

# Urban Identity and Design Code as a Tool of Sustainable development of Historic Cities

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AICOMOS

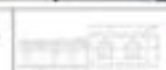


This chapter includes a photographic catalogue which separates the following elements of the facade wall:

- seams of facade heights
- seams of plots and intermediate corners above the ground floor
- seams of bay windows
- seams of entrances
- seams of balconies



**seam of facades with no gap (or 6 cm gap)**  
 Facades literally and visually touch each other, and, sometimes, partially overlap.  
 See also: chapter C.02: the Gaps of Urban Walls.



**seam of facades and/or 8 cm gap**  
 When a gap is filled with masonry, facades literally touch each other, yet visually may remain detached. Nevertheless, overlaps may occur.  
 See also: chapter C.02: the Gaps of Urban Walls.



**seam of facades and/or 24 cm gap**  
 When a gap is filled with masonry, facades literally touch each other, yet visually may remain detached. Nevertheless, overlaps may occur.  
 See also: chapter C.02: the Gaps of Urban Walls.



D.03.01. seams as gaps

D.03.02. seams of plots and intermediate corners above the ground floor



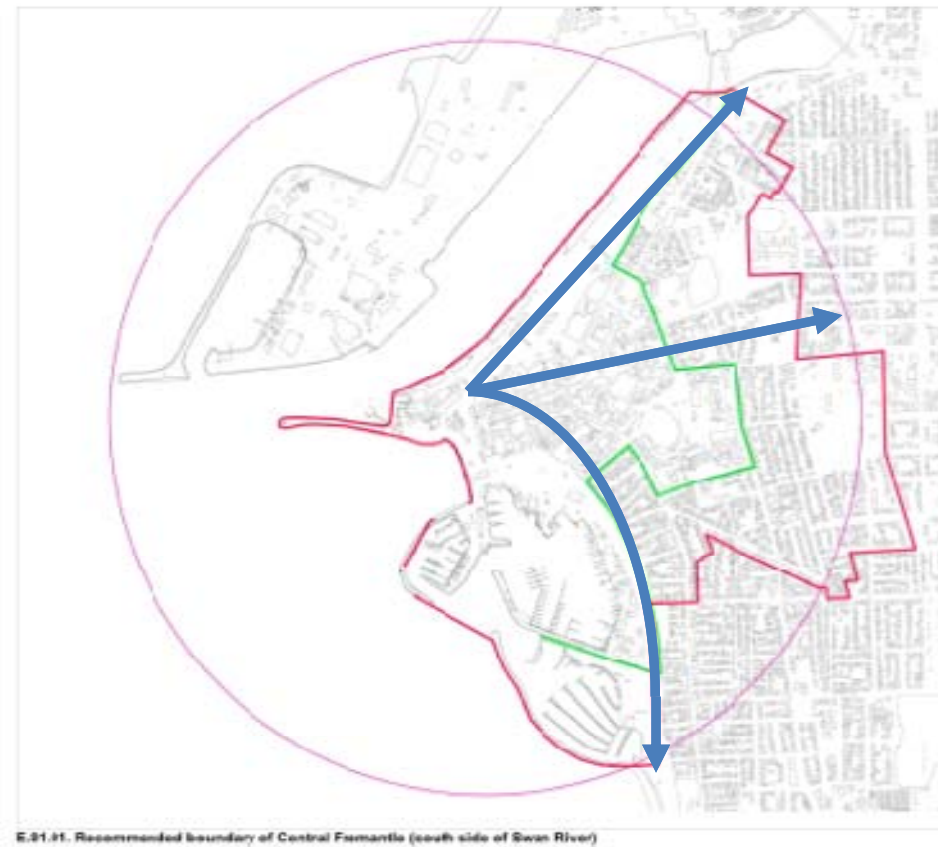
D.03.03. seams of plots and intermediate corners above the ground floor



