Streetscape Guide

City of Burnside

April 2018

Version	Date	Person Responsible	Revision Description
1	19/09/2017	Group Manager Assets & Infrastructure	Draft Streetscape Guide for community consultation
2	08/11/2017	Group Manager Assets & Infrastructure	Streetscape Guide amended to incorporate community feedback
3	20/03/2018	Group Manager Assets & Infrastructure	Streetscape Guide amended to incorporate elements for Glenside Development Precinct, Magill Village Precinct and an updated suburb sign

Contents

Introduction

With streets representing around 80 per cent of public space in modern cities[i], streetscapes provide much of the character and amenity of a place. As urban population grows and private green space decreases, public open spaces will increase in social and community value.

As a result, streets are increasingly seen as more than just a transport route dominated by cars. Instead, streets are becoming destinations in their own right for commercial activity and social interaction.

High quality streetscapes offer a range of benefits to residents and other users, including increased safety, an improved balance between natural ecosystems and built environments, improved mental and physical health for residents and visitors, spaces for passive and active recreation, places for neighbours to interact, increased civic pride, economic growth and increased property values.

The City of Burnside's Streetscape Guide provides guidelines for the development of high quality, sustainable, functional and cohesive streetscape development that celebrates and respects the heritage and character of the City.

It works alongside other City of Burnside policies and strategies, in particular the Urban Tree Strategy 2014-2025, which highlights measures to protect the City's tree canopy cover.

The Streetscape Guide will assist the City of Burnside to:

- Retain its unique character, renowned for its heritage and leafy green spaces
- Provide a clear vision for the City's streetscapes
- Provide a consistent and recognisable aesthetic for the City that is high quality, economic, functional and sustainable.

The Streetscape Guide refers to the elements within a public streetscape, including roads, street furniture and street trees. It does not include private properties; or parks, gardens and reserves, many of which have their own management plans in place.

[i]Department of Planning, Transport and Infrastructure (2017). 30-Year Plan for Greater Adelaide

Vision and Guiding Policy Principles

Vision:

"An integrated, safe, accessible, functional, engaging and sustainable streetscape network that conserves a characteristic sense of place, supported by fit for purpose and cost-effective infrastructure that enhances the community's experience of the City."

Guiding Policy Principles:

1. HERITAGE AND DISTINCTIVE CHARACTER

   Streetscapes will reflect the distinctive character and history of the City of Burnside.

   Design principles will use elements within streetscapes that complement and reflect the City's distinctive character and history. Special consideration will also be given to the Historic (Conservation) Zone and Hills Face Zone when considering which elements are suitable.

2. CONNECTED STREETS

   Each street within the City of Burnside will be considered in terms of its role and connections within the larger network.

   Streets will be considered as part of a coherent network that creates a distinctive City streetscape, and consideration will be given to design aspects which encourage greater safety, accessibility and civility, while allowing the safe and convenient passage of all road users, including pedestrians, cyclists and motorists.

3. ACTIVATED STREETS

   Streets, particularly those around activity centres, will be coordinated and themed areas in order to create vibrant and activated spaces that can be used by local businesses and members of the community. Streetscapes will take into account the particular needs of an area, considering aspects such as creating an identity of place, shade, outdoor dining, safety bollards, bins and seating.

   Streetscape designs will aim to encourage community activity such as cycling, walking and incidental social interaction.

4. COORDINATED STREETSCAPES

   Streetscapes will be considered as a whole, rather than as a series of separate components, and will take into account the multiple uses of the various streetscape elements.

   All components of the streetscape will be coordinated as far as possible, taking into consideration the history and sense of place of a neighbourhood, as well as how people use the streets. Designs will aim to create a clutter-free public domain, allowing free movement as far as possible for people with all ranges of abilities, including those with limited mobility, sight and hearing. Street trees will be a core consideration in the design and functionality of any streetscape, in order to preserve and enhance the City of Burnside's reputation for leafy green suburbs. Trees will be selected in line with the Urban Tree Strategy.

   Attention will be given to the multiple uses and functions of streets to create integrated, coherent streetscapes which are both functional and engaging.

5. ENVIRONMENTAL SUSTAINABILITY

   Streetscapes will be designed and managed in an environmentally sustainable manner, and consider opportunities for Water Sensitive Urban Design (WSUD) options.

   When upgrading or renewing a streetscape, material selections will take into account whole-of-life considerations, including financial, environmental and social aspects. Opportunities to reduce emissions, conserve resources and reduce stormwater pollution and run-off will also be considered.

6. LONG TERM VALUE

   Streetscapes will be well-designed and feature low-maintenance, long-life solutions.

   When selecting elements for streetscapes, promotion will be given to those which will minimise the long-term costs, ensuring they are robust and easy to maintain, whilst still providing the required functionality and complementing the heritage and character of the area.

Introduction

Relevant National and State Plans

The City of Burnside has considered key national, state and regional plans in the development of the Streetscape Guide, in particular, the Australian Government's Our Cities, Our Future: A national urban design protocol for Australian cities (2011), the South Australian Strategic Plan (2011), the 30-Year Plan for Greater Adelaide (2017), the Streets for People Compendium for South Australian Practice (2012) and the Eastern Health Authority's Better Living Better Health Plan (2014-2018). It also considers the Infrastructure Guidelines SA (2016) for standards relating to design and construction of infrastructure.

These plans highlight a number of long term challenges that Australian cities face, including the need to:

- Improve productivity growth
- Create safe community spaces
- Meet the needs of a growing and ageing population
- Ensure an inclusive and cohesive society
- Address the implications of climate change
- Encourage healthy lifestyles, particularly through greater rates of walking and cycling

As a result, there is a push to develop welcoming, safe and environmentally-considerate streetscapes which can be used and enjoyed by all members of the community, including cyclists, pedestrians and vehicles.

The relevant key points from the national and state plans relating to the creation of excellent streetscapes are:

- People
  - Create streetscapes that are safe, vibrant, comfortable and welcoming
  - Connect people physically and socially, and provide a sense of belonging
  - Support health and wellbeing
- Places
  - Shift from urban sprawl to a more liveable, competitive and sustainable region
  - Provide access to pleasant streetscapes and green spaces, with good water and air quality
  - Connect streets and open spaces to allow greater accessibility
  - Adopt a 'Link and Place' approach to increase the number of areas where place is given greater priority than vehicle movement
  - Identify and enhance valued physical attributes of particular neighbourhoods
- Transport
  - Plan and improve streets to be safe, easy and enjoyable for cycling and pedestrian use, and provide convenient connections to activity centres, open space and public transport
  - Reduce reliance on cars in the metropolitan area
- Environment
  - Protect and enhance natural ecosystems, including land, rivers, wetlands and native flora and fauna
  - Support sustainable development
  - Reduce greenhouse gas emissions and resource consumption
  - Improve air quality
  - Encourage use of Water Sensitive Urban Design (WSUD) techniques combined with a network of greenways, bicycle boulevards and tree-lined streets to create cooler, shady and walkable neighbourhoods and improve water quality.

Photo taken from Skye

City of Burnside

Relevant Policies, Plans and Strategies

The Streetscape Guide works in conjunction with the following City of Burnside policies, plans and strategies:

- Arts, Culture, Heritage and Recreation Policy
- Asset Management Plans
- Asset Management Policy
- Be the Future of Burnside – Strategic Community Plan 2016-2026
- Bluestone Kerbing Policy
- Burnside (City) Development Plan
- Bushfire Hazard Management Policy
- City of Burnside Alexandra Avenue & Prescott Terrace Conservation Management Plan (under development)
- Environment and Biodiversity Policy
- Environment and Biodiversity Strategy 2014-2019
- Footpath Policy
- Hedge Encroachment onto Road Reserve Policy
- Memorials and Heritage Plaques Policy
- Open Space Policy
- Open Space Strategy 2008-2018
- Public Lighting Policy
- Road and Traffic Management Policy
- Tree Management Policy
- Urban Tree Strategy 2014-2025
- Use of Road Reserves for Commercial Purposes Policy
- Verge Development Policy
- Water Sensitive Urban Design Policy

City of Burnside

History

The City of Burnside, one of Adelaide's oldest residential areas, is renowned for its heritage and leafy green spaces, tree lined streets, period architecture and numerous reserves and gardens throughout its 28 suburbs, which stretch from the eastern edge of the Adelaide City parklands, to the foothills on the western edge of the Mount Lofty Ranges.

The Kaurna people occupied the Adelaide Plains, including what is now the City of Burnside, for many thousands of years before the first free settlers from Great Britain arrived in South Australia in 1836.

The City of Burnside was officially colonised by Europeans in 1839. The Burnside name originated from Peter Anderson, a Scottish farmer who immigrated to Adelaide. Reflecting his property's location alongside Second Creek, and the Scottish word for creek being 'Burn', Anderson named his farm Burnside[ii].

The name Burnside was formally adopted in 1856 when the District Council of Burnside was removed from the East Torrens Council and proclaimed as a separate District Council, the first Chairman being Dr Christopher Penfold. By the 1870s, the villages of Magill, Burnside, Beaumont and Glen Osmond were well established, providing some of the services and labour necessary for a rural economy.

Burnside remained largely rural and sparsely settled until the early 20th century, with dairying, grain, grapes and olives the most common land uses, and a brewery, pottery, abattoir and Australia's first metalliferous mine, Wheal Gawler, also located in the area. Despite the prominence of agriculture in the area in the early years, by 1941 only seven per cent of Burnside land was under cultivation, most of this as vineyards and orchards[iii].

As Burnside moved away from agriculture and towards greater numbers of residential dwellings, the desire to retain the green and leafy character of the area remained. In 1928, the Chronicle newspaper reported that an effort was made to plant 500 trees per year. "The Council has endeavoured to preserve all the natural beauty of the locality when new roads are being made… many fine gum trees which would have been ruthlessly cut down in years gone by have been left standing, the road or footpath being built round it[iv]."

[ii]City of Burnside website, Our Early Beginnings, www.burnside.sa.gov.au, viewed 19 June 2017
[iii]City of Burnside website, Our Early Beginnings, www.burnside.sa.gov.au, viewed 19 June 2017
[iv]Warburton, E. (1981). The Paddocks Beneath – A History of Burnside from the Beginning


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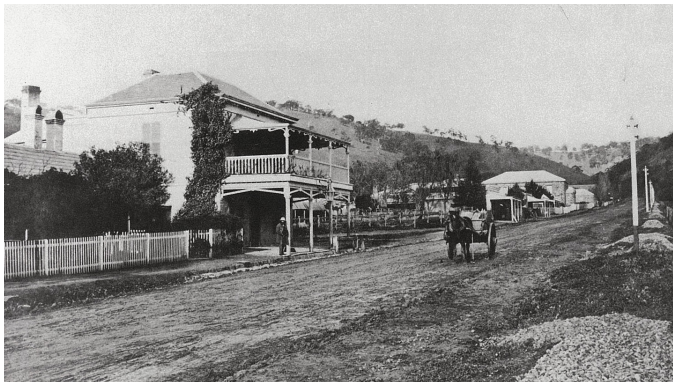


DISTRICT COUNCIL OF BURNSID
OFFICE
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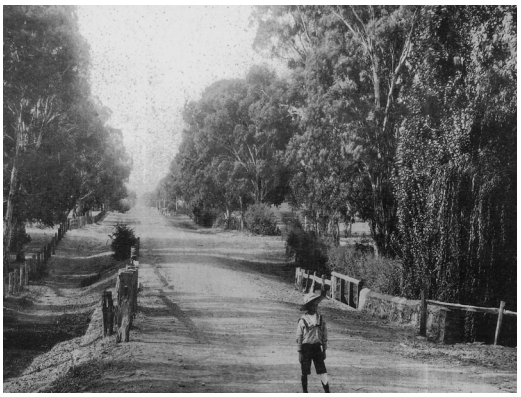



SHU-TONE
SHU-TONE

City of Burnside

Future Trends and Challenges

With a proud and lengthy history, there is a large and diverse amount of built and natural heritage remaining in the City, including many heritage buildings, leafy streetscapes and well-established trees, gardens and creeks.

The City of Burnside is predominantly a fully developed residential area, with small localised retail sectors and almost no industry. There is little new greenfield development, with only a few hectares of land suitable for division and the creation of new public roads and infrastructure.

In 2017, 45,337 people called the City of Burnside home, occupying more than 18,900 dwellings[v]. Within the City, population and dwelling change has been relatively stable over the last 20 years, traditionally experiencing a modest rate of growth of 0.12 per cent per annum[vi], reflecting the established nature of residential settlement and lack of strategic redevelopment sites.

The City of Burnside will, however, see around 1,000 new dwellings built as part of the State Government's Glenside Redevelopment project over the next 10 years[vii], which will bring some 2000-2500 additional residents to the City in addition to a large number of new assets.

