
CITY OF CHARLES STURT
RESIDENTIAL STREETScape CHARACTER STUDY

Final Report

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Draft for client comment



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1 INTRODUCTION

1.1 Project Objectives

This study seeks to identify and analyse streetscape character within areas of the City of Charles Sturt's Residential Zone. This work has been undertaken collaboratively by Jensen Planning + Design and Avante Mapping together with the planning policy and assessment staff of the City of Charles Sturt.

The primary objective of the study is to identify the extent and forms of areas of 'special character' which require a more considered approach to the management of future development.

Important in determining this goal is the capturing and analysis of data in a manner that limits (as much as possible) subjective assessment.

This study is about collecting and analysing a robust and comprehensive suite of data relating to specific attributes of built form and landscape elements, and how they relate to each other, which dictate the "look and feel" of particular areas.

This data will be used to inform the basis for increased guidance through policy regarding new development within these areas. It is intended that the outcomes of this report will inform a potential future Development Plan Amendment, as well as the development of Design Guidelines which can be used by Council staff to interpret Development Plan policy, as well as inform developers, designers and the general public about appropriate design outcomes for specific areas (through information sheets or similar guides).

The involvement of Council staff in this process is important in not only informing the study with local knowledge, but also informing the most appropriate policy response options. Staff have provided knowledge of what does and doesn't work 'on the ground', being the end users of the policy, as well as how developers and designers tend to respond to specific policy approaches.

Therefore, it is the objective of this study to ensure that the resultant policy recommendations provide the best possible guidance to achieving the best design outcomes to respond to specific character traits for different areas.

1.2 What is character?

Central to this study is the understanding and determining of what is understood and meant by the term "character".

The concept of character is commonly misunderstood by communities and has historically not been well expressed within Development Plans. Areas have been described as having 'little' or 'no character' while others are said to display 'lots of character'. However, all areas have a character that can be analysed and described. As such, character should be regarded as a 'value neutral' concept defined as:

"the interrelationship between built form, vegetation and topography in the public and private domains that distinguishes one place from another".

The concept of character is broader than just architectural style or the era of development. It is also about recognising the distinctive characteristics or urban forms and their relationship to topography, vegetation and other natural features.

Importantly, the concept of character in the context of the planning system is limited to what is visible within the street. This includes the public realm and those elements of the private realm reasonably visible from a vantage point within the street. In some circumstances, where it is an important feature of an area, vegetation in rear yards may also be considered of relevance to character.

1.2.1 Understanding "Special" Character

'Special character' is a concept used to identify areas that demonstrate a high degree of significance that sets it apart from the context of the surrounding neighbourhoods. The purpose of identifying such areas is to carefully manage the extent and form of change as a result of development (as opposed to heritage which is to conserve and protect the fabric). This specific policy approach would typically be warranted where the identified 'special character' area demonstrates:

- It is exemplar, rare or atypical in the context of surrounding neighbourhoods, or a metropolitan setting
- a strong retention of the character of the original or early era(s) of development
- a high degree of consistency in terms of building siting, design and landscape qualities.

In order to delineate character areas within a broader area, such as a Council area, the whole area needs to be examined in detail. The relative significance of any specific area should be compared to other similar areas within the Council area, or the surrounding suburbs. This will assist in evaluating the uniqueness of the location, and the quality and consistency of the attributes that make up the area.

This study should consider the following in determining the extent of areas that could be identified as having special character:

- community values – the extent to which people in the community value the characteristics of the area that would make it 'special'
- level of threat – the extent to which the key characteristics are threatened by development pressures, taking into account the strategic objectives of a location
- gaps in planning controls – the extent to which existing planning policies are falling short of protecting the area's special characteristics, having regard to the desired character outcomes.

Across many inner and middle suburbs of Adelaide, communities have raised concerns over a loss of character of these locations as a result of recent development. This concern extends beyond density issues and touches, perhaps more critically, to the loss and replacement of existing housing stock with dwelling styles and quality that do not "fit in" with that of the surrounding area.

The reasons for this relate back to the settlement of the areas in question and how they have influenced our streetscapes and what is valued by our community today.

Areas that make up the City of Charles Sturt originally established as villages (such as Woodville, Kilkenny, Cheltenham and Findon) in recognition of the position between Port Adelaide and the City of Adelaide. These locations grew larger over time and eventually created a suburban landscape during the early 20th century, with growth fuelled by the

establishment of manufacturing industries in the area (such as Holden). Buildings of the predominant eras to that found within the City of Charles Sturt were not architecturally designed (only the grandest of buildings would have been across Adelaide at those times) but rather utilised what were termed pattern book designs, based on a series of styles during those times. These included villas, cottages, bungalows, art deco and tudor styles. The placement of these buildings within streets resulted in a distinctive and consistent rhythm and streetscape character in these locations.

Older buildings were also built to a higher standard than today and this is reflected in the building heights (taller ceilings) and solid materials (commonly including locally quarried stone) and construction methods (such as double leaf brick). This quality was achievable due to lower labour costs, but also due to the brief of constructing dwellings that lasted for a long time. This is different to the way houses are built today, with generally lower ceiling heights and lower quality construction methods and materials, all of which is driven by a desire to keep construction costs down (despite much larger building sizes being built today).

The continuing collective presence of these original dwellings, and the patterns they established in the streetscape, are valued by the community and considered today as "character" buildings, because they offer these internal and external attributes that modern buildings typically do not.

While it is unreasonable for Council to insist that new building be to this standard, it is reasonable that the design and siting characteristics of the buildings are sympathetic to those established in the surrounding context within designated areas of special character.

Therefore, communities now see value in the planning system providing a greater level of control to how these 'special' character areas should be developed into the future, particularly with the strategic intent to change the urban form of areas in important growth corridors as identified by the 30 Year Plan for Greater Adelaide.

1.2.2 *Differentiating Between Character and Heritage*

It is important to make a clear distinction between heritage and character and not to let the two become confused. This is particularly important in communicating with communities who may not understand the difference between the two and why a different policy response is warranted.

Heritage has an established international frame of reference (ICOMOS / Burra Charter). Heritage is an assessment of how a particular place represents the history and evolution of an area and its people who have lived there or activities that have taken place and is therefore embodied in the fabric of a building or location. It is important to manage and retain the cultural significance of the place, however, heritage significance cannot be improved, only the fabric of the place can be restored or reinterpreted.

Character is a concept utilised to produce better contextual siting and design of development. Character confines itself to buildings and landscapes (and their interrelationship) that can be seen from the public realm. Determining character therefore places much greater emphasis on visual evidence and also is a reflection of community opinion about what is valued in an area. An area's character can be improved by development.

It is noted that in many aspects, 'special' character areas have a historic basis due to the nature in which they were established, but they should not be viewed in the same light as "heritage".

In summary, heritage relates to the conservation of culturally significant places, while character relates to the significance of contextual siting and design of a place. As such they require a different policy response.

1.3 Previous Character Investigations

The City of Charles Sturt has considered the matter of streetscape character previously.

In 2008, Jensen Planning + Design were commissioned by the Council to produce a series of reports that formed part of the Council's Residential Growth and Character Study. Within the study, a number of growth areas were identified and highlighted in *Report 4 – Character and Form of Potential Residential Growth (March 2010)*.

The report highlighted the inherent friction between areas often most suitable for development due to their accessibility (eg close to rail, town centres, etc) but often displaying valued character traits whether through established built forms, landscaping, sub-division patterns and / or street tree canopies.

In 2009, the Minister for Planning and Local Government released a suite of changes to the *Development Act 1993* and *Development Regulations 2008*, which sought to provide a means of streamlining the planning system. The reforms were known as the Residential Development Code and it sought to:

- introduce forms of buildings and structures that did not require a Planning Consent (generally minor structures such as swimming pools, shade sails, some forms of carports and garages etc)
- introduce a number of structures that were Code complying and therefore must be approved by Council (tick box system) – this included additions to dwellings and new dwellings

The criteria utilised to determine the applicability of these new exemptions from a full merit assessment were set out in legislation. The criteria are strictly quantitative and do not necessarily take into account specific attributes of locations of value. As such, the State Government, in 2009, sought to identify from Councils the areas which demonstrate particular character attributes that should be exempt from the pending changes to the legislation through the Residential Code. This would then mean that the exempt areas would require a full assessment of additions and new dwellings on their merits against the Development Plan policies for the area.

The assessment criteria utilised by the State Government in considering areas nominated by Councils included:

- must be geographically discrete and able to be clearly defined and mapped (ie be contiguous in area)
- must be able to be distinguished from other areas due to special attributes
- must have a predominant built form that was constructed before 1940

Importantly, for the third criteria, the State Government sought that the areas identified achieved no less that 50% of the building stock within any identified area, implying a need for a reasonably well intact and contiguous cluster of older building stock.

In response to this criteria, the *City of Charles Sturt Residential Neighbourhood Character Analysis – Part A: Identifying Potential Character Areas (Desk-based Analysis) (2009)* was prepared utilising the methodology and attributes identified by the, then, Department for Planning and Local Government. The attributes included:

- Land form (topography, natural features such as creeks)
- Subdivision pattern (street and allotment layout)
- Building stock (with a predominance of pre-1940s housing required)
- Allotment size and frontage
- Setbacks, site coverage and private open space

The analysis was principally desktop based, utilising the Atlas website database to identify extent of areas and basic characteristics. This desktop analysis formed part 1 of the assessment, with part 2 to detail more design, built form and landscape setting characteristics through field work.

As a result of the desktop analysis undertaken by Jensen Planning + Design, 20 areas were identified. Upon further consideration of the suggested areas, and having regard to the Residential Growth and Character Study also occurring at the time, only 7 areas were recommended to Council. Of these, only three areas were endorsed by the Minister for exemption.

It is noted that since the adoption of the exempt areas within the legislation, Stage 2 of the assessment (field work) has not been undertaken by Council, nor requested by the State Government.

A similar methodology has been applied for this study, however, importantly a far more rigorous and detailed assessment has been undertaken to better distinguish and provide rationale for potential areas of special character.

Jensen Planning + Design is also aware of additional work being undertaken by the State Government regarding the identification of character areas. This study has been aligned to the expectations of the Department in order to ensure any recommendations are rigorous and consistent with thinking of the State Government. This is important in ensuring any future Development Plan Amendments are supported by the Minister, particularly given the strategic locations of the areas being considered.

2 METHODOLOGY

2.1 An Objective Approach

There is a need for a robust, yet objective approach to defining and measuring areas of consistent character and expressing those design and spatial elements and relationships that defined the identified character area. The approach to delineating character areas established by the Department as part of the 2009 Residential Code Exemption Investigations represents a sound basis from which to base this study.

Given that much of the existing data to be used for this analysis stems from the same sources, and that it is a process that is likely to be more readily accepted by the Department, this study has built on the desktop approach for defining the areas for investigation.

This has assisted in 'filtering out' areas for closer examination, given the vast size of Council's Residential Zone, thereby focussing more on the collection of data on specific character and spatial elements within the identified areas for investigation through detailed field analysis.

Importantly, consideration has been given to existing Development Plan policy objectives within zoning for identifying the extent of areas to be considered as part of this study. Existing areas covered by Historic Conservation Area policies (contained within the Residential Character Zone) were excluded from the analysis, given their known value, although a review of these areas was being undertaken by Council concurrently with this study.

In addition, where Development Plan policy identified a desire to substantially alter existing character attributes through increased densities, diverse dwelling types and land division formats, then these zones / policy areas were also removed from areas for consideration for this study. This includes the following areas:

- all non-residential zones (including Mixed Use Zone and Urban Core Zone)
- West Lakes Medium Density Policy Area 19
- Integrated Medium density Policy Area 20
- Woodville Medium Density Policy Area 21
- Cheltenham Park Policy Area 22
- Woodville West Policy Area 23

In determining character areas for investigations, consideration has been given to a level of consistency in characteristics. This is an important determinant in identifying an area that retains an intact level of character that is distinguishable from other surrounding areas. In identifying areas for investigations, expanses or patches of consistency have been considered worthy of further analysis. It should be noted that consistency in one particular characteristic in itself does not warrant the creation of a special character area, as other attributes that typically contribute to the look and feel of a place also need to be present in some consistent form.

2.2 Desktop Analysis Attributes

The attributes for this desktop 'filter' process generally follows the criteria developed by DPTI for the Residential Code Exempt Areas process, with attributes considered including:

- **Land Form** – whether any slopes or natural features are present which contribute to the distinguishable character – this includes items such as creeks, remnant vegetation and

sand dunes. This is not typically a characteristic that is prevalent within inner metropolitan Adelaide due to the level of change to land form as a result of settlement.

- **Land Division Pattern** – the way streets and allotments are laid out can have particular influence on the look and feel of an area. An example of this is the garden city movement areas, such as Colonel Light Gardens, where there is a very deliberate and specific land division layout that creates spaces and reserves and particular road layouts. In the majority of locations however, a traditional grid pattern has been established.
- **Housing Era** – the period of time in which buildings were constructed. The Department has previously identified those areas of pre-1940's housing to be of particular value for character assessment (this is what was plotted as part of 2009 investigations). However, there may be other periods of housing which may be intact and offer a particular distinguishable character trait for an area. This attribute is a critical attribute as it aligns with the community's expectations for what 'special character' is attributable to.
- **Housing Style** – the style of housing built. This will vary within housing eras with various styles apparent for any given period. For example, cottages, villas, federation, bungalow, art deco, austerity, triple fronted, boomerang etc. This attribute will allow identification of streetscapes with one or more specific types of dwelling styles which remain intact, as distinguishable from other varied areas.
- **Allotment Size** – the size of the allotment can result in distinguishable built forms and patterns (whether large or smaller) and can be an attribute that contributes to the look and feel of a particular area. Larger allotments also allow for identification of where redevelopment may be achieved and therefore placing intact areas at risk from change. The categories have been selected based on those identified by DPTI as part of the previous investigations. This is to ensure consistency in approaches.
- **Allotment Frontage Width** – the width of an allotment can impact on the built form responses, spaces around buildings and the streetscape appearance. Larger frontages also help identify opportunities where redevelopment is easier and therefore potentially placing intact areas at risk from change. The categories have been selected based on those identified by DPTI as part of the previous investigations. This is to ensure consistency in approaches.
- **Street Trees** – Council is fortunate enough to have a detailed database of street trees throughout its Council area which can be mapped and considered as part of this assessment. A consistent avenue of mature street trees can make a positive contribution to the attractiveness of a streetscape. Notwithstanding this, they are outside of the areas able to be controlled by the Development Plan (being within the road reserve), therefore, alone should not be used to justify a character area. However, they can complement and add to any character areas and should be considered in this context.

