Planning Strategy.</p>
<p>The draft 30-Year Plan for Greater Adelaide – 2016 Update</p>	
<p>Getting active: Increase the share of work trips made by active modes by residents of Inner, Middle and Outer Adelaide by 25% (Inner Metro @ 30%) by 2045.</p>	
<p>The 30-Year Plan for Greater Adelaide Require new mixed-use medium- and high rise developments to provide active street frontages (such as shops, services and restaurants) to encourage connectivity and increase public safety</p>	<p>As previously noted, the DPA will provide greater clarification and strength on matters relating to design, appearance, existing/desired character, landscaping and public realm, contributing to the achievement of the Planning Strategy in these regards.</p>
<p>The draft 30-Year Plan for Greater Adelaide – 2016 Update</p>	
<p>Encourage development that positively contributes to the public realm by ensuring compatibility with its surrounding context and providing active interfaces with streets and public open spaces.</p>	
<p>The 30-Year Plan for Greater Adelaide Develop and promote a distinctive range of building typologies for residential housing density, which responds to metropolitan Adelaide's existing character and climate.</p>	<p>The DPA will seek an increase in housing types and housing diversity, in satisfaction of the Planning Strategy.</p>
<p>The draft 30-Year Plan for Greater Adelaide – 2016 Update</p>	
<p>Greater housing choice: Increase housing choice by 25% to meet changing household needs in metropolitan Adelaide by 2045.</p>	
<p>The 30-Year Plan for Greater Adelaide Create a clear transition between new higher-density development (near shops and railway stations) and existing detached</p>	<p>The DPA will maintain higher density transit orientated development and also strengthen design considerations in interface areas between higher and lower density development.</p>

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Attachment

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

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

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

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Attachment

Prospect (City)

Urban Corridor Zone and Interface Areas Policy Review DPA

The Amendment

For Consultation

Declared by the Minister responsible for the administration of the *Development Act 1993* to come into operation on an interim basis pursuant to Section 28, of the *Development Act 1993*.

.....
Minister's Signature

Date.....

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Attachment

Amendment Instructions Table				
Name of Local Government Area: City of Prospect				
Name of Development Plan: Prospect (City) Development Plan				
Name of DPA: Urban Corridor Zone & Interface Areas Policy Review DPA				
<p><i>The following amendment instructions (at the time of drafting) relate to the Council Development Plan consolidated on 21 April 2016. Where amendments to this Development Plan have been authorised after the aforementioned consolidation date, consequential changes to the following amendment instructions will be made as necessary to give effect to this amendment.</i></p>				
Amendment Instruction Number	Method of Change	Detail what in the Development Plan is to be amended, replaced, deleted or inserted. If applicable, detail what material is to be inserted and where. Use attachments for large bodies of material.	Is Renumbering required (Y/N)	Subsequent Policy cross-references requiring update (Y/N) if yes please specify.
COUNCIL WIDE / GENERAL SECTION PROVISIONS (including figures and illustrations contained in the text)				
Amendments required (Yes/No): Yes				
Council Wide – Development in Mixed Use, Urban Corridor, and Centre Zones				
1.	Replace	Principles of Development Control 132 – 147 (inclusive) under the headings of ‘Design and Appearance’, ‘Development Adjacent Heritage Places’, ‘Overshadowing’, ‘Visual Privacy’, ‘Relationship to the Street and Public Realm’, and ‘Outdoor Storage and Service Areas’ with the contents of Attachment A <i>(Drafting Note: Existing subsequent principles in this section starting from the heading “Private Open Space” remain unchanged.</i>	Y	N
Council Wide – Medium and High Rise Development (3 or More Storeys)				
2.	Replace	Objectives 17 to 20 (inclusive) with contents of Attachment B	Y	N
3.	Replace	Principles of Development Control 157 to 171 (inclusive) with the contents of Attachment C	Y	N
ZONE AND/OR POLICY AREA AND/OR PRECINCT PROVISIONS (including figures and illustrations contained in the text)				
Amendments required (Yes/No): Yes				
Urban Corridor Zone				
4.	Replace	Replace all the contents of the existing Urban Corridor Zone with Attachment D	N	N

TABLES				
Amendments required (Yes/No): No				
MAPPING (Structure Plans, Overlays, Enlargements, Zone Maps, Policy Area & Precinct Maps)				
Amendments required (Yes/No): No				
Map Reference Table				
Map(s)				

Attachment

Attachment A

Development in Mixed Use, Urban Corridor, and Centre Zones

Principles of Development Control

Design and Appearance

132. Buildings should reflect the desired character of the locality while incorporating contemporary designs that have regard to the following:
- (a) building height, mass and proportion
 - (b) external materials, patterns, colours and decorative elements
 - (c) roof form and pitch
 - (d) façade articulation and detailing
 - (e) verandas, eaves, parapets and window screens.
133. Where a building is sited on or close to a side or rear boundary, the boundary wall should minimise:
- (a) the visual impact of the building as viewed from adjacent properties
 - (b) overshadowing of adjacent properties and allow adequate sunlight access to neighbouring buildings.
134. The external walls and roofs of buildings should not incorporate highly reflective materials which will result in glare to neighbouring properties, drivers or cyclists.
135. Structures located on the roofs of buildings to house plant and equipment should be screened from view and should form an integral part of the building design in relation to external finishes, shaping and colours.
136. Balconies should:
- (a) be integrated with the overall form and detail of the building
 - (b) include balustrade detailing that enables line of sight to the street
 - (c) be recessed where wind would otherwise make the space unusable
 - (d) be self-draining and plumbed to minimise runoff.

Development Adjacent Heritage Places

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

Overshadowing

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

Visual Privacy

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

Relationship to the Street and Public Realm

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

Outdoor Storage and Service Areas

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

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

OBJECTIVES

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

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

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

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

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

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

Objective 22: Commercial, office and retail development that is designed to create a strong visual connection to the public realm and that contributes to the vitality of the locality.

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

Attachment C

Medium and High Rise Development (3 or More Storeys)

Principles of Development Control

Design and Appearance

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

Street Interface

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

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

Building Separation and Outlook

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

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

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

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

Dwelling Configuration

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

Adaptability

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

Environmental

176. Multi-storey buildings should:
- 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
 - incorporate roof designs that enable the provision of, photovoltaic cells and other features that enhance sustainability (including landscaping)
 - incorporate rainwater tanks for water reuse.
177. Green roofs (which can be a substitute for private or communal open space provided they can be accessed by occupants of the building) are encouraged for all new residential commercial or mixed use buildings.
178. Development of 5 or more storeys, or 21 metres or more in building height (excluding the rooftop location of mechanical plant and equipment), should be designed to minimise the risk of wind tunnelling effects on adjacent streets by adopting one or more of the following:
- a podium at the base of a tall tower and aligned with the street to deflect wind away from the street
 - substantial verandas around a building to deflect downward travelling wind flows over pedestrian areas
 - the placement of buildings and use of setbacks to deflect the wind at ground level.
179. Deep soil zones should be provided to retain existing vegetation or provide areas that can accommodate new deep root vegetation, including tall trees with large canopies.

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

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

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

Site Facilities and Storage

180. Dwellings should provide a covered **built-in** storage area of not less than 8 cubic metres in one or more of the following **locations**:

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

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

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

182. Size of lifts, lobbies and corridors should be sufficient to accommodate bicycles, strollers mobility aids and visitor waiting areas.