The 30-Year Plan for Greater Adelaide[viii] encourages higher levels of urban infill and development. As a result, subdivision of blocks to replace one house with two results in a reduction in private green space, creating a greater reliance, as well as a higher social and community value, on public open space. Suburbs with the greatest percentage of new dwellings by 2036 are expected to be Glenside and Magill, as well as parts of Eastwood (along Greenhill Road) and Rose Park and Dulwich (along Fullarton Road).

[v]City of Burnside (2016), Be the Future of Burnside – Our Strategic Community Plan 2016-2026, p.7
[vi]City of Burnside (2016), Be the Future of Burnside – Our Strategic Community Plan 2016-2026, p.7
[vii]Department of Planning, Transport and Infrastructure (2017). 30-Year Plan for Greater Adelaide
[viii]Australian Bureau of Statistics (2017). Burnside LGA, www.stat.abs.gov.au, viewed 16 June 2017

Link and Place

The Link and Place approach is a method for establishing the strategic role of a street that balances the need for movement with destination requirements. The Link and Place concepts were developed by nine European countries, with the concept now used widely in Australia, New Zealand and the United Kingdom.

The Streets for People Compendium for South Australia (2012) and the 30-Year Plan for Greater Adelaide (2017) use the Link and Place approach to develop a state-wide streetscape framework which can assist in both streetscape improvements and also in giving main streets and activity centres greater priority than vehicle movement.

The Link and Place approach revolves around the idea that every place in a city is a place for people. Under this approach, a street functions as a 'Link' for transport movement, with the objective to achieve minimum disruption through streets in order to save travel time; a street also functions as a 'Place' where the street is a destination in its own right for people to undertake activities such as shopping, socialising, resting and working, with the objective to spend time.

Shared spaces create equity among street users, better accessibility, less clutter and better aesthetic qualities of the street, and typically reduce numbers and severity of accidents due to decreased speed limits.

The Link and Place approach uses a matrix to balance Link-related and Place-related activities, where the determination of the Link and Place status levels is based on how far from the street the origins of the journeys are for users (the catchment area for the street users).

Although the City of Burnside does not apply the Link and Place approach by designating where all of its streets fit on the matrix, it will consider both Link and Place as the reasons for people using a street when streetscapes are redeveloped or updated.

When using this approach, a good knowledge of the street is essential, and transport planners, urban planners, traffic engineers and landscape architects should be involved in the planning.

Precincts

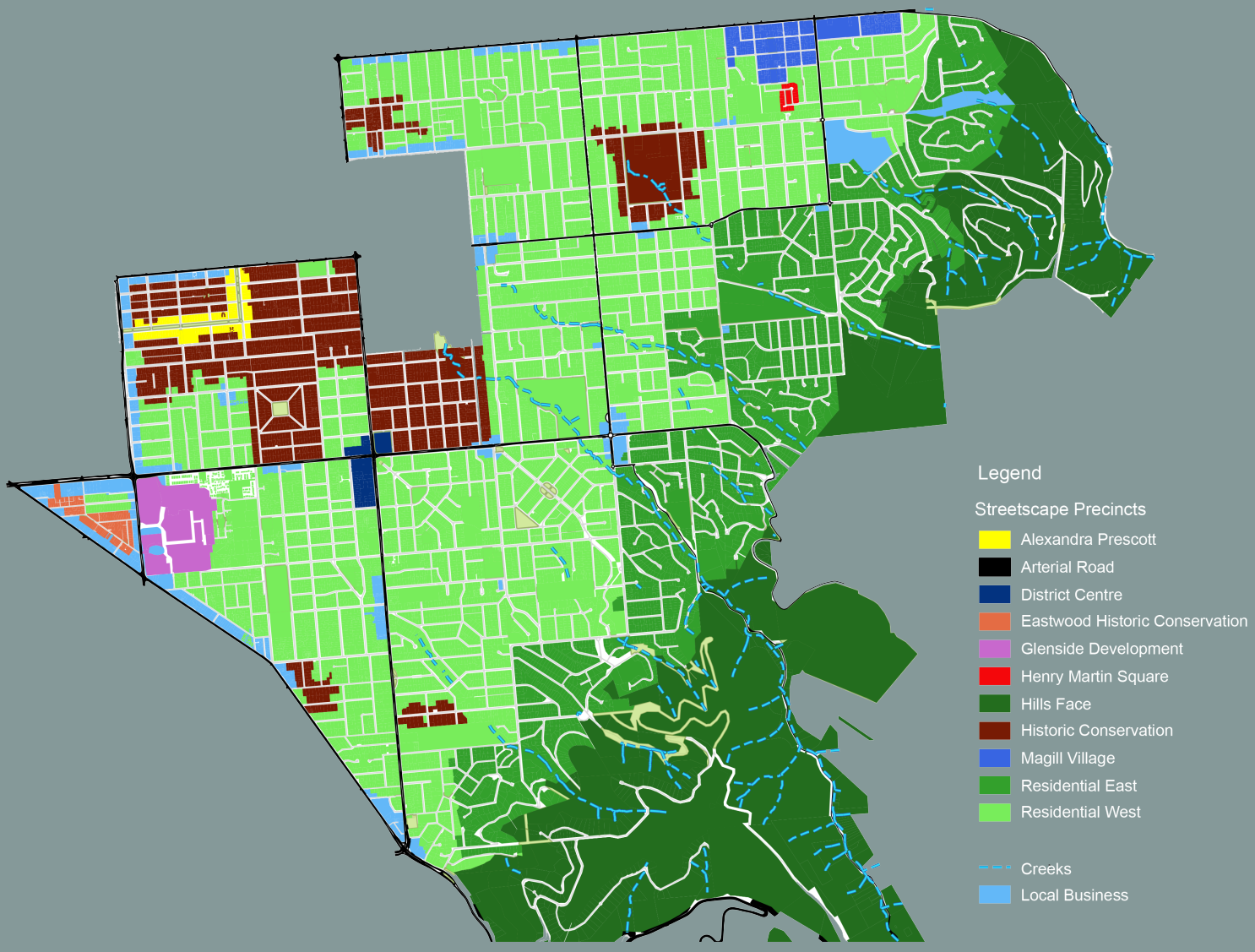
Overview

The majority of the City of Burnside's 28 suburbs are predominantly low scale, low-to-medium density residential dwellings. There are also several 'villages', which consist of small shopping centres and business areas, and a large district centre.

In developing the Streetscape Guide, the City has been considered in terms of 11 distinct precincts. While the elements put forward in this Streetscape Guide are cohesive across the City, each precinct has its own unique character, which will aim to be preserved.

The 11 precincts were selected based on:

- The main land and street uses
- The predominant users of the precinct
- Common features and characteristics of the precinct
- Historical significance of the precinct
- Distinctive features that differentiate a precinct from the rest of the City.

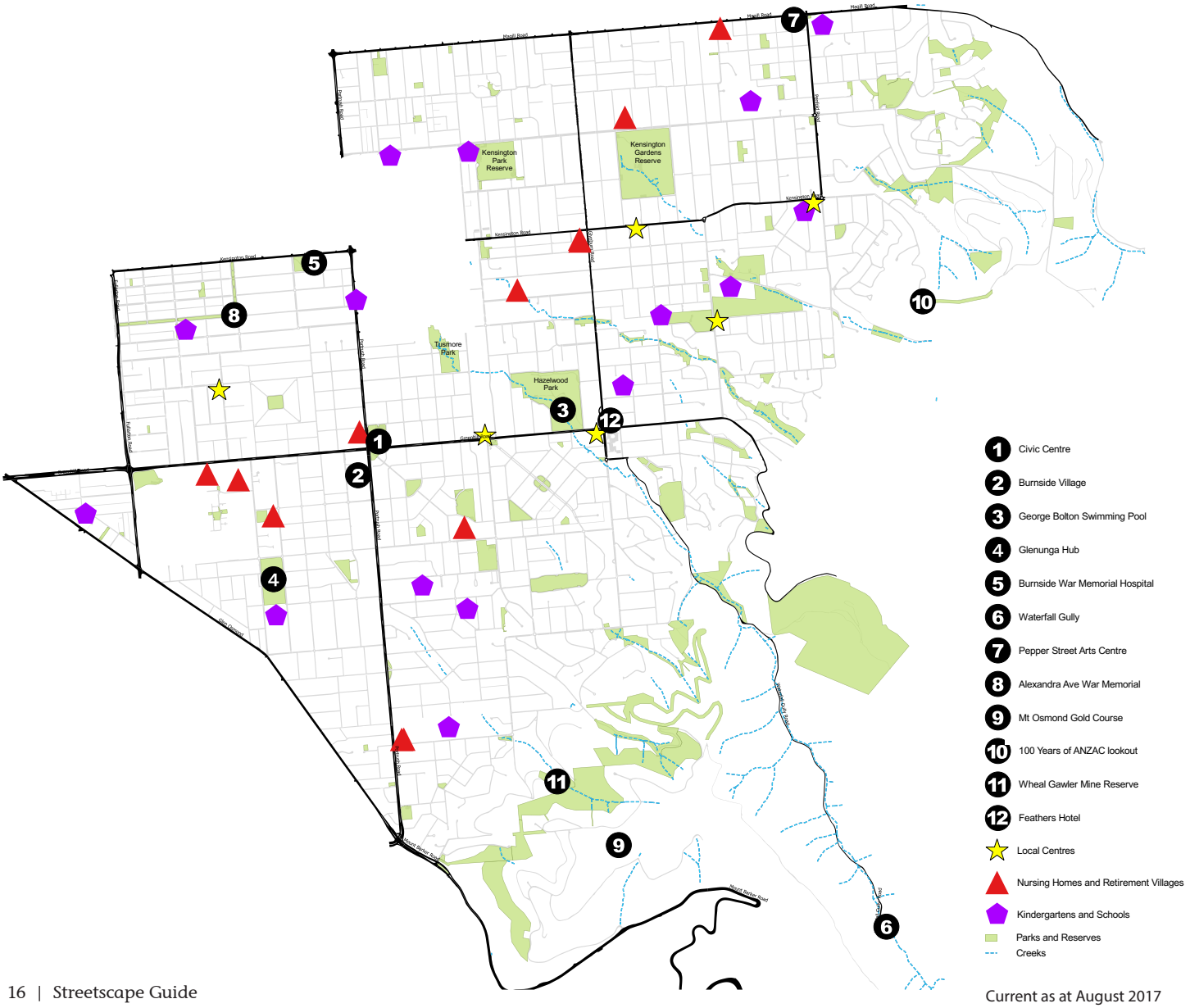


Precincts

Key Destinations

The city has a number of key destinations, including:

- The Civic Centre – used for both formal events and community activities
- Burnside Village – the key shopping centre of the City
- George Bolton Swimming Pool, within Hazelwood Park – popular with both local residents and visitors from across Adelaide
- Glenunga Hub – used by sporting and community groups, and available for hire
- Burnside War Memorial Hospital – a not-for-profit community-based hospital, established after World War II
- Waterfall Gully – a popular attraction for both locals and tourists
- Pepper Street Arts Centre – displays exhibitions and runs art classes throughout the year
- Alexandra Avenue War Memorial - a monument and avenue of trees honouring soldiers who lost their lives during World War I
- Mount Osmond Golf Course - the only golf course located in the City of Burnside overlooks the metropolitan area from Mount Lofty Ranges to the coast
- (100 years of) ANZAC Lookout - memorial to ANZACs who served in World War I
- Wheal Gawler Mine Reserve - the site of a lead and silver mine which began operation in the 1840s
- Feathers Hotel - the only pub in the City of Burnside
- Major Reserves - Hazelwood Park, Kensington Gardens Reserve, Kensington Park Reserve and Tusmore Park



Current as at August 2017

Favourite Streets

It is recognised that members of the community have different values on what makes a great street. After asking the community what their favourite street in the City is, it is clear that there are a range of factors which contribute to this response. The locations of key destinations within the City only seem to be a small factor in determining a popular street for residents.

