

THE LIVING CITY

OPEN SPACE STRATEGY

CITY OF UNLEY

**URBAN
DESIGN**

For further information:

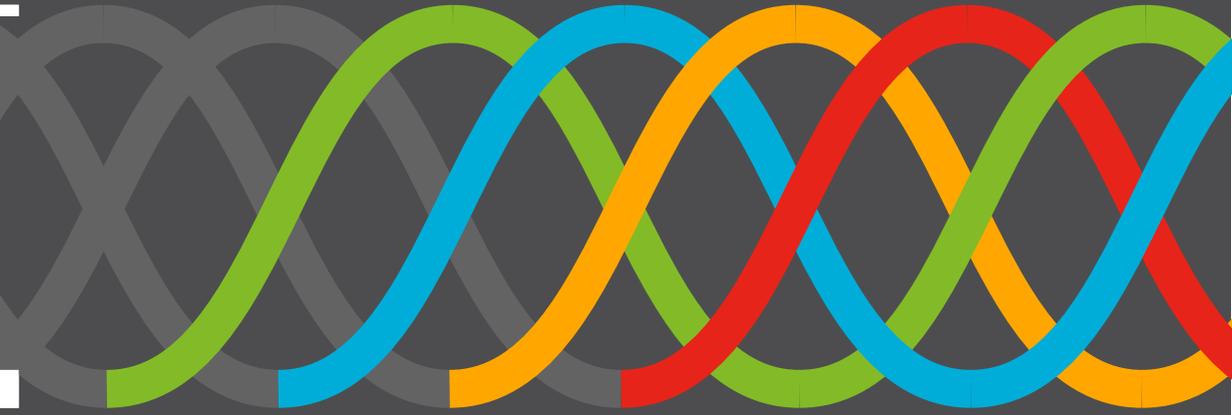
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ENDORSED 14th December 2015

THE CITY of
Unley
CITY of VILLAGES



A COMMUNITY
OF POSSIBILITIES



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INTRODUCTION

1 INTRODUCTION

1.1 Overview

The original Open Space Recreation Strategy was written to provide direction to the development and management of open space assets within the City of Unley between 2004 and 2014. It is now appropriate to establish a new strategy that builds on the legacy of the last 10 years and responds to the long term vision and goals for the City of Unley set out in the 2013 Community Plan.

Open space covers a multitude of meanings and fulfils multiple functions in the urban environment. Typically the green spaces are recognised, yet there are a range of other spaces that are ancillary to the parks and ovals; they are the spaces between and around buildings, spaces that play complimentary roles, and fulfill other essential social, cultural, economic and environmental functions.

These 'other' important open spaces enable people to interact with the environment and with each other, as a community. These spaces become the places, they are the scene of incidental occurrences as we go about our daily lives. Ultimately they become the experience of living in a city.

The aspiration of this strategy is to provide the best quality of living for the City of Unley. The experience of living in Unley, at home, at work, walking to the local park, or whilst shopping in the main streets; all of these experiences are components to the urban pattern. This strategy necessarily recasts open space in this broader context, as the Living City.

1.2 Project Objectives

The Open Space Strategy is an aspirational document that address the following long term challenges facing the City of Unley:

- increasing demands on the open space network from a growing residential and worker population within the City of Unley
- increasing management and maintenance demands associated with ageing open space infrastructure as well as climate change adaption
- changing needs and uses by the local community, including increasing young families and retirees
- opportunities to establish new open spaces, as well as

opportunities to better connect existing open spaces

- open space partnerships with federal and state government agencies, as well as local stakeholders and the surrounding Councils
- classification of important parks, streets and public spaces across the whole of the city
- opportunities for change to improve city amenity, enhance long term presentation and appeal for all
- support existing Council efforts in asset renewal / upgrade, adding consistency and maximising value of investment
- flexibility in long term planning to ensure opportunities for future growth positively adds to the way of life within the City of Unley.

The strategy is intended to be a highly graphical and easily understood document to enable integration with other Council strategies and to better communicate with our partners.