Zone Interface

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

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

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Attachment

Attachment D Urban Corridor Zone

URBAN CORRIDOR ZONE

Introduction

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

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

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

OBJECTIVES

- Objective 1:** A mixed use zone accommodating a range of compatible non-residential and medium and high density residential land uses orientated towards a high frequency public transport corridor.
- Objective 2:** Integrated, mixed use, medium and high rise buildings with ground floor uses that create active vibrant, **and visually appealing streetscapes incorporating high levels of amenity.**
- Objective 3:** A mix of land uses that enable people to work, shop and access a range of services close to home.
- Objective 4:** Adaptable and **sustainable** building designs that can accommodate changes in land use and respond to changing economic, social and **environmental conditions.**
- Objective 5:** **Amalgamation of sites to provide opportunity to better accommodate envisaged development, design flexibility, diverse building types and dwelling sizes.**
- Objective 6:** A built form that provides a transition down in scale and intensity at the zone boundary to maintain the amenity of residential properties located within adjoining zones.
- Objective 7:** Noise and air quality impacts mitigated through appropriate building design and orientation.
- Objective 8:** Development that contributes to the desired character of the zone.

DESIRED CHARACTER

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

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

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

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

Balanced consideration of qualitative and quantitative Development Plan provisions are fundamental to achieving design excellence.

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

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

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

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

- Affordable housing
- Aged persons accommodation
- Community centre
- Consulting room
- Dwelling
- Educational establishment
- Entertainment venue
- Licensed premises
- Office
- Pre-school
- Primary school
- Residential flat building
- Retirement village
- Shop or group of shops
- Supported accommodation
- Tourist accommodation.

- 2 Development listed as non-complying is generally inappropriate.

Form and Character

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

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

(Page Break)

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

(Page Break)

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

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

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

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

Attachment

Policy Area	Minimum net residential site density
Boulevard	100 dwellings per hectare net; except where varied by Concept Plan Figure 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 provide visual interest to the street and promote pedestrian activity with active building spaces, particularly at the ground level, in association with high quality landscaping and other community benefits such as public art.
- 8 To maintain sight lines between buildings and the street, and to improve street activation and safety through passive surveillance, solid fencing should not be constructed between the front building line and the primary or secondary street, unless providing visual privacy to ground floor habitable rooms, in which case a combination of solid fencing, screening and landscaping should be used.
- 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
 - (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
 - (b) avoid excessive traffic flows into residential streets
 - (c) consolidate on-site circulation and provide minimal entry/exit points, unless connected to a suitable rear access way
 - (d) maintain appropriate distances from street intersections
 - (e) minimise impacts to on-street parking spaces
 - (f) minimise impacts on the public realm, including pedestrian circulation paths, mature street trees and public infrastructure
 - (g) maximise opportunities for the integration of landscaping.

Building Envelope

Building Height

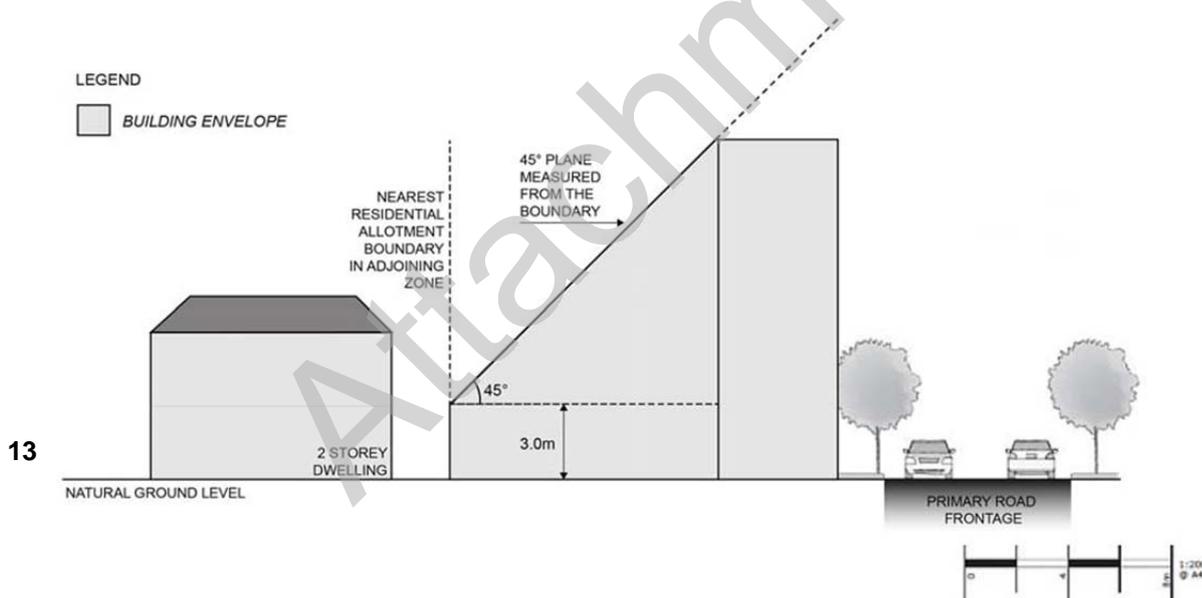
- 11 Except where airport building height restrictions prevail, the interface height provisions require a lesser height, or an alternative maximum building height is shown on Concept Plan [Figures UrC/1 to 6](#), building heights (excluding any rooftop mechanical plant, equipment or roof top garden)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

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

Interface Height Provisions

- 12 To minimise building massing at the interface with residential development outside of the zone, buildings should be constructed within the following building envelopes provided by a 45 degree plane, measured from a height of 3 metres above natural ground level at the zone boundary (except where this boundary is a primary road frontage) as illustrated in Figure 1.

Figure 1: Typical Boundary



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

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

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

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

Designated Policy Area	Minimum setback from secondary road	Minimum setback from a rear access way
Boulevard, Transit Living and Business	2 metres	(a) No minimum where the access way is 6.5 metres or more; or (b) Where the access way is less than 6.5 metres in width, the distance equal to the additional width required to make the access way 6.5 metres or more, to provide adequate manoeuvrability for vehicles
High Street	No minimum	As above

Other Setbacks

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

Designated Policy Area	Minimum setback from rear allotment boundary within Urban Corridor Zone	Minimum setback from rear allotment boundary on a zone boundary	Minimum setback from side boundaries (where not on a street or different zone boundary) (*)

Designated Policy Area	Minimum setback from rear allotment boundary within Urban Corridor Zone	Minimum setback from rear allotment boundary on a zone boundary	Minimum setback from side boundaries (where not on a street or different zone boundary) (*)
Boulevard, High Street, Transit Living, and Business	3 metres	3 metres if closest portion of building is 2 storeys or less. 6 metres where: <ul style="list-style-type: none"> (a) the closest portion of building is more than 2 storeys (b) the closest portion of the building is 2 storeys or less and increases 	Irrespective of height, no minimum on boundary, within 20 metres from the front property boundary. No minimum for remaining length for the ground level only. More than 20 metres from the front property boundary, 1 st level and above (ie above ground level) should be setback 2 metres).

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

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

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

Vehicle Parking

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

Land Division

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.