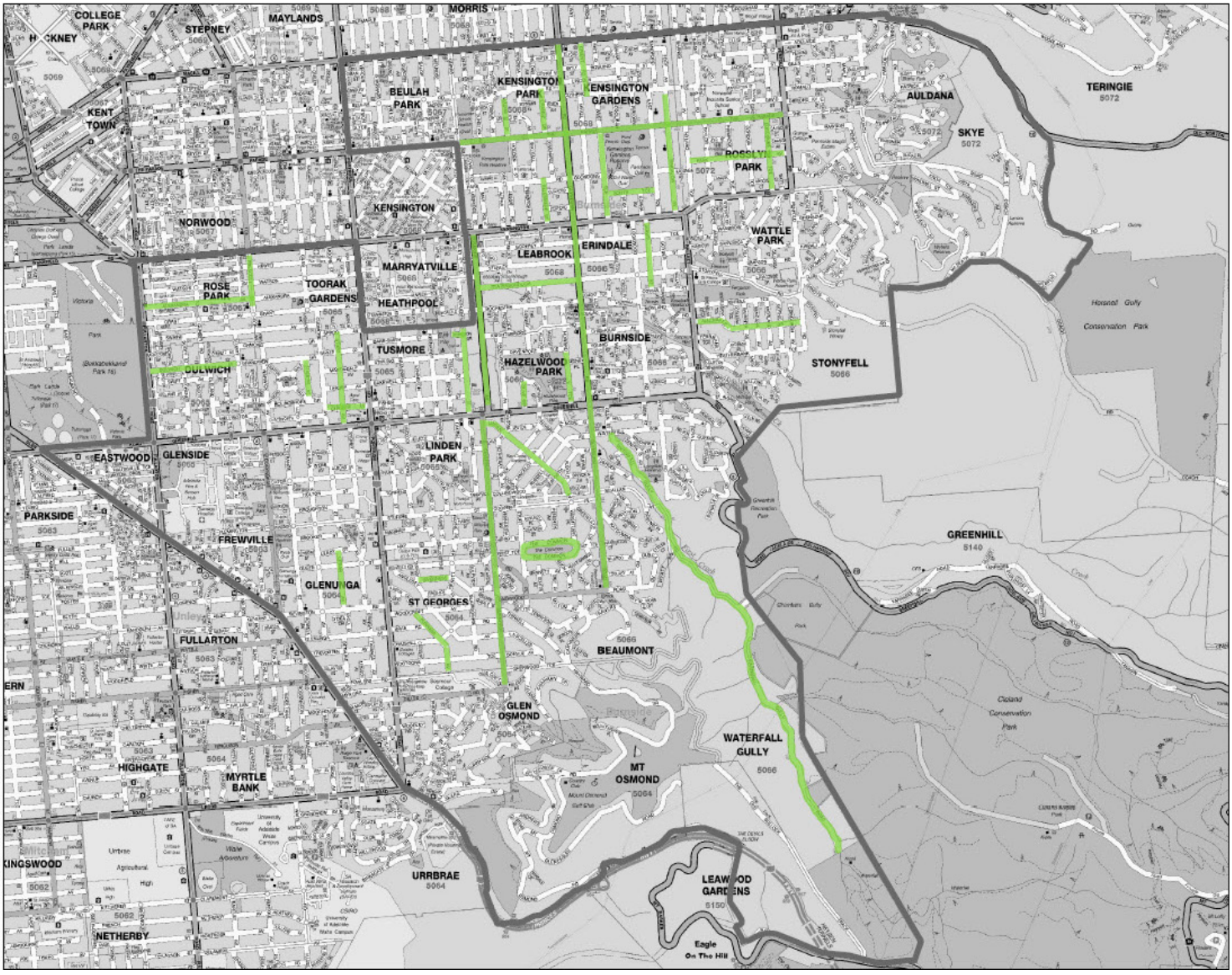
The results indicate a wide range of streets that are popular within the community, which are distributed throughout most areas of the City.

Very few people stated their own residential street as their favourite. Instead, the overwhelming reasons for the selection of the most popular streets include:

- Tree-lined with large, shady trees
- Wide, well-maintained verges
- Quiet streets which are good for pedestrians and cyclists.

The community's most nominated "favourite streets" in the City were:

- Alexandra Avenue, Rose Park/Toorak Gardens
- Prescott Terrace, Rose Park/Toorak Gardens
- Cedar Avenue, Glenunga
- Linden Avenue, Hazelwood Park/Linden Park
- Northumberland Street, Tusmore
- St Albyns Avenue, Toorak Gardens
- Statenborough Street, Leabrook
- Tusmore Avenue, Tusmore/Leabrook
- West Terrace, Kensington Gardens

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Alexandra-Prescott Precinct

Features

The Avenues of Honour dominate this precinct, and are unique within the City of Burnside. They are high quality examples of living tree war memorials found throughout Australia, and are listed on the State Heritage Register[ix].

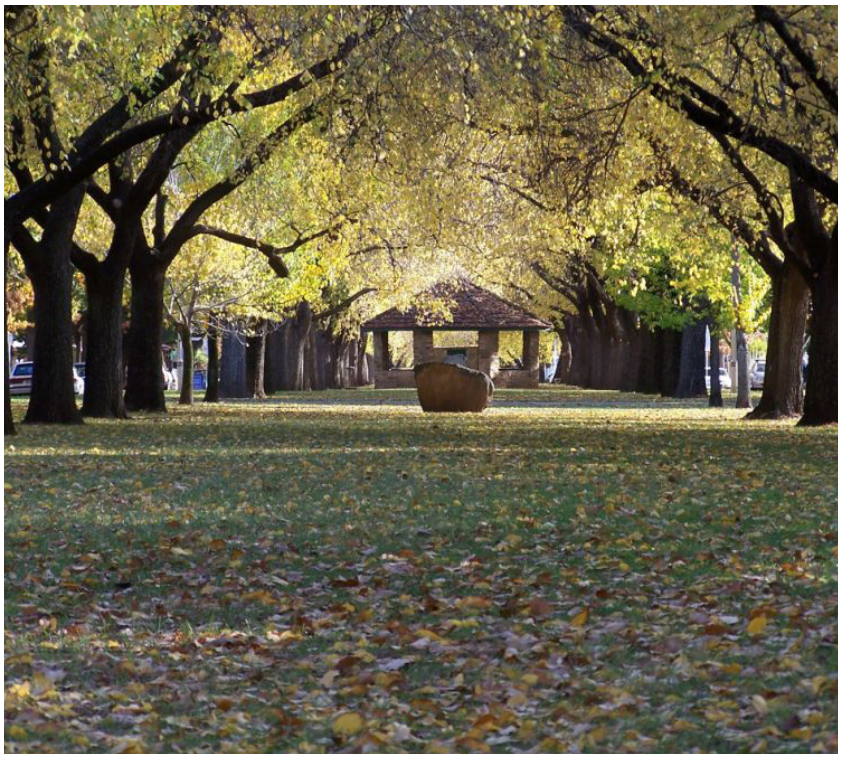
- Dating back to 1919, the two central rows of English Elms along the wide central medians are mirrored by parallel lines of English Oak species on the outer verges. Plaques at each tree's base are dedicated to a casualty of war.
- The prominent memorial statue 'Over the Top' by Charles Web Gilbert was unveiled in 1925, and there is now a flag pole and small paved plaza ancilliary to the statue, while a German artillery cannon with a memorial plaque is located towards the intersection of Prescott Terrace and Kensington Road.
- The Precinct is managed by the Alexandra Avenue & Prescott Terrace Conservation Management Plan, which outlines appropriate conservation guidelines for the area (under development).

Main land/street uses

- The area is predominantly residential, with a small number of commercial businesses at the Fullarton Road end of Alexandra Avenue.
- Rose Park Primary School and the Dulwich-Rose Park Uniting Church are on Alexandra Avenue.
- Users of the streets come predominantly from the surrounding streets and neighbourhoods – those who live in the area, or attend the local school.
- The streets are accessed by cars, bicycles and pedestrians – minimal large vehicles or public transport.

Desired character

- The overall character and purpose of the precinct as a war memorial will remain.
- The tree memorial avenues are to be maintained and conserved, along with heritage features and war memorials, in line with the Alexandra Avenue and Prescott Terrace Conservation Management Plan.



[ix]State Heritage List (2016), Heritage Places Database Search, www.maps.sa.gov.au/heritagesearch, viewed 19 June 2017

Precincts

Arterial Roads Precinct

Features

- Consist of Magill Road, Kensington Road, Greenhill Road, Fullarton Road, Portrush Road, Glynburn Road, Glen Osmond Road and Waterfall Gully Road (roads maintained by State Government).
- Many of these roads lack grassed verges and large street trees, with Glynburn Road, Waterfall Gully Road and parts of Kensington Road exceptions to this.

Main land/street uses

- Typically catering for large volumes of traffic of metropolitan-wide origin.

Desired character

- Safe for all road users: public transport users, cyclists, pedestrians and drivers.
- Adequate furniture to cater for pedestrians and public transport users, such as bus shelters, seating, rubbish bins and bike rails.
- Welcoming entrances to the City of Burnside at key points (Glen Osmond Road / Greenhill Road; Old Norton Summit Road / Magill Road; Magill Road / Penfold Road; Magill Road / Glynburn Road), which reinforce the brand of the City.

District Centre Precinct

Features

- Centred around the Greenhill Road / Portrush Road intersection, and including the Burnside Civic Centre, Burnside Village and surrounding businesses.
- The precinct helps to provide an identity for the City, and is the principal civic, community, cultural, retail, business, service, entertainment and recreational focus for the City of Burnside.

Main land/street uses

- Busy intersection in terms of vehicular traffic.
- High number of pedestrians visiting the Civic Centre and Burnside Village, with many travelling between the two areas.
- Attracts people from surrounding neighbourhoods, as well as people from a metropolitan-wide origin, such as those wishing to visit the Library or Civic Centre for events, and to travel to the shops in Burnside Village.
- Preferred regional centre for eastern suburbs residents, with many businesses, retail shops and community services available in this area.

Desired character

- The area must support pedestrians travelling within this Precinct, and also incorporate places that are suitable for the undertaking of social and cultural activities.
- Adequate street furniture, including rubbish bins, seating and bus shelters, is required for the high number of pedestrians (both travelling through the precinct, and walking within the area).
- Shelter (both built and street trees) will ensure an enjoyable experience for pedestrians and cyclists.
- Cyclist provisions such as bike rails should be provided where appropriate throughout the Precinct.
- The character and quality of the Civic Centre's heritage buildings and surrounds should be conserved, improved and enhanced.

Precincts

Eastwood Historic Conservation Precinct

Features

- Uses the same boundaries as the Eastwood Conservation Zone, as recognised in the Burnside (City) Development Plan.
- The area was largely built up in the 1880s in an irregular pattern of subdivision, consisting of many late 19th century workers' houses in the form of single-fronted, semi-detached and row dwellings.
- The interior of Eastwood retains most of its original housing stock and has an intimate scale. Many residences have little, if any, street setback and are on narrow allotments.
- Predominantly residential, but also includes Grove Kindergarten, Eastwood Community Centre and pocket parks.
- Bluestone kerbing remains in many streets, most footpaths are narrow and lack a nature strip, and are currently surfaced with a mixture of claret rectangle pavers, grey block pavers, grey rectangle pavers, and asphalt.

Main land/street uses

- Predominantly residential with small pocket parks and a kindergarten.

Desired character

- Preserve historic look and feel by retaining existing bluestone kerbing (in line with Bluestone Kerbing Policy).
- When updating streetscapes in the Precinct, use elements which complement the existing heritage features and housing (lighting, furniture, paving), as well as appropriate tree species selection for the narrow streets, in accordance with the Urban Tree Strategy 2014-2025.

Glenside Development Precinct

Features

- The Public Colonial Lunatic Asylum of South Australia operated at the site from 1846 – 1852 as the state's first purpose-run asylum to house residents deemed mentally ill.
- Parkside Lunatic Asylum opened in 1870, renamed Parkside Mental Hospital in 1913, before its final name change to Glenside Hospital in 1967.
- Patients tended the broader grounds, which were occupied by farm animals, gardens and olive and mulberry trees, used for feeding the patients as well as for export.
- By the mid-1970s, with falling patient numbers, the original site was subdivided and parcels of land were sold off[x].
- Today, the SA Film Corporation, Adelaide Central School of Art and SA Health use various buildings on the site, many of which are heritage listed.
- The Glenside retention basin, on the north western corner of the Precinct, opened in 1997.
- The State Government selected Cedar Woods to redevelop the site in September 2015. Cedar Woods aims to have the mixed-use urban neighbourhood completed in stages over the next 10 years.

Main land/street uses

- Over the next 10 years the precinct will become a mixed-use urban neighbourhood with predominantly multi-storey apartment buildings, as well as parks and a small number of businesses.
- Both local residents and visitors will be encouraged to visit the Precinct's open spaces and parks.

Desired character

- The 16.5 hectare site is set to become a mixed-use urban neighbourhood, consisting of 800-1000 dwellings (majority in multi-storey apartments), buildings for retail and commercial uses, and 30% open space.
- The development plans to retain and integrate the site's heritage features, open space and significant vegetation to create a vibrant hub of well-designed retail, commercial, residential and recreational uses which are connected and enhanced by high quality public spaces[xi].
- A connected street network will address different modes of transport and encourage walking and cycling.
- The character of the new neighbourhood will fit in with the existing character of the City of Burnside, by ensuring a consistent suite of furniture and other materials such as paving and lighting are used.

[x]Warburton, E. (1981). The Paddocks Beneath – A History of Burnside from the Beginning
[xi]Cedar Woods & Renewal SA (2016). Glenside Development Master Plan, www.renewalsa.sa.gov.au/wp-content/uploads/2015/11/glenside-masterplan-20160713-sm.pdf, viewed 2 February 2017

Precincts

Henry Martin Square Precinct

Features

- Residential area developed in the late 1990s, consisting of large houses surrounding a rectangular park with a central wisteria arbour and an edging of trees.
- The Precinct is distinct due to the road surface's red pavers and lack of footpaths – lawn extends from the edges of private front gardens to the road edge.
- Street trees are regularly spaced, there is no street furniture, minimal street lighting (that which exists uses heritage-style lights) and no overhead wires.