1.3 Open Space Recreation Strategy 2004-2014

The original strategy established a 10 year vision to guide the delivery and management of open spaces across the City of Unley. It provided direction to the distribution, design and maintenance of a hierarchy of open space types, as well as the identification of key social, cultural and environmental themes. Where appropriate, the strategy identified opportunities to increase Council's open space contribution across the city, in particular in areas with limited access to open spaces.

The 2011 review of the strategy's level of achievement, assessed that over 80% of the actions identified were on track for implementation prior to 2014.

The new Open Space Strategy builds upon this achievement, recognising this success and the fundamentals of open space appropriately prescribed in the previous strategy.



1.4 Strategic Document Review

The Open Space Strategy is a succinct document that provides long term direction into the development of the City of Unley's Open Space Network.

The Open Space Strategy aims to support a number of key Federal, State and City of Unley strategic documents, including:

- Australian Government National Urban Policy
- South Australian State Strategic Plan
- South Australian 30 Year Plan for Greater Adelaide
- South Australian Integrated Transport and Land Use Plan
- City of Unley Community Plan 2015
- City of Unley 4 Year Plan 2013-2016
- City of Unley Development Plan
- City of Unley Integrated Transport Strategy.

These documents outline the proposed vision for the future and set the direction for which the Open Space Strategy must respond.

South Australian Government

The 30 Year Plan for Greater Adelaide provides the long term strategic vision for the growth and development of South Australia. The plan is underpinned by 4 key goals for places - connected; prosperous; resilient; and liveable.

Within the City of Unley, the plan identifies future population growth targets and supports increased housing diversity and density along corridors and within the 'villages'. It also provides greater protection for character areas with limited infill within residential areas.

The Plan is supported by the South Australian Government Integrated Transport and Land Use Plan, which outlines the provision of transport services to support the long term growth targets. The plan includes designation of strategic road corridor, including future bus, tram and active transports within the City of Unley.

City of Unley Development Plan

Development Plans are the key on-the-ground development assessment documents in South Australia. They provide direction

for the type of development, built form and land use types that are permitted across the City of Unley, and its identified precinct / zones. The Plan sets detailed criteria against which development applications will be assessed.

1.5 City of Unley Reference Library

In addition, there are a number of technical studies and allied strategies that have influenced the direction of the Open Space Strategy, as well as provide supporting detail in the planning, design and management/maintenance of the network and its individual proposals. These documents include:

- City of Unley Pedestrian and Bicycle Plan (2005)
- City of Unley Business and Economic Development Strategy 2012/15
- City of Unley Sustainable Landscape Strategy
- City of Unley Community Land Management Plans.



UNDERSTANDING THE COMMUNITY AND THE CITY

2 UNDERSTANDING THE COMMUNITY AND THE CITY

2.1 City of Unley Community of Possibilities

The Community of Possibilities engagement process was conducted in 2012 to ensure the community were closely involved in setting the strategic direction in the Community Plan. The process was undertaken over 6 weeks and collected the input and ideas of 1200 people into the future of Unley.

The community were challenged through the consultation to rethink the four key themes:

Emerging

Think about what we can do to stimulate economic development, to take advantage of innovative trends

Greening

Think about environmental renewal, creative open spaces, our parks and gardens, water and energy conservation, and how we can plan for these things

Moving

Think about what local government might do to ease traffic congestion, how we might improve footpaths, roads and bikeways; how we can make everything more accessible to all

Living

Think about better ways of community engagement and participation, main street planning and better community services

Based on the above themes, the community were asked the following questions:

1. What inspires you?
2. How do we bring this to Unley?
3. How will it enhance your lifestyle?
4. What difference will it make?

The responses were summarised into 2 categories, “what our young people are saying” and “what our community is saying”. The examples given for each of the four themes indicate thoughts commonly held by the community.

