

# Development Plan

## Prospect (City)

Consolidated - 13 February 2018

Please refer to the Prospect (City) page at [www.sa.gov.au/developmentplans](http://www.sa.gov.au/developmentplans) to see any amendments not consolidated.



**Government of South Australia**

Department of Planning,  
Transport and Infrastructure

The following table is a record of authorised amendments and their consolidation dates for the Prospect (City) Development Plan since the inception of the electronic Development Plan on 12 December 1996 for Metropolitan Adelaide Development Plans. Further information on authorised amendments prior to this date may be researched through the relevant Council, Department of Planning, Transport and Infrastructure or by viewing Gazette records.

CONSOLIDATED	AMENDMENT – [Gazetted date]
12 December 1996	Miscellaneous Amendments – Metropolitan Adelaide Development Plans PAR ( <i>Ministerial</i> ) (Interim) – [12 December 1996]
26 June 1997	Miscellaneous Amendments – Metropolitan Adelaide Development Plans PAR ( <i>Ministerial</i> ) – [26 June 1997]
13 August 1998	Local Heritage Places PAR (Interim) – [13 August 1998]
29 July 1999	Local Heritage Places PAR – [29 July 1999]
16 September 1999	Waste Disposal (Landfill) PAR ( <i>Ministerial</i> ) – [19 August 1999]
28 October 1999	Minor Amendments PAR – [28 October 1999]
16 December 1999	Historic (Conservation) Zone PAR – [16 December 1999] Section 29(2) Amendment – [16 December 1999]
20 January 2000	Metropolitan Adelaide – Industrial Land and Development PAR ( <i>Ministerial</i> ) – [25 November 1999]
Not consolidated	Telecommunications Facilities State-wide Policy Framework PAR ( <i>Ministerial</i> ) (Interim)– [31 August 2000]
15 February 2001	Metropolitan Adelaide Significant Tree Control PAR ( <i>Ministerial</i> ) – [21 December 2000]
13 December 2001	Telecommunications Facilities State-wide Policy Framework PAR ( <i>Ministerial</i> ) – [30 August 2001] Local Heritage Places PAR (Interim) – [6 December 2001] Section 29(2)(b) Amendment – [13 December 2001]
20 June 2002	Significant Trees PAR (Interim) – [20 June 2002]
22 August 2002	Local Heritage Places PAR – [22 August 2002]
16 January 2003	Stormwater in Urban Areas PAR ( <i>Ministerial</i> ) – [12 November 2002]
26 June 2003	Significant Trees PAR – [26 June 2003]
2 October 2003	Wind Farms PAR ( <i>Ministerial</i> ) – [24 July 2003]
9 September 2004	Car Parking PAR – [9 September 2004]
18 November 2004	Residential Design PAR – [18 November 2004]
9 August 2007	Commercial Uses PAR – [2 August 2007]
18 October 2007	Section 29(2)(b)(ii) Amendment – [11 October 2007] 250 Churchill Road PAR – [18 October 2007]
10 January 2008	Residential Policy PAR – [3 January 2008]
24 July 2008	Section 29(2)(b)(ii) Amendment – [24 July 2008]
3 June 2010	Statewide Bulky Goods DPA ( <i>Ministerial</i> ) (Interim)– [1 June 2010]
23 September 2010	Mixed Use (Islington) Zone DPA ( <i>Ministerial</i> ) (Interim) – [23 September 2010]
3 February 2011	Statewide Bulky Goods DPA ( <i>Ministerial</i> ) – [13 January 2011]
18 August 2011	Mixed Use (Islington) Zone – [18 August 2011]
19 January 2012	Regulated Trees DPA (Interim) ( <i>Ministerial</i> ) – [17 November 2011]

CONSOLIDATED	AMENDMENT – [Gazetted date]
22 November 2012	Regulated Trees DPA ( <i>Ministerial</i> ) – [15 November 2012]
31 October 2013	Inner Metropolitan Growth DPA ( <i>Ministerial</i> ) – [29 October 2013]
12 February 2015	Historic (Conservation) Zone Policy Areas DPA (Interim) – [12 February 2015] Local Heritage Places DPA (Interim) – [12 February 2015]
18 February 2016	Historic (Conservation) Zone Policy Areas DPA – [12 February 2016] Local Heritage Places DPA – [12 February 2016]
3 March 2016	Section 29(2)(b)(ii) Amendment – [3 March 2016]
21 April 2016	Section 29(2)(b)(ii) Amendment – [17 March 2016] Erratum Notice – [31 March 2016] Existing Activity Centres Policy Review DPA ( <i>Ministerial</i> ) – [21 April 2016]
30 May 2017	Urban Corridor Zone and Interface Areas Policy Review DPA (Interim) – [30 May 2017]
13 February 2018	Urban Corridor Zone and Interface Areas Policy Review DPA – [13 February 2018]

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

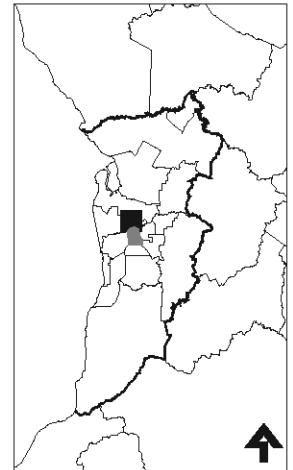
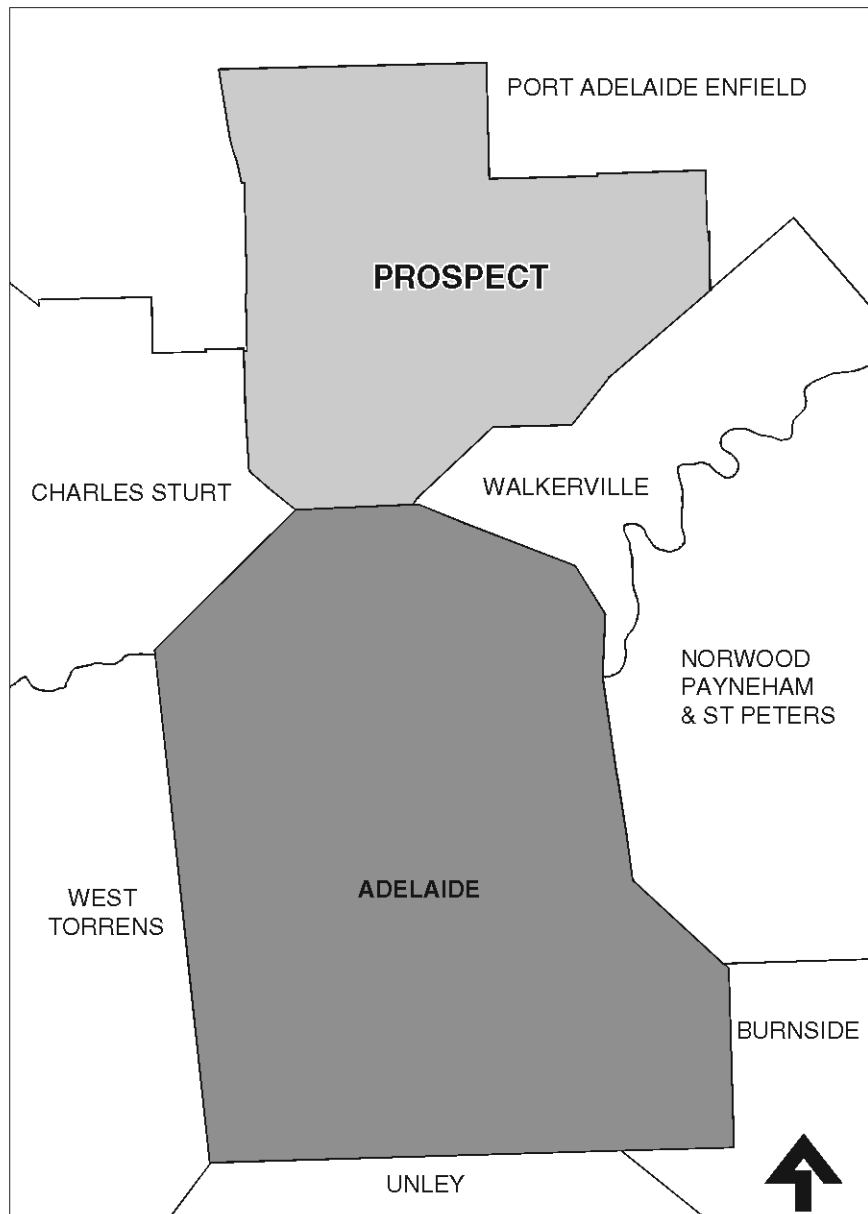
Gazetted: The date of which an authorised amendment was authorised through the publication of a notice in the Government Gazette pursuant to Part 3 of the *Development Act 1993*.

# PROSPECT (CITY)

## Preface

The objectives and principles of development control policies that follow apply within the area of the PROSPECT (City) Development Plan as shown on Map Pr/1.

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



**Location Map**

**Enlargement Map**

 Prospect (City) Development Plan

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## METROPOLITAN ADELAIDE

### Introduction

The following policies for metropolitan Adelaide apply across the area within the boundary of the Prospect (City) Development Plan, as shown on [Map Pr/1](#).

### Background

Metropolitan Adelaide is bounded on the west by Gulf St. Vincent and on the east by the Mount Lofty Ranges which rise to over 700 metres. The city and suburbs lie between, built on the gently sloping Adelaide Plains, and backed by the steep and beautiful escarpment of the ranges.

To the north the land is flat, to the north-east gently undulating and to the south pleasant undulating land lies between the ranges and the sea. Although the native vegetation has been largely cleared from the plains, there are still significant areas of bushland in the ranges within a short distance of the city.

In the 1830s the South Australian Association was formed in England. An Act was passed and Colonel William Light was despatched to the new colony to lay out the first town. Late in 1836 Light selected a site astride the River Torrens ten kilometres inland from the coast. His plan of Adelaide with its wide streets and surrounding belt of parklands is widely acclaimed.

Light was also instructed to lay out the surrounding district and his framework of roads has subsequently become the main road system of the metropolitan area. The early scattered settlements on the plains and along the coast have now coalesced to form one built-up area, with the main business area centrally located in the original settlements near the River Torrens.

As the State capital, Adelaide is the centre of government administration; it is the financial, commercial and transport centre, and is the principal focus for shopping, entertainment and cultural activities.

## OBJECTIVES

### Form of Development

**Objective 1:** Orderly and economic development.

The direction of the future expansion of the metropolitan area is influenced by the Mount Lofty Ranges and the sea, which restrict development to the east and west, and by the cost of providing water supply and sewerage services to hilly land and to low-lying coastal areas.

The future form and nature of the existing metropolitan area will be influenced by meeting housing choice in the metropolitan area. Current and anticipated demographic trends in the metropolitan area indicate population growth but a changing population structure, with falling dwelling occupancy rates and declining population in many areas, particularly in the inner and middle suburbs, will necessitate increasing dwelling density to maintain population levels.

While taking these trends into account, there are social, environmental and economic benefits to be gained from higher residential densities within the metropolitan area.

It is an essential element in the future development of Adelaide, to address concerns about increased housing demand, efficient use of urban infrastructure and population change. This can be achieved by increasing the number of dwellings that can be accommodated within the existing boundary of the metropolitan area, and arresting and perhaps reversing the decline in population which has been evident in many parts of the metropolitan area.

**Objective 2:** The proper location of public and community facilities by the reservation of suitable land in advance of need.

Substantial areas of land are required by the various public authorities responsible for transport, public services, and the provision of other public facilities. Land required for such public purposes should be available in the right place at the right time. This should be done by reserving the land for future acquisition to ensure that, in the meantime any private development does not hinder the purposes for which the land is reserved.

**Objective 3:** Maintenance of the long-term operational, safety and commercial aviation requirements of the Adelaide International Airport and Parafield Airport.

### Land Division

**Objective 4:** Land in appropriate localities divided into allotments in an orderly and economic manner.

The large area of land needed and the cost of providing essential public services such as water and sewerage, make it essential that the development of the metropolitan area proceeds in an orderly and convenient manner, making full use of the State's economic resources. It is costly to provide services to scattered development caused by the haphazard and premature division of land.

Land should be divided at a rate based on the building demand to prevent premature division and scattered and haphazard development. Vacant land within the urban area should be developed in order to contain the spread of the urban area.

The selection of areas for expansion is influenced by a number of factors. These include physical restrictions, the need to preserve resources such as water, minerals and scenic features, and the lack of public services in certain areas, and the need to retain buffer areas and open spaces.

### Residential Development

**Objective 5:** A compact metropolitan area.

This objective may be achieved through selective development of infill housing, redevelopment and refurbishment of existing housing, and use of vacant and underutilized land, with the aim of reducing the social, environmental and economic costs of urban development, and maximising use of the community investment in facilities and services in existing housing areas. While a compact form of development is generally desirable, recognition must be given to areas of particular character or amenity, or to specific constraint such as environmental or historical value, water catchment areas and areas of bushfire hazard.

**Objective 6:** A variety and choice of dwelling types to meet the needs and preferences of all sections of the community.

Residential development within metropolitan Adelaide should be based on a flexible approach to provision of a wide range of dwelling types.

**Objective 7:** Containment of housing costs through the encouragement of a full range of design and development techniques.

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

**Objective 8:** Safe, pleasant, convenient and efficient residential zones.

Achievement of this objective can be assisted by development that is well designed, and which maintains and where appropriate, enhances the residential character and amenity of the area into which it is to be sited. Residential development that is well designed takes into account factors such as building bulk and materials, privacy and access to sunlight. Sunlight access, for example, not only benefits amenity, but also is necessary to enable effective use of solar energy collection systems.



These systems are affected by building and allotment orientation and by shadowing from buildings and trees, and accordingly, it is desirable to protect existing collectors and recognise potential for use on sites adjacent to a development site. Residential zones should provide primarily for residential uses. New non-residential activities should generally not be located in residential zones, and extensions of existing non-residential activities should only occur where there is no adverse effect on nearby residential activities.

### Community Facilities

**Objective 9:** Appropriate community facilities conveniently accessible to the population they serve.

A sound education system and an adequate health service provide the basis for the social well-being of a community. Therefore, schools, hospitals, cemeteries and other institutions, must be located conveniently for the people they serve.

Primary schools should be within reasonable walking distance of children's homes, and so located that children do not have to cross main traffic routes on their way to and from school. State primary schools are usually located about one kilometre apart, each school serving a population of approximately 6500 persons.

The practical difficulties in meeting the standards for the siting of primary schools make the acquisition, or reservation, of sites well ahead of requirements particularly important.

Many kindergartens are associated with infant welfare centres. Sites should be about one kilometre apart, ensuring that a kindergarten is near every home.

Secondary school sites must be well drained and reasonably level, and should be served by public transport. Special attention is necessary to ensure the safety of pupils travelling by bicycle. State secondary schools are usually located about three kilometres apart, each school serving a population of between 15 000 and 20 000 persons.

Hospitals should be located where they can be reached conveniently by hospital patients, visitors and staff. Sites for major hospitals, therefore, should be acquired or reserved well in advance of requirements, and in locations convenient to the population they are to serve.

The siting of cemeteries and crematoria must take into account the convenience of persons attending funerals and visiting graves, and the effect on traffic of a large number of funerals.

The changing age structure of the population will affect the range of community facilities required, therefore flexibility should be a major consideration when considering the design, type and life of buildings.

### Transportation (Movement of People and Goods)

**Objective 10:** A comprehensive, integrated, and efficient, public and private transport system which will:

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

**Objective 11:** A road hierarchy to form the basis of development controls and serve as a guide to the investment of road funds in order to ensure a safe and efficient traffic flow and to promote the saving of fuel and time. Arterial roads will provide for major traffic movements.

**Objective 12:** A network of roads, paths and tracks, to accommodate satisfactorily a variety of vehicular, cycle and pedestrian, traffic.

**Objective 13:** A compatible arrangement between land uses and the transport system which will:

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

**Objective 14:** A form of development adjoining main roads which will:

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

The main elements of the transport system are shown on [Map Pr/1 \(Overlay 1\)](#).

### Industrial Development

**Objective 15:** An adequate supply of suitable and appropriately located land to accommodate current and projected industrial activities.

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

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

**Objective 16:** Industrial land and activities protected from encroachment by incompatible land uses.

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

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

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

**Objective 17:** Development at the interface between industrial activities and sensitive uses that is compatible with surrounding activities, particularly those in adjoining zones.

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

### Public Utilities

**Objective 18:** Economy in the provision of public services.

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

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

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

The overall metropolitan requirements for garbage disposal will necessitate the acquisition, or reservation, of suitable sites and a co-ordinated programme of disposal. Priorities should be established to ensure that reclamation work is concentrated on sites which are most desirable to meet community needs, either by reducing hazards as in old quarries, or by providing new recreation areas.

### Mining

**Objective 19:** The continued availability of metallic, industrial and construction, minerals by preventing development likely to inhibit their exploitation.

The minerals of greatest significance to the metropolitan area are those used for building and construction. South Australia has a scarcity of natural timbers for building construction, and is therefore particularly dependent on resources of clay and shale for brick manufacture, and sand and stone for concrete and mortar aggregate. Equally important are materials such as filling sand and quarry products used in road building and general construction. Transport costs of these bulky low-value products rise rapidly as the distance increases between the workings and the point of consumption, with a consequent increase in price to the consumer.

Quartzite and limestone used as coarse aggregate for concrete and roadworks, are confined to the Mount Lofty Ranges, particularly the western face, and to the area between Marino and Reynella.

Concrete sand is restricted to deposits at Golden Grove, Highbury and Maslin Beach. The variety of clays necessary for brick and pipe manufacture are won from many sources in the ranges and from Golden Grove and Maslin Beach. Filling and garden sand is supplied mainly from the Gawler River.

Although large reserves of most of these materials exist, they can be easily sterilized by other uses of the land. Workable deposits should therefore be kept free of building and other development so that the deposits are available when needed.

Of the significant deposits currently being worked, those which are most likely to be affected by urban development are shown as 'extractive industrial' on the plans for the various council areas. The remaining deposits, other than those already subdivided for building development, are included where possible in rural areas or are allocated for uses which would not preclude the eventual extraction of minerals.

**Objective 20:** The protection of the landscape from undue damage from quarrying and similar extractive and associated manufacturing industries.

New mining operations in the Mount Lofty Ranges should be confined to areas not readily visible from the Adelaide Plains.

It is not in the best interests of the community that land should be left derelict following the extraction of minerals, and wherever possible steps should be taken to reclaim the land and put it to a suitable use.

Although minerals may be extracted from a site for a considerable number of years, a plan showing proposals for the after-use of the site should form the basis of the working programme. It should give an indication of the depths and direction of working, access roads, support for abutting roads and adjoining land, disposal of waste and screening of plant and machinery by trees. While such a plan may be subject to changes due to unpredictable working conditions, it would ensure a close correlation between working and the after-use of the site.

### Conservation

**Objective 21:** The conservation, preservation, or enhancement, of scenically attractive areas, including land adjoining water or scenic routes.

The retention of the natural character of the Mount Lofty Ranges is of the utmost importance to present and future generations of city dwellers.

The natural slopes of the foothills and the wooded character of the face of the ranges rising to Mount Lofty, provide a pleasant contrast to the suburbs on the plains, and give Adelaide a special character. It is necessary, therefore, that the face of the ranges and the skyline as seen from various points in the metropolitan area should retain a natural character.

Whilst the whole of the face of the ranges is of great importance aesthetically, there are several other areas particularly worthy of conservation, such as Black Hill, Athelstone, where rare species of flora exist, parts of Anstey Hill and the upper reaches of the River Torrens.

The ranges are still attractively wooded, providing areas of considerable beauty, readily accessible from the suburban plains. However, any action likely to diminish these wooded areas, such as subdivision into unduly small residential allotments, should be resisted. Acquisition of suitable areas for public use would ensure their retention.

Tree planting should be encouraged, dwellings should be of good design and set well back from the roads. Advertisements should not mar the landscape and overhead services should be carefully sited against tree and hill backgrounds.

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

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

The watercourses requiring particular attention are the Gawler River, the Little Para River, Dry Creek, the River Torrens and Sturt River and Christie Creek, running west through Morphett Vale to the sea at Christies Beach, the Onkaparinga River, Pedlar Creek and other creeks south of the Onkaparinga River. The gorge of the River Torrens through the Mount Lofty Ranges is of special scenic value, needing particular attention to ensure that the natural character is preserved.

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

Hope Valley, Thorndon Park and Happy Valley reservoirs all lie within areas of urban development, and each one is attractive with its stretch of water enclosed by trees. The layout of any surrounding development should ensure as far as possible that interesting views of the reservoirs are preserved.

The beauty of scenic approaches to Adelaide by road through the Mount Lofty Ranges should be maintained. The roads wind through attractively wooded country, with frequent views of the city and suburbs spread out over the plains below, against the background of the sea.

**Objective 22:** The preservation of buildings or sites of architectural, historical, or scientific, interest.

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

The unique range of flora in the Aldinga scrub, the remaining sand-dunes at the mouth of the Onkaparinga River at Port Noarlunga, and belts of mangroves along the coast north towards Port Gawler, should be preserved for scientific purposes.

**Objective 23:** The retention of environmentally-significant areas of native vegetation.

**Objective 24:** The retention of native vegetation where clearance is likely to lead to problems of soil erosion, soil slip and soil salinization, flooding or a deterioration in the quality of surface waters.

**Objective 25:** The retention of native vegetation for amenity purposes, for livestock shade and shelter and for the movement of native wildlife.

## Open Space

**Objective 26:** Adequate public parks and recreation areas conveniently located.

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

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

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

- (d) Small local open spaces within short and safe walking distance of every home.

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

The Mount Lofty Ranges provide ideal sites for regional parks within reasonable driving distance of the metropolitan area. The acquisition of the most attractive parts of the ranges for the public will also help to preserve the natural character of Adelaide's finest asset.

A major feature of the proposed open space system is a continuous scenic road from Gawler to Sellicks Beach through the Mount Lofty Ranges. The road would offer commanding views across the plains and ranges, and it would serve as a link between the various regional parks. A number of small reserves could be provided at vantage points for enjoyment of the views, with facilities for picnicking.

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

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

Children's playgrounds should be available within half a kilometre of every home, and situated so that children do not have to cross a busy road. Playgrounds should be about one half to one hectare in extent, and can be irregular in shape, although the whole of the playground should be visible from a public road. Sites should be attractive, and where possible should be incorporated with a larger park. The need for children's playgrounds is usually greater in new suburbs with a high proportion of newly married people. However, constant attempts should be made in the older suburbs to provide children's playgrounds, because of the number of children who could be living in flats.

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

### **Appearance of Land and Buildings**

**Objective 27:** The amenity of localities not impaired by the appearance of land, buildings and objects.

A city should be an attractive and pleasant place in which to live, as well as being healthy and convenient. If the city dweller is to enjoy looking at his surroundings, attention must be given to the aesthetic qualities of both natural and man-made features. The design of individual buildings should be of high standard and related to adjacent buildings.

Many roads through the suburbs are lined with commercial, residential and industrial development of varying qualities, with uninhibited advertising and a mixture of street signs, street furniture and overhead wires, all of which provide an unwelcome contrast to the attractiveness of the approaches to the city through the ranges. An improvement in the quality of development is highly desirable.

The face and the skyline of the Mount Lofty Ranges as seen from various points in the metropolitan area should not be spoilt by small-scale domestic development.

## PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Buildings and structures should not adversely affect by way of their height and location the long-term operational, safety and commercial aviation requirements of Adelaide International Airport and Parafield Airport.
- 2 Buildings and structures which exceed the heights shown on [Map Pr/1 \(Overlay 2\)](#) and which penetrate the obstacle limitation surfaces (OLS) should be designed, marked or lit to ensure the safe operation of aircraft within the airspace around the Adelaide International Airport and Parafield Airport.

### Residential Development

- 3 Residential zones should be developed with housing to meet the needs of the metropolitan community.
- 4 Residential development should efficiently use infrastructure and services.
- 5 Residential development in residential zones adjacent to non-residential zones should be designed and sited to protect residents from any adverse effects of non-residential activities.
- 6 Non-residential development in residential zones should provide adequate protection for residents from air and noise pollution, traffic disturbance and other harmful effects on health or amenity.
- 7 Residential development specifically for aged or disabled persons should be located with adequate access to essential community services and facilities, including public transport, shops, health and welfare centres and meeting halls, and should not be located on sites where difficulties arise such as those caused by steep gradients.
- 8 Residential development should not create conditions which are likely to exceed the capacity of existing roads, public utilities, and other community services and facilities.
- 9 Development in a residential zone should not impair its character or the amenity of the locality as a place in which to live.
- 10 Residential buildings should be located and designed so as not to unreasonably impair privacy and access to incident solar radiation:
  - (a) for adjacent properties; and
  - (b) for each dwelling and private open space.
- 11 Landscaping of development in residential zones should:
  - (a) enhance residential amenity;
  - (b) screen storage, service and parking areas;
  - (c) provide protection from sun and wind; and
  - (d) not unreasonably affect adjacent land by shadow.
- 12 Within residential zones, open space should provide for recreational activities, pedestrian and bicycle links and the preservation of natural features.
- 13 Dwellings should be supplied with adequate energy, water, waste disposal and drainage facilities to serve the needs of the prospective users.

- 14** Residential development should:
- (a) not have a significant adverse effect on safety and amenity due to generation of through traffic;
  - (b) provide for safe and efficient distribution of traffic;
  - (c) provide for safe and convenient movement for pedestrians and cyclists, including aged, young and disabled persons;
  - (d) provide for easy access for emergency and essential service vehicles; and
  - (e) be designed to minimise the adverse effects of adjacent traffic movement.
- 15** Residential development should be appropriately designed to take account of the climatic and topographic conditions of the site.
- 16** Residential development should minimise the potential for personal and property damage arising from natural hazards including landslip, bushfires, and flooding.



## COUNCIL WIDE

### Introduction

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

### OBJECTIVES

#### Form of Development

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

#### Centres and Retail Development

- Objective 5:** Location of shopping, administrative, cultural, community, entertainment, educational, religious and recreational facilities in integrated centres, Mixed Use (Islington) Zone and Urban Corridor Zone.
- Objective 6:** Centres that provide a focus for community life and ensure the rational, economic and convenient provision of goods and services.
- Objective 7:** Centres developed in accordance with a hierarchy based on function, so that each type of centre provides a proportion of the total requirement of goods and services commensurate with its role. The hierarchy of centres within the area of metropolitan Adelaide is as follows:
  - (a) the central business district of the City of Adelaide
  - (b) regional centre
  - (c) district centre
  - (d) Centre Zones, Mixed Use (Islington) Zone and Urban Corridor Zone
  - (e) local centre.
- Objective 8:** A cohesive shopping environment and identity for each centre.
- Objective 9:** Appropriate location of medium-density housing within Centre Zones, Mixed Use (Islington) Zone and Urban Corridor Zone.
- Objective 10:** Retail showroom development outside designated centres only where it is:
  - (a) undesirable or impractical to locate that development within designated centres; or
  - (b) where retail showroom development is listed as appropriate development.

### Community Facilities

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

### Movement of People and Goods

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

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

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

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

### Residential Development

**Objective 16:** Residential areas which:

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

### Medium and High Rise Development (3 or More Storeys)

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

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

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

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

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

- (a) enlivening building edges;
- (b) creating attractive, welcoming, safe and vibrant spaces;
- (c) improving public safety through passive surveillance;
- (d) creating interesting and lively pedestrian environments;

- (e) integrating public art into the development where it fronts the street and public spaces;
- (f) incorporating generous areas of high quality fit for purpose landscaping, 'green' walls and roofs.

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

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

### **Commercial Development**

**Objective 24:** Location of commercial development in suitable areas.

### **Industrial Development**

**Objective 25:** Concentration of industrial development in appropriate industrial zones.

**Objective 26:** Low nuisance, low traffic-generating land uses in industrial zones.

### **Open Space**

**Objective 27:** A network of neighbourhood parks throughout the city which provide a range of informal recreation opportunities.

**Objective 28:** High standard of landscaping in the city's public places including innovative public art.

### **Outdoor Advertisements**

**Objective 29:** Urban landscapes that are not disfigured by advertisements.

**Objective 30:** Advertisements that do not create a hazard.

**Objective 31:** Advertisements designed to enhance the appearance of the building and locality.

### **Appearance of Land and Buildings**

**Objective 32:** Harmonious integration of new development with the old.

**Objective 33:** The retention, conservation and enhancement of places of State Heritage Value, Local Heritage Value and contributory places of historic character in the Historic (Conservation) Zone, and the preservation of buildings or sites of architectural, historical or scientific interest.

**Objective 34:** Minimisation of the adverse impacts of advertisements on the urban environments.

### **Nuclear Free Environment**

**Objective 35:** Maintain a safe and healthy living environment.

**Objective 36:** Prevent the siting, handling, processing, testing or storage of radioactive materials other than for medical purposes within the city.

**Objective 37:** Prevent the siting of nuclear power plants, nuclear enrichment plants, nuclear weapon installations, nuclear waste dumps, radioactive core sample storage and nuclear strike or defence monitoring telecommunication installations within the city.

**Objective 38:** Prevent the mining of uranium within the city.

### **Water Sensitive Design**

**Objective 39:** Development consistent with the principles of water sensitive design.

**Objective 40:** Development sited and designed to:

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

**Objective 41:** Storage and use of stormwater which avoids adverse impact on public health and safety.

### **Regulated Trees**

**Objective 42:** The conservation of regulated trees that provide important aesthetic and/or environmental benefit.

**Objective 43:** Development in balance with preserving regulated trees that demonstrate one or more of the following attributes:

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

### **Significant Trees**

**Objective 44:** The conservation of significant trees in Metropolitan Adelaide which provide important aesthetic and environmental benefit.

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

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

### **Telecommunications Facilities**

**Objective 45:** Telecommunications facilities provided to meet the needs of the community.

**Objective 46:** Telecommunications facilities located and designed to minimise visual impact on the amenity of the local environment.

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

The Commonwealth Telecommunications Act 1997 is pre-eminent in relation to telecommunications facilities. The Telecommunications (Low-impact Facilities) Determination 1997 identifies a range of facilities that are exempt from State planning legislation. The development of low impact facilities to achieve necessary coverage is encouraged in all circumstances where possible to minimise visual impacts on local environments.

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

### Renewable Energy

**Objective 47:** The development of renewable energy facilities, such as wind and biomass energy facilities, in appropriate locations.

**Objective 48:** Renewable energy facilities located, sited, designed and operated to avoid or minimise adverse impacts and maximise positive impacts on the environment, local community and the State.

### Crime Prevention

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

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

### Waste

**Objective 49:** Development that, in order of priority, avoids the production of waste, minimises the production of waste, re-uses waste, recycles waste for re-use, treats waste and disposes of waste in an environmentally sound manner.

**Objective 50:** Development that includes the treatment and management of solid and liquid waste to prevent undesired impacts on the environment including, soil, plant and animal biodiversity, human health and the amenity of the locality.

### Heritage Places

**Objective 51:** The continued use, or adaptive reuse, of State and local heritage places that supports the conservation of their cultural significance.

## PRINCIPLES OF DEVELOPMENT CONTROL

### Form of Development

- 1 Development should be in accordance with the Prospect Plan, [Map Pr/1 \(Overlay 1\)](#).
- 2 Development should be orderly and economic.

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

### Land Division

- 12 Land should not be divided:
  - (a) in a manner which would prevent the satisfactory future division of the land, or any part thereof;
  - (b) if the proposed use, or the establishment of the proposed use, is likely to lead to undue erosion of the land or land in the vicinity thereof;
  - (c) unless wastes produced by the proposed use of the land, or any use permitted by the principles of development control, can be managed so as to prevent pollution of a public water supply or any surface or underground water resources;
  - (d) if the size, shape and location of, and the slope and nature of the land contained in, each allotment resulting from the division is unsuitable for the purpose for which the allotment is to be used;
  - (e) if any part of the land is likely to be inundated by tidal or floodwaters and the proposed allotments are to be used for a purpose which would be detrimentally affected when the land is inundated;
  - (f) where community facilities or public utilities are lacking or inadequate;
  - (g) where the proposed use of the land is the same as the proposed use of other existing allotments in the vicinity, and a substantial number of the existing allotments have not been used for that purpose; or

- (h) if it would cause an infringement of any provisions of the Building Code of Australia or any by-law or regulation made thereunder.

**13** When land is divided:

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

**Residential Land Division**

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

**14** Land division should:

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

**Residential allotments**

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

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

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

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

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

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

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

- (a) protect natural or cultural features;
- (b) minimise the need for earthworks and retaining walls;
- (c) face streets and open spaces; and
- (d) provide for the disposal of waste waters, sewage and other effluent from each allotment without risk to health.

**19** Allotments should, where practicable, be orientated to enable the application of energy conservation principles where dwellings are orientated so that habitable rooms and private outdoor spaces face north.

**20** Residential allotments fronting roads with existing or projected traffic volumes exceeding 6000vpd (Regency Road, Main North Road, North East Road, Prospect Road, Hampstead Road and Churchill Road), should be of sufficient width to enable provision for vehicles to enter and exit the allotment in a forward direction.

**21** Battle axe or Hammer-head allotments should only be created when other subdivision options are impossible or impracticable because of site characteristics, or access is difficult or the existing buildings cannot be demolished because they are identified heritage places or have a significant streetscape contribution:

- (a) The area of the allotments to be created shall be no less than the minimum areas as required in the relevant zone or policy area in which the development is to be carried out, exclusive of the access way.



- (b) The access way shall be a minimum of 5.0 metres for one or two dwellings and widening to 6.0 metres for at least 6.0 metres from the street frontage. Where there are more than two dwellings, the access way shall be 8.0 metres to facilitate two way vehicular movement and landscaping.
- (c) The access way shall be paved for vehicular traffic to a width of at least 3.0 metres for single and 4.5 metres for two way traffic. For long access ways there shall be overtaking bays irrespective of the type of traffic. Paved areas are to be well drained.
- (d) All vehicular movement is to be in a forward direction to the road frontage.
- (e) The access way shall be lit at regular intervals, especially if longer than 15.0 metres.
- (f) Trees and shrubs are to be planted along the access way and be of varieties so as not to interfere with the movement of vehicular traffic or the stability of adjoining buildings, but will still create an aesthetic streetscape approach to the main portion of the allotment.
- (g) Fencing along the access way should be such that it maintains the privacy of the adjoining residents, but avoids a tunnel effect.
- (h) Public utilities should be along the access way or in declared easements and located underground. They should be positioned so as not to interfere with existing vegetation or detrimentally affect the amenity of adjoining properties.

### **Site Layout**

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

### **Movement Networks**

#### **General**

- 27** Movement networks should:
- (a) be integrated;
  - (b) be cost-effective; and
  - (c) minimise the impact of traffic on residential amenity.

- 28** Residential streets should be connected to the arterial road network in a manner that does not detract from the safety or capacity of arterial roads.

*Pedestrian and Cyclist Facilities*

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

for the safety and convenience of residents and visitors.

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

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

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

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

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

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

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

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

*Public Transport*

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

## Streets

### Road Reserve Width

- 35** Road reserves should be of a width and alignment that can:
- (a) provide for safe and convenient movement and parking of projected volumes of vehicles and other users;
  - (b) allow vehicles to enter or reverse from an allotment or site in a single movement allowing for a car parked on the opposite side of the road;
  - (c) accommodate street tree planting, landscaping and furniture;
  - (d) accommodate the location, construction and maintenance of stormwater drainage/harvesting and public utilities;
  - (e) provide unobstructed, safe and efficient vehicular access to individual lots and sites; and
  - (f) allow for the efficient movement of service and emergency vehicles.

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

#### **35.1** A road reserve accommodates minimum carriageway widths of:

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

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

### On-street parking

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

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

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

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

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

**Public Open Space**

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

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

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

**Stormwater Management**

*Minor system*

- 41** The design of the land division should facilitate a minor storm drainage system which has the capacity for minor stormwater flows and should:

- (a) not overload adjoining downstream systems; and
- (b) where practicable, provide for stormwater to be detained and retained close to its source.

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

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

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

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

#### *Water Quality Management*

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

#### *Stormwater Use*

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

#### **Residential Development**

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

#### ***Building Appearance and Neighbourhood Character***

- 44** Residential development should:
- (a) protect existing site features, including significant trees and vegetation, natural creek lines and items or features of conservation or heritage value;
  - (b) minimise the need for cut and fill;
  - (c) provide sufficient open space for the planting of trees to complement an existing treed landscape character or to enhance the landscape character of a neighbourhood deficient in trees;
  - (d) protect neighbouring trees from damage to their root systems; and
  - (e) incorporate building footing designs, where necessary and cost effective, that allow root growth of existing large trees.
- 45** Building appearance should be compatible with the desired character of the locality, in accordance with the relevant Zone or Policy Area, in terms of built form elements such as:
- (a) building mass and proportion;
  - (b) materials, patterns, textures, colours and decorative elements;
  - (c) ground floor height above natural ground level;
  - (d) roof form and pitch;
  - (e) facade articulation and detailing and window and door proportions;
  - (f) verandahs, eaves and parapets; and

- (g) driveway crossovers, fence style and alignment.
- 46 The floor space and bulk of a residential building, and the space around the building, should be appropriate to the locality in which the building is to be erected.
- 47 Dwellings adjacent to streets should include doorways or fenestration facing towards the primary frontage<sup>2</sup>.
- 48 The frontage of buildings should address the street or where applicable street corners.
- 49 Entries to dwellings should be clearly visible from streets which they front so that visitors can easily identify a particular dwelling.
- 50 The visual bulk of buildings adjacent to street frontages and adjoining allotments private open space should be reduced through design techniques such as colour, building materials, detailing and articulation.
- 51 Carports and garages should be compatible with the building design and adjacent development in terms of height, roof form, detailing, materials and colour.
- 52 For each dwelling the maximum width of garage or carport opening that faces the street should be six metres or 50 percent of the frontage of the site whichever is less.
- 53 Fences and walls as part of development abutting streets (excluding service lanes) should:
- (a) be compatible with the associated development and with attractive fences and walls in the locality;
  - (b) enable some presentation of buildings to the street to enhance safety and surveillance;
  - (c) ensure traffic visibility at intersections in accordance with relevant legislation; and
  - (d) where located between a building and the primary frontage and where there is a difference in height between two fences or walls, include a transition with a slope no greater than 30 degrees.
- 54 Large residential developments should incorporate architectural features which reduce their bulky appearance and add visual interest such as:
- (a) Variations in height, roof style and pitch, colours and building materials.
  - (b) The provision of balconies and porches.
  - (c) Variations in the set back of different portions of the buildings.
  - (d) Inclusions of murals, architectural relief or sculptured forms on blank walls.
  - (e) Incorporation of architectural elements of adjoining buildings.

### **On-site Car Parking and Access**

#### *Parking Provision*

- 55 Except where varied by zone and/or policy area provisions, dwellings with up to 3 bedrooms or rooms able to be used as a bedroom should be provided with two on-site car parking spaces, at least one of which is covered. An additional parking space is required for every two additional bedrooms or rooms able to be used as a bedroom.

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<sup>2</sup> Primary frontage means that frontage to a street that represents the main address of a dwelling which has a frontage to more than one street. Secondary frontage means any other street frontage.

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

### *Design*

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

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

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

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

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

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

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

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

**Street Setbacks**

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

**Garages/Carports Facing Same Street as Associated Dwelling**

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

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

**67.1** *Setbacks are:*

- (a) *not less than 0.5 metres behind the main face<sup>3</sup> of the associated dwelling; or*
- (b) *in line with the main face of the associated dwelling if the dwelling incorporates minor elements such as projecting windows, verandahs, porticos, etc which provide articulation in the building as it presents to the street.*

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

**Garages and Carports Facing a Secondary Street Frontage or Laneway**

- 68**
- (a) Except where varied by zone and/or policy area provisions, garages and carports should be setback at least 2 metres from a secondary street frontage so as to:
    - (i) not diminish the attractiveness of the street and have regard to the orientation of the adjoining dwellings and the associated dwelling;

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<sup>3</sup> *Main face of a dwelling means the closest external wall of a habitable room to the street frontage or, in the case of a dwelling which has a frontage to more than one street, the primary frontage, but excludes elements projecting from the wall such as windows, verandahs, porticos etc.*



- (ii) provide adequate on site car parking and useable private open space.
  - (iii) ensure scale, bulk, materials and finishes of the garage/carport are compatible with, or improve upon the existing streetscape.
- (b) Garages and carports should be setback from a laneway boundary sufficiently enough to provide adequate width to allow for appropriate vehicular movement into and out of the garage/carport.

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

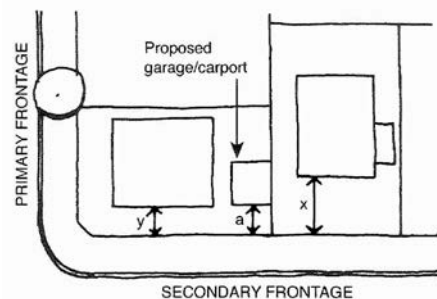
**68.1** Where an adjoining (or potential adjoining) dwelling addresses the street as its primary frontage, garages/carports located on the common property boundary are setback no less than half the setback of the main face of any adjoining dwelling from the secondary frontage (Figure 1)

**EXCEPT THAT:**

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

**PROVIDED THAT:**

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



$a = x/2$  but not less than 1m (or  $y$  if width greater than 6m, wall height greater than 2.4m or ridge height greater than 4m)\*

\*For every 1m or part thereof setback from the common boundary, garage/carport setback from secondary frontage can be reduced by 1m or part thereof.

**Figure 1**

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

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

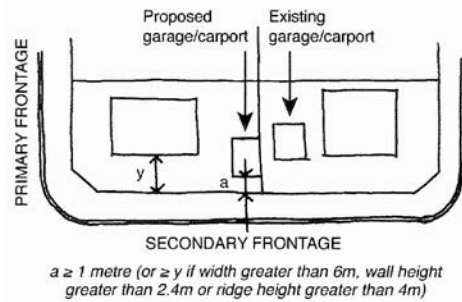


Figure 2

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

### **Building Siting**

*Note: Buildings include dwellings, garages and carports*

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

*For Buildings Not Sited on Side Boundaries*

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

- (a) minimise the visual impact of buildings from adjoining properties;
- (b) minimise the overshadowing of adjoining properties; and
- (c) maintain adequate daylight to adjoining dwellings.

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

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

*For Buildings Sited on Side Boundaries*

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

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

**73** Single-storey dwellings should be set-back:

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

*General*

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

**Building Height**

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

**76** Except where varied by zone and/or policy area provisions, generally the height of dwellings should not exceed two storeys. Development that is greater than single-storey should:

- (a) Complement the height, scale, siting and character of adjoining development where that development contributes to the desired character of the zone of policy area.
- (b) Minimise the impacts of overshadowing and intrusion on privacy of adjoining dwellings.

**Daylight and Sunlight**

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

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

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

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

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

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

### **Energy Conservation and Comfort**

- 79** Dwellings (and dwelling additions incorporating a day living area - where such additions have a floor area equal to or greater than 50 percent of the existing dwelling), should provide adequate thermal comfort for occupants while minimising the need for mechanical heating and cooling by:
- (a) providing an internal day living area with north-facing window.
  - (b) zoning house layout to enable main living areas to be separately heated and cooled.
  - (c) locating, sizing and shading windows to reduce summer heat load and permit entry of winter sun.
  - (d) allowing for cross ventilation to enable cooling breezes to reduce internal temperatures in summer.
  - (e) avoidance of large windows on south and west facing building surfaces.
  - (f) avoidance of overshadowing of windows on the north and east faces of neighbouring buildings and surfaces used for the collection of solar energy.
  - (g) location of principal living space to the north.
  - (h) use of deciduous trees, pergolas, verandahs and awnings on east and west walls to allow penetration of heat from the sun in winter yet provide shade in summer.
  - (i) use of deciduous canopy trees to shade hard paved surfaces.
  - (j) provision of verandahs to outdoor living areas.

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

**79.1** In relation to Principle 79 (a), dwellings (and dwelling additions incorporating a day living area – where such additions have a floor area equal or greater than 50 percent of the existing dwelling) have a day living area incorporating a window that faces between 20° west and 30° east of true north.

**79.2** In relation to Principle 79 (b), dwellings (and dwelling additions incorporating a day living area - where such additions have a floor area equal to or greater than 50 percent of the existing dwelling), incorporate doors between living areas and between a living area and other rooms and corridors.

**79.3** In relation to Principle 79 (c):

- (a) total window area (including glass doors) of a dwelling is less than 30 percent of the total wall area of the dwelling;
- (b) total window area facing east and west does not exceed 50 percent of the total wall area of the dwelling;
- (c) external shading is provided to west facing windows (shading by adjacent houses is acceptable); and
- (d) north facing windows are shaded to allow winter sun access but provide complete shading during summer.

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

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

**80.1** A roof incorporates an area of at least 10 square metres which:

- (a) faces between 30° and 20° east and west of north respectively; and
- (b) has a pitch of greater than 18°.

### **Private Open Space**

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

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

**81.1** Areas of private open space are in the form of:

- (a) ground level courtyard or other open space;
- (b) balconies, roof patios or other elevated outdoor areas directly accessible from a habitable room.

- 82** Dwellings should have private open space areas which are of sufficient area, shape and gradient, and appropriately located to be functional for likely occupant needs.

- 83** Private open space should be located to:

- (a) take advantage of natural features of the site; and
- (b) minimise overlooking from adjacent buildings.

- 84** Private open space should, where possible, achieve comfortable year-round use by having a northerly aspect which is:

- (a) not significantly shaded by the associated dwelling or adjacent development during winter; and
- (b) shaded in summer.

- 85** An adequate proportion of the total private open space provided at ground level should be open to sky to provide amenity and stormwater harvesting.

### **Landscaping**

- 86** The design of the landscape should, as appropriate:

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

- (l) Provide adequate lighting for pedestrian and vehicular safety.
- (m) Provide attractive and coordinated street furniture and facilities to meet user needs.
- (n) Satisfy maintenance and utility requirements and minimise their visual impact.
- (o) Be cognisant of soil type and proximity to buildings.

**87** Landscaping should be utilized in all developments to:

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

**88** Front fences and walls should:

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

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

## Privacy

### Visual privacy

- 89** Direct overlooking from upper level habitable room windows and external balconies, terraces and decks<sup>4</sup> to habitable room windows and useable private open spaces of other dwellings should be minimised.
- 90** Except for buildings of 3 or more storeys in the Urban Corridor Zone, the location of any windows, balconies or decks shall be such as to prevent overlooking to adjacent useable private open spaces or adjoining windows.
- (a) Any window that directly overlooks the private open space or adjoining windows of any adjoining property:
- (i) Is to be glazed in fixed, opaque glass to a height of at least 1.7 metres, or have the window sill located a minimum of 1.7 metres above the floor; or
- (ii) Is to have external solid (screen(s) permanently fixed to the building, to achieve the same result.
- (b) Any balcony or decks are more than 300 mm above natural ground level and which directly overlooks the private open space of any adjoining properties or adjoining window is to have durable solid, durable screens permanently fixed, to a height of 1.8 metres and located in such a way as to prevent overlooking to any adjacent private useable open spaces or adjoining window.
- 91** Permanently fixed external screening devices should be designed and coloured to blend with the predominant associated building materials.

### Acoustic privacy

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

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

##### *93.1 Bedrooms of one dwelling:*

- (a) do not share a wall with a living room<sup>5</sup> or a garage of another dwelling; and
- (b) are not located above or below a living room of another abutting dwelling.

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

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

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

<sup>4</sup> Upper level windows have a sill height greater than 2.5 metres above natural ground level. Upper level external balconies, terraces and decks have a floor level greater than 1.5 metres above natural ground level.

<sup>5</sup> Living room means a room within a dwelling used for social interaction, relaxation, recreation or dining, including a living room, lounge room or open eating area linked to a kitchen, but does not include a bedroom.

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

### **Residential Outbuildings**

- 96** Residential outbuildings should not:
- (a) Impinge on the minimum private open space areas required.
  - (b) Be of a size or in a location which results in their visual dominance of the dwelling to which they relate, or to the locality.
  - (c) Be of a size or in a location which results in the unreasonable overshadowing of the main windows to a habitable room in a dwelling.
  - (d) Be used for a purpose which is unreasonably disruptive to adjoining residents.

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

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

- (a) *within 3 metres from a side or rear boundary has:*
  - (i) *a total floor area not exceeding 60 square metres for sites in excess of 600 square metres, 40 square metres for sites 400-600 square metres and 30 square metres for sites less than 400 square metres;*
  - (ii) *walls not exceeding 3 metres in height above natural ground level; and*
  - (iii) *a maximum height of 4.5 metres;*
- (b) *on a side or rear boundary has;*
  - (i) *a floor level not exceeding 300 millimetres above natural ground level;*
  - (ii) *a floor area not exceeding 60 square metres for sites in excess of 600 square metres, 40 square metres for sites 400-600 square metres and 30 square metres for sites less than 400 square metres;*
  - (iii) *boundary walls not exceeding a total of 8 metres in length on any common boundary, provided the total length of existing and proposed boundary walls does not exceed 30 percent of the total common boundary length;*
  - (iv) *wall height (measured above natural ground level at the common boundary) not exceeding 2.4 metres on the boundary elevation and 3 metres on any other elevation;*
  - (v) *a maximum height of 4.5 metres; and*
  - (vi) *a setback of 6 metres from any existing structure on the site located on the same boundary.*



### **On-Site Stormwater Management**

- 97** Site drainage on larger sites incorporating an area of at least 200 square metres of private or communal open space should provide on site infiltration where practicable, having regard to:
- (a) the availability of unbuilt upon or unsealed areas;
  - (b) the ability of soils to absorb water;
  - (c) potential impact on building foundations and footings on or adjacent to the site;
  - (d) the ability to safely direct surplus flows to a public street without causing nuisance to adjacent properties; and
  - (e) potential adverse impacts on the level and quality of groundwater.

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

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

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

- 98** Development should be designed so that as much rainwater and stormwater as possible is retained on the development site through the application of an appropriate range of the following techniques:
- (a) The collection of roof run-off in rainwater tanks, rain saver guttering or other storage devices.
  - (b) The direction of roof run-off and stormwater onto garden areas.
  - (c) Incorporating permeable paving and parking areas.

### **Safety and Security**

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

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

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

- 100** Site planning, buildings, fences, landscaping and other features should clearly differentiate public communal and private areas.
- 101** Except where varied by zone and/or policy area provisions, buildings should be designed to minimise access between roofs, balconies and windows of adjoining dwellings.
- 102** Building design should allow visitors who approach the front door to be seen without residents needing to open the front door.
- 103** Except in the Urban Corridor Zone, shared entries to buildings should serve a maximum of 8 dwellings.
- 104** Shared entry lobbies should be able to be locked.

- 105** Site planning should ensure that landscaping and fencing do not reduce the safety of residents and are placed in such a way as to minimise screening near security risk areas such as doors and windows.
- 106** For residential flat buildings and group dwellings appropriate lighting should be provided at building entries to provide a sense of security to residents.
- 107** Lighting should be provided to all pedestrian paths between public and shared areas, parking areas and building entries.
- 108** Pedestrian site access and car parking should be clearly defined, appropriately lit, visible to others and provide direct access to buildings from areas likely to be used at night.

### **Site Facilities and Storage**

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

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

which are:

- (d) readily accessible to each dwelling; and
- (e) complement the development and streetscape character.

**110** Dwellings with less than 50 square metres of ground level private open space or without private open space should incorporate adequate areas for the storage of goods and chattels other than food and clothing either:

- (a) in the dwelling (but not including a habitable room);
- (b) in a garage, carport or outbuilding; or
- (c) within an on-site communal facility.

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

**110.1** A storage area of not less than 8 cubic metres provided for each dwelling.

### **Housing on Major Traffic Routes**

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

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

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

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

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

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

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

- 112** Buildings located on roads with existing or projected traffic volumes exceeding 6000 vpd (Regency Road, Main North Road, North East Road, Prospect Road, Hampstead Road or Churchill Road), should be designed and located to avoid the need for vehicles to reverse on to the road, and vehicular access onto arterial roads should not be provided where alternative access is available including service roads and direct access to local roads.
- 113** Except where varied by zone and/or policy area provisions, landscaping between the road and dwellings should be provided to screen and protect the dwellings from dust and visual aural impacts of the road.
- 114** Building setbacks adjacent to arterial roads should be determined after consideration of Metropolitan Adelaide Widening Plan requirements.
- 115** Where vehicular access onto the arterial road is provided, the number, location and design of the access points should be such as to minimise traffic hazards, queuing on arterial roads, right turn movements and interference with the function of intersections, junctions and traffic control devices.
- 116** Any gate across the vehicular way should be set back 5.5 metres from the alignment of the arterial road and should open away from the arterial road. Fences associated with the development and adjacent to the arterial road should be a height and design such that a clear view of the arterial road is available to any driver leaving the site.
- 117** Residential allotments fronting arterial roads should be of a sufficient width to enable provision for vehicles to enter and exit the site in a forward direction, or be designed to share a centrally located access point.

***Residential Accommodation for older people and people with disabilities***

- 118** Residential accommodation for older people and people with disabilities should be located:
  - (a) In accordance with the long-term needs and demographic trends of the population of the council area.

- (b) Where movement of older people and people with disabilities is not unduly restricted by the slope of the land.
- (c) Separated from industrial and commercial land uses which would detract from pleasant living conditions.
- (d) Where local shops, services and facilities are available within easy walking distance, or by convenient travel.
- (e) Where good public transport services are available within easy walking distance from all parts of the site.
- (f) Where adequate support services are available.

**119** Residential accommodation for older people and people with disabilities should be designed to provide:

- (a) Safe, secure, attractive, convenient and comfortable living conditions for residents;
- (b) Easy access to all living units.
- (c) A balance between communal areas and private spaces.
- (d) Adequate open space, both public and private.
- (e) An interesting and attractive outlook for all residents, including those in wheelchairs, from living units and communal areas.
- (f) Useable recreation areas for residents and visitors including visiting children.
- (g) Pathways, communal areas and private open space which have regard to a high level of frailty in terms of the land gradient that may affect access and useability.
- (h) Adequate living space allowing for the use of wheel chairs with an attendant.
- (i) Spaces to accommodate social needs and activities including social gatherings, gardening, keeping pets, preparing meals, doing personal laundry.
- (j) Storage areas for items such as boats, trailers and caravans in association with some independent living units.
- (k) Storage for items such as small electric powered vehicles and other personal items, including facilities for recharging small electric powered vehicles.
- (l) Mail boxes and waste disposal areas to be located within easy walking distance of all living units as well as being practically accessible to service providers.
- (m) Clear identification of all living units.
- (n) Safe and convenient movement within residential accommodation which recognises the limitations of mobility aids.