PROCEDURAL MATTERS

Complying Development

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

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

- (a) Subject to the conditions contained in [Table Pr/5](#) - Off Street Vehicle Parking Requirements for Designated Areas and [Table Pr/6](#) - Off-street Bicycle Parking Requirements for the Urban Corridor Zone:

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

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

Non-complying Development

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

Industry, 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

Advertisement
 Aged persons accommodation
 All forms of development that are ancillary and in association with residential development
 Consulting room
 Dwelling
 Educational establishment
 Office
 Pre-school
 Primary school
 Residential flat building
 Retirement village
 Store in Business Policy Area
 Supported accommodation
 Shop or group of shops with a gross leasable area of 2000 square metres or less located in the High Street, Business or Boulevard Policy Areas
 Shop or group of shops with a gross leasable area of 500 square metres or less located in the Transit Living Policy Area
 Tourist Accommodation
 Warehouse in Business Policy Area

Category 2

All forms of development not listed as Category 1
 Any development listed as Category 1 and located on adjacent land to a residential zone or Historic (Conservation) Zone that:

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

Boulevard Policy Area

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

OBJECTIVES

- Objective 1:** Medium and high rise development framing the street, including mixed use buildings that contain shops, offices and commercial development at lower floors with residential land uses above.
- Objective 2:** A streetscape edge that is setback from the street boundary to allow for landscaping and framed by tall, articulated building façades.
- Objective 3:** Development that does not compromise the transport functions of the road corridor.
- Objective 4:** Development that contributes to the desired character of the policy area.

DESIRED CHARACTER

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

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

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

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

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

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

Landscaping will be extensively used to enhance the built form, contribute to a pleasant pedestrian environment and provide an attractive transition between the public and private realms.

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

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

Mixed Use Churchill Area

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

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

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

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

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

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

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

Cane Reserve Area

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

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

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

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

PRINCIPLES OF DEVELOPMENT CONTROL

LAND USE

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

Form and Character

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

High Street Policy Area

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

OBJECTIVES

- Objective 1:** A mix of land uses including retail, office, commercial, community, civic and medium and high density residential development that support the economic vitality of the area.
- Objective 2:** Buildings sited to provide a continuous and consistent built edge with verandas / awnings over the public footpath and an intimate built scale, with fine-grained detailing of buildings in and adjacent to the public realm.

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

DESIRED CHARACTER

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

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

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

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

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

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

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

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

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

Form and Character

- 3 Development should be consistent with the desired character for the policy area.
- 4 Pedestrian shelter and shade should be provided over footpaths through the use of structures such as awnings, canopies and verandas.
- 5 The ground level street frontages of buildings should contribute to the appearance and retail function of the area by providing at least 5 metres or 60 percent of the street frontage (whichever is greater) as an entry/ foyer or display window to a shop (including a café or restaurant) or other community or commercial use which provides pedestrian interest and activation.
- 6 Buildings should maintain a pedestrian scale at street level, and should:
 - (a) include a clearly defined podium with a maximum building height of 2 storeys or 8 metres in height; and
 - (b) have levels above the defined podium or street wall setback a minimum of 2 metres from that wall.
- 7 Development should respect the predominant traditional rhythm of narrow-fronted tenancies built side by side to create a largely continuous built edge to the street with varied and distinctive building façades.
- 8 The ground floor of buildings should be built to have a minimum floor to ceiling height of at least 3.5 metres to allow for adaptation to a range of land uses including retail, office and residential without the need for significant change to the building.
- 9 The finished ground floor level should be approximately at grade and level with the footpath for non-residential ground level developments.
- 10 A minimum of 50 percent of the ground floor primary frontage of buildings should be visually permeable, transparent or clear glazed to promote active street frontages and maximise passive surveillance.

Transit Living Policy Area

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

OBJECTIVES

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

DESIRED CHARACTER

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

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

Buildings will be set back from Prospect Road and, where relevant, from the secondary street, to provide for landscaping. 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 and display visual permeable qualities to provide visual interest, casual surveillance and activation, while maintaining privacy to ground floor dwellings.

Prospect Estate Reserve Area

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

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

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

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

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

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

Form and Character

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

Business Policy Area

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

OBJECTIVES

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

DESIRED CHARACTER

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

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

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

Buildings will be setback from Main North Road to provide for landscaping, including the use of paved areas, to integrate with and contribute to the public realm as a feature of all development along Main North Road. Additional landscaping areas are to be provided on buildings in the form of roof top gardens, on zone boundaries, and within courtyards in residential development.

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

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

Nottage Terrace Intersection

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

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

Prospect Oval Area

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

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

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

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

Form and Character

- 6 Development should be consistent with the desired character for the policy area.
- 7 **The ground floor (including undercover car parking areas) of buildings should be built to have a minimum floor to ceiling height of at least 3.5 metres to allow for adaptation to a range of land uses including retail, office and residential without the need for significant change to the building.**
- 8 A minimum of 50 percent of the ground floor primary frontage of buildings should be visually permeable, transparent or clear glazed to promote active street frontages and maximise passive surveillance.
- 9 **The finished ground floor level should be approximately at grade and level with the footpath for non-residential ground level developments, however, where habitable rooms are proposed at ground level floor areas can increase to 1.2 metres to ensure greater privacy to residents.**

City of Prospect Urban Corridor Zone Policy Review + DPA

Design Testing

Purpose + Scope

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

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

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

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

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

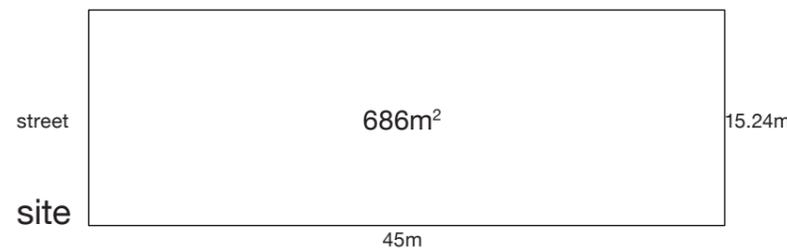
Site

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

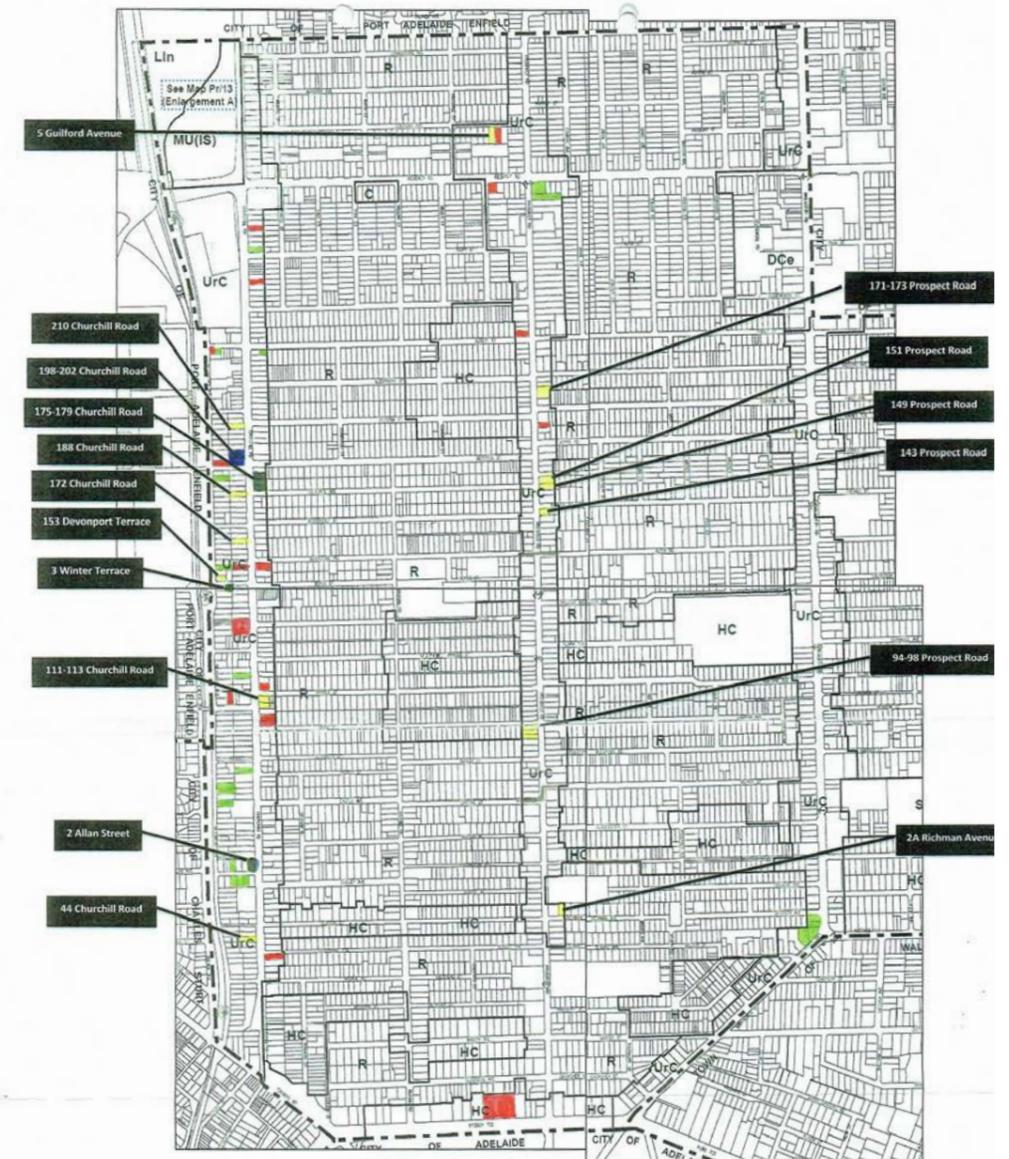
This design testing assesses a development site identified by Prospect Council as being typical. With a frontage of 15.24m and depth of nominally 45m, it represents a small site for medium-high density development.

