Strategic context

The 30-Year Plan for Greater Adelaide (the Plan) seeks a new urban form that includes more intensive forms of urban development along main road corridors. By delivering a more intensive form of development along corridors, Greater Adelaide will be able to create a more compact urban form for the remainder of the city and its region and reduce further urban sprawl.
Key Plan policies that relate to this zone are:

**New transit corridors, growth areas, transit-oriented developments and activity centres**

**Transit corridors**

**Policies**

8 Designate and protect transit corridors so a significant amount of Greater Adelaide’s net dwellings growth and net jobs growth can be generally located within 800 metres of a major transit corridor or within 400 metres of other transit corridors.

9 Designate five fixed-line transit corridors (see Maps D2 and D3) as State Significant Areas. The Department of Planning and Local Government will prepare Structure Plans for these corridors in partnership with other state government agencies and local government.

10 Prepare Structure Plans for transit corridors to determine up-front (or earlier in the process) the types of land uses permitted to avoid the need for individual rezoning of major sites.

14 Concentrate higher densities and medium-rise development around mixed-use activity centres and railway, tram and bus stations.

15 Ensure that there is an effective transition between higher densities and medium-rise development (near shops and stations) and existing low-rise detached housing. Structure Plans for transit corridors will prescribe that densities and building heights decrease as development moves away from transport thoroughfares and shops and railway stations. This will mean that traditional detached dwellings will generally be bordered by low-rise dwellings such as townhouses.

16 Define transit corridors by unique design and character guidelines, giving each corridor a separate identity to avoid a monoculture of building styles across Greater Adelaide.

17 Ensure transit corridors contain a network of cycle ways, walkways and greenways to provide cooling and to create liveable and attractive locations for a diverse population.

**Targets**

I Locate more than 50 per cent of Greater Adelaide’s net dwellings growth (about 137,000 dwellings—including 60,000 in transit-oriented developments and sites that incorporate these development principles and design characteristics) and about 35 per cent of Greater Adelaide’s new jobs in transit corridors.

J Provide a net contribution of active and passive open space in transit corridors.
Role and purpose of the zone

The Urban Corridor Zone supports an innovative mix of medium and high density urban development along strategic road corridors within the existing established areas of Greater Adelaide. The focus will be on land within 3 or more blocks of the road corridor. The aim is to create a strong main road presence while enabling a transition of development form to a lower intensity at the interface with other zones.

The zone is based on built form compared to the traditional land use based zones. A greater variety and mix of land uses is sought in the zone. A more specific building form is sought where the highest and most dense development is located towards the main road and the height reduces towards the boundary with other zones.

Examples of where the zone may apply include parts of Greenhill Road, Port Road, Prospect Road and Unley Road.

In the following circumstances the Urban Corridor Zone may not be the best fit and an alternative zone may be selected:

Table 1: Circumstances where the Urban Corridor Zone may not be the best option

<table>
<thead>
<tr>
<th>Circumstance</th>
<th>Alternative zone that may be considered</th>
</tr>
</thead>
<tbody>
<tr>
<td>Major infill sites that connect to the corridor</td>
<td>Urban Core Zone</td>
</tr>
<tr>
<td>Regional, Major District or District Activity centre that connects to the corridor</td>
<td>District or Regional Activity Centre Zone</td>
</tr>
<tr>
<td>A rail transit stop adjacent to a road corridor</td>
<td>Suburban Activity Node Zone</td>
</tr>
<tr>
<td>Existing industry</td>
<td>Retain current zoning or adopt new Urban Employment Zone (unless strategic investigations demonstrate the need for a change in use)</td>
</tr>
</tbody>
</table>
Envisaged land uses

The land uses desired in the zone include a range of dwelling forms, including residential flat buildings, row dwellings, shop top housing and affordable housing. Detached dwellings are discouraged in the zone unless they can meet other merit policies within the plan. Housing will be supported by a range of community services, and local and neighbourhood scale retail. A range of commercial and office uses are also supported in the zone.

There is a desire for a residential component of around 75 per cent in the zone with the remainder being mixed use development. The mix of land uses will vary depending on the policy area applied (see heading ‘Policy area provisions’ for more information).

Desired density and urban form

The policy requires medium and high density development to achieve a minimum net residential site density of between 45–200 dwellings per hectare. There is scope to increase the density as required. At the interface, development will be stepped down to reduce impacts on neighbouring buildings. The maximum allowable height at the interface of the zone is guided by the interface provisions, which require development to be stepped in within a defined building envelope. It is possible to achieve target dwelling density through a variety of building forms, but in the Urban Corridor Zone a prominent development form (that is, reasonably high and visible) as well as density target are sought.
Building height

Maximum building heights may be specified at the zone level or on a concept plan. Concept plans may be used to identify specific gateway areas where a higher building height may be allowed. Buildings with frontage to the primary road corridor (i.e. the corridor identified in the Plan) need to be a minimum of 3 storeys. Where the development faces the Park Lands, development should be a minimum of 4 storeys (as required in the Plan). These areas are indicated clearly on a concept plan. Policy writers may select the maximum building height of 4 or more storeys.