THEME - EMERGING

YOUTH	COMMUNITY
1. Wi-fi services	1. Development Mix (Residential / business)
2. Online Library	2. Increase technology awareness
3. Phone Apps	3. Arts hub and development
	3. Youth development

THEME - GREENING

YOUTH	COMMUNITY
1. Sustainability promotions	1. Community Gardens
2. Improved parks and playgrounds	2. Tree strategy
3. Solar energy strategies	3. Improved parks and playgrounds
3. Public Eco-system	3. Recycling strategy

THEME - MOVING

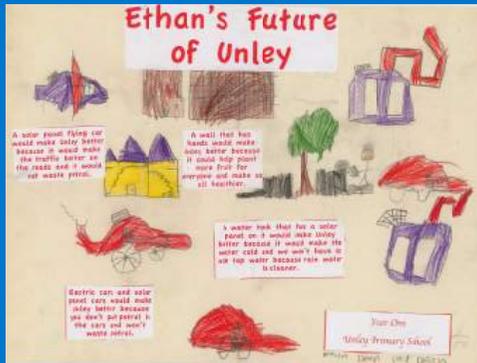
YOUTH	COMMUNITY
1. Free public bicycles	1. Community transport
2. Integrated bikeways	2. Integrated bikeways
3. Footpath safe strategy	3. Footpath safe strategy

THEME - LIVING

YOUTH	COMMUNITY
1. Community events	1. Community events
2. Youth community events	2. Preserve heritage buildings
3. Increase support for volunteers	3. Youth community events

The engagement was used to inform the development of the Community Plan, its aims and aspirations. The questions and the community’s responses provide encouragement to challenge the assumed roles of open space and the community’s long term expectations.





2.2 City of Unley Community Plan 2033

The Community Plan identifies the priorities for the City in the next 20 years. It was developed through the Community of Possibilities engagement, to highlight the inspirational and innovative differences that can be brought to the City of Unley. The long term vision for the City of Unley is:

“Our city is recognised for its vibrant community spirit, quality lifestyle choices, diversity, business strength and innovative leadership.”

The vision and aspiration is reinforced by the following 4 key goals, and supported by a range of strategic objectives and outcomes.

EMERGING – our path to a future city

LIVING – our path to a thriving city

MOVING – our path to an accessible city

GREENING – our path to a sustainable city

The Open Space Strategy will seek innovative and practical responses to achieve the vision of the Community Plan, its goals and strategic objectives.

2.3 Community Profil

As part of the Plan, a community profile was developed for the City of Unley. The below summarises the recent changes in key characteristics of Unley’s community:

- 11,257 new residents have moved into the City of Unley within the last 5 years - 30% of population are new to Unley
- Average age is 39
- Community profile reflects an increase in people aged between 55-69 and children aged between 0-9yrs
- Families (couples with children) have increased within Unley, making over quarter of the population
- A third of the community are living alone, split across age groups

- Higher than average employment, income and education
- Higher than average medium density housing (metro Adelaide)
- Most households have internet access
- Most households have vehicle access - 45% have 2 or more cars

The Community Profile provides a ‘snap shot’ of who the City of Unley community is, enabling the strategy to align with open space trends and forecast the future roles required of open space to meet the communities evolving needs.

Population Growth	7000 new residents
Ageing population	Growth in ‘Baby Boomer’ population
Generational change	More families moving into Unley
Increasing multiculturalism	Settings for community integration
Medium Density Housing	Reduced private open space
High Vehicle Usage	Traffic congestion and oil price
Work Force Change	‘Work from Home’ and work / life balance
Health and Wellbeing	Active Living choices
Sustainability	Water / food security + global warming adaptation
Technology	Communications / interaction / connectivity
FUTURE COMMUNITY TRENDS	

2 UNDERSTANDING THE COMMUNITY AND THE CITY

2.4 Responding to the Community

The changing roles and responsibilities for the long term planning of open space provision is considered in respect to the following key categories, characteristics, or criteria identified from the Community Profile.

Population Growth

The City of Unley is planned to accommodate for an additional 7000 people by 2040. It is anticipated that this 7000 people will require an additional 3500 dwellings, much will be medium density along the identified growth corridors.

An increase in population could place additional pressure on open space, public realm, facilities and services.

Ageing population

An ageing population highlights the need to support the community to remain active and healthy and to provide low impact activity opportunities, in accordance with Healthy Spaces and Places, and Age Friendly guidelines, as well as Disability Discrimination Act compliance.

