

URBAN CORRIDOR ZONE

High Street Policy Area

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HIGH STREET POLICY AREA

Table 1: Off-street vehicle parking requirements

| Residential Development | Number of parking spaces |
|--|--|
| Residential flat building or multi-storey | |
| Studio, 1 or 2 bedroom/s | 1 (plus 0.25 per dwelling for visitor spaces) |
| 3+ bedrooms | 1.25 (plus 0.25 per dwelling for visitor spaces) |
| Residential Development | Number of parking spaces |
| Row, semi-detached & detached dwellings | |
| 1 or 2 bedroom/s | 1 |
| 3+ bedrooms | 2 |
| Non-residential Development (other) | Number of parking spaces |
| 100 square metres of gross leasable floor area | 3 (minimum) 5 (maximum) |

Table 2: Deep Soil Area

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

Table 3: Private Open Space (Ground Level &/or Above)

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

Table 4: Private Open Space Above Ground Level

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

*Refer to the Development Plan for further details

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The extent of the policy area is shown in Appendix 1

What land uses are envisaged?

The policy area envisages mixed land uses with high usage activities like shops at ground level, with offices and apartment-style residential development located on upper levels overlooking the street.

What are the land division controls?

Land division is appropriate provided new allotments are of a size and configuration to ensure the objectives and desired character of the policy area can be achieved. Land parcels should be amalgamated where possible to enable the establishment of coordinated developments with a main road focus.

What are the required site densities?

To achieve medium to high density residential development minimum and not maximum site densities are proposed. For wholly residential buildings, a minimum net residential site density of 60 dwellings per hectare or 1 dwelling per 167 square metres of site area is envisaged.

What are the building height controls?

A minimum building height of 2 storeys and a maximum building height of 4 storeys (15 metres) are proposed to achieve the desired density and built form along this section of Prospect Road. A street facing podium of up to 2 storeys high to respect traditional 'High Street' built form.

Height and siting requirements may vary depending on the Interface Height Provisions with buildings constructed within a building envelope provided by a 45 degree plane, measured from a height of 3 metres above natural ground level at the zone boundary. This is to minimise building massing and overshadowing at the interface with residential development outside of the zone.

What are the parking requirements?

New off-street vehicle parking requirements for residential and non-residential land uses in the Urban Corridor Zone are shown in Table 1.

A lesser car parking provision may be applied and based on local circumstances.

Bicycle parking provision is also to be provided in accordance with the Development Plan.

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What are the design controls for development?

Well designed buildings and associated site works are envisaged which:

- provide interesting and modulated street facades, parapets, roof line treatments and use of building materials to promote well articulated and fenestrated developments. With multi-storey buildings, the upper storeys of buildings will be distinguished from the ground floor through variations in setbacks, colours and materials
- continue the established setback, width, rhythm and pattern of facades with the ground floor abutting the footpath, verandahs over the footpath, use of parapets, narrow frontages and highly visibly permeable shop fronts.
- respect the context of heritage places with new on-site development encouraged behind and setback from front facades and to be of lightweight contemporary appearance to minimise its visual domination within the streetscape. Buildings adjacent to heritage buildings should be sympathetic to heritage contextual considerations whilst having a modern appearance
- provide appropriate landscaping provision (Table 2).
- have adequate private open space provision at or above ground level (Table 3 & 4).
- buildings are to be sited to the primary and secondary street boundaries, other than where additional space is required for a wider pedestrian verge and extended outdoor dining and licensed areas. Side and rear setbacks to create opportunities for onsite landscaping, building separation and site amenity (Table 5).
- upper storey balconies overlooking the street are encouraged. To respect the high street character balconies will not extend over the footpath
- provide restricted access points to Prospect Road with the promotion of shared and integrated access and parking areas. Parking will be located at the rear or underneath buildings.