Main land/street uses

- Residential area with few visitors from other areas.

Desired character

- Retain the neat, unique and uncluttered feel of the area.

Hills Face Precinct

Features

- Uses the same boundaries as the Hills Face Zone, as recognised in the Burnside (City) Development Plan.
- Western slopes of the Mount Lofty Ranges provide a natural backdrop to the Adelaide Plains, and a contrast to the urban area. This natural buffer area should prevent the urban area extending into the western slopes of the ranges.
- Consists of some residential houses, the Mt Osmond Golf Course and conservation parks.
- High fire risk area due to the extent of native vegetation, open grassland, steep slopes and access difficulties.

Main land/street uses

- Low level of residential use.
- Passive recreational use, such as cycling and hiking. This Precinct attracts people from a metropolitan-wide origin.

Desired character

- Development in this area should preserve and enhance the natural character of the Precinct while assisting in the re-establishment of the natural character in relation to topography and native vegetation.
- Any infrastructure or elements installed need to ensure they are suitable in relation to the topography of the area.
- Should provide for passive recreation in the area (such as cycling and hiking), however tourist facilities must be low-scale and located unobtrusively.
- Any development needs to support provisions for bushfire management.

Precincts

Historic Conservation Precincts

Features

- Consists of the following eight Historic Conservation Zones identified within the Burnside (City) Development Plan (excluding Eastwood, which is listed as a separate Precinct), which reflect the historic residential development of the City of Burnside
- Beulah Park – most development occurred during the late 1870s, consisting of modest workers' cottages of stone and brick on small allotments in narrow streets, with a few later bungalows. Intimate scale and historic character in many of the streets.
- Glenunga – consistent group of houses from 1916-26 in Bevington Road, Glenunga Avenue and Trevorten Avenue. One and two storey Federation Bungalow houses sit on regular sized allotments with consistently generous front and side set-backs. Avenues of white cedar trees line most streets, with grassed nature strips.
- Kensington Gardens (Reserve) – early 20th century Gentleman's one and two storey Bungalows, with substantial set-back. Wide grassed verges and mature trees, generally white cedars and eucalypts, establish the streetscape character and high degree of pedestrian amenity.
- Rose Park – late 19th and early 20th century detached single storey dwellings, bluestone and freestone villas, cottages and bungalows, with vehicle access often from rear lanes. Streetscapes have substantial avenues, and trees and gardens are of high importance in the public amenity of the suburb.
- St Georges (Wootoona Tce) – early 20th century large houses set back further from the street and side boundaries than is usual in the area, on large, wide allotments with extensive gardens. Mature ash and white cedar street trees form an even and impressive streetscape.
- Toorak Gardens (Fergusson Square) – large detached one or two storey dwellings, of interwar Bungalow and Tudor Revival style. Houses are of consistent height, scale, set back and appearance, on generous allotments. Established street trees and generous grassed verges complete the streetscapes.
- Toorak Gardens (North) – large single-storey detached dwellings of Tudor Revival, Californian Bungalow or Old English sources with consistent scale and setback. High hedges, mature gardens, mature street trees and nature strip plantings create a leafy landscape.
- Tusmore – one the most intact and representative residential areas in Adelaide. 1920s and 1930s Californian Bungalows and Tudor Revival houses are detached and single-story, with a consistent set back, design and scale. Street planting represents the town planning fashions of the time, with jacarandas, ashes and some flowering gums replacing oaks, elms and plane trees common in earlier subdivisions, with grassed verges.

Main land/street uses

- Residential with small areas of retail use and pocket parks.

Desired character

- Retain the heritage character of the Precinct.
- Street trees, verge treatment and streetscapes in general will contribute to the established historic character of the area.
- Streetscapes will use elements which complement the existing heritage features and housing in the area.

Magill Village Precinct

Features

- The Village of Magill was subdivided as early as 1838 into village allotments and farmlets. By the 1840s it had built up a population of carters, sawyers, farm labourers, masons, plasterers, carpenters, blacksmiths and orchard workers. Bennett's Magill Pottery, established in 1886, is still in operation today.
- The original Magill Village township centred around the Magill Road and St Bernards Road / Penfold Road intersection, which included the original school, police station, hall and hotel, buildings which all still stand.
- Currently there is a lack of street trees and shade, poor quality street furniture, no identity or cohesive character, poor pedestrian amenity due to narrow footpaths and poor paving quality.[xii]

Main land/street uses

- Currently the uses comprise light industry, community, educational, recreational, residential and commercial.
- The Precinct is currently dominated by roads and serves a car-dependent community.

Desired character

- It is anticipated that the Precinct will be developed from 2018 onwards as a collaboration between the City of Burnside and Campbelltown City Council, in line with the Magill Village Masterplan.
- The Precinct will incorporate more diverse and higher density living.
- The local community will rely increasingly on the Magill 'town centre' and surrounds for daily social, business, recreational, education and retail needs.
- A guiding principle of the endorsed Magill Village Masterplan is to develop an authentic village experience with its own unique brand and identity. This will guide improvements to public spaces, including road treatments, pavers, trees and other vegetation, lighting, Water Sensitive Urban Design and other streetscape elements.

[xii]COMPLETE (2013), Magill Village Partnership Masterplan Report, p. 40, www.campbelltown.sa.gov.au/webdata/resources/files/Magill%20Village%20Master%20Plan%20Report%20-%20Final.pdf, viewed 2 February 2017

Precincts

Residential East Precinct

Features

- Covers parts of suburbs that are adjacent the Hills Face Precinct: Auldana, Beaumont, Burnside, Glen Osmond, Mount Osmond, , Stonyfell and Wattle Park. This Precinct is the link between the urban landscapes and the Hills Face Precinct.
- Defining features of the Precinct include the use of native vegetation on verges, and often a lack of defined footpaths on one or both sides of the road due to insufficient width or sloping streets/verges.
- Established tree plantings may be rare, varied and haphazard.

Main land/street uses

- Predominantly residential with small retail precincts, pocket parks and St Peters Girls' School.

Desired character

- Increase cohesiveness across the precinct through the provision of uniform lighting, signage and footpaths where appropriate.
- Use the informality of the Precinct to help retain and promote local indigenous trees and other vegetation.

Residential West Precinct

Features

- Precinct covers the majority of the City.
- Mainly residential.
- Streets tend to have wide, smooth footpaths on both sides of the road.
- Street trees tend to be linear and regularly spaced. Verges are often planted with lawn and kept in neat condition.

Main land/street uses

- Mainly residential (predominantly houses, but also units and apartment blocks).
- Also includes schools, retirement villages, nursing homes and small retail areas.
- A large number of parks, including Hazelwood Park, Kensington Park Reserve and smaller local parks.

Desired character

- Retain the appearance that the City of Burnside is renowned for, of neatly organised leafy green streets, with ordered tree planting.

Precincts

Special Area Considerations

Although not assigned as designated precincts, care should be taken to consider schools, kindergartens, nursing homes and retirement villages, the Burnside War Memorial Hospital, and local businesses.

These need to be considered due to the high use of surrounding streets, whether this is at specific times of the day (i.e. drop-off / pick-up times near schools), or throughout the day (i.e. retail hubs, the Hospital). These areas can attract people from surrounding local neighbourhoods as well as from a metropolitan-wide origin.

Consideration should be given to the following:

- Adequate street furniture
- Adequate lighting for safety
- Well maintained footpaths
- Fencing for safety
- Street trees for shade, cooling and noise reduction
- Pedestrian and cyclist accessibility
- Facilities for public transport and crossing points
- Links to adjacent centres, public spaces and public transport stops
- Safe, comfortable and appealing street environments

Schools

- Burnside Primary School
- Glenunga International High School
- Linden Park Primary School
- Magill Primary School
- Norwood Morialta High School
- Pembroke School
- Rose Park Primary School
- Seymour College
- St Peter's Girls' School

Kindergartens

- Babthorpe Montessori Pre-School
- Grove Kindergarten
- JB Cleland Kindergarten
- Newland Park Kindergarten
- McKellar Stewart Kindergarten
- Wattle Park Kindergarten
- Childcare Centres

Nursing Homes

- Estia Health Kensington Gardens
- Estia Health Monreith
- Leahurst Home for Aged Trained Nurses
- Life Care Glenrose Court
- Regis Burnside Lodge
- Resthaven Leabrook

Retirement Villages

- Life Care Glenrose Court ILUs
- On Statenborough
- Pineview
- Resthaven Leabrook Apartments
- The Glenbrook
- Victoria Grove

Burnside War Memorial Hospital

Business Areas

- Dulwich Shops – retail, consulting rooms, dining
- Fullarton Road & Greenhill Road – businesses
- Glen Osmond Road – retail, businesses, dining
- Devereux Road / Greenhill Road – retail, dining
- Glynburn Road / Greenhill Road – retail, dining, businesses
- Leabrook Shops - retail, business
- Stonyfell Shops – consulting rooms, dining
- Erindale shops – retail, dining
- Regal Cinema area, Kensington Road – entertainment, dining
- The Parade west shops – retail, consulting rooms
- Wattle Park shops – retail, dining
- Magill Village – retail, dining

Streetscape Elements

Criteria

The elements which have been selected for a Precinct's streetscapes are chosen by considering the guiding policy principles along with the following:

- Upfront cost
- Ongoing maintenance costs
- Lifespan
- Environmental impact
- Aesthetics
- Heritage considerations
- Accessibility, safety and usage
- Relevant standards
- Maintainability

Streetscape Elements

- Street Trees and Plantings
- Paving
- Tree Grates
- Seating
- Rubbish Bins
- Bus Shelters
- Bollards
- Bike Racks
- Signage
- Lighting
- Fencing
- Memorials and Art

Streetscape Elements

Street Trees and Plantings

Tree protection and conservation will be applied for all new street design and renewal projects to ensure a sustainable and resilient urban forest. The overall urban design of streets and public spaces should ensure that the urban forest and people are at the forefront of decisions. Feedback received from the community is that trees are one of the most valued aspects of a streetscape.

The Streetscape Guide works with the City of Burnside's Urban Tree Strategy 2014-2025, which highlights specific measures that should be taken to ensure that our trees are protected and that the City's tree canopy cover is maintained and increased when possible.

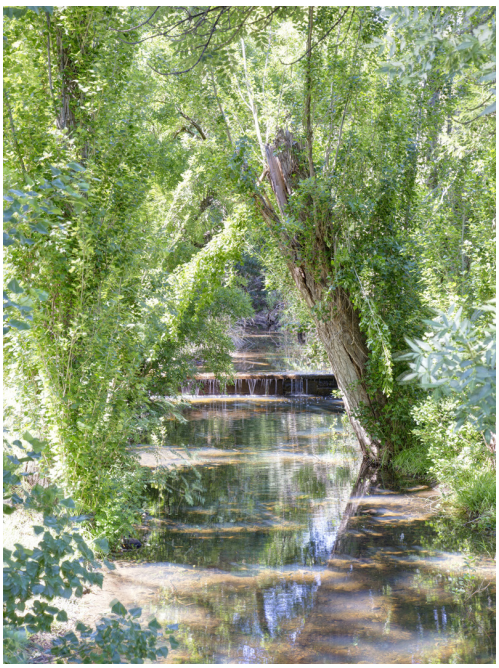
The Urban Tree Strategy will inform and direct all future street tree planting across the city, as well as the management and enhancement of street trees. Feedback provided by the community in relation to tree selection preferences and considerations will help to infom the next review of the Urban Tree Strategy.

The Urban Tree Strategy provides a framework for staff, residents and professionals to manage trees throughout the City for the long term, by providing guidelines and future directions for replacing street trees. The strategy is a working document that can be updated to suit the future needs and directions of the City.

There is a comprehensive list of suggested replacement tree species for each street within the City, as well as suggestions about the significance of particular tree species in the history of the local area. Various limiting factors that affect species selection and planting opportunities for streets include:

- Verge width
- Verge type (grass, dolomite, rubble, paved)
- Verge alignment (north, south, east, west)
- Footpath location (difficult to kerb, evenly spaced)
- Location of services (gas, water, electricity, telecommunications)
- Overhead power lines
- Potential growth rate of the tree
- Expected growth habit of the tree and ability to tolerate pruning
- Potential of the tree to cause damage to infrastructure
- Contribution of resident preferences.

Tree islands that contain larger species and which are developed along the length of the street can contribute more to the streetscape than small trees planted along a narrow verge. If there is insufficient space in the footpath for trees, but where the actual street width is above average, consideration should be given to the creation of generous planting islands within large dedicated verges. This can be achieved by reducing car parking to create discrete areas within the verge or road reserve, to form stand-alone garden beds.



Streetscape Elements

Paving

As the average population age in the City increases, residents will require greater provision of safe and convenient walking access to neighbourhood shopping and good connectivity across the City. Council currently provides footpaths on both sides of the roads near most pedestrian generators.