'Baby boomers' will seek more opportunities to remain active in the community, valuing the amenity and activities presented in the open spaces and public realm, as well as encouraging greater walkability and recreational cycling within the City to access local parks, Main Streets and community services.

All ages appeal

Open spaces must accommodate for all age groups in the community, ranging from young children to older adults, as well as providing services and activities for increasing young families, as well as for grandparents.

An increasing younger generation will have different wants from public parks and urban spaces, including valuing technology and different forms of social engagement.

The open space network and the long term provision of services for young families will need to plan for changing needs of families over

the duration of the strategy to suit the community as it 'grows up'.

Education

The community's awareness and understanding of the importance of health and well-being, and the demand for activity opportunities to support a healthy lifestyle, will drive expectation for high quality and diverse facilities and services.

Increasing multiculturalism

With an increasing migrant population, flexibility within the design of open spaces and the public realm is necessary to cater for different cultural expectations and uses.

Access to welcoming and popular public spaces is important for new migrants to feel part of their local community.

Medium Density Housing

The City of Unley has a higher than average provision of medium density housing (38%), which is anticipated to further increase in the next 30 years. Medium density housing will support opportunities for aged living, affordable living as well as single person homes.

Residents living in smaller homes in denser/elevated settings will require better access to quality open spaces, recreation and entertainment opportunities to compensate for reduced private open space. Developments along growth corridors should encourage the integration of new usable open spaces and higher quality ground floor public realm as part of new development, including the provision of 'shared' community spaces.

In addition, these diverse 'lifestyles' may create demand for new services/facilities such as demand for community gardens and productive landscapes.

High Vehicle Usage

Most households have vehicle access (90%) and many have 2 or more cars. Multiple car ownership will place increased pressure on availability for on-street parking demand across the City.

Current and future parking capacity, as well as community expectations must be (re)assessed when considering streetscape improvements, as well as identification of alternatives to car travel.

OUR COMMUNITY

TOTAL POPULATION



MEDIAN AGE



NEW RESIDENTS

11,257 since 2006.



SNAPSHOT

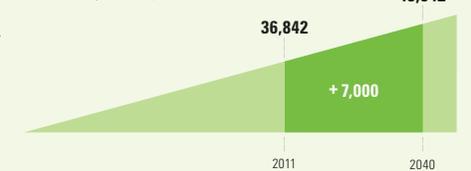
Prosperous yet not necessarily a wealthy community.



High average income

INCREASING POPULATION

Estimated growth by 2040



Low unemployment

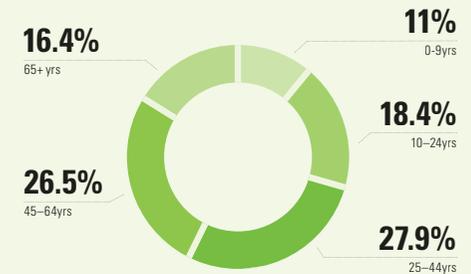


High education



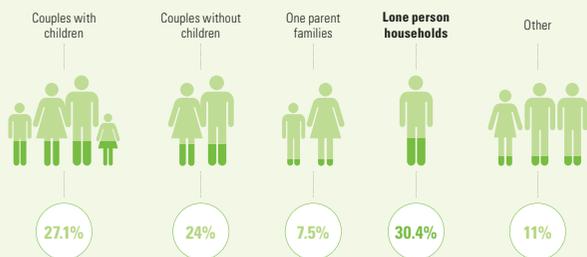
High housing mortgages

AGE SEGMENTATION



Source: id City of Unley

HOUSEHOLD TYPES



INTERNET ACCESS

Most are broadband connections.



MEDIUM DENSITY HOUSING MEDIAN

Compared to greater Adelaide.



INCREASING CULTURAL DIVERSITY



HIGH VEHICLE USAGE

45.4% of households have two or more vehicles.



The main commuter roads through the City of Unley into Adelaide's CBD are forecast to become more congested and travel times increased. In addition, oil prices are also anticipated to increase making private vehicle travel relatively more expensive.