Table 5: Building Setbacks

| Setbacks | Metres |
|--|--|
| Primary street boundary | No minimum |
| Secondary street boundary | No minimum |
| Rear access way (6.5m or more in width) | No minimum |
| Rear access way (less than 6.5m more in width) | Amount equal to the distance required to make the access way 6.5m in width |
| Side boundary | No minimum (within 18m from front property boundary (subject to minimum front setback & deep soil areas)) No minimum (for remaining length for ground floor level only) 2 (Beyond 18m from front property boundary & above ground floor level) |
| Rear boundary | 3 |
| Zone boundary (also refer to building envelope requirements) | 3 (if the closest portion of building & views from the boundary are clearly 2 storeys or less) 6 (in all other cases) |
| Between Buildings | 3 (to boundary) 6 (to habitable room, windows &/or balconies) |
| Deep Soil Zone Area | 4 |

Figures 1, 2, 3 & 4 are for illustrative purposes only to show the key design elements that are generally desired. These figures do not provide contextual considerations and higher level detailing of built form and associated works that would be required with any Development Application.

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Figure 1: Sketch Up Diagram

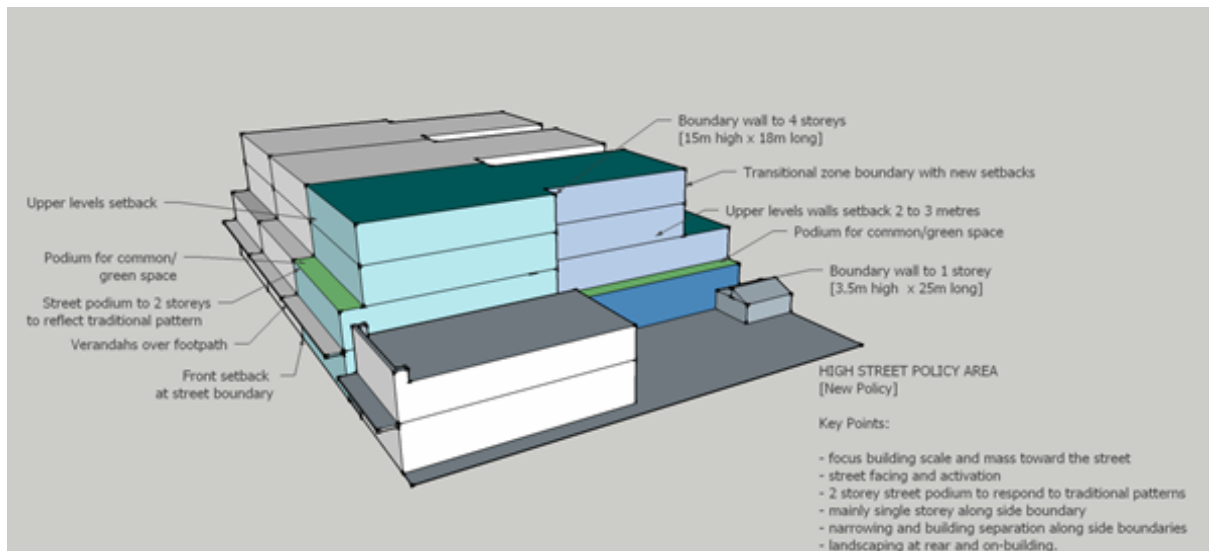
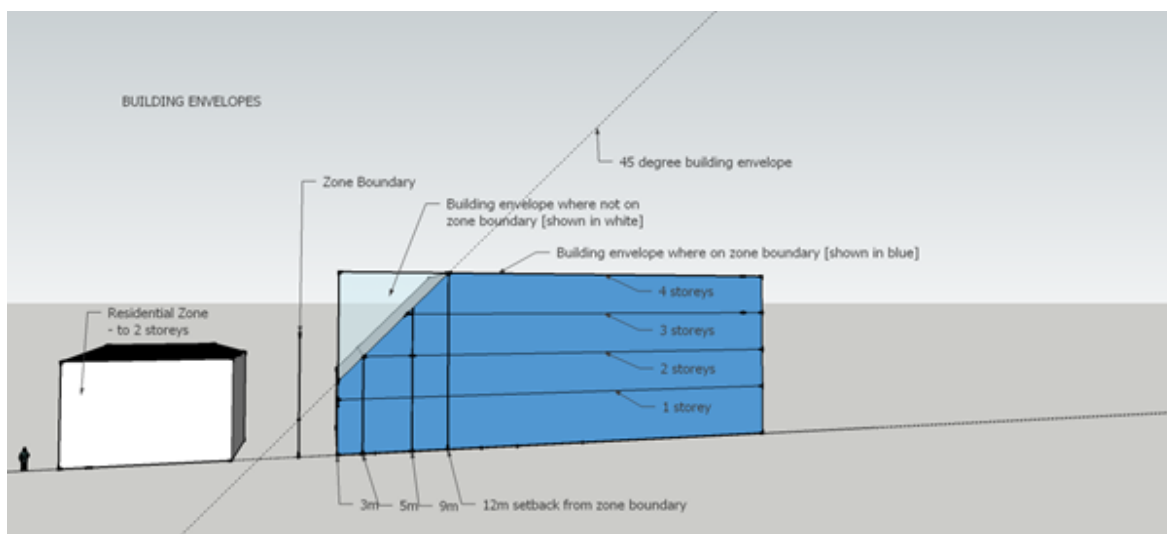