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

- (a) By their design and layout maintain or enhance the amenity of the locality.
- (b) Avoid dullness of uniformity in design.
- (c) Incorporate use of natural lighting.
- (d) Have living areas which receive natural sunlight for a minimum of two hours per day.

- (e) Be well insulated, and energy efficient.
- (f) Have well lit spaces or paths of travel which avoid unsafe conditions.
- (g) Protection for bedrooms from external noise.

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

- (a) Facilitate ease of movement for pedestrians, or persons confined to wheelchairs, and persons using personal mobility aids, including the provision of ramps in addition to steps, where appropriate.
- (b) Where possible provide each living unit with access attained from a private path.
- (c) Not have gradients steeper than 1-in-20 with changes to gradient clearly identified.
- (d) Not include steps with a tread width of less than 600 millimetres and a rise of less than 80 millimetres or more than 100 millimetres.
- (e) Be provided with seats and protected from sun, rain and wind, at convenient intervals.
- (f) Have firm, even and slip-restraint surfaces.
- (g) Be provided with small diameter hand rails where there may be a risk or danger of pedestrians falling.

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

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

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

- (a) Be conveniently located on site within easy walking distance for residents.
- (b) Be adequate for residents, staff, services providers and visitors.
- (c) Include private parking spaces for independent living units located, where possible, adjacent to the living unit.
- (d) Include separate and appropriately marked places for the disabled, and spaces for small electrically powered vehicles.
- (e) Include covered, secure parking for residents' vehicles.
- (f) Have slip-resistant surfaces with gradients not steeper than 1-in-40.

- (g) Allow ease of vehicle manoeuvrability by the ageing.
- (h) Be designed to allow the full opening of all vehicle doors.
- (i) Minimise the impact of car parking on adjoining residences due to visual intrusion, noise and emission of fumes.

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

- (a) Transport where public or community based transport is not conveniently available.
- (b) Recreation facilities and meeting places.
- (c) Meals (for example using private facilities, communal dining facilities, community meal services).
- (d) Security and personal alarms.
- (e) Live in staff where frail persons are to be accommodated.
- (f) Services such as mobile library, home support services, information services, community care workers and nursing services.

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

### ***Multiple Dwellings***

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

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

### ***Dependent Accommodation***

**127** Dependent accommodation<sup>6</sup> should only be developed on the site of an existing dwelling where:

- (a) the site is of an adequate size and configuration;
- (b) the accommodation forms part of the same allotment as the associated dwelling;
- (c) the accommodation has a small floor area relative to the main dwelling;
- (d) adequate outdoor space is provided;
- (e) adequate on-site car parking can be provided; and.

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<sup>6</sup> *Dependent accommodation is defined as accommodation for dependent relatives located on the same allotment as the main dwelling and connected to the same services as the main dwelling and does not contain a kitchen and/or laundry.*

- (f) the building is designed to, and consists of colours and materials which will, complement the original dwelling.

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

- 127.1** *In relation to PC 127 (a), dependent accommodation is located where the site of the existing dwelling is greater than 600 square metres;*
- 127.2** *In relation to PC 127 (b), the site is not further divided to create a legally separate title for each dwelling;*
- 127.3** *In relation to PC 127 (c), the residence comprising dependent accommodation does not exceed 60 square metres in floor area;*
- 127.4** *In relation to PC 127 (d), private open space of at least 100 square metres is available to be shared by both residences;*
- 127.5** *In relation to PC 127 (e), an additional car parking space is provided on the site which can be used exclusively by the occupant(s) of the dependent accommodation.*

**Non-residential Development within Residential Areas**

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

**Land Contamination**

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

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

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

**Residential Development abutting Industrial Activities**

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

**Development in Mixed Use, Urban Corridor, and Centre Zones**

**Design and Appearance**

- 132** Buildings should reflect the desired character of the locality while incorporating contemporary designs that have regard to the following:
- (a) building height, mass and proportion;
  - (b) external materials, patterns, colours and decorative elements;

- (c) roof form and pitch;
- (d) façade articulation and detailing;
- (e) verandas, eaves, parapets and window screens.

**133** Where a building is sited on or close to a side or rear boundary, the boundary wall should minimise:

- (a) the visual impact of the building as viewed from adjacent properties;
- (b) overshadowing of adjacent properties and allow adequate sunlight access to neighbouring buildings.

**134** The external walls and roofs of buildings should not incorporate highly reflective materials which will result in glare to neighbouring properties, drivers or cyclists.

**135** Structures located on the roofs of buildings to house plant and equipment should be screened from view and should form an integral part of the building design in relation to external finishes, shaping and colours.

**136** Balconies should:

- (a) be integrated with the overall form and detail of the building;
- (b) include balustrade detailing that enables line of sight to the street;
- (c) be recessed where wind would otherwise make the space unusable;
- (d) be self-draining and plumbed to minimise runoff.

#### ***Development Adjacent Heritage Places***

**137** The design of multi-storey buildings should not detract from the form and materials of adjacent State and local heritage places listed in [Table Pr/2 - State Heritage Places](#) or in [Table Pr/1 - Local Heritage Places](#).

**138** Development on land adjacent to a State or local heritage place, as listed in [Table Pr/2 - State Heritage Places](#) or in [Table Pr/1 - Local Heritage Places](#), should be sited and designed to reinforce the historic character of the place and maintain its visual prominence.

#### ***Overshadowing***

**139** The design and location of buildings should enable direct winter sunlight into adjacent dwellings and private open space and minimise the overshadowing of:

- (a) windows of habitable rooms;
- (b) upper-level private balconies that provide the primary open space area for a dwelling;
- (c) solar collectors (such as solar hot water systems and photovoltaic cells).

#### ***Visual Privacy***

**140** Development should minimise direct overlooking of habitable rooms and private open spaces of dwellings through measures such as:

- (a) appropriate site layout and building orientation;
- (b) off-setting the location of balconies and windows of habitable rooms with those of other buildings so that views are oblique rather than direct to avoid direct line of sight;



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

**141** Permanently fixed external screening devices should be designed and coloured to complement the associated building's external materials and finishes.

***Relationship to the Street and Public Realm***

**142** Buildings (other than ancillary buildings, group dwellings or buildings on allotments with a battle axe configuration) should be designed so that the main façade faces the primary street frontage of the land on which they are situated.

**143** Buildings, landscaping, paving and signage should have a coordinated appearance that maintains and enhances the visual attractiveness of the locality.

**144** Buildings should be designed and sited to avoid extensive areas of uninterrupted walling facing areas exposed to public view.

**145** Building design should emphasise pedestrian entry points to provide perceptible and direct access from public street frontages and vehicle parking areas.

**146** In mixed use and medium and high density residential areas, development facing the street should be designed to provide interesting and pedestrian friendly street frontage(s) by:

- (a) including features such as frequent doors and display windows, retail shopfronts and/or outdoor eating or dining areas;
- (b) minimising the frontage for fire escapes, service doors, plant and equipment hatches;
- (c) avoiding undercroft, semi-basement or ground floor vehicle parking that is visible from the primary street frontage;
- (d) using colour, vertical and horizontal elements, roof overhangs and other design techniques to provide visual interest and reduced massing;
- (e) including awnings, eaves, verandahs or similar, to the street where setbacks and ground floor uses allow.

**147** Where zero or minor setbacks are desirable, development should incorporate shelter over footpaths to enhance the quality of the pedestrian environment.

***Outdoor Storage and Service Areas***

**148** Outdoor storage, loading and service areas should be:

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

**Private Open Space**

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

- (a) to be accessed directly from the internal living areas of the dwelling;
- (b) to be at ground level and/or upper levels (comprising balconies, roof patios and the like) and to the side or rear of a dwelling and screened for privacy;
- (c) to take advantage of, but not adversely affect, natural features of the site;
- (d) to minimise overlooking from adjacent buildings;
- (e) to achieve separation from bedroom windows on adjoining sites;
- (f) to have a northerly aspect to provide for comfortable year round use;
- (g) not to be significantly shaded during winter by the associated dwelling or adjacent development;
- (h) to be partly shaded in summer;
- (i) to minimise noise or air quality impacts that may arise from traffic, industry or other business activities within the locality; and
- (j) to have sufficient area and shape to be functional, taking into consideration the location of the dwelling, and the dimension and gradient of the site.

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

Site area per dwelling (square metres)	Minimum area excluding any area at ground level at the front of the dwelling (square metres)	Minimum dimension (metres)	Minimum area provided at the rear or side of the dwelling, directly accessible from a habitable room (square metres)
>500	80	4	24
300-500	60	4	16
<300	24	3	16

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

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

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

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

<b>Dwelling type</b>	<b>Minimum area of private open space</b>
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

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

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

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

### ***Communal Open Space***

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

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

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

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

### Medium and High Rise Development (3 or More Storeys)

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

#### Design and Appearance

- 158** 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.
- 159** 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.
- 160** 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.
- 161** 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.
- 162** Buildings should reinforce corners through changes in setback, materials or colour, roof form or height.
- 163** 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
- 164** Balconies should be integrated into the overall architectural form and detail of the development and should:
- (a) utilise sun screens, pergolas, louvres, 'green' facades and openable walls to control sunlight and wind;
  - (b) be designed and positioned to respond to daylight, wind, acoustic conditions to maximise comfort and provide visual privacy;
  - (c) allow views and casual surveillance of the street while providing for safety and visual privacy of nearby living spaces and private outdoor areas;
  - (d) be of sufficient size, particularly depth, to accommodate outdoor seating.

#### Street Interface

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

- (b) providing a well landscaped area that contains a deep soil zone space for a medium to large tree in front of the building (except in a High Street Policy Area or other similar location where a continuous ground floor façade aligned with the front property boundary is desired). One way of achieving this is to provide a 4 metre x 4 metre deep soil zone area in front of the building;
- (c) designing building façades that are well articulated by creating contrasts between solid elements (such as walls) and voids (for example windows, doors and balcony openings);
- (d) positioning services, plant and mechanical equipment (such as substations, transformers, pumprooms and hydrant boosters, car park ventilation) in discreet locations, screened or integrated with the façade;
- (e) ensuring ground, undercroft, semi-basement and above ground parking do not detract from the streetscape;
- (f) minimising the number and width of driveways and entrances to car parking areas to reduce the visual dominance of vehicle access points and impacts on street trees and pedestrian areas.

**166** 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.

**167** 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.

**168** 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.

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

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

One way of achieving this is for ground floor level dwellings in multi-storey developments to be raised by up to 1.2 metres (provided access is not compromised where relevant).

### ***Building Separation and Outlook***

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

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

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

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

### ***Dwelling Configuration***

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

### ***Adaptability***

- 176** 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***

- 177** Multi-storey buildings should:
- (a) minimise detrimental micro-climatic and solar access impacts on adjacent land or buildings, including effects of patterns of wind, temperature, daylight, sunlight, glare and shadow;
  - (b) incorporate roof designs that enable the provision of, photovoltaic cells and other features that enhance sustainability (including landscaping)
- 178** 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.
- 179** Development of 5 or more storeys, or 21 metres or more in building height (excluding the rooftop location of mechanical plant and equipment), should be designed to minimise the risk of wind tunnelling effects on adjacent streets by adopting one or more of the following:
- (a) a podium at the base of a tall tower and aligned with the street to deflect wind away from the street;
  - (b) substantial verandas around a building to deflect downward travelling wind flows over pedestrian areas;
  - (c) the placement of buildings and use of setbacks to deflect the wind at ground level.
- 180** 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 <sup>2</sup>	10m <sup>2</sup>	1.5 metres	1 small tree / 10m <sup>2</sup> deep soil
300-1500m <sup>2</sup>	7% site area	3 metres	1 medium tree / 30m <sup>2</sup> deep soil
>1500m <sup>2</sup>	7% site area	6 metres	1 large or medium tree / 60m <sup>2</sup> deep soil

Tree size and site area definitions:	
Small tree:	<6 metres mature height and <4 metres canopy spread
Medium tree:	6 to 12 metres mature height and 4 to 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

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

#### **Site Facilities and Storage**

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

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

**183** 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 to detract from the visual appearance of the ground floor.

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

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

**186** Dwellings which do not incorporate ground level private open space should include external drying areas which are:

- (a) readily accessible to each dwelling;
- (b) obscured from sensitive external views, such as from the street, other balconies and habitable rooms.

### **Zone Interface**

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

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

### **Arterial roads**

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

**189** Where centre facilities already straddle an arterial road or the intersection of arterial roads, centre development should:

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

### **Design**

**190** Development within centres should provide:

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

### **Built form**

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

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



**192** Centre development should incorporate the following:

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

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

### ***Landscaping***

**194** Landscaping should be provided in all centre development to:

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

### ***Traffic Management and car parking***

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

### **Retail Development**

#### ***Location***

**196** Retail development should be located as follows:

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

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

**198** Retail development should provide adequate car parking as follows:

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

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

### ***Retail showrooms***

**199** Retail showrooms should only be permitted outside designated centres

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

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

### ***Retail development outside centres***

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

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

### **Community Facilities**

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

**203** Community facilities should provide car parking at the following rates:

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

### **Commercial Development**

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

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

### ***Traffic Management and car parking***

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

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

- 208** Showroom development should provide car parking spaces at the rate of three spaces per 100 square metres.
- 209** Warehouses and stores should provide car parking spaces with sufficient and convenient parking for staff and visitors based on the following criteria (except any portion of the development which is to be used for retail sales and display should provide parking at a rate applicable to retail development):
- (a) at least four car parking spaces for the first 200 metres of total floor area;
  - (b) one car parking space for each 75 square metres where the floor area, excluding office space exceeds 200 square metres, but is less than 2000 square metres;
  - (c) one car parking space for every 150 square metres where the floor area, excluding office space, exceeds 2000 square metres;
  - (d) for part of the development used as office space, at least one car parking space for every 30 square metres; and
  - (e) for labour-intensive industries (where the car parking demand exceeds the provisions calculated on the basis of (a) to (c) above), the total car parking should be provided at a rate of 0.75 spaces by the number of employees.

#### **Outdoor Storage and Service Areas**

- 210** Outdoor areas, including landscaping, car parking and manoeuvring areas, should not be used for storage of materials.
- 211** Outdoor storage areas, services and service structures, including fire services, pipes, flues, cooling or heating plant or appliances, should be sited unobtrusively, screened from public view and designed to enhance the amenity of the locality, through use of the following techniques (or similar):
- (a) landscaping;
  - (b) fencing or enclosing in pre-coloured sheet metal or materials matching those of the main buildings; or
  - (c) an appropriate combination of solid fencing and landscaping.
- 212** Outdoor storage and service areas should be designed and managed to ensure that any litter is contained within those areas.
- 213** Materials, objects or vehicles in storage areas should not be visible above screen fences.
- 214** All externally damaged vehicles awaiting repair or being stored should be stored inside a building or behind a two metre high solid colour treated metal fence or similar, enclosing the storage areas on all sides visible from outside the site.
- 215** Outdoor storage and service areas are sites or designed so as to not unreasonably affect residents in the vicinity.

#### **Bank, Office and Consulting Room Development**

- 216** Bank, office and consulting room development should be located in centre, commercial, mixed use and corridor zones.
- 217** New bank, office and consulting room development should provide a building line set-back of at least three metres from rear boundaries, for the provision of landscaping adjacent to adjoining properties.

**218** Bank, office and consulting room development should provide car parking at the following rate:

Banks, offices - four car parking spaces per 100 square metres of total floor area.  
Consulting rooms - five car parking spaces per consultant.

### **Movement of People and Goods**

**219** Where appropriate, development should provide safe and convenient access for private cars, cyclists, pedestrians, service vehicles, emergency vehicles and public utility vehicles.

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

**221** Development generating high levels of traffic, such as schools, shopping centres and other retail areas, and entertainment and sporting facilities should incorporate passenger pick-up and set-down areas. The design of such areas should minimise interference to existing traffic and give priority to pedestrians, cyclists and public and community transport users.

**222** The location and design of public and community transport set-down and pick-up points should maximise safety and minimise the isolation and vulnerability of users.

**223** Development should not generate pedestrian or vehicular traffic onto or across a public road in such a manner as to materially impair the movement of traffic on that road or to cause safety hazards.

**224** The number, location and design of access points on public roads should be such as to minimise:

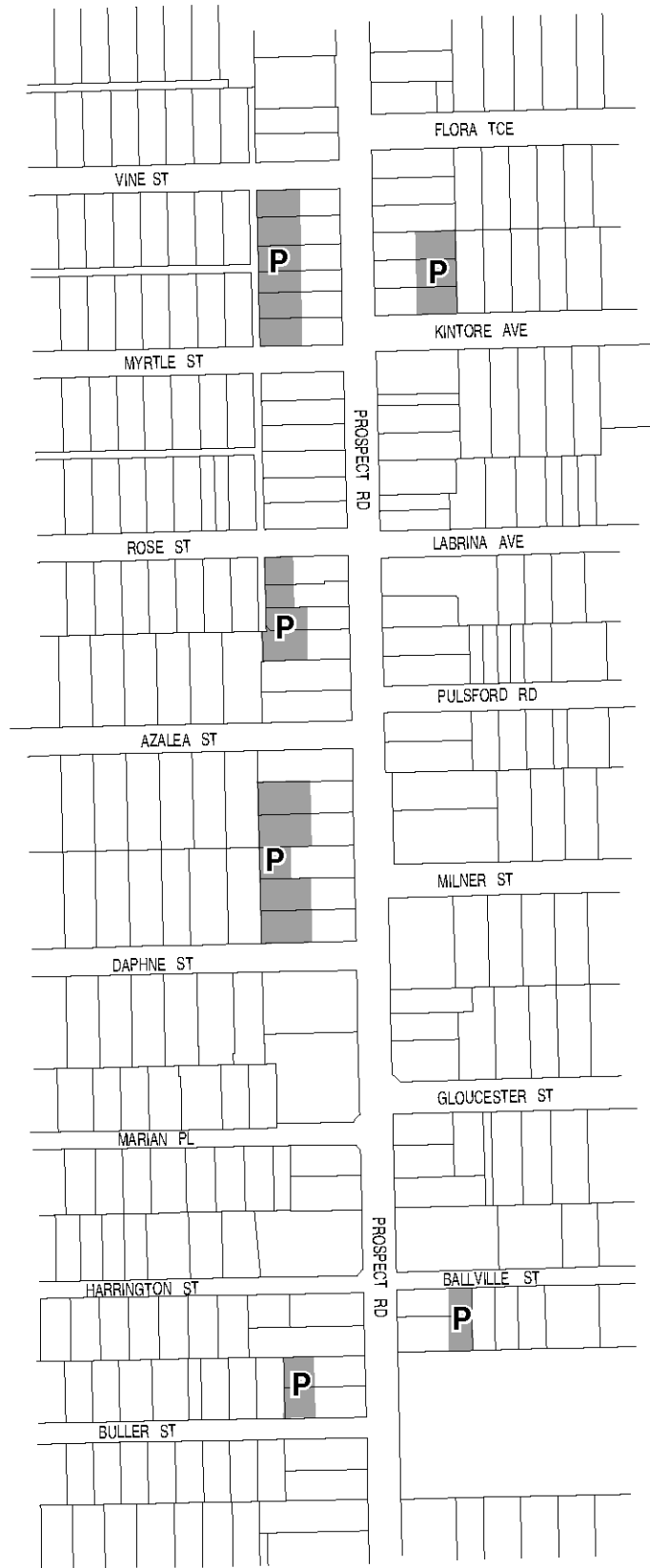
- (a) traffic hazards;
- (b) queuing on roads;
- (c) right hand turn movements onto arterial roads shown on [Map Pr/1 \(Overlay 1\)](#);
- (d) interference with the function of intersections and traffic control devices; and
- (e) intrusion of through traffic into adjacent residential streets.

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

**226** Car parking areas should be located and designed to:

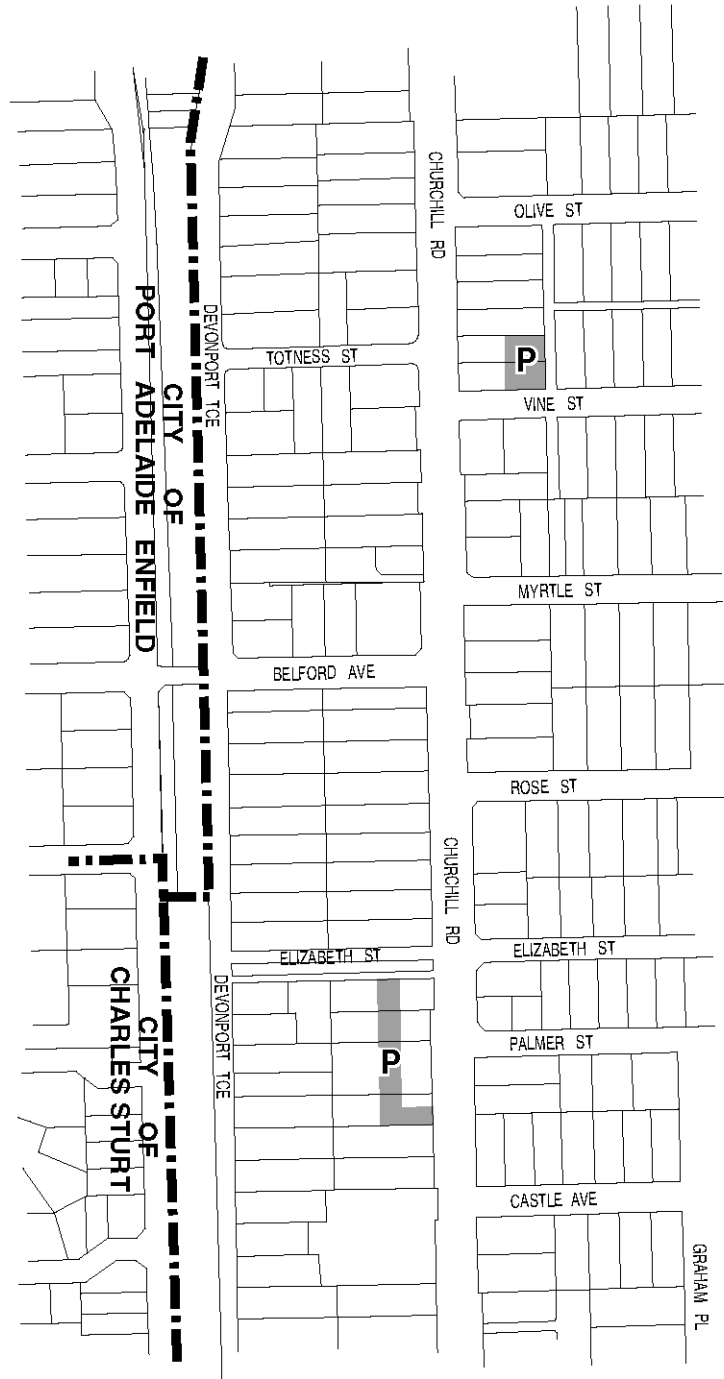
- (a) ensure safe and convenient traffic circulation;
- (b) minimise conflict between service and other vehicles;
- (c) minimise conflict between vehicles and pedestrians;
- (d) provide adequate areas for the manoeuvring of vehicles into and out of parking bays;
- (e) avoid vehicle movements between parking areas via public roads;
- (f) minimise the need for vehicles to reverse onto public roads;
- (g) minimise the number of access points;
- (h) provide landscaping to screen, shade and enhance their appearance;
- (i) provide an impervious clearly marked surface;

- (j) provide for the proper drainage of stormwater; and
  - (k) provide car parking spaces in accordance with Australian/New Zealand Standard 2890.1:2004.
- 227** Structures such as canopies and balconies that encroach onto the footpath of an arterial road should not cause visual or physical obstruction to:
- (a) signalised intersections;
  - (b) heavy vehicles;
  - (c) street lighting;
  - (d) overhead electricity lines;
  - (e) street trees; or
  - (f) bus stops.
- 228** Loading areas and designated parking spaces for service vehicles should:
- (a) be provided within the boundary of the site; and
  - (b) not be located in areas where there is parking provided for any other purpose.
- 229** Vehicle parking spaces and multi-level vehicle parking structures within buildings should:
- (a) enhance active street frontages by providing land uses such as commercial, retail or other non-car park uses along ground floor street frontages;
  - (b) complement the surrounding built form in terms of height, massing and scale; and
  - (c) incorporate facade treatments along major street frontages that are sufficiently enclosed and detailed to complement neighbouring buildings consistent with the desired character of the locality.
- 230** In mixed use buildings, the provision of vehicle parking may be reduced in number and shared where the operating hours of commercial activities complement the residential use of the site.
- 231** Where development has a shortfall in off street car parking as required by the Development Plan, a contribution of a commensurate amount should be made to the Off Street Car Parking Development Fund.
- 232** Where a shortfall in car parking occurs, and suitable arrangements have been made with the Council for contribution into the Off Street Car Parking Development Fund, the contribution will be put towards the designated areas shown in Concept Plans [Fig ShP/1 to 5](#).
- 233** Car parking between developments should be shared so as to reduce the total extent of car parking areas where appropriate.
- 234** Development providing 25 or more car parking spaces should provide at least one space in every 25 spaces for the use of the disabled, up to a maximum of five spaces.
- 235** Parking for the disabled should be located close to major building entrances, ramps and other pedestrian access facilities used by disabled people.
- 236** Where traffic control works are required as a direct result of a development, the cost of such works or facilities should be borne by the developer.



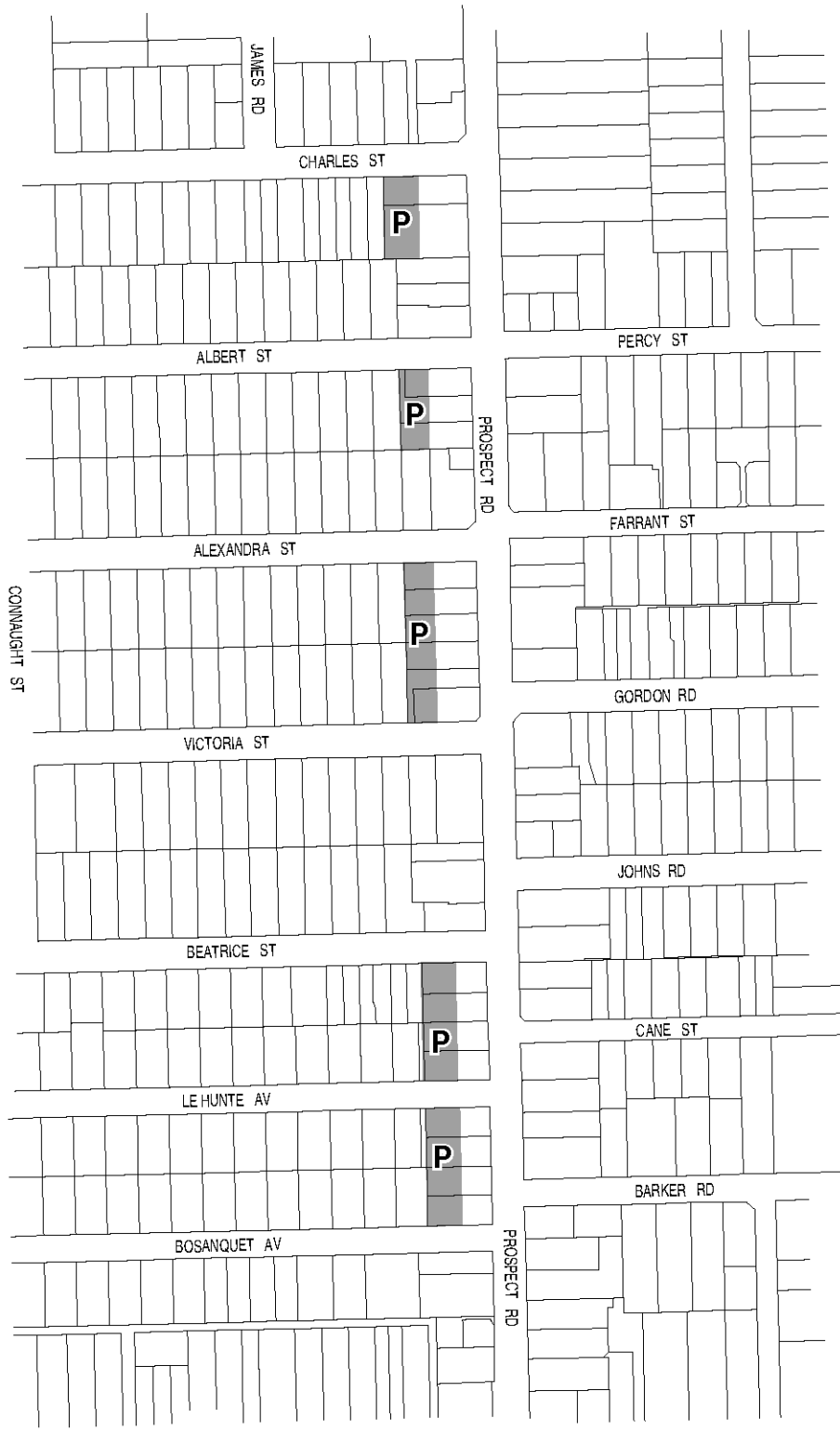
**PROSPECT (CITY)  
 POTENTIAL FOR SHARED PARKING  
 CONCEPT PLAN  
 Fig ShP/1**

**P** Potential Shared Parking



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

**P** Potential for Shared Parking

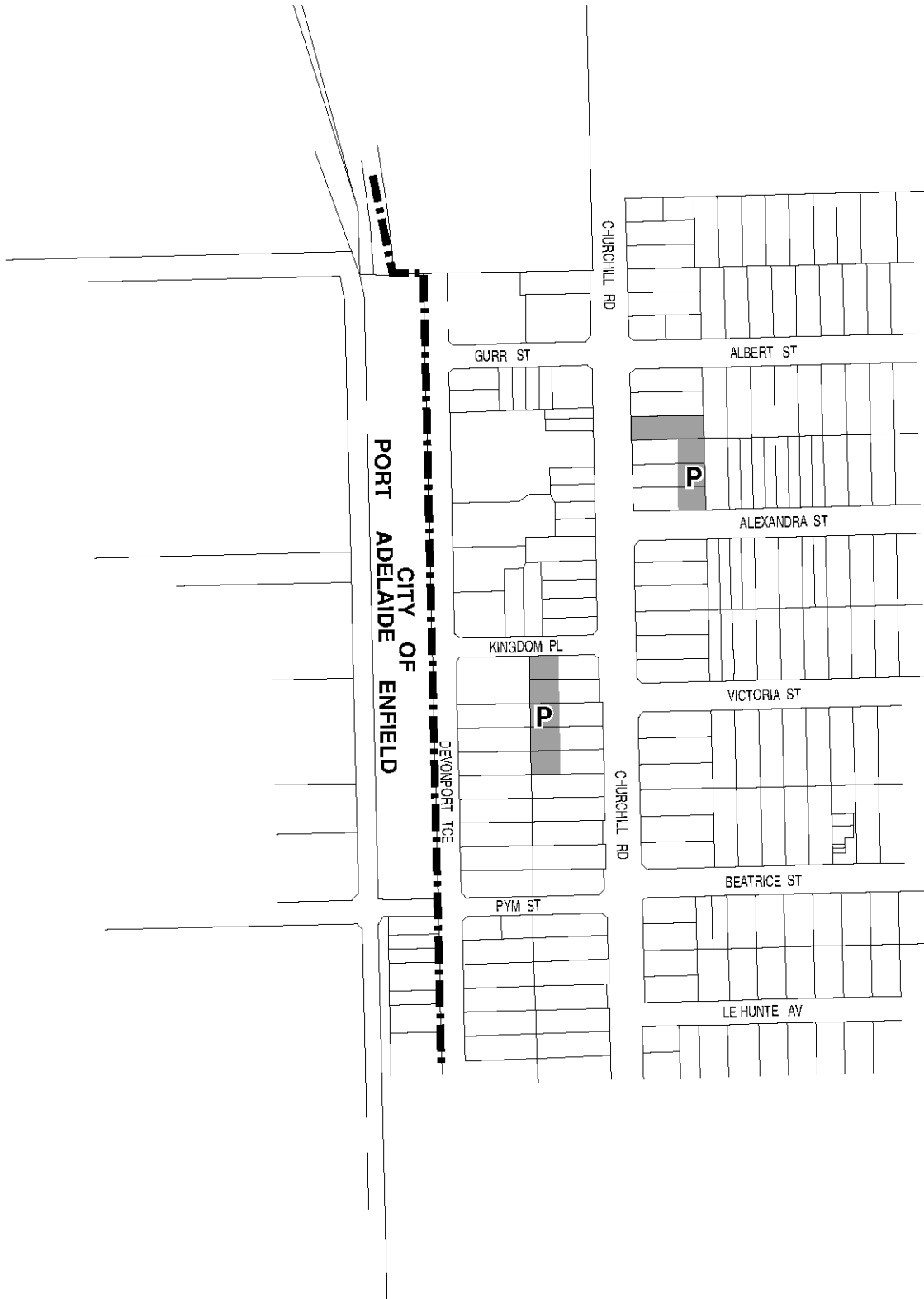


# PROSPECT (CITY) POTENTIAL FOR SHARED PARKING CONCEPT PLAN

**Fig ShP/3**

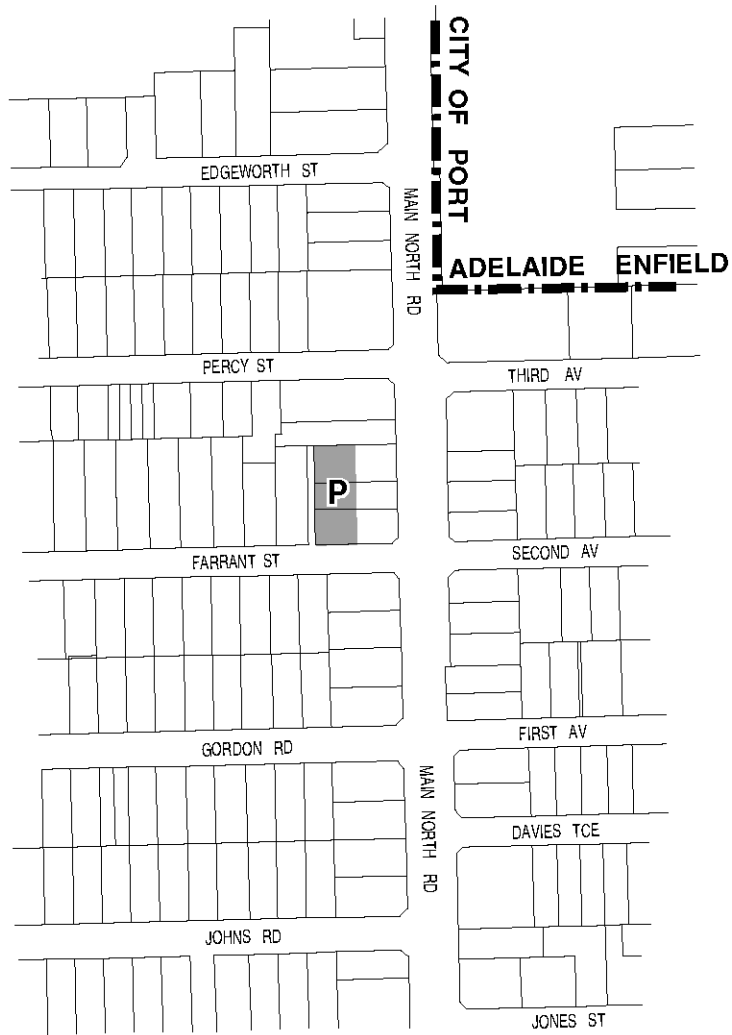
**P** Potential for Shared Parking





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

**P** Potential for Shared Parking



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

**P** Potential for Shared Parking

- 237** Development, including required car parking and landscaping, should be accommodated on land which is not required for road widening.
- 238** Development undertaken on amalgamated sites should have integrated features such as shared access points, driveways, parking areas and pedestrian connections common to adjoining sites.
- 239** Access points to sites should be designed to ensure safe and convenient access to and from sites.
- 240** Access should be gained from side streets where ever practicable.
- 241** Whilst development should provide sufficient car parking having regard to the standards either on the site of the development or on another convenient and accessible site in the locality of the development site, a lesser amount of parking may be appropriate dependent upon:
- (a) the nature of the development and the past use of the development site;
  - (b) the design merits of the development, particularly with respect to the provisions of public facilities such as sheltered pedestrian facilities, open space, bicycle facilities and public conveniences;
  - (c) existing built-form on or adjacent to the development site which dictates the development of the site in a manner which hampers the provision of on site car parking;
  - (d) the opportunity to exploit shared car parking areas between uses based upon compatible hours of peak operation;
  - (e) suitable arrangements for any parking short-fall to be met elsewhere or by other means, being entered into; and
  - (f) where it can be shown that the development will provide a high level of connectivity to efficient public transport.
- 242** Development should provide safe and convenient access for vehicles and should be designed and located in such a way as to minimise traffic hazards, and queuing on arterial roads, including vehicles being able to enter and exit sites in a forward direction.
- 243** Development along arterial roads should incorporate the following design principles to minimise the impact of traffic:
- (a) minimise or rationalise the number of access points off arterial roads;
  - (b) provide access from collector roads, local roads or service roads where possible;
  - (c) provide sufficient on-site manoeuvring area to enable all vehicles to enter and exit the site in a forward direction onto an arterial road; and
  - (d) provide sufficient off-street parking designed in accordance with Australian/New Zealand Standard 2890.1:2004.
- 244** Car parking areas within non-residential zones should be located in a manner so as not to be visually dominant when viewed from adjacent public roads.

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

*230.1 Car parking areas located at the rear of sites;*

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

*230.3 Car parking areas screened by appropriate landscaping.*

### Undercroft and Below Ground Garaging and Parking of Vehicles

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

- (a) the overall height and bulk of the undercroft structure does not adversely impact on streetscape character of the locality or the amenity of adjacent properties;
- (b) vehicles can safely enter and exit from the site without compromising pedestrian or cyclist safety or causing conflict with other vehicles;
- (c) driveway gradients provide for safe and functional entry and exit;
- (d) driveways and adjacent walls, fencing and landscaping are designed to provide adequate sightlines from vehicles to pedestrians using the adjacent footpath;
- (e) openings to undercroft areas are integrated with the main building so as to minimise visual impact;
- (f) landscaping, mounding and/or fencing is incorporated to improve its presentation to the street and to adjacent properties;
- (g) the overall streetscape character of the locality is not adversely impaired (e.g. visual impact, building bulk, front setbacks relative to adjacent development); and
- (h) the height of the car park ceiling does not exceed 1 metre above the finished ground level.

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

### Cycling and Walking

**247** Development within the Urban Corridor Zone should encourage and facilitate cycling as a mode of transport by incorporating end-of-journey facilities including:

- (a) showers, changing facilities and secure lockers;
- (b) signage indicating the location of bicycle facilities; and
- (c) bicycle parking facilities provided at the rate set out in [Table Pr/6](#) – Off-street Bicycle Parking Requirements for the Urban Corridor Zone.

**248** On-site secure bicycle parking facilities within the Urban Corridor Zone should be:

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

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

### Vehicle Parking for Mixed Use and Corridor Zones

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

### Industrial Development

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

**252** Industrial and related developments should be of a good architectural standard and provide landscaping in accordance with the city wide principles of development control relating to landscaping.

**253** Industrial and related developments should be operated during such hours and in such manner so as not to cause nuisance to residents.

**254** Work and activity areas within industrial developments should be located so that the least intrusive activities adjoin residential areas.

**255** Development should provide a landscape buffer at least three metres in width between development and adjacent residential zones and, where deemed appropriate provide acoustic buffers in the form of a masonry wall.

**256** Development incorporating mechanical processes, compressors or machinery or other activities generating noise shall provide effective acoustic treatments so as to ensure that such development does not cause any appreciable nuisance to adjoining residents.

**257** Industries, warehouses, stores and similar developments should be provided with sufficient and convenient parking for staff and visitors based on the following criteria:

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

### Public Utilities

**258** Land division or development should not occur unless the site can be provided with an appropriate electricity, gas (if required) and water supply, sewerage or effluent system, telecommunications and stormwater drainage, without risk to health and so as not to cause pollution of a public water supply or any surface or underground water resource.

**259** When land is divided any reserves or easements necessary for the provision of public utility services should be provided.

### Water Sensitive Design

**260** Development should be designed to maximise conservation, minimise consumption and encourage re-use of water resources.

**261** Development should not take place if it results in unsustainable use of surface or underground water resources.

**262** Development should be sited and designed to:

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

**263** Water discharged from a development site should:

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

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

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

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

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

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

**269** Stormwater management systems should:

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

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

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

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

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

### **Waste**

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

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

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

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

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

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

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

- (a) screened and separated from adjoining areas;
- (b) located to avoid impacting on adjoining sensitive environments or land uses;
- (c) designed to ensure that wastes do not contaminate stormwater or enter the stormwater collection system;

- (d) located on an impervious sealed area graded to a collection point in order to minimise the movement of any solids or contamination of water;
- (e) protected from wind and stormwater and sealed to prevent leakage and minimise the emission of odours; and
- (f) stored in such a manner that ensures that all waste is contained within the boundaries of the site until disposed of in an appropriate manner.

### **Environment, Amenity, Privacy and Security**

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

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

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

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

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

**282** Except in the Urban Corridor Zone, sites accommodating three storey buildings should have a minimum frontage of 30 metres and a minimum site area of 1350 square metres.

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

### **Noise Generating Activities**

**284** Development that emits noise (other than music noise) should include noise attenuation measures that achieve the relevant *Environment Protection (Noise) Policy* criteria when assessed at the nearest existing noise sensitive premises.



- 285** Development with the potential to emit significant noise (e.g. industry) should incorporate noise attenuation measures that prevent noise from causing unreasonable interference with the amenity of noise sensitive premises.
- 286** Outdoor areas (such as beer gardens or dining areas) associated with licensed premises should be designed or sited to minimise adverse noise impacts on adjacent existing or future noise sensitive development.
- 287** Development proposing music should include noise attenuation measures that achieve the following desired noise levels:

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

### Air Quality

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

### Crime Prevention

#### Land use

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

#### Sightlines

- 291** To enable legitimate users and observers to make an accurate assessment of the relative safety of a site, development should ensure that adequate lines of sight are maintained by:

- (a) avoiding 'blind' corners or sudden changes of grade, especially on pathways or stairs or in corridors;
- (b) where possible, ensuring that barriers along pathways, such as landscaping, fences and walls, are visually permeable to limit concealment opportunities;
- (c) incorporate appropriate measures to enable users to identify what is ahead where lines of sight are otherwise impeded.

### **Surveillance**

**292** Development should be designed to maximise surveillance in frequently used public spaces by:

- (a) orienting the fronts and entrances of buildings towards the public street;
- (b) positioning the entrances of buildings opposite each other across a street; and
- (c) grouping entrances of multiple dwelling developments to face a commonly visible area to provide maximum mutual surveillance;
- (d) limiting the number of entrances and exits and ensuring that they are adequately lit and signposted and not obscured by landscaping;
- (e) ensuring that development provides a secondary entrance or exit that has a direct relationship and link with car parking areas;
- (f) providing physical and visual links that integrate and connect all parts of the site;
- (g) providing direct access to building foyers from the street and positioning windows to provide clear views both into and out of foyers;
- (h) avoiding screens, high walls, carports and landscaping that obscures direct views to public areas;
- (i) arranging living and working areas, windows, access ways and balconies to overlook recreation areas and provide observation points to all areas of a site, particularly entrances and car parks.

### **Lighting**

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

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

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

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

- (a) graded lighting that reduces the contrast between lit and surrounding areas, enabling people to see beyond the lit area;
- (b) consistent lighting to reduce contrast between shadows and illuminated areas;
- (c) vandal-resistant fittings;
- (d) lighting that is easy to maintain;

- (e) appropriate, adequate lighting to identify 'safe routes' and focus pedestrian activity after dark;
- (f) streetlights that illuminate pedestrian routes, possible concealment areas and the road pavement, while avoiding light spill into the windows of adjacent housing;
- (g) lighting that will not be obstructed by the mature height of landscaping and other potential impediments.

### ***Landscaping***

**296** Vegetation should be used to assist in discouraging crime by:

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

### ***Directional devices***

**297** Development should provide directional devices that promote legibility including:

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

### ***Vandalism***

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

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

### ***Car parks***

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

- (a) maximise the potential for passive surveillance by ensuring they can be overlooked from nearby buildings and roads;
- (b) incorporate walls and landscaping that do not obscure vehicles or provide potential hiding places;
- (c) incorporate clearly identified and legible pedestrian routes;

- (d) maximise lines of sight between parking spaces and pedestrian exits and between parking spaces and pay-booths;
- (e) incorporate clearly visible exits and directional signage.

### **Public transport**

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

- (a) locating bus stops close to buildings and spaces where passive surveillance can occur (ie away from vacant land, lanes, car parks or buildings set back from the street);
- (b) ensuring bus shelters have unobstructed lines of sight to the footpath, street and any nearby buildings;
- (c) bus shelter design that allows people to observe the interior of the shelter as they approach (eg the use of one or two clear Perspex walls).

### **Public facilities**

**301** Public toilets should be designed and located:

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

**302** Public telephones should be:

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

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

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

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

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

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

**305** Development incorporating residential accommodation should provide:

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

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

### Conservation

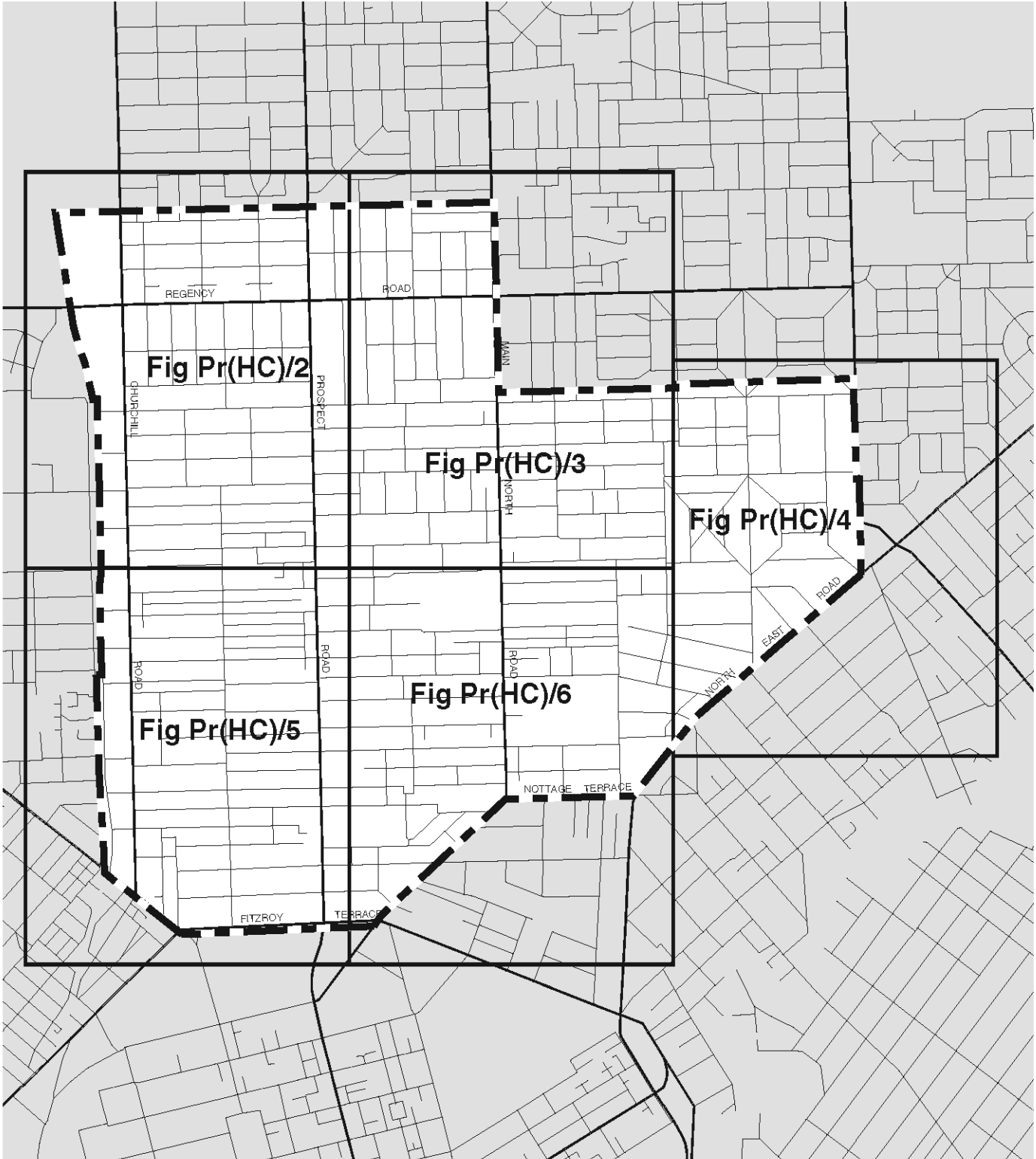
**307** Existing significant vegetation should be preserved wherever possible and additional planting in accordance with the city wide and zone specific principles of development control should take place.