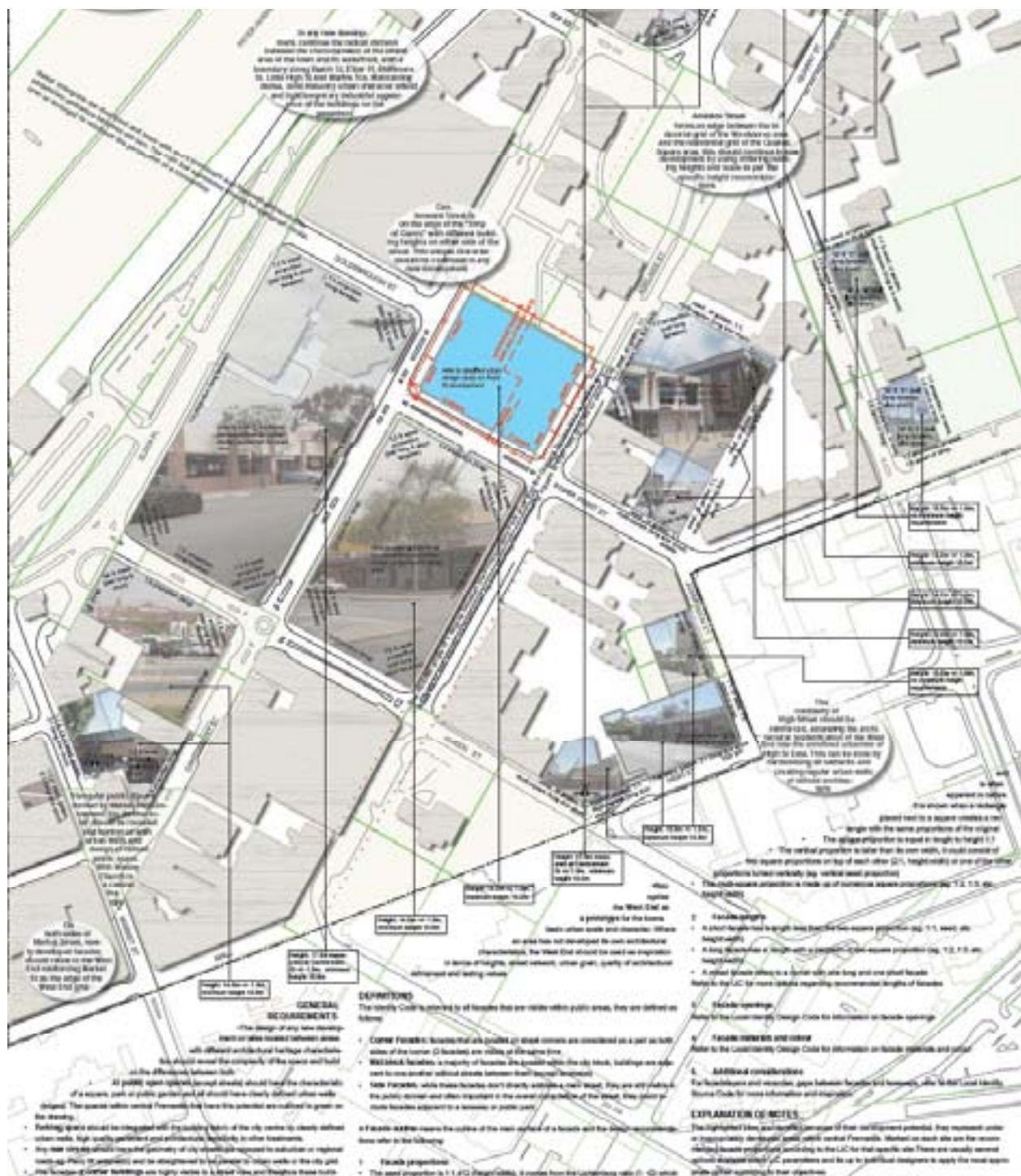
D.03.04. seams of balconies

## learning from the prototype

THE SOURCE CODE REFERENCE	DESIGN PRINCIPLE
B.01.01 B.01.02 B.01.06	<b>The new City Centre boundary.</b> This Code recommends enlarging the area of the City Centre by changing its boundary in accordance with the existing urban form of the town.