Areas of consistency across these attributes, which differentiate areas from the broader Council area were mapped and overlaid, to determine areas that warrant further investigation through a more detailed field survey. This is detailed in Section 3 of this report.

2.3 Field Survey Assessment Attributes

The purpose of the field survey was to further refine the areas to be considered for streetscape character consideration, as well as document what physical and spatial characteristics

contributed to the character of those locations. In determining which attributes to consider for the field survey, regard was had to the DPTI Guide to Preparing Desired Character Statements, which contains a list of attributes that contribute to streetscape character (aside from those considered within the desktop assessment). Regard was also had to those attributes identified by DPTI as part of its intended Stage 2 assessment for Residential Code Exempt areas (which subsequently never occurred).

The following criteria were identified for collecting as part of the field survey:

Attribute	Attribute Value	Rationale
Infill Type	Nil Two for one (semi-detached) ; Two for one (detached) ; Hammerhead Multi-unit type Single Dwelling	It is important to understand the nature of infill development occurring within the specific areas. This will enable consideration of which formats of infill certain or detract from streetscape character, as well as the preferred infill format being developed in these locations. The data will also provide an up to the minute snapshot of the integrity of original housing stock.
Building Height	1 storey 2 storeys 3 or more storeys	Building height is a critical attribute that is visible within streetscapes.
Roof Form	Hipped Gabled Flat Skillion	Roof form plays an important role in how built form is viewed and can also contribute to bulkiness, and perception of proximity between buildings. Understanding roof form also provides guidance for future development to be appropriately contextual.
Roof Material	Tiles Metal	Building materials add to the interpretation and visual appeal of built form. This is not a critical attribute to character, but can assist in describing how future development can be sympathetic.
Front Wall Material	Brick Rendered Stone Timber Weatherboard Metal	
Front Verandah	Yes No	A front verandah adds to the articulation and shadowing of building façade, adding interest. Prominence of verandahs should be considered for future development of sites.
Front setback	<6m 6 - 10m 10 - 16m 16 - 20m	Front and side setbacks are important within a streetscape context, particularly where there is a consistency. It is important to identify a preferred setback to maintain consistency with established character.
Side Setback	Nil <1m 1m - 2m >2m	
Parking Type	No formal garaging Carport Garage	Parking for vehicles and how that has been integrated, or not into housing sites is important to streetscape character. It can influence the feeling of openness and space around buildings, as well as highlight garaging and parking within a streetscape (if not done well). Characteristics such as whether its open or closed, where it is sites on the land
Parking Siting	In front of dwelling façade In line with dwelling façade Behind dwelling facade (<1 m)	

	Behind dwelling façade (>1m – including garaging in rear yard)	relative to the dwelling, and how it has been incorporated n the site (integrated or not) are important considerations that can inform preferred future development outcomes.
Parking Width	Single Double	
Relationship to Dwelling	Under main roof to side of dwelling stand alone	
Front Fence	Yes No	Fencing plays a valuable contribution to streetscape character, despite its control being somewhat limited by development legislation outside of historic conservation areas. The height, materiality and transparency of fencing influences the feeling of space, and extent of public / semi-public realm within a streetscape.
Fencing Material	Brick Rendered Stone Timber Brush Metal (sheet) Tubular Mesh Mixed Hedging	
Fencing Transparency	Open Partially Open Solid	
Fencing Height	Low (≥1.2m) Med (under 1.8 m) High (over 1.8m) Mixed	
Front Yard Contribution	Positive Neutral Negative	
		Landscaping within front yards also plays an influential contribution to the look and feel of a property, and collectively, a streetscape. It is noted that this issue is difficult to enforce or control through the Development Plan, nevertheless, it can inform a rationale for design.

The collection of data during the field survey was undertaken using an iPad Application called GIS Kit, which was customised with the above fields and values. The Application allows for the information to be collected for each property within the identified survey areas, allowing for individual attributes to be mapped spatially and overlaid. This facilitates a detailed analysis of the number and spatial distribution of attributes, and determining whether there are any relationships between these attributes in influencing character.

The survey collected data on over 7,000 properties across the Council area and was undertaken by a collection of Council's development assessment staff, development policy staff as well as contractors over a 12 week period. This process of data collection by Council staff also allowed for them to be informed about these locations, and provide further input into the process in the data analysis workshop, which provided direction for the areas to be recommended as streetscape character areas.

3 DESKTOP SURVEY ANALYSIS

3.1 Land Form

The bulk of the Council's Residential Zone comprises largely flat land with marginal slopes that are not in themselves of particular relevance to the character of a particular location. This is however, the exception for those portions along the coast, which have been established on the dune system and also have frontage to the coast. In these locations, there is evidence of land form and natural features influencing the built form and character of the location. It is noted that these locations already have specific policy coverage in the form of the Western Edge Policy Area 17.

3.2 Land Division Pattern

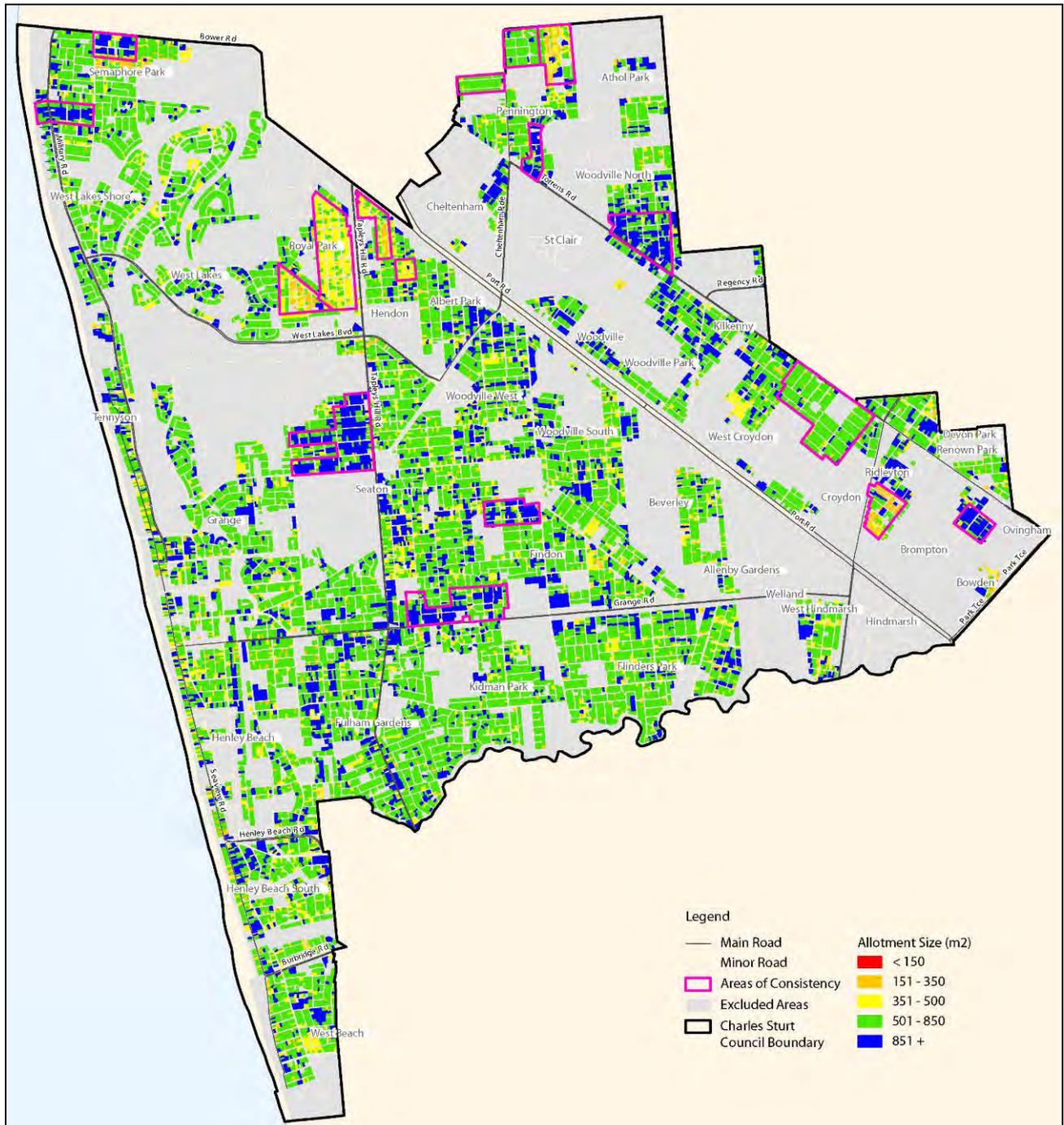
The land division pattern across the Council area is dominated by the traditional grid or modified grid layout, which is representative of the era of development, and does not in itself differentiate any location from other inner urban areas throughout Adelaide. There is an exception to this predominant pattern with more recent land division development which have adopted culs-de-sac and curvilinear patterns at West Lakes.

3.3 Allotment Size

The predominant allotment size range across the City of Charles Sturt Council area is between 501 and 850 square metres in area. However, there are clusters where a smaller or larger allotment range is consistent. These are identified on **Map 1** below and are within

- smaller allotments – substantial portion of Royal Park, pocket in Ridleyton (representative of more recent development in this location), pocket in Pennington
- larger allotments – pockets within Seaton, Findon, Semaphore Park, Brompton, and Woodville North

Notwithstanding those pockets identified above, these results point to allotment size itself, not forming a major attribute contributing to the character of areas across the City of Charles Sturt.

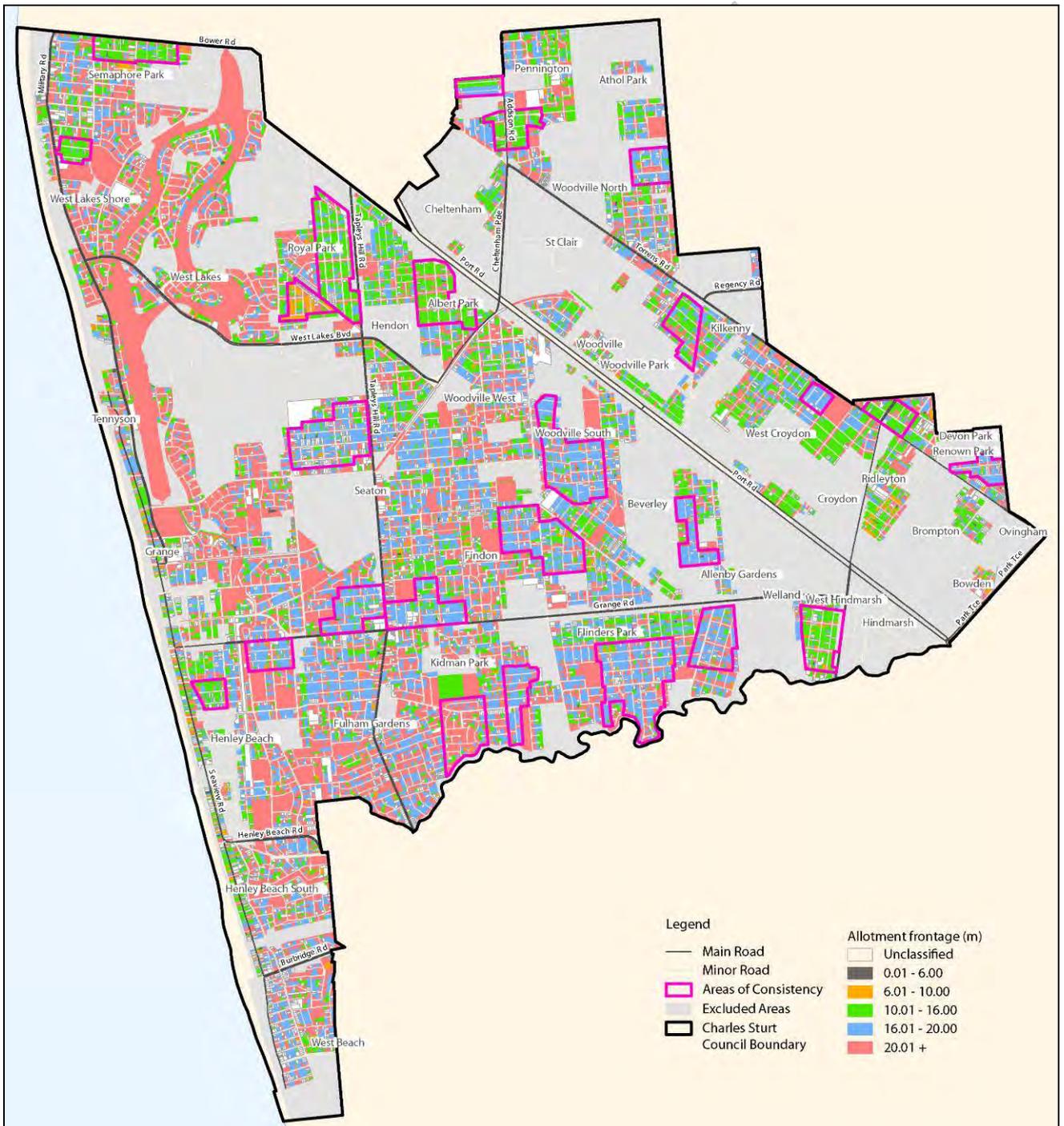


Map 1: Desktop Assessment – Allotment Size

3.4 Allotment Frontage

There is a more diverse range of allotment frontages which tend to be scattered throughout the majority of the Council area (taking into account that larger reserve sites, watercourses and multiple unit sites, such as public housing, would be represented as large frontages - even though on the ground the visual representation is different). This is shown within **Map 2** below. Frontages typically range between 10 to 20 metres in width, with very few examples of frontages less than 10 metres evident in the Council area. For the purpose of this analysis, areas of a high degree of consistency for each frontage range were identified with the following areas:

- 10 – 16m frontage – large parts of West Hindmarsh, Albert Park and Royal Park, pockets of Kilkenny, Renown Park, Pennington, Semaphore Park and Henley Beach
- 16.01 – 20m frontage – large parts of Flinders Park and Woodville South, pockets of Seaton, Henley Beach, Findon, Kidman Park, Beverley, West Croydon, Renown Park and Woodville North
- 20+m frontage – portions of Kidman Park



Map 2: Desktop Assessment – Allotment Frontage Width

3.5 Building Era

The building eras across the Charles Sturt Council area reflect the manner in which the city developed, with the older housing stock established along the Port Road Corridor (either side of Port Road up to Torrens Road), and at the coastal settlements at Henley Beach, Grange and Semaphore Park.