### Local Heritage Places

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

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

- (a) not be demolished other than in the most extreme circumstances, and unless:
  - (i) the place or any designated significant element is so structurally unsound as to be unsafe and irredeemable; and
  - (ii) the extremely poor state of the structure is supported by appropriate independent qualified expert engineering advice; and
  - (iii) the development to replace the existing Local Heritage Place, or significant element thereof, to be demolished is compatible and complements the character, materials, form, scale, fenestration and features of any remaining designated element of the place on the site, and development adjoining, and in the affected locality, and is designed to a high functional and professional architectural standard.
- (b) be restored, rehabilitated, altered and added to, including all designated associated development on the site, in an appropriate manner:
  - (i) to preserve and complement the original integrity, character, scale, architectural style, design, form, fenestration and specific features, materials and finishes of the existing identified place;
  - (ii) so the integrity and prominence of the original and significant streetscape and other aspects and features are maintained or reinstated;



Scale 1:25000



# PROSPECT (CITY) HERITAGE PLACES INDEX

## Fig Pr(HC)/1

Consolidated - 13 February 2018

--- Development Plan Boundary



Fig Pr(HC)/3 ADJOINS

Fig Pr(HC)/5 ADJOINS



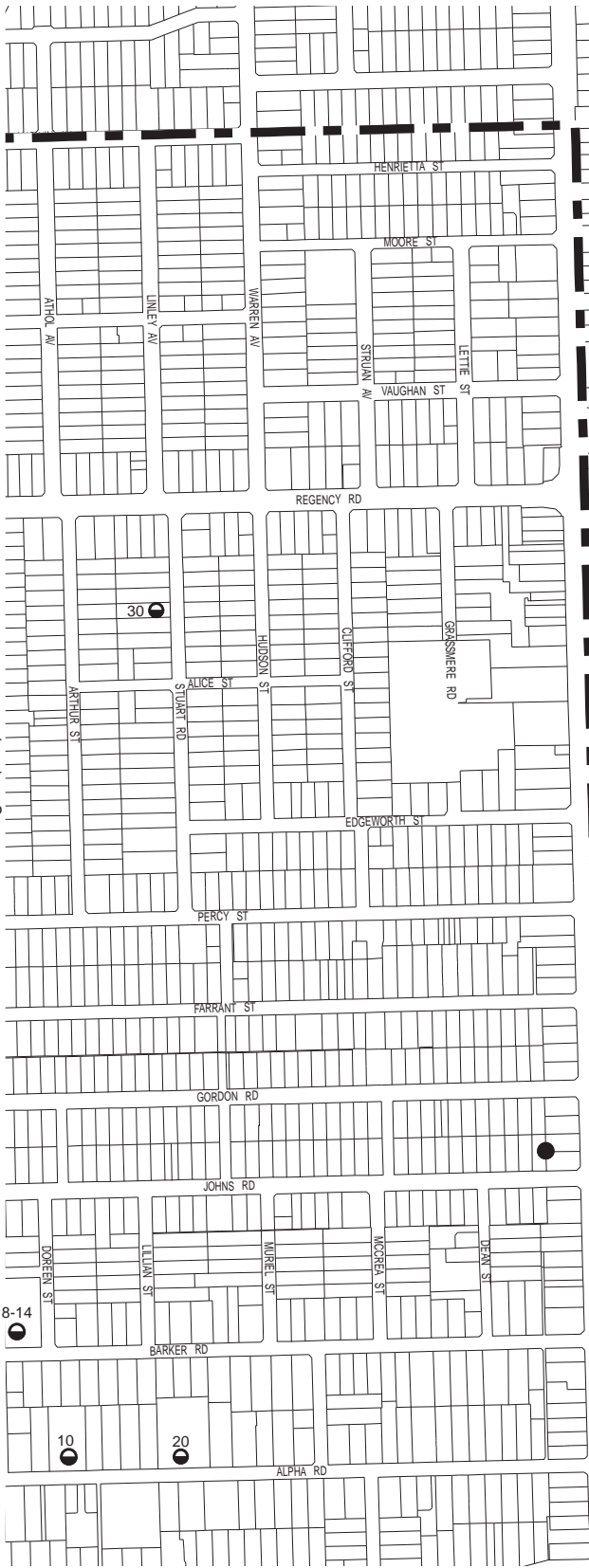
Scale 1:8000



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

- Local Heritage Place
- 23 House / Property Number

Fig Pr(HC)/2 ADJOINS



CITY

OF PORT ADELAIDE ENFIELD



Fig Pr(HC)/4 ADJOINS

Fig Pr(HC)/6 ADJOINS



Scale 1:8000



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

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

Consolidated - 13 February 2018



Fig Pr(HC)/3 ADJOINS

Fig Pr(HC)/6 ADJOINS



Scale 1:8000

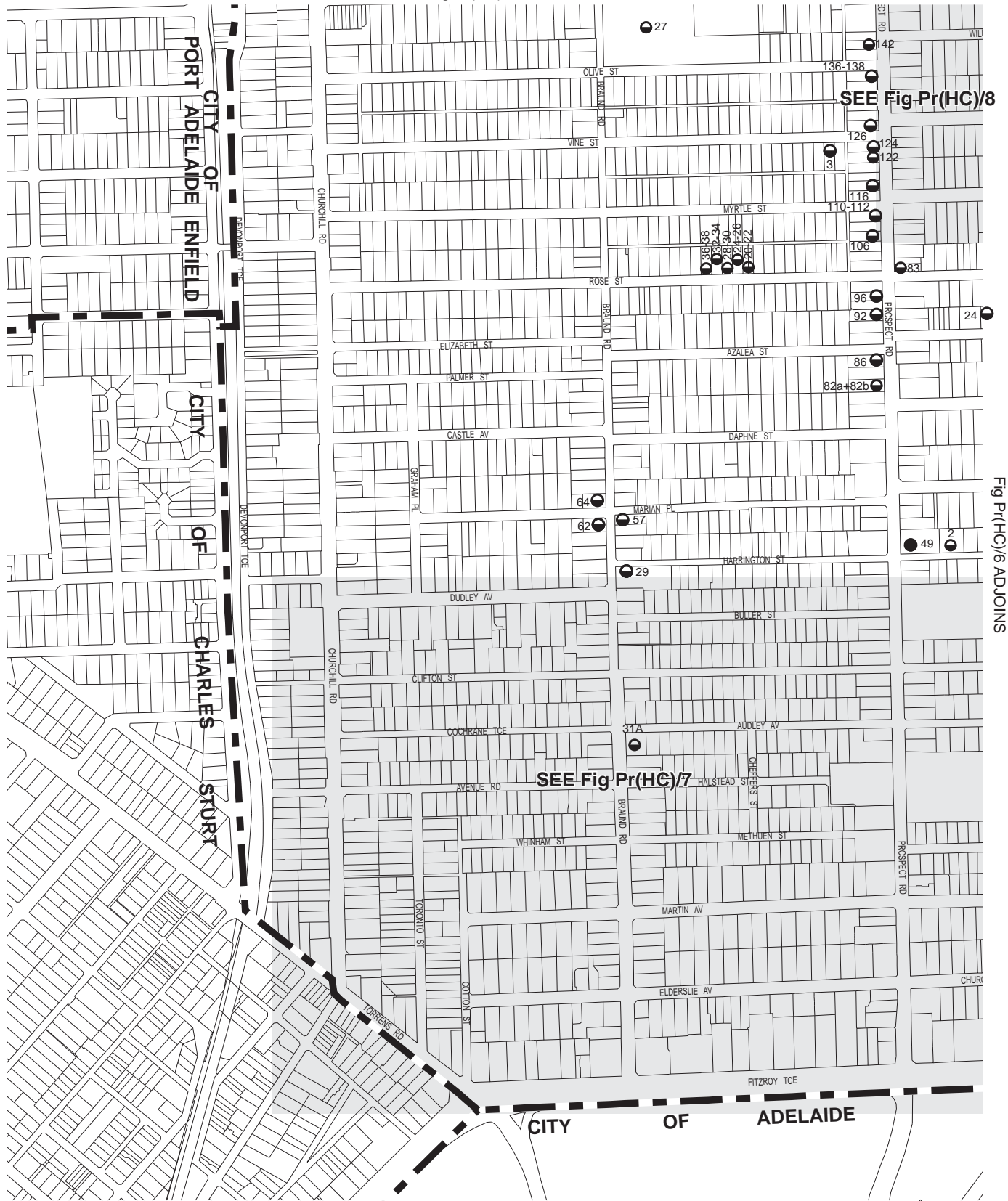


# PROSPECT (CITY) HERITAGE PLACES Fig Pr(HC)/4

Consolidated - 13 February 2018

- Local Heritage Place
- 23 House / Property Number

Fig Pr(HC)/2 ADJOINS



SEE Fig Pr(HC)/8

SEE Fig Pr(HC)/7

Fig Pr(HC)/6 ADJOINS



Scale 1:8000



# PROSPECT (CITY) HERITAGE PLACES Fig Pr(HC)/5

Consolidated - 13 February 2018

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

Fig Pr(HC)/3 ADJOINS



Fig Pr(HC)/5 ADJOINS

SEE Fig Pr(HC)/8

SEE Fig Pr(HC)/7

Fig Pr(HC)/4 ADJOINS



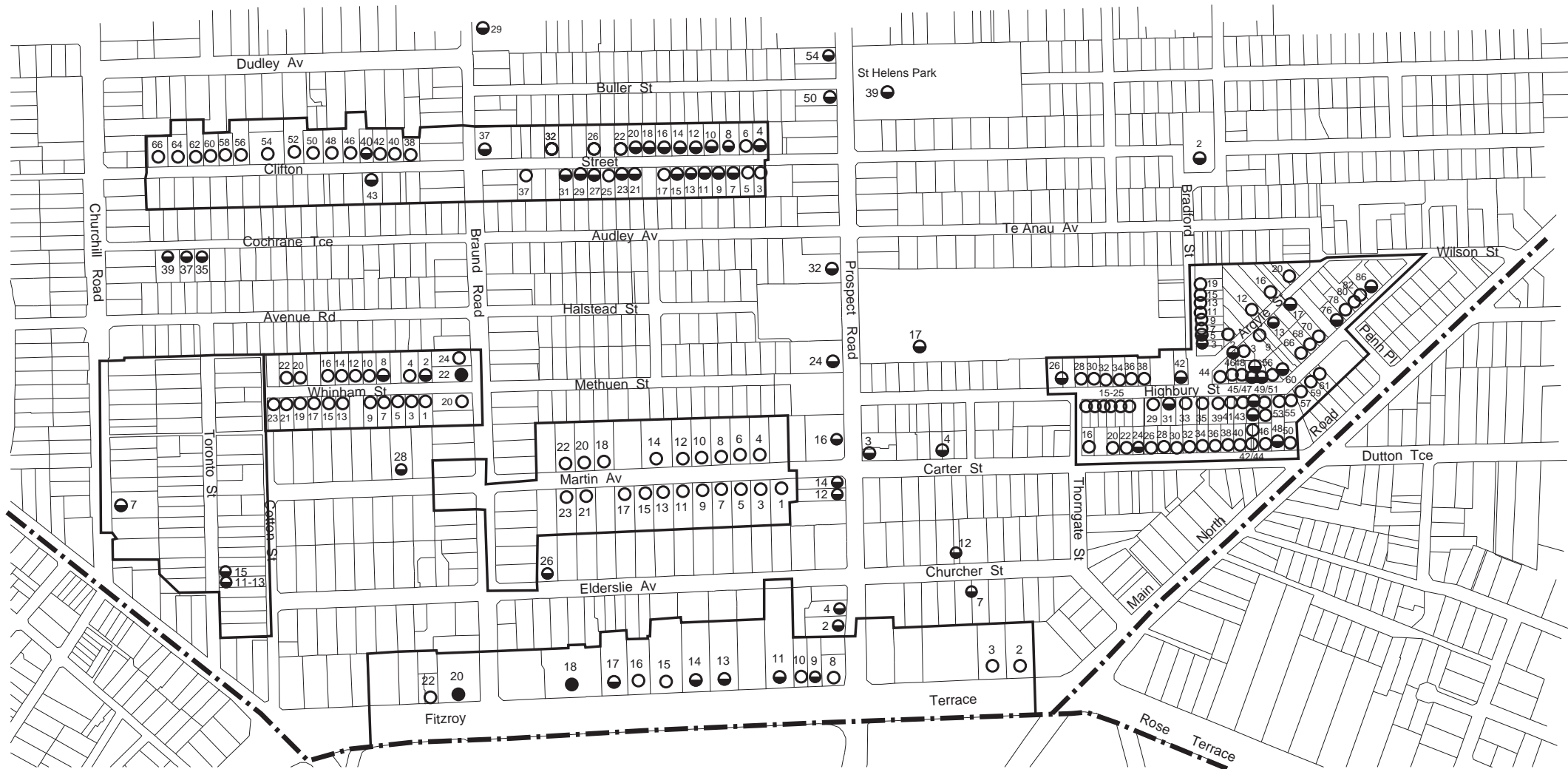
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- Local Heritage Place
- State Heritage Place
- 23 House / Property Number

# PROSPECT (CITY) HERITAGE PLACES Fig Pr(HC)/6

Consolidated - 13 February 2018



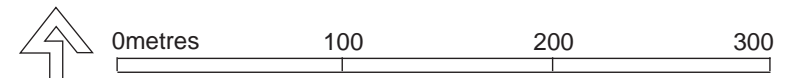
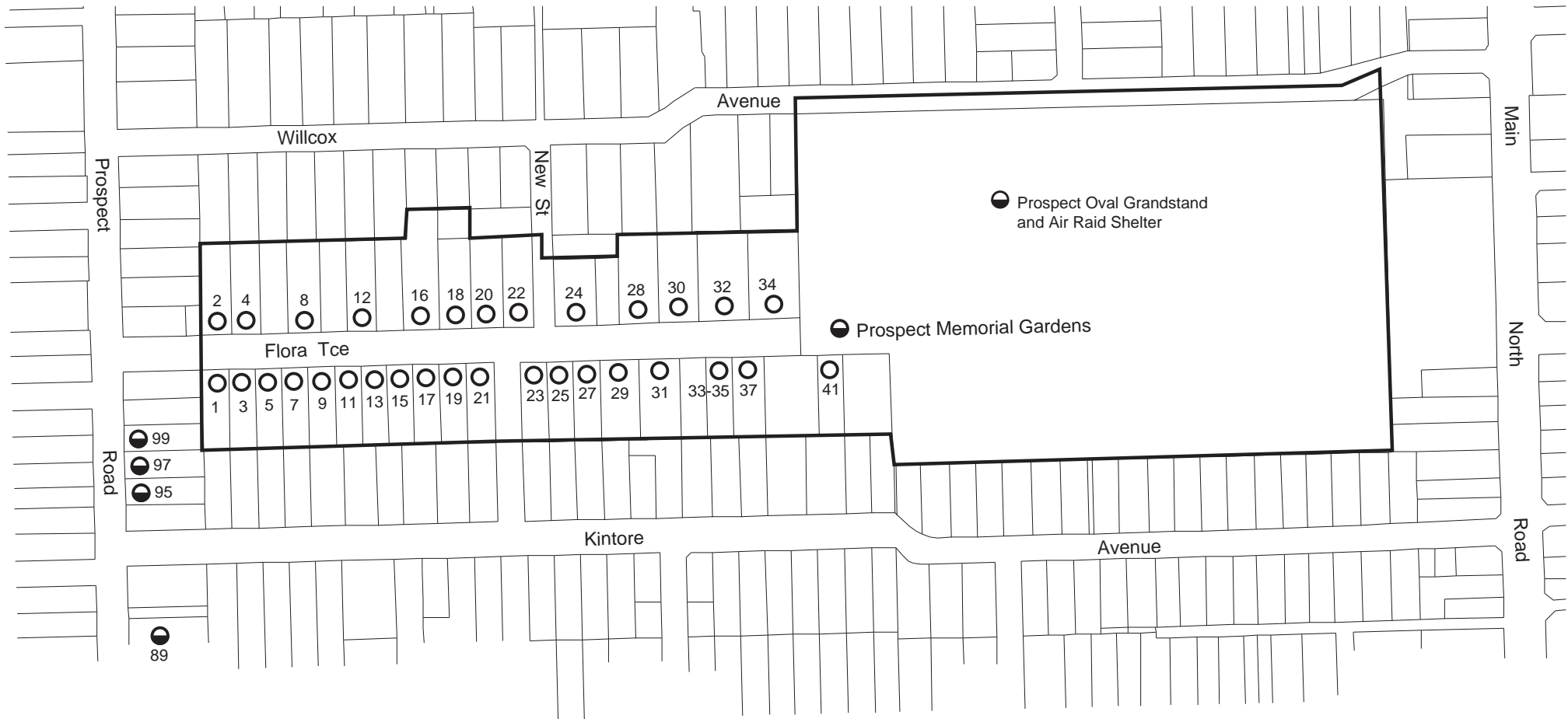
- State Heritage Place
- Local Heritage Place
- Contributory Place
- 23 House / Property Number
- Zone Boundary



# PROSPECT (CITY) HERITAGE PLACES Fig Pr(HC)/7

Consolidated - 13 February 2018





- Local Heritage Place
- Contributory Place
- 23 House / Property Number
- Zone Boundary

**PROSPECT (CITY)**  
**HERITAGE PLACES**  
**Fig Pr(HC)/8**

Consolidated - 13 February 2018

- (iii) to integrate contemporary improvements and to achieve opportunities to the rear or possibly the side behind the main building alignment, but without any compromise to the original character, street prominence, siting, boundary set-backs, significant aspects and heritage value of the place; and
- (iv) not to be detrimentally affected in terms of character, setting, heritage value, integrity or function by development, including land division.

**310** Minor variations to the respective detailed design principles of development control may be applied to development associated with Local Heritage Places and Contributory Items in the Historic (Conservation) Zone where it facilitates appropriate and complementary conservation of the place providing that any variation:

- (a) is justified by significantly unusual and difficult constraints created by their own retention, conservation or unique circumstances; and
- (b) avoids compromise or an adverse impact upon the integrity and appropriate setting, and overall is beneficial to the desired and general character and amenity of the locality; and
- (c) does not compromise fundamental development management objectives, policy or functional criteria.

**311** For Local Heritage Places listed in [Table Pr/1](#) the extent of control and protection applies only to all parts of the original main portion of the subject building (exterior walls, facades and roof) and contiguous elements (verandahs and balconies, including balustrading and lacework, doors and windows and their frames, original materials and finishes and similar features) and otherwise with particular attention to certain parts or to other additional elements where specifically designated in the Description of Place of Value in [Table Pr/1](#).

**312** Multi-storey additions to a State or local heritage place should be compatible with the heritage value of the place through a range of design solutions such as:

- (a) extending into the existing roof space or to the rear of the building;
- (b) retaining the elements that contribute to the building's heritage value;
- (c) distinguishing between the existing and new portion of the building; and/or
- (d) stepping in parts of the building that are taller than the front facade.

**313** Development on properties adjoining a State or Local Heritage Place or in a Historic (Conservation) Zone should afford recognition to and respect the heritage value, integrity and character of the place, without replicating its historic detailing and should:

- (a) not be undertaken if it is likely to detract by way of design, external appearance or standard of construction from the heritage value and integrity of the heritage place;
- (b) complement the external form, massing fenestration, rhythm, colours and texture of materials of the heritage place;
- (c) be consistent with the overall height and proportion of surrounding buildings;
- (d) have a roof shape and pitch consistent with adjacent buildings; and
- (e) be consistent with the siting and setback of adjacent buildings.

**314** Within the Historic (Conservation) Zone new development should provide for building siting, scale, boundary set-backs, architectural style, form, fenestration, specific features, materials and external colours, to be consistent with, and to complement, the character of existing Local Heritage Places and Contributory Items and the desired historic character of the zone.

### Appearance of Land and Buildings

- 315** Development should not impair the amenity of its locality.
- 316** The appearance of development should be compatible with and benefit from the natural features of the land upon which it is sited.
- 317** The sitting, scale and design of buildings and landscaping of developments on prominent corner sites along arterial roads should create attractive landmarks that enhance the character of such roads yet do not impair the amenity of lower scale development in their locality.

### Entertainment and Recreation Facilities

- 318** Entertainment and recreational development should be located in centre and mixed use zones, and should comply with the relevant principles of development control applying to centres.
- 319** Entertainment and recreational facilities should exhibit design features which will minimise impacts upon the amenity of nearby residential development.
- 320** Except in mixed use or corridor zones, entertainment and recreational facilities should provide for car parking at the following rates:
- (a) hotels: one car parking space for every three seats provided or able to be provided in internal and external lounge and dining areas, plus one car parking space for every two square metres of bar floor area in the premises;
  - (b) restaurants: one car parking space for every three seats provided or able to be provided on the premises;
  - (c) non-residential clubs: one car parking space for every six square metres of the floor area capable of being used by members;
  - (d) amusement machine centres: one car parking space for every 15 square metres of total floor area of premises, plus adequate provision for the parking and securing of bicycles on the development site;
  - (e) squash courts: three car parking spaces for each squash court, plus provision for parking at rates specified for restaurants and gymnasiums for any part of the premises used for each such purposes; and
  - (f) gymnasiums and skating rinks: one car parking space for every ten square metres of total floor area of the development, plus provision for parking at rates specified for restaurants for any part of the premises used for such purposes.

### Open Space

- 321** The allocation and design of open space should:
- (a) conform to a hierarchy of open space provision;
  - (b) promote multi-functional and/or joint usage with other community facilities;
  - (c) enable convenient access for users;
  - (d) ensure the safety and security of users;
  - (e) enhance the environmental quality of the area and protect significant elements of the landscape;
  - (f) provide usable activity space;

- (g) avoid conflict between competing recreational activities; and
- (h) permit open space to be used as safe and convenient routes for pedestrian and cyclist movements between residential areas and community focal points.

## **Outdoor Advertisements**

### ***Location***

**322** Advertisements or advertising displays should:

- (a) be completely contained within the boundaries of the subject property;
- (b) be located to avoid damage to, or pruning or lopping of, on-site landscaping or street trees;
- (c) not obscure views of attractive landscapes or particular trees or groups of trees;
- (d) be set-back in such a way that is not isolated from the building envelope or property boundary.

**323** Advertisements or advertising displays should not be erected on:

- (a) a public footway or veranda post;
- (b) a road, dividing strip or traffic island;
- (c) a vehicle adapted and exhibited primarily as an advertisement;
- (d) residential land, unless erected to fulfil a statutory requirement or as a complying type of advertisement or advertising display associated with the residential use of the land.

**324** Advertisements or advertising displays attached to buildings should not be located on the roof or higher than the walls of a building, unless the advertisement or advertising display is appropriately designed to form an integrated and complementary extension of the existing building.

### ***Construction***

**325** Advertisements or advertising displays should be designed and constructed:

- (a) to conceal the supporting structure from view wherever possible;
- (b) in a high quality and professional manner; and
- (c) be of durable materials.

### ***Amenity***

**326** The location, siting, design, materials, size, and shape of advertisements or advertising displays should be:

- (a) consistent with the desired character of the area or zones as described by the objectives;
- (b) consistent with the predominant character of the urban landscape;
- (c) in harmony with any building or site of historic significance or heritage value in the area;
- (d) minimised in number to avoid creating, or adding to, clutter, visual disorder or the untidiness of buildings and spaces;



- (e) coordinated and complementary with the architectural form and design of the building that the advertisement or advertising display is located on.

**327** Advertisements or advertising displays should convey the owner/occupier and/or generic type of business, merchandise or services using simple, clear and concise language, symbols, print style and layout and a small number of colours.

**328** Advertisements on buildings that have a single architectural theme but which contain a number of tenancies, should be attached and displayed so as to be coordinated with that theme.

**329** Advertisements should not move, rotate, flash or incorporate an animated display, running lights or flags, bunting, streamers or suspended objects.

### **Safety**

**330** Advertisements should not create a hazard by:

- (a) being so highly illuminated as to cause discomfort to an approaching driver, or to create difficulty in the driver's perception of the road or persons or objects on the road;
- (b) being liable to interpretation by drivers as an official traffic sign, or convey to drivers information that might be confused with instructions given by traffic signals or other control devices, or impair the conspicuous nature of traffic signs or signals;
- (c) distracting drivers from the primary driving task at a location where the demands on driver concentration are high;
- (d) obscuring a driver's view of other road or rail vehicles at/or approaching level crossings, or of pedestrians or of features of the road that are potentially hazardous (eg junctions, bends, changes in width and traffic control devices);
- (e) being erected in positions close to electricity mains.

### **Freestanding advertisements**

**331** Free-standing advertisements and advertising displays:

- (a) should be limited to one primary advertisement or advertising display only per site or complex , excluding those showing directional, parking or traffic information;
- (b) should be of a scale and size compatible with and complementary to development on the site and in keeping with the character of the locality.

**332** Free-standing advertisements and advertising displays for multiple-business complexes should:

- (a) incorporate the name or nature of each business or activity within the site or complex in a single advertisement;
- (b) be integrally designed, with graphically and colour coordinated panels mounted below the more predominant main complex or site identity display.

**333** The height of fixed free standing advertisement displays or signage and pylon signs should reflect the role, character and status of the zones and the length of the main road frontage of the development site. Nevertheless, the maximum height may not be appropriate for all development or in all circumstances, having regard to all other relevant guidelines.

The following standards should be met where applicable:

- (a) in the Commercial Zone, District Centre Zone, and the Business Policy Area in the Urban Core Zone:

Frontage of Site	Maximum Height	Maximum Width	Maximum Area (m <sup>2</sup> )
0-40m	6m	2.4m	3m <sup>2</sup> for the first tenant and 1.5m <sup>2</sup> per tenant thereafter
40-80m	7m	3m	4m <sup>2</sup> for the first tenant and 1.5m <sup>2</sup> per tenant thereafter
80+ m	8m	3m	5m <sup>2</sup> for the first tenant and 1.5m <sup>2</sup> per tenant thereafter

*Note: For the sites with frontages 80+ metres, an additional pylon sign may be appropriate, the two pylon signs together having the total areas as required above, where the number of tenants is such that they cannot fit on one pylon sign.*

- (b) in Neighbourhood Centre Zone, Mixed Use Zones and the Urban Corridor Zone (except in the Business Policy Area):

Frontage of Site	Maximum Height	Maximum Width	Maximum Area (m <sup>2</sup> )
0-20m	3m	1.2m	2m <sup>2</sup> for the first tenant and 1m <sup>2</sup> per tenant thereafter
20+ m	4m	1.5m	3m <sup>2</sup> for the first tenant and 1m <sup>2</sup> per tenant thereafter

**334** Portable, easel or A-frame advertisements should only be displayed where:

- (a) the display is located on private property rather than on adjoining footpaths;
- (b) no other appropriate opportunity exists for an adequate coordinated and permanent advertisement or advertising display;
- (b) the display is fixed safely and securely to avoid obstruction to, or infringe on the safety of property, pedestrians or vehicle movement;
- (c) there is no unnecessary duplication or proliferation of information or advertisements or advertising displays;
- (d) they are limited to a minimum number, generally one per site, or one per major road frontage/entry if located on a large corner site;
- (e) there is no encroachment beyond the boundary alignment of the subject site or into car parking areas;
- (f) there is no damage to, or removal of, any landscaping on the site;
- (g) the sign is only displayed during the hours the subject business is open for trading.

**335** Portable, easel or A-frame advertisements should have a maximum height of 0.9 metres and a maximum advertisement area on each face of 0.54 square metres.

**Fixed Advertisements**

**336** In mixed use and corridor zones, advertisements and/or advertising hoardings should be:

- (a) no higher than the height of the finished floor level of the second storey of the building to which it relates;
- (b) where located below canopy level, flush with the wall or projecting horizontally;
- (c) where located at canopy level, in the form of a fascia sign; and/or
- (d) where located above the canopy, flush with the wall and within the height.

**337** Except in mixed use and corridor zones, advertisements or advertising displays erected on a verandah or that project from a building wall should:

- (a) have a minimum clearance over a footpath of 2.5 metres;
- (b) not be closer than 450 millimetres of the kerb line;
- (b) where erected on the side of a verandah, not exceed the width of the verandah;
- (c) where erected on the front of a verandah, not exceed the length of the verandah;
- (d) have a minimum clearance of 0.4 metres to the vertical alignment of the road kerb or watertable;
- (e) where projecting from a wall, have the edge of the advertisement or advertising display abutting the surface of the wall.

**338** Where advertisements are affixed to or painted onto a wall:

- (a) advertising is not to be painted directly onto a wall other than a front or parapet wall;
- (b) the background material for affixing the advertisement to the wall should not exceed 50 millimetres thickness.

**339** In mixed use or corridor zones, advertisements or advertising hoardings should not exceed 25 percent of the ground floor wall area on the façade the sign is placed.

**340** The advertisement should reflect the role, character and status of the zones and the length of the primary road frontage of the development site. Nevertheless, the total advertisement area may not be appropriate for all development or in all circumstances, having regard to all other relevant guidelines.

The following standards should be met where applicable:

- (a) in the Neighbourhood Centre, Mixed Use and Urban Corridor zones:

Land Use	Maximum Advertisement Area (Total)	
	Base Area (m <sup>2</sup> )	Plus an additional area per metre of frontage of property (m <sup>2</sup> )
Shop	4	0.4
Other Non-residential use	2	0.2

(b) in Commercial Zone:

Land Use	Maximum Advertisement Area (Total)	
	Base Area (m <sup>2</sup> )	Plus an additional area per metre of frontage of property (m <sup>2</sup> )
Shop	3	0.2
Other Non-residential use	1.5	0.1

### ***Sunblinds incorporating advertisements***

**341** Sunblinds incorporating advertisements:

- (a) should not be erected within eight metres of a road intersection or junction; and
- (b) should be retractable to a minimum height of 2.3 metres and securely fastened when lowered.

**342** Total advertisement area should not exceed 50 percent of the total sunblind area.

### ***Residential Zones and Historic (Conservation) Zones***

**343** New signage in the Residential Zones or Historic (Conservation) Zones should be no more than 0.2 square metres and not illuminated, and should relate in shape and design to the building. Existing signage in non residential uses should be removed when appropriate.

### **Motor Trade Development**

**344** Development associated with the motor trade should be located in commercial, industrial and centre zones.

**345** Development should provide a visual and acoustic buffer between the development and adjacent residential zones.

**346** Motor repair station and petrol filling station development should provide two spaces for each vehicle service bay plus one space per petrol pump where applicable. Where such development is to incorporate a shop or restaurant not supplying goods associated with motor services, additional parking at the rate applicable to shop or restaurant development should be provided.

**347** New and used vehicle lot and vehicle showroom development should provide one car parking space for every ten vehicles displayed or able to be displayed for sale on the vehicle lot or in the showroom.

### **Landscaping**

**348** Development should be landscaped in a manner that enhance the character and amenity of the development and its locality and:

- (a) integrates the elements of streetscapes;
- (b) screens undesirable views whilst complementing desirable views;
- (c) enhances privacy;
- (d) defines pedestrian networks;
- (e) provides shade, and softens the effect of large areas of paved surface by separating them into smaller more visually appealing areas; and

(f) creates a buffer between incompatible development.

- 349** Landscaping should utilize species of plants suited to the area and in sufficient quantity to enhance the appearance of the locality, and be maintained in a healthy and attractive condition.
- 350** Except in mixed use and corridor zones, non-residential development should allocate at least 10 percent of the total development site for landscaping.
- 351** The selection of tree and plant species should have regard to the appropriateness of such species with respect to:
- (a) the particular urban character of the locality;
  - (b) the need to provide appropriate levels of surveillance of car parking and service areas and entrances to development to minimise opportunities for crime; and
  - (c) access to solar energy, especially in winter.

### **Building Set-backs from Streets**

- 352** Building set-backs from front boundaries should be in accordance with the desired future character and achieve a satisfactory relationship with adjacent development and the streetscape.
- 353** No building should be erected, added to or altered so that any portion of such building will be constructed nearer than eight metres to the existing boundary of any road, or to the boundary of any land shown as being required for road widening on the Plan deposited under the provisions of the Metropolitan Adelaide Road Widening Plan Act, 1972-1976.

### **Nuclear Free Environment**

- 354** No siting, handling, processing, testing or storage of radio-active materials should occur in the council area unless the siting, handling, processing, testing or storage of radio-active materials is for approved medical purposes.
- 355** No siting of nuclear power plants, nuclear enrichment plants, nuclear weapon installations, nuclear waste dumps, mineral assaying units and nuclear strike or defence monitoring telecommunication installations should occur in the council.
- 356** No uranium mining should occur in the council area.

### **Non-complying Development (Nuclear Free Environment)**

**357** The following kinds of development are **non-complying** in the City of Prospect:

- Nuclear Defence Monitoring Telecommunication Installation
- Nuclear Enrichment Plant
- Nuclear Power Plant
- Nuclear Strike Monitoring Telecommunication Installation
- Nuclear Waste Dump
- Nuclear Weapons Installation
- Radio-active Core Sample Storage
- Uranium Mining

### **Regulated Trees**

- 358** Development should have minimum adverse effects on regulated trees.
- 359** A regulated tree should not be removed or damaged other than where it can be demonstrated that one or more of the following apply:
- (a) the tree is diseased and its life expectancy is short;

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

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

### Significant Trees

**361** Where a significant tree:

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

development should preserve these attributes.

**362** A significant tree includes trees identified in [Table Pr/4](#) together with any others falling within a class of tree declared to be significant by the Development Regulations.

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

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

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

all other reasonable remedial treatments and measures have been determined to be ineffective.
- (2) it is demonstrated that all reasonable alternative development options and design solutions have been considered to prevent substantial tree-damaging activity occurring.

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

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

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

### **Telecommunications Facilities**

**367** Telecommunications facilities should:

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

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

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

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

- (a) utilising screening by existing buildings and vegetation;
- (b) where possible being incorporated into, and designed to suit the characteristics of an existing structure that may serve another purpose; and

- (c) taking into account existing size, scale, context and characteristics of existing structures, land forms and vegetation so as to complement the local environment.

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

### **Renewable Energy**

**372** Renewable energy facilities, including wind farms, should be located, sited, designed and operated in a manner which avoids or minimises adverse impacts and maximises positive impacts on the environment, local community and the State.

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

**374** Renewable energy facilities, including wind farms, and ancillary development such as substations, maintenance sheds, access roads and connecting power-lines (including to the National Electricity Grid) should be located, sited, designed and operated in a manner which:

- (a) avoids or minimises detracting from the character, landscape quality, visual significance or amenity of the area;
- (b) utilises elements of the landscape, materials and finishes to minimise visual impact;
- (c) avoids or minimises adverse impact on areas of native vegetation, conservation, environmental, geological, tourism or built or natural heritage significance;
- (d) does not impact on the safety of water or air transport and the operation of ports, airfields and designated landing strips;
- (e) avoids or minimises nuisance or hazard to nearby property owners/occupiers, road users and wildlife by way of:
  - (i) shadowing, flickering, reflection and blade glint impacts;
  - (ii) noise;
  - (iii) interference to television and radio signals;
  - (iv) modification to vegetation, soils and habitats; and
  - (v) bird and bat strike.



## OVERLAY SECTION

### Affordable Housing Overlay

The following objectives and principles of development control that follow apply to the 'designated area' marked on [Map Pr/1 \(Overlay 3\)](#). They are additional to those expressed for the whole of the council area and those expressed for the relevant zone and, if applicable, policy area.

#### INTERPRETATION

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

#### OBJECTIVES

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

#### PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development comprising 20 or more dwellings should include a minimum of 15 percent affordable housing.

### Strategic Transport Routes Overlay

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

#### INTERPRETATION

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

#### OBJECTIVES

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

#### PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development adjacent to a strategic transport route should:
  - (a) avoid the provision of parking on the main carriageway;
  - (b) be accessible via service roads, where possible, that provide:
    - (i) parking off the main carriageway;
    - (ii) a buffer from the main carriageway for pedestrian and cycling activity;
  - (c) not impede the potential for overhead cabling and associated infrastructure to be established in an existing or proposed tram corridor.

- 2 Vehicular site access should not be provided along the main street frontage where an alternative access is available.
- 3 Development adjacent kerbside bus stops should be set back to provide sufficient space for indented bus bays with associated hard stand area, shelter and a minimum 1.2 metre wide continuous accessible path behind the bus shelter.

## Noise And Air Emissions Overlay

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

### INTERPRETATION

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

### OBJECTIVES

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

### PRINCIPLES OF DEVELOPMENT CONTROL

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

## RESIDENTIAL ZONE

### Introduction

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

The Residential Zone is divided into a number of Policy Areas. Each policy area has been defined according to the existing and desired future 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 to 12](#).

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

### OBJECTIVE

- Objective 1:** Safe, pleasant, convenient and distinctive living environment for all residents provided by a range of housing together with local community facilities that complement the living environment.

### PRINCIPLES OF DEVELOPMENT CONTROL

#### Form of Residential Development

- 1 Development should conform to the desired future character identified in the relevant Policy Area.
- 2 Residential development should comprise a range of housing types and styles to meet the diversity of needs of the population in accordance with the more detailed policies applying in the specific policy areas within the zone.
- 3 Public housing should be dispersed amongst private housing, rather than concentrated in large groups.
- 4 Large individual housing developments should contain a mix of housing types and sizes.

#### Form of Non-residential Development

- 5 Non-residential development of a local community nature such as small shops, health and welfare services, child care facilities, primary and secondary schools, recreation, open space and similar facilities may be developed within the zone provided that they are of a nature and scale that serves a local area function only and do not detrimentally affect the character and amenity of the locality by the way of emissions, traffic generation and other impacts.
- 6 The scale, bulk and design of non-residential development should be sensitive to the character of the surrounding residential environment.
- 7 Landscaping of non-residential development should be of a high standard and should be used, where practicable, to provide continuity with residential streetscapes.

#### Open Space

- 8 Public open space created through land division should:
  - (a) Be conveniently located and of a size and quality to meet the recreational demands of residents and enable efficient maintenance.
  - (b) Be combined with existing and future open space on adjoining land, where appropriate.
  - (c) Incorporate and protect significant natural, cultural or landscape features.

- (d) Be integrated with other community facilities, where practicable.
- 9** Communal open space and any required facilities should be designed to meet projected user needs taking into account:
- (a) The overall housing density.
  - (b) The quality and extent of alternative public or private open space.
  - (c) The relationship to adjoining open space areas.
  - (d) The need to distinguish communal open space clearly from public or private open space.
  - (e) The type of activity desired on the communal open space.
  - (f) Future maintenance requirements.
  - (g) The need to maintain the privacy of nearby dwellings.
  - (h) The projected on-site playing needs of children.
  - (i) The need for landscaping to enhance a sense of enclosure of communal open spaces while allowing informal surveillance and meeting security needs.
  - (j) Traffic implications.
  - (k) Hours of operation of any communal facilities.

### **Streetscape**

- 10** The street, building and landscape design should maintain or enhance streetscapes and neighbourhood character in existing areas, or establish attractive and appropriate streetscapes in new areas.
- 11** The streetscape should reflect the functions and characteristics of the street type in the traffic movement network and be designed to encourage pedestrian access and to support or establish a sense of place and street identity.

### **Heritage Conservation**

- 12** Development involving a heritage building for residential development should:
- (a) Retain and where necessary, restore and rehabilitate buildings that contribute to the desired character of the policy areas.
  - (b) Reinforce the character of the area by utilizing contemporary architectural design and detailing that makes reference to the materials, colours, scale, roof form and fencing of existing buildings that contribute to the historic character of the area.
  - (c) Maintain the historic streetscape character of reinforcing the predominant pattern of front and side boundary set-backs established by existing historic buildings in the immediate locality.
  - (d) Generally comprise detached dwellings, semi detached dwellings or rows dwellings that front the road or street.

### Non-complying Development

13 The following kinds of development are non-complying in the Residential Zone:

Agistment and Holding of Stock  
 Agriculture  
 Amusement Machine Centre  
 Amusement Park  
 Auction Rooms  
 Bank  
 Billiard Saloon  
 Bowling Alley  
 Builder's Yard  
 Bus Depot  
 Caravan Park  
 Concert Hall  
 Consulting Room  
 Dance Hall  
 Dog Track  
 Drive-in Theatre  
 Electricity Generating Station  
 Exhibition Hall  
 Fun Fair  
 General Industry  
 Gymnasium  
 Industry  
 Intensive Animal Keeping  
 Junk Yard  
 Light Industry  
 Motel  
 Motor Repair Station  
 Motor Showroom  
 Office  
 Petrol Filling Station  
 Road Transport Terminal  
 Shop or group of shops with a gross leasable area greater than 60 square metres  
 Skating Rink  
 Special Industry  
 Squash Court  
 Stadium  
 Store  
 Theatre  
 Timber Yard  
 Used Car Lot  
 Warehouse

### Public Notification

14 The following kinds of development, are classed as **Category 1 Development** and do not require public notification:

The alteration of, or addition to, a Local Heritage Place so as to preserve the building as, or convert it to, a dwelling, or the resumption of use of such a building

15 The following kinds of development are **Category 2 Development** for the purposes of public notification:

The demolition of a Local Heritage Place

## Residential Policy Area A560

### Introduction

The Objectives and Principles of Development Control that follow apply in the Residential Policy Area A560 shown in [Maps Pr/8 to 12](#). They are additional to those expressed for the whole of the council area.

### Desired Character Statement

The Policy Area is characterised by single and two-storey detached dwellings of significant scale and value with the significant majority of dwellings comprising bungalow or villas which reflect the period of the establishment of suburbs such as Fitzroy, Medindie Gardens and Prospect during the late 19<sup>th</sup> and early 20<sup>th</sup> centuries.

Due to the well preserved housing stock and consistent character, limited opportunity exists for redevelopment in Policy Area A560 relative to other residential policy areas within the City of Prospect. A large portion of redevelopment will therefore be in the form of alterations or additions to existing dwellings. Additions/alterations to a dwelling will only occur at the rear or side of dwellings (where possible). No additions or alterations will occur to the front of a dwelling unless it is for the purposes of restoration or maintenance, such as the reinstatement of a front verandah.

New dwellings will be limited to existing vacant allotments, the replacement of less attractive or unsound dwellings or the re-use of underutilised allotments (ie allotments currently used as tennis courts). They will reflect the height and scale of the existing dwellings and will incorporate similar roof profiles as well as respect the detailing of the original buildings, such as front verandahs, by utilising contemporary architectural detailing which makes reference to these key elements.

Development in the Policy Area should not be achieved at the expense of mature vegetation in the private or public realm. Significant trees or avenues of trees within the Policy Area are to be retained wherever possible. Streets with inappropriate trees are to be re-planted over time to improve the overall landscape character of the locality.

Future development in the Policy Area should be complementary to the predominant established character of the Policy Area and should comprise or address the following key elements/attributes:

- (a) the use of a single storey building scale and vertical proportions ie total height above natural ground level and height of eaves, consistent with residential design forms typical of the area;
- (b) the establishment of side, front and rear building setbacks consistent with those dwellings on adjacent sites, that promote retention of mature trees and the creation of generous landscaped gardens that contribute to the established streetscape character;
- (c) the use and combination of materials and finishes that respond to the predominant character of the area created by the use of brick, stone and rendered finishes and architectural detailed design addressing fenestration, doorways, window and eaves;
- (d) use of roof forms and features, including materials, design and pitch which are consistent with those predominating in the locality; and
- (e) the use of open style front fences and plantings to define the public realm and private property boundary.

### OBJECTIVE

- Objective 1:** Provision of predominantly detached dwellings of a form and scale that maintains and complements the established positive elements of the landscape, streetscape and built form character of the policy area.

## PRINCIPLES OF DEVELOPMENT CONTROL

### Appearance

- 1 The scale, bulk and design of residential development should be sensitive to the character of surrounding residential development.

### Site Areas and Street Frontages

- 2 A detached, semi-detached dwelling or row dwelling should have a minimum site area of 560 square metres and a minimum frontage of 15 metres.
- 3 Residential flat buildings or group dwelling sites should provide:
  - (a) a site area of not less than 560 square metres for each dwelling;
  - (b) a frontage of 15 metres for each dwelling contained in the residential flat building or group dwelling development.

### Site Coverage

- 4 The maximum site coverage for single-storey dwellings is 50 percent. The maximum site coverage for two-storey dwellings is 40 percent.

Note: In determining site coverage, include all roofed areas, including outbuildings, garages, carports, covered pergolas and verandahs.

### Private Open Space

- 5 The private open space areas for dwellings should complement that of existing surrounding dwellings and be no less than 25 square metres per bedroom (or room able to be used as a bedroom), with a minimum of 75 square metres and a minimum dimension of at least 4 metres, and not be steeper than 1 in 8 (12.5 percent), not be on the street side and be directly accessible from the dwelling internal living areas.

Note: In calculating useable open space up to 20 percent of the area required may be covered by verandahs that are open on at least two sides.

### Set-back and Bulk

- 6 Development should be setback 8 metres from the primary street frontage.
- 7 Buildings should be sited within a building envelope determined by the following method:
  - (a) Planes are to be projected at 45 degrees from a height of three metres above natural ground level at the side, rear and front boundaries to a maximum height of nine metres.
  - (b) Provided the distance to the boundary is not less than one metre, fascias, gutters, downpipes, eaves up to 0.6 metres, masonry chimneys, flues, pipes, domestic fuel tanks, cooling or heating appliances or other services may encroach beyond the building envelope, as may pergolas, screens or sunblinds, light fittings, electricity or gas meters, aerials, unroofed terraces, landings, steps or ramps not higher than one metre in height.
  - (c) Notwithstanding the maximum building height prescribed above, buildings should not comprise more than two storeys (not including roof space).
  - (d) Single storey buildings built on the boundary may have the gables extend beyond the building envelope if there is no substantial impact on the adjoining property.

## Residential Policy Area A450

### Introduction

The Objectives and Principles of Development Control that follow apply in the Residential Policy Area A450 shown in [Maps Pr/8 to 12](#). They are additional to those expressed for the whole of the council area.

### Desired Character Statement

The Desired Character of Residential Policy Area A450 is of an attractive residential environment consisting of mainly single-storey detached dwellings on large sized allotments, set within heavily landscaped settings with mature street trees.

This form of development will continue in the Policy Area through the replacement of detached dwellings with the same, however in strategic locations (eg on larger allotments, amalgamated sites and corner allotments in close proximity to centres and public transport routes) medium density development may be appropriate subject to the application of good urban design principles.

In Policy Area A450 the design and style of new dwellings and alterations and additions to existing dwellings is less constrained and more diverse than in Policy Area A560, while the maintenance and enhancement of the generous and vegetated garden character is still important.

To ensure that existing vegetation is protected and enhanced wherever possible, buildings should be setback from all property boundaries. Front and side garden landscaping is particularly important and should complement and reinforce existing and proposed street tree planting to help enhance the leafy, garden suburb character and the visual separation between houses.

Buildings of up to two-storeys in height are appropriate, provided that landscaping is proposed on the site of the development to soften the visual impact of the second storey.

New development will reinforce the attractive established character of the predominantly single-storey detached houses and will largely comprise the replacement of less attractive or unsound dwellings with new detached dwellings. There will be scope for new semi-detached and row dwellings in appropriate areas.

Alterations and additions to existing dwellings will occur without significantly altering the dwelling's appearance from the street unless it involves the removal of unsympathetic additions/alterations to the front façade or will improve the appearance of a building as viewed from the street frontage.

Future development in the Policy Area should be complementary to the predominant established character of the Policy Area and should comprise or address the following key elements/attributes:

- (a) the use of a single storey building scale and vertical proportions ie total height above natural ground level and height of eaves, consistent with residential design forms typical of the area;
- (b) the establishment of side, front and rear building setbacks consistent with those dwellings on adjacent sites, that promote retention of mature trees and the creation of generous landscaped gardens that contribute to the established streetscape character;
- (c) the use and combination of materials and finishes that respond to the predominant character of the area created by the use of brick, stone and rendered finishes and architectural detailed design addressing fenestration, doorways, window and eaves;
- (d) use of roof forms and features, including materials, design and pitch which are consistent with those predominating in the locality; and
- (e) the use of open style front fences and plantings to define the public realm and private property boundary.



## OBJECTIVE

- Objective 1:** Provision of mainly detached dwellings with some semi-detached dwellings and row dwellings permitted in selected areas where they are consistent with the predominant design elements and streetscape characteristics of the area.

## PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Alterations and additions to existing dwellings should, where appropriate, provide suitable accommodation to meet a variety of household needs, including traditional family households.
- 2 Dual dwelling development or dual occupancy should primarily be achieved through alterations to existing dwellings, construction of semi-detached dwellings, or an additional dwelling at the rear of an existing dwelling.

## Appearance

- 3 The scale, bulk and design elements of residential development should be sensitive to the character of the surrounding residential development. Where there is no dominant character within the locality, building design elements should be complementary to surrounding development in terms of built form elements such as:
  - (a) building mass and proportion;
  - (b) materials, patterns, textures, colours and decorative elements;
  - (c) ground floor height above natural ground level;
  - (d) façade articulation and detailing and window and door proportions;
  - (e) roof form and pitch;
  - (f) verandahs, eaves and parapets; and
  - (g) driveway crossovers, fence style and alignment.

## Site Areas and Street Frontages

- 4 Subject to Principles of Development Control 5 detached dwellings should have a site area of no less than 450 square metres and a frontage of no less than 12 metres.
- 5 The site for a dwelling, developed on a parcel of land located on the corner of two roads or having an area greater than 1200 square metres, should have an area of not less than 400 square metres and a frontage to a public road of not less than 10 metres.
- 6 Semi-detached dwellings or row dwellings should have a site area of not less than 350 square metres and a frontage of not less than 8 metres.

## Site Coverage

- 7 A residential development on a site, including any building containing a dwelling or dwellings, a carport, a garage, an outbuilding, a covered pergola and a verandah, should not have a total floor area, measured from the external faces of the walls of the building or buildings (or, in the case of a carport, from the outer face of supporting columns), of more than 50 percent of the area of the site (excluding the area of the access strip of a battleaxe site).

## Private Open Space

- 8 All dwellings should be provided with a useable open space of 25 square metres per bedroom (or room able to be used as a bedroom) with a minimum dimension of 4 metres.

- 9 Useable open space shall not be on the street side and shall be directly accessible from the internal living areas of the dwelling.

Note: In calculating useable open space up to 20 percent of the area required may be covered by verandahs that are open on at least two sides.

### **Set-backs and Bulk**

- 10 Buildings should be sited within a building envelope determined by the following method:
- (a) planes are to be projected at 45 degrees from a height of three metres above natural ground level at the side, rear and front boundaries to a maximum height of nine metres.
  - (b) provided the distance to the boundary is not less than one metre, fascias, gutters, downpipes, eaves up to 0.6 metres, masonry chimneys, flues, pipes, domestic fuel tanks, cooling or heating appliances or other services may encroach beyond the building envelope, as may pergolas, screens or sunblinds, light fittings, electricity or gas metres, aerials, unroofed terraces, landings, steps or ramps not higher than one metre in height.
  - (c) notwithstanding, the maximum building height prescribed above, buildings should not comprise more than two storeys;
  - (d) development built on the boundary may have the gables extend beyond the building envelope if there is no substantial impact on the adjoining property.

## **Residential Policy Area A350**

### **Introduction**

The Objectives and Principles of Development Control that follow apply in the Residential Policy Area A350 shown in [Maps Pr/8 to 12](#). They are additional to those expressed for the whole of the council area.

### **Desired Character Statement**

The Desired Character of Residential Policy Area A350 is of an attractive residential environment containing low to medium density dwellings of complementary architectural styles. This will be achieved through a combination of the retention of existing housing stock in good condition, and the redevelopment of other sites generally at greater densities than that of the original housing. The overall character of the built form will improve, while the range of dwelling types will increase to meet a variety of accommodation needs.

Buildings up to two-storeys in height are appropriate in the Policy Area, provided that landscaping is proposed on the site of the development to soften the visual impact of the second storey and the impact of their height and bulk does not adversely impact existing neighbouring development and neighbouring amenity. Amalgamation of properties is also desirable where it will facilitate appropriately designed medium-density development.

Building design should be of a high architectural standard and wherever possible provide reasonable setbacks from all property boundaries so that existing vegetation can be protected and enhanced. Front garden landscaping is particularly important in this Policy Area and should complement and reinforce existing street tree planting to assist in promoting a leafy garden suburb character and maintaining visual separation between houses.

All forms of development in the Policy Area (particularly medium density development) should not be achieved at the expense of mature vegetation or significant trees on the development site or located where additional or relocated access points require removal of mature street trees in a road reserve that contribute positively to the landscape character of the locality.

Future development in the Policy Area should comprise or address the following key elements/attributes:

- (a) the use of a single storey and two storey building scale and vertical proportions ie total height above natural ground level and height of eaves, consistent with the residential design forms typical of the area;
- (b) the establishment of side, front and rear building setbacks consistent with those of adjacent sites, that promote retention of mature trees and the creation of generous landscaped gardens that contribute to the established streetscape character;
- (c) the use and combination of materials and finishes that respond to the predominant character of the area created by the use of brick, stone and rendered finishes and architectural detailed design addressing fenestration, doorways, window and eaves;
- (d) use of roof forms and features, including materials, design and pitch which are consistent with those predominating in the locality; and
- (e) the use of open style front fences and plantings to define the public realm and private property boundary.

## OBJECTIVE

**Objective 1:** Provision of a range of housing that is consistent with the design elements and streetscape characteristics of the area.

## PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Existing dwellings should, where appropriate, be upgraded to provide suitable accommodation for larger households.
- 2 Dual dwelling development or dual occupancy should primarily be achieved through construction of semi-detached dwellings, or an additional dwelling at the rear of an existing dwelling.
- 3 Other forms of dwellings such as units, townhouses and flats should primarily be located in areas close to centres and major transport routes.

## Appearance

- 4 The scale, bulk and design of residential development should be sensitive to the character of the surrounding residential development. Where there is no dominant character within the locality, building design elements should be complementary to surrounding development in terms of built form elements such as:
  - (a) building mass and proportion;
  - (b) materials, patterns, textures, colours and decorative elements;
  - (c) ground floor height above natural ground level;
  - (d) façade articulation and detailing and window and door proportions;
  - (e) roof form and pitch;
  - (f) verandahs, eaves and parapets; and
  - (g) driveway crossovers, fence style and alignment

## Site Areas and Street Frontages

- 5 Detached dwellings should have a site area of no less than 350 square metres and a frontage of no less than ten metres.

- 6 Semi-detached dwellings or row dwellings should have a site area of no less than 300 square metres and a frontage of no less than 7.5 metres.
- 7 Residential flat building or group dwelling sites should provide:
- (a) a site area of no less than 300 square metres for each dwelling (excluding the area of any access strips); and
  - (b) a frontage of no less than 15 metres.

### Site Coverage

- 8 A residential development on a site, including any development containing a dwelling or dwellings, a carport, garage, outbuilding, covered pergola or verandah, should not have a total floor area, measured from the external faces of the walls of the building or buildings (or, in the case of a carport, from the outer face of supporting columns), of more than 50 percent of the area of the site (excluding the area of the access strip of a battleaxe site).

### Private Open Space

- 9 All dwellings should be provided with a useable open space of 25 square metres per bedroom (or room able to be used as a bedroom) with a minimum dimension of 4 metres.
- 10 The useable open space shall not be on the street side and shall be directly accessible from the internal living areas of the dwelling.

Note: In calculating useable open space up to 20 percent of the area required may be covered by verandahs that are open on at least two sides.

### Set-backs and Bulk

- 11 Buildings should be sited within a building envelope determined by the following method:
- (a) planes are to be projected at 45 degrees from a height of three metres above natural ground level at the side, rear and front boundaries to maximum height of nine metres;
  - (b) provided the distance to the boundary is not less than one metre, fascias, gutters, downpipes, eaves up to 0.6 metres, masonry chimneys, flues, pipes, domestic fuel tanks, cooling or heating appliances or other services may encroach beyond the building envelope, as may pergolas, screens or sunblinds, light fittings, electricity or gas metres, aerials, unroofed terraces, landings, steps or ramps not higher than one metre in height;
  - (c) notwithstanding the maximum building height prescribed above, buildings should not comprise more than two storeys; and
  - (d) development built on the boundary may have the gables extend beyond the building envelope if there is no substantial impact on the adjoining property.

## Residential Policy Area B200

### Introduction

The Objectives and Principles of Development Control that follow apply in the Residential Policy Area B200 shown in [Maps Pr/8 to 10 and 12](#). They are additional to those expressed for the whole of the council area.

## Desired Character Statement

The Desired Character of the Policy Area is of an attractive residential environment containing a diverse mix of medium density housing. A mix of semi-detached dwellings, row and group dwellings and residential flat buildings is desired with increasing densities in areas adjacent to arterial roads and railway corridors.

Buildings of up to two storeys in height are appropriate within the Policy Area. A further increase in height to a maximum of three storeys may be appropriate where the proposed building/s are to be located centrally within a large site as part of an integrated development, so that the impact of their additional height and bulk does not adversely impact on the amenity of existing neighbouring development.

Higher density development within the Policy Area should occur mainly through site amalgamation rather than on individual allotments to afford larger, more functional development sites. Development should respond particularly to the issues of access, protection of amenity enjoyed by adjoining existing dwellings, car parking, noise attenuation design and the creation of attractive new residential environments.

Residents living adjacent to the arterial roads shown on [Maps Pr/8 to 10 and 12](#) are likely to be subjected to traffic noise levels in excess of national and international standards unless adequate sound insulation is provided. Dwellings should be designed to achieve the necessary insulation. This may involve the application of a variety of design solutions such as the erection of walls and garages along the arterial road boundary, sealing of doors, double-glazing of windows or the location of habitable rooms towards the rear of a dwelling.

Street trees are planted to reinforce the main road as an important focus and to reduce the visual intrusion of existing commercial properties.

The amenity and identity of all main roads within the Policy Area are to be enhanced with avenue planting of large character trees.

The desired future character of the area will be achieved through a combination of upgrading and redevelopment of the existing housing stock and new development incorporating the following:

- (a) single storey dwellings set on individual allotments within garden settings;
- (b) medium density development in the form of semi-detached dwellings, row dwellings, group dwellings with residential flat buildings to occur in strategic locations including corner sites, larger sites and amalgamated sites that seek more efficient use of the sites in these infill locations and under-utilised commercial sites;
- (c) existing buildings of low amenity and streetscape value are to be upgraded or replaced with more appropriate medium density housing to meet a variety of accommodation needs;
- (d) vacant land or low-scale buildings on intersections of main roads should be re-developed with substantial landmark buildings that define entrances and reinforce the edges of the city;
- (e) housing development that is complementary to the design elements and streetscape characteristics of the area;
- (f) side, front and rear building setbacks that enable the establishment of a landscape setting for dwellings and that respond to the predominant setbacks within the immediate locality;
- (g) the use and combination of materials and finishes that respond to the predominant character of the area created by the use of brick, stone and rendered finishes and architectural detailed design addressing fenestration, doorways, window and eaves;
- (h) building design that makes a positive contribution to the streetscape and locality level;
- (i) use of visually permeable front fences, walls and plantings to define the public realm and private property boundary; and

- (j) streets with inappropriate street trees are to be re-planted to create a network of streetscapes of canopy shade trees.

## OBJECTIVE

- Objective 1:** Provision of housing that is appropriate for transport corridors and which improves the amenity and appearance of these corridors with plantings and quality medium density residential development.

## PRINCIPLES OF DEVELOPMENT CONTROL

### Development Adjoining Major Transport Routes

- 1 Development adjacent to or opposite major transport routes such as North East Road, Regency Road and Hampstead Road, should incorporate design techniques that aim to reduce the impact of traffic noise and danger along these routes on resident amenity and safety. Techniques may include:
  - (a) orientation of buildings to reduce external noise impact;
  - (b) use of building materials that ameliorate external noise nuisance;
  - (c) locate habitable rooms away from the noise source;
  - (d) the use of external walls, fences, landscaping, mounding and the like to assist in noise attenuation for screening and to provide a safety barrier; and
  - (e) the use of shared access points and internal road layouts that allow for forward entry and exit.
  
- 2 Any new dwelling located immediately adjacent to the sections of arterial road shown on [Maps Pr/8 to 10 and 12](#) should be insulated from traffic noise to the extent that the L10 (20 minute) noise level in the habitable rooms within the dwelling (with windows and doors closed), does not exceed 40 decibels A - weighted dB(A). All windows and doors should be openable unless adequate ventilation can be provided for habitable rooms within these dwellings.

The L10 (20 minute) 40dBA standard requires that in a 20 minute measurement of traffic noise from within the dwelling, the sound level does not exceed 40 decibels (using the A weighting network curves as defined in the Australian Standard 1259) for more than 10 percent of the measurement period. A design report prepared by an acoustics consultant detailing compliance with this criteria will be necessary to conform with the principle.

