The City of Unley Development Plan was amended by the Village Living and Desirable Neighbourhoods Development Plan Amendment (DPA) Stage 1 (Residential Historic Conservation & Streetscape Character Areas Pilot) in November 2009 (interim effect from November 2008) to introduce the Residential Streetscape (Built Form) Zone, encompassing 3 distinct policy areas – Compact, Spacious and Grand. Stage 2 of the DPA (Residential Character, Growth Areas and Council Wide Residential Policy Review - Part 1 [EAST]) on 4 July 2017 introduced two additional Precincts 9.10 and 9.11 to the Spacious Policy Area.

This Fact Sheet includes extracts (identified in italics) from the Residential Streetscape (Built Form) Zone of the City of Unley Development Plan for Policy Area 9 - Spacious.

In addition to the more specific policy of the zone the broader Council-wide residential policy and other relevant parts of the whole Development Plan are also applicable to the assessment of any development.

The full Development Plan can be viewed on Council’s website www.unley.sa.gov.au

Policy Area 9 - Spacious

A map of the area is attached in Appendix 1. The policy area includes eleven distinct precincts:

9.1 Clarence Park
9.2 Everard Park and Forestville (East)
9.3 Kings Park
9.4 Millswood, Hyde Park (West) and Goodwood (South)
9.5 Millswood (South)
9.6 Unley (Allen Grove)
9.7 Unley (North)
9.8 Unley Park (East)
9.9 Wayville
9.10 Fullarton (West)
9.11 Unley Park (West)
Objectives of the Residential Streetscape (Built Form) Zone

The Development Plan identifies four objectives and context for the Residential Streetscape (Built Form) Zone as follows:

**Objective 1:**  Enhancement of the desired character of areas of distinctive and primarily coherent streetscapes by retaining and complementing the sitting, form and key elements as expressed in the respective policy areas and precincts.

**Objective 2:**  A residential zone for primarily street-fronting dwellings, together with the use of existing non-residential buildings and sites for small-scale local businesses and community facilities.

**Objective 3:**  Retention and refurbishment of buildings including the sensitive adaptation of large and non-residential buildings as appropriate for supported care or small households.

**Objective 4:**  Replacement of buildings and sites at variance with the desired character to contribute positively to the streetscape.

**DESIRE CHARACTER**

**Streetscape Value**

The Residential Streetscape (Built Form) Zone encompasses much of the living area in inner and western Unley, (excluding the business and commercial corridors and those areas of heritage value). The zone is distinguished by those collective features (termed “streetscape attributes”) making up the variable, but coherent streetscape patterns characterising its various policy areas and precincts. These attributes include the:

- rhythm of building sittings and setbacks (front and side) and gaps between buildings; and
- allotment and road patterns; and
- landscape features within the public road verge and also within dwelling sites forward of the building façade; and
- scale, proportions and form of buildings and key elements.

**Streetscape Attributes**

It is important to create high quality, well designed buildings of individuality and design integrity that nonetheless respect their streetscape context and contribute positively to the desired character in terms of their:

- sitting – open style front fences delineate private property but maintain the presence of the dwelling front and its garden setting. Large and grand residences are on large and wide sites with generous front and side setbacks, whilst compact, narrow-fronted cottages are more tightly set on smaller, narrower, sites. Infill dwellings ought to be of proportions appropriate to their sites and maintain the spatial patterns of traditional settlement; and
- form – there is a consistent and recognisable pattern of traditional building proportions (wall heights and widths) and overall roof height, volume and forms associated with the various architectural styles. Infill and replacement buildings ought to respect those traditional proportions and building forms; and
- key elements – verandahs and pitched roofs, the detailing of facades and the use of traditional materials are important key elements of the desired character. The use of complementary materials, careful composition of facades, avoidance of disruptive elements, and keeping outbuildings, carports and garages as minor elements assist in complementing the desired character.