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

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



Zone + Development Activity



City of Prospect Urban Corridor Zone Policy Review + DPA

Current Policy

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

Urban Corridor Zone

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

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

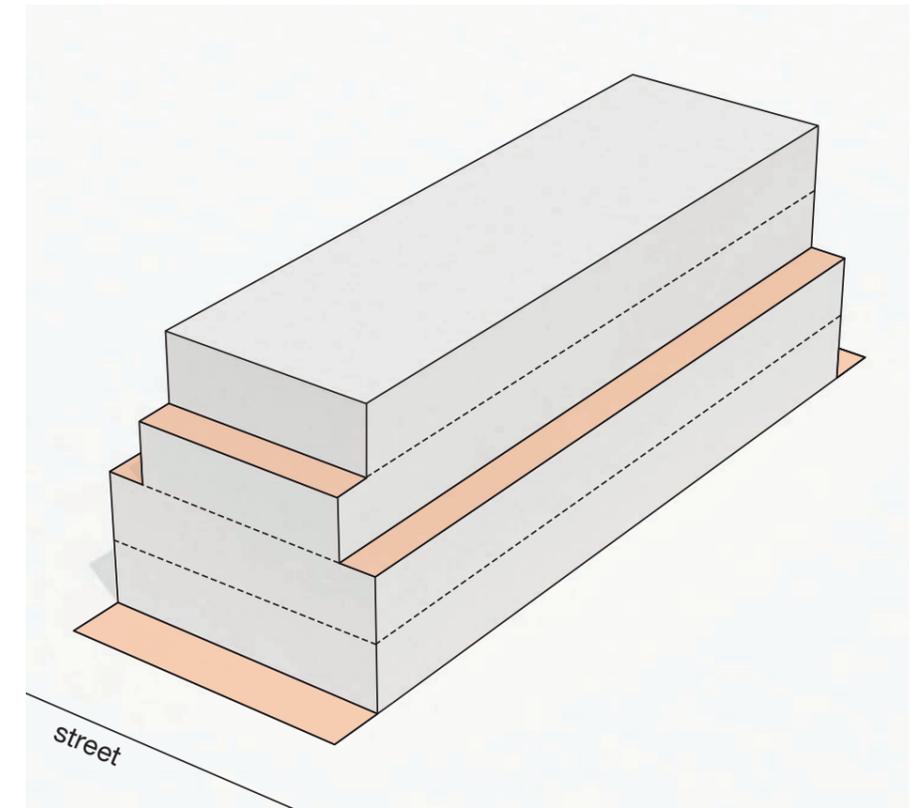
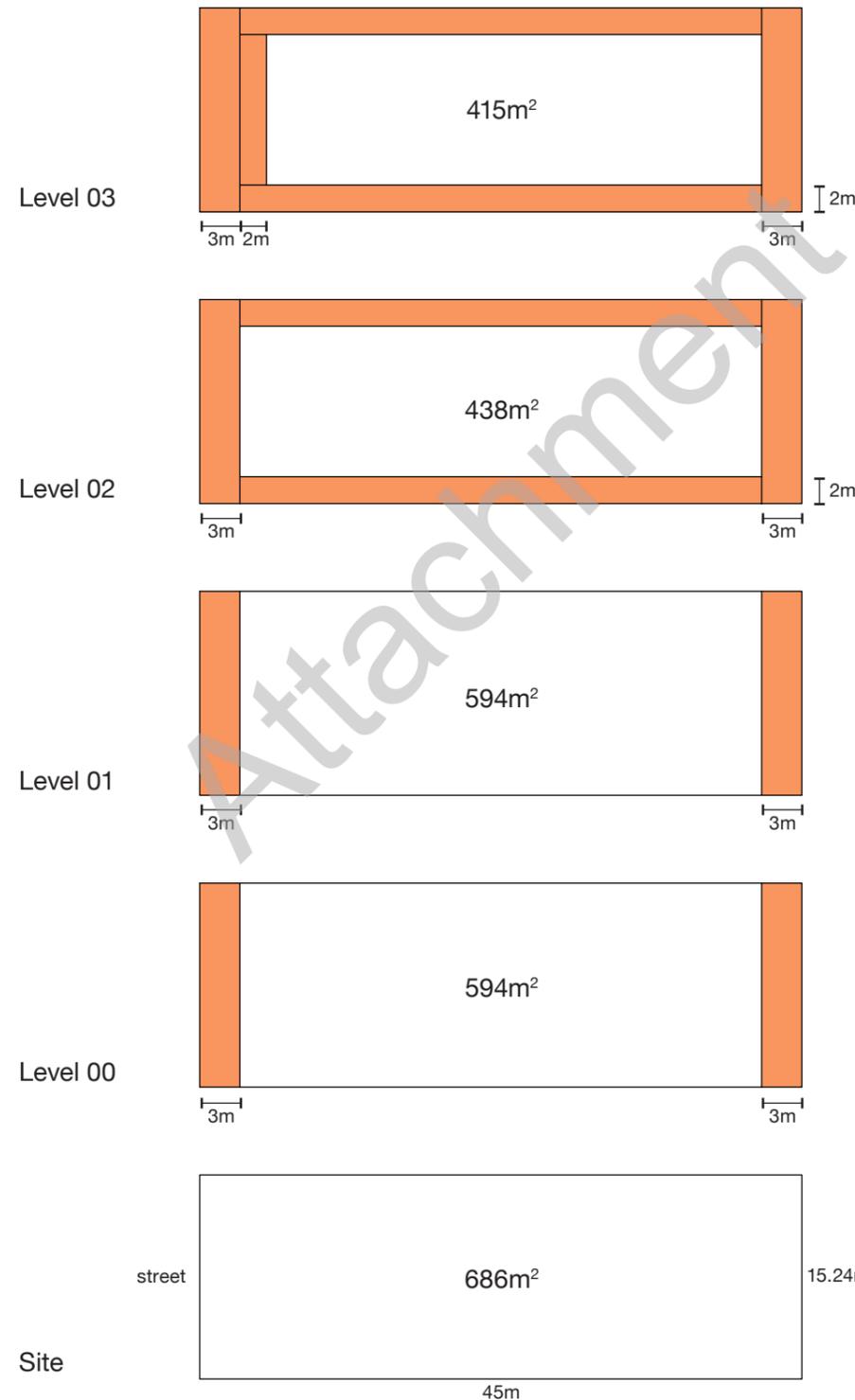
PDC 13: Height - Minimum 2 storey, Maximum 4 storey.