The City of Unley's proximity to the CBD make it ideally positioned to encourage greater pedestrian and cyclist commuting to and from work, as well as access to local main street precincts. Access to train, tram and bus public transport should also be strengthened as a more accessible alternate to private vehicle commuting.

Work Force Change

City of Unley is actively promoting working from home and other initiatives to provide new opportunities for the community to seek a better work-life balance, including the increase in the retirement age and increase in women in the work force. This promotions builds on the established 1 in 5 residents live and work within the City of Unley.

The open space network should be valued to provide respite in support of productivity and good mental health for local workers and those working from home.

In addition, public spaces should be considered as an extension of the home office, providing the settings and facilities for working or meetings, as well as access to community services in support of local businesses.

Walking and cycling to work, within Unley or in proximity to Adelaide's CBD should be promoted as an efficient and pleasant alternate to driving.

Health and Well-being

The opportunity to lead a healthy lifestyle will be a major attractor to new residents into the City of Unley. Council should actively encourage the community to be healthy through access to sport and recreation infrastructure, as well as community services and facilities.

A holistic approach to health is required that values both the physical and mental wellbeing.

The importance of social capital reinforces the need to provide quality spaces and infrastructure to support community activity and service social needs.

Sustainability

The community recognises and values the importance of sustainability within the open space network across Unley. The network should be used to support local initiatives towards climate change adaptation and mitigation, including heat island effect, storm events and bio-diveristy/habitat loss. Integration of green infrastructure within the street network, as well as into established open spaces and at existing Council owned facilities provide opportunities for leadership, advocacy and education to encourage greater private investment.

Technology

It is anticipated that a large proportion of the community within the City of Unley will be technologically advanced, providing expanding opportunities to communicate and engage with the community, promote events, services and enable bookings through the internet.

The provision of Wi-Fi and other new technologies in public places and open spaces will become an important attractor for visitors, encouraging people to spend more time within precincts, as well as enable Council and local main street precincts to communicate better with residents, businesses and shoppers.

2 UNDERSTANDING THE COMMUNITY AND THE CITY

2.5 Understanding the City

The Open Space Strategy identifies and builds on the unique qualities, characteristics and functions of the City, including the following key qualities:

Village Communities

In Adelaide's linear sprawling footprint, a village is a rare and valued characteristic. The City of Unley has brought together 5 villages and worked to reinforce and protect the identity of each one. The opportunity exists to work with each village to reinforce a wider collective City identity, improving accessibility, co-ordination and co-operation between the 5 villages.

The Compact City

The evolution of the City of Unley has seen a number of individual precincts establish amongst historic residential neighbourhoods. These precincts, both traditional (Main Streets) and emerging (Greenhill Road) provide a range of local and regional retail and commercial services for residents and businesses. The appeal of the City and its diversity is reflected in the considerably high rate of those residents of the City of Unley who live and work within the Council region.

Historic Grid

The historic layout of the City of Unley provides a permeable network of streets that enable easy movement and connections. The historic tree-lined street network reflects a human scale in its setout, scale and amenity.

Transport Corridors

The City of Unley is framed by regional transport routes along all Council boundary edges, as well as key north/south corridors through the City. In addition, National Rail network and International airport are all within 15 minutes of the City of Unley.

Bus, tram and train routes are easily accessible within the City of Unley, providing direct connection to the Adelaide CBD as well as surrounding southern suburbs. Future expansion of Adelaide's light rail network, including alignment along Unley Road will further enhance Unley's ease of access, service and broader connections across the Inner Metro Council regions.

Cycle Movement

Unley includes some of the most established and successful bike routes within metropolitan Adelaide, including on-road and off-road infrastructure. The popular routes service local residents as well as carrying residents from surrounding suburbs through Unley and connect with Adelaide City.

Adelaide CBD+ Parklands Interface

The Adelaide Parklands define the northern boundary of the City of Unley. The 3km frontage is one of the longest and most direct interfaces with the Parklands, creating unique development opportunities as well as providing access to valuable open space, recreation and habitat.