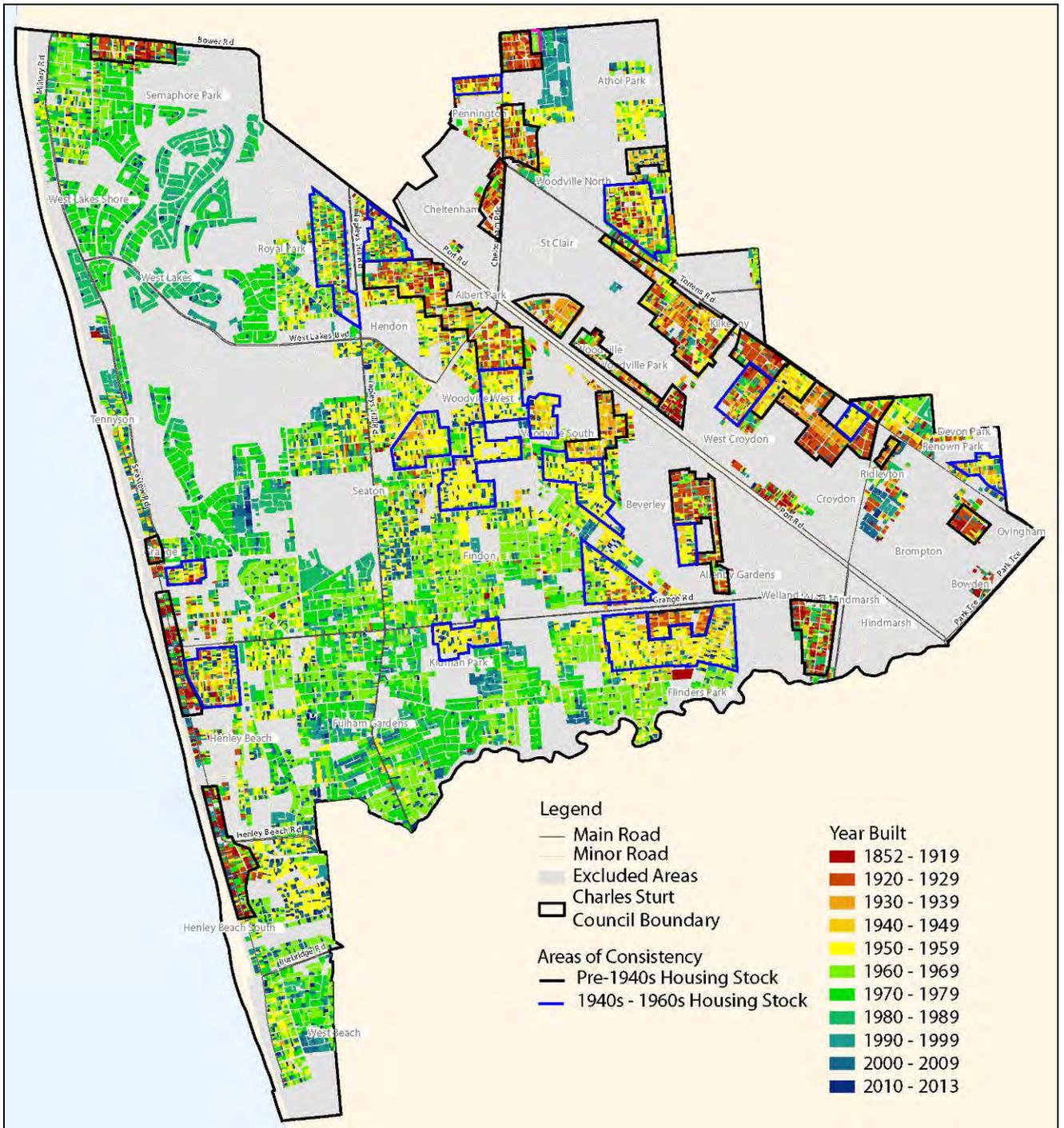
The following areas accommodate pre-1940's housing as identified within **Map 3**:

- highest concentrations (largely intact with minimal infill) - Pennington, Cheltenham, , Semaphore Park, West Croydon, Croydon, Brompton,
- high concentrations (mostly intact with some later period housing and infill) - Woodville Park, Ridleyton, Henley Beach, Grange, Beverley and Flinders Park
- medium concentrations (potentially intact streetscapes, but with later periods disbursed along with infill) – West Hindmarsh, Woodville, Woodville South and area straddling Hendon, Albert Park and Woodville West

Whilst not previously supported by the State Government, there are also clear clusters of housing, just post 1940's (40's and 50's) which could arguably contain special character attributes if they remain intact. These areas (also identified on **Map 2**) include:

- highest concentrations (largely intact with minimal infill and some disbursed pre-1940's dwellings) – Woodville South, Woodville West, Seaton, Kidman Park Beverley, Flinders Park and Woodville North
- high concentrations (mostly intact with some newer housing stock and infill development) – Royal Park and Renown Park

The remainder of the residential areas contains housing that comprises largely 1960's – 1970's housing, with some clusters and dispersed infill development of the last 30 years or so (such as West Lakes, portions of Brompton, Seaton and Flinders Park). These areas are not, for the purposes of this study, considered to warrant special character to that of established suburbs throughout the remainder of Adelaide. As such, they are not considered to warrant further on-ground assessment.



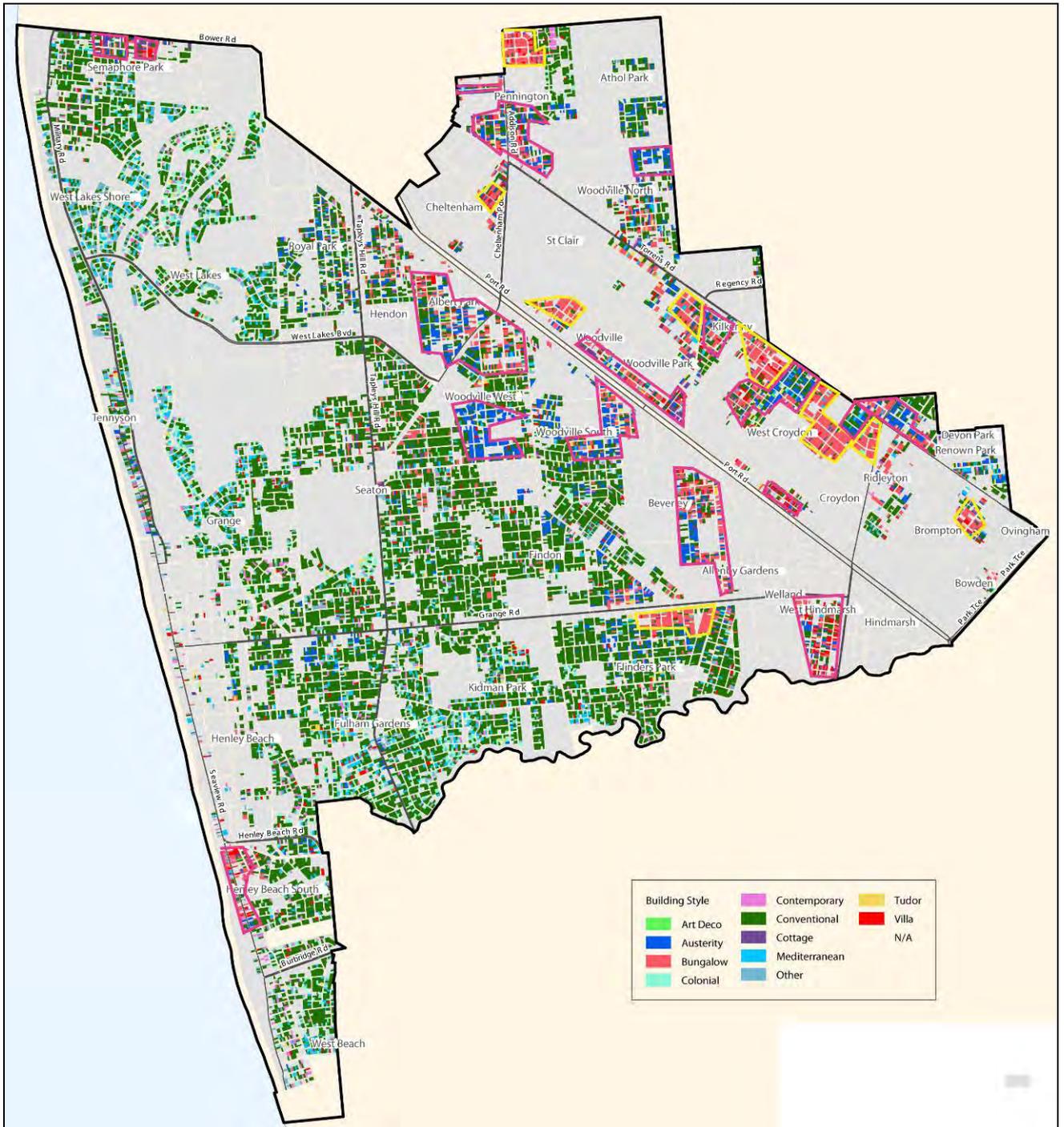
Map 3: Desktop Assessment – Building Era

3.6 Housing Style

In determining the extent to which housing style consistency is an influence in the extent and nature of character areas, attention is being focussed on those styles of housing particularly valued by the community, including Villas, Cottages, Tudors, Bungalow, Art Deco and to a lesser extent Austerity housing styles. The distribution and levels of consistency in housing styles is shown below in **Map 4**. It is expected that the highest proportion of these housing styles would align to the housing era data, given this is the period within which these styles were established.

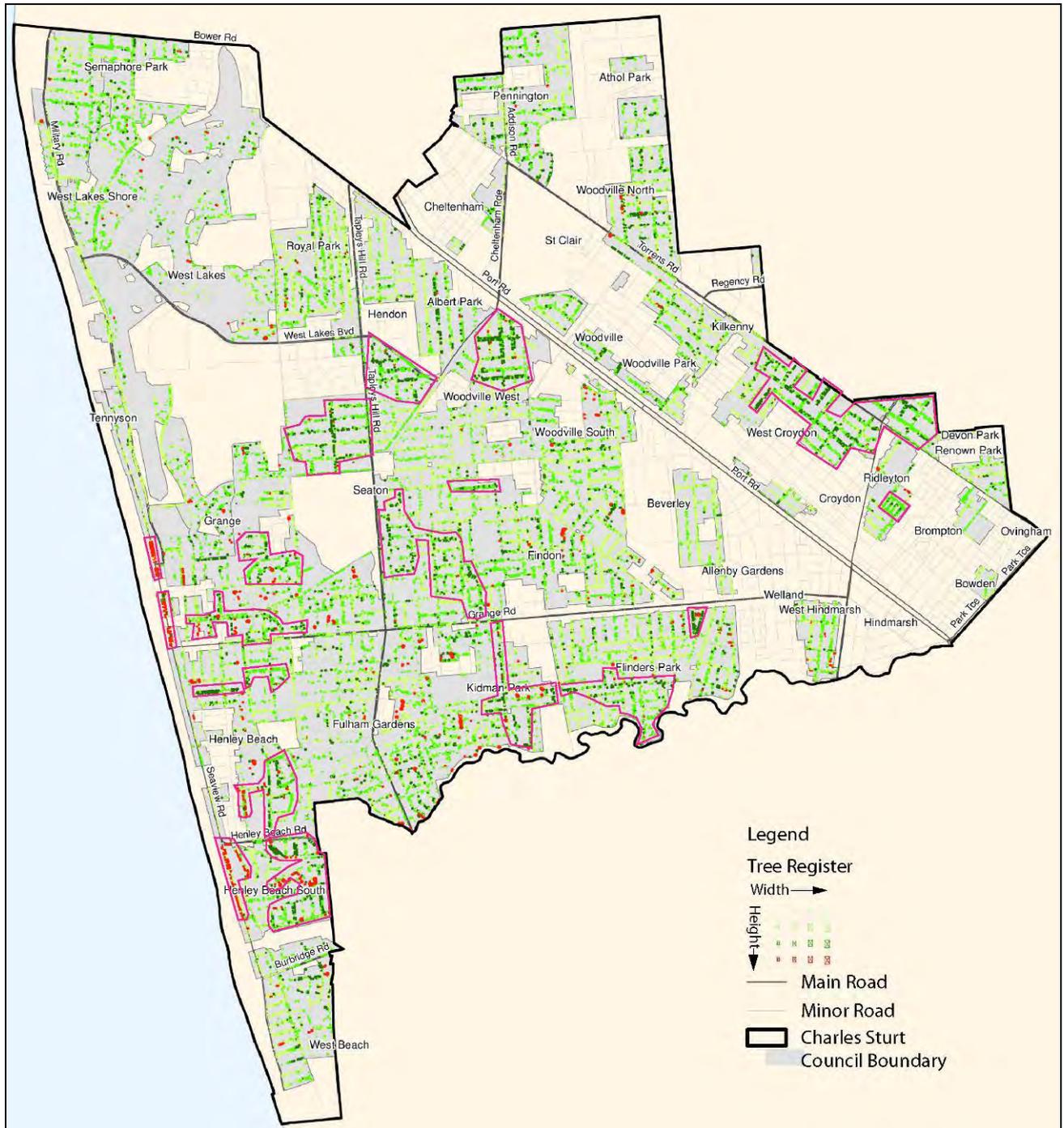
There is some evidence of clusters of consistency in housing styles for some areas. This is most notable within Woodville, Pennington, Cheltenham, Woodville Park, West Croydon, Croydon, Ridleyton, Brompton, Beverley and Flinders Park.

There are some patchy clusters of these housing styles in other areas, but with more intrusion of other styles (presumably later development) within Pennington, Woodville North, West Croydon, Ridleyton, Beverley, Albert Park, Henley Beach South, West Hindmarsh and Semaphore Park.