### Appearance

- 3 Buildings situated on main road sites should be of good architectural quality and of a residential scale and character.
- 4 Buildings on intersections of main roads should be substantial landmark buildings which present a face to both roads and the corner.
- 5 Development on main road sites should be designed to ensure compliance with the dual aims of:
  - (a) presenting attractive, well articulated building facades (including fencing) to street frontages; and
  - (b) satisfying noise attenuation requirements\*.

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\* Compliance with noise attenuation requirements should not result in unattractive, unarticulated, blank or bland walls or building facades presenting to street frontages.

### Building Height

- 6 Buildings should generally be two-storeys in height, but may be up to a maximum of three storeys in height on large sites.

### Set-backs and Bulk

- 7 Two and three-storey buildings should be sited within a building envelope determined by the following method. Planes are to be projected at 45 degrees from a height of 3.5 metres above natural ground level at the side, rear and front boundaries to a maximum height of nine metres for two-storey and twelve metres for three-storeys. In the case of two-storey buildings these set-back requirements may be reduced to side and rear boundaries, only where it can be clearly demonstrated that the impact upon solar access and/or privacy is not significant.
- 8 Provided the distance to the boundary is not less than one metre, fascias, gutters, downpipes, eaves up to 0.6 metres, masonry chimneys, flues, pipes, domestic fuel tanks, cooling or heating appliances or other services may encroach beyond the building envelope, as may pergolas, screens or sunblinds, light fittings, electricity or gas metres, aerials, unroofed terraces, landing, steps or ramps not higher than one metre in height.

### Private Open Space

- 9 For all dwellings, ground level private open space should be provided with a minimum useable open space of 25 square metres for every two bedrooms (or room able to be used as a bedroom), with a minimum dimension of 4 metres. The useable open space shall not be on the primary street frontage and shall be directly accessible from the internal living areas of the dwelling.

Note: In calculating useable open space up to 20 percent of the area required may be covered by verandahs that are open on at least two sides.

- 10 For residential development comprising multi level accommodation, all dwelling units without direct private access to the ground floor should provide:
- (a) adequate private usable open space for each dwelling unit in the form of balconies or courtyards (minimum area of 7.5 square metres, minimum width or length of 2 metres) or on roof/terrace courts or gardens; and
  - (b) adequate enclosed storage areas for each dwelling unit not including the private open space area.

### Site Areas and Street Frontages

- 11 Medium density development should occur on amalgamated sites to:
- (a) facilitate appropriate site planning and building layout;
  - (b) facilitate safe vehicular access, egress and parking; and
  - (c) improve opportunities for traffic noise attenuation.
- 12 Dwellings site areas should be no less than 200 square metres per dwelling.
- 13 Sites accommodating three-storey dwellings should have a minimum site area of 1000 square metres.

### Landscaping

- 14 Landscaping to front gardens should include a landscape character to reflect existing street tree planting and landscaping.

## HISTORIC (CONSERVATION) ZONE

The Historic (Conservation) Zone is shown on [Maps Pr/3, 6 and 7](#).

### OBJECTIVES

- Objective 1:** A zone ensuring the preservation of the traditional development patterns and built form.
- Objective 2:** Conservation of dwellings and other buildings, gardens, trees or structures which positively contribute to the historic character of the policy area in which they are located.
- Objective 3:** A zone primarily accommodating residential uses of land and buildings compatible with the historic character of the relevant policy area.
- Objective 4:** Development that contributes to the desired character for the relevant policy area.

### PRINCIPLES OF DEVELOPMENT CONTROL

#### Land Use

- 1 The following forms of development are envisaged in the zone:
  - Domestic structures and outbuildings
  - Dwelling
  - Dwelling addition
- 2 Development listed as non-complying is generally inappropriate.
- 3 The use and placement of outbuildings should be ancillary to and in association with a dwelling or dwellings.

#### Form and Character

- 4 Development should preserve and enhance streetscapes within the policy area by:
  - (a) the incorporation of fences and gates compatible with the period and style of the built form and in keeping with the height, scale and type of fences in the locality.
  - (b) limiting the number of cross-overs.
- 5 Where a new dwelling is constructed alongside or within a group of older style residential buildings, the new dwelling should be of a similar height, scale and proportions and be constructed of materials that complement and reinforce the character and design elements of existing buildings.
- 6 Development of a Local Heritage Place or contributory item, should:
  - (a) not compromise its value to the historic significance of the area
  - (b) retain its present integrity or restore its original design features
  - (c) maintain or enhance the prominence of the original street façade
  - (d) ensure additions are screened by, and/or located to the rear of the building
  - (e) ensure original unpainted plaster, brickwork, stonework, or other masonry is preserved, unpainted.



- 7** Development should not involve the demolition, removal or substantial alteration or addition to the whole, or part of a building or structure which contributes positively to the historic character of the policy area unless:
- (a) the structural condition of that building or portion of the building, or structure, is seriously unsound and cannot be reasonably be rehabilitated, according to a certified structural engineer
  - (b) replacement development is of a kind that will not diminish the level of contribution to the historic character of the policy area made by the building or structure to be demolished.
- 8** Unless otherwise stated within the policy area, development should present a single storey built scale to the street. Any second storey building elements should be integrated sympathetically into the dwelling design and should be:
- (a) within the roof space, where overall height, scale and form is sympathetic to existing dwellings in the locality
  - (b) an extension to the roof space at the rear of the dwelling so as to be inconspicuous to the streetscape and without being a bulk or mass that intrudes on neighbouring properties.
- 9** On sites of 2000 square metres or more comprising supported accommodation facilities, larger scaled development and complementary small scaled non-residential activities may be appropriate, provided the development is designed to be sympathetic to the desired character of policy area.
- 10** Where land adjoins a corridor zone (except across arterial roads) transitional infill housing at higher densities may be appropriate provided it is designed to be sympathetic to the heritage values of the area.
- 11** On properties fronting multiple public roads, reduced minimum site areas may be appropriate provided the minimum street frontages are maintained.
- 12** The private open space provided for dwellings should:
- (a) have a minimum dimension of 4 metres
  - (b) have a maximum grade of 1-in-8
  - (c) not be visible from the street
  - (d) be directly accessible from the internal living areas of the dwelling
  - (e) have no greater than 20 percent of the area required covered by roofing which must be open on at least 2 sides.
- 13** A carport or garage should not dominate the associated dwelling or streetscape and should:
- (a) be located behind the main dwelling facade
  - (b) incorporate building materials that complement the associated dwelling
  - (c) be an articulated building element not integrated under the main roof of the dwelling nor attached to the front verandah or similar structure.

#### **Land Division**

- 14** The division of land should occur only where it will maintain the desired character of the policy area.

### Complying Development

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

### Non-complying Development

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

Advertisement or advertising display greater than 2 square metres in area or other display which moves, rotates, flashes or incorporates an animated display or running lights  
 Amusement machine centre  
 Auction Room  
 Cemetery  
 Community Centre  
 Consulting room (except where associated with supported accommodation)  
 Crematorium  
 Educational establishment  
 Electricity sub station  
 Entertainment Venue  
 Hall  
 Hospital  
 Hotel  
 Indoor recreation centre (except where associated with supported accommodation)  
 Industry  
 Motor repair station  
 Non-residential club  
 Office (except where associated with supported accommodation)  
 Petrol filling station  
 Pre School  
 Primary School  
 Public service depot  
 Road Transport Terminal  
 Service Trade Premises  
 Shop or group of shops (except where associated with supported accommodation)  
 Stadium  
 Store  
 Warehouse  
 Waste reception, storage, treatment or disposal  
 Wrecking yard

### Public Notification

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

17 The following kinds of development are **Category 1 Development** and do not require public notification:

The alteration of, or addition to, a Local Heritage Place or contributory item so as to preserve the building as, or convert it to, a dwelling, or the resumption of use of such a building.  
 The demolition of a building or structure (other than a Local Heritage Place or State Heritage Place).

18 The following kinds of development are **Category 2 Development** for the purposes of public notification:

The demolition of a Local Heritage Place

## Fitzroy Terrace Policy Area 1

Fitzroy Terrace Policy Area is shown on [Maps Pr/11 and Pr/12](#).

### DESIRED CHARACTER STATEMENT

This Policy Area is characterised by the consistent pattern of prestigious detached dwellings on very large, spacious allotments. The dwellings have sizeable setbacks from all boundaries and are typically set in impressive landscaped grounds with the front boundaries defined by fencing of various styles.

The spacious streetscape character of Fitzroy Terrace is created by the large allotments on which have been built a range of equally large residences from the late nineteenth and early twentieth century. The character is created by existing housing stock on sizeable allotments with wide frontages and substantial gardens. The houses are of one or two storeys, and display a range of design sources and a mix of construction materials. However, there is a homogeneity which derives from the size, scale and location of these places. Houses remain substantially intact and extensive, and have distinctive stylistic character. The existing historic fabric should be maintained and it is envisaged that any new development will be complementary to this character.

The Fitzroy Terrace Policy Area will remain the lowest density residential area in the City of Prospect. Development in this Policy Area will preserve and enhance the historic streetscape character created by the subdivision patterns and the development that has formed around them. Old and new development will be combined in a way that shows an understanding of historic design patterns, avoids poor imitation and improves the overall visual amenity of streetscapes.

The established pattern of buildings sited away from allotment boundaries makes a significant contribution to the character of the policy area. New development will maintain the regular spacing between residential buildings.

Due to the well preserved housing stock, limited opportunity exists for redevelopment in the Fitzroy Terrace Policy Area. A large portion of new development will be in the form of alterations or additions to existing dwellings. Replacement dwellings should be of a generous scale while ensuring large setbacks from all allotment boundaries.

The main focus of development, in the Policy Area, will be in the form of minor alterations or additions to existing dwellings. Additions will only occur at the rear or side (where possible) of a heritage place or contributory item. No alterations or additions will occur at the front of a heritage place or contributory item unless it is for the purposes of restoration or maintenance, such as the reinstatement of a front verandah. The original openings in external walls, particularly along the front elevations will not be altered.

Carports, garages and outbuildings will be carefully designed and sited to ensure that they remain subordinate to and do not detract from the appearance of the dwelling from the primary streetscape.

Landscaping around a dwelling, particularly in the front garden, is an important element in this Policy Area as it enhances the dwelling and adds to the appearance and quality of the streetscape. Both new and existing dwellings will incorporate an appropriate garden setting of a style that complements the dwelling to which it relates and consistent in size with surrounding dwellings.

Subdivision and amalgamation of allotments is appropriate where it reinforces the original subdivision pattern.

### OBJECTIVES

**Objective 1:** Development that contributes to the desired character of the policy area.

### PRINCIPLES OF DEVELOPMENT CONTROL

#### Form and Character

- 1 Development should not be undertaken unless it is consistent with the desired character for the policy area.

- 2 A dwelling should have a minimum site area of 800 square metres.
- 3 A dwelling should have a minimum frontage to a public road of 20 metres.
- 4 The private open space areas for dwellings should be a minimum of 75 square metres or 25 square metres per bedroom or room able to be used as a bedroom, whichever is the greater.
- 5 All buildings should be setback 8 metres or the average of neighbouring dwelling setbacks from any street or lane alignment and at least 1 metre from all other boundaries.
- 6 Buildings should be sited within a building envelope determined by the following method:
  - (a) planes are to be projected at 45 degrees from a height of 3.5 metres above natural ground level at the side, rear and front boundaries
  - (b) to a maximum height of 9 metres or 2 storeys
  - (c) development built on the boundary may have roof gables extend beyond the building envelope if there is no substantial impact on the adjoining property.

## Clifton Street Policy Area 2

Clifton Street Policy Area is shown on [Map Pr/11](#).

### DESIRED CHARACTER

The Clifton Street Policy Area is characterised by homogenous streetscape of houses and associated buildings. Most were built in the late 1870s by James Trevail, a local builder-speculator-developer, and reflect the type of houses most middle class people aspired to in Adelaide at the time. The housing stock therefore should be preserved intact. Development potential is restricted in this area.

The Clifton Street Policy Area demonstrates a range of historical themes which illustrate the development of the City of Prospect. The residences constructed along Clifton Street reflect the stages of subdivision of this location, during the 1880s and the 1890s. They represent a collection of consistent residential designs from the late nineteenth century, a period of intense building and development in Prospect.

The closer subdivision of part of Section 373 on the south side of Clifton Street was undertaken in 1881. The first allotment of the subdivision was sold in June 1881 and most of the allotments were purchased before October 1881. In 1882 the northern side of Clifton Street was subdivided and the allotments sold between May 1882 and April 1883. The western end of Clifton Street between Braund Road and Churchill Road was not subdivided until later and was known as 'Prospect View' when the allotments were sold during 1894-95. These allotments were somewhat larger than the subdivision of the eastern end of Clifton Street. The houses were constructed in groups of similar design by speculative builders.

The housing in Clifton Street displays a consistent extensive intact collection of residences from the 1880s and early 1890s in groupings which reflect the speculative development of the area. They are essentially single storey residences which take advantage of the sloping topography to the west with one notable exception of the two storey residence at 8 Clifton Street. The set-back and pattern of coverage creates a notable streetscape with vistas and views towards the west. The built form repeats typical scale, mass and detailing of the period including verandahs, cast iron or timber trim, hipped and gabled roofs, stone walls, front landscaped gardens (some with original masonry and iron fences) and some side access for vehicles. The existing historic fabric should be maintained and any new development should be complementary to this character.

Carports, garages and outbuildings will be carefully designed and sited to ensure that they remain subordinate to and do not detract from the appearance of the dwelling from the primary streetscape.

Subdivision and amalgamation of allotments is appropriate where it reinforces the original subdivision pattern.

## OBJECTIVES

**Objective 1:** Development that contributes to the desired character of the policy area.

## PRINCIPLES OF DEVELOPMENT CONTROL

### Form and Character

- 1 Development should not be undertaken unless it is consistent with the desired character for the area.
- 2 A dwelling should have a minimum site area of 560 square metres.
- 3 A dwelling should have a minimum frontage to a public road of 15 metres.
- 4 The private open space areas for dwellings should be a minimum of 75 square metres or 25 square metres per bedroom or room able to be used as a bedroom, whichever is the greater.
- 5 All buildings should be set-back 8 metres or the average of neighbouring dwelling set-backs from any street or lane alignment and at least 1 metre from all other boundaries.
- 6 Buildings should be sited within a building envelope determined by the following method:
  - (a) planes are to be projected at 45 degrees from a height of 3 metres within above natural ground level at the side, rear and front boundaries
  - (b) to a maximum height of 9 metres or 2 storeys
  - (c) development built on the boundary may have roof gables extend beyond the building envelope if there is no substantial impact on the adjoining property.

## Little Adelaide Policy Area 3

Little Adelaide Policy Area is shown on [Map PR/12](#).

### DESIRED CHARACTER

The Little Adelaide Policy Area is characterised by narrow blocks, single fronted cottages, attached cottages, being a residue of the Little Adelaide Village formed in late 1839. The section was bought by John Bradford as agent for the Adelaide Mechanics Land Company who sold the land to a number of others who subdivided the village. The majority of the early structures have gone with most of the housing today dating from the 1870s to 1890s. However, the village atmosphere is still evident and every effort should be made to preserve the cottages and where possible to restore them by removing add-ons over the years.

The earliest housing no longer remains and many of the houses within the village date from 1870s to 1890s. The village area also retains a church, (former) corner shops and other buildings typical of early village settlement. It is centred on the triangle created by Main North Road, Carter Street, Highbury Street and Argyle Street.

The sub division pattern and housing in Little Adelaide displays an early form of narrow allotments of varying widths and single fronted and attached cottages, many of which are intact and well maintained. The character created by closely spaced early small dwellings and narrow streets is in strong contrast to other historic areas of City of Prospect, particularly the contiguous Fitzroy Terrace policy area. The existing historic fabric and village character of Little Adelaide should be maintained and any new development should be complementary to this character.

Carports, garages and outbuildings will be carefully designed and sited to ensure that they remain subordinate to and do not detract from the appearance of the dwelling from the primary streetscape.

Subdivision and amalgamation of allotments is appropriate where it reinforces the original subdivision pattern.

## OBJECTIVES

**Objective 1:** Development that contributes to the desired character of the policy area.

## PRINCIPLES OF DEVELOPMENT CONTROL

### Form and Character

- 1 Development should not be undertaken unless it is consistent with the desired character for the policy area.
- 2 A dwelling should have a minimum site area of 350 square metres.
- 3 The private open space areas for dwellings should be a minimum of 25 square metres per bedroom or room able to be used as a bedroom.
- 4 Buildings should be sited within a building envelope determined by the following method:
  - (a) planes are to be projected at 45 degrees from a height of 3 metres within above natural ground level at the side, rear and front boundaries
  - (b) to a maximum height of 9 metres or 2 storeys
  - (c) development built on the boundary may have roof gables extend beyond the building envelope if there is no substantial impact on the adjoining property.
- 5 New buildings and extensions should be located to the rear of existing dwellings and should not impact on the street.
- 6 Original front fences should be maintained and restored.

## Whinham Street Policy Area 4

Whinham Street Policy Area 4 is shown on [Map Pr/11](#).

### DESIRED CHARACTER

This policy area is characterised by a homogenous streetscape of late 19th century villas with face stone walls and gable ends, verandahs with cast iron or timber trim, steeply pitched corrugated iron roofs and elaborate rendered trim to window surrounds. Overall, the relative lack of high, solid fencing has enabled the principal elevation of the historic homes to be visible from the public realm, which contributes significantly to the streetscape quality and general amenity of the policy area. Every effort should be made to preserve the dwellings and maximise their exposure to the street. It is desirable for the current allotment sizes and resultant low density to be maintained through the prevention of subdivision.

Development in this Policy Area will conserve and enhance the historic streetscape character and will primarily be in the form of alterations or additions to existing dwellings, although the replacement of dwellings that do not contribute to the historic character of the area is desirable. New development will reflect the scale, mass, details and materials of existing villas in the street, while carefully avoiding poor imitation.

Additions will only occur at the rear or side dwellings. No alterations or additions will occur at the front of a heritage place or contributory item unless it is for the purposes of restoration or maintenance, such as the reinstatement of a front verandah. The size, location trim and materials of the original fenestrations in the external walls of dwellings, particularly along the front elevations, will not be altered.

Front boundaries will continue to be defined by fencing that is compatible with the period and style of the dwelling. Solid high front fences such as brush or masonry are generally not sympathetic to the character of the streetscape and will be avoided in favour of a lower and more open style of fencing, constructed of masonry and iron, which allows an appreciation of the detailing of the dwelling.

Carports, garages and outbuildings will be carefully designed and sited to ensure that they remain subordinate to and do not detract from the appearance of the dwelling from the primary streetscape.

Subdivision and amalgamation of allotments is appropriate where it reinforces the original subdivision pattern.

## OBJECTIVES

**Objective 1:** Development that contributes to the desired character of the policy area.

## PRINCIPLES OF DEVELOPMENT CONTROL

### Form and Character

- 1 Development should not be undertaken unless it is consistent with the desired character for the policy area.
- 2 A dwelling should have a minimum site area of 560 square metres.
- 3 A dwelling should have a minimum frontage of 15 metres.
- 4 The private open space areas for dwellings should be a minimum of 25 square metres per bedroom or room able to be used as a bedroom.
- 5 Buildings should be sited within a building envelope determined by the following method:
  - (a) planes are to be projected at 45 degrees from a height of 3 metres within above natural ground level at the side, rear and front boundaries
  - (b) to a maximum height of 9 metres or 2 storeys
  - (c) development built on the boundary may have roof gables extend beyond the building envelope if there is no substantial impact on the adjoining property.
- 6 Original front fences should be maintained and restored.
- 7 New buildings and extensions should be located to the rear of existing dwellings and should not impact on the street.

## Flora Terrace Policy Area 5

Flora Terrace Policy Area is shown on [Map Pr/11 and Pr/12](#).

### DESIRED CHARACTER

The Flora Terrace Policy Area demonstrates a range of historical themes which illustrate the development of the City of Prospect. The area and its environs have played an important part in the lives of local residents as a focus of commemoration of war service, civic activities and also important sporting events. The street is a direct link and a strong visual axis between the Town Hall and the Memorial Gates to Prospect Oval. The civic and residential character of the terrace should be maintained and enhanced.

The Flora Terrace Policy Area is characterised by housing stock of the late 19<sup>th</sup> and early 20<sup>th</sup> century from three separate land divisions between 1892 and 1923 – part of the Oxford subdivision of 1892, on the south side of the Terrace; part of St John's Wood South subdivision in 1909, on the north side of the Terrace; and part of a 1923 further subdivision of the eastern end adjacent to the Memorial Gardens.

Houses display style, form and detail of the relevant periods of historic development – 1892 to the 1920s – and retain face stone and brick walls, corrugated iron or terra cotta tiled roofs and substantial front garden areas in a regular subdivision pattern. The existing historic fabric of the houses and the Memorials should be maintained and any new development should be complementary to this character.

Carports, garages and outbuildings will be carefully designed and sited to ensure that they remain subordinate to and do not detract from the appearance of the dwelling from the primary streetscape.

Subdivision and amalgamation of allotments is appropriate where it reinforces the original subdivision pattern.

## OBJECTIVES

**Objective 1:** Development that contributes to the desired character of the policy area.

**Objective 2:** The retention and reinforcement of the urban design potential of Flora Terrace, the Memorial Gardens Reserve at the Prospect Oval.

## PRINCIPLES OF DEVELOPMENT CONTROL

### Form and Character

- 1 Development should not be undertaken unless it is consistent with the desired character for the policy area.
- 2 A dwelling should have a minimum site area of 560 square metres.
- 3 A dwelling should have a minimum frontage to a public road of 15 metres.
- 4 The private open space areas for dwellings should be a minimum of 25 square metres per bedroom or room able to be used as a bedroom.
- 5 Buildings should be sited within a building envelope by the following method:
  - (a) planes are to be projected at 45 degrees from a height of 3 metres above natural ground level at the sides, rear and front boundaries
  - (b) to a maximum height of 9 metres or 2 storeys
  - (c) development built on the boundary may have the gables extend beyond the building envelope if there is no substantial impact on the adjoining boundary.
- 6 Development should protect the vista to the Town Hall from intrusion by signage, light standards, trees or street furniture.

## Martin Avenue Policy Area 6

Martin Avenue Policy Area is shown on [Map Pr/11](#).

### DESIRED CHARACTER

This Policy Area is characterised by large, well-designed housing comprising a mix of bungalows, tudor-style dwellings and “gentleman's residences” from the inter-War period, situated on relatively large allotments. These substantial residences display face stone and brick walls, terracotta tiled roofs, regular broad setbacks, large front gardens and side access driveways. The existing historic fabric should be maintained and any new development should be complementary to this character. Street trees and wide grassed verges combine with the generous setbacks to contribute to the spacious appearance of the public realm.



Development in this Policy Area will preserve and enhance the streetscape character created by the regular pattern of land division and generous housing that these allotments support. Old and new development will be combined in a way that shows an understanding of historic design elements, avoids poor imitation and improves the overall visual amenity of streetscapes.

A large part of the development anticipated in the Policy Area will be in the form of alterations to existing dwellings. Additions will only occur at the rear or side of a heritage place or contributory item, where not readily visible from the street and while maintaining setbacks compatible with the predominant pattern of development. Upper storey additions may be accommodated within the existing roof space, while two storey additions of a modest footprint may be established to the rear, where they are not readily visible from the street.

Alterations to the front of a heritage place or contributory item will only occur for the purposes of restoration or maintenance. The retention of original finishes and detailing, and the use of appropriate colour schemes, are important objectives for this Policy Area. Fences should comprise a low masonry plinth with regularly spaced columns and iron above to a medium height.

Landscaping around a dwelling, particularly in the front garden, is an important design element in this Policy Area as it enhances the dwelling and adds to the appearance and quality of the streetscape. Both new and existing dwellings will incorporate an appropriate garden setting. The streets will continue to be lined with distinctive street trees where they might practically be grown.

Carports, garages and outbuildings will be carefully designed and sited to ensure that they remain subordinate to and do not detract from the appearance of the dwelling from the primary streetscape.

Subdivision and amalgamation of allotments is appropriate where it reinforces the original subdivision pattern.

## **OBJECTIVES**

**Objective 1:** Development that contributes to the desired character of the policy area.

## **PRINCIPLES OF DEVELOPMENT CONTROL**

### **Form and Character**

- 1** Development should not be undertaken unless it is consistent with the desired character for the policy area.
- 2** A dwelling should have a minimum site area of 560 square metres.
- 3** A dwelling should have a minimum frontage to a public road of 15 metres.
- 4** The private open space areas for dwellings should be a minimum of 75 square metres or 25 square metres per bedroom or room able to be used as a bedroom, whichever is the greater.
- 5** All buildings should be set back 8 metres from any street or lane alignment and at least 1 metre from any other boundaries.
- 6** Buildings should be sited within a building envelope by the following method:
  - (a) planes are to be projected at 45 degrees from a height of three metres above natural ground level at the side, rear and front boundaries
  - (b) to a maximum height of nine metres or 2 storeys
  - (c) development built on the boundary may have the gables extend beyond the building envelope if there is no substantial impact on the adjoining property.

## North Ovingham Policy Area 7

North Ovingham Policy Area is shown on [Map Pr/11](#).

### DESIRED CHARACTER

It is envisaged that all development will maintain the pattern of small allotments as subdivided in 1877 – 1879. Site amalgamation or subdivision is appropriate where it will reinforce the existing allotment pattern which is a significant feature of the policy area. The only variation is for sensitive infill development on the double fronted deep allotments between Toronto Street and Cotton Street, with some dispensation provided for reduced site areas, provided minimum street frontages and streetscape qualities are maintained. Land division is not suitable where existing access is not provided or capable of being provided to houses in Toronto Street or where carports/garages can only be constructed forward of the dwelling.

A mix of housing styles remain in this policy area. A key priority for the area's character will be the maintenance of original design features where possible. Small symmetrically fronted or attached stone houses remain in Toronto Street and larger examples of similar style fronting Churchill Road. Any replacement of detached dwellings should be with the same. Maintenance of stone walls and steps facing stone and brick houses and attached cottages with verandahs, corrugated iron roofs and front gardens will be a priority.

It is envisaged that over time, dilapidated buildings will be restored and possibly altered in a sympathetic manner which does not detract from the original design of the building. Additions will be similar in scale to the original building. Additions will follow the roof form of the original dwelling and retain the scale of the original section of the building.

New additions and alterations visible from the streetscape are to be carried out in the style and period of the building. The existing historic fabric should be retained where possible. Similar scale, setbacks and roof forms should be reinforced in any new development and the intimate qualities of this small residential pocket be retained.

Carports, garages and outbuildings will be carefully designed and sited to ensure that they remain subordinate to and do not detract from the appearance of the dwelling from the primary streetscape.

Fencing will complement the design of the dwelling and enable the dwelling to address the street. Preference will be given to low fencing rather than high solid masonry walls to assist in maintaining the character of mature gardens which spill onto the street, creating a pleasant green streetscape for the area.

Mature street trees contribute to the character of the policy area, particularly along Toronto Street, and new development should be designed so as to retain existing street planting.

Subdivision and amalgamation of allotments is appropriate where it reinforces the original subdivision pattern.

### OBJECTIVES

**Objective 1:** Development that contributes to the desired character of the policy area.

### PRINCIPLES OF DEVELOPMENT CONTROL

#### Form and Character

- 1 Development should not be undertaken unless it is consistent with the desired character for the policy area.
- 2 A dwelling should have a minimum site area of 450 square metres.
- 3 A dwelling should have a minimum frontage to a public road of 12 metres.

- 4 The private open space areas for dwellings should be a minimum of 75 square metres or 25 square metres per bedroom or room able to be used as a bedroom, whichever is the greater.
- 5 Buildings should be sited within a building envelope determined by the following method:
  - (a) planes are to be projected at 45 degrees from a height of 3 metres above natural ground level at the side, rear and front boundaries
  - (b) to a maximum height of nine metres or 2 storeys
  - (c) development built on the boundary may have roof gables extend beyond the building envelope if there is no substantial impact on the adjoining property.

## Prospect Lanes Policy Area 8

Prospect Lanes Policy Area is shown on [Map Pr/11](#).

### DESIRED CHARACTER

The Prospect Lanes Policy Area reflects the development of substantial residential areas in the City of Prospect during the 1880s with the subdivisions of 1879 and the popularity of constructing houses high on the hill above the lower ground close to Churchill Road. The consistency of the subdivision from the 1880s to the 1900s is greatest closer to Prospect Road. This policy area was developed at a low density, with detached dwellings on allotments greater than 600 square metres.

Housing in the Policy Area displays a consistency of character reflecting the styles of domestic architecture at the turn of the century. Similar scale, setbacks and roof forms should be reinforced in any new development. Houses are to incorporate concave or bull-nosed verandahs and other typical detail and generally comprise face stone front walls, with brick or rendered quoins, and window and door dressings.

The laneways which link the allotments within the Policy Area are a distinctive feature and should be maintained and remain accessible for car parking, pedestrian and bicycle use at the rear of allotments. Garaging for vehicles is envisaged from the rear lane and associated with privacy rear yard fencing. Carports, garages and outbuildings will be carefully designed and sited to ensure that they remain subordinate to and do not detract from the appearance of the dwelling from the primary streetscape.

This policy area will predominantly contain low density residential development, with detached dwellings on allotments that are medium in width. Opportunities for semi-detached dwellings and other housing types may be permissible, provided that they are designed and located in accordance with the desired character and policy requirements for the area.

Subdivision and amalgamation of allotments is appropriate where it reinforces the original subdivision pattern.

### OBJECTIVES

**Objective 1:** Development that contributes to the desired character of the policy area.

### PRINCIPLES OF DEVELOPMENT CONTROL

#### Form and Character

- 1 Development should not be undertaken unless it is consistent with the desired character for the policy area.
- 2 A dwelling should have a minimum site area of 450 square metres.
- 3 A dwelling should have a minimum frontage to a public road of 12 metres.

- 4 The private open space areas for dwellings should be a minimum of 75 square metres or 25 square metres per bedroom or room able to be used as a bedroom, whichever is the greater.
- 5 Buildings should be sited within a building envelope determined by the following method:
  - (a) planes are to be projected at 45 degrees from a height of 3 metres above natural ground level at the side, rear and front boundaries
  - (b) to a maximum height of nine metres or 2 storeys
  - (c) development built on the boundary may have roof gables extend beyond the building envelope if there is no substantial impact on the adjoining property.

## **Highbury Policy Area 9**

Highbury Policy Area is shown on [Map Pr/8](#).

### **DESIRED CHARACTER**

The Highbury Policy Area displays a consistent subdivision pattern dating from 1882. Subdivision and amalgamation of allotments is appropriate where it reinforces the existing subdivision pattern.

The Policy Area is characterised by primarily detached housing reflecting styles of domestic architecture at the turn of the century. It is envisaged that new development will remain predominantly one storey. Opportunities for semi-detached dwellings and other housing types may be permissible, provided that they are designed and located in accordance with the desired character and policy requirements for the area.

Characteristic design features such as bull-nosed verandahs, brick quoining, and stone front walls should be retained or replaced with like where necessary. New development should be consistent in size, scale and bulk with those original dwellings. Setbacks will be complementary to the boundary setbacks of older dwellings in the Policy Area, providing opportunity for landscaping.

Carports, garages and outbuildings will be carefully designed and sited to ensure that they remain subordinate to and do not detract from the appearance of the dwelling from the primary streetscape.

Front fences will be low to maintain visibility of features that contribute to the character. Street planting of White Cedars contribute to the character of the policy area and new development should be designed so as to retain existing street planting.

Subdivision and amalgamation of allotments is appropriate where it reinforces the original subdivision pattern.

### **OBJECTIVES**

**Objective 1:** Development that contributes to the desired character of the policy area.

### **PRINCIPLES OF DEVELOPMENT CONTROL**

#### **Form and Character**

- 1 Development should not be undertaken unless it is consistent with the desired character for the policy area.
- 2 A dwelling should have a minimum site area of 450 square metres.
- 3 A dwelling should have a minimum frontage to a public road of 12 metres.
- 4 The private open space areas for dwellings should be a minimum of 75 square metres or 25 square metres per bedroom or room able to be used as a bedroom, whichever is the greater.

- 5** Buildings should be sited within a building envelope determined by the following method:
- (a) planes are to be projected at 45 degrees from a height of 3 metres above natural ground level at the side, rear and front boundaries
  - (b) to a maximum height of nine metres or 2 storeys
  - (c) development built on the boundary may have roof gables extend beyond the building envelope if there is no substantial impact on the adjoining property.

## **Ballville/Gloucester Policy Area 10**

Ballville/Gloucester Policy Area is shown on [Map Pr/10 and Pr/12](#).

### **DESIRED CHARACTER**

The Policy Area is characterised by modest allotment sizes, subdivided in 1878 by Henry Ball. Subdivision and amalgamation are appropriate where it will reinforce the existing subdivision pattern. New development will be of a scale that ensures that important buildings such as the St Cuthbert's Anglican Church and its adjacent manse will continue to feature as prominent landmarks.

The Policy Area is characterised by primarily detached housing reflecting styles of domestic architecture at the turn of the century. It is envisaged that new development will remain predominantly one storey. Setbacks will be consistent with the existing setback pattern.

Characteristic design features such as concave or bull-nosed verandahs, brick or rendered quoining, and stone front walls should be retained or replaced with like where necessary. New development should be consistent in size, scale and bulk with those original dwellings.

Carports, garages and outbuildings will be carefully designed and sited to ensure that they remain subordinate to and do not detract from the appearance of the dwelling from the primary streetscape.

Street planting of White Cedars, Golden Rain Trees and Celtis contribute to the character of the policy area and new development should be designed so as to retain existing street planting.

Subdivision and amalgamation of allotments is appropriate where it reinforces the original subdivision pattern.

### **OBJECTIVES**

**Objective 1:** Development that contributes to the desired character of the policy area.

### **PRINCIPLES OF DEVELOPMENT CONTROL**

#### **Form and Character**

- 1** Development should not be undertaken unless it is consistent with the desired character for the policy area.
- 2** A dwelling should have a minimum site area of 450 square metres.
- 3** A dwelling should have a minimum frontage to a public road of 12 metres.
- 4** The private open space areas for dwellings should be a minimum of 75 square metres or 25 square metres per bedroom or room able to be used as a bedroom, whichever is the greater.
- 5** Buildings should be sited within a building envelope determined by the following method:
  - (a) planes are to be projected at 45 degrees from a height of 3 metres above natural ground level at the side, rear and front boundaries

- (b) to a maximum height of nine metres or 2 storeys
- (c) development built on the boundary may have roof gables extend beyond the building envelope if there is no substantial impact on the adjoining property.

## Medindie Gardens Policy Area 11

Medindie Gardens Policy Area is shown on [Map Pr/12](#).

### DESIRED CHARACTER

The Medindie Gardens Policy Area is characterised by the consistent pattern of prestigious single-storey detached dwellings on generous allotments fronting tree-lined streets. The Policy Area retains its original subdivision pattern, with regular sized allotments supporting residential development at a low density. Wide frontages and consistent front setbacks contribute to the spacious and open streetscapes in Charlbury and Sherbourne Streets, which distinguish the character of the area from that of nearby streets. This policy area will continue to contain very low density residential development comprising detached dwellings on wide allotments, with generous rear yards.

The majority of the original dwellings constructed prior to 1930 remain intact, with additions occurring over time either within the roof space or to the rear and side. It is expected that the established character of large detached dwellings on spacious allotments, well setback from all allotment boundaries, will be maintained in the development and siting of new detached dwellings and in association with alterations and additions to existing dwellings.

The area is predominated by bungalows to the east of Corbin Road and tudor-style houses to the west, both with characteristic roof pitches and front verandahs. These houses display a consistent use of materials including rock faced stone and masonry, face red brick, terracotta roof tiles or corrugated iron, glazed bricks for trim and other details and materials typical of the housing of the Inter-War Period. Where a new dwelling is constructed alongside or within a group of older style residential buildings, the new dwelling will be of a similar height, scale and proportions and be constructed of materials that complement and reinforce the character and design elements of existing buildings.

Additions to single storey dwellings will generally be single storey, although two storey additions may be appropriate where such elements are confined to the rear of a building or within the roof space where there is minimal visual impact on the historic streetscapes.

Carports, garages and outbuildings will be carefully designed and sited to ensure that they remain subordinate to and do not detract from the appearance of the dwelling from the primary streetscape.

Established gardens complement the substantial street plantings of White Cedars and Ash, which contribute significantly to the 'garden suburb' feel. Development should be designed to ensure the retention of large street trees.

Landscaping around a dwelling, particularly in the front garden, is an important element in this Policy Area as it enhances the dwelling and adds to the appearance and quality of the streetscape. Driveway and hard-surfaced areas be minimised to ensure ample opportunities for landscaping of the front yard.

Subdivision and amalgamation of allotments is appropriate where it reinforces the original subdivision pattern.

### OBJECTIVES

**Objective 1:** Development that contributes to the desired character of the policy area.

### PRINCIPLES OF DEVELOPMENT CONTROL

#### Form and Character

- 1 Development should not be undertaken unless it is consistent with the desired character for the policy area.

- 2 A dwelling should have a minimum site area of 560 square metres.
- 3 A dwelling should have a minimum frontage to a public road of 15 metres.
- 4 The private open space areas for dwellings should be a minimum of 75 square metres or 25 square metres per bedroom or room able to be used as a bedroom, whichever is the greater.
- 5 Dwellings should be set back a minimum of 8 metres from the primary street frontage.
- 6 Buildings should be sited within a building envelope determined by the following method:
  - (a) planes are to be projected at 45 degrees from a height of 3 metres above natural ground level at the side, rear and front boundaries
  - (b) to a maximum height of nine metres or 2 storeys
  - (c) development built on the boundary may have roof gables extend beyond the building envelope if there is no substantial impact on the adjoining property.

## MIXED USE (ISLINGTON) ZONE

Refer to [Maps Pr/3 and 13](#).

### OBJECTIVES

- Objective 1:** A functional and diverse zone accommodating a mix of commercial, community, light industrial, and retail land uses.
- Objective 2:** Development that minimises any adverse impacts upon the amenity of the locality within and adjacent the zone.
- Objective 3:** Activities that generate employment and economic vitality for the community.
- Objective 4:** Development that establishes an orderly transition of land uses between the interface of existing industrial and residential land uses.
- Objective 5:** Development that contributes to the desired character of the zone.

### Hazards

- Objective 6:** Protection of human health and the environment whenever site contamination has been identified or is suspected to have occurred.
- Objective 7:** Appropriate assessment and remediation of site contamination to ensure land is suitable for the proposed use and provides a safe and healthy living and working environment.

### DESIRED CHARACTER

The Mixed Use (Islington) Zone is located within the Adelaide to Gawler major transit corridor. The zone will accommodate a range of business, commercial and retail uses (including bulky goods retailing) to promote accessible, transit focused employment opportunities that rely on and support the adjacent public transport services. A mixed use development approach that facilitates the establishment varied land uses and complementary built form is envisaged for the zone. The zone has frontage to Churchill Road being an arterial road which links the inner northern metropolitan area with the central Adelaide region.

Within the zone there are land use conflicts and interfaces that require appropriate management and resolution. Commercial, retail and light industrial uses within the zone will provide an orderly transition from the interface between the existing rail operations on the western side of the rail corridor and the existing residential areas to the east of Churchill Road.

Commercial, light industrial and transport related uses (for instance, warehousing) will be accommodated on land located adjacent the railway corridor where maximum separation from adjoining residential zones and the Churchill Road frontage of the zone can be achieved. Educational and training facilities associated with or complementary to commercial and industrial land uses are appropriate within this part of the zone.

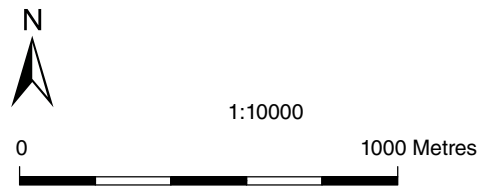
Land uses will generally be developed in a manner as shown on Concept Plan [Figure Pr/2](#) – Islington Land Use & Interface. The Concept Plan illustrates the likely areas for particular commercial and retail uses and where transitional land uses may locate, providing for a vibrant and active locality whilst striving for compatible land use activities.

Limited residential development is envisaged within the mixed use zone in the form of upper level dwellings. Such development will not prejudice the development and operation of non-residential land uses, presenting significant issues relating to land use interface and compatibility within a predominantly mixed use zone.



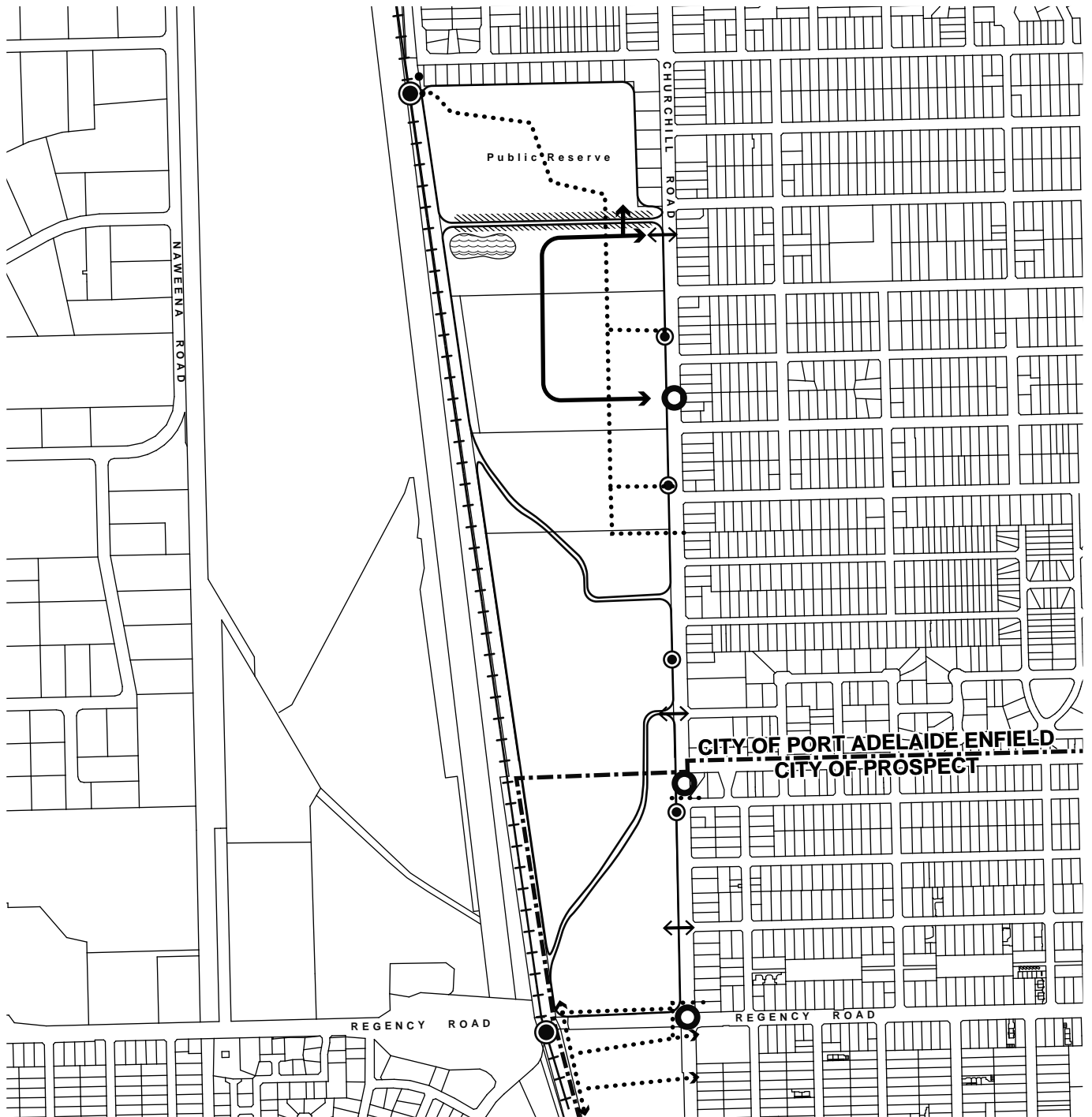










- 1** Core Retail
- 2** Light Industry/Commercial
- 3** Mixed Retail/Commercial
- 4** Bulky Goods Retail
- Land Use Transition
- Potential Future Bike Path
- Open Space/Streetscape Interface Area
- Public Transport Corridor/Node (eg, Bus Stops and Train Stops)
- Stormwater Detention Area
- Open Space Interface Area
- Development Plan Boundary

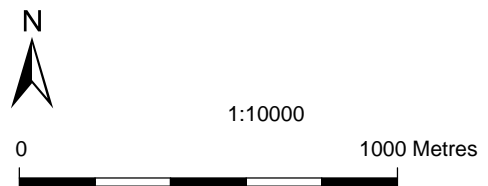


# Concept Plan Figure Pr/1

## ISLINGTON LAND USE & INTERFACE



-  Public Transport Corridor/Node (eg, Bus Stops and Train Stops)
-  Major Vehicle Link
-  Vehicle Access (left in, left out, right in)
-  Traffic Control Measure
-  Pedestrian Links
-  Stormwater Detention Area
-  Open Space Interface Area
-  Development Plan Boundary



# Concept Plan Figure Pr/2

## ISLINGTON ACCESS & MOVEMENT

The Mixed Use (Islington) Zone is intended to accommodate a mixture of uses (including core retail, upper level residential, light industry/commercial, mixed retail/commercial and bulky goods retail) as represented on Concept Plan [Figure Pr/1](#) – Islington Land Use & Interface. It is not intended that any one land use dominate over another to the extent that the entirety of the Zone results in an overwhelming imbalance of one or more land uses. Where a single land use results in a greater dominance of a particular part of the Zone, the design and function of the site will integrate with other land uses.

Development along the Churchill Road frontage of the zone will significantly improve the amenity of the area by achieving high quality urban design outcomes, incorporating a variety of materials and strong articulation.

Buildings that are designed and sited:

- (a) to accommodate the creative use of landscape treatments;
- (b) to promote active street frontages and be of a ‘human scale’;
- (c) according to bulk and scale (the bulkier the development the greater the set back).

Development within the zone will retain established vegetated areas, particularly on the arterial road frontage. The existing vegetation will be reinforced through supplementary planting of locally indigenous plant species and high quality landscape design. Entrances to development will be defined by landscaping that provides clear sight lines through the site.

Development within the zone shall promote Crime Prevention through Environmental Design.

Land division that creates internal roads between the various land uses within the zone will provide integration between uses and appropriate direct access to public roads. New intersections will be located to reduce the impact of the movement of traffic on adjoining residential areas. Local connections that provide for safety and priority of pedestrian and cyclist movements, and integration and permeability.

Access from Churchill Road and internal pedestrian and vehicular links should generally be developed in a manner as shown on Concept Plan [Figure Pr/2](#) - Islington Access & Movement.

Pedestrian linkages between the Mixed Use (Islington) Zone and the Mixed Use (Churchill Road) Zone should enable safe and direct access. Greater accessibility between the Mixed Use (Islington) Zone and surrounding uses is intended, providing for an integrated development and improved amenity.

The Islington Railyards have been used for intensive industrial activities for many years. This has resulted in contamination. Through development envisaged within the zone, such contamination will be identified and remediated, prior to development occurring, to achieve a healthy environment.

## **PRINCIPLES OF DEVELOPMENT CONTROL**

### **Land Use**

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

- Bulky Goods Outlet
- Community Facility
- Consulting Room
- Discount Department Store
- Institutional Facility
- Light Industry
- Motor Repair Station
- Office
- Petrol Filling Station
- Service Trade Premises
- Service Industry

Shop  
Store  
Supermarket  
Warehouse

- 2 Development should include a minimum of 15 percent of residential dwellings for affordable housing.
- 3 Residential development should not prejudice the operation of existing or future non-residential activity within the zone and adjacent industrial areas.
- 4 Residential development should only occur where it forms part of an integrated, mixed use development and it is located above non-residential uses on the same allotment.
- 5 Residential development should incorporate the installation of acoustic measures to provide an appropriate level of internal amenity.
- 6 Views from residential development should achieve an attractive outlook, taking advantage of views to the adjoining public open space.
- 7 On-site and visitor parking for upper level residential development should:
  - (a) serve users efficiently and safely;
  - (b) be designed to be integrated within the mixed use development and built form.

#### **Noise and Air Quality**

- 8 Noise sensitive development should not unreasonably interfere with the operation of surrounding non-residential uses that generate noise levels commensurate with those levels envisaged within the relevant zone.
- 9 Residential development should be designed and sited to achieve the 'satisfactory' noise levels set out in AS/NZS 2107:2000 Acoustic-Recommendation design sound levels and reverberation times for building interiors.
- 10 Use building design elements such as varying building heights, widths, articulation, setbacks and shapes to increase wind turbulence and the dispersion of air pollutants.
- 11 Development with the potential to emit harmful or nuisance-generating air pollution should incorporate air pollution control measures to prevent harm to human health or unreasonable interference with the amenity of sensitive uses within the locality.
- 12 Development should be consistent with the relevant provisions in the current *Environment Protection (Noise) Policy*.
- 13 Development listed as non-complying is generally inappropriate.

#### **Form and Character**

- 14 Development should not be undertaken unless it is consistent with the desired character for the zone.
- 15 Development should be carried out in accordance with Concept Plan [Figure Pr/1](#) – Islington Land Use & Interface in relation to:
  - (a) arrangement of land uses;
  - (b) a flexible transition of land uses to minimise impact on adjacent areas;
  - (c) active interface to streets.

- 16 Development should provide for a mixture of land uses, urban form and character.
- 17 Development that results in a predominance of a single land use should integrate with the design and function of surrounding developments.
- 18 Development should be carried out in accordance with Concept Plan [Figure Pr/2](#) - Islington Access & Movement.
- 19 Vehicle parking areas should be sited and designed in a manner that will provide the opportunity for shared use of car parking and integration of car parking areas with adjoining development, based on the consideration of the nature of activity and the likely hours of operation.
- 20 Car parking spaces should be provided at the following rates:
  - (a) for light industrial or warehouse uses:
    - (i) one car parking space for each 50 square metres or part thereof of the first 200 square metres of total floor area used for industrial or wholesaling uses;
    - (ii) one car parking space for each 75 square metres or part thereof where the total floor area exceeds 200 square metres but is less than 2000 square metres;
    - (iii) one car parking space for every 150 square metres or part thereof where the use exceeds 2000 square metres or for labour intensive industries (inclusive of the office component) 0.75 spaces for every employee, whichever provides the greater number of car parking spaces;
  - (b) one car parking space per 25 square meters of total floor area for office uses;
  - (c) five car parking spaces per 100 square metres gross leasable area for shops;
  - (d) three parking spaces per 100 square metres of gross leasable floor area for bulky goods;
  - (e) two and a half parking spaces per 100 square metres of gross leasable floor area for service trade premises; and
  - (f) a lower car parking rate may be appropriate where there is shared car parking between adjoining developments.
- 21 The bulk and scale of development should provide for the functional development of the envisaged uses.
- 22 Development abutting Churchill Road should:
  - (a) orientate the front of buildings towards the road;
  - (b) establish landscaping between the road and buildings;
  - (c) include landscaping of car parks;
  - (d) screen service areas from development and main roads.
- 23 Advertisements and advertising hoardings should not include any of the following:
  - (a) flashing or animated signs;
  - (b) bunting, streamers, flags, or wind vanes;
  - (c) roof-mounted advertisements projected above the roofline;

(d) parapet-mounted advertisements projecting above the top of the parapet.

**24** Free standing advertisements and advertising hoardings should:

- (a) be limited in number to avoid proliferation of signage along the street frontage;
- (b) located to provide clear site identification and define key access points;
- (c) incorporate coordinated tenancy signage.

### **Land Division**

**25** Land division should create allotments that vary in size and are suitable for a variety of commercial and retail activities.

### **Crime Prevention**

**26** Development should be designed to maximise surveillance of public spaces through the incorporation of clear lines of sight, appropriate lighting and the use of visible permeable barriers wherever practicable.

**27** Development should avoid pedestrian entrapment spots and movement predictors (eg routes or paths that are predictable or unchangeable and offer no choice to pedestrians).

### **Design and Appearance**

**28** The design of a building may be of a contemporary nature and exhibit an innovative style provided the overall form is sympathetic to the scale of development in the locality and with the context of its setting with regard to shape, size, materials and colour.

**29** Development should provide clearly recognisable links to adjoining areas and facilities.

**30** Buildings, landscaping, paving and signage should have a coordinated appearance that maintains and enhances the visual attractiveness of the locality.

**31** Buildings (other than ancillary buildings or group dwellings) should be designed so that their main façade faces the primary street frontage of the land on which they are situated.

**32** Where applicable, development should incorporate verandas over footpaths to enhance the quality of the pedestrian environment.

**33** Balconies should:

- (a) be integrated with the overall architectural form and detail of the building;
- (b) be sited to face predominantly north, east or west to provide solar access;
- (c) have a minimum area of 2 square metres.

### **Energy Efficiency**

**34** Development should provide for efficient solar access to buildings and open space all year around.

**35** Buildings should be sited and designed:

- (a) to ensure adequate natural light and winter sunlight is available to the main activity areas of adjacent buildings;
- (b) so that open spaces associated with the main activity areas face north for exposure to winter sun.

### *On-site Energy Generation*

- 36** Development should facilitate the efficient use of photovoltaic cells and solar hot water systems by:
- (a) taking into account overshadowing from neighbouring buildings;
  - (b) designing roof orientation and pitches to maximise exposure to direct sunlight.
- 37** Public infrastructure and lighting, should be designed to generate and use renewable energy.

### **Site Contamination**

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

### **Interface Between Land Uses**

- 39** Development should not detrimentally affect the amenity of the locality or cause unreasonable interference through any of the following:
- (a) the emission of effluent, odour, smoke, fumes, dust or other airborne pollutants;
  - (b) noise;
  - (c) vibration;
  - (d) electrical interference;
  - (e) light spill;
  - (f) glare;
  - (g) hours of operation;
  - (h) traffic impacts.
- 40** Development should be sited and designed to minimise negative impact on existing and potential future land uses considered appropriate in the locality.
- 41** Residential development adjacent to non-residential zones and land uses should be located, designed and/or sited to protect residents from potential adverse impacts from non-residential activities.
- 42** Sensitive uses likely to conflict with the continuation of lawfully existing developments and land uses considered appropriate for the zone should not be developed or should be designed to minimise negative impacts.