The Parklands provides a range of on and offroad connections to the civic, education, health, retail, entertainment, business and employment attractors of Adelaide CBD. The City of Unley is ideally located to leverage from its ease of accessibility and close proximity to the CBD.

2.6 Unley's existing open spaces

The previous Open Space Recreation Strategy had successfully implemented a 'quality over quantity' approach to the development and management of the City's open spaces.

Unley is recognised for the quality, amenity and appeal of its Parks. Each reflects a history of investment and a focus on improving the services and facilities within the park, including park furniture, play facilities, shade structures, toilet facilities, bbq's, public art and tree planting.

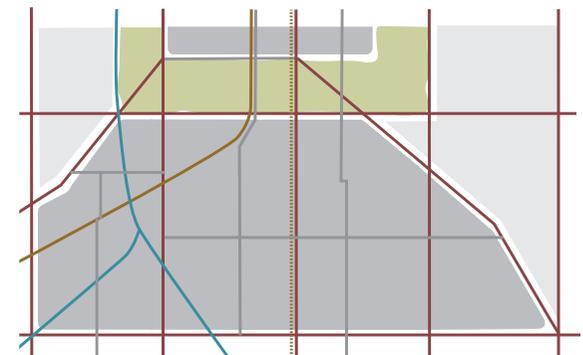
It is recognised that in certain locations across the City that the progressive focus on asset renewal and replacement has reduced the quality of 'open' spaces, or detracted from the overall identity, amenity and appeal of particular parks.

Provision of traditional open spaces

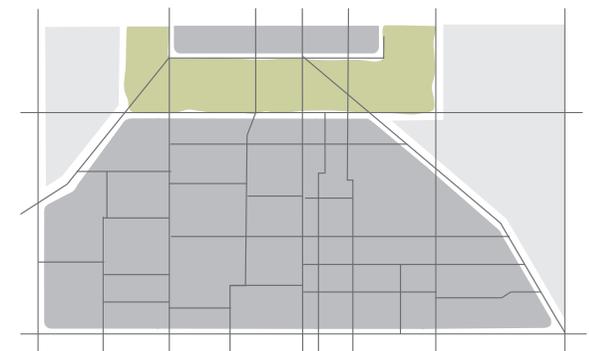
The City of Unley has provided a range of different parks across the city. Many of these spaces perform multiple roles and respond to local, neighbourhood and district demands. The distribution across the City has provided reasonable access, however a few areas remain without access to local open space (within 400-



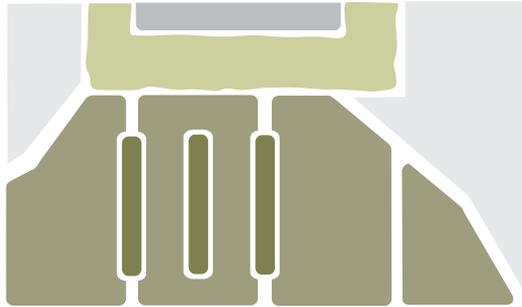
COMPACT CITY



TRANSPORT CORRIDORS



HISTORIC STREET NETWORK

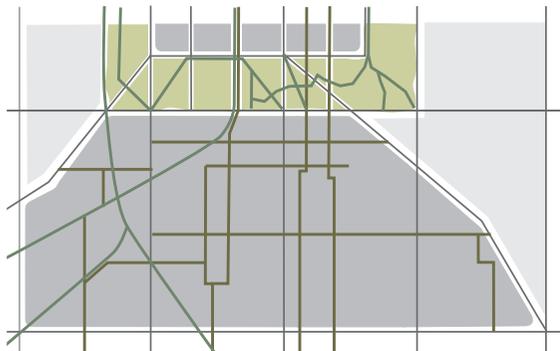


VILLAGE COMMUNITIES

500ms). Where access to open space is limited, opportunities have been identified to create new open spaces. For example, the recent acquisition of property in Katherine Street for the purposes of a local park, addresses this gap in open space provision for Fullarton.

However it is recognised that future purchasing of land to increase the provision of open space across the city can not be considered a feasible strategy due to;

- High purchase costs of available land, inflated from competition with the local development market
- Relatively small areas of open space that would be available, with limited open space benefits to the community
- Does not address diversity of open space types required.