The City of Burnside aims to provide cost-effective, sustainable and fit for purpose footpaths in viable locations across the City. Footpath development and renewal works are prioritised by considering the frequency, composition and volume of pedestrian traffic and safety, severity of defects, as well as the importance of the location within the footpath network. However, there are some areas where footpaths may not be installed, due to insufficient width, significant trees, or too steep a gradient of the road.

Asphalt footpaths are being replaced with concrete block pavers throughout the City. Consideration of alternative pavers may be given to high traffic areas around local businesses. Permeable paving will be considered for use near trees and other vegetation when appropriate.

Methods to reduce the likelihood of footpath defects near trees is being researched in order to improve the health of the trees and reduce lifting of pavers. These include soft-fall material being used around root zones, permeable paving, tree pits and tree inlets. Water absorbing surfaces will be considered and implemented where possible to minimise stormwater runoff, reduce heating of the pavement, improve tree growing conditions and cool the local environment.

Paving must be:

- High quality
- Robust and low maintenance
- Wide enough for comfortable movement, and wider around activity areas such as schools
- Of a consistent palette
- Selected to consider a precinct's character and pedestrian frequency.

Footpath - Standard Pavers 01

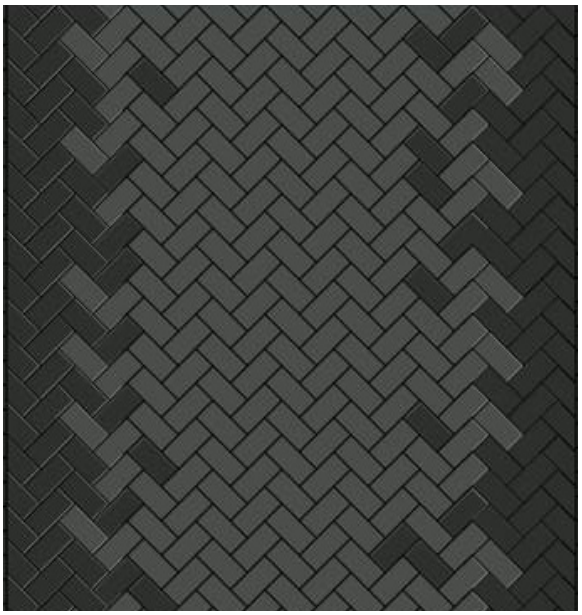
Standard Pavers - Claret

Description	Standard paving to be used for the majority of footpaths
Model	Standard Rectangle – Claret
Material / Finish	Concrete, claret blend colour
Dimensions	220mm x 110mm x 60mm
Installation Considerations	Contractors to install pavers on suitable base material
Maintenance	General cleaning. Proactive repair/hazard program involving lifting broken pavers and replacing
Use	Majority of footpaths in the City of Burnside
Precincts	Arterial Road Precinct, District Centre Precinct, Hills Face Precinct, Magill Village Precinct, Residential East Precinct, Residential West Precinct

Consideration

Initial Cost	
Maintenance Cost	
Whole of Life Cost	
Environmental Rating	

Footpath - Standard Pavers 02



Magill Village Precinct - arterial road footpaths

Magill Village Precinct - side street footpaths & Glenside Development Precinct

Standard Pavers - Charcoal

Description	Standard paving to be used for footpaths in special areas
Model	Standard Rectangle - Charcoal
Material / Finish	Concrete, charcoal colour
Dimensions	220mm x 110mm x 60mm
Installation Considerations	Contractors to install pavers on suitable base material
Maintenance	General cleaning. Proactive repair/hazard program involving lifting broken pavers and replacing
Use	To be used on footpaths in a small number of precincts
Precincts	Glenside Development Precinct (regular pattern), Magill Village Precinct (regular pattern in side streets / herringbone pattern with a mix of honed and traditional finish on arterial road footpaths)

Consideration

Initial Cost	
Maintenance Cost	
Whole of Life Cost	
Environmental Rating	

Footpath - Flag Pavers

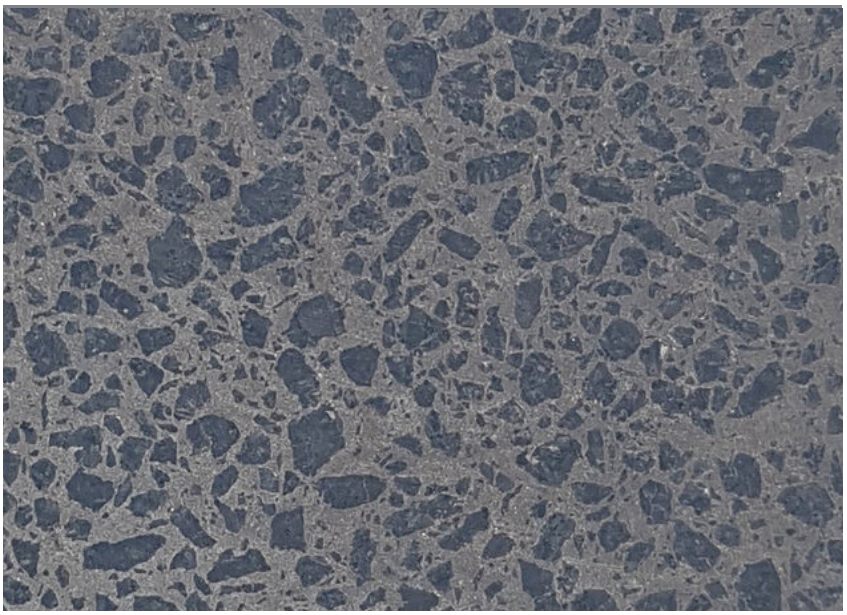
Flag Pavers

Description	Square paving that is to be used to retain heritage atmosphere of an area
Model	Square flag
Material / Finish	Concrete, charcoal colour
Dimensions	220mm x 220mm x 60mm
Installation Considerations	Contractors to install pavers on suitable base material
Maintenance	General cleaning. Proactive repair/hazard program involving lifting broken pavers and replacing
Use	To retain heritage atmosphere of an area
Precincts	Alexandra-Prescott Precinct, Eastwood Historic Conservation Precinct, Historic Conservation Precinct

Consideration

Initial Cost	
Maintenance Cost	
Whole of Life Cost	
Environmental Rating	

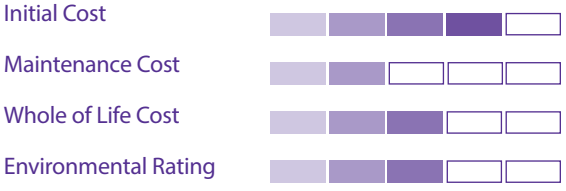
Footpath - Magill Village Pavers



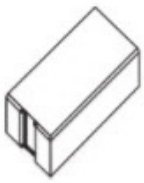
Magill Village Pavers

Description	Feature paving that is to be used along the arterial roads of the Magill Village Precinct
Model	Terrazzo Granite Nuit Honed Pavers
Material / Finish	Black and charcoal, honed finish, straight edge. Laid in a Herringbone pattern.
Dimensions	300mm x 150mm x 60mm
Installation Considerations	Contractors to install pavers on suitable base material
Maintenance	General cleaning. Proactive repair/hazard program involving lifting broken pavers and replacing
Use	Footpath paving along arterial roads within Magill Village Precinct
Precincts	Magill Village Precinct

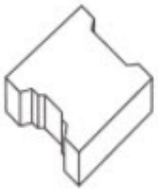
Consideration



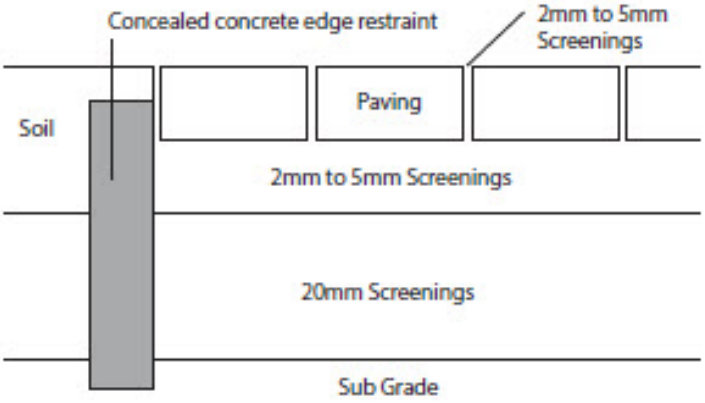
Footpath/Road - Permeable Pavers



Bio Paver 60 (220x110x60mm)



Bio Lock 60 (190x190x60mm)



Permeable Pavers

Description	Paving that helps to limit stormwater runoff, ensuring it assists trees and other vegetation
Model	Permeable Bio Pavers – Claret / Charcoal
Material / Finish	Concrete, claret blend colour
Dimensions	220mm x 110mm x 60mm; or 190mm x 190mm x 60mm
Installation Considerations	Contractors to install pavers. Excavate to a minimum of 210mm, allowing for base gravel, bedding sand and paver. Ensure proper compaction of both the gravel layer and the laid paver. Restrain pavers on all sides with a concrete edge
Maintenance	To maximise the effectiveness of the permeable paver, do not fill gaps between pavers with sand
Use	Areas where Water Sensitive Urban Design principles are suitable to be implemented
Precincts	Various, as suitable

Consideration

Initial Cost	■■□□□
Maintenance Cost	■■■□□
Whole of Life Cost	■■□□□
Environmental Rating	■■■■■

Footpath/Road - Interlocking Pavers 01

Interlocking Pavers - Claret

Description	Interlocking paving that has the ability to bear heavy loads
Model	Interlocking Esse Rectangle – Claret
Material / Finish	Concrete, claret blend colour
Dimensions	220mm x 110mm x 80mm
Installation Considerations	Contractors to install pavers on suitable base material
Maintenance	General cleaning. Proactive repair/hazard program involving lifting broken pavers and replacing
Use	Heavy applications such as driveway crossovers and roadways
Precincts	Arterial Road Precinct, plus occasional use throughout other precincts, including the road in the Henry Martin Square Precinct

Consideration

Initial Cost	
Maintenance Cost	
Whole of Life Cost	
Environmental Rating	

Footpath/Road - Interlocking Pavers 02

Interlocking Pavers - Charcoal

Description	Interlocking paving that has the ability to bear heavy loads
Model	Interlocking Esse Rectangle – Charcoal
Material / Finish	Concrete, charcoal blend colour
Dimensions	220mm x 110mm x 80mm
Installation Considerations	Contractors to install pavers on suitable base material
Maintenance	General cleaning. Proactive repair/hazard program involving lifting broken pavers and replacing
Use	Heavy applications such as driveway crossovers and roadways
Precincts	Glenside Development Precinct

Consideration

Initial Cost	
Maintenance Cost	
Whole of Life Cost	
Environmental Rating	

Road - Glenside Development Pavers 01

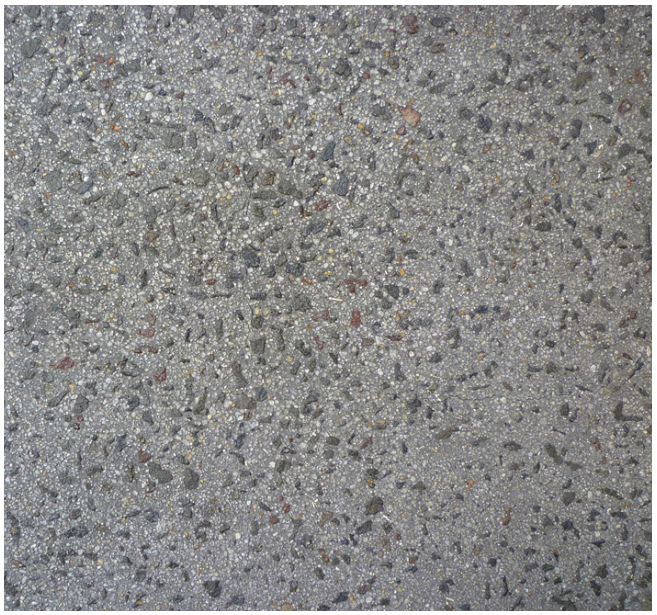
Porphyry Stone Sets

Description	Feature paving for road slowpoints
Model	Porphyry Stone Sets
Material / Finish	Porphyry stone
Dimensions	100mm x 100mm x 100mm
Installation Considerations	Set in mortar on structurally engineered concrete base slab
Maintenance	General cleaning. Proactive repair/hazard program involving lifting broken pavers and replacing
Use	Thresholds and slowpoints within Glenside Development Precinct
Precincts	Glenside Development Precinct

Consideration

Initial Cost	■■■■■
Maintenance Cost	■□□□□
Whole of Life Cost	■■■□□
Environmental Rating	■□□□□

Road - Glenside Development Pavers 02



Exposed Aggregate

Description	Feature surface material for road slowpoints
Model	Exposed Aggregate
Material / Finish	Dark aggregate in plain grey concrete
Dimensions	N.A.
Installation Considerations	Contractors to install pavers
Maintenance	General cleaning
Use	Thresholds and slowpoints within Glenside Development Precinct
Precincts	Glenside Development Precinct

Consideration

Initial Cost	
Maintenance Cost	
Whole of Life Cost	
Environmental Rating	

Road - Street Print Asphalt

Street Print Asphalt

Description	Decorative paving system that uses an asphalt base with a top coating that replicates brick/slate/stone effects
Model	Street Print Asphalt
Material / Finish	Asphalt base with a specialised coating. Available in a wide range of patterns and colours
Dimensions	N.A.
Installation Considerations	Contractors to install
Maintenance	General cleaning
Use	Arterial roads within Magill Village Precinct
Precincts	Magill Village Precinct

Consideration

Initial Cost	
Maintenance Cost	
Whole of Life Cost	
Environmental Rating	

Streetscape Elements

Tree Grates

Tree grates are used in areas where footpaths are narrow and smaller trees require protection while becoming established.