Figure 2: Building Envelope



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DESIRED CHARACTER

Design criteria

To help create active and vibrant streets, high use non-residential development such as shops, cafes and restaurants are envisaged on the ground floor, with commercial and residential development above.

The Zone will be a key area of the City where there will be transformation in built form and new buildings will be recognised for their design excellence. Buildings of two or more storeys will be the predominant built form and development will achieve a high standard of architectural design through careful building articulation and fenestration to all visible sides.

Development will create a linear corridor that frames the main roads and establishes an interesting pedestrian environment and human-scale at ground level. Building will reinforce narrow tenancy frontages or a street facade that reinforces this pattern. In general, the greatest height, mass and intensity of development will be focused at the main road frontage, and will reduce in scale to transition down where there is an interface with low rise residential development in an adjacent residential zone. Buildings at the periphery of the zone will have an appropriate transition that relates to the height and setback of development in adjacent zones of a lower scale and intensity.

A safe, comfortable and appealing street environment will be created for pedestrians, which is sheltered from weather extremes, is of a pedestrian scale and optimises views onto spaces of interest.

Traffic access and parking

The function of the main roads as major transport corridors will be protected with minimal on-street vehicle parking and access points. Access will be provided from secondary road frontages and rear access ways where possible. On-site parking areas will be consolidated, shared (where possible) and screened from the main road or public spaces.

Overlooking

The potential for overlooking will be moderated with the design and location of windows and balconies carefully considered to reduce privacy impacts on development within the adjoining residential zone. Balconies to upper storeys will provide for passive surveillance of public areas while ensuring adequate privacy for occupants and neighbours.

Overshadowing

Overshadowing will be moderated through appropriate building envelopes, building separation and transition of building heights on zone boundaries.

Noise

Most new buildings are likely to be situated near a main arterial road. Impacts associated with traffic noise and vehicle emissions will need to be mitigated through the design of the development, to protect the health and amenity of future occupants through noise attenuation techniques such as appropriate building design and orientation.

Landscaping and Environmental

The high quality appearance of buildings will be complemented by landscaping that establishes a high level of amenity and enhances the relationship of buildings with the street, public spaces, and adjacent residential and commercial areas. Environmental considerations will encourage design responses for green space such as garden roofs and living walls and water sensitive urban design.

Public Notification

Development will be notified as a Category 2 development when it is located on land adjacent to a residential zone and:

- is 3 storeys or more, or 11.5 metres or more, in height; or
- exceeds the 'Building Envelope - Interface Height Provisions'; or
- exceeds 2000 square metres for a shop or group of shops in the High Street or Boulevard Policy Areas; or
- exceeds 500 square metres for a shop or group of shops in the Transit Living Policy Area. Development that involves a land use type not envisaged for the zone will also be notified as a Category 2 development. All other development is Category 1 and as such is not notified.