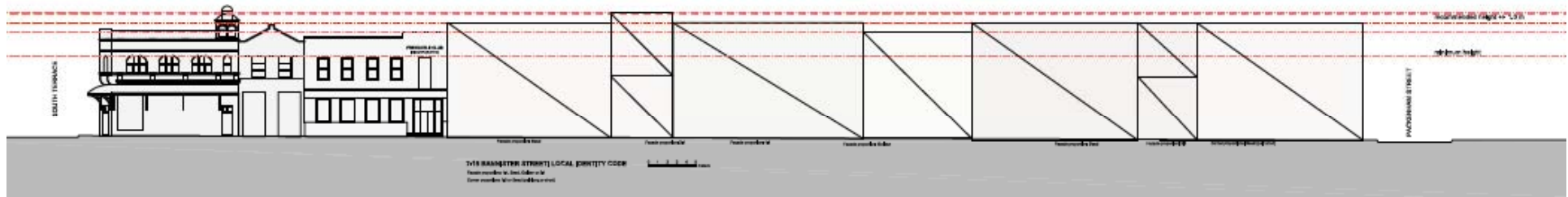
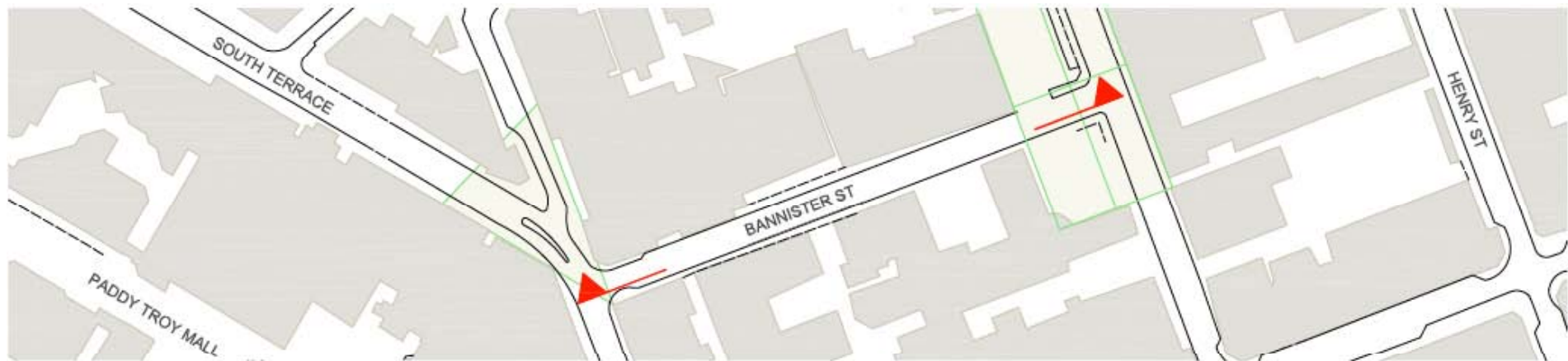


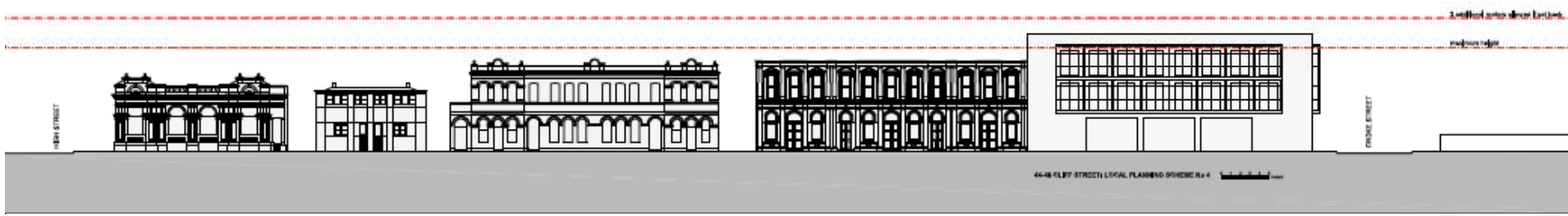
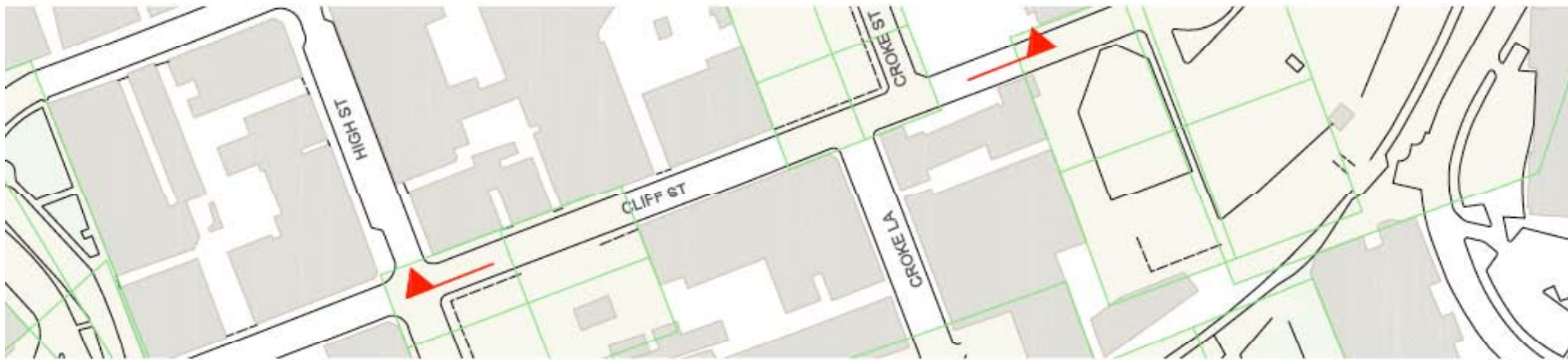
The boundaries of Planning Area no. 1 under Local Planning Scheme (green) and the centre of Fremantle as defined by the Local Identity Code (red) (*Dr Jacek Dominiczak*). The 1830's town grid was surveyed to fit the topography and this determined development of the port city equally balanced along three axes, two of each had been determined by the shoreline. This in turn influenced the associated areas' distinct, individual characters (*diagram Agnieszka Kiera*)