Plastic Tree Grate

Plastic Tree Grate

Description	Grates protect the tree root area in streets where footpaths are narrow. Grates stay in place until they are damaged by the tree or become a hazard due to lifting
Model	Ultra-Grate Tree Grate
Material / Finish	Black plastic grate on a galvanised frame
Dimensions	Width 640mm (300mm diameter interior circle)
Installation Considerations	Installed in surrounding paving / asphalt footpath
Maintenance	Remove inner rings of tree grate as tree trunk grows
Use	Narrow footpaths
Precincts	Various, as required

Consideration

Initial Cost	
Maintenance Cost	
Whole of Life Cost	
Environmental Rating	

Metal Tree Grate 01

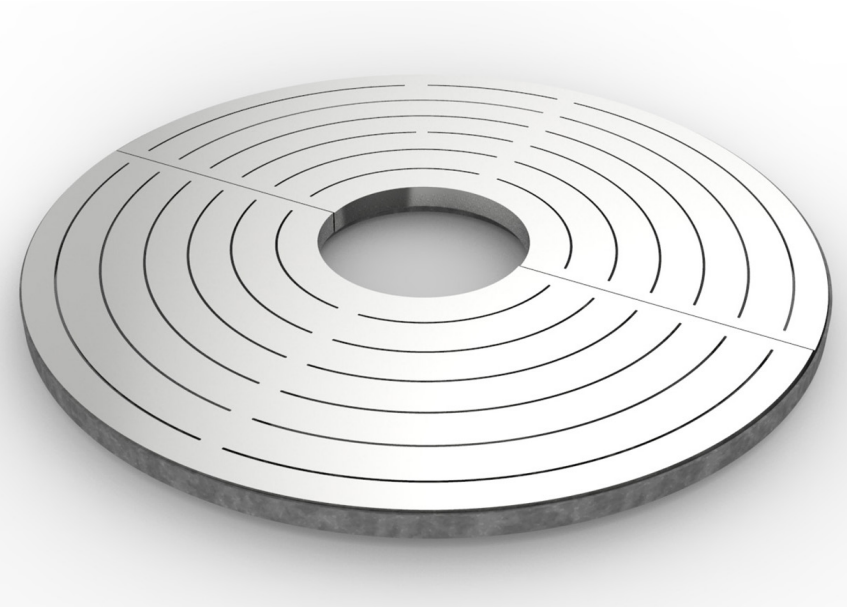
Metal Tree Grate - Square

Description	Metal grates protect the tree root area in high traffic areas where trees are surrounded by pavers / asphalt, where they may be damaged by foot traffic
Model	CSA Tree Grate
Material / Finish	Hot dipped galvanised
Dimensions	Width 1200mm, with 450mm diameter interior circle. Comes in two halves
Installation Considerations	Bolt down sub-frame or bury
Maintenance	Remove inner rings of tree grate as tree trunk grows
Use	High traffic areas to protect tree root area
Precincts	Various, as required (excluding Magill Village Precinct)

Consideration

Initial Cost	
Maintenance Cost	
Whole of Life Cost	
Environmental Rating	

Metal Tree Grate 02



Metal Tree Grate - Circle

Description	Metal grates protect the tree root area in high traffic areas where trees are surrounded by pavers / asphalt, where they may be damaged by foot traffic
Model	Circular Tree Grate
Material / Finish	304 stainless steel
Dimensions	Width 1500mm or 1200mm (400mm diameter interior circle)
Installation Considerations	Bolt down sub-frame
Maintenance	Remove inner rings of tree grate as tree trunk grows
Use	High traffic areas
Precincts	Magill Village Precinct

Consideration

Initial Cost	
Maintenance Cost	
Whole of Life Cost	
Environmental Rating	

Streetscape Elements

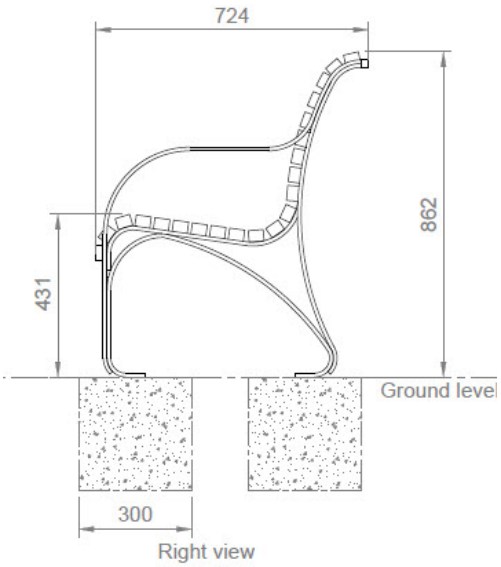
Seating

Principles

Seating must be provided in locations including high-pedestrian traffic areas and at busy bus stops where there is no bus shelter. Seating must be:

- In appropriate locations
- Models which include arms and backs
- Comfortable to use
- Placed in shaded areas if possible
- Out of the way of passing pedestrians and cyclists
- Able to be used by people with a disability, aged, carers and young children
- Easy to clean and maintain
- Robust and not easily vandalised (e.g. graffiti, ignited)
- In keeping with the surrounding streetscapes
- Cost efficient and readily available.

Standard Seat



Standard Seat

Description	Seat made of recycled materials, which has low maintenance requirements, is resistant to weathering, does not require painting or staining, has minimal colour fade, does not split, rot or get eaten by termites
Model	Albert Park Enviroslat
Material / Finish	Enviroslat recycled battens (made of a combination of timber, timber waste and plastic), powdercoated mild steel frame
Dimensions	Length 1930mm, Width 724mm, Height 862mm
Installation Considerations	Bolt down fixing to two concrete footings or one concrete slab
Maintenance	Cleaning as required. Anti-graffiti coatings can easily be applied
Use	Predominantly used at bus stops that do not have shelters, adjacent to shopping centres, retirement villages, schools
Precincts	All precincts (excluding Magill Village Precinct)

Consideration

Initial Cost	■■■□□
Maintenance Cost	■□□□□
Whole of Life Cost	■■□□□
Environmental Rating	■■■■■

Magill Village Seat

Magill Village Seat

Description	Seat unique to the Magill Village Precinct, which incorporates the Magill Village logo on its legs
Model	Urbania Seat
Material / Finish	Enviroslat recycled battens, black powder coated steel frame. Magill Village logo on seat legs
Dimensions	Length 1800mm, Width 470mm, Height 750mm
Installation Considerations	Bolt down fixing to two concrete footings or one concrete slab
Maintenance	Staining/oiling for timber; cleaning for recycled battens as required
Use	Predominantly used at bus stops that do not have shelters, adjacent to shopping centres, retirement villages, schools
Precincts	Magill Village Precinct

Consideration

Initial Cost	■■□□□
Maintenance Cost	■□□□□
Whole of Life Cost	■■□□□
Environmental Rating	■■■■■

Magill Village Bench

Magill Village Bench

Description	Bench unique to the Magill Village Precinct, which incorporates the Magill Village logo on its legs
Model	Urbania Bench
Material / Finish	Enviroslat recycled battens, black powder coated steel frame. Magill Village logo on seat legs
Dimensions	Length 1800mm, Width 465mm, Height 600mm
Installation Considerations	Bolt down fixing to two concrete footings or one concrete slab
Maintenance	Staining/oiling for timber; cleaning for recycled battens as required
Use	Predominantly used at bus stops that do not have shelters, adjacent to shopping centres, retirement villages, schools
Precincts	Magill Village Precinct

Consideration

Initial Cost	■□□□□
Maintenance Cost	■□□□□
Whole of Life Cost	■□□□□
Environmental Rating	■■■■■

Planter Box Bench

Planter Box Bench

Description	Planter box which incorporates bench seating to provide both practical and aesthetic benefits to a streetscape
Model	Deco Bench Planter
Material / Finish	Glassfibre Reinforced Concrete planter with timber panel for seat. Waterproof membrane lining
Dimensions	Length 1700mm / 2200mm / 3200mm, Width 600mm, Height 450mm
Installation Considerations	Planting of appropriate species
Maintenance	Cleaning of concrete as required, staining/oiling of timber, care for plants
Use	High visibility areas
Precincts	Magill Village Precinct

Consideration

Initial Cost	■■■■■
Maintenance Cost	■■■□□
Whole of Life Cost	■■■■□
Environmental Rating	■■■■■

Streetscape Elements

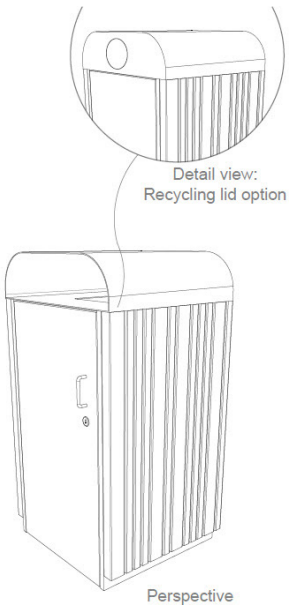
Rubbish Bins

Principles

Sufficient numbers of rubbish bins should be located in areas that have high pedestrian traffic, such as near popular reserves and the District Centre Precinct. Rubbish bins should:

- Be easily accessible for use by the public, and also for removal of rubbish by the maintenance team
- Incorporate a rain shroud on the top to prevent the majority of water entering the bin
- Be robust and not easily vandalised (e.g. graffiti, ignited)
- Be easily cleaned.

Standard Bin



Standard Bin

Description	Bin surround made of recycled material and steel. Shroud prevents majority of rain from entering. Bins are easily emptied with access via lockable front door. Also available in recycle bin lid
Model	Manhattan Enviroslat
Material / Finish	Enviroslat battens, satin polished stainless steel frame, door and shroud, lockable door. Stainless steel Burnside logo on sides
Dimensions	To fit a 120L wheelie bin. Height 1120mm, Width 635mm, Depth 565mm
Installation Considerations	Bolt down fixing to concrete footings
Maintenance	Minimal. Cleaning as required. Anti-graffiti coatings can be applied
Use	Key nodes along arterial roads, around Civic Centre, at busy bus stops, shopping centres, schools, retirement villages
Precincts	Suitable for all precincts, but likely to be used in Arterial Roads Precinct, Alexandra Prescott Precinct, District Centre Precinct, Glenside Development Precinct

Consideration

Initial Cost	
Maintenance Cost	
Whole of Life Cost	
Environmental Rating	

Standard Bin Black

Standard Bin - Black

Description	Bin surround made of recycled material and steel. Shroud prevents majority of rain from entering. Bins are easily emptied with access via lockable front door. Also available in recycle bin lid
Model	Manhattan Enviroslat
Material / Finish	Enviroslat battens, black powder coated frame, door and shroud, lockable door. Magill Village logo on door.
Dimensions	To fit a 120L wheelie bin. Height 1120mm, Width 635mm, Depth 565mm
Installation Considerations	Bolt down fixing to concrete footings
Maintenance	Minimal. Cleaning as required. Anti-graffiti coatings can be applied
Use	High traffic areas in Magill Village Precinct
Precincts	Magill Village Precinct

Consideration

Initial Cost	
Maintenance Cost	
Whole of Life Cost	
Environmental Rating	

Streetscape Elements

Bus Shelters

Principles

Bus shelters should:

- Provide shelter from rain and sun
- Provide seating
- Consider safety elements
- Be easy to maintain and clean
- Be made of a suitable, long-lasting, graffiti-deterrent material
- Adhere to disability access requirements.

Some bus shelters on arterial & sub-arterial roads are owned and maintained under contract by Adshel.