### **Landscaping, Fences and Walls**

- 43** Development should incorporate open space and landscaping and minimise hard paved surfaces in order to:
- (a) complement built form and reduce the visual impact of larger buildings (eg taller and broader plantings against taller and bulkier building components);
  - (b) enhance the appearance of road frontages;
  - (c) screen service yards, loading areas and outdoor storage areas;

- (d) minimise maintenance and watering requirements;
- (e) enhance and define outdoor spaces, including car parking areas;
- (f) maximise shade and shelter;
- (g) assist in climate control within and around buildings;
- (h) minimise heat absorption and reflection;
- (i) maintain privacy;
- (j) maximise stormwater re-use;
- (k) complement existing vegetation, including native vegetation;
- (l) contribute to the viability of ecosystems and species;
- (m) promote water and biodiversity conservation.

**44** Landscaping should:

- (a) include the planting of locally indigenous species where appropriate;
- (b) be oriented towards the street frontage;
- (c) result in the appropriate clearance from powerlines and other infrastructure being maintained.

**Natural Resources**

*Biodiversity and Native Vegetation*

- 45** Where native vegetation is to be removed, it should be replaced in a suitable location on the site with locally indigenous vegetation to ensure that there is not a net loss of native vegetation and biodiversity.

**PROCEDURAL MATTERS**

**Complying Development**

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

**Non-complying Development**

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

Dwelling, except where it is located about ground level and in conjunction with a consulting room, office or shop  
 Fuel Depot  
 General Industry  
 Horse Keeping  
 Horticulture  
 Intensive Animal Keeping  
 Prescribed Mining Operations  
 Residential Flat Building  
 Special Industry  
 Stock Sales Yard  
 Stock Slaughter Works  
 Waste reception, storage, treatment or disposal  
 Wrecking Yard



**Public Notification**

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

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

*Category 1*

**48** Development comprising the following or combination of:

- Bulky Goods Outlet
- Consulting Rooms
- Discount Department Store
- Office
- Petrol Filling Station
- Service Trade Premises
- Shop
- Store
- Warehouse

*Category 2*

**49** Dwelling where it is located above ground level and in conjunction with a consulting room, office or shop.

## DISTRICT CENTRE ZONE

### Introduction

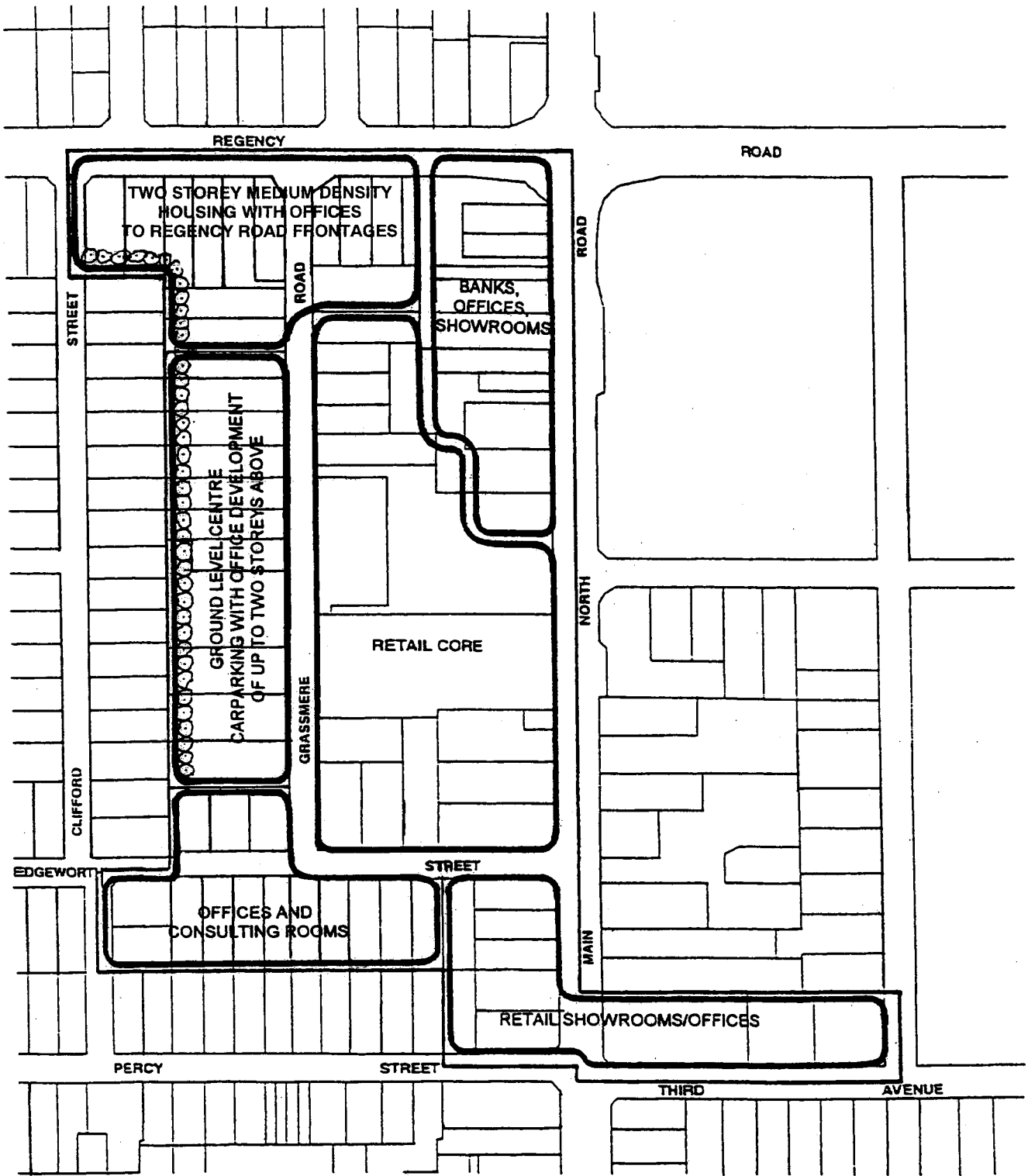
The objectives and principles of development control that follow apply in the District Centre Zone shown on [Map Pr/4](#) and [Fig DCe/1](#). They are additional to those expressed for the whole of the council area.

### OBJECTIVES

- Objective 1:** A centre that will serve as a major focus for shopping and office uses in the City of Prospect.
- Objective 2:** A centre which will complement the Enfield Sefton Park District Centre on the eastern side of Main North Road.
- Objective 3:** A centre with a core area ([Fig DCe/1](#)) comprising a concentration of retail, office and compatible related uses such as consulting rooms and clinics.
- Objective 4:** A core area with a northern section incorporating:
- (a) renovated/redeveloped shops abutting Main North Road;
  - (b) retail, office, commercial and high-density residential accommodation development up to two storeys to the rear of these shops; and
  - (c) arcades and walkways should connect this new development to Main North Road strip and the existing shopping centre development in the southern part of the core area.
- Objective 5:** A frame area comprising ground level centre car parking, with office and higher-density housing of up to two and three storeys.

### PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Future development within the southern portion of the core area should be complementary to the uses and general scale, form, character and designs of existing development. The types of development envisaged are offices and consulting rooms or speciality personal services shops (such as hairdressers) which can be accommodated in the existing dwelling buildings with minor modifications. Car parking for these uses should be at the front and at the rear, with due regard to adjoining residential uses by the provision of at least 2 metres landscaped buffer zones.
- 2 Development within the northern portion of the core area should comprise:
  - (a) strip development along Main North Road renovated or incorporated in comprehensive staged redevelopment of the northern part of this area;
  - (b) a concentration of offices and consulting rooms and specialised personal services establishments, together with car parking along the frontage to Grassmere Road. Dense landscaping buffer zones of up to 3 metres are intended between the District Centre Zone and Residential Zone adjacent.
  - (c) landscaped public squares and courtyards in the centre of the site together with undercroft and street level car parking;
  - (d) arcades and open air pedestrian links to existing retail development in the southern part of this area and provision of colonnades or verandahs along arterial roads and all pedestrian paths;
  - (e) architectural cohesive building edges up to two storeys with appropriately landscaped set-back areas varying from eight (8) metres along Regency Road to four (4) metres along Grassmere Road; and



- Zone Boundary
- ⊙⊙ Landscape Buffer

# PROSPECT (CITY) DISTRICT CENTRE CONCEPT PLAN Fig DCe/1

- (f) development consisting of high quality contemporary architecture exhibiting a predominantly commercial character along arterial roads with a more domestic character and pedestrian scale at street level and along Grassmere Road and Edgeworth Street.
- 3 The retention of existing housing stock and redevelopment for compatible uses such as offices and consulting rooms able to be incorporated into existing buildings with minimal alterations. Car parking should be located at the front and rear, with appropriate minimum 2 metres densely landscaped buffer strips along the Residential Zone adjacent and along Regency Road and Edgeworth Street.
  - 4 New residential development in the District Centre Zone should be discouraged but where existing housing stock is detrimental to the amenity of the locality, medium density residential accommodation compatible with the requirements of the adjacent Residential Zone may be appropriate.
  - 5 Development undertaken on amalgamated sites should have integrated features such as shared access points, driveway, parking areas and pedestrian connections common to adjoining sites.

### Vehicle Parking

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

## PROCEDURAL MATTERS

### Complying Development

- 7 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) A change of use to a shop, office, consulting room or any combination of these uses where all of the following are achieved:
  - (i) the area to be occupied by the proposed development is located in an existing building and is currently used as a shop, office, consulting room or any combination of these uses;
  - (ii) the building is not a State heritage place;
  - (iii) it will not involve any alterations or additions to the external appearance of a local heritage place as viewed from a public road or public space;
  - (iv) if the proposed change of use is for a shop that primarily involves the handling and sale of foodstuffs, it achieves either (A) or (B):
    - (A) all of the following:
      - (i) areas used for the storage and collection of refuse are sited at least 10 metres from any Residential Zone boundary or a dwelling (other than a dwelling directly associated with the proposed shop);
      - (ii) if the shop involves the heating and cooking of foodstuffs in a commercial kitchen and is within 30 metres of any Residential Zone boundary or a dwelling (other than a dwelling directly associated with the proposed shop), an exhaust duct and stack (chimney) exists or is capable of being installed for discharging exhaust emissions;

- (B) the development is the same or substantially the same as a development, which has previously been granted development approval under the *Development Act 1993* or any subsequent Act and Regulations, and the development is to be undertaken and operated in accordance with the conditions attached to the previously approved development;
- (v) if the change in use is for a shop with a gross leasable floor area greater than 250 square metres and has direct frontage to an arterial road, it achieves either (A) or (B):
  - (A) the primary vehicle access (being the access where the majority of vehicles access/egress the site of the proposed development) is from a road that is not an arterial road;
  - (B) the development is located on a site that operates as an integrated complex containing two or more tenancies (and which may comprise more than one building) where facilities for off-street vehicle parking, vehicle loading and unloading, and the storage and collection of refuse are shared;
- (vi) off-street vehicular parking is provided in accordance with the rate(s) specified in [Table Pr/5 - Off Street Vehicle Parking Requirements for Designated Areas](#) to the nearest whole number, except in any one 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

- 8** The following kinds of development are **non-complying** in the District Centre Zone:

General Industry  
 Light Industry with a gross leasable area of greater than 150 square metres  
 Major Public Service Depot  
 Special Industry  
 Used Car Lot

### Public Notification

- 9** The following kinds of development, are classed as **Category 1 Development** and do not require public notification:

The alteration of, or addition to, a Local Heritage Place so as to preserve the building as, or convert it to, a dwelling, or the resumption of use of such a building

- 10** The following kinds of development are **Category 2 Development** for the purposes of public notification:

The demolition of a Local Heritage Place

## NEIGHBOURHOOD CENTRE ZONE

### Introduction

The Objectives and Principles of Development Control that follow apply in the Neighbourhood Centre Zone shown on [Maps Pr/5 and 7](#) and [Figures NCe/2 and 3](#).

### OBJECTIVES

- Objective 1:** A zone accommodating a centre providing a range of facilities to meet the shopping, community, business, and recreational needs of the surrounding neighbourhood.
- Objective 2:** A centre that provides the main focus of business and community life outside a district centre, and provides for the more frequent and regularly recurring needs of a community.
- Objective 3:** Medium to high-density residential development and development containing a variety of residential and non-residential uses that do not impair the amenity or character of the zone or prejudice the operation of existing or future retail activity within the zone.

### PRINCIPLES OF DEVELOPMENT CONTROL

#### Use of Land

- 1 The following kinds of development are considered appropriate in the neighbourhood centre:
  - Bank
  - Child Care Facility
  - Club/Meeting Hall
  - Commercial Development
  - Consulting Room
  - Hotel
  - Library
  - Local Health Centre
  - Office (to serve nearby residents)
  - Place of Worship
  - Playing Field
  - Pre-School
  - Primary School
  - Recreation Area
  - Restaurant
  - Service Station
  - Shop
  - Supermarket.
- 2 Development listed as non-complying in the Neighbourhood Centre Zone is considered inappropriate, is not envisaged, and should not be undertaken.
- 3 Development should be compatible with the desired future character identified in the relevant Policy Area.
- 4 Development should generally incorporate ground level non-residential uses such as small shops and restaurants which create activity in the street.
- 5 Dwellings may be incorporated within development where:
  - (a) attainment of the primary objectives for the zone is not prejudiced;
  - (b) the dwellings are developed in association with, and are located above, non-residential land uses;

- (c) one covered, secured car parking space is available for the exclusive use of each dwelling.
- 6 Shopping facilities in the zone should provide mainly convenience goods to service the day-to-day needs of the neighbourhood, but may include a limited range of more frequently required comparison goods.
  - 7 A supermarket should be the highest level of retail representation located in a neighbourhood centre.

### **Built Form and Character**

- 8 Development should contribute to the creation of cohesive and attractive townscapes fronting all adjoining roads by well designed public spaces and parking areas, sensitive massing, design and siting of buildings, high standards of architectural design, construction material and finishes and well designed and cohesive outdoor advertising.
- 9 Development on sites adjacent to heritage buildings should be located, designed and landscaped to be sympathetic to the character of such buildings and ensure that they remain prominent in the townscape.
- 10 New buildings with a frontage to arterial roads should generally be erected on the street alignment although in some instances minor set-backs may be allowed if the set-back area is to accommodate landscaping and associated verandah or pergola treatments.
- 11 Development on corner sites should create prominent buildings, should address both primary street frontages and the side streets and reinforce the traditional street grid pattern and the character of the zone.
- 12 The use of architectural elements such as return verandahs, towers, belfries and bay windows may be appropriate on prominent corners.

### **Vehicle Parking**

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

## **PROCEDURAL MATTERS**

### **Complying Development**

- 14 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) A change of use to a shop, office, consulting room or any combination of these uses where all of the following are achieved:
  - (i) the area to be occupied by the proposed development is located in an existing building and is currently used as a shop, office, consulting room or any combination of these uses
  - (ii) the building is not a State heritage place
  - (iii) it will not involve any alterations or additions to the external appearance of a local heritage place as viewed from a public road or public space
  - (iv) if the proposed change of use is for a shop that primarily involves the handling and sale of foodstuffs, it achieves either (A) or (B):

- (A) all of the following:
  - (i) areas used for the storage and collection of refuse are sited at least 10 metres from any Residential Zone boundary or a dwelling (other than a dwelling directly associated with the proposed shop)
  - (ii) if the shop involves the heating and cooking of foodstuffs in a commercial kitchen and is within 30 metres of any Residential Zone boundary or a dwelling (other than a dwelling directly associated with the proposed shop), an exhaust duct and stack (chimney) exists or is capable of being installed for discharging exhaust emissions
- (B) the development is the same or substantially the same as a development, which has previously been granted development approval under the *Development Act 1993* or any subsequent Act and Regulations, and the development is to be undertaken and operated in accordance with the conditions attached to the previously approved development
- (v) if the change in use is for a shop with a gross leasable floor area greater than 250 square metres and has direct frontage to an arterial road, it achieves either (A) or (B):
  - (A) the primary vehicle access (being the access where the majority of vehicles access/egress the site of the proposed development) is from a road that is not an arterial road
  - (B) the development is located on a site that operates as an integrated complex containing two or more tenancies (and which may comprise more than one building) where facilities for off-street vehicle parking, vehicle loading and unloading, and the storage and collection of refuse are shared
- (vi) off-street vehicular parking is provided in accordance with the rate(s) specified in [Table Pr/5 - Off Street Vehicle Parking Requirements for Designated Areas](#) to the nearest whole number, except in any one 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

- 15** The following kinds of development are considered inappropriate and are **non-complying** in the Neighbourhood Centre Zone unless it provides for an addition to an existing use on land currently accommodating that use:

Builder's Yard  
 Crash Repair Workshop  
 Electricity Substation  
 General Industry  
 Hospital  
 Light Industry with a gross leasable area greater than 150 square metres  
 Major Public Service Depot



Motor Repair Station  
 Motor Showroom  
 Road Transport Terminal  
 Special Industry  
 Store  
 Timber Yard  
 Used Car Lot  
 Warehouse  
 Waste Reception, Storage, Treatment or Disposal  
 Wrecker's Yard

### Public notification

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

**16** In addition, the following kinds of development are designated as **Category 1**:

The alteration of, or addition to, a Local Heritage Place so as to preserve the building as, or convert it to, a dwelling, or the resumption of use of such a building.

**17** In addition, the following kinds of development are designated as **Category 2**:

The demolition of a Local Heritage Place.

## Collinswood Policy Area – NCe2

### Desired Future Character

The Desired Character of the Policy Area is of a lively Neighbourhood Centre accommodating a range of retail activities within the western portion of the Policy Area (bound by Cassie and Redmond Streets) and a mix of community uses and offices within the eastern portion of the zone (bounded by Cassie and Harvey Streets).

Redevelopment is undertaken to integrate and improve the present shopping environment by:

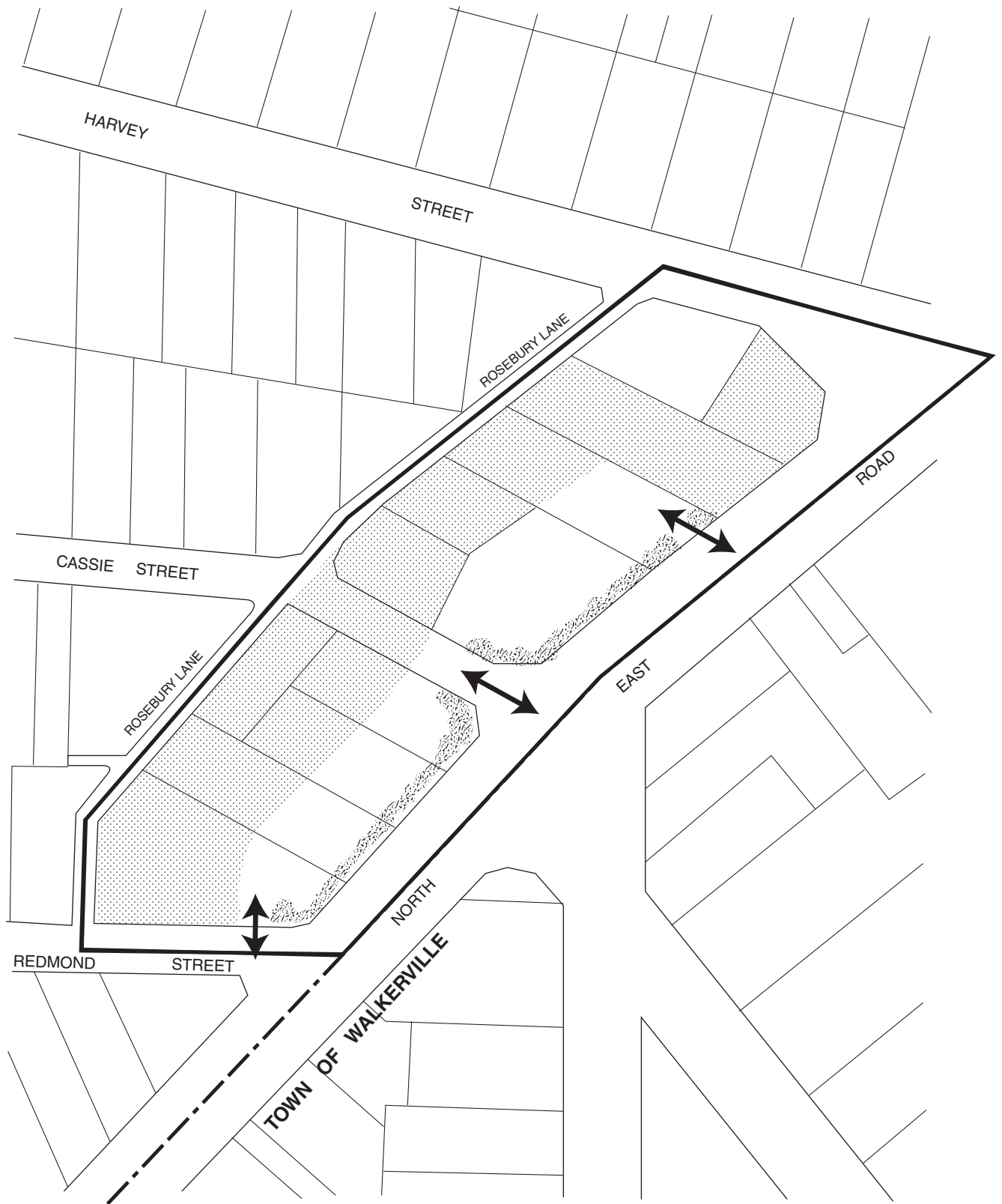
- (a) improving the exposure of land uses to North East Road by improving and consolidating signage;
- (b) redevelop inactive building elevations by building treatments and the encouragement of ground level non-residential uses such as small shops and restaurants which create activity in the street; and
- (c) rationalising access points where possible.

### PRINCIPLES OF DEVELOPMENT CONTROL

**1** Development undertaken in the centre should conform with [Fig NCe/2](#).

**2** Development should conform to the following principles:






- (a) Buildings should generally be located:
  - (i) close to North East Road in the eastern portion of the policy area, north east of Cassie Street; or
  - (ii) be set-back from the road to accommodate landscaped car parks with trees and shrubs in the western portion of the policy area. The site interface with North East Road should be delineated with an on-site row of medium-to-tall- growing canopy trees. These trees should be clean trunked in order to permit surveillance and to give premises the necessary visual exposure to passing trade.



0metres 30 60

**PROSPECT (CITY)  
NEIGHBOURHOOD CENTRE  
COLLINSWOOD  
CONCEPT PLAN  
Fig NCe/2**

Consolidated - 13 February 2018

-  Landscape Buffer
-  Preferred Building Envelope
-  Preferred Access Point
-  Zone Boundary
-  Development Plan Boundary

- (b) Those buildings abutting North East Road should be up to three storeys. Those towards the rear of the site adjacent to the Residential Zone should not exceed two storeys.
- (c) Development should be contemporary in design and provide pedestrian shelter and amenity through the use of verandahs, awnings, balconies, shade trees, planter boxes and attractive paving and seating.
- (d) The upper storeys of any development should be designed to take advantage of views to Mount Lofty.

## Hampstead Policy Area – NCe3

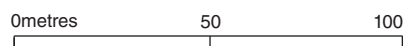
### Desired Future Character





The Desired Character of the Policy Area is an area which provides an intimate shopping precinct characterised by a sense of refuge from the noise and bustle of North East Road. The Policy Area accommodates retail facilities, medium density housing and a hotel of art deco design which is a landmark building of local historical interest with a rear parking area softened with landscaping incorporating outdoor eating facilities.

Development presents a consistent building form along North East Road in terms of building setback and design. Land is amalgamated over time to provide opportunities for integrated development with shared access points, driveways, parking areas and pedestrian connections common to adjoining sites.

### PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development undertaken in the Policy Area should conform with [Fig NCe/3](#).
- 2 Development should conform to the following principles:
  - (a) The buildings should be limited to two storeys at the northern boundary (adjacent to the residential zone) and three storeys fronting North East Road.
  - (b) Development should be contemporary in design and provide pedestrian shelter and amenity through the use of verandahs, awnings, balconies, shade trees, planter boxes and attractive paving and seating.
  - (c) Development should present a consistent built form along North East Road in regard to building set-back and design.
  - (d) Development is desired on amalgamated sites and with integrated features such as shared access points, driveways, parking areas and pedestrian connections common to adjoining sites.
  - (e) Development integrating undercroft parking facilities is encouraged within the Policy Area.
  - (f) Development should ensure the heritage value, integrity and character of the existing hotel is preserved;
  - (g) Development adjoining the Residential Zone should be complementary to any adjoining residential development by careful composition and articulation of facades, use of elements such as colonnades, verandahs and awnings, and landscaping incorporating tall-growing trees.



-  Preferred Building Envelope
-  Preferred Access Point
-  Zone Boundary
-  Development Plan Boundary

**PROSPECT (CITY)**  
**NEIGHBOURHOOD CENTRE**  
**HAMPSTEAD**  
**CONCEPT PLAN**  
**Fig NCe/3**

## URBAN CORRIDOR ZONE

### Introduction

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

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

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

### OBJECTIVES

- Objective 1:** A mixed use zone accommodating a range of compatible non- residential and medium and high density residential land uses orientated towards a high frequency public transport corridor.
- Objective 2:** Integrated, mixed use, medium and high rise buildings with ground floor uses that create active vibrant, and visually appealing streetscapes incorporating high levels of amenity.
- Objective 3:** A mix of land uses that enable people to work, shop and access a range of services close to home.
- Objective 4:** Adaptable and sustainable building designs that can accommodate changes in land use and respond to changing economic, social and environmental conditions.
- Objective 5:** Amalgamation of sites including adjacent sites that may or may not have main road frontage, are encouraged to provide better design outcomes accommodate envisaged development, design flexibility, diverse building types, landscaping private open space and dwelling sizes.
- Objective 6** A built form that provides a transition down in scale and intensity at the zone boundary to maintain the amenity of residential properties located within adjoining zones.
- Objective 7:** Noise and air quality impacts mitigated through appropriate building design and orientation.
- Objective 8:** Development that contributes to the desired character of the zone.

### DESIRED CHARACTER

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

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

Issues of paramount importance to the Prospect community are:

- (a) design and appearance;

- (b) bulk, height and scale;
- (c) material quality and durability;
- (d) overlooking and preservation of adjacent privacy/amenity;
- (e) landscaping.

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

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

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

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

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

## PRINCIPLES OF DEVELOPMENT CONTROL

### Land Use

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

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

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

### Form and Character

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

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

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

### Design and Appearance

- 8 Overlooking should be prevented within an area of 45 metres and minimised beyond 45 metres, as measured from the site property boundary.



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

**P** Kiss 'n' Ride Associated with Islington Rail Station

**↔** Preferred Access Point

**T** Train Station

**.....** Cycle and Pedestrian Links

**————** Boulevard Policy Area Boundary

**- - - -** Development Plan Boundary

**—** Landscaping

**—** Open Space (Indicative only)



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





**4-5** Minimum - Maximum Building Height (Storeys)

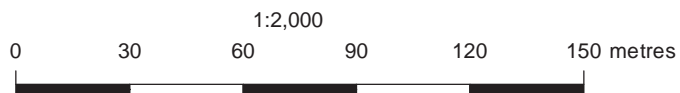
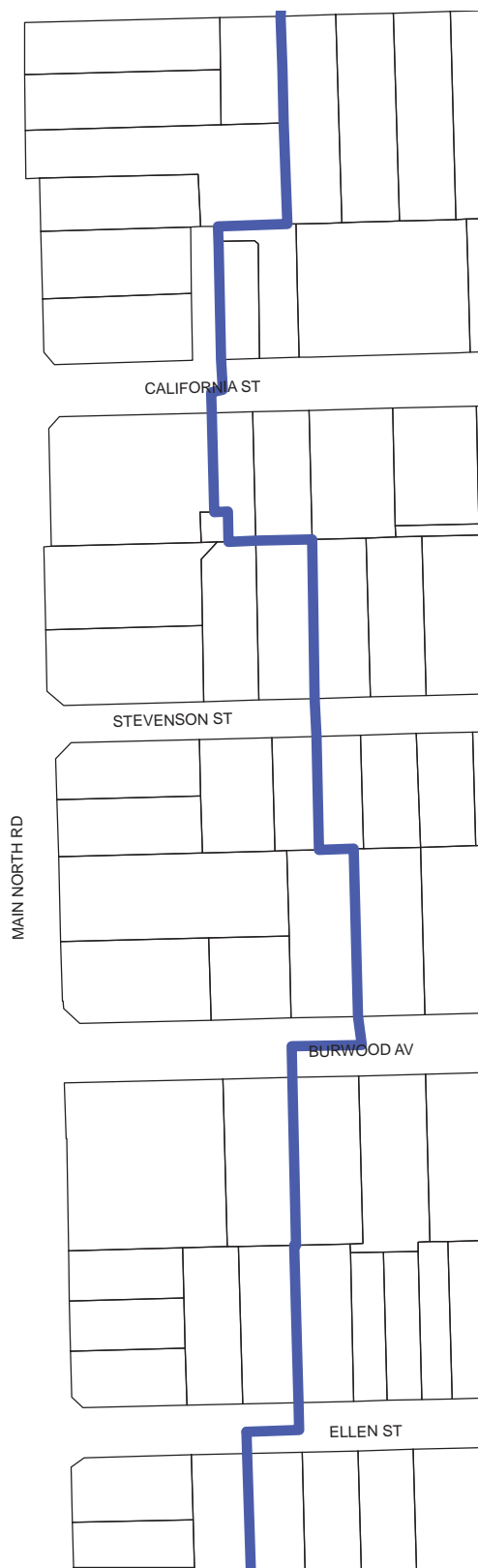
--- No Minimum Front Setback

— Business Policy Area Boundary

- - - Development Plan Boundary

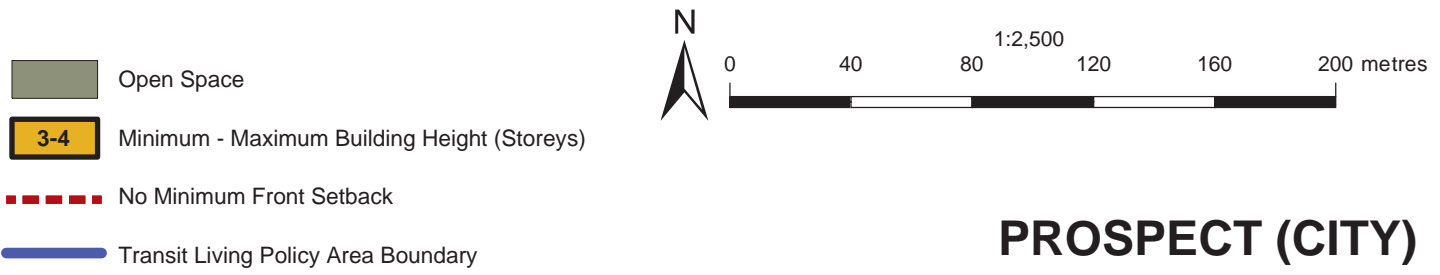


# PROSPECT (CITY) MAIN NORTH ROAD Concept Plan Fig UrC/2



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

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



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

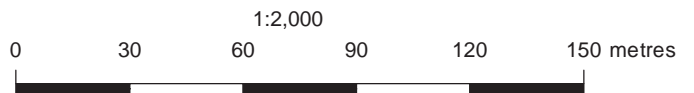


- 4-5 Minimum - Maximum Building Height (Storeys)
- Business Policy Area Boundary
- Development Plan Boundary

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



- Open Space
- 3-5 Minimum - Maximum Building Height (Storeys)
- No Minimum Front Setback
- Boulevard Policy Area Boundary
- Development Plan Boundary



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

- 9 To provide visual privacy to habitable rooms and private open space of dwellings in lower density residential **and** historical (conservation) zones, views (from windows, balconies, roof terraces and the like) should be restricted to 1.7 metres above finished floor levels, through the use of screening devices that are integrated into the building design and have minimal negative effect on resident's or neighbour's amenity.
- 10 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.
- 11 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.
- 12 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.
- 13 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*

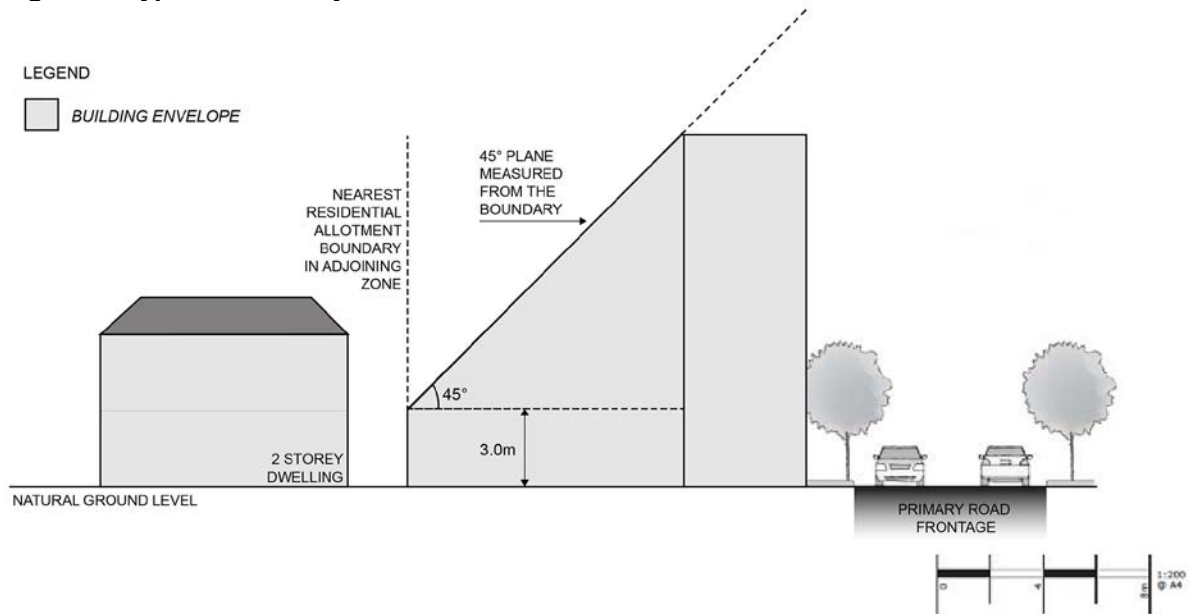
- 14 Except where airport building height restrictions prevail, the interface height provisions require a lesser height, or an alternative maximum building height is shown on Concept Plan [Figures UrC/1 to 6](#), building heights (excluding any rooftop mechanical plant, equipment or roof top garden)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

- 15 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**



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

- 17 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.

- 18 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

- 19 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 where not on a zone boundary	Minimum setback from allotment boundary where on a zone boundary	Minimum setback from side boundary where not on a street or zone boundary)*
Boulevard, High Street, Transit Living, and Business	3 metres	3 metres if the closest portion of building when viewed from the boundary is distinctly 2 storeys or less. 6 metres in all other cases	Irrespective of height, no minimum on boundary, within 18 metres from the front property boundary. No minimum for remaining length for the ground level only. More than 18 metres from the front property boundary, 1st 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.

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

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



## Vehicle Parking

- 21 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

- 22 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

- 23 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

- 24** 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

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

#### Category 1

Advertisement  
 Aged persons accommodation  
 All forms of development that are ancillary and in association with residential development

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

### Category 2

All forms of development not listed as Category 1

Any development listed as Category 1 and located on adjacent land to a residential zone or Historic (Conservation) Zone that:

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

## Boulevard Policy Area

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

### OBJECTIVES

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

### DESIRED CHARACTER

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

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

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

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

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

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

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

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

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

### **Mixed Use Churchill Area**

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

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

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

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

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

Where buildings are set back from Churchill and Regency Roads, landscaping will contribute to a pleasant pedestrian environment and provide an attractive transition between the public and private realms. Front fencing will be kept low and/or visually permeable, or shall be well-articulated with appropriate 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 centers, consulting rooms and medium-to-high density residential development, to create a destination that attracts people for a variety of reasons. Uses that generate a high frequency of pedestrian activity and activate the street, such as shops and restaurants, will be located on the ground floor, with offices, apartment-style residential development, or both, located on upper floors overlooking the street. The mix of complementary land uses will extend activities beyond normal working hours to enhance the area's vibrancy.

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

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

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

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

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

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

## **PRINCIPLES OF DEVELOPMENT CONTROL**

### **Land Use**

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

### **Form and Character**

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



## Transit Living Policy Area

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

### OBJECTIVES

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

### DESIRED CHARACTER

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

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

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

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

### Prospect Estate Reserve Area

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

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

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

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



## PRINCIPLES OF DEVELOPMENT CONTROL

### Land Use

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

### Form and Character

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

## Business Policy Area

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

### OBJECTIVES

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

### DESIRED CHARACTER

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

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

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

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

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

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

### **Nottage Terrace Intersection**

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

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

### **Prospect Oval Area**

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

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

## **PRINCIPLES OF DEVELOPMENT CONTROL**

### **Land Use**

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

**Form and Character**

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

## COMMERCIAL ZONE

### Introduction

The Objectives and Principles of Development Control that follow apply in the Commercial Zone shown on [Maps Pr/3 to 7](#).

### OBJECTIVES

- Objective 1:** A zone accommodating a range of commercial activities including warehousing, wholesaling, storage, administrative and professional offices, distribution, service activities, motor vehicle related businesses and outdoor displays and service trade premises.
- Objective 2:** Small-scale retail areas or showrooms associated with commercial activities.
- Objective 3:** A zone where under-developed or under-utilised sites, and sites occupied by uses that impair the character and amenity of adjoining residential zones, are progressively redeveloped for higher quality more appropriate uses.
- Objective 4:** Outdoor advertising displays which are designed to provide clearly visible property and business identification without dominating the appearance of the site upon which it is located or the streetscape.

### PRINCIPLES OF DEVELOPMENT CONTROL

#### Use of Land

- 1 The following kinds of development are considered appropriate in the Commercial Zone:
  - Bulky Goods Outlet
  - Office
  - Outdoor Display
  - Petrol Filling Station
  - Service Trade Premises
  - Store
  - Warehousing
- 2 Bulky goods outlets and service trade premises should have a gross leasable floor area of greater than 500 square metres.
- 3 Development listed as non-complying in the Commercial Zone is considered inappropriate, is not envisaged and should not be undertaken.
- 4 Consulting rooms should not exceed a gross leasable floor area of 250 square metres.
- 5 Offices should not exceed a gross leasable floor area of 250 Square metres unless it is ancillary to a commercial activity
- 6 Stores and warehouses should generally not exceed a floor area of 450 square metres.

#### Built Form and Character

- 7 Structures for plant and equipment that are located on the roofs of buildings should:
  - (a) form an integral part of the building design in relation to external finishes, shape and colours; or
  - (b) be appropriately screened.

- 8 Development may be appropriate up to four storeys in the immediate vicinity of the ABC building provided that privacy, amenity and solar energy impacts on adjoining residential land is not unreasonable.

#### **Non-complying development**

- 9 The following kinds of developments are considered inappropriate and are **non-complying** in the Commercial Zone unless it provides for an addition to an existing use on land currently accommodating that use:

Detached Dwelling  
Educational Establishment  
General Industry  
Light Industry with a gross leasable area greater than 150 square metres  
Row Dwelling  
Semi-Detached Dwelling  
Shop or Group of Shops with a gross leasable floor area greater than 250 square metres  
Special Industry  
Used Car Lot

#### **Public Notification**

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

- 10 In addition, the following kinds of development are designated as **Category 1**:

The alteration of, or addition to, a Local Heritage Place so as to preserve the building as, or convert it to, a dwelling, or the resumption of use of such a building

- 11 In addition, the following kind of development is designated as **Category 2**:

The demolition of a Local Heritage Place

## LIGHT INDUSTRY ZONE

### Introduction

The objective and principles of development control that follow apply in the Light Industry Zone shown in [Map Pr/3](#). They are additional to those expressed for the whole of the council area.

### OBJECTIVE

**Objective 1:** A zone accommodating low nuisance and low traffic-generating light industrial land uses.

### PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development undertaken in the zone to the north-west of the junction of Regency and Churchill Roads should be, primarily, light manufacturing, fabricating, storage and ancillary office activities and marshalling yards relating to the railway line.
- 2 Development undertaken in the zone should not create levels of noise, smoke, smell, dust or other nuisance or generate traffic which would be detrimental to the character and amenity of adjoining residential development in residential zones to the east and south.
- 3 Development undertaken on amalgamated sites should have integrated features such as shared access points, driveways, parking areas and pedestrian connections common to adjoining sites.
- 4 The following kinds of development are **non-complying** in the Light Industry Zone:

Amusement Centre  
 Amusement Park  
 Bank  
 Billiard Saloon  
 Boarding House  
 Community Centre  
 Concert Hall  
 Consulting Room  
 Dance Hall  
 Detached Dwelling  
 Educational Establishment  
 Exhibition Hall  
 Hospital  
 Hotel  
 Meeting Hall  
 Motel  
 Motor Race Track  
 Motor Showroom  
 Multiple Dwelling  
 Non-residential Club  
 Office and Dwelling  
 Primary School  
 Private Hotel  
 Radio or TV Station  
 Refuse Destructor  
 Residential Club  
 Residential Flat Building  
 Row Dwelling  
 Semi-detached Dwelling  
 Service Industry  
 Shop  
 Shop and Dwelling  
 Special Industry  
 Theatre

Timber Yard  
Waste Transfer Depot

**Public Notification**

- 5** The following kinds of development, are classed as **Category 1 Development** and do not require public notification:

The alteration of, or addition to, a Local Heritage Place so as to preserve the building as, or convert it to, a dwelling, or the resumption of use of such a building

- 6** The following kinds of development are **Category 2 Development** for the purposes of public notification:

The demolition of a Local Heritage Place

## SPECIAL USES ZONE

### Introduction

The objective and principles of development control that follow apply in the Special Uses Zone shown on [Map Pr/7](#). They are additional to those expressed for the whole of the council area.

### OBJECTIVE

**Objective 1:** A zone accommodating special public and private activities of an institutional or open character.

### PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development in the Special Uses Zone should be special public and private activities of an institutional or open character.
- 2 The following kinds of development are **complying** in the Special Uses Zone subject to compliance with conditions comprising, where applicable:
  - (a) the conditions prescribed in [Table Pr/1](#); and
  - (b) no building being erected, added to or altered on any land so that any portion of such building will be erected, added to or altered nearer than eight metres to the existing boundary of any road, or to the boundary of any land shown as being required for road widening on the Plan deposited under the provisions of the Metropolitan Adelaide Road Widening Plan Act, 1972-1976:

Agistment and Holding of Stock  
 Agriculture  
 Airfield  
 Caravan Park  
 Cemetery  
 Crematorium  
 Golf Course  
 Plant Nursery  
 Recreation Area  
 Stock Salesyard

- 3 The following kinds of development are **non-complying** in the Special Uses Zone:

Abattoir  
 Amusement Hall  
 Auction Room  
 Bank  
 Billiard Saloon  
 Boarding House  
 Bowling Alley  
 Builder's Yard  
 Bus Depot  
 Bus Station  
 Community Centre  
 Concert Hall  
 Consulting Room  
 Dance Hall  
 Detached Dwelling  
 Exhibition Hall  
 Fire Station  
 General Industry  
 Gymnasium  
 Harbour Installation  
 Health Centre



Hotel  
 Library  
 Light Industry  
 Meeting Hall  
 Motel  
 Motor Repair Station  
 Motor Showroom  
 Multiple Dwelling  
 Non-residential Club  
 Office  
 Office and Dwelling  
 Petrol Filling Station  
 Place of Worship  
 Police Station  
 Post Office  
 Primary School  
 Private Hotel  
 Radio or TV Studio  
 Refuse Destructor  
 Residential Club  
 Residential Flat Building  
 Road Transport Terminal  
 Row Dwelling  
 Semi-detached Dwelling  
 Service Industry  
 Shop  
 Shop and Dwelling  
 Skating Rink  
 Special Industry  
 Squash Court  
 Store  
 Theatre  
 Timber Yard  
 Used Car Lot  
 Warehouse

#### **Public Notification**

- 4** The following kinds of development, are classed as **Category 1 Development** and do not require public notification:

The alteration of, or addition to, a Local Heritage Place so as to preserve the building as, or convert it to, a dwelling, or the resumption of use of such a building

- 5** The following kinds of development are **Category 2 Development** for the purposes of public notification:

The demolition of a Local Heritage Place

TABLE Pr/1

## Local Heritage Places (Built Heritage)

Property Address	Description and/or Extent of Listed Place	Lot No. or Part Sec	Plan No.	Certificate of Title	Section 23(4) Criteria	Heritage NR	Prospect Heritage NR
84 Galway Ave BROADVIEW	Church; External form, materials and detailing of the 1926-39 church building, including roof form, face red brick front elevation with strapped gable ends and front porch. Any later additions and alterations are excluded from the listing.	A40 A39	F111448 F111447	CT 5801/990 CT 5801/991	a c d	27025	BRO:200
29-31 Cassie Street COLLINSWOOD	Attached cottages; Roof form and chimneys. North wall including verandah and posts. West and east walls, to start of lean-to.			CT 5838/621	a d	3113	COL:001
109 North East Road COLLINSWOOD	Two storey dwelling; Roof form and chimneys. East wall. Rendered masonry piers on boundary.			CT 5568/998	a d	3153	COL:002
143 North East Road COLLINSWOOD	Hotel Hampstead; Façade wall to Main North East Road and to Hampstead Road, including the parapet and lettering to end of visible brick parapet.			CT 5410/729	c d f	3154	COL:003
2 Salisbury Terrace COLLINSWOOD	House, former - Rathmines; House front and side facades, tower, roof, chimneys			CT 5737/250	d e	3180	PRO:109
6 Salisbury Tce COLLINSWOOD	Dwelling; External form, materials and detailing of the 1915 residence, including roof and chimneys, strapped gable ends and masonry walls. Any later additions and alterations are excluded from the listing.	A42	F110950	CT 5807/125	a d	27066	COL:203
16 Salisbury Terrace COLLINSWOOD	Dwelling and Outbuilding ; Roof and chimneys. South, east and west walls. Verandahs and balconies.			CT 5365/371	a d	3181	COL:004
22 Salisbury Terrace COLLINSWOOD	Dwelling and Outbuilding; Roof and chimneys. South, east and west walls. Verandahs and balconies.			CT 5201/348	a d	3182	COL:005
22 Braund Road FITZROY	Dwelling; Roof and Chimneys. Fence including masonry piers and finials, cast iron panels. North wall to projecting rendered section. East wall and verandah. South wall to end of old stone wall.			CT 5177/460	a b	3105	FIT:001

Property Address	Description and/or Extent of Listed Place	Lot No. or Part Sec	Plan No.	Certificate of Title	Section 23(4) Criteria	Heritage NR	Prospect Heritage NR
26 Elderslie Ave FITZROY	Dwelling; External form, materials and detailing of the 1934 residence, including roof form and chimneys, rendered walls with prominent gables and entrance porch. Any later additions and alterations are excluded from the listing.	A24	D3067	CT 5979/491	a d	27022	FIT:201
9 Fitzroy Terrace FITZROY	Dwelling; External form, materials and detailing of the c1885 house, including roof and chimneys, verandah, prominent bay window with decorative mouldings. Any later additions and alterations are excluded from the listing.	A10	F100829	CT 5101/227	a d	27024	FIT:203
11 Fitzroy Terrace FITZROY	Dwelling; Roof and chimneys. South and west walls			CT 5414/182	a b d e	3133	FIT:204
13 Fitzroy Terrace FITZROY	House, St George's Nursing Home, former 'Ashley'; House facades, roof, verandah, chimneys, front fence			CT 5409/822	a d	3135	PRO:107
14 Fitzroy Terrace FITZROY	House 'Carlton House'; House facades, roof, verandahs, balconies, porch, chimneys, part front fence			CT 5750/257	a d	3136	FIT:005
17 Fitzroy Terrace FITZROY	Dwelling ; Roof and chimneys. South walls and verandahs. Fence including base, piers and cast iron panels.			CT 5289/100	a b	3134	PRO:105
28 Martin Ave FITZROY	Dwelling; External form, materials and detailing of the 1955 - 6 residence, including face stone walls with projecting vertical sections, expansive glazing, wrought iron balustrading and carport form. Any later additions and alterations are excluded from the listing.	A54	D3693	CT 5741/499	a d	27032	FIT:202
2 Prospect Rd FITZROY	Dwelling; External form, materials and detailing of the 1884 house, including roof and verandah form, face bluestone and masonry walls and moulded rendered window and door dressings. Any later additions and alterations are excluded from the listing.	A8	D14097	CT 5968/566	a d	27034	FIT:203

Property Address	Description and/or Extent of Listed Place	Lot No. or Part Sec	Plan No.	Certificate of Title	Section 23(4) Criteria	Heritage NR	Prospect Heritage NR
4 Prospect Rd FITZROY	Dwelling; External form, materials and detailing of the 1884 house, including roof and verandah form, face bluestone and masonry walls and moulded rendered window and door dressings. Any later additions and alterations are excluded from the listing.	A5	D14096	CT 5423/147	a d	27035	FIT:204
12 and 14 Prospect Rd FITZROY	Attached Dwellings and Front Fence; External form, materials and detailing of the pair of semi-detached houses, including roof and chimneys, verandah, stone and masonry walls and masonry and cast iron fence. Any later additions and alterations are excluded from the listing.	A81 A80	F109147 F109146	CT 5272/493 CT 5545/11	a d	27036	FIT:205
16 Prospect Rd FITZROY	Dwelling; External form, materials and detailing of the 1938 residence, including tiled roof, rendered masonry walls and verandah and balcony with square pillars. Any later additions and alterations are excluded from the listing.	A67	F3387	CT 5506/526	a d	27038	FIT:206
24 Prospect Road FITZROY	Two storey dwelling; Roof and chimneys. East wall with verandahs. North wall to end of stonework. South wall to end of original building. Fence to Prospect Road and Methuen Street including base, piers, cast iron panels and gates.			CT 5155/101	b c d e	3158	FIT:006
2 Whinham Street FITZROY	Dwelling; Roof. North wall and verandah (including masonry wall). East wall to end of stonework.			CT 5194/142	a b	3186	FIT:007
8 Whinham Street FITZROY	Dwelling ; Roof and chimneys. South wall, verandah and balustrade. Wall to street boundary with strap metal fencing and gates. East wall excluding carport.			CT 5579/316	a b	3187	FIT:008
2-12 Balfour Street NAILSWORTH	Nailsworth Primary School; Roof and chimneys and ventilators. South wall including single storey wing to west. East and west walls.			CT 2671/134	c d f	3101	NAI:001

Property Address	Description and/or Extent of Listed Place	Lot No. or Part Sec	Plan No.	Certificate of Title	Section 23(4) Criteria	Heritage NR	Prospect Heritage NR
2A Burwood Street NAILSWORTH	Salvation Army Hall; Roof and chimneys and ventilators. South wall to end of rendered section. East and west walls to end of original building.			CT 5650/212 CT 5650/236	a c	3110	NAI:002
40 D'Erlanger Ave NAILSWORTH	Church; External form, materials and detailing of the 1928 church building, including roof form (but not cladding) and face red brick walls with front entrance porch. Any later additions and alterations are excluded from the listing.	A2	D2536	CT 5782/241	a c d	27021	NAI:201
1 Thomas Street NAILSWORTH	Prospect Public Library, former school; Roof. Library: west, north and east walls with timber entrance porches. Cottage: roof and west wall. Gallery: roof and west and south walls including verandah.			CT 2761/134	c f	3184	NAI:003
7 Churchill Road OVINGHAM	Ovingham Uniting Church; Roof and ventilators. West wall including steps to building. North and south walls to end of bluestone.			CT 5201/484	a c	3114	OVI:001
11-13 Toronto St OVINGHAM	Dwellings; External form, materials and detailing of the 1881 attached residences, including roof and chimneys, stone and brick walls and steps to verandah. Any later additions and alterations are excluded from the listing.	A2 A2	F110089 F110089	CT 5197/957 CT 5198/130	a d	26992	OVI:201
15 Toronto St OVINGHAM	Dwelling; External form, materials and detailing of the 1882 residence, including roof and chimneys and stone and brick walls. Any later additions and alterations are excluded from the listing.	A32	F109098	CT 5543/822	a d	26993	OVI:202
42 Alexandra Street PROSPECT	Former Shop and Dwelling; Roof and chimneys. South wall (including chamfer) and verandah. East and west wall to end of stonework.			CT 5608/360	a c d	3097	PRO:001
10 Alpha Road PROSPECT	Wingfield House; House facades, roof, chimneys			CT 5181/515	d e	3098	PRO:100

Property Address	Description and/or Extent of Listed Place	Lot No. or Part Sec	Plan No.	Certificate of Title	Section 23(4) Criteria	Heritage NR	Prospect Heritage NR
20 Alpha Road PROSPECT	Kiandra nursing home; The Alpha Road view of the external form, materials and detailing of the c. 1901 house including bluestone walls, roof forms, gables, chimneys and verandahs. Later additions and alterations are excluded from the listing	A17	F108261	CT 5196/389	a c d e	26988	PRO:200
1 Argyle Street PROSPECT	Dwelling; Roof form not cladding. Façade wall and verandah. Left hand side wall and right hand side wall to end of stonework. Fence to front boundary.			CT 5246/98	a b	3099	PRO:002
13 Argyle St PROSPECT	House; External form, materials and detailing, including the roof form and stone walls. Later additions and alterations are excluded from the listing.	A17	F109282	CT 5558/181	a d	27002	PRO:201
17 Argyle Street PROSPECT	Dwelling; Roof form not cladding. Front wall and verandah. Left hand side wall (excluding carport) and right hand side wall to end of stonework.			CT 5378/46	a b	3100	PRO:003
2 Ballville St PROSPECT	Former Rectory; External form, materials and detailing, including roof and verandah form, chimneys, stone and brick walls and strapped gables. Later additions and alterations are excluded.	A36	F109501	CT 5798/277	a	27010	PRO:202
77 Ballville St PROSPECT	Telephone Exchange; External form, materials and detailing including face brick walls, parapets and gables.			CT 5822/869	a	27019	PRO:203
8-14 Barker Road PROSPECT	Church of the Holy Rosary; Facades, roof, tower			CT 1232/44	c d f	3102	PRO:119
1 Beatrice St PROSPECT	House; External form, materials and detailing including roof and verandah form, stone and brick walls, and strapped gables.	A95	F108782	CT 5495/259	a d	27027	PRO:204
3 Beatrice St PROSPECT	House; External form, materials and detailing including roof and verandah form, stone and brick walls, and strapped gables.	A94	F108781	CT 5309/836	a d	27037	PRO:205
5 Beatrice St PROSPECT	House; External form, materials and detailing including roof and verandah form, stone and brick walls, and strapped gables. Later additions and alterations are excluded from the listing.	A93	F108780	CT 2305/60	a d	27047	PRO:206