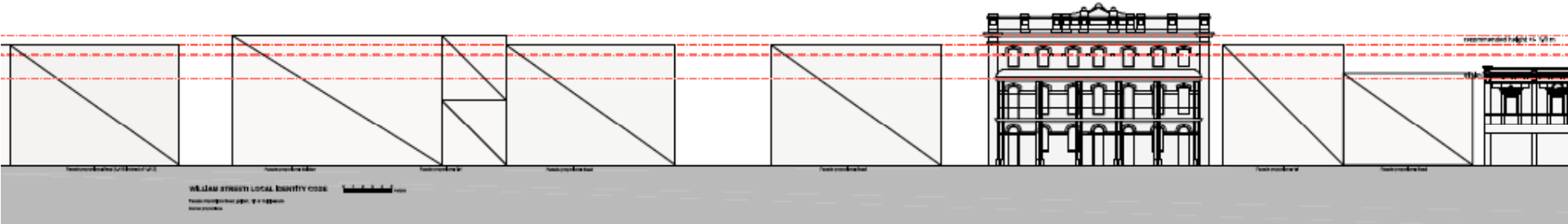
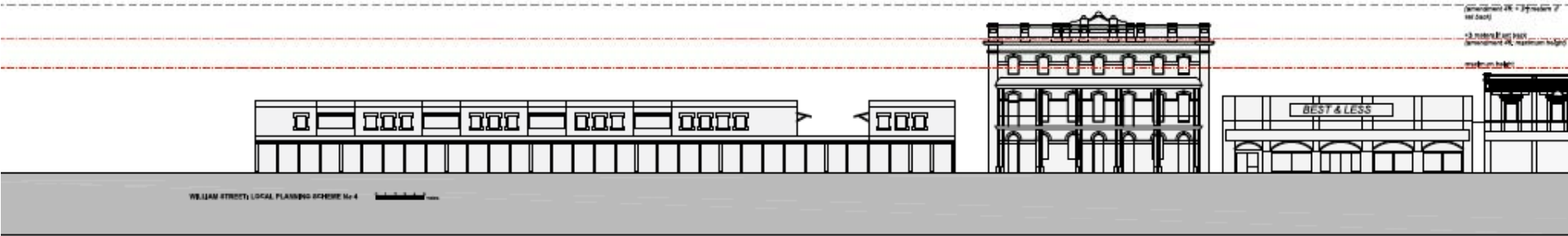
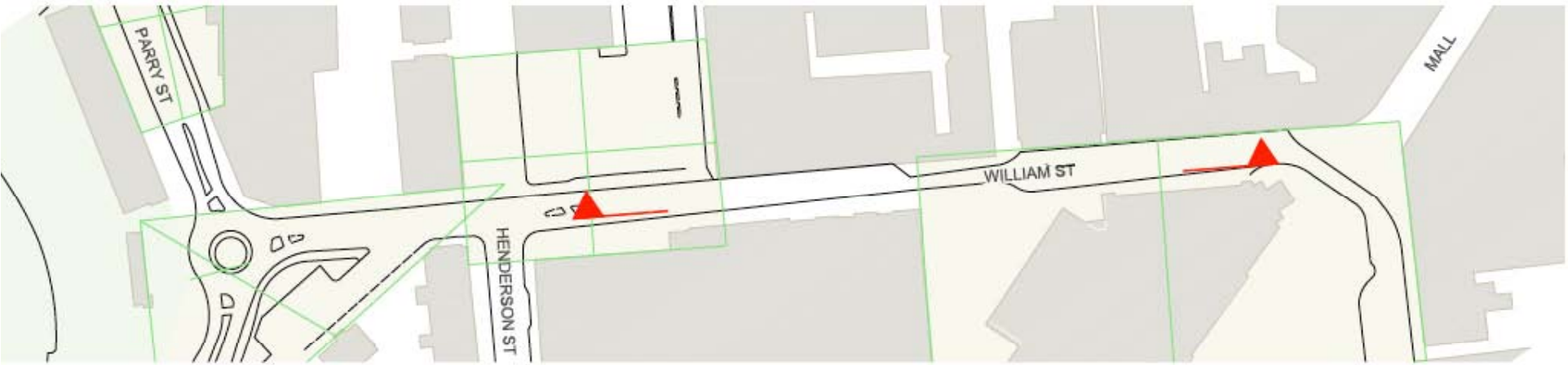