PDC 16: Street Setback - 3m

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

Summary

Site Area	686m ²
Development Envelope	2041m ²



Development Envelope

City of Prospect Urban Corridor Zone Policy Review + DPA

Proposed

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

Urban Corridor Zone

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

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

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

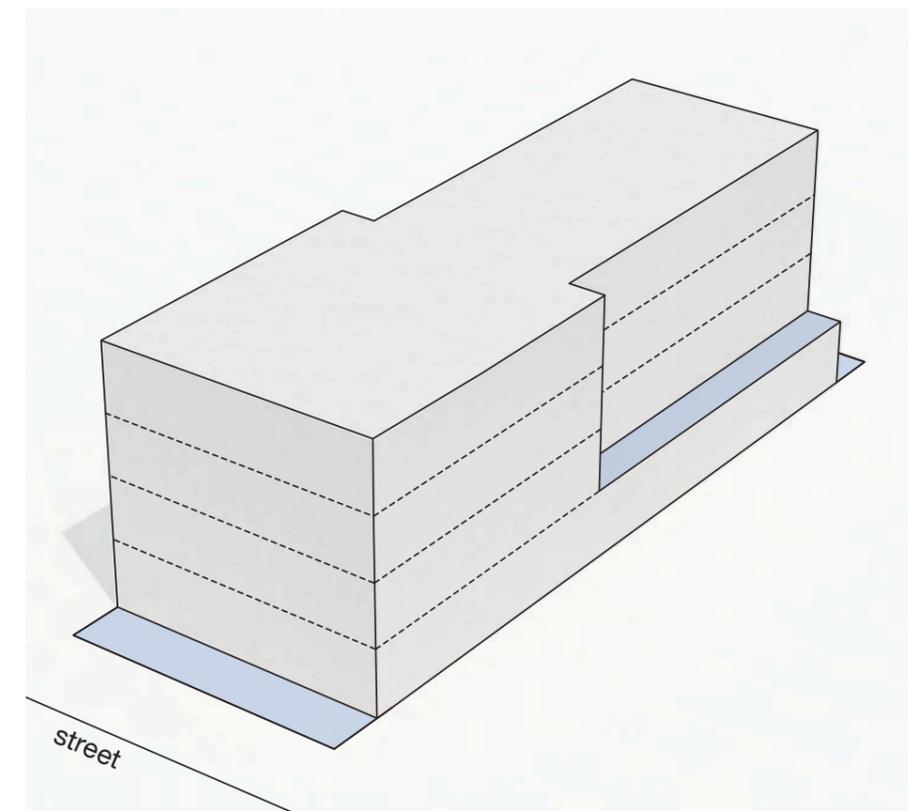
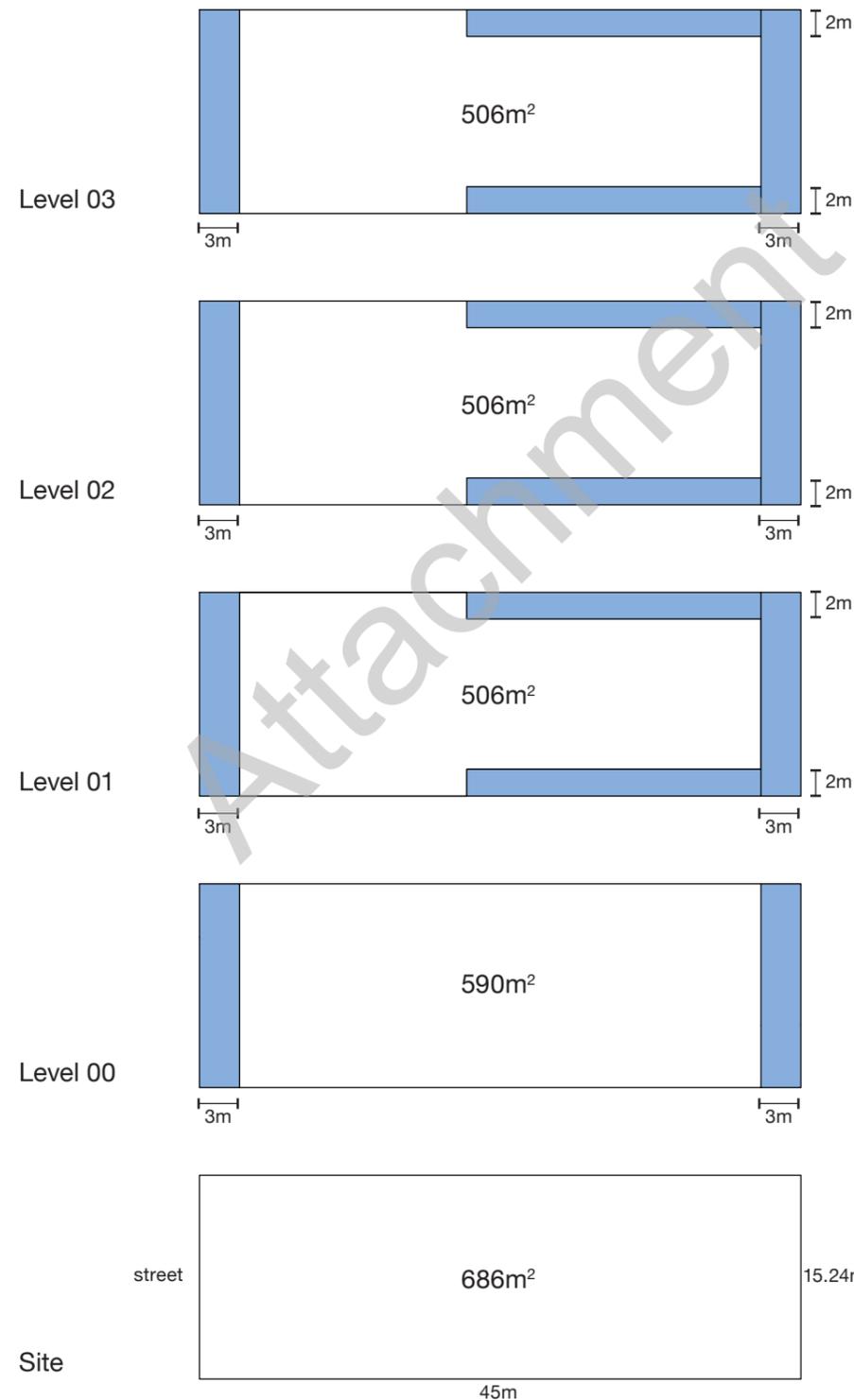
PDC 14: Street Setback - 3m **unchanged**

