

9.32

STRATEGIC CONTEXT COOKS RIVER EAST







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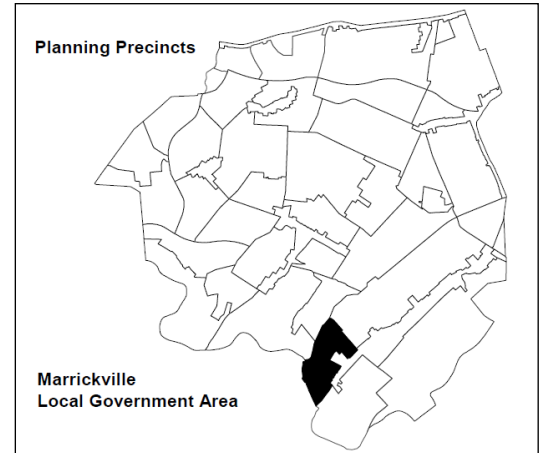
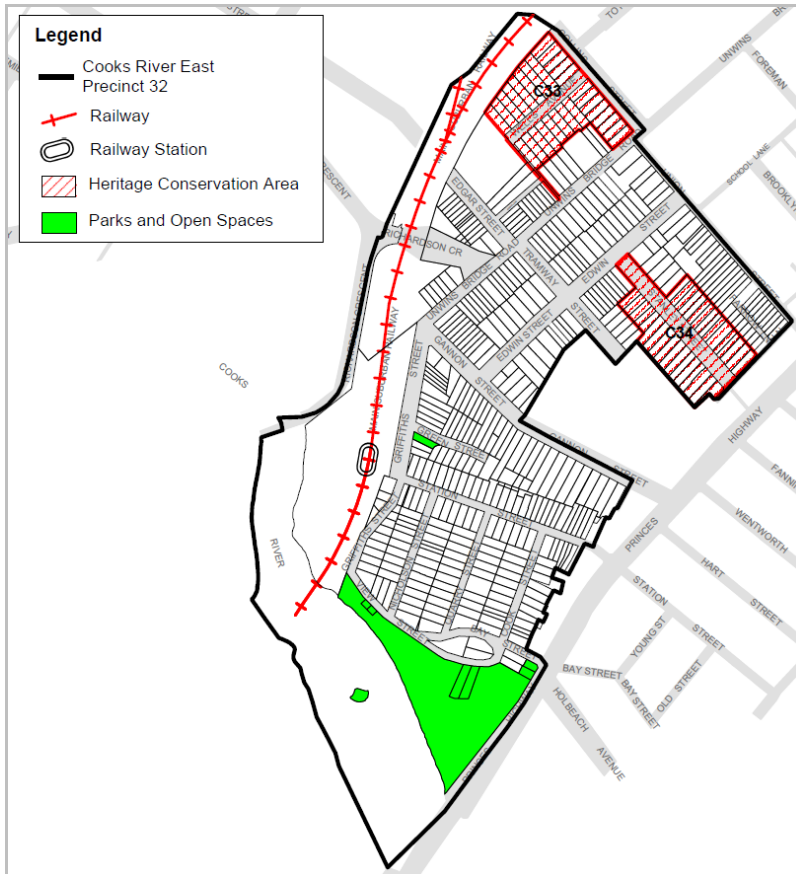




Part 9 Strategic Context

9.32 Cooks River East (Precinct 32)

Map of precinct



9.32.1 Existing character

This precinct is located on the western side of the suburb of Tempe and is roughly bounded by railway line to the west, the Princes Highway to the east, Collins Street and Union Street to the north and the Cooks River to the south. Tempe Railway Station is located within the precinct.

The precinct is predominantly comprised of low density single storey residential properties including good examples of Victorian, Federation and Inter-War buildings. The northern part of the precinct generally has wider and more regular road patterns compared to the southern part, across Gannon Street. The lots are also smaller in the southern part with minimal off street parking. The subdivision pattern of the precinct is generally uniform except for the land bounded by Griffiths Street, Gannon Street, Station Street and the Princes Highway.

The precinct generally slopes in the south western direction with a significant drop from Griffiths and View Streets towards the Cooks River. The same streets also offer good views to the Cooks River and surrounding open spaces.

The only public open space within the precinct is an irregular shaped park (Kendrick Park) along the banks of the Cooks River towards the southern end of the precinct. The park offers passive recreation facilities however it is not highly visible or accessible from surrounding streets.

Areas within parts of the precinct have been identified as having high biodiversity values within the LGA. It is essential that development within those areas considers the potential impacts to biodiversity including native fauna (including Threatened Species and Endangered Populations); native vegetation (including Endangered Ecological Communities); and habitat elements (including their condition, structure, function, connectivity and disturbance).

Other noticeable characteristics of the precinct are heritage listed dwelling houses, rocky outcrops in parts of south western end of the precinct, number of road closures approaching the Cook's River and Depression era brick paved footpath along the western side of Wells Avenue.

