The City of Unley Development Plan was amended by the Village Living and Desirable Neighbourhoods DPA Stage 2 (Residential Character, Growth Areas and Council Wide Residential and Policy Review) Part 1 (EAST) on 4 July 2017 by the introduction of the Residential Streetscape (Landscape) Zone, encompassing the Spacious Policy Area and three distinct precincts.

This Fact Sheet includes extracts (identified in italics) from the Residential Streetscape (Landscape) Zone of the City of Unley Development Plan for Policy Area 11 - Spacious.

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

Policy Area 11 - Spacious

Policy area maps are attached in Appendix 1. The policy area includes three distinct precincts:

11.1 Forestville (west) and Fullarton (north)
11.2 Malvern (south), Highgate, Fullarton (south) and Myrtle Bank (south)
11.3 Myrtle Bank (north)

Residential Streetscape (Landscape) Zone

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

Objective 1: Enhancement of the distinctive and primarily coherent streetscapes by retaining and complementing the built form, its setting and surrounding landscape features.

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: Sensitive in-fill development opportunities where appropriate and complementary to the desired character and streetscape setting or providing for the improvement of areas of variable character by replacing the discordant siting and design of buildings and their associated landscape patterns.

Objective 4: Development that contributes to the desired character of the zone.

DESIRED CHARACTER

The Residential Streetscape (Landscape) Zone encompasses living areas in the west and south eastern section of the City of Unley. The zone is distinguished by coherent streetscape patterns. These attributes include the consistent:

(a) rhythm of building sitings, scale, form and setbacks (front and side) and gaps between buildings;

(b) allotment and road patterns;

(c) landscape features within streetscapes, including the road verge and forward of the building façade.
Development should respect and contribute positively to the streetscape setting, and where appropriate, the collective features of distinctive and primarily coherent streetscapes. The key considerations are:

(a) **siting** – sites with generous front and side setbacks to main dwelling buildings and wide road reserves. Building envelopes should reflect this sitting, scale and form to maintain the spatial patterns of traditional settlement. Low open style front fences provide transparent streetscape views of landscaped front yards and compatible development.

(b) **form** – a consistent pattern of traditional building proportions (wall heights and widths) and overall roof height, volume and form is associated with the various architectural styles. Infill dwellings and dwelling additions should maintain traditional scale, proportions and building forms when viewed from the primary streetscape.

(c) **key elements** – the articulation of the built form, verandahs and pitched roofs, are important key elements in minimising the visual dominance of buildings to the primary streetscape setting. The careful composition of facades to reduce building mass, avoidance of disruptive elements, and keeping outbuildings, carports and garages as minor elements, assist in complementing the desired character. Low open style front fences complement the style and predominant form of dwellings within the street and streetscape views of landscaped front yards.

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 11 - Spacious**

The overall aim of the policy is to guide development to achieve the desired character for the Policy Area and specific precincts.

**Objective 1:** Development that contributes to the desired character of the policy area.

**DESired CHARACTER**

This policy area comprises three precincts with allotment sizes of 300, 400 and 560 square metres. Development will seek to retain the prevailing low scale of development and the coherent rhythm, building spacing and landscaped setting. The policy area is confined to Fullarton, Highgate, Malvern (south), Forestville (south) and Myrtle Bank.

**PRINCIPLES OF DEVELOPMENT CONTROL**

1. Development should not be undertaken unless it is consistent with the desired character for the policy area.
2. Development should:
   (a) be primarily detached dwellings, with sensitive infill development sited and designed so as to be inconspicuous from the streetscape, and maintain the desired character and key streetscape setting features.
   (b) conserve the physical attributes and key streetscape setting features comprising:
      (i) **setting** - the regular prevailing subdivision and allotment pattern that produces a characteristic streetscape pattern of allotment frontages, buildings and gardens spaced behind generally open fenced front boundaries. Primary street setbacks are generally 6m to 8m and side setbacks consistently no less than 1m and most often greater.
      (ii) **form** - the characteristic features of consistent scale and proportions of buildings including wall heights and roof designs to the streetscape
(iii) key elements – good articulation of walls and roofs to street facades to reduce the scale, bulk and dominance of buildings to the streetscape.

3 In Policy Area 11 a dwelling should have a minimum site area and a frontage width to a public road not less than that shown in the following table:

<table>
<thead>
<tr>
<th>Precinct</th>
<th>Minimum Site Area (square metres)</th>
<th>Minimum Frontage Width for Detached Dwellings (metres) *</th>
</tr>
</thead>
<tbody>
<tr>
<td>11.1 Landscape 300</td>
<td>300</td>
<td>10</td>
</tr>
<tr>
<td>11.2 Landscape 400</td>
<td>400</td>
<td>12.5</td>
</tr>
<tr>
<td>11.3 Landscape 560</td>
<td>560</td>
<td>15</td>
</tr>
</tbody>
</table>

*A minimum frontage of 6 metres applies where the site has access-only frontage to the street.