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DESIRED CHARACTER

Figure 3: Desired State Example

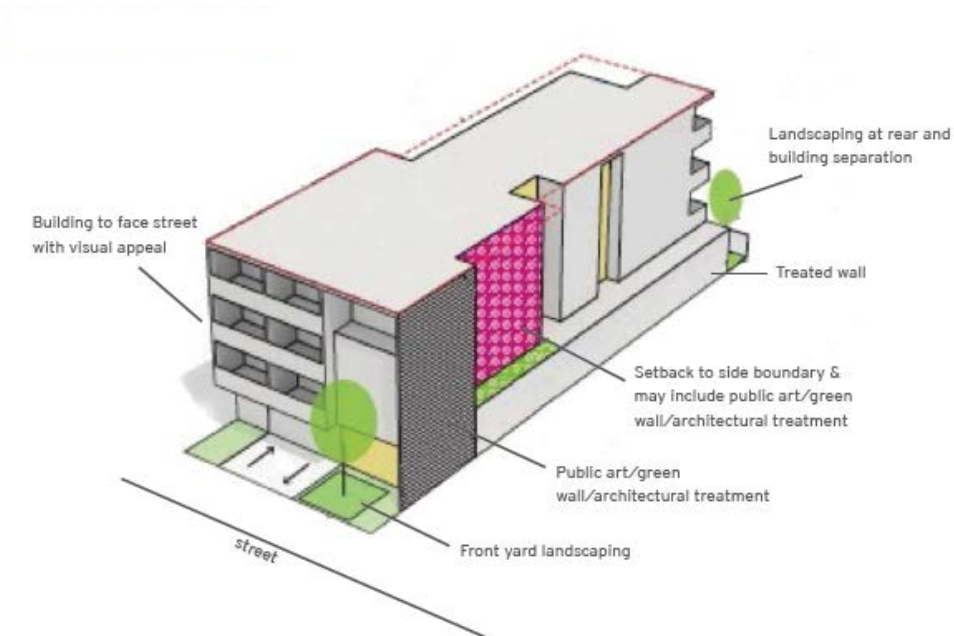
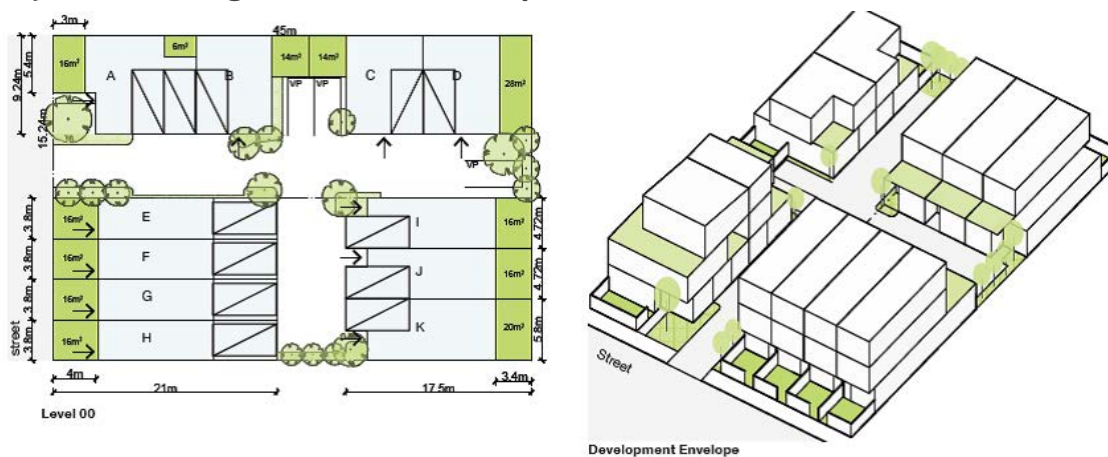