Map 4: Desktop Assessment – Housing Styles

3.7 Street Trees



Map 5: Desktop Assessment – Tree Register

The street tree analysis has made some assumptions on how street trees contribute to a streetscape, and how that grows in importance with type and form of tree. In this instance, the tree height and canopy spread has been used and no indication of tree species has been applied, although it is noted that the criteria used does favour tree species that grow larger over those than remain smaller in stature. Put simply, the assumption for this analysis is that

the larger the tree in height and spread, the more valuable it is likely to be to the streetscape character (see **Map 5**).

For the City of Charles Sturt, there are some areas where longer established street trees prevail. These areas are principally adjacent the coast at Henley Beach South and Grange and likely comprise of Norfolk Island Pines planted from early settlement.

To a lesser extent, there are also pockets within Grange, Seaton (pockets), Flinders Park, West Hindmarsh, small pocket in Brompton, Ridleyton, Croydon and West Croydon, Woodville West and small area of Pennington where street trees may make a positive contribution to streetscape character. This would need to be considered and confirmed should these locations be identified for further assessment.

3.8 Recommended Areas for Further Investigation

3.8.1 High Confidence Areas

Utilising the analysis above, the highlighted areas were overlaid to identify overlaps in areas where attributes were shared within specific locations. Highest weighting was given to building era data, aligning to community values with regard to 'character housing'. In particular those areas identified as having highest, high and medium concentrations of pre-1940's housing were considered to be areas of high confidence in further assessment. A number of these areas also aligned with identified allotment size and frontage width consistencies.

Perhaps not surprisingly, the results of the desktop based analysis generally correspond with the areas previously identified through the Residential Code Exemption Investigations and are identified within **Map 6**.

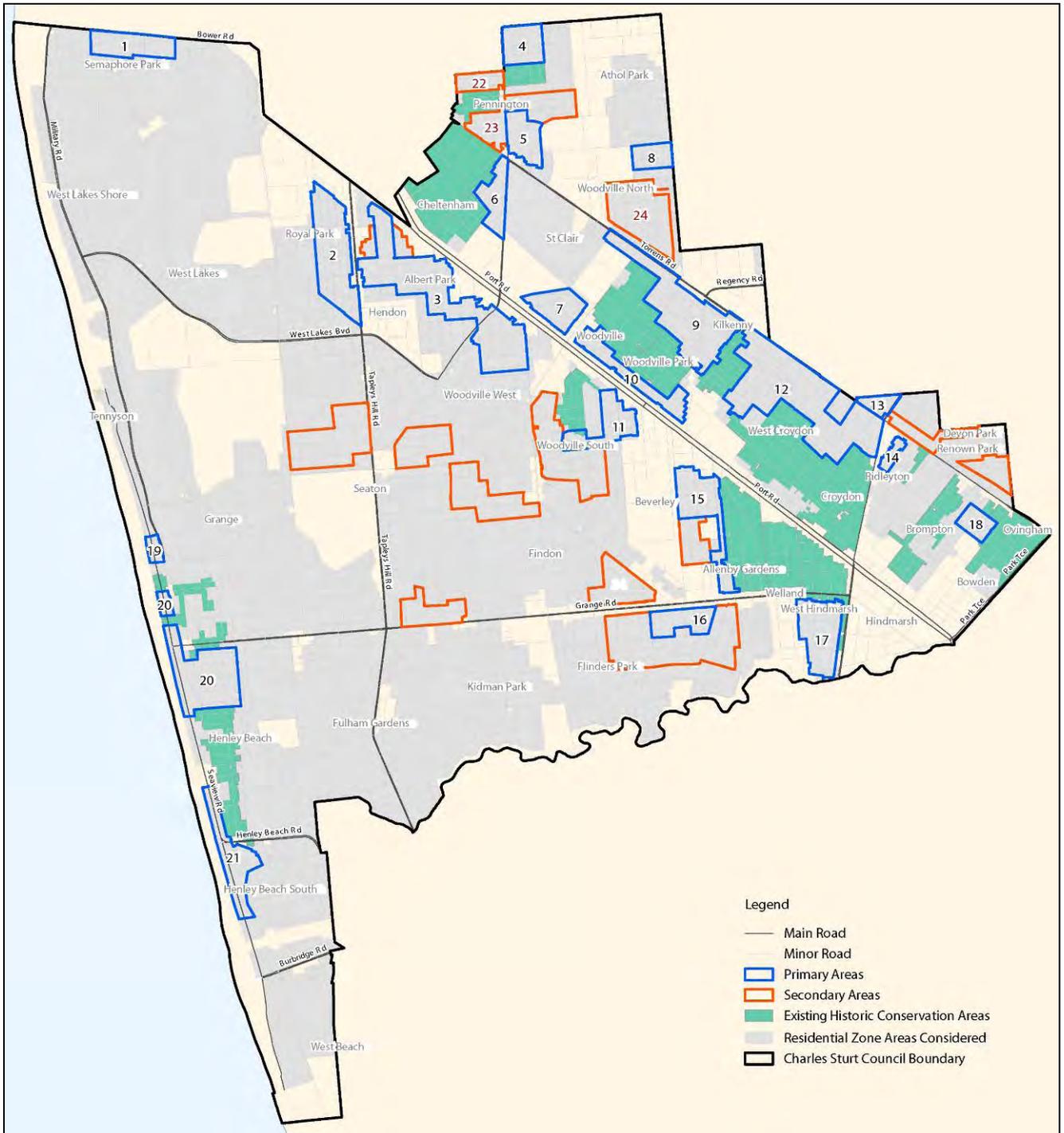
3.8.2 Secondary Areas

Given the Department's position in relation to concentrations of pre-1940's housing being a dominant criteria for character areas, consideration of areas identified for those locations outside of that era have been included for potential further assessment, where they were of highest or high concentration and where they shared an additional attribute (such as including allotment size and frontage characteristics). These locations were identified as secondary investigation areas.

In reviewing the extent of areas identified as secondary areas, Council staff undertook a preliminary 'ground truthing' exercise, driving through these locations to determine whether they did in fact demonstrate special character attributes. Staff reached the conclusion that aside from three locations within the suburbs of Pennington and Woodville North (Areas 22, 23 and 24), the remainder of the secondary areas did not warrant further assessment for the following reasons:

- the areas accommodated more housing from the 1950-59 period, and in many cases also of later periods which did not contribute to an intact character streetscape
- the quality, materials, workmanship and appearance of housing in these locations was 'inferior' to housing or earlier periods and not necessarily aligned to the expectation of the community about what character housing is valued

- many of the areas identified contained significant infill development as a result of more recent development, compromising the degree of consistency within the streetscapes
- presence of concentration of earlier (pre-1940's housing) was lacking and dispersed
- the consistency in allotment size and frontage in these locations did not specifically contribute to the creation of a coherent streetscape character.



Map 6: Outcomes of Desktop Analysis – Area for Further Investigation

4 FIELD SURVEY ANALYSIS

4.1 Findings from Survey

The purpose of the field survey was to identify specific character attributes of consistency to determine the characteristics that play an important part of the look and feel of the identified survey areas. This would then be used to “paint the picture” of the area which could then be provided with an appropriate policy response for management of development. However, the data could also be used to identify particularly intact areas of high consistency across all or most attributes, so that an argument can potentially be built for those areas that may fall below the 50% pre-1940’s criteria established by DPTI.

The full collection of maps from the data can be found within Appendix 2, with the refined areas and final analysis of recommended areas with data analysis within Appendix 1.

Below is a summary of the findings found across the areas surveyed for each of the attributes being assessed.

Infill Development Type

The majority of the areas surveyed demonstrated a relatively low level of infill development that was contrary to the established character of the areas. The exception to this was the coastal areas which tended to have a far higher proportion of infill development, particularly in the form of multi-unit sites, reflective of their attractiveness for redevelopment, given the coastal location. Forms of infill development across the Council area were diverse, and included the full range of semi-detached, detached, two for one (narrow fronted detached) and hammerhead development, as well as multi-unit sites.

Building Height

A strong finding from the survey was the dominance of single storey building height to the vast majority of the areas surveyed. In some cases, there were no, or only a handful of, two storey structures in the area, presenting a strong direction for policy. The exception to this was the coastal areas once again, which demonstrated the highest concentration of two storey buildings within streetscapes, reflective of the attraction to gain views of the coast.

Roof Form

Roof forms were in all areas strongly in favour of both hipped and gabled forms, representing the traditional forms used throughout buildings in these areas. There was, in the majority of cases, diversity within the areas as to whether hipped or gabled roof was utilised and this is obviously linked to the housing styles associated with these locations. It is notable that other roof forms (flat / skillion), typically aligned to more recent infill development. This is a strong policy direction required to maintain this important attribute with the streetscape.

Roof Material

There was in the majority of areas no clear consistency within streetscapes for the roof materials found, which is surprising as most housing styles from the periods being considered in this study traditionally utilised corrugated iron roofing. However, the mixture of housing styles with later periods (when tiled roofing was more commonly utilised), as well as refitting of roofing to original buildings has resulted in more of a mixture of materials on the ground today.

Front Wall Material

Not surprisingly, front wall materials were largely consistent across the entire areas surveyed, with brick, stone and to a lesser extent rendered walls being by far the most common. This reflects the materials found on buildings of this era (as well as later periods). Timber and weatherboard materials were scarcely found within the areas. Of note however, was pressed metal wall material at Semaphore Park, reflective of those found around the Port Adelaide area, where it was typically used as a cheaper form of construction than stone.

Therefore, front wall materials are an important character trait requiring strong policy direction.

Front Verandah

There was a mixture of presence of front verandahs across the surveyed areas. However, where there was a higher concentration of pre-1940's housing stock, the presence of verandahs in facades was higher, reflective of the use of verandahs in those styles. This provides direction for policy to ensure this design element is reflected in facades of new development, however, this would need to be contextual, particularly for those locations where verandahs are less common.

Front Setback

Surprisingly, the front setback was not as consistent a character trait as expected, particularly given the pattern book approach to housing in the eras being considered in these locations. In addition, there did not appear to be any correlation between allotment size or building era as to the distance of the setback. While this is reflected in the data, it is suspected that the actual differences on the ground are marginal (1 – 1.5 metres) and with the articulation of buildings, not as noticeable in the streetscape context as the data would suggest. Nevertheless, there is a need for policy direction to be somewhat flexible as a result of these findings.

In most cases, the areas demonstrated a setback in the order 6 – 10 metres and slightly less at less than 6 metres. Very few demonstrated setbacks larger than 10 metres across the surveyed areas.

Side Setback

Like front setbacks, the lack of consistency in this attribute was surprising. In this instance there also did not appear to be any correlation between allotment frontage width, housing style and side setbacks. Notwithstanding this, the most common setback was in the order of 1 to 2 metres, with only a small number of dwellings with less than 1 metre setback. This also implies that some flexibility is required within a policy response to manage the differences demonstrated across the areas.

Parking Type / Format

The format of parking was one of the most varied attributes from the survey. The vast majority of the areas have a range of parking formats, with garages tending to be more common than carports. In a minority of cases, no parking structure is provided at all to the side of the dwelling, and likely represented via a garage structure at the rear of the property, reflecting more historic forms of provision for parking on site. Notwithstanding this, the vast majority of properties did have a parking structure on the site and within visibility of the street.

Parking Siting Relative to Dwelling Façade

This was also one of the most varied attributes throughout the areas. There tended to be no consistency for the majority of areas, although the vast majority of parking was either in line with the dwelling façade or up to 1 metre behind the façade.

Parking Width

The clearest attribute related to parking was the dominance of single width spaces. This was generally the case across most areas surveyed, other than coastal areas where the layout of site to address the coast allowed for double width parking. The findings of this attribute are a reflection of the spacing of buildings and their positioning in sites, with only enough room to fit a single width structure and provides clear direction for policy.

Of interest was that later dwelling eras (where buildings started to incorporate parking in their designs) still predominantly had only single width parking. Only more recent infill development was provided with double width parking to street frontage, reflective of a more recent trend in market demand and housing design.

Relationship of Parking Structure to Dwelling

This attribute was repeatedly varied across the majority of areas, although some areas did have some coherence within the streetscape for structures to the side of the dwelling as an add-on. This was generally the most common form of relationship with the dwelling, once again, reflective of the retro-fitting of parking into dwellings and on the properties. Of note, stand alone structures correlated either with structures behind the dwelling (at the rear of the property) or in front of the dwelling façade. Similarly, parking structures under the main roof aligned with later dwelling periods, although there is also evidence of where they have been developed into the original dwelling's roof form.

This attribute is important to the character of the area in that it influences the perception of spacing between buildings (as much as side setbacks) and as such there is strong direction for policy in these results.

Front Fencing Presence

This attribute was another of the strongest consistencies across the survey, with all areas having a high proportion of front fencing. This applied across all housing eras with no clear correlation with other attributes for those properties without fencing. This is a strong direction for policy.

Fencing Materials

Fencing materials were mixed across all areas surveyed, particularly when represented spatially in streetscapes. However, brick and stone materials were most common, reflective of original fencing associated with dwellings. Also regularly present was tubular and mesh fencing. This suggests that while the original materials are desirable, there may need to be flexibility in materials utilised for fencing.

Fencing Transparency

Fencing transparency was typically spread evenly across the different types, with some locations having some consistency in more open fencing. However, by virtue of the views they provide, both open and semi-permeable fencing formed the majority of fencing in streetscapes.

Fencing Height

Fencing height was somewhat scattered for most areas between low and medium height fencing. High fencing was not common in the areas and, interestingly, did not have any correlation with presence on major roads, where they would be utilised to protect residential amenity from traffic noise. There is sufficient clarity in the fencing heights for direction in policy.

Front Yard Contribution

How a front yard or landscaping contributes to a streetscape has a degree of subjectivity to its interpretation, and this was evidenced part way through the survey process. The ability to obtain an objective assessment of these issues was compromised due to different opinions of staff collecting the data. As such, limited value has been placed on this attribute as part of this data collection process. Rather general observations have been made on a street by street basis, rather than property by property basis. The findings also demonstrated a great degree of diversity for the treatment and impact of front landscaping to the character of properties and streets. However, an overarching character trait for policy consideration was the significantly low proportion of hard surfaces to "green" surfaces across front yards.