Standard Bus Shelter

Standard Bus Shelter

Description	Glass bus shelter, which allows people to see approaching buses, improves safety, does not block a house's view of the road, and protects from rain with large roof. Two sizes available, depending on level of use and space available
Model	Torrens
Material / Finish	Glass panels, black powder coated steel frame, aluminium bench seats
Dimensions	4-seater length 3190mm. 6-seater length 3920mm
Installation Considerations	Contractor to install. To consider placement of shelter on footpath in regards to clearance for pedestrians and disability access
Maintenance	Pressure cleaner. Glazier to replace glass panels if damaged
Use	High-use city-bound bus stops on arterial, sub-arterial and collector roads
Precincts	Arterial Roads Precinct, District Centre Precinct, Historic Conservation Precincts, Magill Village Precinct, Residential East Precinct, Residential West Precinct

Consideration

Initial Cost	■■□□□
Maintenance Cost	■■■□□
Whole of Life Cost	■■□□□
Environmental Rating	■■■■□

Streetscape Elements

Bollards

Principles

Bollards may be used for delineation or safety purposes. Both types of bollards should be:

- Made from materials that will endure the elements and vandalism attempts
- Easy to clean
- Fit for purpose
- Suitable for the surrounding streetscape, including other elements and buildings (considering style, colour and size).

Delineation Bollards

Delineation bollards are used to indicate the boundary of an area, and come in many different styles.

Safety Bollards

Energy absorbing safety bollards are used to protect people in outdoor dining areas and in carparks, among other uses.

When bollards are required for the protection of patrons at roadside dining locations, an annual rental fee per bollard is payable by the holder of the outdoor dining permit.

Safety bollards must:

- Be installed at a specified depth below the surface
- Use the correct bollard for the purpose, as they carry different speed ratings.

Delineation Bollard 01

Delineation Bollard 01

Description	Serves as a barrier to define boundaries and deter vehicle access, while complementing the heritage aspects of an area with a simple traditional style
Model	Traditional Bollard
Material / Finish	Black powder coated cast aluminium
Dimensions	Height 940mm, Width 250mm
Installation Considerations	Surface or subsurface mounting
Maintenance	Cleaning as necessary
Use	For delineation purposes, including at the edges of reserves and footpaths/roads, in heritage areas
Precincts	Alexandra-Prescott Precinct, Eastwood Historic Conservation Precinct, Historic Conservation Precincts, Henry Martin Square Precinct

Consideration

Initial Cost	
Maintenance Cost	
Whole of Life Cost	
Environmental Rating	

Delineation Bollard 02

Delineation Bollard 02

Description	Serves as a robust barrier to define boundaries and deter vehicle access
Model	Recycled Plastic Bollard
Material / Finish	Black recycled plastic
Dimensions	Height 1000mm, Width 125mm
Installation Considerations	May stand alone or be linked via a chain. Installation depth 450mm - 600mm
Maintenance	Very low maintenance. Citrus-based cleaning wash or bleach to get rid of mould
Use	For delineation purposes, including at the edges of reserves and footpaths/roads, throughout the City
Precincts	District Centre Precinct, Glenside Development Precinct, Hills Face Precinct, Residential East Precinct, Residential West Precinct

Consideration

Initial Cost	
Maintenance Cost	
Whole of Life Cost	
Environmental Rating	

Delineation Bollard 03

Delineation Bollard 03

Description	Serves as a robust barrier to define boundaries and deter vehicle access in special character areas
Model	Elliptical Bollard
Material / Finish	Satin polished 304 stainless steel
Dimensions	Height 1500mm, Diameter 150mm
Installation Considerations	Options of bolt down fixing / extended leg / removable in-ground sleeve / hinged fold down
Maintenance	Minimal. Clean graffiti as required
Use	Key nodes along arterial roads, Civic Centre and special character areas
Precincts	District Centre Precinct, Glenside Development Precinct, Magill Village Precinct

Consideration

Initial Cost	
Maintenance Cost	
Whole of Life Cost	
Environmental Rating	

Delineation Bollard 04

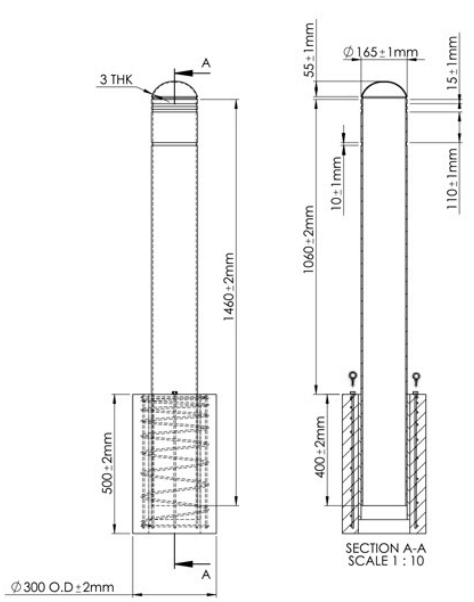
Delineation Bollard 04

Description	Serves as a robust barrier to define boundaries and deter vehicle access
Model	Urbania Bollard
Material / Finish	Enviroslat battens & black powder coated steel frame
Dimensions	Height 1500mm, Diameter 100mm
Installation Considerations	Base-plate fixing
Maintenance	Very low maintenance. Clean as required.
Use	For delineation purposes, including at the edges of reserves and footpaths/roads
Precincts	Magill Village Precinct

Consideration

Initial Cost	
Maintenance Cost	
Whole of Life Cost	
Environmental Rating	

Safety Bollard 01



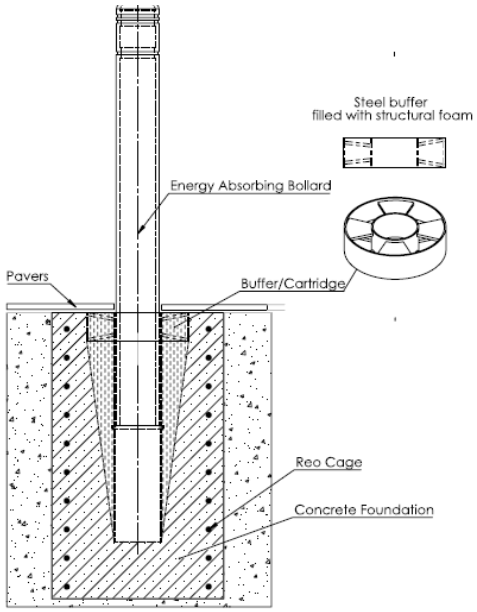
Safety Bollard 01

Description	Energy absorbing bollard suitable for carparks, tested to an impact speed of 20kph. Fully complies with AS2890 for Parking Facilities
Model	Energy Absorbing Bollard 20
Material / Finish	Powder coated in black
Dimensions	Height 1060 - 1460mm
Installation Considerations	Installed by contractors, 400-500mm below surface level
Maintenance	Clean graffiti as required
Use	Carparks
Precincts	District Centre Precinct and others as required

Consideration

Initial Cost	
Maintenance Cost	
Whole of Life Cost	
Environmental Rating	

Safety Bollard 02



Safety Bollard 02

Description	Energy absorbing bollard tested to an impact speed of 60kph. When bollard is impacted, the bollard deforms and absorbs kinetic energy of the vehicle
Model	Energy Absorbing Bollard 60
Material / Finish	Powder coated in black. Carbon steel bollard supported by an energy-absorbing cartridge that is encased in a concrete footing
Dimensions	Height 1450mm
Installation Considerations	Installed by contractors, 800mm below surface level. Set back 600mm from the adjoining kerb line.
Maintenance	Minimal. Clean graffiti as required
Use	Outdoor dining areas, bus stops and areas where a large number of people congregate on the footpath near a busy road, protection for communication assets from vehicle damage. Bollards are engineered to stop a 1600kg errant vehicle travelling at 60kph and prevent it entering a 'no go zone'.
Precincts	District Centre Precinct, Arterial Roads Precinct

Consideration

Initial Cost	■■■■■
Maintenance Cost	■□□□□
Whole of Life Cost	■■□□□
Environmental Rating	■■■□□

Streetscape Elements

Bike Racks

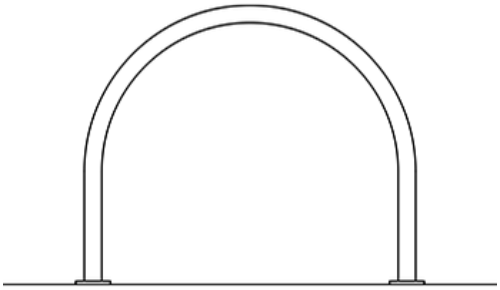
Principles

For cycling to be encouraged, end of trip facilities must exist for cyclists to store their bike.

Bike rails should be:

- Easily accessible from the road / bike path
- In a location that minimises disruption of flow of pedestrians and motor vehicles
- Visible to assist with safety and security of cyclists and bikes
- Made of durable and easily maintained materials.

Single Bike Rack



Single Bike Rack

Description	Single rail to be used when there is a need for bike rails, but minimal space
Model	Corso Bike Rack
Material / Finish	Stainless Steel
Dimensions	Length 900mm, Width 50mm, Height 900mm
Installation Considerations	In ground or base plate
Maintenance	Cleaning as required
Use	Locate extensively at key nodes, including around community centres, schools, retirement villages, nursing homes, shopping centres, the Hospital
Precincts	As required at key nodes and local retail areas, particularly Arterial Roads Precinct, District Centre Precinct, Glenside Development Precinct

Consideration

Initial Cost	
Maintenance Cost	
Whole of Life Cost	
Environmental Rating	

Multiple Bike Rack

Multiple Bike Rack

Description	Bike rack that can cater to multiple bikes, to be used in locations where bike riding is encouraged, and where there is the space to fit the rack. Several of these racks can be installed in succession
Model	Senate Bike Rack
Material / Finish	Stainless Steel
Dimensions	Length 950mm, Width 1250mm, Height 950mm
Installation Considerations	In ground or base plate
Maintenance	Minimal. Cleaning as required
Use	Locate extensively at key nodes where cycling is prevalent, including around community centres, schools, retirement villages, nursing homes, shopping centres, the Hospital
Precincts	As required at key nodes and local retail areas, particularly Arterial Roads Precinct, District Centre Precinct, Magill Village Precinct

Consideration

Initial Cost	
Maintenance Cost	
Whole of Life Cost	
Environmental Rating	


BBB
SIX
AXIS

Streetscape Elements

Signage

Principles

- The City will use consistent and high quality signage throughout its streets, as well as at the main entrances to the City, so that a clear identity of the City is established. Street signs, suburb signs and boundary signs will be coordinated.

Signage must be:

- Functional
- Easy to read
- Consistent
- Contributive to the City of Burnside's identity and branding
- Appropriate for pedestrians, cyclists and motorists
- Obvious, but not clutter the streetscape.

Street Sign

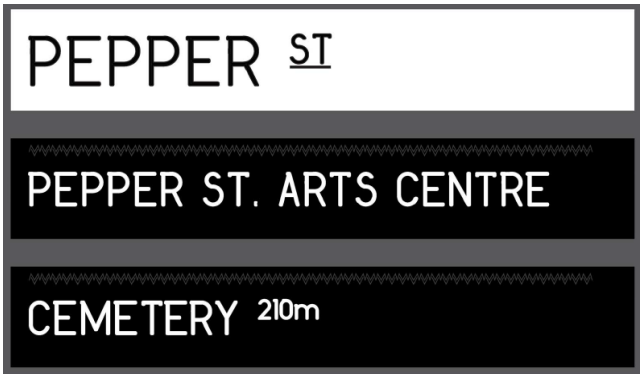
Street Sign

Description	Standard sign for all of the City's streets
Model	Standard Burnside Street Sign
Material / Finish	Black text in Highway C font. White reflective background with laser-cut ornate edge. Black post.
Dimensions	100mm high letters. 'B' logo at post-end of the sign (if street name is particularly long, logo will not be included).
Installation Considerations	Consider distance from road when installing.
Maintenance	Minimal
Use	All streets within City
Precincts	All streets within City

Consideration

Initial Cost	
Maintenance Cost	
Whole of Life Cost	
Environmental Rating	

Magill Village Street Sign



Magill Village Street Sign

Description	Street signs that identify streets within the Magill Village Precinct in the unique Magill Village colours and style
Model	Standard Magill Village Street Sign
Material / Finish	Black text in DIN font. White reflective background on rectangle sign. Black post. Feature signs for buildings/locations other than streets will feature white text on black background.
Dimensions	100mm high letters
Installation Considerations	Installed by contractors
Maintenance	Minimal
Use	For use on Magill Road and Penfolds Road / St Bernards Road
Precincts	Magill Village Precinct

Consideration

Initial Cost	
Maintenance Cost	
Whole of Life Cost	
Environmental Rating	

Suburb Sign

Suburb Sign - Name

Description	Suburb signs identify suburbs for vehicular traffic
Model	Burnside Suburb Sign
Material / Finish	White reflective text in Garamond Bold font on black background. 'B' logo at left hand side of suburb name. Black post.
Dimensions	Sign: Height 330mm, Width 1200mm Post: Height 3000mm, Width 100mm
Installation Considerations	Installed by contractors
Maintenance	Minimal
Use	For use on arterial, sub arterial and collector roads throughout the City
Precincts	All suburbs