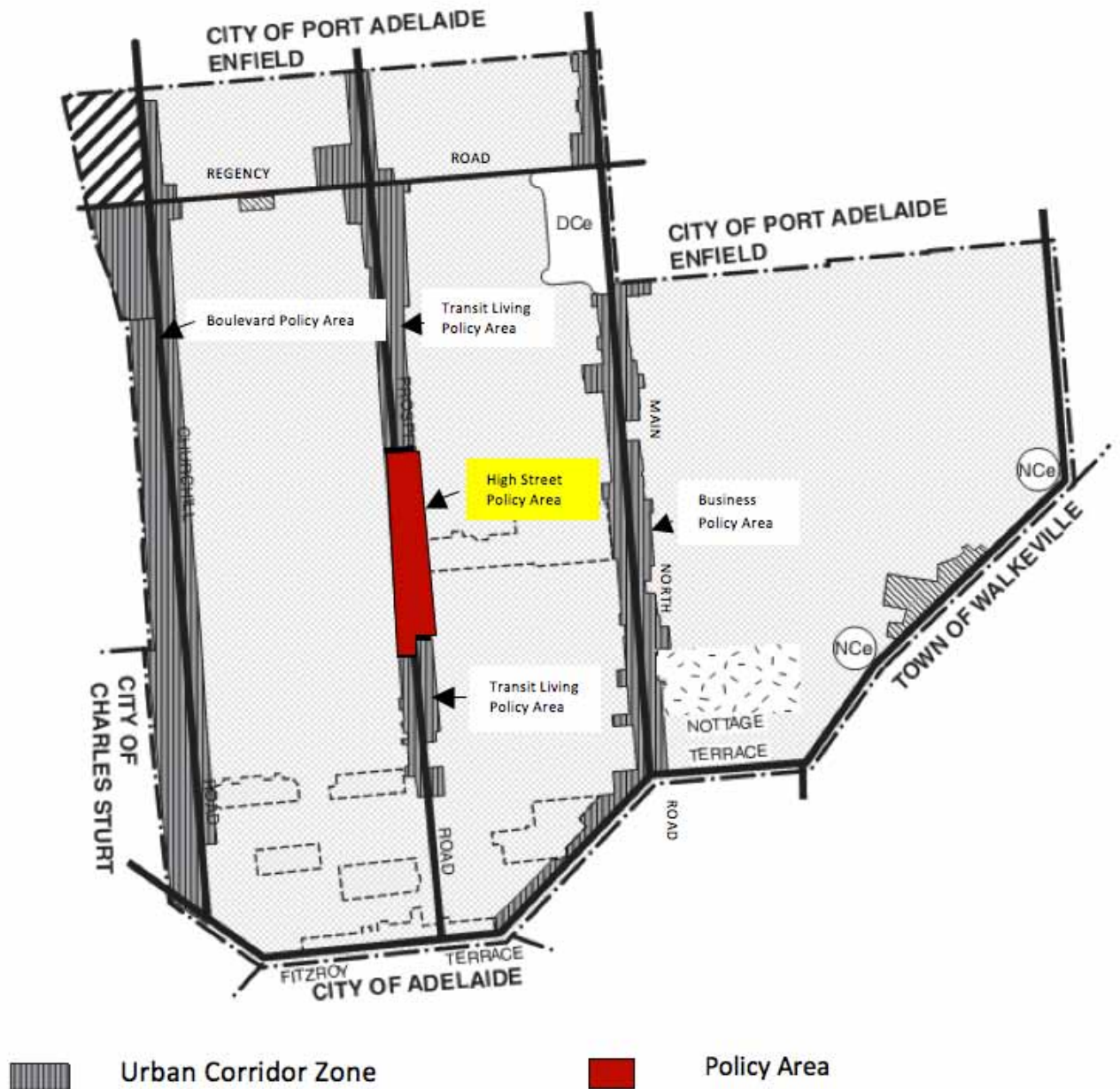
Figure 4: Amalgamated Site Example



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Location Map showing the Urban Corridor Zone and its policy areas within the City of Prospect. The relevant policy area is highlighted.



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Appendix 1



The above information is advisory only.
It is not a substitute for the relevant legislation or the Development Plan.

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**For further information contact:
City of Prospect**

126 Prospect Road
Prospect, South Australia 5082

Telephone 08 8269 5355
Facsimile 08 8269 5834

admin@prospect.sa.gov.au
www.prospect.sa.gov.au