Sites greater than 5000 square metres will be developed in an efficient and co-ordinated manner to increase housing choice by providing dwellings, supported accommodation or institutional housing facilities at densities higher than, but compatible with, adjoining residential development.

Sites for existing or proposed aged care housing, supported accommodation or institutional housing may include minor ancillary non-residential services providing that the development interface is compatible with adjoining residential development.
Policy Area 9 - Spacious

The overall aim of the policy is to guide development (through control of demolition and new development) to achieve the desired character for specific policy areas.

The Development Plan identifies the following Desired Character for **Policy Area 9 – Spacious**:

**Introduction**

This policy area contains eleven precincts located across the City of Unley from Everard Park and Clarence Park in the west through to Parkside and Fullarton in the east.

The desired character and streetscape attributes to be retained and enhanced for each of these precincts is set out below. The table below identifies in detail the differences between the nine precincts in terms of the predominant:

(a) allotment widths and sizes;
(b) front and side building setbacks including the collective side setbacks; and
(c) the prevailing architectural styles (and characteristic built forms and detailing).

**Desired Character**

The streetscape attributes include the:

(a) low scale building development; and
(b) spacious road verges and front and side building setbacks from the street; and
(c) the forms and detailing of the predominant architectural styles (variously Victorian and Turn-of-the-Century double-fronted cottages and villas, and Inter-War era housing, primarily bungalow but also tudor and art deco and complementary styles); and
(d) varied but coherent rhythm of buildings and spaces along its streets.

**Development will:**

(a) be of a street-front dwelling format, primarily detached dwellings; and
(b) maintain or enhance the streetscape attributes comprising:

(i) **siting** - the regular predominant subdivision and allotment pattern, including the distinctive narrow-fronted sites associated with the various cottage forms (found only in the Unley (North) and Wayville Precincts). This produces a streetscape pattern of buildings and gardens spaces set behind generally open fenced front boundaries. Street setbacks are generally 6 to 8 metres and side setbacks consistently no less than 1 metre and most often greater, other than for narrow fronted cottages. Such patterns produce a regular spacing between neighbouring dwellings of generally between 5 metres and 7 metres (refer table below); and

(ii) **form** - the consistent and recognisable pattern of traditional building proportions, including the wall heights and widths of facades and roof heights, volumes and shapes associated with the architectural styles identified in the table below; and

(iii) **key elements** – the iconic and defining design features including, in particular the detailed composition and use of materials on facades and roofing of the predominant architectural styles identified in the table below.
**DEVELOPMENT CONTROL**

The Residential Streetscape (Built Form) Zone identifies a number of specific Principles of Development Control in relation to demolition and new development, encompassing dwellings, additions, carports and garages, fencing and land division. It also sets out 'complying' side and rear fencing development and 'non-complying' new non-residential forms of development. All other forms of development are assessed on merit.

In general, development in Residential Streetscape (Built Form) Zone, as described in Principles 1 to 2, should support and enhance the desired character and comprise:

(a) alterations and/or additions to an existing dwelling; and
(b) ancillary domestic-scaled structures and outbuildings; and
(c) the adaptation of, and extension to, a building to accommodate and care for aged and disabled persons, or for a multiple dwelling or residential flat building; and
(d) selected infill of vacant and/or under-utilised land for street-fronting dwelling type(s) appropriate to the policy area; and
(e) replacement of a building or site detracting from the desired character of a precinct with respectful and carefully designed building(s).
The Policy Area contains many buildings contributing to the desired streetscape that are encouraged to be retained, reused and enhanced, as described in Principles 3 to 5, as follows:

3 Development should retain and enhance the streetscape contribution of a building by:
   (a) retaining, refurbishing, and restoring the building; and
   (b) removing discordant building elements, detailing, materials and finishes, outbuildings and site works; and
   (c) avoiding detrimental impact on the building’s essential built form, characteristic elements, detailing and materials as viewed from the street or any public place (ie only the exposed external walls, roofing and chimneys, verandahs, balconies and associated elements, door and window detailing, and original finishes and materials of the street façade); and
   (d) altering or adding to the building and carrying out works to its site only in a manner which maintains its streetscape attributes and contribution to the desired character, and responds, positively to the streetscape context of its locality in terms of the:
      (i) rhythm of buildings and open spaces (front and side setbacks) of building sites; and
      (ii) building scale and forms (wall heights and proportions, and roof height, volumes and forms); and
      (iii) open fencing and garden character; and
      (iv) recessive or low key nature of vehicle garaging and the associated driveway.

4 Alterations and additions to a building should be located primarily to the rear of the building and not be visible from the street or any public place unless involving the dismantling and replacement of discordant building elements so as to better complement the building’s original siting, form and key features.

5 Adaptation, expansion or redevelopment of a building for a community or non-residential use should be:
   (a) confined to an existing non-residential building or its site; and
   (b) of a form and nature readily able to accommodate such a use; and
   (c) of a small scale and low impact, or serving a local community function, and in any event have minimal impact on abutting or nearby residential occupiers.

In particular, demolition should only be undertaken, as described in Principle 6 and 7, in the following circumstances:

6 Demolition of the whole of a building should only be undertaken – where the replacement building(s) makes a comparable or more positive contribution to the desired character than the building to be demolished, or alternatively where the building to be demolished:
   (a) is structurally unsafe or so unsound as to be unreasonably economically rehabilitated; or
   (b) is so compromised or altered that there is no reasonable prospect of its original character being revealed; or
   (c) adds little value to the desired character due to its discordant form and poor streetscape contribution; or
   (d) is incongruous with, and makes a poor contribution to the particular character of its streetscape.

7 Demolition of portion only of a building should only be undertaken where it does not involve the essential built form, characteristic elements, detailing and materials of the front or visible sides of the building as viewed from the street or any public place.
The type, siting, scale, form and design features of development should complement the desired character in accordance with the following principles:

**New Development**

8 Development should comprise street-fronting dwellings exhibiting streetscape attributes consistent with the desired character. In this respect:

(a) sites should not be amalgamated for the purposes of developing residential flat buildings, group dwellings or non street-fronting dwellings unless involving existing large sites occupied by buildings of discordant character where the consolidated site and its replacement dwellings produce a streetscape setting and built forms complementing the desired character; and

(b) “hammerhead” allotment(s) should not be created, nor should a dwelling be located in a rear yard of an existing street-fronting dwelling site where this would detrimentally impact on the established settlement pattern or impose on the characteristic spacious setting of neighbouring dwelling sites, exceed single storey, or impose excessive building bulk.

9 Development should present a single storey built scale to the streetscape. Any second storey building elements should be integrated sympathetically into the dwelling design, and be either:

(a) incorporated primarily into the roof or comprise an extension of the primary single storey roof element without imposing excessive roof volume or bulk, or massing intruding on neighbouring spacious conditions, nor increasing the evident wall heights as viewed from the street; or

(b) set well behind the primary street façade of the dwelling so as to be inconspicuous in the streetscape, without being of a bulk or mass that intrudes on neighbouring properties.

10 Buildings should be of a high quality contemporary design and not replicate historic styles. Buildings should nonetheless suitably reference the contextual conditions of the locality and contribute positively to the desired character, particularly in terms of:

(a) scale and form of buildings relative to their setbacks as well as the overall size of the site; and

(b) characteristic patterns of buildings and spaces (front and side setbacks), and gaps between buildings; and

(c) primarily open front fencing and garden character and the strong presence of buildings fronting the street.

11 In localities of a distinctive and generally coherent character consistent with the pertinent desired character buildings facades should be composed in a more traditional manner adopting key building elements, materials and detailing complementing the characteristic architectural styles.

12 In localities where the built character and streetscape qualities are incoherent or generally in discord with the pertinent desired character, development should redevelop a site by replacing the discordant elements, key features or materials and better support the desired character.