Property Address	Description and/or Extent of Listed Place	Lot No. or Part Sec	Plan No.	Certificate of Title	Section 23(4) Criteria	Heritage NR	Prospect Heritage NR
7 Beatrice St PROSPECT	House; External form, materials and detailing including roof and verandah form, stone and brick walls, and strapped gables. Later additions and alterations are excluded from the listing.	A92	F108779	CT 5361/539	a d	27053	PRO:207
9 Beatrice St PROSPECT	House; External form, materials and detailing including roof and verandah form, stone and brick walls, and strapped gables. Later additions and alterations are excluded from the listing.	A91	F108778	CT 5374/252	a d	27062	PRO:208
3 Bradford St PROSPECT	House; External form, materials and detailing including roof form and chimney, and verandah form. Later additions and alterations are excluded from the listing.	A12	F109277	CT 5538/748	a d	26990	PRO:210
5 Bradford Street PROSPECT	Single Fronted Cottage ; Roof. West Wall and verandah. South and north walls to end of stonework.			CT 5683/4	a b	3104	PRO:006
37 Braund Road PROSPECT	House; Facades of original dwelling, verandah, roof, chimneys, front fence excluding pillars			CT 5158/6	a d e	3106	PRO:113
57 Braund Road PROSPECT	Shop and House; Shopfront, parapet, gable, side walls. Dwelling façades, roof chimney.			CT 5334/44	a c d	3107	PRO:116
62 Braund Road PROSPECT	Former shop and dwelling; Roof and chimneys. East wall of shop (including box window) and house. North wall to end of stone wall.			CT 5128/625	a c d	3108	PRO:007
64 Braund Road PROSPECT	Shop; Shopfront, parapet gable, original side walls			CT 5161/46	a c d	3109	PRO:117
124 Braund Road PROSPECT	Former shop and dwelling; External form, materials and detailing of the 1924 corner shop and attached dwelling, including chamfered corner, suspended awning and parapet. Later additions and alterations are excluded from the listing.	A53	D22088	CT 5355/854	a c d	26995	PRO:211
4 Carter Street PROSPECT	Dwelling, 'Myoora'; Roof and chimneys. South wall including verandahs. West wall including castellated tower and verandahs. East wall including verandahs. Fence to front boundary.			CT 5198/630 CT 5214/32 CT 5214/45	a b d	3111	PRO:009

Property Address	Description and/or Extent of Listed Place	Lot No. or Part Sec	Plan No.	Certificate of Title	Section 23(4) Criteria	Heritage NR	Prospect Heritage NR
24 Carter St PROSPECT	House; External form, materials and detailing of the 1910 residence, including roof form and verandah, rock faced stone walls with moulded render detail. Any later additions and alterations are excluded from the listing.	A42	F109207	CT 5831/684	a d	26997	PRO:212
48 Carter Street PROSPECT	Dwelling ; Roof. South wall (excluding verandah). West wall (excluding carport). Fence including piers and cast iron panels.			CT 5813/339	a b	3112	PRO:011
1 Charles St PROSPECT	Dwelling; External form, materials and detailing of the Federation cottage, including roof form with strapped gable end, verandah and brick and stone walls. Any later additions and alterations are excluded from the listing.	A38	F108825	CT 5499/159	a d	27001	PRO:213
3 Charles St PROSPECT	Dwelling; External form, materials and detailing of the Federation cottage, including roof form with strapped gable end, verandah and brick and stone walls. Any later additions and alterations are excluded from the listing.	A37	F108824	CT 6059/344	a d	27003	PRO:214
5 Charles ST PROSPECT	Dwelling; External form, materials and detailing of the 1917 cottage, including roof form with strapped gable end, verandah and brick and stone walls. Any later additions and alterations are excluded from the listing.	A19	F102634	CT 6059/345	a d	27004	PRO:215
7 Charles St PROSPECT	Dwelling; External form, materials and detailing of the Federation cottage, including roof form with strapped gable end, verandah and brick and stone walls. Any later additions and alterations are excluded from the listing.	A34	F108821	CT 5215/442	a d	27005	PRO:216
9 Charles St PROSPECT	Dwelling; External form, materials and detailing of the Federation cottage, including roof form with strapped gable end, verandah and brick and stone walls. Any later additions and alterations are excluded from the listing.	A33	F108820	CT 5201/812	a d	27006	PRO:217



Property Address	Description and/or Extent of Listed Place	Lot No. or Part Sec	Plan No.	Certificate of Title	Section 23(4) Criteria	Heritage NR	Prospect Heritage NR
13 and 15 Charles St PROSPECT	Dwelling; External form, materials and detailing of the Federation cottages, including roof form with strapped gable end, verandah and brick and stone walls. Any later additions and alterations are excluded from the listing.	A31 A32	F108818 F108819	CT 5210/512 CT 5302/924	a d	27007	PRO:218
273 Churchill Road PROSPECT	Reepham Hotel; Roof and chimneys. West wall (excluding verandahs). North wall to end of two-storeyed section (excluding verandah).			CT 5144/118	c f	3115	PRO:014
4 Clifton Street PROSPECT	Dwelling; Roof and chimneys. South wall including verandah. West wall (excluding carport) to end of stonework. East wall including south facing section of wall with window.			CT 5335/512	a b	3116	PRO:015
7 Clifton Street PROSPECT	House; House facades, roof, verandah, fence panels			CT 5221/7	a d e	3117	PRO:118
8 Clifton St PROSPECT	Dwelling; External form, materials and detailing of the 1885 - 1890 house, including stone walls with projecting central gable and roof form. Any later additions and alterations are excluded from the listing.	A23	F109388	CT 5333/237	a d e	27012	PRO:219
9 Clifton Street PROSPECT	House; House facades, roof, verandah			CT 5148/188	a d e	3118	PRO:122
10 Clifton Street PROSPECT	House; House facades, roof, verandah, fence			CT 5807/229	a d e	3119	PRO:101
11 Clifton Street PROSPECT	House and Shop; Facades, parapet, roof, verandah, chimneys			CT 5204/384	a d e	3120	PRO:102
12 Clifton Street PROSPECT	Dwelling; Roof and chimneys. South wall including verandah. West wall to end of stonework. East wall including south facing section of wall with window. Fence including piers, bases and cast iron panels.			CT 5501/444	a b	3121	PRO:017
13 Clifton St PROSPECT	Dwelling; External form, materials and detailing of the 1885 - 1890 house, including stone walls with projecting central gable and roof form. Any later additions and alterations are excluded from the listing.	A100	F16786	CT 5479/267	a d e	27013	PRO:220

Property Address	Description and/or Extent of Listed Place	Lot No. or Part Sec	Plan No.	Certificate of Title	Section 23(4) Criteria	Heritage NR	Prospect Heritage NR
14 Clifton Street PROSPECT	Dwelling; Roof and chimneys. South wall including verandah. West wall to end of stonework. East wall including south facing section of wall with window. Fence including piers, bases and cast iron panels.			CT 5334/460	a b	3122	PRO:018
15 Clifton Street PROSPECT	House; House facades, roof, verandah,			CT 5528/693	a d e	3123	PRO:108
16 Clifton Street PROSPECT	Dwelling; Roof and chimneys. South wall including verandah and balustrade. West wall to end of stonework. East wall including south facing section of wall with window. Fence including piers, bases and cast iron panels and small gate.			CT 2446/51	a b	3124	PRO:019
18 Clifton Street PROSPECT	Dwelling; Roof and chimneys. South wall including verandah and balustrade. West wall to end of stonework. East wall including south facing section of wall with window. Fence including piers, bases and cast iron panels and gate (excluding driveway/gates).			CT 5417/251	a b	3125	PRO:020
20 Clifton Street PROSPECT	Former Anglican Church; South wall (excluding single storeyed addition to front). East wall and west wall to end of stonework.			CT 5283/779	a c	3126	PRO:021
21 Clifton Street PROSPECT	Dwelling; Roof and chimneys. South wall with verandah and steps to building. West wall including north facing section of wall with window. East wall to end of stonework. Fence including piers, bases, cast iron panels and gates.			CT 5264/593	a b	3127	PRO:022
23 Clifton Street PROSPECT	Dwelling; Roof and chimneys. South wall with verandah and steps to building. West wall including north facing section of wall with window. East wall to end of stonework. Fence including piers, bases, cast iron panels.			CT 5245/762	a b	3128	PRO:023

Property Address	Description and/or Extent of Listed Place	Lot No. or Part Sec	Plan No.	Certificate of Title	Section 23(4) Criteria	Heritage NR	Prospect Heritage NR
27 Clifton Street PROSPECT	Dwelling; Roof and chimneys. South wall with verandah, balustrade and steps to building. West wall including north facing section of wall with window. East wall to end of stonework. Fence including piers, bases, cast iron panels and gates.			CT 5376/925	a b	3129	PRO:024
29 Clifton Street PROSPECT	House; House facades, roof, chimneys			CT 5320/532	a d e	3130	PRO:110
31 Clifton Street PROSPECT	House; House facades, roof, verandah, chimneys			CT 433/117	a d e	3131	PRO:111
40 Clifton St PROSPECT	Dwelling; External form, materials and detailing of the 1885 - 1890 house, including stone walls, roof, brick chimneys and verandah. Any later additions and alterations are excluded from the listing.	A9	F109374	CT 5444/460	a d e	27014	PRO:221
43 Clifton Street PROSPECT	Dwelling ; Roof and chimneys. North wall including verandah with steps leading to house. West and east wall to end of stonework. Fence including piers, bases, cast iron panels and gates.			CT 5246/650	a b	3132	PRO:025
35 Cochrane Tce PROSPECT	Dwelling; External form, materials and detailing of the c1935 house, including distinctive curved gable parapet, roof and verandah form, verandah columns and face red brick walls. Any later additions and alterations are excluded from the listing.	A62	F109227	CT 5781/427	a d	27015	PRO:222
37 Cochrane Tce PROSPECT	Dwelling; External form, materials and detailing of the c1935 house, including distinctive curved gable parapet, roof and verandah form, verandah columns and face red brick walls. Any later additions and alterations are excluded from the listing.	A61	F109226	CT 5214/558	a d	27017	PRO:224
39 Cochrane Tce PROSPECT	Dwelling; External form, materials and detailing of the c1935 house, including distinctive curved gable parapet, roof and verandah form, verandah columns and face red brick walls. Any later additions and alterations are excluded from the listing.	A502	D79284	CT 6024/305	a d	27020	PRO:226

Property Address	Description and/or Extent of Listed Place	Lot No. or Part Sec	Plan No.	Certificate of Title	Section 23(4) Criteria	Heritage NR	Prospect Heritage NR
Flora Terrace PROSPECT	Prospect Memorial Gardens; Marble War Memorial, two gateways and Prospect Children's Memorial Playground Building			CT 819/91	c e	3137	PRO:026
27 Gladstone Rd PROSPECT	School; Overall form materials and detailing of the 1920s building in the centre of the site, including roof form with roof lanterns, face red brick walls and chimney and timber fenestration. Later additions and alterations do not form part of the listing.	A2 A1 A3	F291 F291 F291	CT 5511/629 CT 5515/855 CT 5564/121	a c	27026	PRO:227
29 Harrington Street PROSPECT	Dwelling; Roof and chimneys. West and north wall including verandahs.			CT 5360/537	a e	3138	PRO:030
St Helens Park PROSPECT	Former Coach house & Bandstand, St Helen's Park; Bandstand in entirety. Roof and all four walls of Coach house. Remnant trees from original building.			CT 1906/92	a e	3183	PRO:066
26 Highbury Street PROSPECT	Uniting Church Hall; Roof. South wall. West and east wall to end of original building (including portico on western side).			CT 5198/35	a c e	3140	PRO:032
26 Highbury Street PROSPECT	Uniting Church ; Roof. South wall, east wall and west wall to end of original stonework.			CT 5198/35	a c e	3139	PRO:031
31 Highbury Street PROSPECT	Dwelling; Roof and chimneys. North wall including verandah. East and west wall to end of stonework.			CT 5774/849	a b	3141	PRO:033
42 Highbury Street PROSPECT	Former Shop and Dwelling; South and east wall of house and shop (including chamfer) to end of parapet topped wall. Fence including bases, piers and cast iron panels.			CT 5361/198	a c	3142	PRO:034
45 Highbury Street & 47 Highbury Street PROSPECT	Attached dwellings; Roof and chimneys. North wall including verandah. East and west to end of stonework.			CT 5343/199 CT 5343/200	a b	3143	PRO:035
50 Highbury Street PROSPECT	Former Shop & Dwelling; Roof and chimneys. South wall of house and shop including verandahs.			CT 5666/91	a c	3144	PRO:036
52 Highbury Street & 54 Highbury Street PROSPECT	Attached dwellings; Roof and chimneys. South wall including verandah.			CT 5011/149 CT 5011/150	a b	3145	PRO:037

Property Address	Description and/or Extent of Listed Place	Lot No. or Part Sec	Plan No.	Certificate of Title	Section 23(4) Criteria	Heritage NR	Prospect Heritage NR
60 Highbury Street PROSPECT	Dwelling; Roof form excluding cladding. Façade wall including verandah. Left hand side wall to halfway between two windows			CT 5556/574	a b	3146	PRO:038
76 Highbury Street PROSPECT	Two storey house; Roof form and slate cladding. East wall and verandah roof. Fence including base, piers to driveway and cast iron panels.			CT 5071/87	a d	3147	PRO:039
1/ 86 Highbury Street & 2/86 Highbury Street PROSPECT	Attached cottages; Roof and chimneys			CT 5006/18	a b	3148	PRO:040
3 James St PROSPECT	Dwelling; External form, materials and detailing of the c 1910 house, including roof and chimney, strapped gable end, stone and brick walls and steps to verandah. Any later additions and alterations are excluded from the listing.	A126	D1974	CT 5553/802	a d	27029	PRO:229
5 James St PROSPECT	Dwelling; External form, materials and detailing of the c 1910 house, including roof and chimney, strapped gable end, stone and brick walls and steps to verandah. Any later additions and alterations are excluded from the listing.	A123	D1974	CT 5101/377	a d	27030	PRO:230
17 King Street PROSPECT	Single-fronted Cottage; Roof excluding chimneys. West wall and verandah and north wall to end of stonework. South wall to distance of halfway along stonework.			CT 5819/963	a b	3151	PRO:043
18 King Street PROSPECT	Islington Uniting Church; Roof and ventilators. East wall .North wall including brick wall to hall to lean-to addition. South wall to end of stonework (excluding flat roofed structure).			CT 5207/533	a c d	3150	PRO:042
94 Main North Road PROSPECT	Windmill Hotel; South and east wall (including chamfer) to end of parapet excluding verandah.			CT 5234/484	a c f	3152	PRO:044
114 Main North Road PROSPECT	Former dwelling; External form, materials and detailing of the former dwelling including roof and chimneys, face red brick walls and verandah form. Any later additions and alterations are excluded from the listing.	A24	D696	CT 5838/138	a c d	27682	PRO:231

Property Address	Description and/or Extent of Listed Place	Lot No. or Part Sec	Plan No.	Certificate of Title	Section 23(4) Criteria	Heritage NR	Prospect Heritage NR
Menzies Cres PROSPECT	Oval, grandstand and air raid shelter; The extent of the Prospect Oval reserve, and remaining original external form, materials and detailing of the Grandstand and Air Raid Shelter. Any later additions, alterations and grandstands are excluded from the listing.	A1	D35462	CT 5204/868	a c d f	27031	PRO:232
2 Prospect Terrace PROSPECT	Wallaroo Homes; Roof and chimneys. East wall and verandahs. South and north walls to end of stonework..			CT 582/434	a d e	3177	PRO:060
3 Prospect Road PROSPECT	Flats; Roof. West wall including portico. South wall. Fence (i.e. wall) to Prospect Road and Carter Street. Façade or south wall of garage.			CT 5193/306	a d	3156	PRO:046
17 Prospect Road PROSPECT	Main building Blackfriars School; formerly 'Comonella'; Roof form. Retain original stone walls currently visible. Verandah.			CT 5558/485	a d e f	3157	PRO:047
32 Prospect Road PROSPECT	House and Fence; House facades, roof, chimneys, verandah and balcony, front fence			CT 5230/82	a d	3159	PRO:112
50, 50A and 50B Prospect Road PROSPECT	Shops; Facades, parapet, awning canopy brackets, shopfronts			CT 5734/818	a d	3160	PRO:115
54 Prospect Rd PROSPECT	Former shop/dwelling; External form, materials and detailing of the c. 1900 shop, including parapet, and house front, excluding any later additions and alterations	A73	F109438	CT 5233/855	a d	27039	PRO:233
82 Prospect Road PROSPECT	Former shops/dwelling; External form, materials and detailing of the c1920s - 1930s shops, including shopfronts, parapet and verandah form, and roof, walls and verandah of attached residence. Any later additions and alterations are excluded from the listing	A7	D1567	CT 5064/411	a d	27041	PRO:235

Property Address	Description and/or Extent of Listed Place	Lot No. or Part Sec	Plan No.	Certificate of Title	Section 23(4) Criteria	Heritage NR	Prospect Heritage NR
83 Prospect Road PROSPECT	Former Bank; External form, materials and detailing of the 1922 bank building, including detailed decorative elements of rendered front and side elevations, balustraded parapet and window details, rear face brick walls and chimney. Any later additions and alterations (including paint to masonry walls) are excluded from the listing.	A91	F217254	CT 5657/900	a c d	27042	PRO:236
86 Prospect Road PROSPECT	Shops; Front and north facades, shopfronts, roof, verandah and posts			CT 5235/662	a c d	3161	PRO:120
89 Prospect Road PROSPECT	Former Courthouse; Front and side facades including upper storey			CT 5394/703 CT 5394/704	a c d	3162	PRO:121
92A, 92 AND 92B Prospect Road PROSPECT	Shops; Façade, parapet, awning canopy, shopfronts			CT 5007/781 CT 5007/782 CT 5007/783	a c d	3163	PRO:124
95 & 95a Prospect Road PROSPECT	Shops; Façade, parapet, awning canopy brackets, shopfronts			CT 5707/510 CT 5744/301	a c d	3164	PRO:124
96 Prospect Road PROSPECT	Shop; Façade east wall including verandah.			CT 5733/243	b c	3165	PRO:051
97 - 97A Prospect Rd PROSPECT	Shops; External form, materials and detailing of the 1920s shops, including shopfronts, awning and parapet. Any later additions and alterations are excluded from the listing.	A19	F109684	CT 5707/510	a d	27045	PRO:239
99 & 99a Prospect Road PROSPECT	Shops; Façade, parapet, shopfront			CT 5665/827	a c d	3166	PRO:125
106A Prospect Road PROSPECT	Rosemont Buildings; East wall including verandah form and original shop windows.			CT 5176/341	b c	3167	PRO:052
110, 110A AND 112 Prospect Road PROSPECT	Shops; Original façade and parapet, awning canopy, shopfronts, excluding upper storey			CT 5195/522	a c d	3168	PRO:103
116 Prospect Road PROSPECT	Shop; East wall including shop fronts and verandah. North wall to end of stonework.			CT 5810/487	b c	3169	PRO:053
116a and 116a Prospect Road PROSPECT	Shops; Façade, parapet, verandah, shopfront to 116b			CT 5810/487	a c d	3170	PRO:104
121 - 129 Prospect Road PROSPECT	Barker Gardens; The extent of the Barker Gardens.	A2 A3 A4 A5 A6	D2813 D2813 D2813 D2813 D2813	CT 5871/350 CT 5871/350 CT 5871/350 CT 5871/350 CT 5871/350	a c f	27046	PRO:240

Property Address	Description and/or Extent of Listed Place	Lot No. or Part Sec	Plan No.	Certificate of Title	Section 23(4) Criteria	Heritage NR	Prospect Heritage NR
122 Prospect Rd PROSPECT	Shop/dwelling; External form, materials and detailing of the turn of the century shop, including shopfront, awning and parapet, and roof verandah and face stone and brick walls of attached dwelling. Any later additions and alterations are excluded from the listing.	A5	F108692	CT 5798/344	a d	27048	PRO:241
124 Prospect Road PROSPECT	Shops & Dwelling; East wall including chamfer, shopfronts and verandah. North and south wall to end of stonework.			CT 5529/827	b c	3171	PRO:055
126 Prospect Road PROSPECT	Prospect Town Hall; Hall facades, roof, excluding south portico			CT 5473/585	a c d	3172	PRO:126
136-138 Prospect Road PROSPECT	McGlashan Bros Furniture Store; Shop front. East wall including verandah. North wall to end of original building.			CT 5356/545	b c	3173	PRO:056
142 Prospect Road PROSPECT	Shops; External form, materials and detailing of the 1920s shops, including tiled shopfronts, awning and parapet. Any later additions and alterations are excluded from the listing.	A23	D864	CT 5810/682	a d	27049	PRO:242
154 (Road Reserve) Prospect Road PROSPECT	Former Tram Pole; The tram pole be kept intact as a heritage place.				a	27050	PRO:243
154-160 Prospect Road PROSPECT	Two storey attached Dwellings and two single-storey shops; Re Dwellings: Roof excluding chimneys. East wall including bay window projections. Verandah, balcony and balustrade excluding metal staircase. Boundary wall, piers, cast iron lace panels and metal strap fence. North wall including verandah, balcony and balustrade. South wall ending at parapet. Stone wall to south boundary. Shops: East wall including shopfronts and verandah form (excluding cladding). West, north and south walls in entirety			CT 5356/325	a d	3174	PRO:057
172-174 Prospect Road PROSPECT	St Johns Uniting Church; Roof and north, east and west walls including portico to entrance and steps to building.			CT 5200/474 CT 5739/423	a c	3175	PRO:005



Property Address	Description and/or Extent of Listed Place	Lot No. or Part Sec	Plan No.	Certificate of Title	Section 23(4) Criteria	Heritage NR	Prospect Heritage NR
176 Prospect Road PROSPECT	Shop/dwelling; External form, materials and detailing of the 1920s shop, including original shopfront and parapet details and rock faced stone and brick walls to shops and attached house. The later northern additions and alterations are excluded from the listing.	A172	D1749	CT 5276/380	a d	27051	PRO:244
180 Prospect Road PROSPECT	Shop and Dwelling; External form, materials and detailing of the 1920s shop, including shopfront, parapet and verandah form, and roof form to attached house. Any later additions and alterations are excluded from the listing.	A170 A75	D1749 F108762	CT 5659/35 CT 5827/318	a d	27052	PRO:244
232 Prospect Road PROSPECT	Rechabite Hall; Roof. East wall excluding verandah but including shopfronts. North wall ending at eastern return of wall. South wall including rendered section at rear.			CT 5415/321	a c f	3176	PRO:059
24 Pulsford Road PROSPECT	Single-fronted Cottage; Roof. South wall and verandah (excluding verandah enclosure). East wall up to and including second window.			CT 5367/917	a b	3178	PRO:061
61 Pulsford Road PROSPECT	Former Church; Roof form excluding cladding. East, west and north wall (including portico) to end of original stone walls.			CT 2767/143	a c	3179	PRO:062
78 Pulsford Road PROSPECT	Dwelling; External form, materials and detailing of the 1880s house, including roof form, masonry walls. Any later additions are excluded from the listing.	A92	F109657	CT 5523/926	a d	27055	PRO:246
80 Pulsford Road PROSPECT	Dwelling; External form, materials and detailing of the 1880s house, including roof form, masonry walls. Any later additions are excluded from the listing.	A1	F101582	CT 5114/386	a d	27056	PRO:247
20-22 Rose St PROSPECT	Dwellings; External form, materials and detailing of the 1914 cottages, including roof form, stone and brick walls and chimneys, party wall, continuous verandah form. Any later additions and alterations are excluded from the listing.	A70 A69	F108657 F108656	CT 5218/325 CT 6055/509	a d	27059	PRO:251

Property Address	Description and/or Extent of Listed Place	Lot No. or Part Sec	Plan No.	Certificate of Title	Section 23(4) Criteria	Heritage NR	Prospect Heritage NR
24-26 Rose St PROSPECT	Dwellings; External form, materials and detailing of the 1914 cottages, including roof form, stone and brick walls and chimneys, party wall, continuous verandah form. Any later additions and alterations are excluded from the listing.	1 2	S6757 S6757	CT 5015/129 CT 5015/130	a d	27060	PRO:252
28-30 Rose St PROSPECT	Dwellings; External form, materials and detailing of the 1914 cottages, including roof form, stone and brick walls and chimneys, party wall, continuous verandah form. Any later additions and alterations are excluded from the listing.	A174 A174	D864 D864	CT 5612/939 CT 5612/940	a d	27061	PRO:253
32-34 Rose St PROSPECT	Dwellings; External form, materials and detailing of the 1914 cottages, including roof form, stone and brick walls and chimneys, party wall, continuous verandah form. Any later additions and alterations are excluded from the listing.	1 2	S8064 S8064	CT 5005/485 CT 5005/486	a d	27063	PRO:254
36-38 Rose St PROSPECT	Dwellings; External form, materials and detailing of the 1914 cottages, including roof form, stone and brick walls and chimneys, party wall, continuous verandah form. Any later additions and alterations are excluded from the listing.	A361 A362	D70457 D70457	CT 5965/511 CT 5965/512	a d	27064	PRO:255
30 Stuart Road PROSPECT	School; External form, materials and detailing of the 1920s school building, including roof form and chimneys and face brick walls. Any later additions and alterations are excluded from the listing.	A54 A55	D1853 D1853	CT 5875/851 CT 5875/851	a c f	27067	PRO:256
3 Vine Street PROSPECT	Former Police Station; Roof and chimneys. South wall and verandah. East wall to lean-to addition.			CT 5726/307	a c	3185	PRO:068
7 Churcher St THORNGATE	Dwelling; External form and materials and detailing of the 1922 residence, including rock face stone and brick walls and expansive tiled roof form. Any later additions and alterations are excluded from the listing.	A53 A54	D2218 D2218	CT 5702/564 CT 5702/564	a d	27008	THO:200

Property Address	Description and/or Extent of Listed Place	Lot No. or Part Sec	Plan No.	Certificate of Title	Section 23(4) Criteria	Heritage NR	Prospect Heritage NR
12 Churcher St THORNGATE	Dwelling; Built in 1915, this house is one of a number of substantial residences built at this stage of Prospect's development. This house sits on an expansive allotment, typical of the subdivision of Thorngate, with a mature garden. The tennis court is excluded from the listing.	A39 A90 A1 A82	D2218 F109156 F121316 F109148	CT 5464/893 CT 5464/893 CT 5531/563 CT 5777/205	a d	27009	THO:201

*\* Designation of local heritage places includes all external elements of the building, (eg all facades, verandah, roof and supporting walls) and the portion of land that directly accommodates the designated building and associated identified structures.*

**Section 23(4) Criteria (as stated in the Development Act 1993)**

A Development Plan may designate a place as a place of local heritage value if:

- (a) it displays historical, economic or social themes that are of importance to the local area; or
- (b) it represents customs or ways of life that are of importance to the local area; or
- (c) it has played an important part in the lives of local residents; or
- (d) it displays aesthetic merit, design characteristics or construction techniques of significance to the local area; or
- (e) it is associated with a notable personality or event; or
- (f) it is a notable landmark in the area.

**TABLE Pr/2****State Heritage Places (Built Heritage)**

<b>Property Address</b>	<b>Description of Place of Value</b>	<b>Certificate of Title</b>
22 Braund Road, Fitzroy	Former Coach House of Mitchell House	5370/87
18 Fitzroy Terrace, Fitzroy	Dwelling – Mitchell House	5071/767
20 Fitzroy Terrace, Fitzroy	Dwelling – Fitzroy House	5554/793
Main North Road, Nailsworth	North Road Church of England Cemetery, including the Chapel	5504/602
Main North Road	Former Johns Road Tram Depot, of the Prospect, Nailsworth and Enfield Tramway Company	3870/144 3870/145 5578/393
49 Prospect Road, Prospect	St Cuthbert's Anglican Church	5728/278

**TABLE Pr/3**  
**Historic (Conservation) Zone**

<b>Contributory Item</b>	<b>Certificate of Title</b>
<b>FITZROY TERRACE</b>	
2 Fitzroy Terrace	5782/821
3 Fitzroy Terrace	5134/885
8 Fitzroy Terrace	5455/589; 5455/590
9 Fitzroy Terrace	5101/227
10 Fitzroy Terrace	5204/461
15 Fitzroy Terrace	5285/581
16 Fitzroy Terrace	5109/215
22 Fitzroy Terrace	5567/504
<b>CLIFTON STREET</b>	
3 Clifton Street	3229/129
5 Clifton Street	5515/733
6 Clifton Street	5209/775
13 Clifton Street	5479/267
15 Clifton Street	5528/693
17 Clifton Street	5581/935
22 Clifton Street	5456/337
25 Clifton Street	5500/590
26 Clifton Street	5362/983
32 Clifton Street	5157/352
37 Clifton Street	5551/824
38 Clifton Street	5272/198
40 Clifton Street	5444/460
42 Clifton Street	5687/699
46 Clifton Street	5511/362
48 Clifton Street	5156/929
50 Clifton Street	5816/848
52 Clifton Street	5543/870
54 Clifton Street	5788/814 and 5816/753
56 Clifton Street	5409/294
58 Clifton Street	5788/813

<b>Contributory Item</b>	<b>Certificate of Title</b>
60 Clifton Street	5404/363
62 Clifton Street	5309/578
64 Clifton Street	5125/904; 5125/905
66 Clifton Street	5159/500
<b>WHINHAM STREET</b>	
20 Braund Road	5291/791
24 Braund Road	5497/523
1 Whinham Street	5445/567
3 Whinham Street	5559/30
4 Whinham Street	5459/788
5 Whinham Street	5228/802
7 Whinham Street	5217/118
9 Whinham Street	5253/226
10 Whinham Street	2214/125
12 Whinham Street	5096/96
13 Whinham Street	5556/766
14 Whinham Street	5141/210
15 Whinham Street	5275/544
16 Whinham Street	5558/333
17 Whinham Street	5698/874
19 Whinham Street	5684/46
20 Whinham Street	5228/660
21 Whinham Street	5602/899
22 Whinham Street	5255/688
23 Whinham Street	5726/687
<b>LITTLE ADELAIDE</b>	
16 Carter Street	5623/979
20 Carter Street	5793/211
22 Carter Street	5359/551
26 Carter Street	5776/478
28 Carter Street	5870/600
30 Carter Street	5613/430
32 Carter Street	5222/178
34 Carter Street	5285/664

<b>Contributory Item</b>	<b>Certificate of Title</b>
36 Carter Street	5250/560
38 Carter Street	5225/176
40 Carter Street	5781/739
42 Carter Street	5109/489
44 Carter Street	5558/499
46 Carter Street	5554/509
50 Carter Street	5714/833
15 Highbury Street	5367/576
17 Highbury Street	5201/705
19 Highbury Street	5353/243
21 Highbury Street	5373/162
23 Highbury Street	1874/11
25 Highbury Street	5755/390
28 Highbury Street	5434/74
29 Highbury Street	5270/843
30 Highbury Street	5766/449
32 Highbury Street	5158/487
33 Highbury Street	5689/29, 30, 31
34 Highbury Street	5779/291
35 Highbury Street	5127/314
36 Highbury Street	5360/4
38 Highbury Street	5122/684
39 Highbury Street	5200/75
41 Highbury Street	5106/82
43 Highbury Street	5591/967
44 Highbury Street	5107/22
46 Highbury Street	5441/384
48 Highbury Street	5509/52
49 Highbury Street	5025/943
51 Highbury Street	5025/944
53 Highbury Street	5201/379
55 Highbury Street	1935/38
56 Highbury Street	5175/456
57 Highbury Street	5377/546

<b>Contributory Item</b>	<b>Certificate of Title</b>
59 Highbury Street	5416/570
61 Highbury Street	5779/592
66 Highbury Street	5211/517
68 Highbury Street	5414/583
70 Highbury Street	5776/436
78 Highbury Street	5506/17
80 Highbury Street	5774/436
82 Highbury Street	5763/914
2 Argyle Street	5145/105
3 Argyle Street	5027/402
9 Argyle Street	3247/8
12 Argyle Street	4198/903
13 Argyle Street	5558/181
16 Argyle Street	5405/878
20 Argyle Street	5078/848
3 Bradford Street	5538/748
7 Bradford Street	1640/71
9 Bradford Street	1640/72
11 Bradford Street	5198/39
13 Bradford Street	5198/38
15 Bradford Street	4008/247
19 Bradford Street	3258/22
<b>MARTIN AVENUE</b>	
1 Martin Avenue	2062/21
3 Martin Avenue	5313/266
4 Martin Avenue	1338/46
5 Martin Avenue	5346/618
6 Martin Avenue	5420/743
7 Martin Avenue	5596/467
8 Martin Avenue	5486/215
9 Martin Avenue	5425/535
10 Martin Avenue	1338/37
11 Martin Avenue	1327/162
12 Martin Avenue	5233/521



<b>Contributory Item</b>	<b>Certificate of Title</b>
13 Martin Avenue	5477/357
14 Martin Avenue	1371/168
15 Martin Avenue	1332/37
17 Martin Avenue	1343/145
18 Martin Avenue	5191/140
20 Martin Avenue	5517/611
21 Martin Avenue	5277/677
22 Martin Avenue	5415/379
23 Martin Avenue	1347/141
<b>FLORA TERRACE</b>	
1 Flora Terrace	744/53
2 Flora Terrace	5086/22
3 Flora Terrace	2291/181
4 Flora Terrace	832/162
5 Flora Terrace	731/125
7 Flora Terrace	5564/992
8 Flora Terrace	2734/174
9 Flora Terrace	4041/706
11 Flora Terrace	5289/345
12 Flora Terrace	5360/335
13 Flora Terrace	2560/63
15 Flora Terrace	5476/980
16 Flora Terrace	5289/752
17 Flora Terrace	5134/854
18 Flora Terrace	5289/164; 5289/165
19 Flora Terrace	5303/462
20 Flora Terrace	820/136
21 Flora Terrace	5218/288
22 Flora Terrace	860/68
23 Flora Terrace	806/89
24 Flora Terrace	5400/864
25 Flora Terrace	5301/958
27 Flora Terrace	5241/653
28 Flora Terrace	5282/833

<b>Contributory Item</b>	<b>Certificate of Title</b>
29 Flora Terrace	5250/519
30 Flora Terrace	1025/162
31 Flora Terrace	5407/934
32 Flora Terrace	1132/55
34 Flora Terrace	5103/282
35 Flora Terrace	5510/614
37 Flora Terrace	3833/123
41 Flora Terrace	5424/249

## TABLE Pr/4

## Significant Tree List

ID	Street No.	Street Name	Council Tree Id	Genus Species	Common Name	Tree Circ. at 1m	Cert of title 1	Latitude	Longitude	Known Historic or social	Section 23 (4a)	Part of a Stand
13	48	Alabama Ave	1203	Washingtonia filifera	Cotton Palm	1.85	CT5259/905	-34.8718	138.588	-	a(i)a(vi)	-
21	27	Albert St	810	Jacaranda mimosifolia	Jacaranda	1.55	CT5197/266	-34.8789	138.591	-	a(i)a(vi)	-
44	52	Albert St	811	Eucalyptus camaldulensis	River Red Gum	3.1	CT5715/979	-34.8781	138.589	-	a(i)a(vi)	-
45	66	Albert St	808	Washingtonia filifera	Cotton Palm	2.15	CT5364/463	-34.8785	138.588	-	a(i)a(vi)	-
69	6	Alpha Rd	583	Jacaranda mimosifolia	Jacaranda	1.55	CT5781/412	-34.8832	138.595	-	a(i)a(vi)	-
70	23	Angwin Ave	439	Cedrus atlantica `Glauca'	Blue Cedar	2.15	CT5193/511	-34.870	138.595	-	a(i)a(vi)	-
85	16	Asquith Rd	479	Corymbia calophylla	Marri	2.25	CT5653/821	-34.8799	138.607	-	a(i)a(vi)	-
89	13	Asquith St	386	Washingtonia filifera	Cotton Palm	1.85	CT5773/513	-34.8804	138.606	-	a(i)a(vi)	Yes
90	13	Asquith St	387	Washingtonia filifera	Cotton Palm	1.8	CT5773/513	-34.8804	138.606	-	a(i)a(vi)	Yes
91	19	Asquith St	385	Cedrus deodara	Deodar	1.9	CT5766/548	-34.880	138.607	-	a(i)a(vi)	-
95	48	Asquith St	384	Brachychiton populneus	Kurrajong	1.8	CT5334/955	-34.8796	138.610	-	a(i)a(vi)	-
101	19	Athol Ave	466	Fraxinus angustifolia 'Raywood'	Claret Ash	1.6	CT5076/410	-34.872	138.596	-	a(i)a(vi)	-
103	24	Athol Ave	460	Jacaranda mimosifolia	Jacaranda	1.85	CT5749/810	-34.8717	138.595	-	a(i)a(vi)	-
110	2	Audley Ave	990	Agonis flexuosa	Weeping Myrtle	5.3	CT5570/414	-34.8941	138.594	-	a(i)a(vi)	-
118	5	Avenue Rd	1023	Schinus molle var. areria	Pepper Tree	2.75	CT5142/173	-34.8952	138.589	-	a(i)a(vi)	-
122	14	Azalea St	920	Toona australis	Red Cedar	2.05	CT5167/657	-34.8888	138.592	-	a(i)a(vi)	-
124	14	Azalea St	1190	Schinus molle var. areria	Pepper Tree	2.9	CT5167/657	-34.8888	138.592	-	a(i)a(vi)	-
126	23	Azalea St	922	Araucaria heterophylla	Norfolk Island Pine	2.25	CT5035/728	-34.8896	138.591	-	a(i)a(vi)	-
129	27	Azalea St	1079	Eucalyptus leucoxylon	South Australian Blue Gum	2.15	CT5258/286	-34.8897	138.591	-	a(i)a(vi)	-
150	48	Balfour St	400	Cedrus atlantica `Glauca'	Blue Cedar	1.95	CT5306/355	-34.8830	138.608	-	a(i)a(vi)	-
158	53	Ballville St	1059	Schinus molle var. areria	Pepper Tree	5.2	CT5266/312	-34.8920	138.600	-	a(i)a(vi)	-
160	17	Barker Rd	556	Acer negundo	Box Elder	2.25	CT5197/357	-34.8826	138.596	-	a(i)a(vi)	-
168	37	Barker Rd	828	Jacaranda mimosifolia	Jacaranda	1.75	CT5526/240	-34.8829	138.598	-	a(i)a(vi)	-
169	37	Barker Rd	829	Jacaranda mimosifolia	Jacaranda	1.65	CT5526/240	-34.883	138.598	-	a(i)a(vi)	-
174	24	Barker Rd	636	Schinus molle var. areria	Pepper Tree	3.1	CT5223/620	-34.882	138.596	-	a(i)a(vi)	-
209	53	Boyle St	835	Agonis flexuosa	Weeping Myrtle	2.5	CT5744/912	-34.8849	138.588	-	a(i)a(vi)	-

ID	Street No.	Street Name	Council Tree Id	Genus Species	Common Name	Tree Circ. at 1m	Cert of title 1	Latitude	Longitude	Known Historic or social	Section 23 (4a)	Part of a Stand
213	71	Boyle St	839	Eucalyptus camaldulensis	River Red Gum	2.3	CT5831/367	-34.8854	138.586	-	a(i)a(vi)	-
218	55	Braund Rd	950	Quercus ilex	Holm Oak	2.5	CT5302/14	-34.8917	138.590	-	a(i)a(vi)	-
223	1A	Braund Rd	1115	Schinus molle var. areria	Pepper Tree	2.2	CT5370/87	-34.8982	138.590	-	a(i)a(vi)	-
226	37	Braund Rd	968	Melia azedarach	White Cedar	2.85	CT5526/240	-34.893	138.590	-	a(i)a(vi)	-
229	54A	Braund Rd	977	Eucalyptus camaldulensis	River Red Gum	2.4	CT5671/766	-34.8923	138.590	-	a(i)a(vi)	-
233	86	Braund Rd	897	Phoenix canariensis	Canary Island Date Palm	2.8	CT5658/553	-34.8896	138.590	-	a(i)a(vi)	-
234	86	Braund Rd	898	Phoenix canariensis	Canary Island Date Palm	2.85	CT5658/501	-34.8895	138.590	-	a(i)a(vi)	-
235	86	Braund Rd	899	Washingtonia filifera	Cotton Palm	1.8	CT5658/501	-34.8893	138.590	-	a(i)a(vi)	-
236	9	Braund Rd	1107	Corymbia ficifolia	Corymbia ficifolia	3.15	CT5209/92	-34.896	138.590	-	a(i)a(vi)	-
237	14	Braund Rd	757	Jacaranda mimosifolia	Jacaranda	1.9	CT5070/940	-34.8833	138.589	-	a(i)a(vi)	-
243	7	Bridges St	133	Araucaria heterophylla	Norfolk Island Pine	2.6	CT5222/364	-34.8797	138.613	-	a(i)a(vi)	-
246	1	Brooke St	50	Ulmus glabra 'Lutescans'	Golden Elm	3.3	CT5723/767	-34.8833	138.619	-	a(i)a(vi)	-
247	2	Brooke St	55	Arbutus unedo	Strawberry Tree	2.9	CT5150/70	-34.8820	138.618	-	a(i)a(vi)	-
261	39	Buchanan St	391	Jacaranda mimosifolia	Jacaranda	1.75	CT5244/482	-34.8825	138.609	-	a(i)a(vi)	-
262	9	Buchanan St	395	Brachychiton acerifolius	Flame Tree	1.9	CT5485/11	-34.8823	138.606	-	a(i)a(vi)	-
273	13	Burwood Ave	328	Eucalyptus camaldulensis	River Red Gum	2.1	CT5205/195	-34.8859	138.605	-	a(i)a(ii) a(iii) a(v) a(vi)	-
274	13	Burwood Ave	329	Eucalyptus camaldulensis	River Red Gum	2.4	CT5205/195	-34.8859	138.604	-	a(i)a(ii) a(iii) a(v) a(vi)	-
283	32	California St	339	Melia azedarach	White Cedar	4.4	CT5545/800	-34.8836	138.607	-	a(i)a(vi)	-
290	25	Camroc Ave	455	Araucaria heterophylla	Norfolk Island Pine	1.95	CT5739/48	-34.8715	138.595	-	a(i)a(vi)	Yes
294	25	Camroc Ave	454	Araucaria heterophylla	Norfolk Island Pine	2.15	CT5739/48	-34.8716	138.595	-	a(i)a(vi)	Yes
307	4	Carter St	603	Jacaranda mimosifolia	Jacaranda	3.9	CT5198/630	-34.8961	138.595	-	a(i)a(vi)	-
311	5	Carter St	607	Jacaranda mimosifolia	Jacaranda	2.9	CT5732/486	-34.8966	138.595	-	a(i)a(vi)	-
317	27	Cassie St	486	Jacaranda mimosifolia	Jacaranda	1.9	CT5167/373	-34.8901	138.609	-	a(i)a(vi)	-
344	27	Charles St	1302	Jacaranda mimosifolia	Jacaranda	1.55	CT5806/467	-34.8779	138.591	-	a(i)a(vi)	-
349	12	Churcher St	491	Populus sp.	Poplar	3.6	CT5777/205	-34.8973	138.596	-	a(i)a(vi)	-
352	11	Churchill Rd	1184	Fraxinus angustifolia 'Raywood'	Claret Ash	1.5	CT5101/327	-34.8966	138.586	-	a(i)	-
359	181	Churchill Rd	737	Schinus molle var. areria	Pepper Tree	2.25	CT1307/158	-34.8818	138.585	-	a(i)a(vi)	-
360	181	Churchill Rd	738	Schinus molle var. areria	Pepper Tree	2.5	CT1307/158	-34.8819	138.585	-	a(i)a(vi)	-
364	196	Churchill Rd	1162	Schinus molle var. areria	Pepper Tree	3.25	CT5750/145	-34.8821	138.584	-	a(i)a(vi)	-

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377	61	Churchill Rd	973	Phoenix canariensis	Canary Island Date Palm	3.6	CT5776/237	-34.891	138.585	-	a(i)a(vi)	-
378	95	Churchill Rd	901	Schinus molle var. areria	Pepper Tree	2.1	CT5504/51	-34.8895	138.586	-	a(i)a(vi)	-
381	25	Clifford St	796	Jacaranda mimosifolia	Jacaranda	1.6	CT5194/611	-34.8751	138.599	-	a(i)a(vi)	-
382	28	Clifford St	502	Schinus molle var. areria	Pepper Tree	3.8	CT5782/921	-34.8744	138.599	-	a(i)a(vi)	-
389	21	Clifton St	1036	Corymbia maculata	Spotted Gum	1.95	CT5264/593	-34.8941	138.592	-	a(i)a(vi)	-
394	45	Clifton St	1034	Agonis flexuosa	Weeping Myrtle	2.85	CT5476/38	-34.8939	138.588	-	a(i)a(vi)	-
397	52	Clifton St	975	Jacaranda mimosifolia	Jacaranda	1.55	CT5543/870	-34.8935	138.588	-	a(i)a(vi)	-
403	53	Clifton St	987	Jacaranda mimosifolia	Jacaranda	2.3	CT5155/602	-34.8941	138.588	-	a(i)a(vi)	-
410	21	Cochrane Tce	1052	Schinus molle var. areria	Pepper Tree	3.15	CT1018/32	-34.8948	138.588	-	a(i)a(vi)	-
411	23	Cochrane Tce	1051	Araucaria heterophylla	Norfolk Island Pine	2.2	CT5753/606	-34.8947	138.588	-	a(i)a(vi)	-
413	8	Cochrane Tce	989	Washingtonia robusta	Mexican Fan Palm	1.65	CT5558/853	-34.8943	138.589	-	a(i)a(vi)	-
423	21	Collingrove Ave	136	Jacaranda mimosifolia	Jacaranda	1.8	CT2617/19	-34.8807	138.613	-	a(i)a(vi)	-
425	4	Collingrove Ave	129	Corymbia citriodora	Lemon Scented Gum	2.0	CT1407/134	-34.880	138.611	-	a(i)a(iii) a(vi)	-
437	9	Collins St	177	Ulmus glabra 'Lutescans'	Golden Elm	2.9	CT5334/501	-34.8872	138.610	-	a(i)a(vi)	-
456	13	Daphne St	931	Jacaranda mimosifolia	Jacaranda	1.7	CT5208/790	-34.8905	138.592	-	a(i)a(vi)	-
458	2	Daphne St	926	Schinus molle var. areria	Pepper Tree	2.6	CT5579/438	-34.8901	138.594	-	a(i)a(vi)	-
460	2	Daphne St	928	Schinus molle var. areria	Pepper Tree	2.1	CT5579/438	-34.8901	138.594	-	a(i)a(vi)	-
464	3	Daphne St	929	Jacaranda mimosifolia	Jacaranda	1.95	CT5014/740	-34.8905	138.593	-	a(i)a(vi)	-
467	41	Derlanger Ave	211	Carya illinoensis	Pecan	2.7	CT5779/567	-34.8858	138.609	-	a(i)a(vi)	-
494	237	Devonport Tce	1150	Eucalyptus sideroxylon	Black Butt or Mugga	1.55	CT5396/392	-34.8784	138.583	-	a(i)a(vi)	-
499	19	Dudley Ave	980	Eucalyptus leucoxylon	South Australian Blue Gum	2.3	CT5332/570	-34.893	138.587	-	a(i)a(vi)	-
502	9	Dudley Ave	971	Jacaranda mimosifolia	Jacaranda	1.55	CT5325/911	-34.8931	138.588	-	a(i)a(vi)	-
521	15	Elderslie Ave	1117	Grevillea robusta	Silky Oak	2.55	CT5210/100	-34.897	138.592	-	a(i)a(vi)	-
522	15	Elderslie Ave	1118	Agonis flexuosa	Weeping Myrtle	3.35	CT5210/100	-34.898	138.592	-	a(i)a(vi)	-
524	2	Elderslie Ave	1111	Washingtonia filifera	Cotton Palm	1.6	CT5580/210	-34.8974	138.594	-	a(i)a(iv) a(vi)	-
528	26	Elderslie Ave	1119	Araucaria heterophylla	Norfolk Island Pine	2.35	CT5280/866	-34.897	138.590	-	a(i)	-
529	31	Elderslie Ave	1337	Jacaranda mimosifolia	Jacaranda	2.65	CT5095/184	-34.8979	138.590	-	a(i)a(vi)	-
530	33	Elderslie Ave	1183	Jacaranda mimosifolia	Jacaranda	1.75	CT5095/183	-34.8979	138.590	-	a(i)a(vi)	-
531	8	Elderslie Ave	1110	Cedrus deodara	Deodar	2.1	CT5449/163	-34.8975	138.593	-	a(i)a(vi)	-
532	17	Elizabeth St	900	Araucaria heterophylla	Norfolk Island Pine	1.9	CT5806/635	-34.8894	138.588	-	a(i)a(vi)	-

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541	9	Elizabeth St	887	Erythrina indica	Coral Tree	2.5	CT5055/71	-34.8894	138.589	-	a(i)	-
543	45	Ellen St	488	Ulmus glabra 'Aurea'	Ulmus glabra 'Aurea'	3.65	CT5847/592	-34.886	138.607	-	a(i)a(vi)	-
549	10	Emile St	350	Eucalyptus leucoxylon	South Australian Blue Gum	1.5	CT5339/992	-34.8820	138.605	-	a(i)a(ii) a(iii) a(v) a(vi)	-
553	61	Farrant St	533	Araucaria heterophylla	Norfolk Island Pine	2.0	CT2864/75	-34.879	138.600	-	a(i)a(vi)	-
557	14B	First Ave	376	Sabal causiarum	Puerto Rican Hat Palm	2.8	CT5253/441	-34.8793	138.605	-	a(i)	Yes
558	14B	First Ave	377	Sabal causiarum	Puerto Rican Hat Palm	2.3	CT5253/441	-34.8793	138.604	-	a(i)a(vi)	Yes
559	14B	First Ave	378	Phoenix canariensis	Canary Island Date Palm	2.85	CT5253/441	-34.8794	138.605	-	a(i)a(vi)	-
562	24	First Ave	367	Acer negundo	Box Elder	1.55	CT5268/995	-34.8793	138.606	-	a(i)a(vi)	-
564	26	First Ave	369	Washingtonia filifera	Cotton Palm	1.6	CT5723/672	-34.8794	138.606	-	a(i)a(vi)	Yes
570	66	First Ave	373	Corymbia citriodora	Lemon Scented Gum	1.75	CT5208/333	-34.878	138.610	-	a(i)a(vi)	-
572	75	First Ave	374	Jacaranda mimosifolia	Jacaranda	1.75	CT5609/134	-34.879	138.610	-	a(i)a(vi)	-
574	18	Fitzroy Tce	623	Sabal causiarum	Puerto Rican Hat Palm	3.0	CT5157/371	-34.8969	138.599	-	a(i)a(vi)	-
575	18	Fitzroy Tce	624	Phoenix dactylifera	Date Palm	2.25	CT5157/371	-34.8970	138.599	-	a(i)a(vi)	-
582	7	Fitzroy Tce	617	Araucaria heterophylla	Norfolk Island Pine	2.9	CT5037/381	-34.8982	138.595	-	a(i)	Yes
583	7	Fitzroy Tce	618	Araucaria heterophylla	Norfolk Island Pine	2.9	CT5037/381	-34.8981	138.595	-	a(i)a(vi)	Yes
584	10	Flora Tce	686	Washingtonia filifera	Cotton Palm	2.3	CT5701/489	-34.8857	138.595	-	a(i)a(vi)	-
585	14	Flora Tce	687	Araucaria heterophylla	Norfolk Island Pine	1.95	CT5809/772	-34.8860	138.596	-	a(i)a(vi)	-
589	30	Flora Tce	490	Quercus robur	English Oak	4.1	CT1025/162	-34.8859	138.597	-	a(i)a(vi)	-
590	39	Flora Tce	690	Callistemon viminalis	Weeping Bottle Brush	2.3	CT1031/127	-34.8861	138.598	-	a(i)a(vi)	-
594	57	Galway Ave	58	Ulmus glabra 'Lutescans'	Golden Elm	4.0	CT5809/460	-34.881	138.615	-	a(i)a(vi)	-
595	57	Galway Ave	59	Cedrus deodara	Blue Cedar	1.7	CT5809/460	-34.881	138.615	-	a(i)a(vi)	-
607	52	Galway Ave	235	Eucalyptus camaldulensis	River Red Gum	1.8	CT5765/69	-34.8823	138.614	-	a(i)a(ii) a(iii) a(v) a(vi)	-
608	6	Galway Ave	229	Jacaranda mimosifolia	Jacaranda	3.2	CT5208/256	-34.8872	138.615	-	a(i)a(vi)	-
613	86	Galway Ave	238	Cedrus atlantica 'Glauca'	Blue Cedar	1.9	CT5295/363	-34.8784	138.614	-	a(i)a(vi)	-
618	40	Gladstone Rd	1310	Araucaria heterophylla	Norfolk Island Pine	1.9	CT5575/472	-34.8836	138.590	-	a(i)a(vi)	-
624	13	Gloucester St	655	Jacaranda mimosifolia	Jacaranda	1.6	CT5402/671	-34.8910	138.596	-	a(i)a(vi)	-
634	50	Gordon Rd	630	Olea europaea	Olive	4.1	CT5546/737	-34.8796	138.598	-	a(i)a(vi)	-
640	5	Graham Pl	946	Corymbia citriodora	Lemon Scented Gum	1.75	CT5749/297	-34.891	138.587	-	a(i)a(vi)	-
648	26	Guilford Ave	1210	Washingtonia filifera	Cotton Palm	2.05	CT5738/896	-34.8727	138.590	-	a(i)a(vi)	-