Zone: Principles of Development Control

The Zone identifies a number of specific Principles of Development Control in relation to 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 (Landscape) Zone should conserve and enhance the desired character as follows:

Land Use

1 The following forms of development are envisaged in the zone:
   - affordable housing
   - domestic outbuilding in association with a dwelling
   - domestic structure
   - dwelling
   - dwelling addition
   - small-scale non-residential use in existing non-residential buildings that serves the local community
   - supported accommodation.

2 Development listed as non-complying is generally inappropriate.

3 Vacant or underutilised land should be developed in an efficient and co-ordinated manner to increase housing choice by providing dwellings at densities higher than, but compatible with adjoining residential development.

4 Re-development of existing non-residential development should be of a nature and scale that:
   (a) serves the local community;
   (b) is consistent with the character of the locality;
   (c) does not detrimentally impact on the amenity of nearby residents;
   (d) does not compromise coordinated centre development.

5 The use and placement of outbuildings should be ancillary to and in association with a dwelling or dwellings.
Form and Character

6 Development should not be undertaken unless it is consistent with the desired character for the zone.

7 Development should retain and enhance its streetscape contribution by being sited and designed to respond positively to the streetscape context of its locality in terms of the:
   (a) rhythm and setting of buildings and open spaces (front and side setbacks);
   (b) dominant garden and landscape vistas;
   (c) recessive or low key nature of vehicle garaging and the associated driveway and minimising the number and width of access points to public roads.

8 Development should comprise dwellings of a form and setting 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 it involves existing large sites occupied by buildings of discordant character where the consolidated site and its replacement dwellings produce a streetscape setting and built form that complements the desired character;
   (b) infill development should maintain and complement the primary streetscape setting of the established settlement pattern, in terms of site width, building siting and providing a single width driveway (for shared use) or utilise a new side road or rear lane driveway where possible, and not impose excessive built form impacts to neighbouring sites and dwellings. Allotment areas may be reasonably varied where the development maintains a consistent primary street frontage and streetscape setting (siting, form and key elements).

9 Development should present a single storey built scale to its streetscape. Any second storey building elements should be:
   (a) integrated sympathetically into the dwelling design and landscape setting;
   (b) 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;
   (c) set well behind the primary street façade of the dwelling so as to be inconspicuous from the streetscape.

10 Buildings and structures should suitably reference the contextual conditions of its locality and contribute positively to the desired character, particularly in terms of its:
   (a) building scale and form relative to its setback and the overall size of its site;
   (b) streetscape setting or the pattern of buildings and spaces (front and side setbacks), and gaps between buildings;
   (c) front fencing being low and visually permeable to emphasise a strong streetscape landscape character.

11 A building adapted, expanded or redeveloped for a community or non-residential use should be:
   (a) confined to an existing non-residential building or its site;
   (b) of a form and nature readily able to accommodate such a use;
   (c) of a small scale and low impact, or serving a local community function, and in any event has minimal impact on abutting or nearby residential occupiers.
12 Building walls on side boundaries should be avoided other than:
   (a) a party wall of semi-detached dwellings or row dwellings;
   (b) a single storey building, or outbuilding, which is not under the main dwelling roof and is
tab set backfrom, and designed such that it is minor and subservient and not part of, the
primary street façade, where:
     (i) there is only one side boundary wall;
     (ii) the minimum side setback (on the other side boundary) and collective side setbacks
as prescribed under the relevant precinct parameters are met.

13 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
   (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;
     (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;
     (iii) have a width which is a proportionally minor relative to the dwelling façade and its
primary street frontage;
     (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.

14 Vehicle access should be taken from:
   (a) a rear laneway or secondary street, or a common driveway shared between dwellings,
wherever possible;
   (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.

15 Fencing of the primary street frontage should establish, or maintain, the desired character,
compatibility 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, including picket, crimped wire or decorative mesh of up to 1.2m in height or
low hedging also of up to 1.2m in height;
   (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 (palisade style) fencing
with decorative open sections of up to 1.8m in total height.

Land Division

16 Land should only be divided where:
   (a) the resultant allotment(s) conform with the typical site areas and frontage widths, or:
   (b) the resultant allotment(s) are consistent with the desired character or a distinct prevailing
pattern and character of a particular locality, or;
   (c) the resultant allotment(s) are consistent with an approved and commenced development.
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
Residential Streetscape (Landscape) Zone

Spacious

City of Unley

Note: For Policy Areas See Map Un/16

UNLEY (CITY)

ZONES

MAP Un/7

Consolidated - 4 July 2017