4.2 Further Refinement of Areas for Consideration

Further analysis of the degree of consistency and housing types within the identified areas was undertaken following the survey taking into account the results of the analysis. Consideration was given to the character traits, housing stock consistency and how intact the streetscape presented.

A Council staff workshop was also held involving both policy and development assessment staff to consider the findings and further discuss and debate the characteristics of the area, given their local knowledge. As a result, of this workshop, agreement was reached as to the areas that demonstrated sufficient character traits to be recommended as streetscape character areas, those that did not display sufficient consistency to be recommended and those that required further consideration as to the extent of their areas for inclusion.

As a result of this additional analysis, the following areas were identified to be worthy of being recommended as Streetscape Character Areas:

- Area 1 – Semaphore Park
- Area 3 - Hendon, Albert Park and Royal Park (although the extent of this very large area was to be reconsidered to better reflect the consistency in appearance of streetscape character, and as a result has been split into two areas – 3A and 3B)
- Area 4 – Pennington
- Area 5 – Pennington (south-east)
- Area 6 – Cheltenham
- Area 7 – Woodville
- Area 9 – St Clair, Woodville (east) Woodville Park (north) and Kilkenny
- Area 10 – Woodville South, Woodville Park

- Area 11 – Woodville South
- Area 12 – West Croydon, Croydon (although the extent of this very large area was to be reconsidered to better reflect the consistency in appearance in streetscape character, given different patterns of development eras and has been split into two areas – 12A and 12B)
- Area 15 – Beverley
- Area 16 – Flinders Park
- Area 18 – Brompton
- Area 23 – Pennington (south-west)

Additional drive throughs of each street in the shortlisted areas was then undertaken. The purpose of this process of refinement was to further define the boundaries of specific areas and ensure that they achieve the degree of consistency and predominance of pre-1940's housing and whether they defined the characteristics of the streetscape. The final recommended areas are summarised in Section 5 and detailed in Appendix 1.

The following areas were considered to demonstrate insufficient attributes that achieved the criteria. The key attribute was the pre-1940's housing stock and consistency in housing styles, however, the form of other housing stock in the area and how that impacted on the achievement of a consistent streetscape character was also given strong consideration. The areas and reasons for removal of consideration are as follows:

Area 2 – Royal Park

Insufficient concentration of pre-1940's housing stock (15%), nor sufficient consistency within streetscape of complementary later housing styles. Survey attributes showed no consistency in side setbacks, verandah elements (reflective of different housing stock), parking arrangements and front fencing. This area did not demonstrate a distinguishably different character from those surrounding areas

Area 8 – Athol Park

No-pre 1940's housing stock implied a need for high level of consistency in other attributes for inclusion. However housing styles vary with only austerity housing dispersed with conventional housing and no consistency in streetscape for side setbacks, parking arrangements on the site and presence of front fencing. The area also did demonstrate a lot of infill development most of which did not make a positive contribution to the streetscape.

Area 13 – Renown Park

This area only just complied with the 50% pre-1940's housing stock. The area did show some consistency in front and side setback, single storey height and roof form, although the format of parking and height of front fencing were not consistent attributes. Housing styles do vary with bungalows and austerity housing, however the size and shape of the area, fronting two main roads (South Road and Torrens Road) means half the area does not present as a coherent streetscape, with only, Tait Street remaining. The size of this one street, together with some inappropriate infill development located within that street (two storey flats) diluting the consistency of the streetscape meant that this area was not considered to achieve the desired criteria for recommendation.

Area 14 - Ridleyton

This area achieves 71% pre-1940's housing stock, although there is a mixture of housing styles along the streetscape. However, the area does not have consistent front or side

boundary setbacks and there is some variety in parking formats. Further consideration of the extent of the area determined that, given it is only one street, it was too small to be recommended.

Area 17 – West Hindmarsh

This area contains 52% pre-1940's housing, with a mixture of housing styles including bungalows, villas, cottages and austerity housing. However, some of the original housing stock has been compromised through inappropriate additions and alterations, and more recent development has been contrary to the original character. The consistency within streetscapes is somewhat mixed, with no consistency in front and side setbacks, type of parking and its siting relative to the façade, along with verandah elements in the streetscape (despite era of building stock). This area does not demonstrate a coherent enough character for recommendation.

Area 19 – Grange

This area only displayed 33% pre-1940's housing stock. Infill development contrary to original building forms has compromised streetscape character in this location, with no consistency in building heights, setbacks, parking arrangements and fencing format. The area displays insufficient characteristics for recommendation,

Area 20 – Grange (south), Henley Beach

This area provides well below the 50% pre-1940's housing criteria (even if only the area west of Military Road was considered it would be at 47%). There is also diversity in character of this location as a result of infill development scattered throughout the area. There is no consistency in building height, side setbacks, nature and format of parking arrangement on site and fencing, perhaps reflective of the near coastal location. The area does not display sufficient cohesion for recommendation.

Area 21 – Henley Beach (south), Henley Beach South

This area comprises 49% pre-1940's housing with bungalows, and some cottages and villas. However the area has undergone considerable infill development and comprises many multi-unit sites and two storey buildings, with also no consistency in side setbacks, fencing and parking arrangements. This area is also reflective of its coastal location and displays insufficient coherence in streetscape to be recommended.

Area 22 – Pennington (secondary area)

This area has 38% pre-1940's housing stock implying that other attributes would need to show a high degree of consistency. While there is a high degree of consistency in most attributes for this area, there is a distinct difference in the appearance and character between the two streets in the area (Ward Street and Fortisgreen Avenue). Ward Street presents as potentially being worthy of consideration, however the extent of area, being only one street, was considered too small for recommendation.

Area 24 – Woodville North (secondary area)

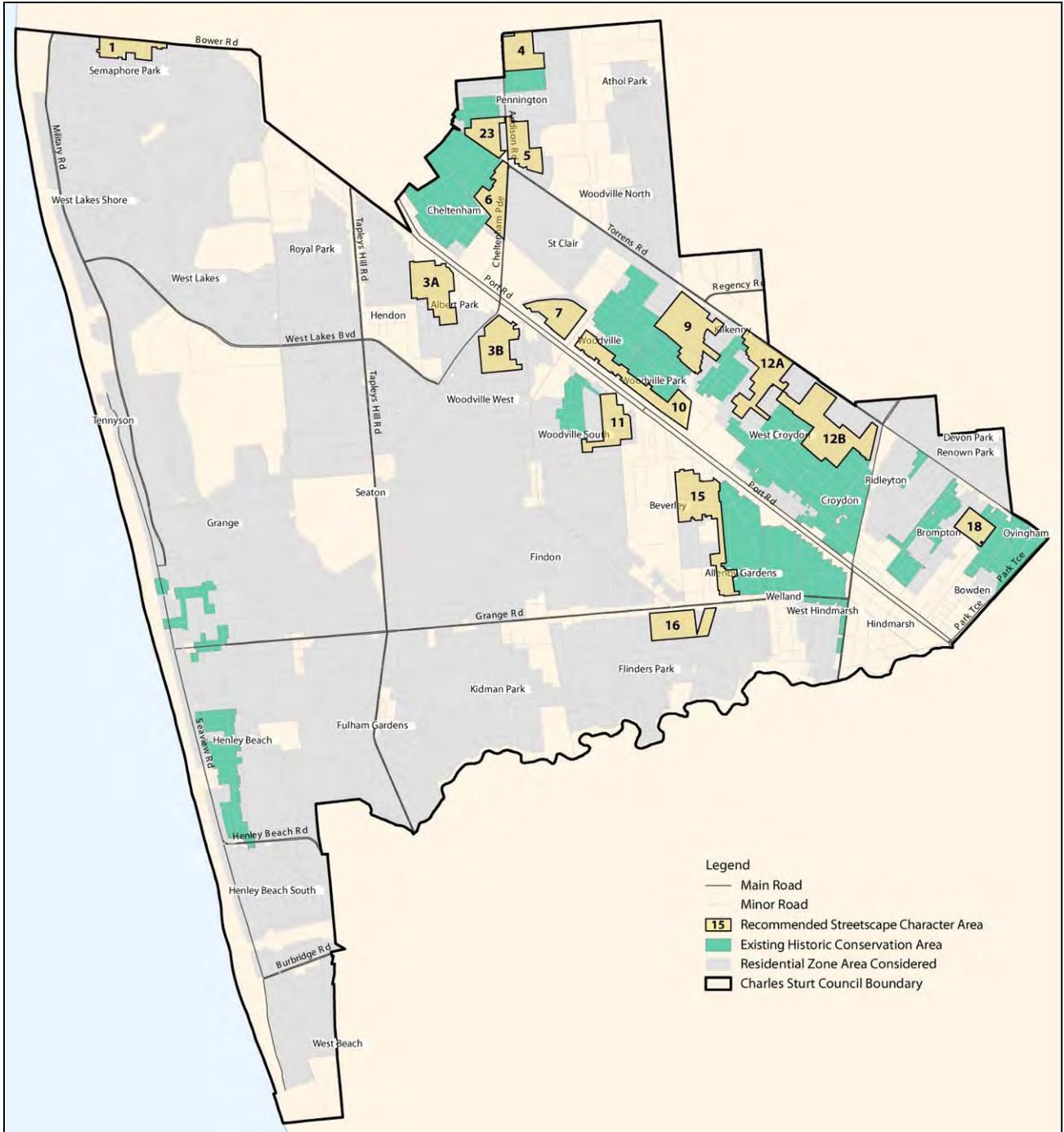
This area has only 32% of pre-1940's housing stock, with the bulk of housing being conventional housing, interspersed with scattered bungalows and austerity housing. The consistency of character housing is low implying a need for high degree of consistency of other

attributes. However, there is no consistency in side setbacks, presence of verandah elements in facades (reflective of later housing periods), parking arrangements on properties or fencing formats. As such ,the area is not considered to demonstrate a distinguishable character from surrounding areas and is not recommended.

DRAFT

5 RECOMMENDED STREETScape CHARACTER AREAS

The following areas are recommended as streetscape areas worthy of additional policy support within the Development Plan. The following are summaries of the recommended areas. For a detailed analysis of these areas, refer to Appendix 1.



Map 6: Recommended Streetscape Character Areas

5.1 Area 1: Semaphore Park



Summary

This area is located within the Residential Zone (Mid Suburban Policy Area). It also abuts the Council boundary along Bower Road (which is within the Port Adelaide Enfield Council Area and is within the Residential Zone (Le Fevre Peninsula East Policy Area).

The extent of this area remains largely intact, with only 14% of properties redeveloped as infill development (and approximately half of those replaced with single dwellings on the site). There is a relatively high degree of consistency to dwelling frontage widths, which established spacing between buildings and is important in the streetscape character, despite there being no clear pattern of consistency in the front and side setbacks of dwellings within the streetscape.

The area is principally characterised by cottages and to a lesser extent bungalow and conventional housing styles, which make up a majority of the buildings in this location. This is reflected in a high degree of consistency of single storey built form with buildings comprising traditional (hipped or gabled) roof forms, verandahs elements in facades and constructed of brick and stone wall materials and a mixture of tiled and metal roof materials. These are very important attributes to the streetscape character of this area.

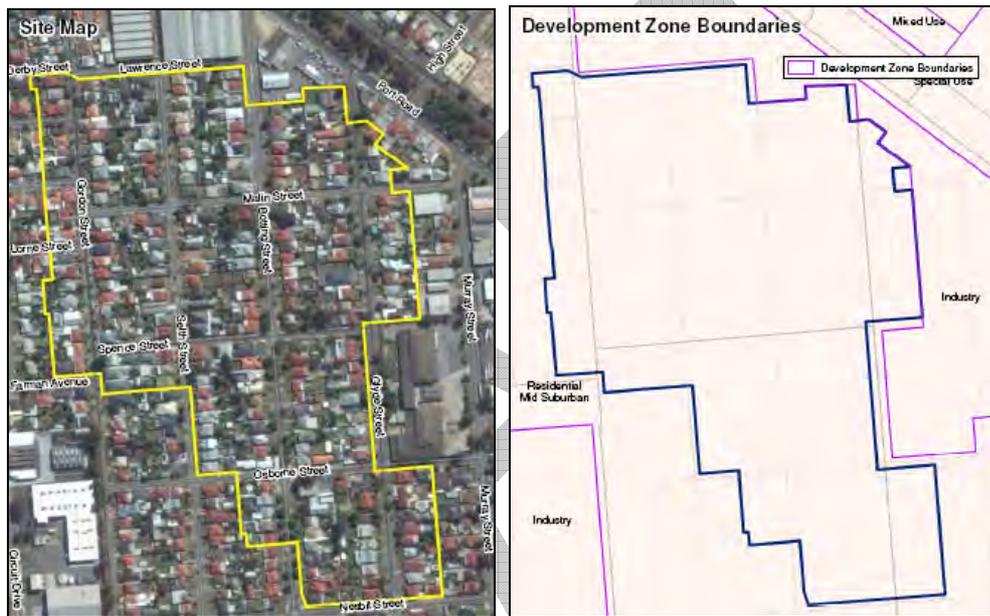
Similarly, although with slightly less consistency within streetscapes, is the prevalence of garaging on allotments, with the vast majority of parking being single width in nature, representative of the spaces available to the sides of buildings. This helps establish a rhythm in the streetscape, which has evolved as vehicle parking additions have been added to the sides of buildings. However, the form of parking and its relationship to the dwelling is varied in this area.

Front fencing is also prevalent in this location, with the majority of it being low or medium in height. Materials vary, but a degree of transparency through fencing and the front yard is a common characteristic in this location, allowing views to dwellings. This is another very important attribute to this location.

Critical attributes of value to this area:

- Single storey built form
- Traditional design elements including verandahs, roof forms and materials
- Cottage and bungalow housing styles
- Consistent rhythm of spacing between buildings
- Single width parking and driveway
- Provision of front fencing

5.2 Area 3A: Albert Park



Summary

This area is located within the Residential Zone (Mid Suburban Policy Area), and interfaces with the Industry Zone to its northern and eastern boundaries.