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

No requirement for podium

Summary

Site Area 686m²
Development Envelope 2112m²



Development Envelope

City of Prospect Urban Corridor Zone Policy Review + DPA

Example Development

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

Medium and High Density Residential Development

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

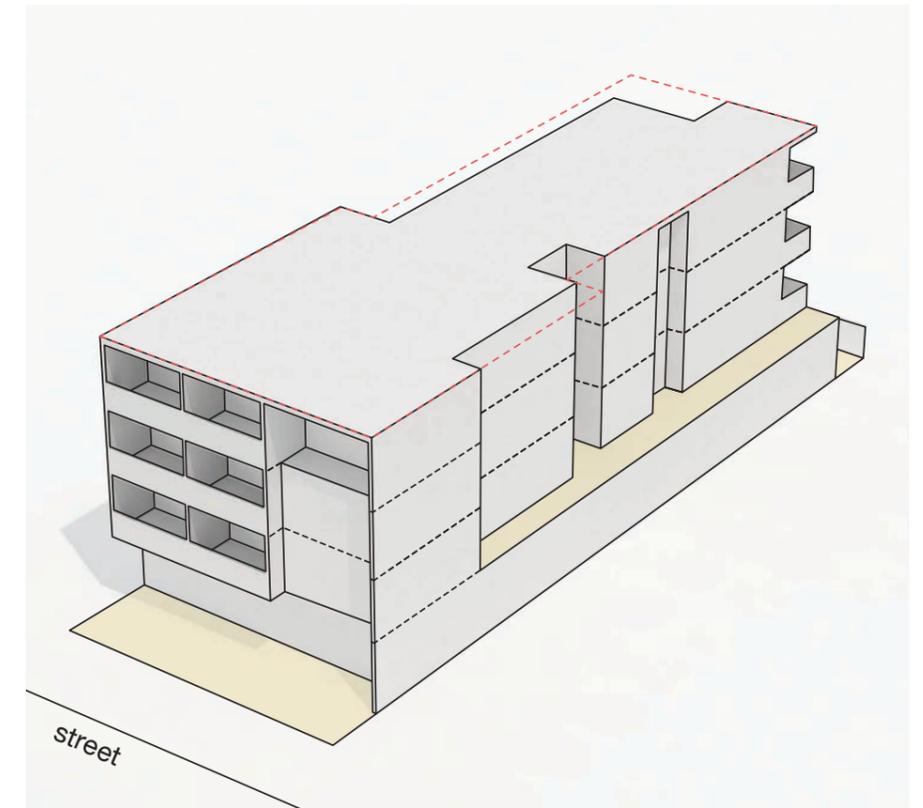
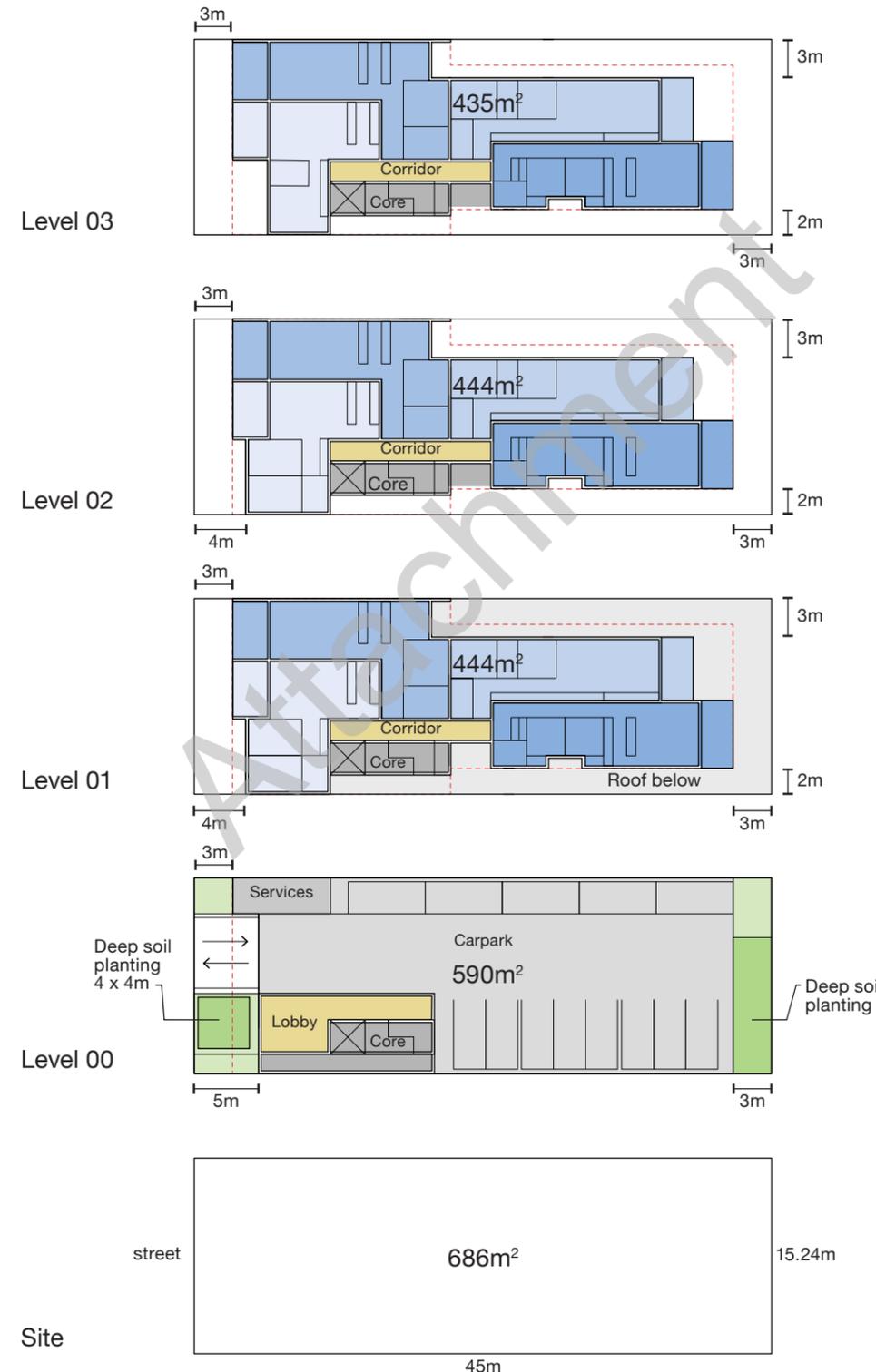
(Note, assumed to be 3m from boundary with responsibility to achieve 6m shared between sites)

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

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

Summary

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



Indicative Building Envelope

Other assumptions + limitations

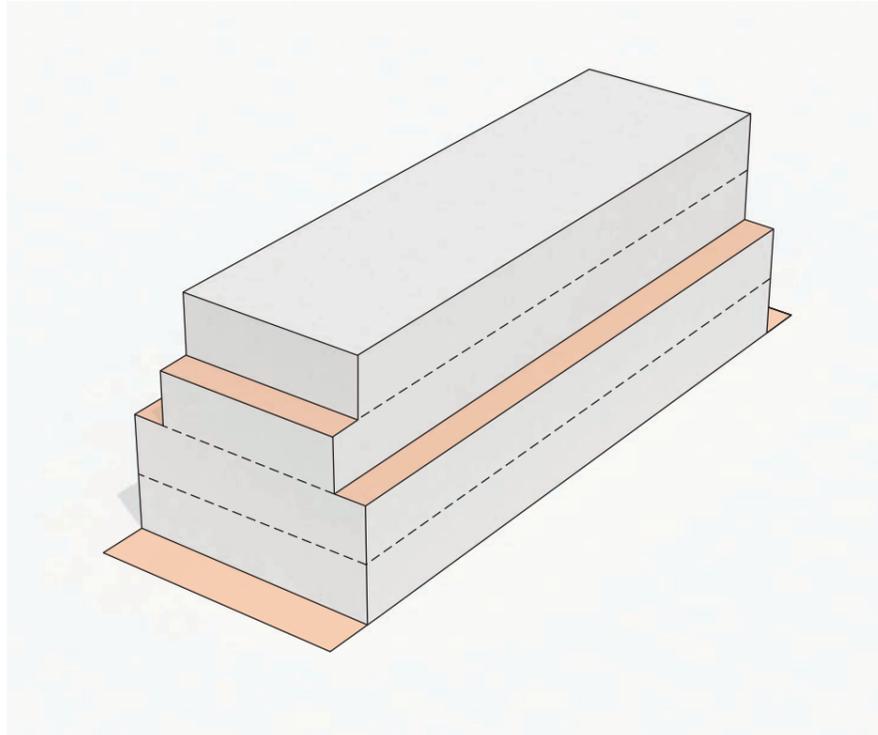
- Predominantly 2Bed units approx 70-85m² plus balconies
 - Single egress stair
 - 1 car per dwelling
 - No basement
 - No assessment of market / commerciality
 - No assessment of NCC or Standards compliance or service requirements
- This concept is considered a reasonable depiction of a likely approach.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