The precinct contains the Wells Avenue Heritage Conservation Area and the Stanley Street Heritage Conservation Area.

9.32.2 Desired future character

The desired future character of the area is:

1. To protect and preserve the identified period buildings within the precinct and encourage their sympathetic alteration or restoration.
2. To protect the identified Heritage Items within the precinct.
3. To maintain distinctly single storey streetscapes that exist within the precinct.
4. To protect groups or runs of buildings which retain their original form including roof forms, original detailing and finishes.
5. To protect significant streetscapes and/or public domain elements within the precinct including landscaping, fencing, open space, sandstone kerbing and guttering, views and vistas and prevailing subdivision patterns.
6. To preserve the predominantly low density residential character of the precinct.
7. To ensure that new development considers all potential impacts to biodiversity.
8. To support pedestrian and cyclist access, activity and amenity including maintaining and enhancing the public domain quality.
9. To ensure that development in the foreshore area will not impact on natural foreshore processes or affect the significance and amenity of the area.
10. To ensure that the provision and location of off-street car parking does not adversely impact the amenity of the precinct.
11. To protect the identified values of the Wells Avenue Heritage Conservation Area and the Stanley Street Heritage Conservation Area.

9.32.3 Heritage Conservation Areas (HCAs)

The precinct contains HCA 33 Wells Avenue Heritage Conservation Area and HCA 34 Stanley Street Heritage Conservation Area. Refer to Part 8 (Heritage) of this DCP for detailed controls and guidelines.

9.32.3.1 HCA 33: Wells Avenue Heritage Conservation Area (C33)

The Wells Avenue Heritage Conservation Area is of historical significance as an area developed from the 1924 "Moulden's Estate" subdivision, with most of the houses built



in 1925 and 1926. The housing in the area represents the adaptation of a fashionable housing style to suit the budget of working and lower middle classes prior to the Great Depression.

The subdivision relates to the nearby tram depot, as tram employees purchased a number of the properties shortly after the 1924 subdivision. The Wells Avenue Heritage Conservation Area is of aesthetic significance for its strong patterns created by the consistently expressed built forms that are set to follow the fall of the land and demonstrate a strongly expressed and aesthetically prominent and cohesive streetscape group.

Detached Inter-War period double fronted bungalows with side door entry and no central hallway are represented, demonstrating the adaptation of the Californian bungalow into a smaller and simpler form for the lower-middle and working classes. It is also significant for demonstrating the survival of much original detailing, including highly consistent building style, scale and forms, prominent roofscape (from both front and rear/oblique) characteristics of the Inter-War period.

The key period of significance for the Wells Avenue Heritage Conservation Area is 1920-1940.

9.32.3.2 HCA 34: Stanley Street Heritage Conservation Area (C34)

The Stanley Street Heritage Conservation Area is of heritage significance as a cohesive and aesthetically distinctive residential precinct demonstrating the primary aesthetic principles of modest bungalow and semi-detached cottage design in the Inter-War period.

The streetscape includes a substantially intact and highly consistent group of detached Inter-War period double fronted bungalows with side entry door and no central hallway, including some rare single-fronted variations of the style which continue the streetscape rhythms on the southern side and a group of semi-detached cottages with Art-Deco detailing, also with side entrances and enclosed front porches on the northern.

The streetscape is also notable for the consistency of the original low brick fences in materials matching the house, and the rare survival of the water-pipe and woven mesh wire gates which utilise unevenly opening gates to allow pedestrian access via the driveway rather than a separate pathway. This was an economical yet practical solution that also demonstrates the increasing importance being given to the motor car over the pedestrian in the context of the evolving 20th Century suburban landscape.

The key period of significance for the Stanley Street Heritage Conservation Area is 1920-1940.

9.32.4 Precinct-specific planning controls

- C1** HCA 33 Wells Avenue Heritage Conservation Area has been identified as containing the following streetscapes:
- a. Residential detached and semi-detached streetscapes (Type A). Refer to Section 8.3 of this DCP for relevant controls.
Relevant Architectural Style Sheets for HCA 33 Wells Avenue Heritage Conservation Area include:
 - b. Federation styles. Refer to Section 8.5.2 of this DCP for relevant controls.

- c. Inter-War styles (in particular Californian bungalow). Refer to Section 8.5.3 of this DCP for relevant controls.

C2

HCA 34 Stanley Street Heritage Conservation Area has been identified as containing the following streetscapes:

- a. Residential detached and semi-detached streetscapes (Type A). Refer to Section 8.3 of this DCP for relevant controls.

Relevant Architectural Style Sheets for HCA 34 Stanley Street Heritage Conservation Area include:

- b. Inter-War styles (in particular Californian bungalow and Art Deco). Refer to Section 8.5.3 of this DCP for relevant controls.
- c. Inter-War Art Deco residential flat buildings. Refer to Section 8.5.4 of this DCP for relevant controls.

9.32.5 Site-specific planning controls

Nil