This area remains substantially intact with limited infill development having occurred. As such allotment sizes and frontages remain relatively consistent in range. Housing stock of value in this area is mostly turn of the century and interwar housing comprising bungalows, and to a lesser extent, austerity and villa housing styles. Conventional dwellings that also exist complement in the established character of the streetscapes. As such, the dominant built form in this location is single storey in nature with traditional roof forms (hipped and gabled), and materials reflective of those used in original dwellings being principally brick and stone walls, with a mixture of tiled and metal sheet roofing, depending on the housing style.

Front setbacks are mostly between 6- 10 metres, although it is noted that there is a cluster of reduced front setbacks along portion of Gordon Street within the area. Side setbacks are mixed in this area, although mostly in the 1 – 2 metre range which maintains a rhythm in the streetscape.

Garaging is the prominent parking type in this area and is mostly single width in nature. Parking is generally in line or behind facades and in the form of additions to the side of the

dwelling. Front fencing is prominent across the area and while materials do vary, is typically low to medium height with a degree of transparency allowing views to dwellings.

Critical attributes of value to this area:

- Single storey built form
- Traditional design elements including verandahs, roof forms and materials
- Bungalow, austerity and villa housing styles
- Front setbacks and consistent rhythm of spacing between buildings
- Single width parking and driveway
- Provision of front fencing

5.3 Area 3B: Woodville West



Summary

This area is within the Residential Zone (Mid Suburban Policy Area) and interfaces with the Industry Zone along its north-western edge.

This area remains largely intact with limited infill development having occurred. Notwithstanding consistency and patterns in allotment sizes and frontages, these do not appear to influence the character of this area. Despite having lower stocks of pre-1940's housing, this form of housing is inter-war housing of bungalow and austerity styles, with complementary conventional dwelling styles from later periods. The dominant built form in this location is single storey, along with traditional roof forms (hipped and gabled) and wall materials (brick / rendered / stone).

Front setbacks are consistently between 6 - 10 metres which is important in this location, with side setbacks to a lesser degree, although mostly 1 – 2 metres.

Single width garaging is the prominent parking type in this area. The positioning of parking is mostly in line with the dwelling façade and established as an addition to the side of the dwelling.

Front fencing is prominent across the area and is a mixture of low and medium in height, with no discernable pattern visible for materials or transparency.

Critical attributes of value to this area:

- Single storey built form
- Traditional design elements including roof forms and materials
- Bungalow and austerity housing styles
- Front setbacks
- Single width parking and driveway
- Provision of front fencing

5.4 Area 4: Pennington (north)



Summary

This area is located within the Residential Zone (Mid Suburban Policy Area) and adjoins the Residential Character Zone (Historic Conservation Area) along its southern edge.

The allotment pattern retains its original form with a high degree of consistency in lot sizes, and to a lesser extent, allotment frontages. This area remains very well intact with limited infill and is dominated by the bungalow housing style. All but one of the buildings in this area are single storey with all but one comprising traditional roof forms (hipped or gabled) and dominated by brick, stone and rendered wall materials, as well as presence of verandahs in building facades (reflective of bungalow style). There is also a strong consistency in front setbacks of between 6 to 10 metres. Side setbacks are predominantly 1 - 2 metres across the area, although there are patches of smaller setbacks within streetscapes.

Garaging is the most common form of parking type in the area, although this remains somewhat scattered through streetscapes along with carports. Most parking is single in width, although there are some double garages where wider frontages exist around bends in streets or along eastern portion of Stonehaven Street. The majority of parking is in line with the building façade and positioned to the side of the dwelling in its relationship.

Front fencing is dominant in the area and is typically reflective of that established for buildings of this area, with low and medium heights with brick / stone/ rendered, tubular or wire mesh materials.

Critical attributes of value to this area:

- Single storey built form
- Traditional design elements including verandahs, roof forms and materials
- Bungalow housing style
- Consistent front and side setbacks
- Single width parking and driveway
- Provision of front fencing

5.5 Area 5: Pennington (south-east)



Summary

This area is located within the Residential Zone (Mid Suburban Policy Area) and interfaces with the Local Centre Zone fronting Torrens Road, as well as the Industry Zone for a portion of its eastern boundary.

The area has a degree of allotment size and frontage consistency, although these consistencies are not reflected within side setbacks in terms of building rhythms in the streetscape. Front setbacks are consistent within the area at 6-10 metres.

This area remains largely intact despite some infill development occurring within Burnleigh Avenue. Original buildings comprise mostly of bungalow and austerity style dwellings with a consistency of single storey built form, brick, stone or rendered wall materials with traditional roof form (hipped and gabled) in a mixture of tiled or metal sheet materials.

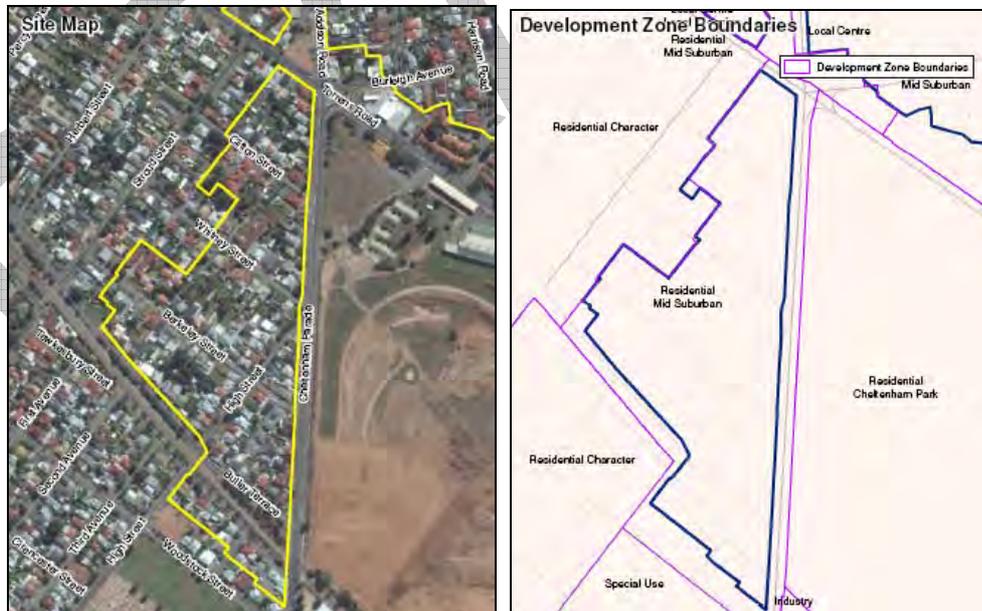
Most dwellings have garaging, although this is not overly consistent in some streets., The vast majority of parking is single in width and its relationship to the dwelling is mostly to the side of the building (as add on), although there is a mixture of sitings with most being either in line with or behind the face of the building more than a metre.

There is a high degree of consistency with regard to the provision of front fencing in the area, although its height is mixed between low and medium with no distinct pattern visible. Materials however do relate to historic era of the building, utilising either brick/stone or rendered finishes as well as tubular / mesh materials.

Critical attributes of value to this area:

- Single storey built form
- Traditional design elements including roof forms and materials
- Bungalow and austerity housing styles
- Front setbacks
- Single width parking and driveway
- Provision of front fencing

5.6 Area 6: Cheltenham



Summary

This area is located within the Residential Zone (Mid Suburban Policy Area) and interfaces with the Residential Character Zone (Historic Conservation Area) to its west and the Cheltenham Park Policy Area to its west.

This area remains well intact with only some infill development. All but two buildings in the area are single storey with traditional roof forms of hipped and gables (no other forms present) and there is also a predominance of verandahs within buildings, although this is not as consistent a feature along Cheltenham Parade.

Most building setbacks from the street are between 6-10m however properties fronting Buller Terrace have lesser setbacks. The majority of side setbacks are between 1 and 2 metres, although there are examples of lesser setbacks spread throughout the streetscapes with Whitney Street the least consistent.

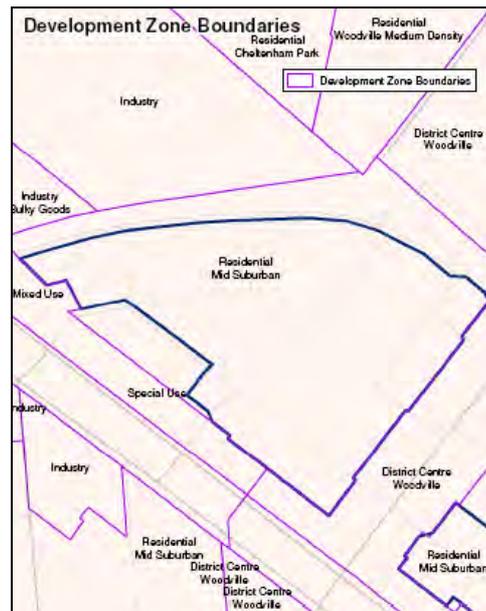
There is no consistency in type of parking provided, although most forms are either a garage or carport and primarily single in width. Similarly there is a mixture in their siting, but most are either in line or behind the main face of the building. Parking tends to be to the side of the dwelling predominantly within Berkeley Street and Buller Terrace, however there is also a cluster of stand alone parking within Whitney Street.

Fencing exists across much of the area predominantly at low heights, although there is a general lack of clear consistency within some streetscapes where there is also some medium height fencing. Fencing east of High Street is very mixed with no pattern at all.

Critical attributes of value to this area:

- Single storey built form
- Traditional design elements including verandahs, roof forms and materials
- Bungalow housing styles
- Front and side setbacks
- Single width parking and driveway
- Provision of front fencing

5.7 Area 7: Woodville



Summary

This area is located within the Residential Zone (Mid Suburban Policy Area) and forms a distinct residential pocket bound by the Industry Zone to the north, Special Use zone along Port Road and District Centre Zone along Woodville Road and to the northeast.

The modified grid subdivision pattern remains largely intact and as a result, allotments are consistent in the 500-850m² range, with frontages slightly more varied throughout the area.

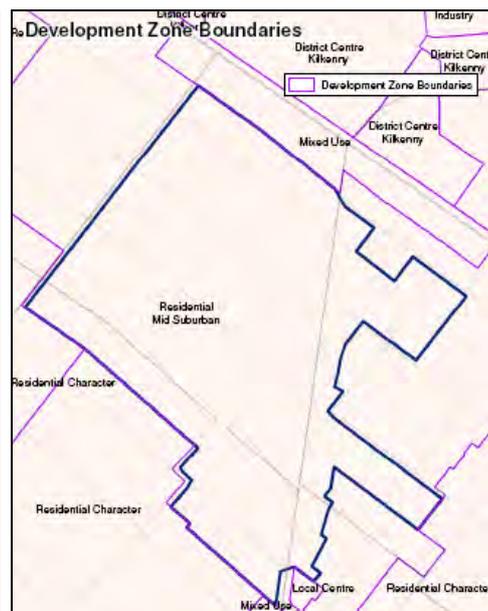
Housing stock is over two thirds pre-1940s with a substantial amount of bungalows dominating the streetscapes of this area. Built form comprises largely single storey dwellings with traditional roof forms (principally gabled with some hipped) and front verandahs. Front setbacks are largely consistent at 6-10 metres, with side setbacks also predominantly 1-2 metres.

There is no strong consistency within streetscapes in parking, although there is a slight majority of garaging, and parking being mostly single width and behind the dwelling face and to the side of the dwelling. Front fencing is largely present throughout the area with majority low fencing, although there is variety in the materials utilised and therefore degree of transparency of fencing.

Critical attributes of value to this area:

- Single storey built form
- Traditional design elements including verandahs, roof forms and materials
- bungalow housing styles
- front and side setbacks
- Single width parking and driveway
- Provision of front fencing

5.8 Area 9: Woodville Park / Kilkenny



Summary

This area is located within the Residential Zone (Mid Suburban Policy Area) and interfaces with the Residential Character Zone (Historic Conservation Area) to the south-east and the Mixed Use Zone to the north fronting Torrens Road.

The area remains largely intact with limited infill development and comprises predominantly pre-1940s buildings (64%) in the form of bungalow housing, along with lesser numbers of austerity, villa and cottage styles. As such, built form is single storey with traditional roof forms, verandah elements and wall (brick and stone) and roof (metal and tiles) materials.

Front setbacks are predominantly 6-10 metres in range, although there is a cluster of lesser setbacks along David Terrace. Side setbacks are less consistent, despite being a majority of 1 - 2 metres, with lesser setbacks along David Terrace noted.

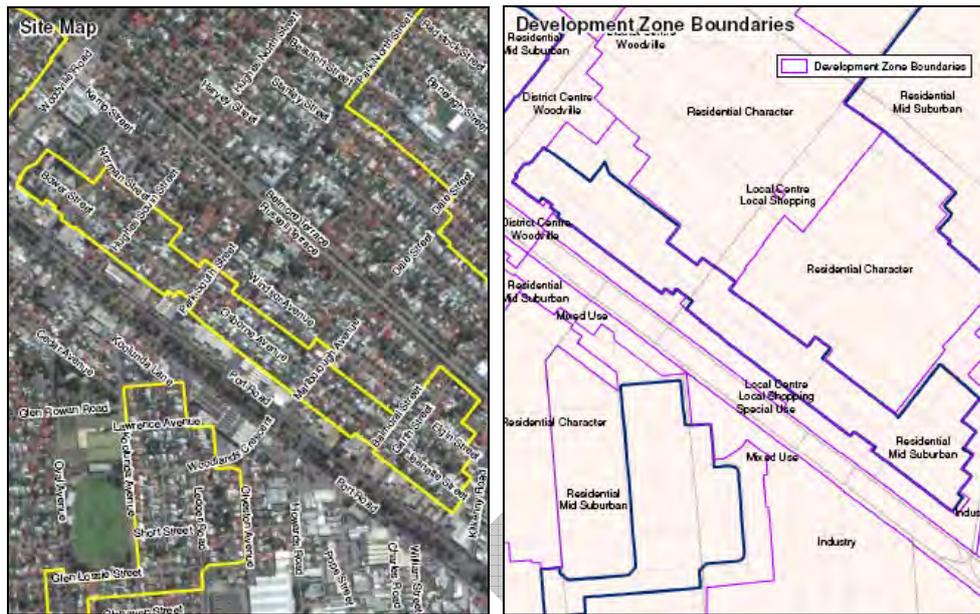
Parking is mostly in garage format, but there is limited consistency in the streetscape patterns which are interspersed with carports or no garaging at all. Notwithstanding this, spaces are typically single in width and mostly in the form of additions to sides of dwellings, but with no clear pattern as to their siting relative to facades.