City of Prospect Urban Corridor Zone Policy Review + DPA

Summary

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Current



Summary

Site area: 686m²
Total envelope: 2041m²

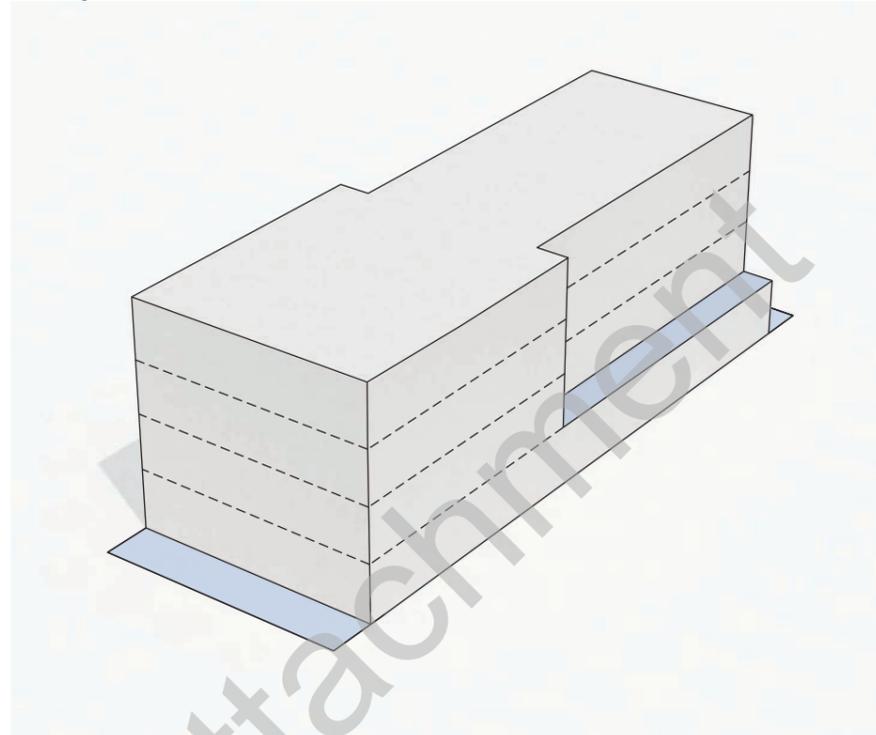
Levels 1 - 3 residential area (GBA): 1480m²

Notes:

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

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

Proposed



Summary

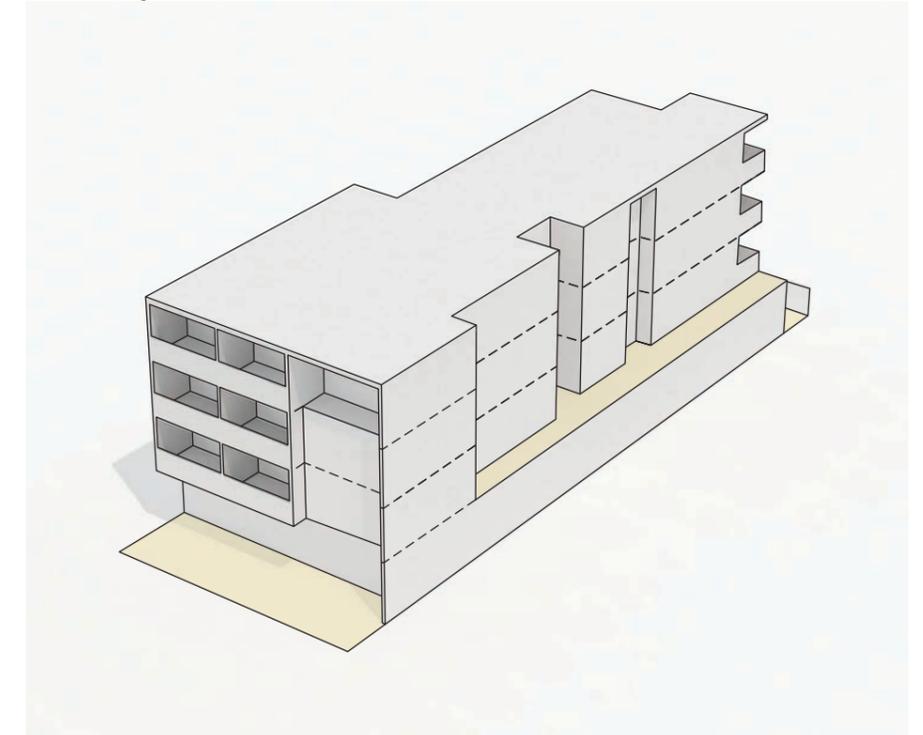
Site area: 686m²
Total envelope: 2112m²

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

Notes:

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

Example



Summary

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

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

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

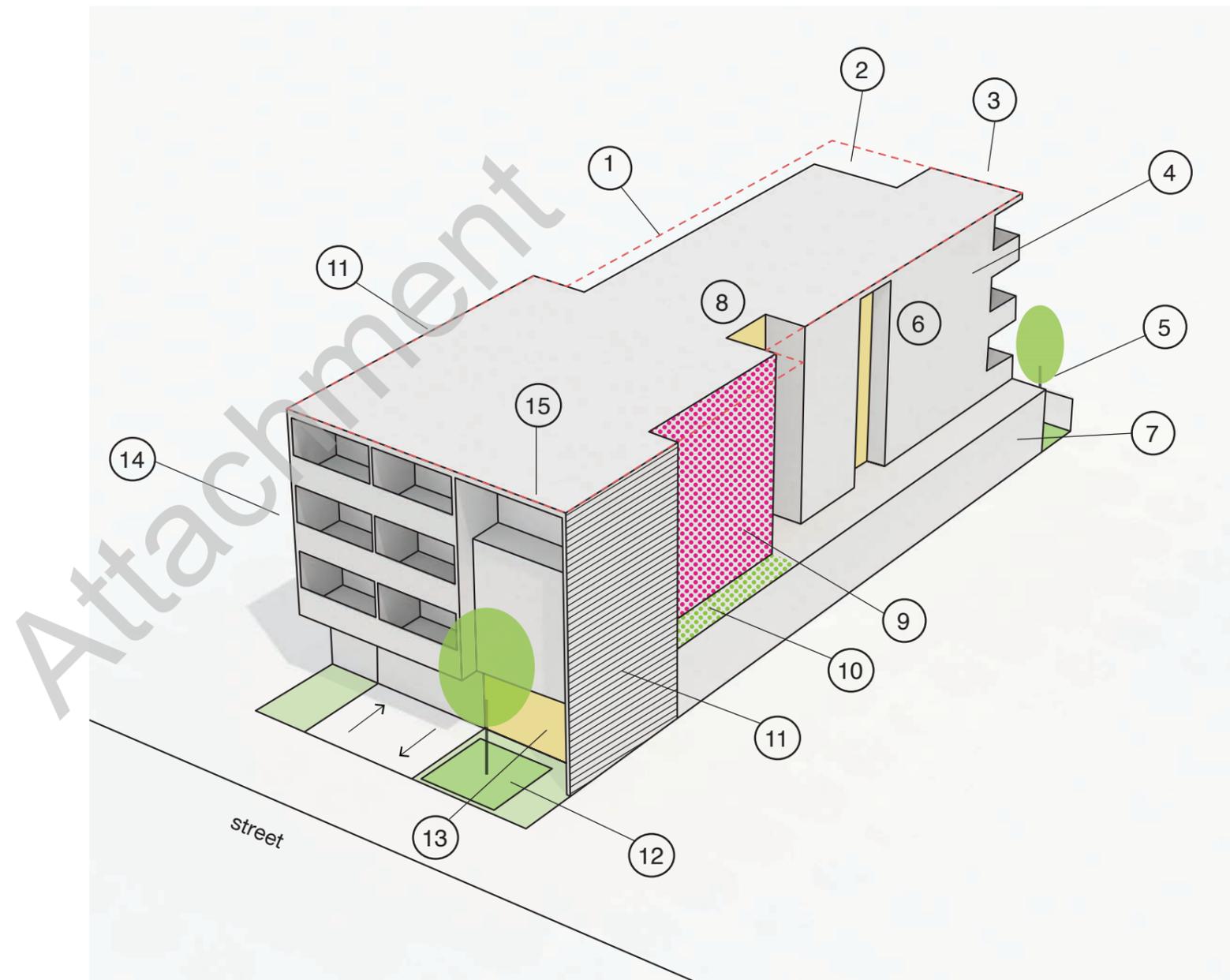
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Example Development - Features