Fig. 4



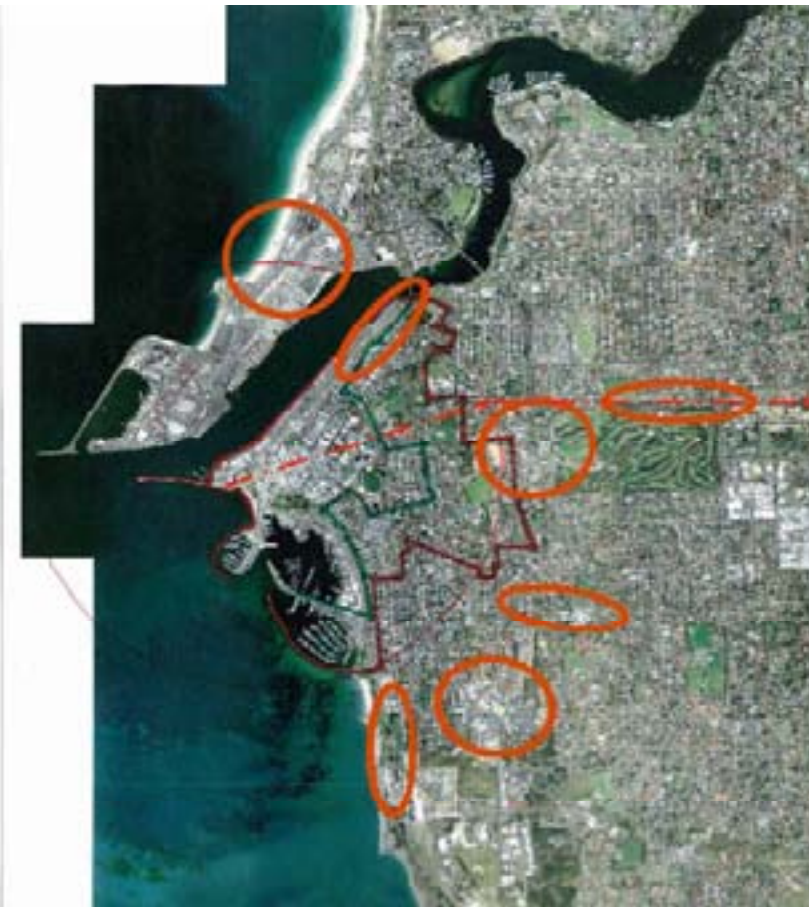
*Figure 4a: examples of infill developments representing an excessive margin of deformation according to the Code (photos Agnieszka Kiera)*



*Figure 4b: examples of infill developments complying with the acceptable degree of deformation according to the Code (photos Agnieszka Kiera)*



The current spread of the planned high-density developments is driven largely and arbitrarily by the property market, type of a 'developer' and individually defined briefs and scopes. The 'developers' include Fremantle Council, Fremantle Ports, State Government and private owners. The evident focus on the north axis and river shoreline creates unbalance i.e. high deformation of the original urban structure. (*Agnieshka Kiera*)



Urban Design Code defines the spread of the strategic sites across the whole city and shows opportunities for higher density developments in the long term. The continuity of the original symmetry, and balancing the development opportunities equally along all three axis of the port city, create urban design harmony and a critical element of continuing the city's identity while maintaining the individual character of each area in relation to their respectively immediate urban context. (*Agnieshka Kiera*)

Sustainable evolution of historic cities is about long term development – growth of historic cities is about short term profit. The former needs to include responsible cooperation of all stakeholders facilitated by the appropriate town planning regulations and urban development strategy. The latter needs only land use control and zoning.