To decide on the appropriate building height for a road and determine a height in storeys that will suit the location, the following formula should be considered:

| Measure the road width and equate this to number of storeys, allowing at least 4.5 metres for the ground floor and 3.5 metres for every storey above. |

This formula is useful for most roads where the width is less than 50 metres. For roads greater than 50 metres, this formula becomes less relevant and building height should be selected consistent with the Plan and with regard to urban design principles. Maximum building height should be expressed in both storeys and metres, this is not necessary for minimum building heights.

Interface provisions

There are two key policies that have been included within the zone to address interface issues such as overlooking, overshadowing, building bulk and relative scale. The first policy has been developed to ensure development within the zone does not unreasonably overshadow the north facing windows, or private open space of residential buildings, see Figure 1. The second policy seeks to address massing, by establishing a 45 degree setback angle from the interfacing zone boundary, measured from a height of 3 metres above natural ground level (a standard single-storey wall height). This is shown diagrammatically on Figure 2.

The interface policies should be considered when choosing suitable building heights to ensure that the policy is practical.

Additional notes are included in the Technical Information Sheet 3 – Assessment and Design Notes to assist with the interpretation and assessment of the interface policies.
Policy area provisions

To address differences in land use and built form that will be desired in the Urban Corridor Zone, four policy areas (Boulevard, High Street, Business and Transit Living), are available for selection. The policy areas guide character and built form and include policy on land use that varies.

The table below outlines the main characteristics of each policy area.

<table>
<thead>
<tr>
<th>Policy area</th>
<th>Land use mix</th>
<th>Built form character</th>
<th>Road character</th>
</tr>
</thead>
<tbody>
<tr>
<td>Boulevard</td>
<td>A mixture of land uses, with no specific restrictions beyond the zone requirements</td>
<td>Large buildings set back from the main road with space for landscaping</td>
<td>Wide road with space for all road users, often tree lined</td>
</tr>
<tr>
<td>High Street</td>
<td>Non-residential required on the ground floor of buildings</td>
<td>Fine grain, narrow building frontages with frequent pedestrian entry points. Buildings set close to the street and built boundary to boundary</td>
<td>Roads sometimes constrained and unable to comfortably accommodate all road users</td>
</tr>
<tr>
<td>Business</td>
<td>Non-residential on the ground floor of buildings</td>
<td>Varied, allowing conversion of warehouses with large floor areas and retaining traditional narrow frontages. Built form flexible</td>
<td>Variable – could be constrained in some circumstances or comfortably accommodate all road uses in others</td>
</tr>
<tr>
<td>Transit Living</td>
<td>Mainly residential with supporting local scale office and retail</td>
<td>Flexible and varied built form</td>
<td>Standard main road function, limited character of note</td>
</tr>
</tbody>
</table>
The zone will promote the vertical and horizontal integration of land uses. To produce good design outcomes, the following elements are encouraged:

- buildings with serviced areas and loading to the rear
- the creation of rear laneways
- amalgamation and sharing of rear yards and parking areas.

There should be a focus on creating pedestrian and cycling environments on the main road frontage and links to existing centres.

When choosing the relevant setbacks for each area, consider how any proposed public realm upgrades such as footpath widening or street tree planting will interact with new development. Equally, any proposed upgrades will need to consider and take into account the built form that will be allowed in this zone.

**How the zone relates to general and overlay modules**

All zone modules have been written as part of the South Australian Planning Policy Library and so some policies supporting the zone’s objectives will be found at the General level. The following overlays have been introduced to the library and should be adopted as relevant:

- Affordable Housing Overlay 1 (for use when land is being rezoned for more intense uses and contains a residential component). Note: Refer to Technical Information Sheet 6 – Affordable Housing.
- Strategic Transport Routes Overlay 2. Note: Refer to Technical Information Sheet 7 – Strategic Transport Routes.
- Noise and Air Emissions Overlay 3. Note: Refer to Technical Information Sheet 8 – Noise and Air Emissions.

**Local policy**

The zone includes several options where policy may be varied to suit local circumstances. Building heights may be selected to suit the location the zone will be applied to. Access ways, greenways and other location information relating to vehicle and pedestrian movement should also be shown on concept plans.

As referred to above, there are four policy areas that can be adopted according to the characteristics of the local area. Within each policy area there is a choice of setback parameters that reflect the intent of the policy area.

When selecting setback policy from the options, it is important to consider whether the road has been identified on the Metropolitan Adelaide Road Widening Plan. If this is the case, an additional six metres should be added to the front minimum setback from the affected road.
Incentives

The ability to assemble sufficiently large parcels of land is likely to be a major issue in the case of infill developments, especially in the inner suburbs of Adelaide.

Incentive policies in the form of height bonuses and reduced car parking standards are provided to encourage development close to public transit stops, the amalgamation of sites, provision of affordable housing and design features such as rooftop gardens and undercroft parking. A minimum of three incentives should be selected for the zone.

Links to the Residential Development Code

Due to the intensity of development desired, the Residential Development Code (the Code) will not apply to land in this zone. Exclusion of the area from the Code should be applied for when the zone is introduced into the relevant Development Plan.
Complying, non-complying and categories of notification

The list of complying development prescribed for the zone should, where possible, align with either:

- the list of envisaged land uses identified in the zone
- Schedule 4 of the Development Regulations.

The list of non-complying development should generally reflect those land uses which would seriously conflict with the intent of the zone and those envisaged land uses listed.

The categories of public notification will also need to reflect those uses envisaged in the zone and Schedule 9 of the Development Regulations.