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690	36	Hampstead Rd	106	Jacaranda mimosifolia	Jacaranda	2.3	CT5575/570	-34.8808	138.619	-	a(i)a(vi)	-
693	50	Hampstead Rd	32	Araucaria heterophylla	Norfolk Island Pine	2.0	CT5791/796	-34.8793	138.619	-	a(vi)	-
705	2	Hardy Tce	15	Brachychiton acerifolius	Flame Tree	1.8	CT5713/662	-34.8787	138.615	n	a(i)a(vi)	-
709	27	Harrington St	951	Melia azedarach	White Cedar	2.05	CT5587/553	-34.892	138.590	-	a(i)a(vi)	-
711	29	Harrington St	953	Jacaranda mimosifolia	Jacaranda	1.75	CT5360/537	-34.8923	138.590	-	a(i)a(vi)	-
714	29	Harrington St	956	Melia azedarach	White Cedar	2.4	CT5360/537	-34.8922	138.590	-	a(i)a(vi)	-
718	29	Harrington St	960	Schinus molle var. areria	Pepper Tree	4.05	CT5360/537	-34.8924	138.591	-	a(i)a(vi)	-
725	78	Harvey St	214	Ficus rubiginosa	Port Jackson Fig	3.5	CT5798/513	-34.889	138.613	-	a(i)a(vi)	-
736	38	Harvey St	304	Washingtonia filifera	Cotton Palm	1.5	CT5275/3	-34.8882	138.607	-	a(i)a(vi)	-
742	17	Henrietta St	420	Callistemon viminalis	Weeping Bottle Brush	2.85	CT5728/757	-34.8706	138.599	-	a(i)a(vi)	-
753	27-29	Hepburn St	65	Schinus molle var. areria	Pepper Tree	4.3	CT5549/108	-34.8841	138.618	-	a(i)a(vi)	-
754	27-29	Hepburn St	66	Schinus molle var. areria	Pepper Tree	5.1	CT5549/108	-34.8842	138.618	-	a(i)a(vi)	-
761	11	Highbury St	593	Carya illinoensis	Pecan	2.4	CT5036/958	-34.8958	138.597	-	a(i)a(vi)	-
765	5A	Highbury St	1336	Eucalyptus camaldulensis	River Red Gum	2.35	CT5389/82	-34.8958	138.595	-	a(i)a(vi)	-
771	4	Hillsdale St	1270	Eucalyptus camaldulensis	River Red Gum	2.85	CT5444/1	-34.8734	138.590	-	a(i)a(vi)	-
783	6	Hudson St	505	Araucaria heterophylla	Norfolk Island Pine	1.9	CT5702/103	-34.8763	138.598	-	a(i)a(vi)	-
785	3	Iona St	126	Corymbia citriodora	Lemon Scented Gum	2.1	CT5417/451	-34.8794	138.611	-	a(i)a(vi)	-
794	28	James St	1245	Ficus rubiginosa	Port Jackson Fig	2.1	CT5484/242	-34.8747	138.591	-	a(i)a(vi)	-
824	16	Johns Rd	827	Grevillea robusta	Silky Oak	1.9	CT5466/80	-34.8805	138.595	-	a(i)a(vi)	-
830	47	Johns Rd	631	Schinus molle var. areria	Pepper Tree	2.4	CT5780/889	-34.8808	138.599	-	a(i)a(vi)	-
836	11A	Jones St	353	Metrosideros excelsus 'Variegata'	Variegated New Zealand Christmas Bush	1.5	CT5731/403	-34.881	138.6.4	-	a(i)a(vi)	-
837	6	Jones St	354	Jacaranda mimosifolia	Jacaranda	1.9	CT5778/318	-34.880	138.603	-	a(i)a(vi)	-
852	18	Kintore Ave	684	Cedrus atlantica 'Glauca'	Blue Cedar	1.8	CT861 /15	-34.8869	138.596	-	a(i)a(vi)	-
854	58	Kintore Ave	775	Eucalyptus camaldulensis	River Red Gum	3.6	CT5791/16	-34.8866	138.600	-	a(i)a(ii) a(iii) a(v) a(vi)	-
855	58	Kintore Ave	776	Washingtonia filifera	Cotton Palm	2.1	CT5791/16	-34.8867	138.600	-	a(i)a(vi)	-
856	66	Kintore Ave	696	Jacaranda mimosifolia	Jacaranda	1.8	CT5678/857	-34.8866	138.600	-	a(i)a(vi)	-
864	19	Koonga Ave	644	Schinus molle var. areria	Pepper Tree	2.4	CT5208/565	-34.8928	138.599	-	a(i)a(vi)	-
873	2	Le Hunte Ave	814	Araucaria heterophylla	Norfolk Island Pine	2.45	CT5366/576	-34.8819	138.593	-	a(i)a(vi)	-
883	65	Le Hunte Ave	1007	Corymbia citriodora	Lemon Scented Gum	2.5	CT5392/496	-34.8828	138.586	-	a(i)a(vi)	-
892	11	Linley Ave	472	Eucalyptus saligna	Sydney Blue Gum	1.9	CT5779/907	-34.8726	138.597	-	a(i)a(vi)	-

ID	Street No.	Street Name	Council Tree Id	Genus Species	Common Name	Tree Circ. at 1m	Cert of title 1	Latitude	Longitude	Known Historic or social	Section 23 (4a)	Part of a Stand
906	4	Livingstone Ave	1154	Eucalyptus camaldulensis	River Red Gum	2.8	CT5029/960	-34.8704	138.592	-	a(i)a(ii) a(iii) a(v) a(vi)	-
913	44	Marian Pl	944	Schinus molle var. areria	Pepper Tree	3.65	CT5495/924	-34.8912	138.588	-	a(i)a(vi)	-
918	50	Marian Pl	1169	Araucaria heterophylla	Norfolk Island Pine	1.9	CT5107/77	-34.8915	138.588	-	a(i)a(vi)	-
919	1	Martin Ave	1105	Jacaranda mimosifolia	Jacaranda	1.7	CT5700/766	-34.8966	138.594	-	a(i)a(vi)	-
921	19	Martin Ave	1124	Schinus molle var. areria	Pepper Tree	3.05	CT5145/434	-34.8971	138.592	-	a(i)a(vi)	-
924	21	Martin Ave	1106	Cinnamomum camphora	Camphor Laurel	2.9	CT5277/677	-34.8968	138.591	-	a(i)a(vi)	-
934	5	Martin Ave	1171	Cedrus deodara	Deodar	2.1	CT5346/618	-34.8967	138.593	-	a(i)a(vi)	-
960	10	Milner St	1019	Jacaranda mimosifolia	Jacaranda	1.95	CT5658/926	-34.8894	138.596	-	a(i)a(vi)	-
961	11	Milner St	675	Cedrus deodara	Deodar	2.35	CT5739/73	-34.8901	138.596	-	a(i)a(vi)	-
967	5	Milner St	676	Cedrus deodara	Deodar	1.95	CT5209/942	-34.8900	138.595	-	a(i)a(vi)	-
969	61	Milner St	702	Washingtonia filifera	Cotton Palm	1.55	CT5281/935	-34.8901	138.601	-	a(i)a(vi)	-
976	14	Moore St	1016	Brachychiton populneus	Kurrajong	2.95	CT5339/851	-34.8709	138.600	-	a(i)a(vi)	-
980	15	Myponga Tce	20	Liquidambar styraciflua	Liquidambar	1.9	CT5010/415	-34.8788	138.618	-	a(i)a(vi)	-
991	17	Newbon St	314	Fraxinus oxycarpa	Ash	4.3	CT5377/630	-34.877	138.604	-	a(i)a(vi)	-
1001	47	Newbon St	309	Cedrus atlantica 'Glauca'	Blue Cedar	1.75	CT5274/521	-34.8875	138.607	-	a(i)a(vi)	-
1002	57	Newbon St	487	Washingtonia filifera	Cotton Palm	2.0	CT5072/728	-34.8877	138.608	-	a(i)a(vi)	-
1009	109	North East Rd	86	Jacaranda mimosifolia	Jacaranda	2.0	CT5568/996	-34.8861	138.617	-	a(i)a(vi)	-
1011	109	North East Rd	109	Ulmus procera	English Elm	2.0	CT5568/998	-34.8857	138.617	-	a(i)a(vi)	Yes
1012	109	North East Rd	110	Ulmus procera	English Elm	2.5	CT5568/998	-34.8857	138.617	-	a(i)a(vi)	-
1013	109	North East Rd	111	Ulmus procera	English Elm	2.5	CT5568/998	-34.8858	138.617	-	a(i)a(vi)	Yes
1014	109	North East Rd	112	Ulmus procera	English Elm	2.5	CT5568/998	-34.8856	138.617	-	a(i)a(vi)	Yes
1015	111	North East Rd	87	Ulmus procera	English Elm	2.5	CT5647/489	-34.8859	138.618	-	a(i)a(vi)	Yes
1016	111	North East Rd	88	Ulmus procera	English Elm	2.5	CT5647/489	-34.8859	138.618	-	a(i)a(vi)	Yes
1017	111	North East Rd	89	Sabal causiarum	Puerto Rican Hat Palm	2.75	CT5647/489	-34.8859	138.617	-	a(i)a(vi)	-
1018	111	North East Rd	90	Ulmus procera	English Elm	2.3	CT5647/489	-34.8859	138.617	-	a(i)a(vi)	Yes
1021	111	North East Rd	93	Ulmus procera	English Elm	3.0	CT5647/489	-34.8859	138.618	-	a(i)a(vi)	Yes
1029	24	Nottage Tce	258	Grevillea robusta	Silky Oak	2.2	CT1299/200	-34.8929	138.607	-	a(i)a(vi)	-
1035	6	Nottage Tce	248	Populus italica 'Nigra'	Lombardy Poplar	4.4	CT5277/507	-34.8934	138.604	-	a(i)a(vi)	-
1046	49	Olive St	847	Washingtonia filifera	Cotton Palm	1.85	CT5506/853	-34.8859	138.589	-	a(i)a(vi)	-
1062	74	Percy St	1138	Eucalyptus camaldulensis	River Red Gum	2.85	CT5176/917	-34.8775	138.601	-	a(i)a(ii) a(iii) a(v) a(vi)	-



ID	Street No.	Street Name	Council Tree Id	Genus Species	Common Name	Tree Circ. at 1m	Cert of title 1	Latitude	Longitude	Known Historic or social	Section 23 (4a)	Part of a Stand
1065	12	Poltawa Tce	25	Ulmus glabra 'Lutescans'	Golden Elm	4.0	CT5162/635	-34.8792	138.616	-	a(i)a(vi)	-
1073	29	Princes St	1221	Eucalyptus cineria	Eucalyptus cineria	3.0	CT5677/90	-34.8754	138.586	-	a(i)a(vi)	-
1074	34	Princes St	1301	Corymbia citriodora	Lemon Scented Gum	2.2	CT5492/906	-34.8752	138.585	-	a(i)a(vi)	-
1075	23	Prospect Rd	509	Jacaranda mimosifolia	Jacaranda	2.6	CT5227/767	-34.8927	138.596	-	a(i)a(vi)	-
1085	145	Prospect Rd	635	Araucaria heterophylla	Norfolk Island Pine	2.1	CT5751/980	-34.8824	138.594	-	a(i)a(vi)	-
1097	53	Prospect Rd	589	Eucalyptus camaldulensis	River Red Gum	3.65	CT4038/664	-34.8914	138.594	-	a(i)a(ii) a(iii) a(v) a(vi)	-
1099	17	Prospect Tce	709	Jacaranda mimosifolia	Jacaranda	1.7	CT5407/912	-34.892	138.599	-	a(i)	-
1106	78	Redin St	1222	Celtis occidentalis	Hackberry	1.7	CT2757/106	-34.8761	138.586	-	a(i)a(vi)	-
1108	11	Redmond St	224	Jacaranda mimosifolia	Jacaranda	2.0	CT1122/143	-34.891	138.910	-	a(i)a(vi)	-
1130	466	Regency Rd	477	Jacaranda mimosifolia	Jacaranda	2.25	CT2104/27	-34.8734	138.599	-	a(i)a(vi)	-
1139	15	Rose St	904	Schinus molle var. areria	Pepper Tree	2.35	CT5855/515	-34.8887	138.592	-	a(i)a(vi)	-
1142	35	Rose St	905	Araucaria heterophylla	Norfolk Island Pine	1.75	CT5320/46	-34.8887	138.591	-	a(i)a(vi)	-
1150	63	Rose St	1049	Schinus molle var. areria	Pepper Tree	1.8	CT942/137	-34.889	138.588	-	a(i)a(vi)	-
1152	67	Rose St	910	Jacaranda mimosifolia	Jacaranda	1.7	CT5757/656	-34.8889	138.588	-	a(i)a(vi)	-
1159	83	Rose St	1030	Grevillea robusta	Silky Oak	1.85	CT1263/160	-34.8887	138.586	-	a(i)a(vi)	-
1163	24	Rosetta St	188	Eucalyptus camaldulensis	River Red Gum	2.5	CT5069/317	-34.8878	138.611	-	a(i)a(ii) a(iii) a(iv) a(v) a(vi)	-
1165	2A	Rosetta St	190	Lagunaria patersonii	Norfolk Island Hibiscus	1.6	CT5752/366	-34.8873	138.609	-	a(i)a(vi)	Yes
1166	2A	Rosetta St	191	Lagunaria patersonii	Norfolk Island Hibiscus	1.8	CT5752/366	-34.8872	138.609	-	a(i)a(vi)	Yes
1167	8	Rosetta St	174	Jacaranda mimosifolia	Jacaranda	2.0	CT5351/174	-34.8873	138.609	-	a(i)a(vi)	-
1175	18	Salisbury Tce	155	Robinia pseudoacacia	Black Locust	2.6	CT5543/969	-34.8862	138.613	-	a(i)a(vi)	-
1176	18	Salisbury Tce	156	Gleditsia tricanthos	Honey Locust	2.9	CT5543/969	-34.886	138.613	-	a(i)a(vi)	-
1177	18	Salisbury Tce	157	Quercus robur	English Oak	2.8	CT5543/969	-34.886	138.613	-	a(i)a(vi)	-
1179	19	Salisbury Tce	165	Eucalyptus camaldulensis	River Red Gum	2.9	CT5575/163	-34.8864	138.614	-	a(i)a(ii) a(iii) a(v) a(vi)	-
1186	22	Salisbury Tce	159	Schinus molle var. areria	Pepper Tree	3.3	CT5201/348	-34.8856	138.614	-	a(i)a(vi)	-
1188	22	Salisbury Tce	161	Araucaria heterophylla	Norfolk Island Pine	2.3	CT5201/348	-34.8861	138.614	-	a(i)a(vi)	-
1189	22	Salisbury Tce	162	Araucaria heterophylla	Norfolk Island Pine	1.9	CT5201/348	-34.8860	138.613	-	a(i)a(vi)	-
1191	22	Salisbury Tce	164	Jacaranda mimosifolia	Jacaranda	2.1	CT5201/348	-34.8863	138.613	-	a(i)a(vi)	-
1198	62	Second Av	545	Ulmus glabra 'Lutescans'	Golden Elm	1.7	CT5780/409	-34.8781	138.609	-	a(i)a(vi)	-
1205	14	Sherbourne Rd	283	Araucaria heterophylla	Norfolk Island Pine	3.2	CT5561/624	-34.8921	138.605	-	a(i)a(vi)	-

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1218	35	Sherbourne Rd	268	Fraxinus angustifolia 'Raywood'	Claret Ash	3.2	CT5753/560	-34.8927	138.608	-	a(i)a(vi)	-
1226	7	Sherbourne Rd	280	Ulmus glabra 'Lutescans'	Golden Elm	2.2	CT5657/578	-34.8928	138.605	-	a(i)a(vi)	-
1227	9	Sherbourne Rd	278	Agonis flexuosa	Weeping Myrtle	3.55	CT5156/474	-34.8925	138.605	-	a(i)a(vi)	-
1235	10	Stevenson St	332	Agonis flexuosa	Weeping Myrtle	3.85	CT5204/347	-34.8849	138.604	-	a(i)a(vi)	-
1237	34	Stevenson St	334	Araucaria heterophylla	Norfolk Island Pine	3.0	CT5146/140	-34.8848	138.607	-	a(i)a(vi)	-
1247	8	Stuart Rd	788	Araucaria heterophylla	Norfolk Island Pine	1.55	CT5065/586	-34.8771	138.597	-	a(i)a(vi)	-
1255	28	Third Ave	242	Ulmus glabra 'Lutescans'	Golden Elm	2.5	CT5792/240	-34.8775	138.606			
1276	19	Verco St	94	Jacaranda mimosifolia	Jacaranda	2.0	CT5210/742	-34.8830	138.618	-	a(i)a(vi)	-
1281	37	Victoria St	725	Washingtonia filifera	Cotton Palm	2.0	CT5608/453	-34.8805	138.590	-	a(i)a(vi)	-
1295	34	Vine St	1008	Washingtonia filifera	Cotton Palm	3.15	CT5795/558	-34.886	138.590	-	a(i)a(vi)	-
1296	37	Vine St	864	Araucaria heterophylla	Norfolk Island Pine	2.5	CT2179/171	-34.8867	138.590	-	a(i)a(vi)	-
1305	60	Vine St	850	Eucalyptus camaldulensis	River Red Gum	2.2	CT5577/427	-34.8862	138.588	-	a(i)a(ii) a(iii) a(v) a(vi)	-
1307	7	Vine St	862	Jacaranda mimosifolia	Jacaranda	3.8	CT2273/153	-34.886	138.592	-	a(i)a(vi)	-
1314	26	Warren Ave	1014	Eucalyptus leucoxylon	South Australian Blue Gum	2.4	CT5686/756	-34.8714	138.597	-	a(i)a(vi)	-
1317	16	Warren Ave	435	Jacaranda mimosifolia	Jacaranda	1.8	CT5451/225	-34.8722	138.597	-	a(i)a(vi)	-
1322	32	Warren Ave	438	Cedrus deodara	Deodar	3.0	CT5401/155	-34.8710	138.598	-	a(i)a(vi)	-
1344	52	Wilcox Ave	580	Corymbia citriodora	Lemon Scented Gum	2.05	CT5250/698	-34.8842	138.601	-	a(i)a(vi)	-
1351	15	William St	1220	Ficus microcarpa	Hills fig	4.85	CT5157/239	-34.8757	138.589	-	a(i)a(vi)	-
1353	19	William St	1286	Araucaria heterophylla	Norfolk Island Pine	1.9	CT5732/897	-34.8754	138.590	-	a(i)a(vi)	-
1358	44	Wilson St	625	Dracaena draco	Dragons Blood	1.75	CT5641/342	-34.894	138.602	-	a(i)	-
1363	4A	Braund Rd	New	Calodendrum capense	Cape Chestnut	1.6	CT5699/363	-34.897	138.589	-	a(i)a(vi)	-
1364	26	First Ave	New	Washingtonia filifera	Cotton Palm	1.6	CT5723/672	-34.879	138.605	-	a(i)a(vi)	Yes
1365	440	Regency Rd	New	Brachychiton rupestris	Bottle Tree	6.2	CT5674/499	-34.873	138.595	-	a(i)a(vi)	-
1366	18	Camroc Ave	New	Araucaria heterophylla	Norfolk Island Pine	2.5	CT5289/171	-34.872	138.593	-	a(i)a(vi)	-
1367	30	Henrietta St	New	Eucalyptus cladocalyx	Sugar Gum	2.6	CT5063/466	-34.870	138.598	-	a(i)a(vi)	-
1368	13	Burwood Ave	New	Eucalyptus cladocalyx	Sugar Gum	2.2	CT5205/195	-34.8859	138.604	-	a(i)a(vi)	Yes
1369	13	Burwood Ave	New	Eucalyptus cladocalyx	Sugar Gum	1.8	CT5205/195	-34.8859	138.604	-	a(i)a(vi)	Yes
1370	11	Carter St	New	Washingtonia filifera	Cotton Palm	1.5	CT5277/775	-34.8960	138.595	-	a(i)a(vi)	-
1371	24	Prospect Rd	New	Cedrus atlantica 'Glauca'	Blue Cedar	2.2	CT5155/101	-34.895	138.593	-	a(i)a(vi)	-
1372	24	Prospect Rd	New	Jacaranda mimosifolia	Jacaranda	4.2	CT5155/101	-34.895	138.593	-	a(i)a(vi)	-

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1373	33	Highbury St	New	Schinus molle var. areria	Pepper Tree	3.4	CT5689/30	-34.895	138.598	-	a(i)a(vi)	-
1374	68	Albert St	New	Eucalyptus camaldulensis	River Red Gum	1.9	CT5463/154	-34.878	138.587	-	a(i)a(ii) a(v) a(vi)	-
1375	72	Albert St	New	Araucaria heterophylla	Norfolk Island Pine	2.0	CT5419/882	-34.878	138.587	-	a(i)a(vi)	-
1376	171	Prospect Rd	New	Washingtonia filifera	Cotton Palm	1.8	CT5284/551	-34.879	138.593	-	a(i)a(vi)	-
1377	57	Le Hunte Ave	New	Washingtonia filifera	Cotton Palm	1.7	CT5676/930	-34.882	138.587	-	a(i)a(vi)	-
1378	61	Le Hunte Ave	New	Washingtonia filifera	Cotton Palm	1.5	CT5778/710	-34.882	138.586	-	a(i)a(vi)	-
1379	119	Braund Rd	New	Araucaria heterophylla	Norfolk Island Pine	1.8	CT5070/941	-34.883	138.589	-	a(i)a(vi)	-
1380	46	Labrina St	New	Jacaranda mimosifolia	Jacaranda	1.8	CT5476/807	-34.887	138.598	-	a(i)a(vi)	-
1381	1	Ballville St	New	Corymbia citriodora	Lemon Scented Gum	2.0	CT5692/198	-34.8920	138.595	-	a(i) a(vi)	-
1382	5	College St	New	Washingtonia filifera	Cotton Palm	1.5	CT5239/999	-34.892	138.599	-	a(i)a(vi)	-
1383	65	Milner St	New	Ficus microcarpa	Hills fig	1.66	CT5281/942	-34.890	138.601	-	a(i)a(vi)	Yes
1384	65	Milner St	New	Ficus microcarpa	Hills fig	2.56	CT5281/943	-34.890	138.601	-	a(i)a(vi)	Yes
1385	21	Richman Ave	New	Washingtonia filifera	Cotton Palm	1.9	CT5273/891	-34.893	138.597	-	a(i)a(vi)	-
1386	21	Richman Ave	New	Washingtonia filifera	Cotton Palm	1.9	CT5273/891	-34.893	138.597	-	a(i)a(vi)	-
1387	86	Kintore Ave	New	Washingtonia filifera	Cotton Palm	1.9	CT5261/763	-34.886	138.602	-	a(i)a(vi)	-
1388	149	Prospect Rd	New	Araucaria heterophylla	Norfolk Island Pine	2.45	CT5551/414	-34.882	138.594	-	a(i)a(vi)	-
1389	22	William St	New	Eucalyptus camaldulensis	River Red Gum	3.75	CT5130/613	-34.875	138.588	-	a(i)a(ii) a(iii) a(v) a(vi)	-
1390	53	Harvey St	New	Washingtonia filifera	Cotton Palm	1.6	CT5678/961	-34.889	138.609	-	a(i)a(vi)	-
1391	14B	First Ave	New	Sabal causiarum	Puerto Rican Hat Palm	2.5	CT5253/441	-34.8794	138.604	-	a(i)a(vi)	Yes
1392	14B	First Ave	New	Sabal causiarum	Puerto Rican Hat Palm	2.5	CT5253/441	-34.8793	138.604	-	a(i)a(vi)	Yes
1393	16	Flora Tce	New	Sabal causiarum	Puerto Rican Hat Palm	1.55	CT5476/980	-34.885	138.595	-	a(i)a(vi)	-
1394	6	Hampstead Rd	New	Corymbia citriodora	Lemon Scented Gum	1.8	CT5744/415	-34.619	138.619	-	a(i)a(vi)	-
1395	44	Wilson St	New	Dracaena draco	Dragons Blood	1.75	CT5641/342	-34.894	138.602	-	a(i)	Yes
1396	290	Main North Rd	New	Ulmus glabra 'Lutescans'	Golden Elm	2.4	CT5170/552	-34.872	138.601	-	a(i)a(vi)	-
1397	49	Prospect Rd	New	Brachychiton sp.		2.8	CT5798/278	-34.897	138.594	-	a(i)	-
1398	11	North East Rd	New	Sabal causiarum	Puerto Rican Hat Palm	2.9	CT5277/775	-34.8920	138.609	-	a(i)a(vi)	-
1400	40	Third Ave	New	Jacaranda mimosifolia	Jacaranda	1.9	CT5713/51	-34.877	138.607	-	a(i)a(vi)	-
1401	21	Edwin Ave	New	Cinnamomum camphora	Camphor Laurel	4.0	CT5177/988	-34.885	138.617	-	a(i)a(vi)	-
1402	18	Fitzroy Tce	New	Phoenix dactylifera	Date Palm	2.4	CT5157/371	-34.898	138.591	-	a(i)a(vi)	-
1403	18	Fitzroy Tce	New	Phytolacca dioica	Ombu	1.5	CT5157/371	-34.898	138.591	-	a(i)a(vi)	-

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1404	18	Fitzroy Tce	New	Washingtonia filifera	Cotton Palm	2.0	CT5157/371	-34.987	138.591	-	a(i)a(vi)	-
1405	30	Henrietta St	New	Eucalyptus cladocalyx	Sugar Gum	3.0	CT5063/466	-34.870	138.598	-	a(i)a(vi)	-
1406	23	Prospect Rd	New	Phoenix dactylifera	Senegal Date Palm or African Wild Date	2.4	CT5722/657	-34.8927	138.596	-	a(i)a(vi)	Yes
1407	23	Prospect Rd	New	Phoenix dactylifera	Senegal Date Palm or African Wild Date	2.7	CT5722/657	-34.893	138.595	-	a(i)a(vi)	Yes
1408	23	Prospect Rd	New	Phoenix dactylifera	Senegal Date Palm or African Wild Date	3.0	CT5722/657	-34.893	138.596	-	a(i)a(vi)	-
1409	12	Main North Rd	New	Phoenix dactylifera	Date Palm	2.8	CT5198/628	-34.897	138.598	-	a(i)a(vi)	-
1410	111	North East Rd	New	Araucaria heterophylla	Norfolk Island Pine	2.5	CT5647/489	-34.8859	138.617	-	a(i)a(vi)	-
1411	203-211	Main North Rd	New	Schinus molle var. areria	Pepper Tree	1.8	CT5439/486	-34.897	138.602	-	a(i)a(vi)	-
1412	90-92	Main North Rd	New	Washingtonia robusta	Mexican Fan Palm	1.85	CT5130/914	-34.891	138.602	-	a(i)a(vi)	-
1413	102	Main North Rd	New	Casuarina glauca	Swamp Oak	1.85	CT5298/422	-34.8900	138.602	-	a(i)a(vi)	-
1414	23	Prospect Rd	New	Phoenix dactylifera	Senegal Date Palm or African Wild Date	2.3	CT5722/657	-34.8927	138.595	-	a(i)a(vi)	-
1415	23	Prospect Rd	New	Livistona australis	Cabbage Tree Palm	1.05	CT5722/657	-34.893	138.596	-	a(i)a(vi)	-
1416	23	Prospect Rd	New	Calodendrum capense	Cape Chestnut	1.7	CT5722/657	-34.893	138.596	-	a(i)a(vi)	-
1417	23	Prospect Rd	New	Araucaria cunninghamii	Hoop Pine	2.5	CT5722/657	-34.893	138.594	-	a(i)a(vi)	-
1418	23	Prospect Rd	New	Araucaria heterophylla	Norfolk Island Pine	1.75	CT5722/657	-34.893	138.596	-	a(i)a(vi)	-
1419	23	Prospect Rd	New	Araucaria bidwillii	Bunya Bunya	2.5	CT5722/657	-34.8927	138.596	-	a(vi)	-
1420	7	Myponga Tce	New	Araucaria heterophylla	Norfolk Island Pine	2.3	CT5121/820	-34.897	138.618	-	a(i)a(vi)	Yes
1421	7	Myponga Tce	New	Araucaria heterophylla	Norfolk Island Pine	1.8	CT5121/820	-34.897	138.618	-	a(i)a(vi)	Yes
1423	20	Fitzroy Tce	New	Washingtonia filifera	Cotton Palm	3.0	CT5554/793	-34.898	138.589	-	a(i)a(vi)	-
1424	22	McInnes Ave	New	Fraxinus angustifolia 'Raywood'	Claret Ash	2.0	CT5722/181	-34.876	138.612	-	a(i)a(vi)	-
1425	19	Fitzroy Tce	New	Phoenix reclinata	Senegal Date Palm or African Wild Date	2.0	CT5407/712	-34.898	138.590	Yes	a(vi)	-
1426	7	Second Ave	New	Schinus molle var. areria	Pepper Tree	2.5	CT5759/185	-34.897	138.603	-	a(i)a(vi)	-
1428	15	Toronto St	New	Schinus molle var. areria	Pepper Tree	2.8	CT5543/822	-34.897	138.587	-	a(i)a(vi)	-
1429	20	Fitzroy Tce	New	Phoenix canariensis	Canary Island Date Palm	3.0	CT5554/793	-34.898	138.589	-	a(i)a(vi)	-
1430	47	Clifton St	New	Harpephyllum caffrum	Kaffir Plum	2.15	CT5467/181	-34.893	138.588	-	a(i)a(vi)	-
1431	74	Prospect Rd	New	Phoenix canariensis	Canary Island Date Palm	2.0	CT5079/520	-34.890	138.593	-	a(i)a(vi)	-

ID	Street No.	Street Name	Council Tree Id	Genus Species	Common Name	Tree Circ. at 1m	Cert of title 1	Latitude	Longitude	Known Historic or social	Section 23 (4a)	Part of a Stand
1432	74	Prospect Rd	New	Phoenix canariensis	Canary Island Date Palm	2.0	CT5079/520	-34.890	138.593	-	a(i)a(vi)	-
1433	74	Prospect Rd	New	Phoenix canariensis	Canary Island Date Palm	2.0	CT5079/520	-34.890	138.593	-	a(i)a(vi)	-
1434	2A	Jones St	New	Eucalyptus camaldulensis	River Red Gum	2.7	CT5174/651	-34.880	138.603	-	a(i)a(vi)	-
1435	28	Balfour St	New	Jacaranda mimosifolia	Jacaranda	1.7	CT1132/184	-34.882	138.605	-	a(i)a(vi)	-
1436	33	California St	New	Corymbia citriodora	Lemon Scented Gum	1.8	CT5326/247	-34.884	138.606	-	a(i)a(vi)	-
1437	3	East Tce	New	Brachychiton populneus	Kurrajong	2.4	CT5522/696	-34.881	138.608	-	a(i)a(vi)	-
1438	72	Farrant St	New	Brachychiton populneus	Kurrajong	1.7	CT5782/850	-34.878	138.599	-	a(i)a(vi)	-
1439	22	Salisbury Tce	New	Phoenix rupicola	Cliff Date Palm	1.5	CT5201/348	-34.8863	138.613	Yes	a(i)a(vi)	-
1440	22	Salisbury Tce	New	Phoenix rupicola	Cliff Date Palm	1.5	CT5201/348	-34.8863	138.614	Yes	a(vi)	-
1441	32	Prospect Rd	New	Jacaranda mimosifolia	Jacaranda	1.75	CT5230/82	-34.894	138.593	-	a(i)a(vi)	-
1442	15	Halstead St	New	Washingtonia filifera	Cotton Palm	1.5	CT5237/803	-34.895	138.592	-	a(i)a(vi)	-
1443	6	Halstead St	New	Washingtonia filifera	Cotton Palm	1.8	CT1650/160	-34.894	138.593	-	a(i)a(vi)	-

### Section 23(4a) Criteria

- (i) It makes an important contribution to the character of the local area; or
- (ii) It is indigenous to the local area and its species is listed under the National Parks and Wildlife Act 1972 as a rare or endangered native species; or
- (iii) It represents an important habitat for native fauna; or
- (iv) It is part of a wildlife corridor or a remnant area of native vegetation; or
- (iv) It is important to the maintenance of bio-diversity in the local environment; or
- (v) It is a notable visual element to the landscape of a local area.

**TABLE Pr/5****Off-street Vehicle Parking Requirements for Designated Areas****Interpretation**

1. The vehicle parking rates table applies to Designated Areas listed below except where:
  - (a) any applicable condition(s) is/are not met;
  - (b) the zone provisions require a lesser amount of on-site vehicular parking spaces than the amount determined using the vehicle parking rates table below.

**Designated Areas**

2. The following are Designated Areas:

<b>Designated Area</b>	<b>Conditions</b>
Urban Corridor Zone	None
District Centre Zone Neighbourhood Centre Zone	Any part of the development site is located in accordance with at least one of the following: <ol style="list-style-type: none"> <li>(a) within 200 metres of any section of road reserve along which a bus service operates as a high frequency public transit service<sup>(2)</sup></li> <li>(b) within 400 metres of a bus interchange<sup>(1)</sup> that is part of a high frequency public transit services<sup>(2)</sup></li> <li>(c) within 400 metres of an O-Bahn interchange<sup>(1)</sup></li> <li>(d) within 400 metres of a passenger rail station<sup>(1)</sup> that is part of a high frequency public transit service<sup>(2)</sup></li> <li>(e) within 400 metres of a passenger tram station<sup>(1)</sup></li> <li>(f) within 400 metres of the Adelaide Parklands.</li> </ol>

<sup>(1)</sup> Measured from an area that contains any platform(s), shelter(s) or stop(s) where people congregate for the purpose waiting to board a bus, tram or train, but does not include areas used for the parking of vehicles

<sup>(2)</sup> A high frequency public transit service is a route serviced every 15 minutes between 7.30am and 6.30pm Monday to Friday and every 30 minutes at night, Saturday, Sunday and public holidays until 10pm.

**Applicable off-street vehicular parking requirements**

3. Development should provide off-street vehicle parking in accordance with the table(s) below. A lesser number of parking spaces may be provided based on the nature of development and parking conditions in the wider locality including (but not limited to) the following:
  - (a) the development is a mixed use development with integrated (shared) parking where the respective peak parking demands across the range of uses occurs at different times;
  - (b) the development is sited in a locality where the respective peak demands for parking for the range of uses (existing and proposed) occurs at different times and suitable arrangements are in place for the sharing of adjoining or nearby parking areas;
  - (c) the development involves the retention and reuse of a place of heritage value, where the provision of on-site parking is constrained;
  - (d) suitable arrangements are made for any parking shortfall to be met elsewhere or by other means (including a contribution to a car parking fund);

- (e) generous on-street parking and/or public parking areas are available and in convenient proximity, other than where such parking may become limited or removed by future loss of access, restrictions, road modifications or widening;
- (f) the site of the development is located within distances specified in the conditions applicable to Designated Areas for at least two different public transit modes.

## VEHICLE PARKING RATES TABLES

**Table 1: Non-residential development excluding tourist accommodation**

Location of development	Desired minimum number of vehicle parking spaces	Maximum number of vehicle parking spaces
All <i>Designated Areas</i> (unless otherwise stated)	3 spaces per 100 square metres of gross leasable floor area	6 spaces per 100 square metres of gross leasable floor area
Urban Corridor Zone	3 spaces per 100 square metres of gross leasable floor area	5 spaces per 100 square metres of gross leasable floor area

**Table 2: Tourist accommodation**

Location of development	Desired minimum number of required vehicle parking spaces	Maximum number of vehicle parking spaces
Urban Corridor Zone	1 space for every 4 bedrooms up to 100 bedrooms and 1 space for every 5 bedrooms over 100 bedrooms	1 space for every 2 bedrooms up to 100 bedrooms and 1 space for every 4 bedrooms over 100 bedrooms

**Table3: Residential development, in the form of residential flat buildings and residential development in multi-storey buildings**

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

**Table 4: Row, semi-detached and detached dwellings**

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

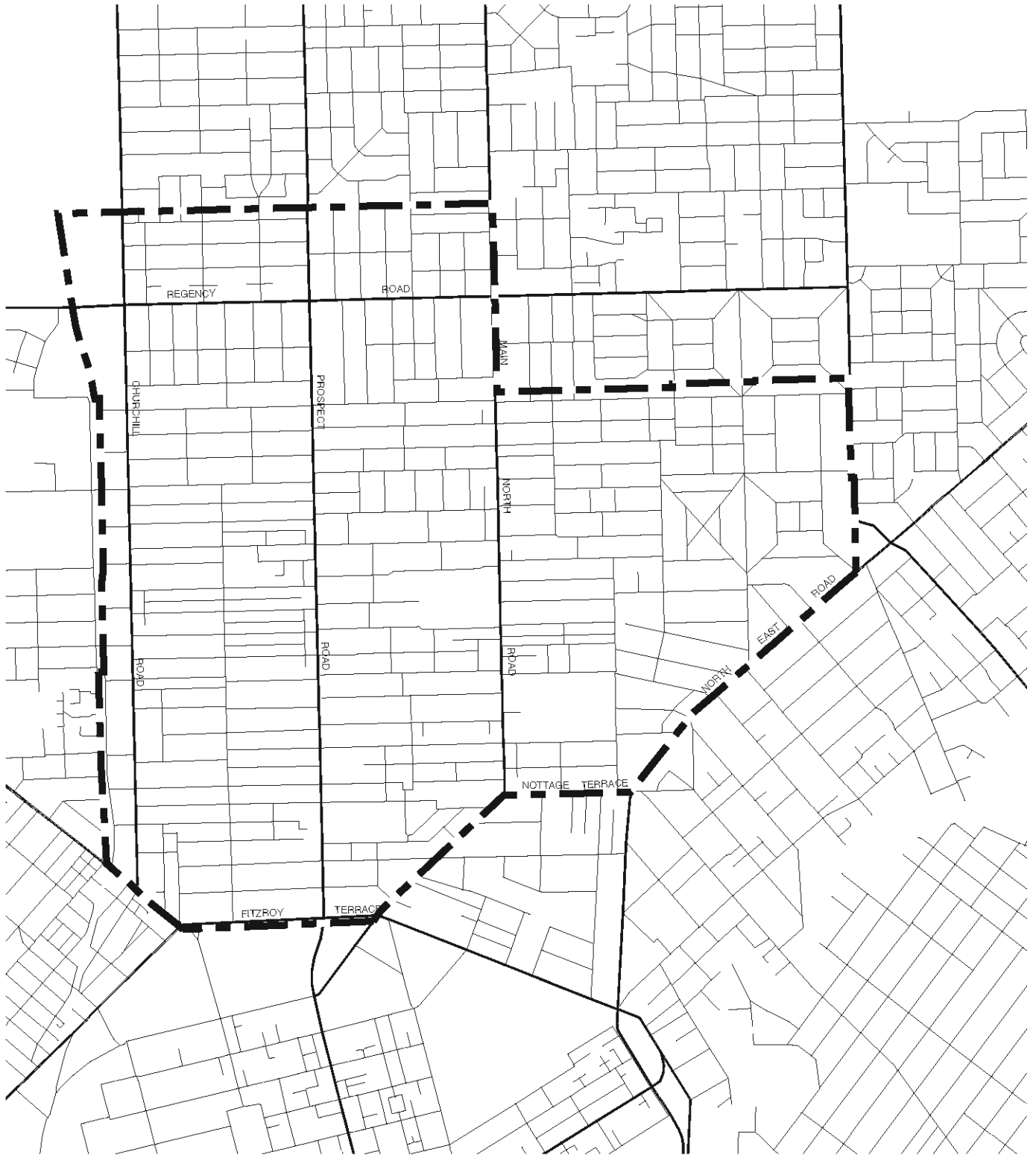
**TABLE Pr/6****Off-street Bicycle Parking Requirements for the Urban Corridor Zones**

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

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

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





To identify the precise location of the Development Plan boundary refer to Map Pr/2 then select the relevant Zone Map



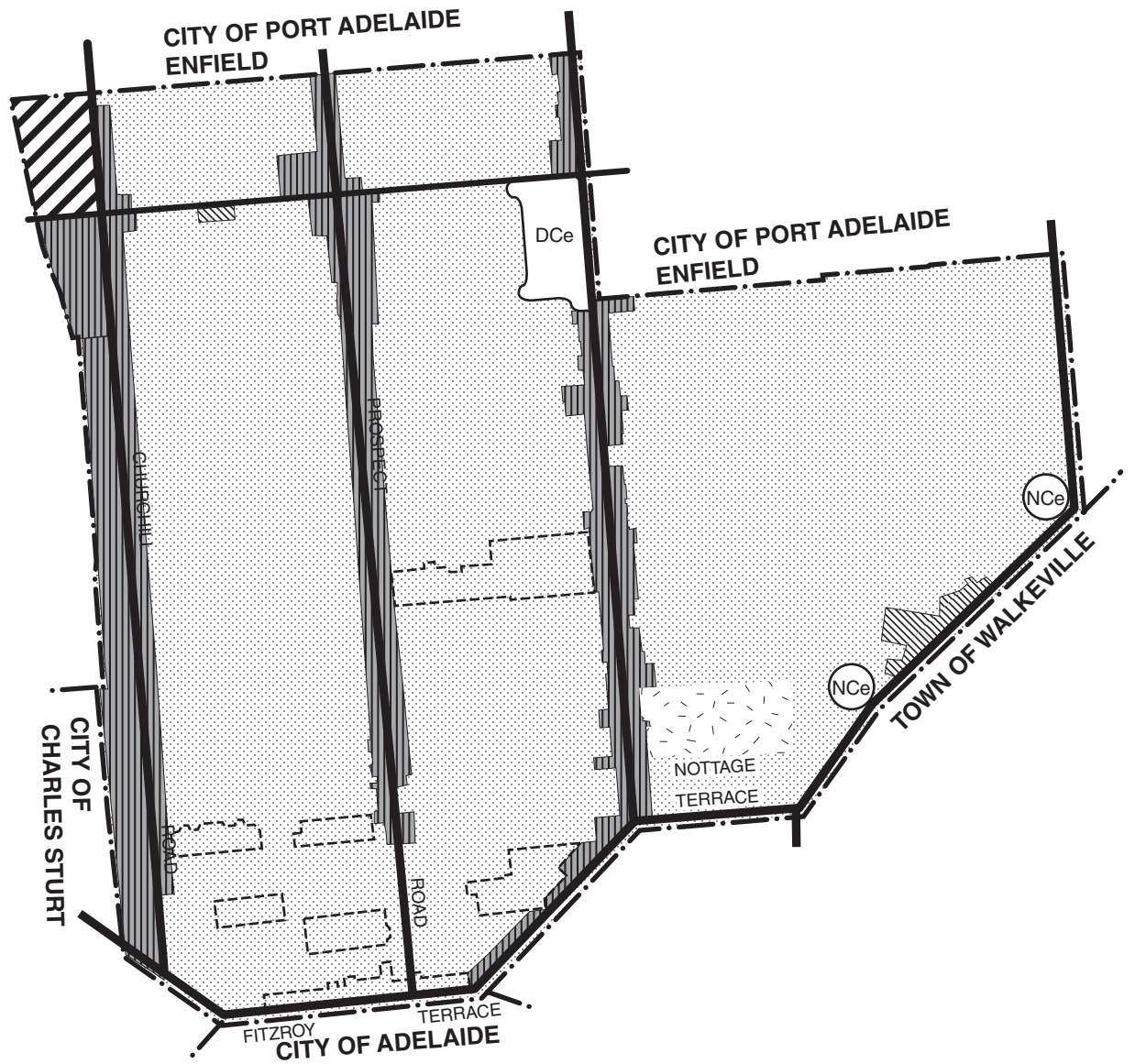
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# PROSPECT (CITY) MAP Pr/1

**— — —** Development Plan Boundary

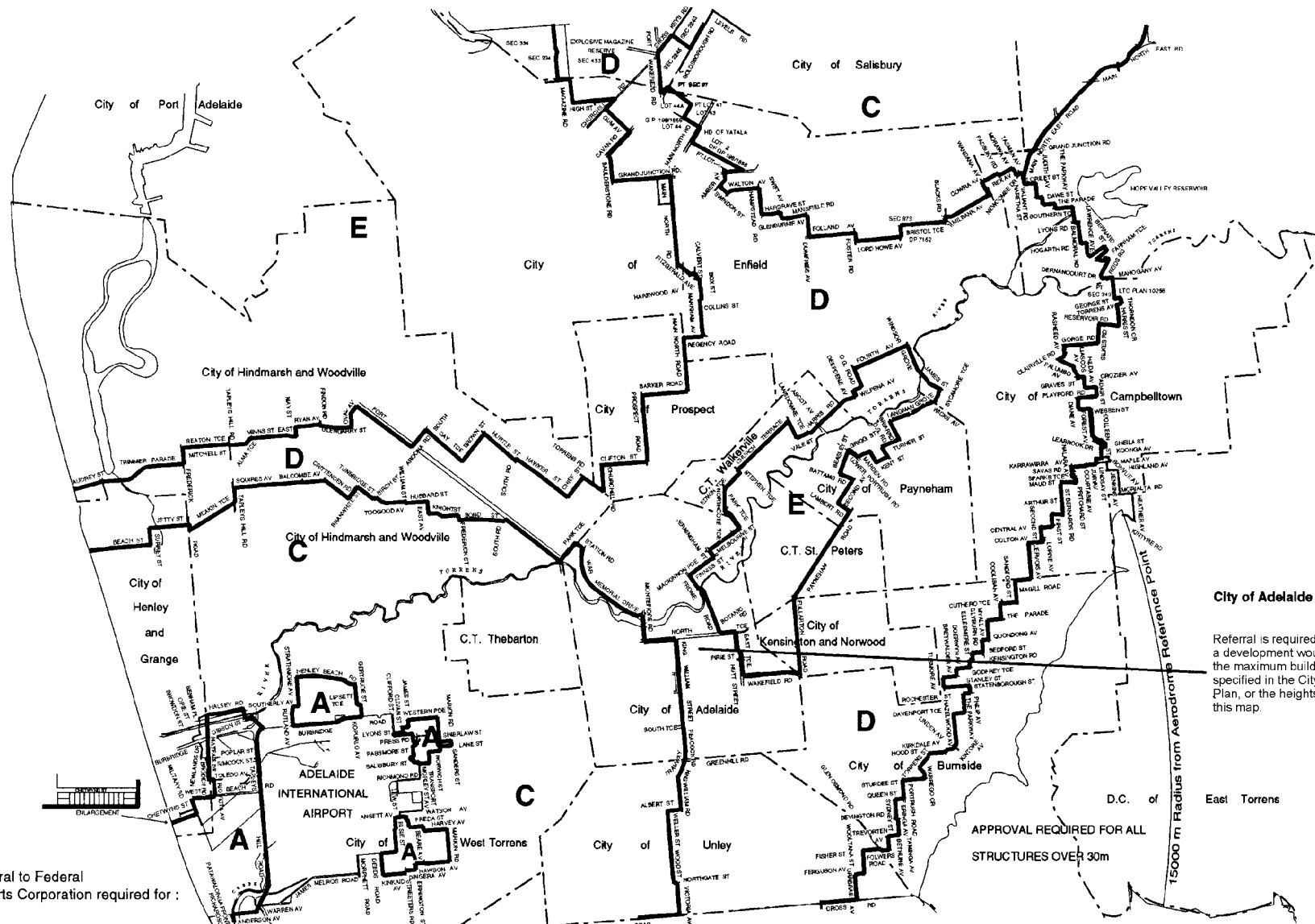
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-  Mixed Use (Medium - High Density)
-  Residential
-  District Centre
-  Neighbourhood Centre
-  Commercial
-  Industrial
-  Historic Conservation
-  Special Use
-  Primary Arterial Road
-  Secondary Arterial Road
-  Development Plan Boundary



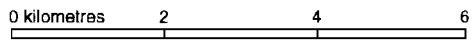
# PROSPECT (CITY) STRUCTURE PLAN MAP Pr/1 (Overlay 1)



Referral is required where a development would exceed the maximum building height specified in the City of Adelaide Plan, or the heights shown on this map.