Fencing is consistent in the area and although the heights are scattered, they are generally low and medium without any degree of consistency in materials and transparency.

Critical attributes of value to this area:

- Single storey built form
- Traditional design elements including verandahs, roof forms and materials
- Bungalow, austerity, villa and cottage housing styles
- Front setbacks
- Single width parking and driveway
- Provision of front fencing

5.9 Area 10: Woodville Park / Woodville



Summary

This area is located within the Residential Zone (Mid Suburban Policy Area) and interfaces to the north with the Residential Character Zone (Historic Conservation Area) and the Mixed Use Zone fronting Port Road to the south.

The area remains largely intact with limited infill development, resulting in a consistent allotment range of 500-850m² and frontage of 10-16 metres, although these are both slightly larger west of Park Street South. There is a high amount of older building stock clustered in this area, comprising cottages and bungalows which make up the bulk of housing stock. As such built form is consistently single storey with traditional roof forms, verandah elements, roof and wall materials. A cluster of maisonette style dwellings in Jeanette Street are worthy of note.

There is consistency in front setbacks in patches across the area, with Osborne Avenue demonstrating consistency in 6-10m setbacks and Jeanette Street having high consistency in lesser setbacks. Side Setbacks are consistently 1- 2 metres.

Despite being principally single width, there is no consistency across the type, siting or relationship of parking to dwellings, although very few are in front of, stand alone or under the main roof. Fencing is consistent in this area at low heights, despite variety in materials and transparency.

Critical attributes of value to this area:

- Single storey built form
- Traditional design elements including verandahs, roof forms and materials
- Cottage and Bungalow housing styles
- Front setback and consistent rhythm of spacing between buildings
- Single width parking and driveway
- Provision of front fencing

5.10 Area 11: Woodville South



Summary

This area is located in the Residential Zone (Mid Suburban Policy Area) and interfaces with the Industry Zone fronting Port Road and small sections of the Residential Character Zone (Historic Conservation Area).

Allotments are generally in the 500-850m² range within consistent streetscapes in this location, however frontages are varied. The area is largely intact with very few examples of infill development with the majority of buildings comprising austerity or bungalow housing styles. The area is consistent with single storey buildings with traditional roof forms (gabled being more prominent in the eastern part of the area), verandahs and roof (tiled and metal) and wall (brick and stone) materials.

There is no consistency in front setbacks, ranging from less than 6 metres to 6 - 10 metres (none greater) while side setbacks are consistently 1-2 metres for most of the area.

Single width garaging as additions to the side of buildings represent the most common parking arrangements in this location, although they are either in line with or more than 1 metre behind the dwelling façade. Provision of front fencing is consistent in the area and is mostly low or medium in height, but with little consistency for materials and transparency.

Critical attributes of value to this area:

- Single storey built form
- Traditional design elements including verandahs, roof forms and materials
- Austerity and bungalow housing styles
- Consistent side setbacks and rhythm of spacing between buildings
- Single width parking and driveway
- Provision of front fencing

5.12 Area 12B: West Croydon / Croydon



Summary

This area is located within the Residential Zone (Mid Suburban Policy Area) and interfaces with the Residential Character Zone (Historic Conservation Area) at its southern boundary.

The area has a high level of consistency in allotment sizes (500-850m²) and frontages, (although these are clustered in two different parts of the area), and remains largely intact of its original subdivision pattern. The overwhelming presence of bungalow styles in this location is a dominant characteristic, which is represented by single storey heights, traditional roof forms, verandah elements and materials representative of this style.

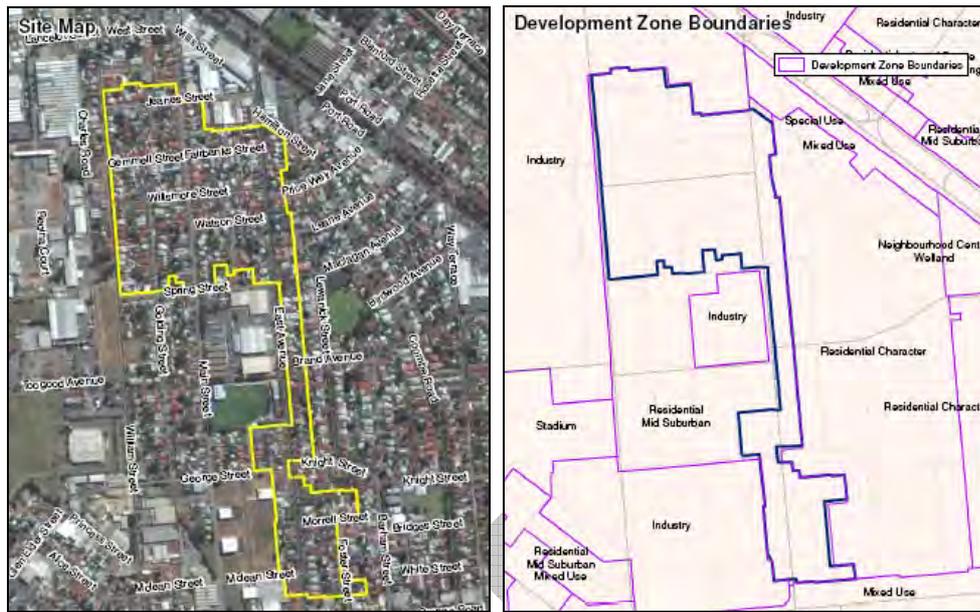
Similarly setbacks are mostly consistent in the 6-10 metres range for the bulk of the area. Side setbacks are mostly 1 -2 metres, with the exception being Carnarvon Parade which is larger. This is also reflected in the parking width for Carnarvon Parade which is mostly double width, although single width dominates the remainder of the area.

While garaging is most common in the area, the streetscape is also scattered with carports, all of which is typically to the side of the dwelling as an addition. Fencing is consistent in the area, and mostly low in height with materials reflective of the era of development of the area utilising mostly brick, rendered and mesh materials.

Critical attributes of value to this area:

- Single storey built form
- Traditional design elements including verandahs, roof forms and materials
- Bungalow housing style
- Front and side setbacks
- Single width parking and driveway
- Provision of front fencing

5.13 Area 15: Beverley



Summary

This area is within the Residential Zone (Mid Suburban Policy Area) and interfaces with the Residential Character Zone (Historic Conservation Area) along its eastern boundary and the Industry Zone to its northern and portions of its western boundary.

There is a high degree of consistency in allotment sizes (500-850m²) along with sufficient consistency in pre-1940's housing stock within streetscapes. These are primarily in the form of bungalows and complementary austerity and conventional housing styles which are single storey, with traditional roof forms, verandah elements and materials (brick and stone walls and tiled / metal roof).

There is a degree of consistency in the 6-10 metre front setback range for most of this area, with side setbacks less consistent, other than for a portion of Golding and William Street, where they are between 1 – 2 metres.

Garaging is the most consistent parking type in this location at single width, although there is limited consistency in the siting and relationship to the dwelling. Fencing is consistently present in this area, other than for Linden Court, however heights are mixed between low and medium height with no degree of consistency to streetscapes and a full range of materials.

Critical attributes of value to this area:

- Single storey built form
- Traditional design elements including verandahs, roof forms and materials
- Bungalow and austerity housing styles
- Front setbacks
- Single width parking and driveway
- Provision of front fencing

5.14 Area 16: Flinders Park



Summary

This area is located within the Residential Zone (Mid Suburban Policy Area) and is bound to the north by the Mixed Use and Local Centre Zone along Grange Road.

This area remains intact with only relatively few intrusions of infill development or development over the last 50 years. Lot sizes are consistent in the 500-850m² range with more diversity on frontage widths. Housing is primarily in the form of bungalow styles, with complementary conventional and austerity housing assisting in creating a cohesive streetscape which is single storey in form with traditional roof styles, materials and verandah elements.

There is a consistency of front and side setbacks being 6-10 metres and 1-2 metres respectively, although this is not the case for Raleigh Avenue and Shackleton Place and adjacent Ross Avenue where it is a little more mixed and lacks sufficient consistency.

There is limited consistency in the form of parking across the area, although garages and carports are the most common forms. Single width parking is consistent in the area with parking typically to the side of the dwelling and set back behind the façade more than 1 metre.

Provision of front fencing is consistent within the streetscape and mostly at low height, although there is a mixture of materials despite brick and stone materials being most common.

Critical attributes of value to this area:

- Single storey built form
- Traditional design elements including verandahs, roof forms and materials
- Bungalow and austerity housing styles
- Front and side setbacks
- Single width parking and driveway
- Provision of front fencing

5.15 Area 18: Brompton



Summary

This area is within the Residential Zone (Inner Suburban Policy Area) and interfaces with the Residential Character Zone (Historic Conservation Area) to the north and east and the Industry Zone to the south.

This area's integrity whilst still reasonably intact, is being threatened given its size due to the nature of recent infill development. Consistency in allotment size and frontages exist with larger allotments in this location making sites attractive to redevelopment which is occurring unsympathetically. Notwithstanding this, there remain a significant number of original buildings in this location comprising bungalows and some villas, cottages and austerity styles. The broader built form is single storey in nature, although this is less so in East Street with some new two storey development present. Roof form is consistently traditional and prominence of verandahs is also consistent (with the exception of the infill developments). Roof and wall materials remain traditional to original housing periods (brick and stone walls, metal roof).

There is no clear consistency in front and side setbacks throughout the area, nor are there established patterns of consistency with regard to parking arrangements, other than the single width of parking on properties and generally being behind the building façade.

Provision of front fencing is highly consistent in streetscapes mostly at a low or medium (less so) height, although the range of materials is diverse.

Critical attributes of value to this area:

- Single storey built form
- Traditional design elements including verandahs, roof forms and materials
- Bungalow, villa, cottage and austerity housing styles
- Single width parking and driveway
- Provision of front fencing

5.16 Area 23: Pennington (south-west)



Summary

This area is within the Residential (Mid Suburban Policy Area) and interfaces with the Residential Character (Historic Conservation Area) to its north and south (opposite Torrens Road).

This area remains largely intact despite some examples of infill development. Notwithstanding the number of buildings that are pre-1940 in this area being below the 50% criteria, the bungalow, conventional and austerity housing most common in this area contribute to a cohesive streetscape character that complements the adjacent Historic Conservation Areas. The built form is consistently single storey with traditional roof forms, verandah elements and building materials.

There is a degree of consistency in both front and side setbacks in this location at 6-10 metres and 1-2 metres respectively. Parking is commonly single width and to the side of the dwelling as an addition, despite no clear pattern relating to the format or siting relative to the façade.

Fencing is largely consistent in existence in the area, although fencing height is scattered and varies between low and medium height, with a range of materials utilised, but maintaining a degree of transparency for views to dwellings.

Critical attributes of value to this area:

- Single storey built form
- Traditional design elements including verandahs, roof forms and materials
- Bungalow and austerity housing styles
- Front and side setbacks
- Single width parking and driveway
- Provision of front fencing

6 POLICY RECOMMENDATIONS

6.1 Important Character Attributes for Policy Consideration

There are some clear themes and consistencies emerging from the analysis of the recommended streetscape character areas and field survey analysis. These consistencies across the areas imply that a policy approach tying the areas together is an appropriate response, with no specific need to create separate policy responses for individual locations.

As such, a single policy area is suggested for the 17 recommended areas.

Based on the analysis of the recommended areas, the character traits of most importance are:

- dominance of detached dwellings, with some semi-detached dwellings established in the form of “maisonette” style dwellings
- single storey built form, with building wall heights typically in the order of 3.1 metres to eaves
- traditional roof forms comprising hipped and gabled rooves with pitches typically at the 23 degree (bungalows) or 35 degree (villas and cottages) range
- gable elements within facades and other forms of articulation, including verandahs which span across a large proportion (at least 50%) of the building façade
- wall materials that are of brick or stone, with other minor rendered elements
- roof materials that are predominantly metal sheet or tiled
- rhythm of buildings within the streetscape with spaces between original principal buildings typically in the order of around 4 – 5 metres (noting that carport/garage additions are commonly within some of the spaces to the side of buildings)
- continual line in streetscape created by consistent front setbacks (although it is noted that in some areas this is not as strong)
- subordinate nature of parking in facades and frontages of properties, where it is single (normally 2.7 – 3 metres) in width and typically provided as an add-on to the original building and therefore a minor structure to the side comprising a smaller and lower roof form that helps maintain the perception of separation and space between buildings
- minor proportion of hard surfaces in front yards, with driveways and crossovers of single width, separate minor pathways and the remainder typically in the form of garden (although the nature, format and quality of that garden space varied considerably across the area)
- provision of front fencing to sites which is generally low or medium height (up to 1.5 metres) in nature forward of the building line and therefore provides for views to dwellings and front yards
- fencing built of a diversity of materials, although solid materials typically being brick or stone, matching that found within the dwelling, and only utilised in lower fencing structures (up to 900mm), open style fencing comprising tubular or mesh materials that maintain a

high degree of permeability and relate to those typically associated with dwellings of the periods found within the area.

Some streets throughout the areas recommended do contain consistent avenues of mature and semi-mature trees which contribute positively to the streetscape. Therefore, retention of these mature trees is an additional character trait that should be considered in policy, despite the trees being on public land.

There are a number of attributes that whilst consistent in some locations, do not themselves play a critical part in the character traits of an area. These attributes can therefore undergo some change over time, provided they do not impact on the critical attributes identified above:

- allotment size which is found to have a limited bearing on the streetscape attributes for these areas
- allotment frontage (pending design outcomes being consistent with the above traits)
- format of garaging / parking (whether the structure to the side of the dwelling is open or otherwise) was not critical to the character of the streetscape.

6.2 Recommended Policy Responses

The purpose of any policy response is to ensure that the character traits listed above are carefully managed and maintained as an integral part of the suggested policy area. It is once again important to note that the intent of the policy is not to “preserve” properties, as would be the case for Historic Conservation Areas, but to ensure that any new development is respectful to the established character. Similarly, the policy response needs to be focussed on those design elements visible from the streetscape, and not to the rear of the properties in this area.

Council needs to balance the consideration of the management of the established character, with the desire to provide greater housing diversity and dwelling types to achieve broader strategic goals.

With this in mind, the following policy responses are suggested for the recommended streetscape character areas.