Key features of the example development:

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



From: David Cooke
Sent: Tuesday, 28 March 2017 4:40 PM
Subject: RE: Urban Corridor Zone and Interface Areas DPA

Hi Rick,

Thanks for the opportunity to comment on the proposed changes in the policy review. It is certainly very good approach to test these proposed policy changes on a typical Prospect block, like many of the blocks we have seen before DAP over the past few years.

Below are some general comments:

- One thing we have spoken about in length in various discussions is vehicle access width and the impact this has on ground level and pedestrian amenity. I still see on the ground level under what is proposed and the example, that there still remains to be a two way vehicle access into the ground level. In a block that is only 15 metres wide, giving up this width for vehicles to gain access to the property is certainly something that does not add and contribute to the overall street character or the public amenity within the area. Interestingly I note in the presentation from Grazio and Matt a few weeks ago, this was not brought up. As this is point raised by Panel and Staff previously, is this being reflected within the DPA?
- I was encouraged to see deep root zones within the policy under PDC21 and I would be suggesting that this is included. Is the thinking here to essentially provide 'street trees' that cannot be accommodated on the main streets due to inground services? Is there any impact with the deep root zones in terms of DPTI road widening requirements?
- As was raised in the workshop the zero set back line from the site boundaries for 20 metres certainly looks quite imposing in the proposed scheme however this is softened once architecture and form making occurs within the example development. I am somewhat concerned that many of the single loaded corridor apartment designs we have seen within Prospect can still be "squished" into this particular development envelope resulting in a less than desirable outcome for the adjoining neighbours. Has this 'worst case' option been tested? is there any way in which we can start to address some of the setbacks to take into consideration sun angle paths and over shadowing? Could set backs be wider on one side of a site than the other depending on the orientation of the block. This may assist in access to natural light for existing single storey buildings adjacent to the newly constructed developments. The difference might be negligible but would be good to close that point out.
- The overall example as highlighted by Jenny is quite positive in terms of creating apartments with good cross ventilation and there is more of an activation on to the street as opposed to the side site boundaries as we see currently.
- I was pleased to see that lobbies are fronting on to deep root zones in the example development and starting to activate the ground level. Has there been any discussion about how the ground level could be activated or via policy encourage activation in terms of having apartments or other uses at the ground level? This could incorporate a possible be 2 storey, townhouse style apartments.
- I was keen to understand in the example development exactly what was meant by 'item 11: visual interest' to boundary wall via integration of different materials, recesses or textures PDC19? What would we like seen there? What would be a less than desirable outcome? How do we encourage the desired outcome? I fear this could be open to interpretation and not achieve the desired outcome

- Is the podium level planter a green roof or some communal open space? I would be interested to know the intent, once again maybe this could be adjusted in size and set back provision to suit the orientation of the block
- What as the overall rationale and thinking behind the 20 meter dimension from for the front of the block? I presume it is to do with an optimal apartment length dimension and internal planning of the building as demonstrated in the example development. Is there precedence of this anywhere within Australia? I have personally seen examples like this in the USA, in particular in Portland where buildings were orientated to the front and not much 'neighbourly love' on the side

I hope this helps and I'm happy to discuss any further points if required.

Kind Regards, David

Attachment

From: Jenny Newman
Sent: Friday, 24 March 2017 4:07 PM
Subject: Re: Urban Corridor Zone and Interface Areas DPA

Hi Rick

Thank you for inviting me to provide comment on the proposed policy changes.

I think generally the policy assists in encouraging developments front the public realm which is a very positive move. By facing the street there is increased opportunity for passive surveillance and street interaction/activation to occur; there is the ability to articulate the street front as the front rather than the side of the building; the dominance of vehicle entry and service provision can be reduced; an "active" part of the facade can more easily be provided at ground level; and a continuous "edge" of built form is encouraged along the main transport corridors which helps frame these wider streets which is good urban design practice. This approach also discourages a stepping of the building and encourages lower side boundary walls which both contribute to making developments appear less bulky.

The following comments are provided in response but it is understood that the detail of the policy may well address these issues:

1. Allowing development to be located within 2m of the side boundary (beyond the initial zero side boundary setback):

It is suggested that applicants will have the option either to orientate the apartments away from the side boundaries leaving potentially a very blank presentation and no "activity" (accepting that architectural treatment is suggested) for more than half the depth of the site; or alternatively, if windows are proposed in this zone and they are openable (which would be probable), they are likely to be fitted with a fire drenching/screen which is less than ideal from a visual and resident amenity perspective. These screens (heavy mesh screens such as Crimsafe) are, in my view, not to be encouraged. This is being proposed on an application we are currently assessing in Prospect and is less than ideal. It is noted that the example considers a relatively narrow block in the council area and it is suggested that the policy could be written considering the width of block such that allotments under a certain width require a 3m setback whilst those over a specified width are expected to achieve a greater setback. *It is suggested that a 3m minimum is proposed for both side boundaries - and/or is perhaps relative to allotment width.*

2. Allowing access onto a podium level (eg to a planting level) at level 1 with a balustrade / screening to prevent overlooking could result in a solid component (perhaps a precast concrete wall) approx 3.5m (min) plus 1.8m = 5.3m high on the boundary which, in my view, is still relatively high for this policy area particularly considering side boundary development will be allowable for the first 20m of the site. *It is suggested that policy controls the visual impact of this side boundary component.*

3. Due to the narrow nature of the block and setbacks proposed, it is important that the approach does not encourage "snorkel" bedrooms. *It is suggested that policy discourages/prevents the potential for overlapping or "snorkel" bedrooms.*

My only other comment relates to the impact of the policy change on a wholly townhouse style development. My understanding is that townhouses are a popular product in Prospect now and to see the implications the policy changes would have on a "typical" townhouse development would be really useful too.

In conclusion I am very supportive of the changes and hope the comments assist in your further work.

Do let me know if there is anything more I can do.

Kind regards

Jenny