Consideration

Initial Cost	
Maintenance Cost	
Whole of Life Cost	
Environmental Rating	

Suburb Sign

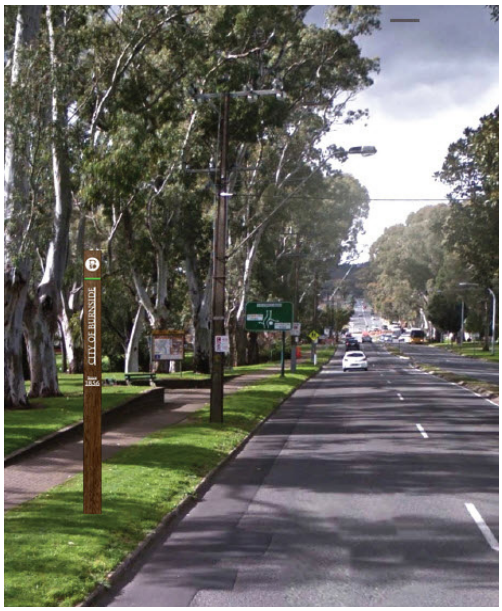
Suburb Sign - Interpretive

Description	Suburb signs identify suburbs and feature relevant historical information
Model	Cypress Suburb Sign
Material / Finish	Laminated Cypress Pine Post. Aluminium panel with direct print. 'B' logo is laser-cut aluminium, white powder coated.
Dimensions	Height 1500mm, Width 400mm, Depth 160mm
Installation Considerations	Installed by contractors
Maintenance	Minimal
Use	For use on arterial, sub arterial and collector roads throughout the City to indicate interpretive information about suburbs for pedestrians to read
Precincts	All suburbs

Consideration

Initial Cost	■■■■■□
Maintenance Cost	■□□□□□
Whole of Life Cost	■■■■■□
Environmental Rating	■■■□□□

Boundary Sign



Boundary Sign

Description	Boundary signs feature at the main entry points to the City
Model	Cypress Boundary Sign
Material / Finish	Laminated Cypress Pine Post. Laser-cut aluminium text is white powder coated, pinned to post. 'B' logo is laser-cut aluminium, white powder coated
Dimensions	Height 2700mm, Width 160mm, Depth 160mm
Installation Considerations	Installed by contractors
Maintenance	Minimal
Use	For use on arterial and sub-arterial roads at City boundaries
Precincts	Arterial Roads Precinct

Consideration

Initial Cost	
Maintenance Cost	
Whole of Life Cost	
Environmental Rating	

Streetscape Elements

Lighting

Lighting choices must consider the safety needs of all users of a street (pedestrians, cyclists, motorists).

The majority of lights in the City (approximately 90 per cent) are currently owned by SA Power Networks (SAPN), with the remaining being Council-owned. As a result, SAPN lights will be selected in line with SAPN's regulations.

Lighting choices must take into account the following principles:

- Quality illumination levels that are correct for the type of road/area
- Visual appearance of the lights
- Robustness and vandal resistance
- Energy efficiency
- Safety of users
- Coordination with other public realm elements, including trees and furniture
- Appropriate use of fittings that limit light spill into private properties.

SAPN Owned Lighting

SAPN currently have three approved LED luminaires, which have undergone a thorough assessment incorporating factors including reliability, energy stability, material quality and photometrics (spread of light). Most residential lighting options offer shielding which can be retrofitted to adjust light if it is shining into residents' properties.

Council Owned Lighting

Council-owned lights will complement the historic character of an area.

When upgrading Council-owned lighting, preference will be given to using energy efficient systems, including LED globes, as they produce significant energy and cost savings compared to conventional lighting.

Solar powered lighting will be considered where appropriate.

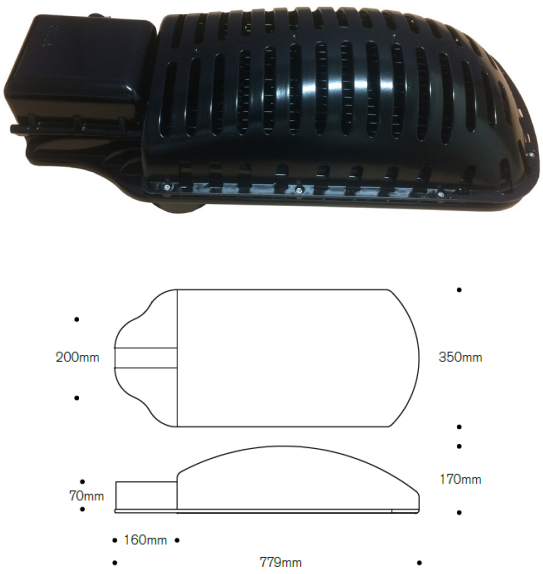
Light pole colours will be consistent with surrounding streetscape elements, and in keeping with any heritage requirements.

Standard Street Lighting - Residential

Street Lighting - Residential

Description	Energy efficient, low maintenance light. Four types of visors available to reduce glare. Compliant with SAPN and Australian Standards for vehicle traffic lighting
Model	Sylvania 14W Street LED
Material / Finish	Pressure die-cast aluminium body. 316 stainless steel fasteners. New light poles are to be black
Installation Considerations	Installed by SAPN contractors. Mounted on 6.5-8.5m brackets, with standard in-ground steel columns 4.5-10.5m tall
Maintenance	Faulty lights maintained by contractors. No direct maintenance required, as self-cleaning visor minimises light loss due to dirt accumulation
Use	Suitable for P Category streets (residential areas)
Precincts	All precincts except Arterial Roads Precinct

Standard Street Lighting - Arterial



Street Lighting - Arterial

Description	Energy efficient lighting with flat lens for reduced glare control. Compliant with SAPN and Australian Standards for vehicle traffic lighting
Model	Aldridge LED 105W LED or 198W LED
Material / Finish	High pressure die-cast aluminium body. New light poles are to be black
Installation Considerations	Installed by SAPN contractors. Mounted on 6.5-8.5m brackets. Standard in-ground columns, range 4.5-10.5m
Maintenance	Faulty lights maintained by contractors
Use	Suitable for V Category streets (arterial roads, major intersections, raised islands/traffic devices, roundabouts, pedestrian crossings)
Precincts	Arterial Roads Precinct, District Centre Precinct

Burnside Heritage Lighting 01

Burnside Heritage Lighting 01

Description	Combines a traditional appearance with modern technology in order to complement the heritage aspects of an area
Model	Kensington 14W LED
Material / Finish	Aluminium body and canopy, black polyester powder coated. Glass panels, with stainless steel fasteners, latches and clips
Dimensions	14W LED. Height 720mm, Width 450mm
Installation Considerations	Installed by contractor
Maintenance	Faulty lights maintained by contractors. Cleaning of graffiti as required
Use	Suitable for P Category streets (residential areas)
Precincts	Alexandra-Prescott Precinct, Eastwood Historic Conservation Precinct, Historic Conservation Precincts, Henry Martin Square Precinct

Consideration

Initial Cost	■■■■■
Maintenance Cost	■■□□□
Whole of Life Cost	■■■■□
Environmental Rating	■■■■■

Burnside Heritage Lighting 02

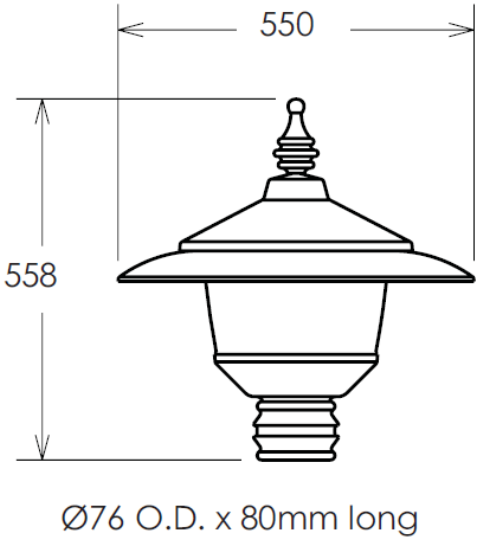
Burnside Heritage Lighting 02

Description	Combines a traditional appearance with modern technology in order to complement the heritage aspects of an area
Model	ASP500
Material / Finish	Cast aluminium
Dimensions	12W - 48W LED. Height 340mm, Width 560mm. Posts 4m - 10m tall, depending on area and wattage of globe required
Installation Considerations	Installed by contractor
Maintenance	Faulty lights maintained by contractors. Cleaning of graffiti as required
Use	Suitable for P Category streets (residential areas)
Precincts	Alexandra-Prescott Precinct, Eastwood Historic Conservation Precinct, Historic Conservation Precincts

Consideration

Initial Cost	■■■■■
Maintenance Cost	■■□□□
Whole of Life Cost	■■■■□
Environmental Rating	■■■■■

Burnside Post Top Lighting



Burnside Post Top Lighting

Description	Economical and energy efficient lighting system
Model	Sylvania B2001 LED Post Top
Material / Finish	Aluminium body and canopy, black polyester powder coated. Stainless steel fasteners, latches and clips. Fitted to Sylvania Estate Column
Dimensions	34W LED. Height 558mm, Width 550mm
Installation Considerations	Installed by contractor on suitable black pole (4 - 4.5m tall)
Maintenance	Faulty lights maintained by contractors. Cleaning of graffiti as required
Use	Suitable for P Category streets (residential areas)
Precincts	Residential East Precinct, Residential West Precinct, Hills Face Precinct

Consideration

Initial Cost	
Maintenance Cost	
Whole of Life Cost	
Environmental Rating	

Feature Uplighting

Feature Uplighting

Description	Lighting installed in-ground and directed upwards to illuminate special features, such as artwork, trees and walls
Model	Sylvania Neo In-ground Recessed
Material / Finish	Stainless streel trim, die-case aluminium housing, LED globe
Dimensions	3000K or 4000K LED globe
Installation Considerations	Installed by contractor in surrounding pavers
Maintenance	Faulty lights maintained by contractors. Cleaning of graffiti as required
Use	Special character areas with high use
Precincts	All precincts

Consideration

Initial Cost	
Maintenance Cost	
Whole of Life Cost	
Environmental Rating	

Streetscape Elements

Fencing

Principles

The fencing that exists in the City's streetscapes is used to delineate an area. It must be:

- In keeping with the surrounding aspects of the streetscape
- The appropriate type of safety feature that the area requires (e.g. barrier to crossing a busy road; at the edge of a pedestrian crossing; separating a path from a creek)
- Of a consistent style, colour and size throughout the City, with consideration made for heritage areas.

Separation Fencing

Separation Fencing

Description	Fencing to be installed at locations throughout the City in order to provide greater safety to pedestrians, and prevent access to certain areas (roads, creeks, hazards)
Model	Flat Top Fencing
Material / Finish	Black
Dimensions	Panels of Length 2000mm, Height 900mm - 1200mm. Multiple panels to be joined as necessary
Installation Considerations	Installed with appropriate footings
Maintenance	Minimal. Clean graffiti as required
Use	To direct pedestrians through safe walkways at a road crossing; to prevent access to unsafe areas such as creeks; to prevent pedestrians tripping onto road when footpath is raised substantially above road level; around parks
Precincts	As required, but particularly at Arterial Roads Precinct, at crossings near schools / kindergartens / nursing homes

Consideration

Initial Cost	
Maintenance Cost	
Whole of Life Cost	
Environmental Rating	

Streetscape Elements

Memorials and Art

Memorials and Plaques

Memorials and plaques reflect Council's desire to commemorate places and historical events that are meaningful to the City, and residents who have made a significant contribution to the City. The City of Burnside has several war memorials, including its largest at the intersection of Alexandra Avenue / Prescott Terrace, Rose Park, where the statue 'Over the Top' by Charles Web Gilbert has resided since being unveiled in 1924.

In conjunction with this war memorial, plaques bearing the names of fallen soldiers line both Alexandra Avenue and Prescott Terrace.

Historical plaques have been installed regularly by the Burnside Historical Society, in cooperation with the City of Burnside, since 1989, at locations that have been identified as worthy of having a lasting tribute and description of their historical significance. These plaques are researched by the Burnside Historical Society, and receive approval from the Council Administration prior to installation.

Memorial plaques on benches are limited to placement in certain parks and reserves within the City, and will not be permitted on benches that are located on streets.

Memorials and plaques must be placed in locations that do not create a risk to the public, including tripping hazards for pedestrians and cyclists, or obstacles or distractions for motorists.

Council's Memorials and Heritage Plaques Policy contains guidelines for all new memorials within the City of Burnside.

Art

Artwork can play an important role in contributing towards a City's character, sense of identity and history, and should be considered at the planning stage of streetscape development. Considerations for public art include:

- Quality – must be of high quality
- Enhancement – must contribute to enhancing the surrounding social, cultural and physical environment
- Location – considers other elements of the surrounding streetscape
- Maintenance – ongoing requirements and costs.

Artwork can extend from the traditional sculptures and paintings to thinking innovatively about how to use art to complement an area, including by decorating bus shelters and stobie poles.


BURNSIDE DISTRICT
FALLEN SOLDIERS MEMORIAL
GREAT WAR 1914-18
IN MEMORY OF THE FALLEN
WORLD WAR II
1939 - 1945
KOREA VIETNAM
LEST WE FORGET

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