6.2.1 Land Division & Dwelling Types

While the intent of the policy for these areas would be to retain the existing land division pattern and dominance of detached dwellings, there remain some opportunities for infill development to occur, provided the design outcomes retain the important streetscape attributes. In this regard, land division should be directed to:

- subdividing corner blocks so that any resultant dwelling presents to the secondary street with a frontage width compatible with those established in the street
- allowing for semi-detached dwellings to be established:
 - provided that the resultant development maintains the appearance of a single buildings in the streetscape, with particular regard had to roof form and fencing treatments forward of the dwelling. Policy should encourage the symmetrical or “maisonette” style of housing which can be found in some of the areas and is representative of forms of semi-detached dwellings from those eras
 - only on allotments with wider frontages (in excess of 16 metres), so that two dwellings can meaningfully front onto the street with car parking not dominating façade and

frontage width, as well as respecting space to sides of buildings by preventing boundary to boundary development.

- providing for group dwellings and residential flat buildings in the form of hammerhead allotments, provided:
 - the dwelling to the front faces the street and maintains the important character traits for the streetscape including setbacks and built form elements (discussed further below)
 - the driveway treatment is single width to the street frontage and provides access to garaging of the front and rear dwellings (ie front dwelling does not have separate garaging)
 - fencing forward to the front dwelling's façade is limited to the externality of the site, and assists in reading the hammerhead driveway as forming part of the front dwelling's site (ie does not create a narrow tunnel to the rear, or highlight its presence within the streetscape)

Development that creates narrow fronted detached dwellings (two for one infill development) results in further fragmentation of frontages and the breaking up of the rhythm of buildings in the streetscape and should be discouraged by the policy.

6.2.2 Building Height

The single storey form and height of dwellings across the area is an important attribute that should be respected within new development. New dwellings and additions to existing dwellings should be single storey in form where they are visible from the street. However, it may be possible to accommodate a second storey as part of dwellings where they:

- are located within the roof space of the dwelling:
 - provided they do not present with windows to the street frontage and any dormer style windows do not dominate the appearance of the roof form
 - it does not result in a roof form and height that is overly high and bulky such that is not consistent with those typically associated with dwellings of character in the streetscape
- are to the rear of the dwelling, positioned behind a roof form that presents to the street as single storey such that the two storey walls and roofing is not seen from the street

Additions to buildings and new dwellings, should maintain a consistent building wall height to those character dwellings in the street in order to maintain a consistent horizontal rhythm within the streetscape. Wall heights to eaves are typically in the order of 3 metres for the original buildings in these areas. This is important where modern building methods create lower building heights (2.4m or 2.7m) that detract from the established character in existing housing in these areas.

6.2.3 Built Form

The built form of new development in the recommended streetscape character areas is perhaps the most important design consideration that requires a strong and carefully considered policy response. The overarching intent of policy should be for new development to incorporate the traditional built form attributes of character dwellings. However, it is important to understand that this does not mean the re-creation or mimicking of original building styles. This is neither desirable, nor necessary in these areas, where, provided it is designed correctly, contemporary interpretations of original built form attributes can still achieve positive results within a streetscape.

Additions to dwellings, and new dwellings, should incorporate the following in their designs:

- traditional roof forms comprising hipped and gabled styles, with roof pitches typically at either 23 degrees for bungalows or 35 degrees for cottages and villas (a higher pitch may be appropriate where a locality may be characterised by a number of Tudor style housing). The designs should present a horizontal ridge to the streetscape, further emphasising the horizontal characteristics within streets, as well as highlighting the width of buildings and frontages. Roofing materials can be represented by both metal roof sheeting (corrugated iron or Colorbond roofing is appropriate) as well as tiled roofing.
- incorporate a verandah, or similar design component, within the façade design which provides shade/shadow, and relief to the building façade. The verandah should span across the majority of the facade.
- avoid the use of parapets which are not consistent with the form of character housing established in the recommended areas.
- provide a high solid to void ratio within street facades with consideration of window placement, size, proportions and spacings to match those typical within the streetscape.
- utilise wall materials that are found within original building stock, or complementary to those of original building stock, including brick and stone, with some rendered elements to the street façade of the dwelling. Alternative materials remain appropriate to the sides and rear where not visible from the street.
- a variety of colours, materials and textures to contribute to richness to the dwelling façade that provides interest and avoids blandness and monotony of colour / texture. However development should also avoid the over detailing of facades with excessive decorative elements.

6.2.4 Setbacks

Notwithstanding a general "line" within streetscapes with regard to front setbacks, it is noted that there was a degree of diversity in regards to this attribute in some of the locations being recommended. As such, it is difficult, and perhaps inappropriate, to apply one single setback distance across these areas. Instead, the policy should seek to ensure that the front setback of additions and new buildings are in line with those of adjacent buildings, noting that where structures exist that are contrary to the established character (such as carports in front of dwellings), they should not be used to justify reduced setbacks of new buildings.

Similarly, there was some flexibility in the nature of side setbacks throughout these areas, although notably, the most common setbacks were in the 1 – 2 metre range (for one side setback). Traditionally, the buildings were established to facilitate a pedestrian path down one side of the building (typically 1.5 to 2 metres in width) and a larger carriage lane down the other side of the building in the order of 2.5 to 3 metres in width. As a result the rhythm and spacing of buildings in the streetscape is in the order of 4 to 5 metres between principal building forms. It is however noted that today there is commonly a carport or garage placed to the side of the dwelling in many cases on or very close to the side boundary.

Therefore, the suggested approach to side setbacks should be a flexible approach where the primary consideration is the 4 to 5 metre separation between principal building forms (noting garaging needs to be secondary in form). Supporting this should be a non-garaging side setback in the order or 1.5 – 2 metres.

Side setbacks for components of dwellings and additions that are not visible from the street (such as behind the garage / carport) are not as important to the policy in these areas and can defer to the policy response applicable to the general residential areas in Council's Development Plan.

6.2.5 *Parking / Garaging*

There was a diversity of approaches to providing for parking of vehicles on sites throughout the areas surveyed. This is reflective of the "retro-fitted" nature of these structures onto sites. However, the manner in which garaging and parking of vehicles is accommodated within development can have a big impact on the character of the streetscape, if established inappropriately. Therefore, a strong policy response should be provided to guide appropriate locations and designs for vehicle parking in the streetscape areas. These should include:

- garaging / carports being single width in nature
- garaging / carports being positioned at least 1 metre behind the adjacent front wall of the dwelling to which they relate (this is important in making them secondary to the principal building component in a façade and allotment frontage). This is additional to the general residential policy and emphasises the secondary role these structures should play in the streetscape. A larger setback also encourages a different treatment to the roof form, which is also important in these area (see below)
- the height of the carport / garaging structure is lower and therefore subordinate to the original dwelling wall height (if an addition) or principal building form (if new dwelling)
- garaging and carports not be incorporated under the main roof form of the dwelling, but presented as additions to the dwelling (either as flat roofed / lean-to structures, or secondary roof forms connecting to side wall which are smaller, but complement the form and pitch of the principal roof of the building)
- are constructed of materials and finishes that match or complement those of the principal building
- double width garaging and carports should only be accepted on wider allotments (over 16 metres frontage) and where they achieve the following:
 - they form a subordinate component of the building façade (no greater than 40%)
 - they are divided into two separate doors and staggered in their positioning in the façade by at least 1 metre
 - the materials and finishes used for the inner most door is such that it is disguised as a garage door, but complements the remainder of the principal building façade
- driveways being single width, or tapering to single width at the property boundary
- driveway locations not compromising or requiring the removal of mature street trees where they form an avenue of trees in a streetscape that make a positive contribution to the character of the street.

6.2.6 *Fencing*

Front fencing was a consistent attribute throughout the areas and is important in helping to define the public and private realm, as well as create a distinctive line in the streetscape which

complements the horizontal line established by the dwellings. It is noted that under current legislation, fencing in most cases is not development and therefore controls on this can be somewhat limited. However, as fencing does play an important part in the character of these streetscapes, there is value in including policy response to guide designers and home owners within any future design guidelines, but also in the event that fencing is included in the definition of development by the legislation in the future (see Section 6.4 for discussion on this).

Therefore the policy should seek for front fencing to be provided with dwellings and in particular:

- should be low to medium in height and in any case no taller than 900mm for solid fencing and 1.5 metres for open style fencing. This is important to maintain views into front yards and to dwellings within these areas, as well as complement original fencing forms in these areas
- should incorporate materials that match the original dwellings:
 - if solid structure is proposed – typically brick and stone, with rendered components appropriate
 - be of tubular or mesh material for other forms of fencing, although timber pickets may be appropriate for older villa and cottage style fencing as it complements forms of fencing that are typically associated with those dwelling eras.
- tall, solid fencing should be discouraged by the policy.

6.3 Desired Character Statement

The Desired Character Statement forms an important part of the Development Plan policy. The role of the Desired Character Statement is not to simply describe the existing character traits of an area (as is commonly found in Development Plans), but rather, to provide clear guidance for new development on how to appropriately respond and respect those character traits. It should therefore focus on future development, and not past development.

Having regard to the important character traits and, importantly, how future development should respect and respond to maintaining and enhancing those traits, the following Desired Character Statement has been prepared.

The policy area covers a number of areas across the Council area that demonstrate cohesive concentrations of primarily interwar housing and turn of the century housing representative of the period of settlement and growth for these parts of the city. Specific housing types that characterise these areas include principally bungalows along with villas, cottages, art deco, tudor and austerity housing styles. The consistent rhythm of these building styles in the streetscape, along with the consistent form of the buildings, contribute to a distinctive streetscape character that is valued by the community.

It is envisaged that development in the policy area will continue to provide predominantly detached dwellings in a manner that reinforces the established character. There remain limited opportunities for infill development to occur through subdivision of corner allotments, establishment of semi-detached "maisonette" style dwellings and hammerhead allotments, provided they are designed in such a manner that respects the important design characteristics of the established streetscape.

Buildings in the area retain a consistent low scale, single storey character that will be respected by new dwellings and additions to existing dwellings. Two storey building forms are only appropriate where they are not visible from the street, such as to the rear of dwellings, or within the roof space of dwellings.

Development will need to respond to the established character traits of the built form, particularly with regard to a traditional hipped and gabled roof form and pitches, inclusion of verandas as features within facades, eaves and the established building wall heights. A contemporary interpretation of these design elements may be appropriate, however, use of parapets along dwelling facades is contrary to the established character of housing in the area and is inappropriate.

Development will respond to the contextual setting of a dwelling and structure within the streetscape in considering its placement from front and side setbacks. Important in this consideration will be maintaining consistent building lines within the streetscape, where they exist, as well as the consistent traditional spacing between buildings which is typically 4 to 5 metres between principal building forms (excluding added garages and carports).

Building materials in this area are typically in the form of brick or stone walling, with corrugated iron and tiled roofing. Development will incorporate these materials within dwelling facades and a more contemporary approach to the finishes of these materials remains appropriate. Where original buildings have had these materials removed or altered in some way (such as painted), it is desirable that development seek to reinstate them or, as much as possible, return them to their original state.

An important element in the character of this location is the minor nature in which car parking intrudes into the character of the area. Parking arrangements are typically retro-fitted to buildings and have a subordinate, subdued appearance in the streetscape in comparison to the dwelling. Important to achieving this is the single width of the parking space, its positioning behind the main face of the dwelling and the roof form being lower, attached to the dwelling wall and secondary to the dwelling roof form.

Double garaging will only be appropriate on allotments with wider frontages and where it does not present as a dominant element within a building façade through appropriate separating and stepping of the doors and roof form. Use of design techniques and materials that disguise the appearance of the garage is also encouraged.

Front fencing is an important part of the character of the area and should be provided in development. Fencing that is low and open in nature to enable views to front yards and the dwellings within the street is consistent with the forms of fencing that contribute to the character of the area. Fencing materials that match those of the dwelling are encouraged and typically are of brick or stone construction, or alternatively tubular or mesh.

6.4 Opportunities for Additional Controls

It is recognised that this study has identified a number of attributes to character that cannot necessarily be controlled by Council under the current legislative regime. The Development Plan can only control what is defined as "development" under the *Development Act, 1993*. Most forms of fencing, for example, are not development, yet these elements can have a big

impact on the character of these locations, so ideally a greater level of control will assist council in better managing the character of these areas.

It is noted that additional controls are provided within the legislation for Historic Conservation Areas, but these controls are not applicable for the streetscape character areas as they do not achieve the relevant criteria. However, it is noted that the City of Unley has in the past been able to have additional controls provided for certain attributes that impact on character (such as fencing) specific to their area / zone policy.

There is an opportunity for Council to pursue a similar arrangement for these streetscape character areas with the Minister for Planning, with these legislative changes able to be bundled together with any future Development Plan Amendment.

In addition, there is a need to ensure that the character of the recommended areas is not undermined by inappropriate development undertaken as "complying development" under the Residential Development Code provisions within the *Development Regulations, 2008*. It is therefore necessary that, as part of the preparation of the DPA, Council seek that the Minister also extend the areas currently exempt from the residential code provisions within the *Development Regulations, 2008* to the recommended streetscape character areas.

6.5 Development Application Preparation and Assessment

There is an opportunity for Council to assist designers, housing companies, developers and the general community to prepare better development applications, not only through improved design responses that align to Development Plan policy intent, but also the quality of information provided with Development Applications.

It is recommended that in response to this report, and resultant Development Plan Amendment, a set of design guidelines be prepared which document that important character elements that need to be considered in any design for development, and the design responses to be considered – the "do's and don'ts" for the streetscape character areas. Such a document will assist Council's Development Assessment staff understand the policy intent, but more importantly, facilitate in communicating the policy intent to laypeople and designers.

In addition, Council should seek to ensure that the information provided with development applications appropriately addresses the contextual setting for the development. It is not intended that this be a burden of proponents of development, but rather completes the application by demonstrating the achievement of the policy objectives – it is something that will help them demonstrate the merits of what they are proposing, whilst also assist Council's assessment staff in assessing the proposal.

A full contextual assessment, as required in the for the Streetscape (Built form) Zone within the City of Unley, is not considered necessary and typically a burden for proponents, however, a streetscape view of the proposed development and adjacent dwellings, is an appropriate piece of information that should be requested to be included in development applications by Council for the streetscape character areas.