Referral to Federal Airports Corporation required for:

- A** All Structures
- C** All Structures Exceeding 15 metres above existing ground level
- D** All Structures Exceeding 45 metres above existing ground level
- E** All Structures Exceeding 100 metres above existing ground level



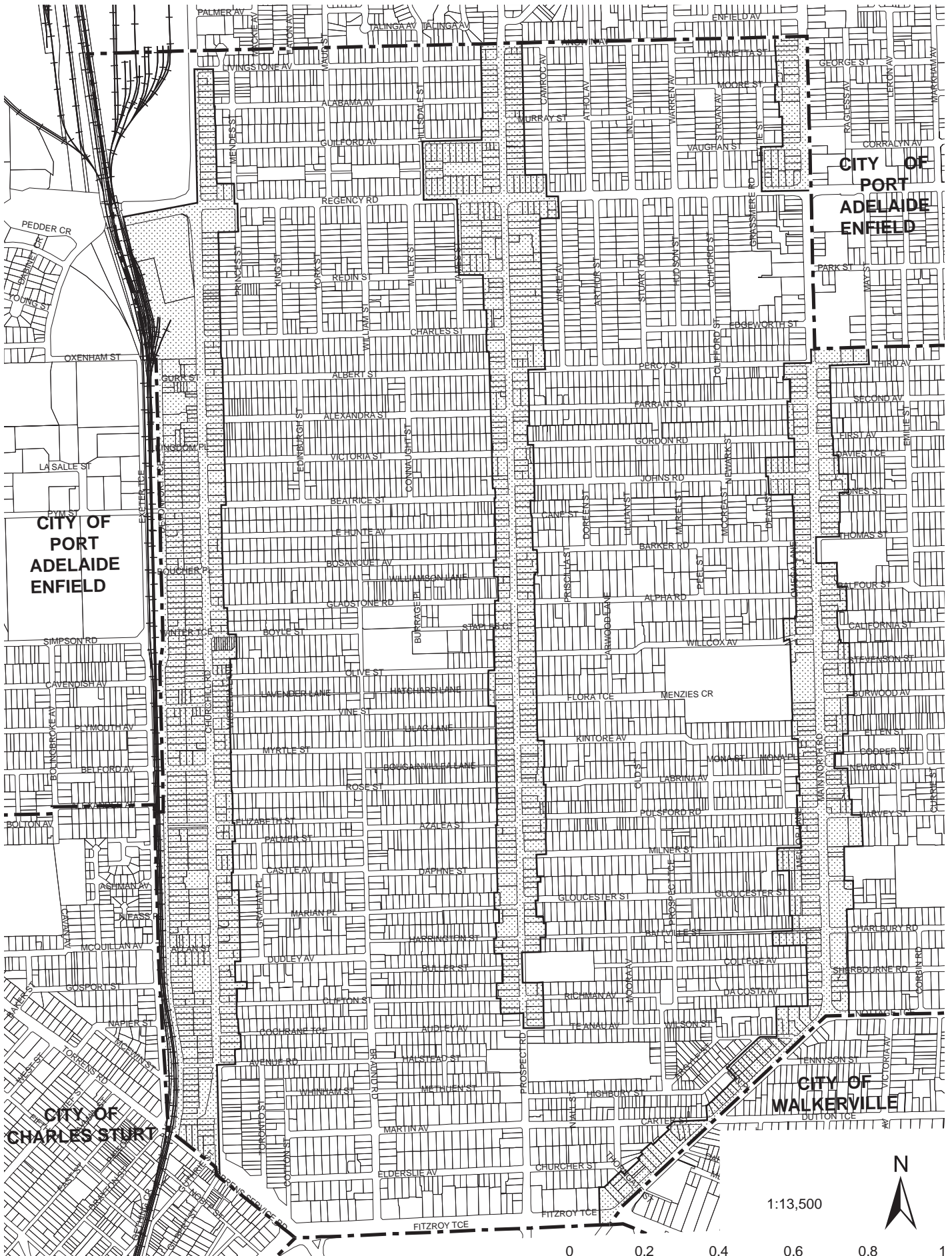
--- Local Government Area Boundary  
 — Zone Boundary

A.M.G. Coordinates of Aerodrome Reference Point  
 E274 373.835, N6 130 097. 135

# PROSPECT (CITY) AIRPORT BUILDING HEIGHTS MAP Pr/1 (Overlay 2)

APPROVAL REQUIRED FOR ALL STRUCTURES OVER 30m

1500m Radius from Aerodrome Reference Point

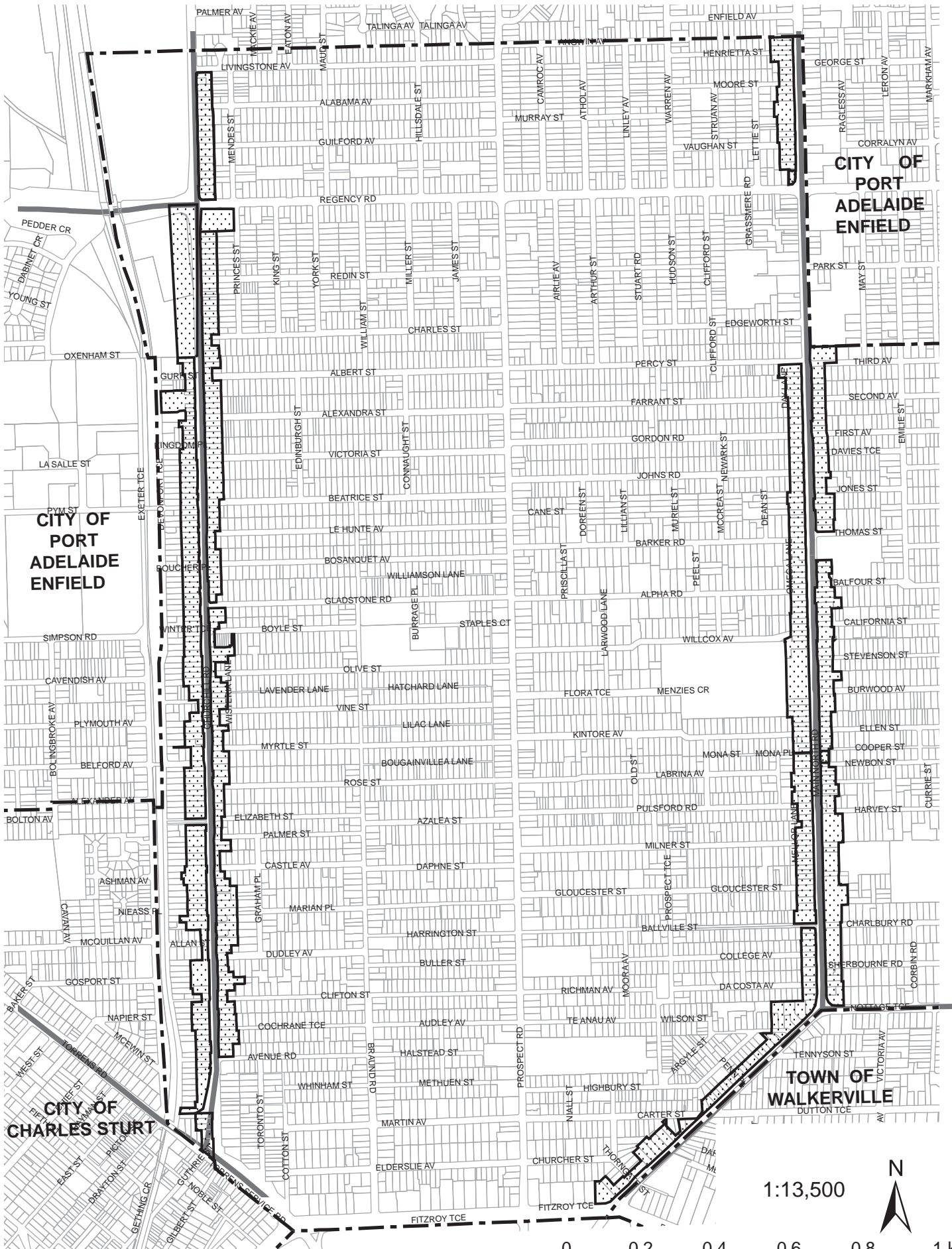





- Designated Area within which Affordable Housing applies
- Development Plan Boundary

**PROSPECT (CITY)  
AFFORDABLE HOUSING  
MAP Pr/1 (Overlay 3)**

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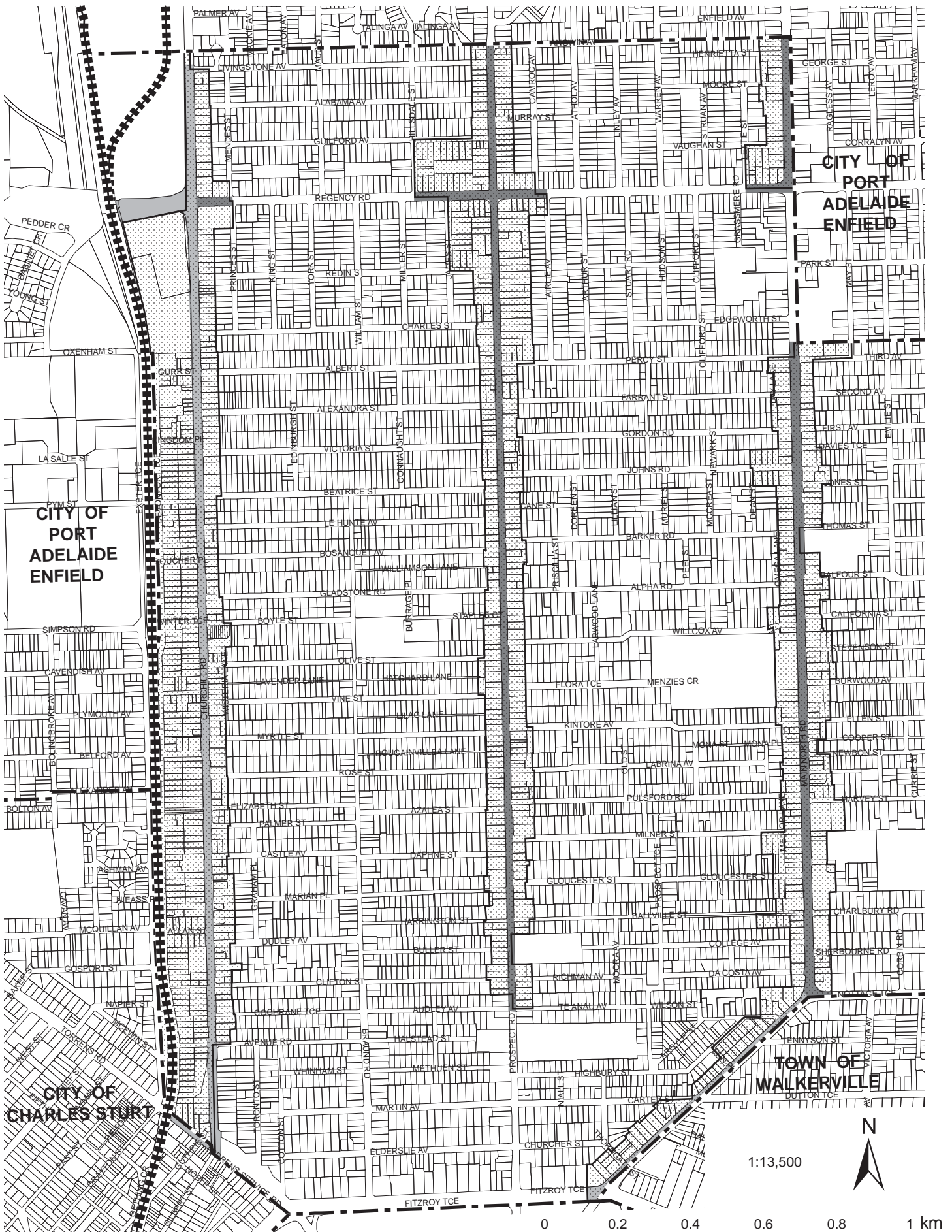









-  Designated Area
-  Strategic Roads Network
-  Development Plan Boundary

# PROSPECT (CITY) STRATEGIC TRANSPORT ROUTES MAP P1/1 (Overlay 4)

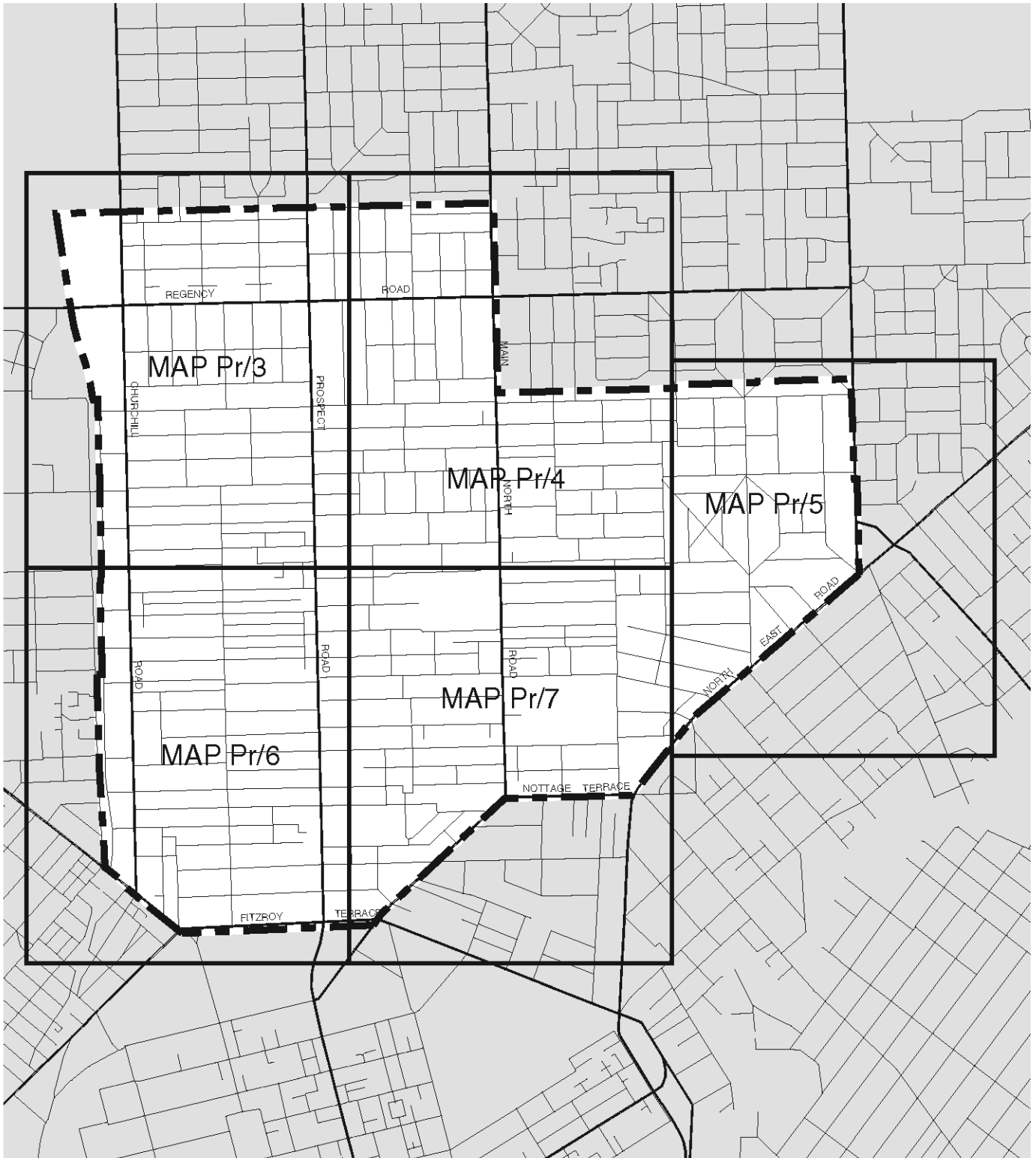
Consolidated 13 February 2018



-  Train Corridor
-  Designated Road: Type A road
-  Designated Road: Type B road
-  Designated Area
-  Development Plan Boundary

# PROSPECT (CITY) NOISE AND AIR EMISSIONS MAP Pr/1 (Overlay 5)

Consolidated - 13 February 2013



For the purposes of the Development Plan unless otherwise clearly indicated, the zone/policy area boundaries depicted on or intended to be fixed by Maps Pr/3 to Pr/12 inclusive shall be read as conforming in all respects (as the case may require) to the sectional or subdivisional boundaries, to the centre line of roads or drain reserves or to the title boundaries, or to imaginary straight lines joining the positions defined by survey or by the measurements shown on the said maps against which the said zone/policy area boundaries are shown or otherwise as indicated.



Scale 1:25000

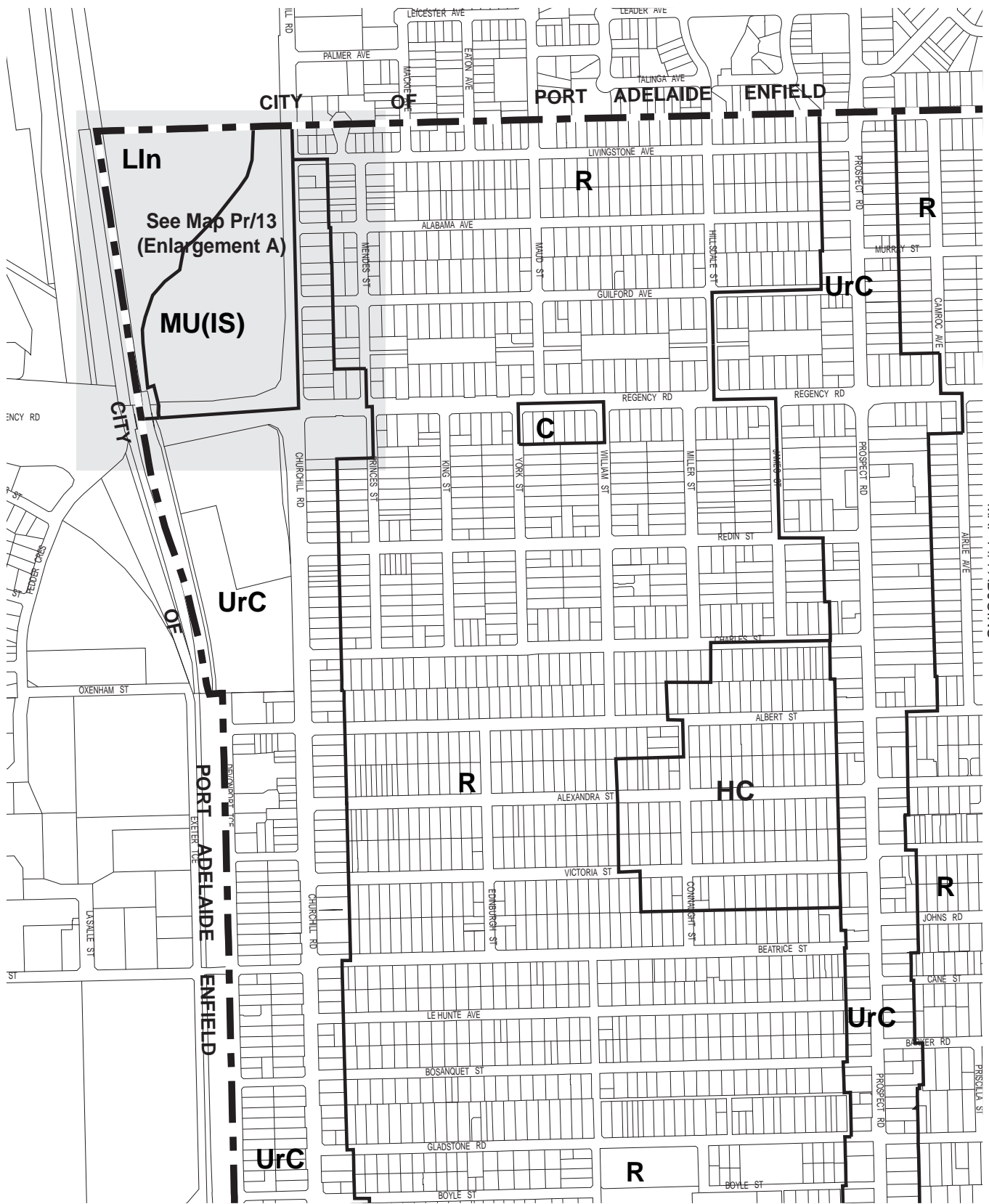


# PROSPECT (CITY) INDEX TO ZONES MAP Pr/2

— — — — — Development Plan Boundary

Consolidated - 13 February 2018





MAP Pr/6 ADJOINS

**NOTE : For Policy Areas See MAP Pr/8**

- C** Commercial
- HC** Historic Conservation
- Ln** Light Industry
- MU(IS)** Mixed Use (Islington)
- R** Residential
- UrC** Urban Corridor

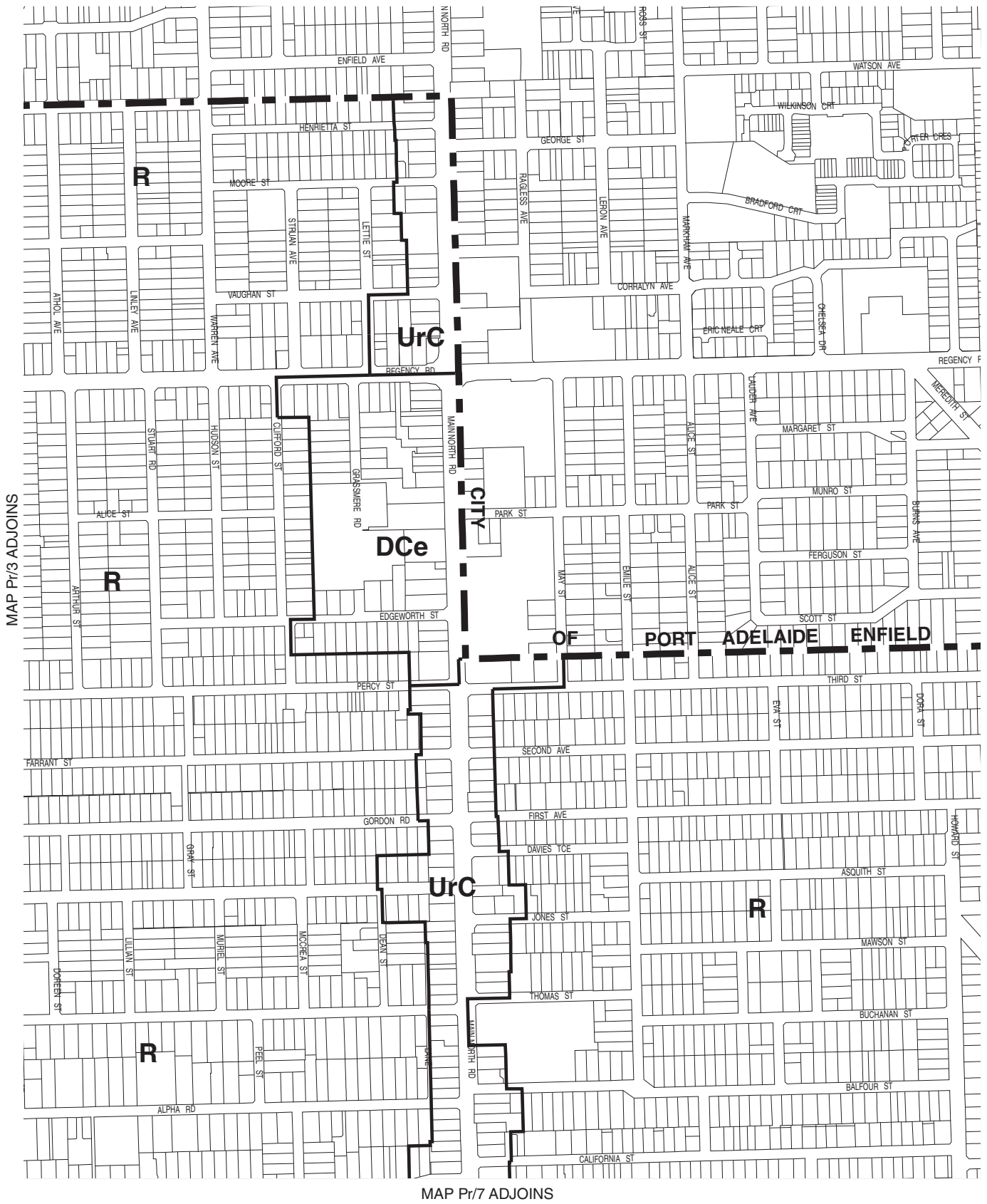
-  Zone Boundary
-  Development Plan Boundary

Scale 1:8000



# PROSPECT COUNCIL ZONES MAP Pr/3





**NOTE : For Policy Areas See MAP Pr/9**

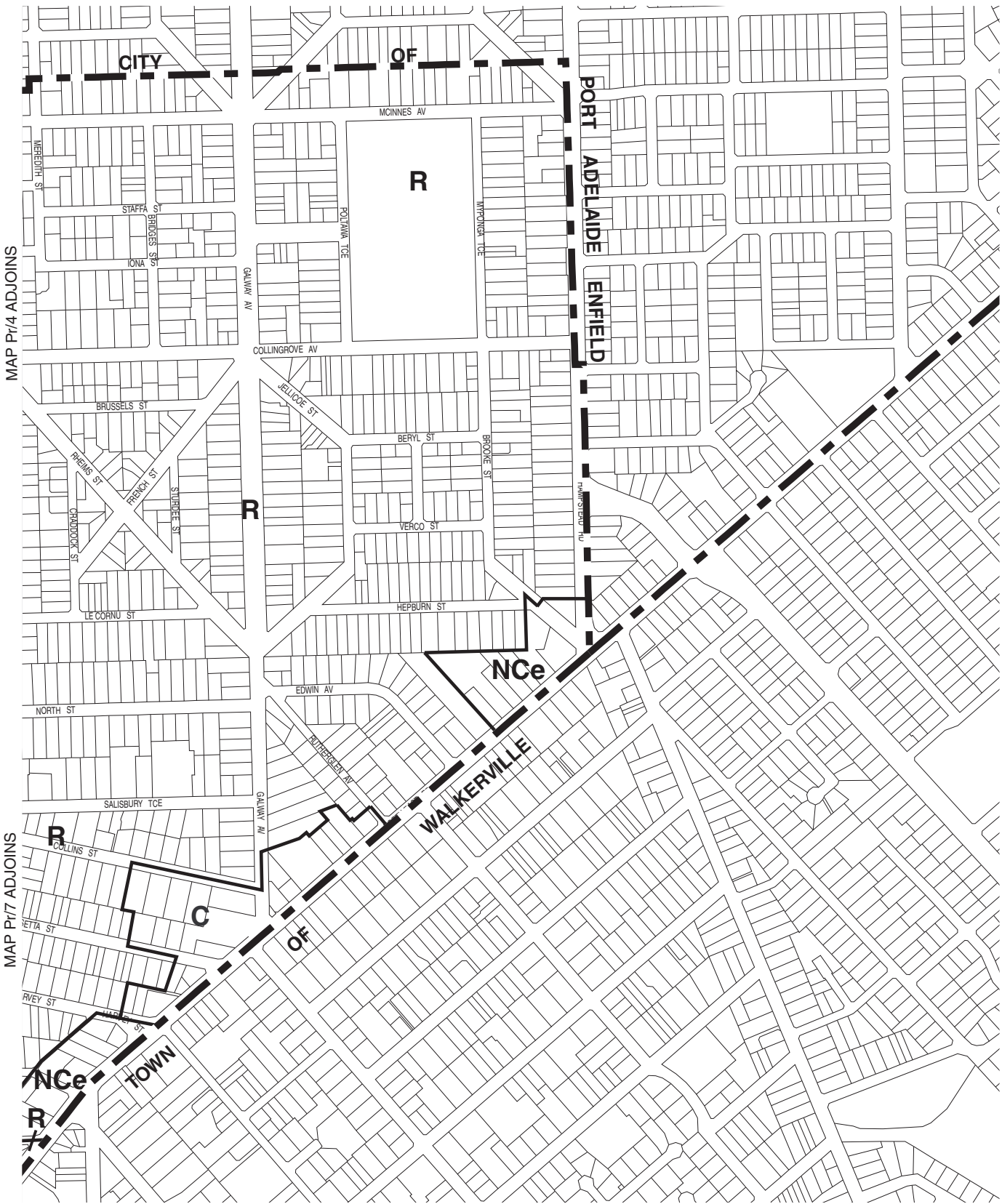
- DCe** District Centre
- R** Residential
- Urc** Urban Corridor

Scale 1:8000



# PROSPECT COUNCIL ZONES MAP Pr/4

- Zone Boundary
- Development Plan Boundary

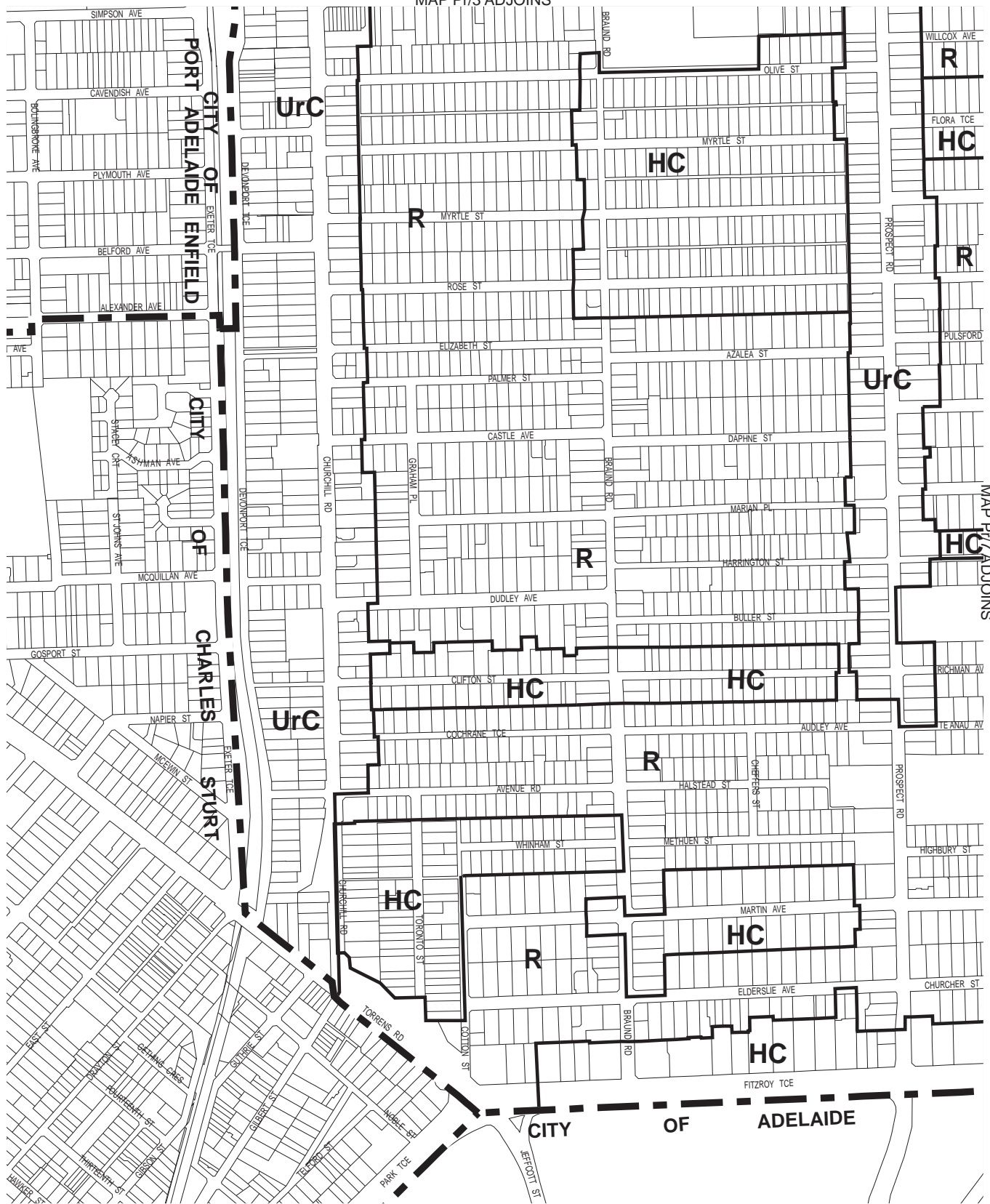


**NOTE : For Policy Areas See MAP Pr/10**  
**C** Commercial  
**NCe** Neighbourhood Centre  
**R** Residential

— Zone Boundary  
 - - - Development Plan Boundary



# PROSPECT (CITY) ZONES MAP Pr/5



**NOTE : For Policy Areas See MAP Pr/11**

- HC Historic Conservation
- R Residential
- UrC Urban Corridor

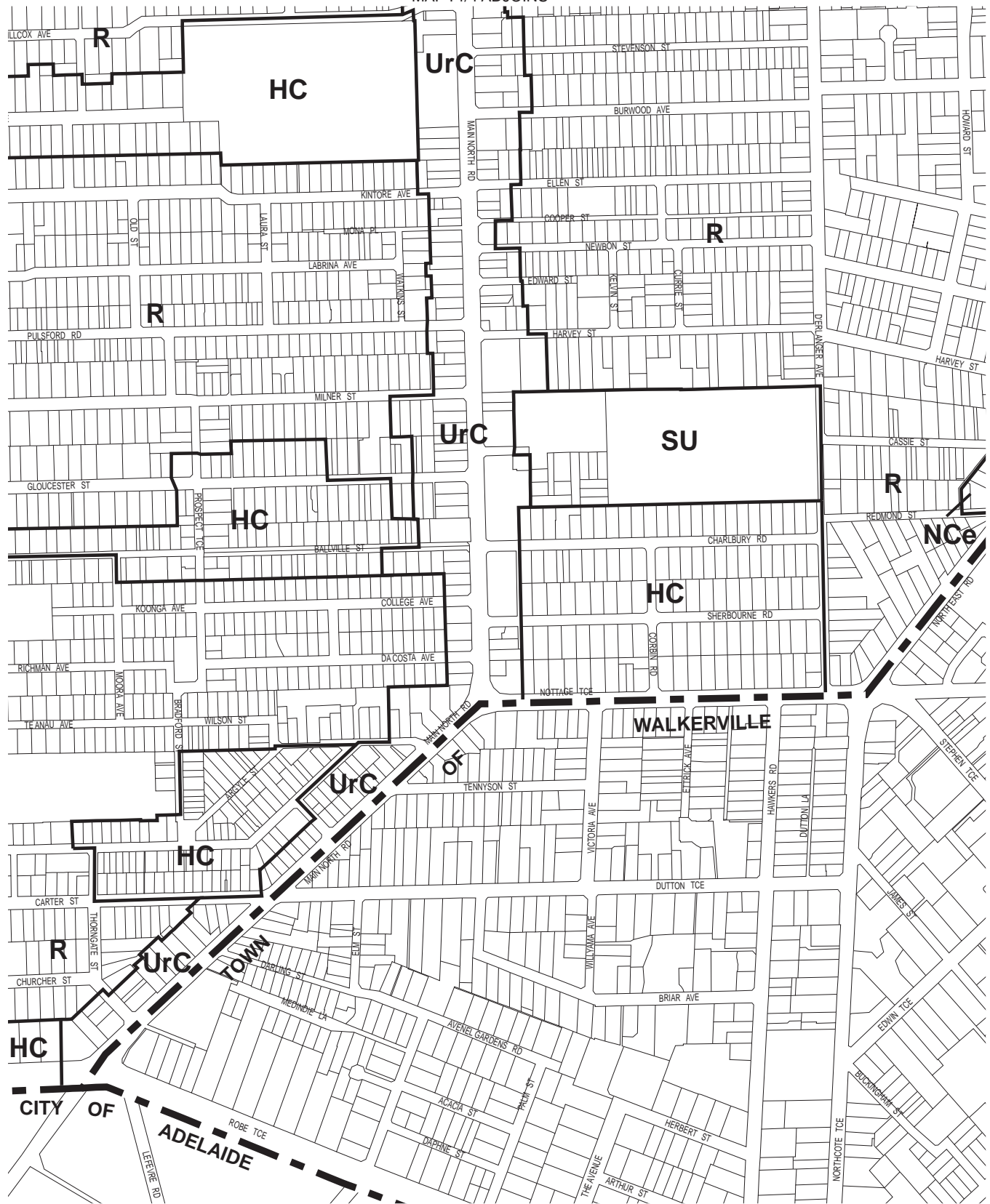
-  Zone Boundary
-  Development Plan Boundary

Scale 1:8000



# PROSPECT COUNCIL ZONES MAP Pr/6







NOTE : For Policy Areas See MAP Pr/12

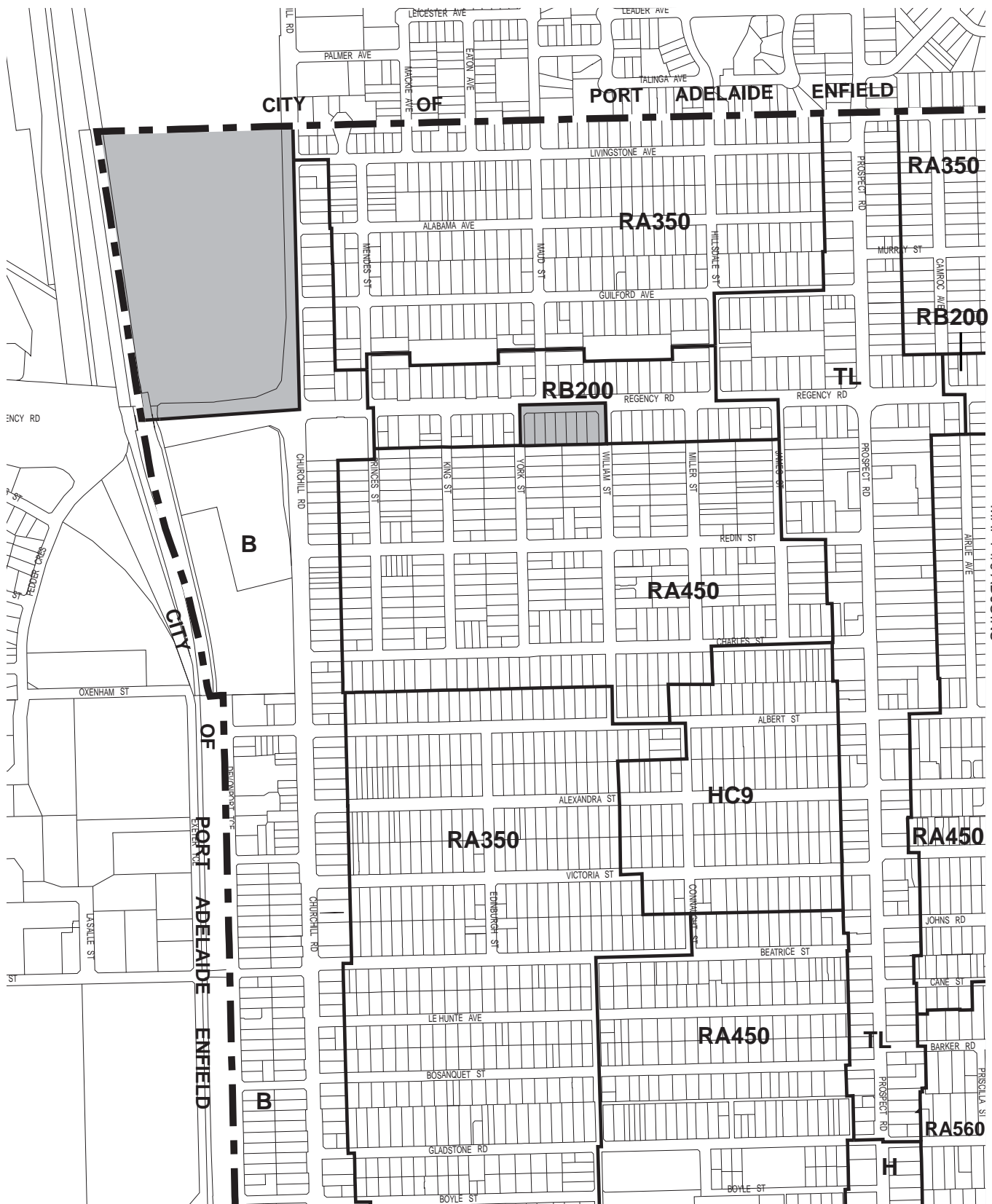
- HC Historic Conservation
- NCe Neighbourhood Centre
- R Residential
- SU Special Uses
- UrC Urban Corridor

Scale 1:8000



-  Zone Boundary
-  Development Plan Boundary




# PROSPECT COUNCIL ZONES MAP Pr/7



MAP Pr/9 ADJOINS

MAP Pr/11 ADJOINS

- RA560** Residential Policy Area A650
- RA450** Residential Policy Area A450
- RA350** Residential Policy Area A350
- RB200** Residential Policy Area B200
- TL** Transit Living Policy Area
- B** Boulevard Policy Area
- H** High Street Policy Area
- HC9** Historic Conservation Area 9 Policy Area

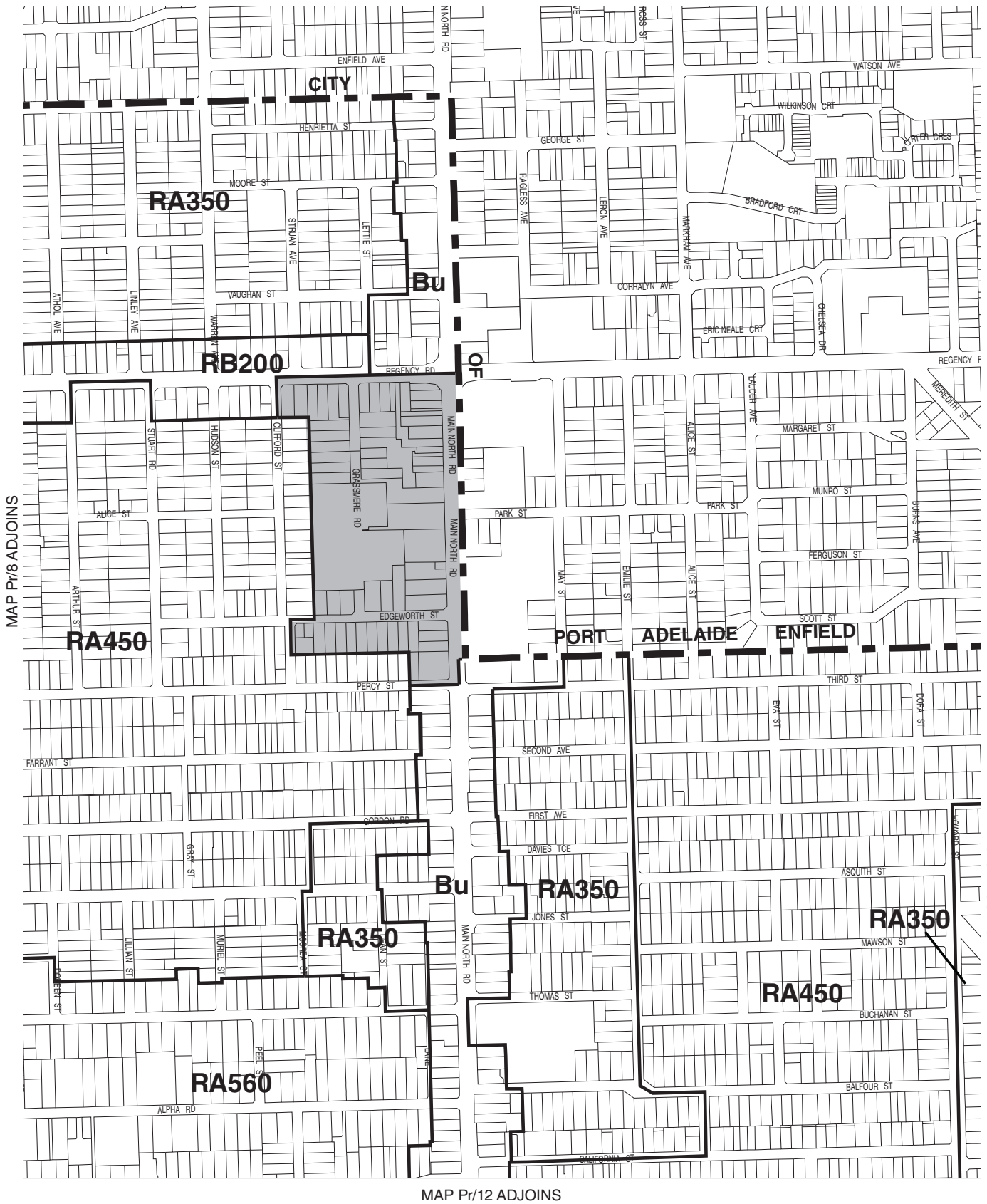
-  Policy Area Boundary
-  Development Plan Boundary
-  Area not covered by Policy

Scale 1:8000



# PROSPECT COUNCIL POLICY AREAS MAP Pr/8

Consolidated - 13 February 2018



- RA560** Residential Policy Area A560
- RA450** Residential Policy Area A450
- RA350** Residential Policy Area A350
- RB200** Residential Policy Area B200
- Bu** Business

- Policy Area Boundary
- Development Plan Boundary
- Area not covered by Policy

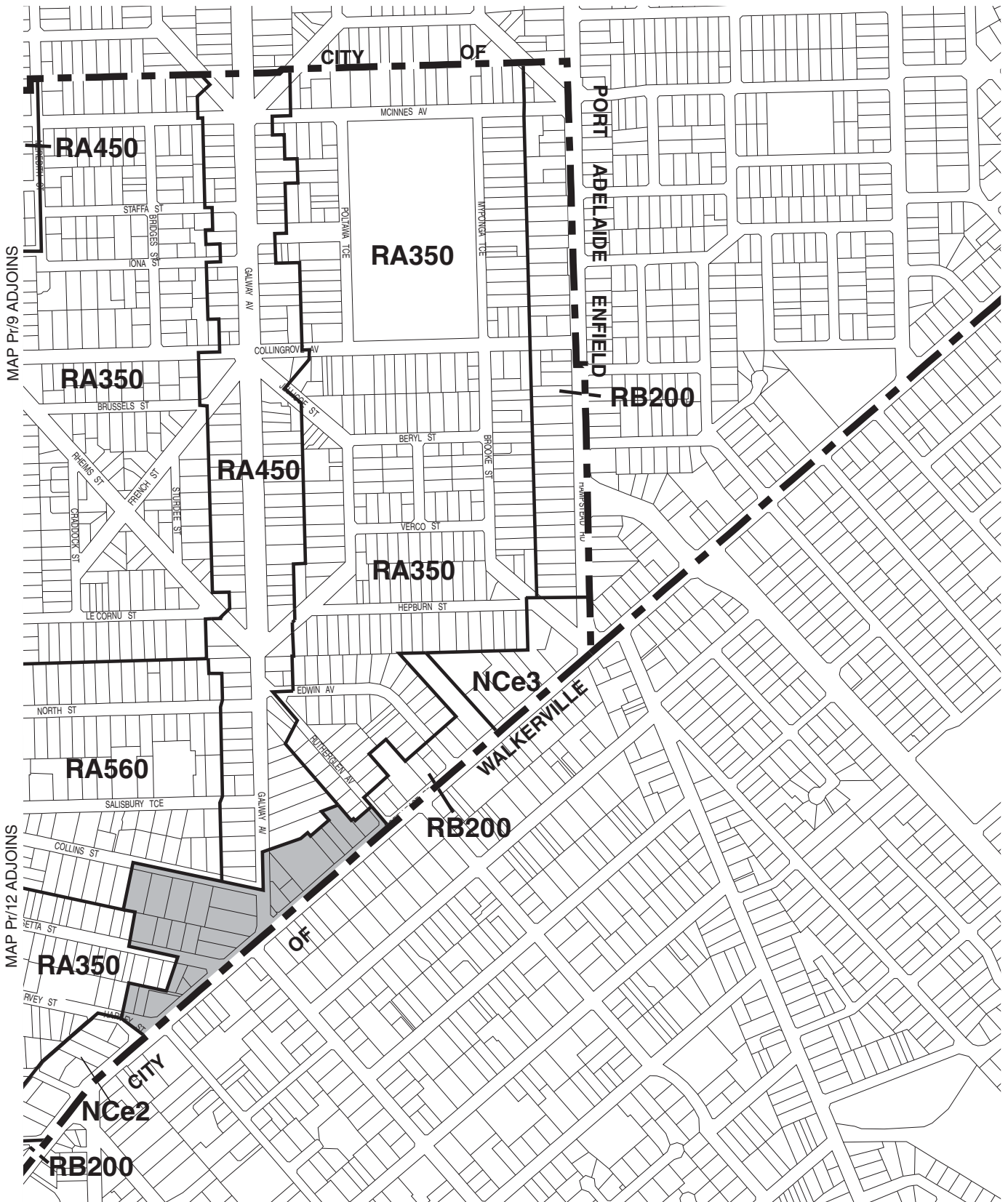
Scale 1:8000



# PROSPECT COUNCIL POLICY AREAS MAP Pr/9

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MAP Pr/9 ADJOINS

MAP Pr/12 ADJOINS

- RA560 Residential Policy Area A560
- RA450 Residential Policy Area A450
- RA350 Residential Policy Area A350
- RB200 Residential Policy Area B200
- NCe2 Collinswood Policy Area
- NCe3 Hampstead Policy Area

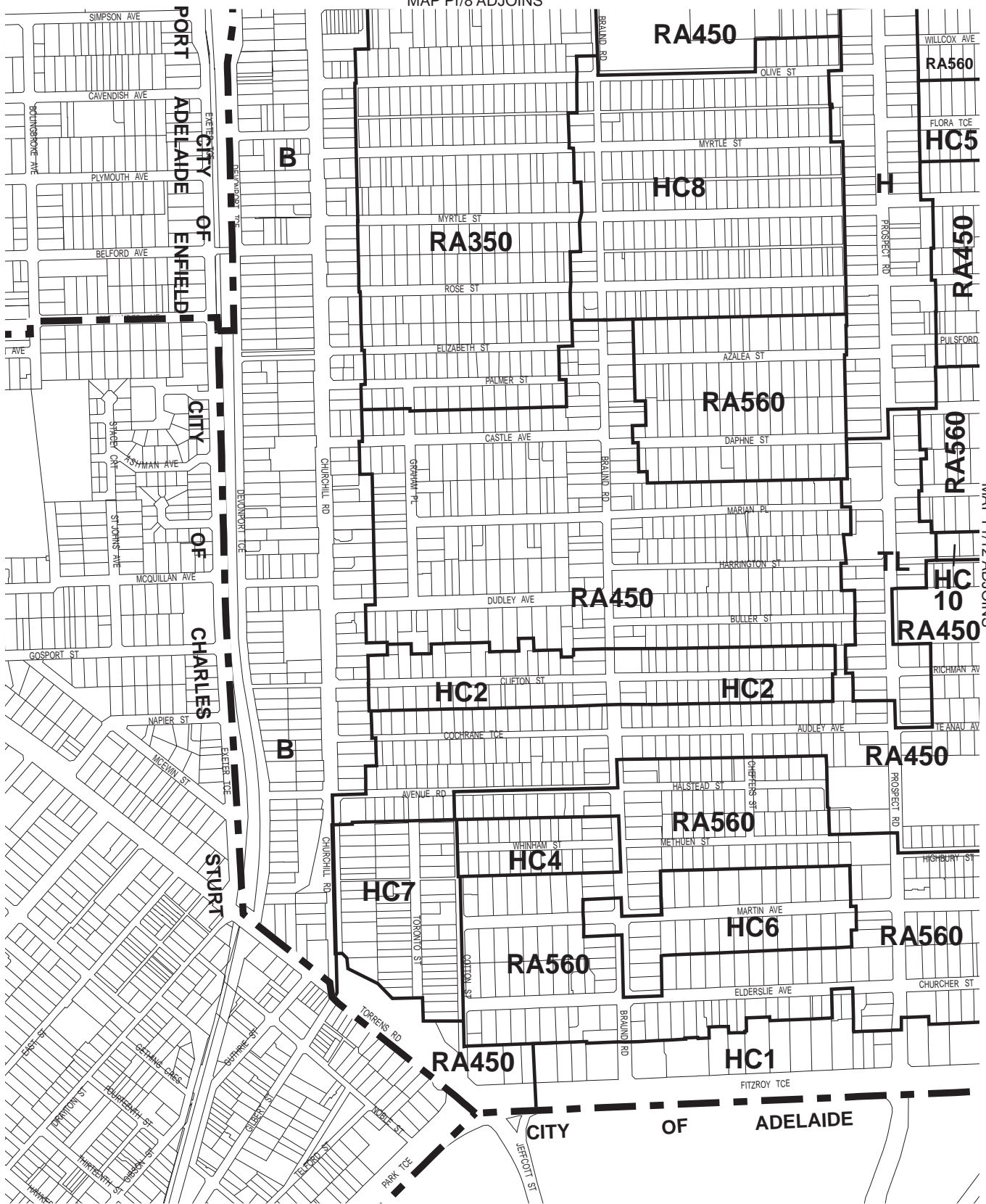
-  Policy Area Boundary
-  Development Plan Boundary
-  Area not covered by Policy



Scale 1:8000  
0 500metres

# PROSPECT (CITY) POLICY AREAS MAP Pr/10

Consolidated - 13 February 2018



MAP Pr/12 ADJOINS

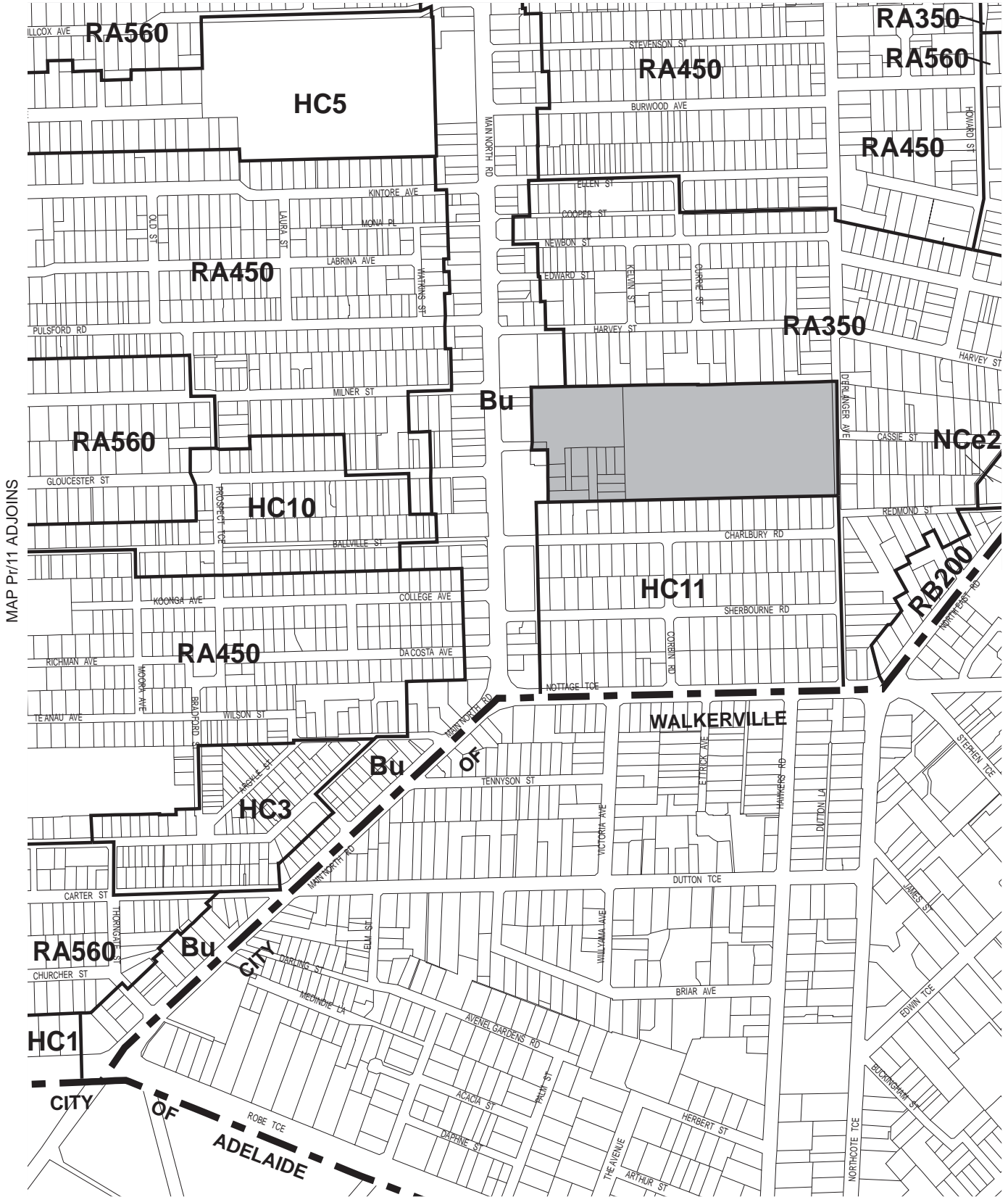
- RA560** Residential Policy Area A560
- RA450** Residential Policy Area A450
- RA350** Residential Policy Area A350
- HC1** Historic Conservation Area 1 Policy Area
- HC2** Historic Conservation Area 2 Policy Area
- HC4** Historic Conservation Area 4 Policy Area
- HC5** Historic Conservation Area 5 Policy Area
- HC6** Historic Conservation Area 6 Policy Area
- HC7** Historic Conservation Area 7 Policy Area
- HC8** Historic Conservation Area 8 Policy Area
- HC10** Historic Conservation Area 10 Policy Area
- B** Boulevard Policy Area
- H** High Street Policy Area
- TL** Transit Living Policy Area

Scale 1:8000



**PROSPECT COUNCIL  
POLICY AREAS  
MAP Pr/11**





MAP Pr/11 ADJOINS

- RA560** Residential Policy Area A560
- RA450** Residential Policy Area A450
- RA350** Residential Policy Area A350
- RB200** Residential Policy Area B200
- HC1** Historic Conservation Area 1 Policy Area
- HC3** Historic Conservation Area 3 Policy Area
- HC5** Historic Conservation Area 5 Policy Area
- HC10** Historic Conservation Area 10 Policy Area
- HC11** Historic Conservation Area 11 Policy Area
- NCE2** Collinswood Policy Area
- Bu** Business

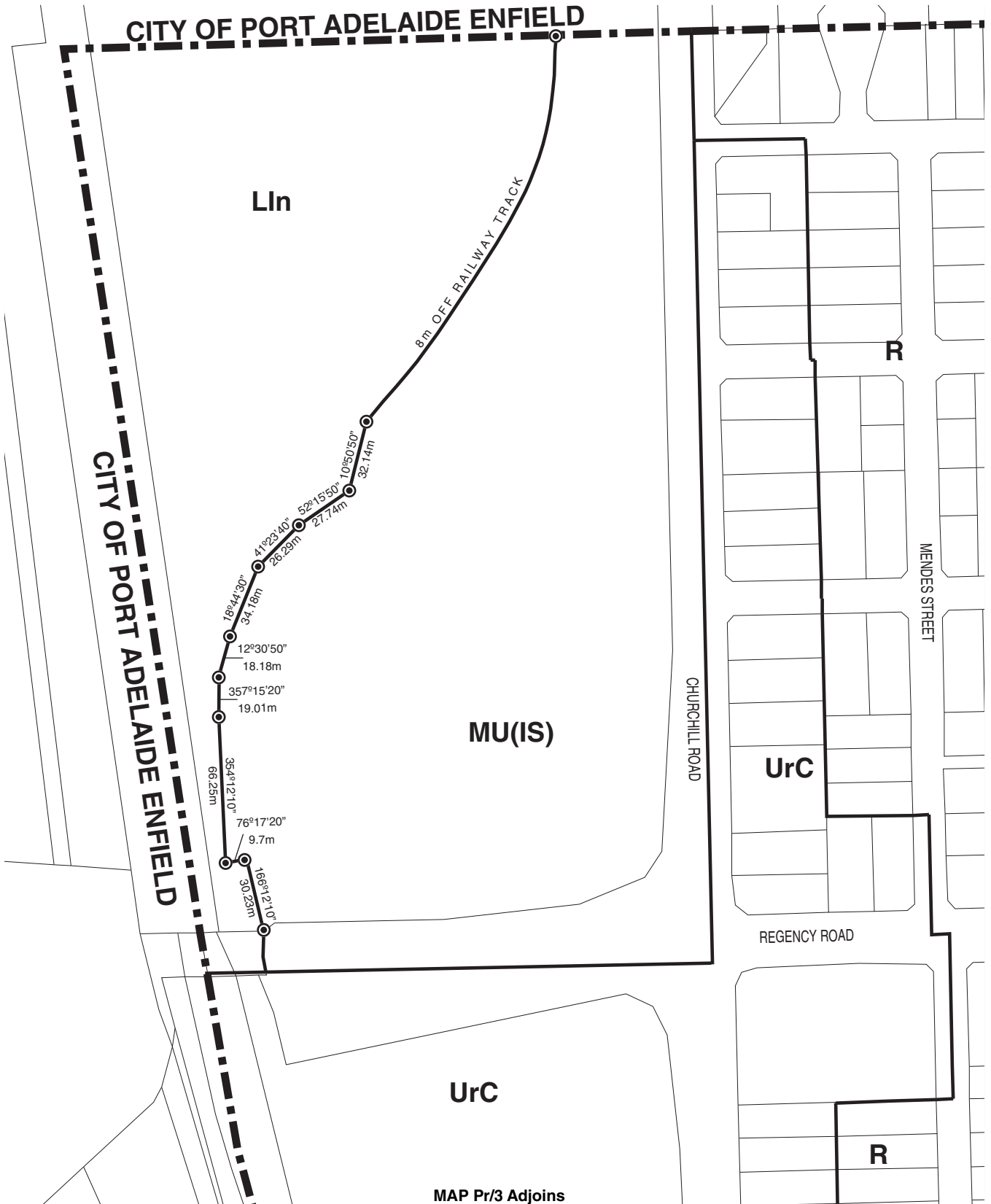
Scale 1:8000



- Policy Area Boundary
- Development Plan Boundary
- Area not covered by Policy

# PROSPECT COUNCIL POLICY AREAS MAP Pr/12

**CITY OF PORT ADELAIDE ENFIELD**



**NOTE : For Policy Areas See MAP Pr/8**

- Ln** Light Industry
- MU(IS)** Mixed Use (Islington)
- R** Residential
- UrC** Urban Corridor

-  Zone Boundary
-  Development Plan Boundary

Scale 1:2500



**PROSPECT (CITY)  
ZONES  
MAP Pr/13  
(Enlargement A)**

Consolidated - 13 February 2018