**Boundary Walls**

13 Building walls on side boundaries should be avoided other than:

(a) a party wall of semi-detached dwellings or row dwellings; or

(b) a single storey building, or outbuilding, which is not under the main dwelling roof and is setback from, and designed such that it is a minor, low and subservient element and not part of, the primary street façade, where:

(i) there is only one side boundary wall, and

(ii) the minimum side setback prescribed under the desired character is met on the other side boundary; and

(iii) the desired gap between buildings, as set-out in the desired character, is maintained in the streetscape presentation.
Carports and Garages

14 A carport or garage should form a relatively minor streetscape element and should:
   (a) be located to the rear of the dwelling as a freestanding outbuilding; or
   (b) where attached to the dwelling be sited alongside the dwelling and behind its primary street façade, and adopt a recessive building presence. In this respect, the carport or garage should:
       (i) incorporate lightweight design and materials, or otherwise use materials which complement the associated dwelling; and
       (ii) be in the form of a discrete and articulated building element not integrated under the main roof, nor incorporated as part of the front verandah or any other key element of the dwelling design; and
       (iii) have a width which is a proportionally minor relative to the dwelling façade and its primary street frontage; and
       (iv) not be sited on a side boundary, except for minor scale carports, and only where the desired building setback from the other side boundary is achieved.

15 Vehicle access should be taken from:
   (a) a rear laneway or secondary street, or a common driveway shared between dwellings, wherever possible; or
   (b) a driveway from the primary street frontage but only of a single car width for as long as is practicable to minimise the impact on the garden character, and on street trees and the road verge.

Fencing

16 Fencing of the primary street frontage and the secondary street on corner sites, forward of the front façade of the dwelling, should complement the desired character, and be compatible with the style of the associated dwelling and its open streetscape presence, and comprise:
   (a) on narrow-fronted dwelling sites of up to 16m in street frontage - low and essentially open-style fencing up to 1.2 metres in height, including picket, dowel, crimped wire or alternatively low hedging; or
   (b) on dwelling sites in excess of 16m in street frontage - low and essentially open-style fencing as in (a), but may also include masonry pier and plinth fencing with decorative open sections of up to 1.8m in total height.

Land Division

17 Land should only be divided:
   (a) on a detached dwelling site - where the resultant allotment(s) conform with the minimum street frontage and site area prescribed in the desired character; or
   (b) on a site of other dwelling types - to give separate title to approved dwelling(s) site(s) (including any common land of a community land division) upon which the dwelling construction or conversion has been substantially commenced; or
   (c) in those parts of the zone where the prevailing settlement pattern is clearly at variance with the desired character of the respective policy area – where the resultant allotment(s) are consistent with those in the locality, providing the allotment(s) provide for dwellings of street-fronting format and the building settings and proportions which reinforce the desired character.
Zone Procedural Matters

The zone sets out 'complying' development per Schedule 4 of the Development Regulations 2008 and in Table Un/7 in the Development Plan.

The zone sets out a list of 'non-complying' forms of development which generally encompass non-residential land uses. The exceptions to this are for alterations to existing non-residential uses; conversion of existing non-residential uses, including additions, to offices, consulting rooms or shops; limited home offices and minor ancillary office, consulting room or shop activities to supported accommodation facilities.

All other forms of development are assessed on their merits in accordance with the Development Plan.

In addition the Zone sets out requirements for the 'public notification' of development applications per Schedule 9 of the Development Regulations and Table Un/8 in the Development Plan.

Development requires the provision of vehicle parking (car and bicycle) pursuant to general policy and rates set out in Tables Un/5 and Un/6.

Full and further Information

In addition to the more specific policy of the zone the broader Council-wide residential policy and other relevant parts of the whole Development Plan are also applicable to the assessment of any development.

Appendix 1:

Policy Area 9 – Spacious