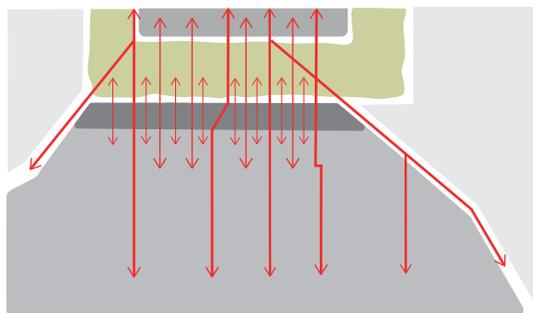
CYCLE MOVEMENT

Local Comparisons

The total number/area of Parks and Reserves within the City of Unley is recognised to be limited in comparison with other metropolitan Councils. In particular, major formal recreation is limited to only 2 recognised sports ovals within the City.

To address the relative short fall in open space provision, the Strategy must consider the following:

- Improve local accessibility to Parks across the city
- Continue to promote high quality Parks across the city, ensuring all ages appeal and balancing active and passive needs
- Expand local partnerships to provide community access to private open spaces (Schools, private institutions, etc)
- Identify opportunities to activate non-traditional open spaces and provide greater community appeal (streets, main streets, community centres and other Council sites)
- Improve access to Adelaide Parklands, as well as partnership opportunities to enhance the amenity and appeal of the Parkland's southern boundary.



ADELAIDE CBD + PARKLANDS CONNECTION

CITY OF UNLEY CONDITIONS

2013 POP.	38,500
COUNCIL AREA (HA)	1,427
POP DENSITY / HA	27
OPEN SPACE (HA)	30
OS HA / 1000 PPL	0.8

**LESS THAN
8 SQUARE
METERS OPEN
SPACE PER
PERSON**

REGIONAL COMPARISON

BURNSIDE	67sqm
NPSP	23sqm
WALKERVILLE	40sqm
PROSPECT	11sqm
ADELAIDE	460sqm

OPEN SPACE PER PERSON



CHANGING ROLES OF OPEN SPACE

3 CHANGING ROLES OF OPEN SPACE

3.1 The value of Open Space to Unley

Open space within the City of Unley is recognised to:

- Provide opportunity for people to meet, gather and socialise
- Support for healthy living, recognising the ageing population, the need for more opportunities for physical activity, and the benefits of positive mental health
- Emphasise a greener city image that values open spaces, streetscapes and other civic spaces
- Enhance the liveability and competitiveness of Unley, providing a range of activities and interest within the open space network for all.
- Encourage biodiversity across the city, habitat creation and community's connection with nature
- Strengthen resilience to climate change, including susceptibility to increased storm event and rising temperatures
- Support local food security through productive landscapes
- Promote water security, including integration of stormwater capture, cleansing and reuse, as well as manage water consumption

3.2 Trends in Public Space Activation

As well as recognising local conditions, the Strategy recognises best-practice approach to the challenges faced by the City of Unley. This review has included the following influences:

Healthy by Design SA: A guide for planning, designing and developing healthy urban environments in South Australia

Produced by the Heart Foundation, Healthy By Design SA aims to assist the design of urban environments that enable people to lead healthy lifestyles in their daily routine.

The guide advocates for:

- Integrated, accessible walking and cycling networks, providing safe, convenient and pleasant connections, including public transport
- Functional and attractive network of streets that prioritise safe and convenient travel for pedestrians and cyclists
- Promote local destinations that support lively, walkable and cycle friendly neighbourhoods

- Provide a range of quality spaces accessible from local homes and accessible to a wide range of people with diverse needs
- Promote well designed neighbourhoods with higher density and mixed uses
- Value public realm that provides for comfort, amenity, social interaction, safety and convenience
- Maximises opportunities to engage in planned and incidental activities.

Streets for People : Compendium for South Australian Practice

The Compendium recognises the positive role that urban form and street design can play in increasing physical activity to prevent chronic disease and enhance health and well-being.

The Compendium details a *Link and Place* approach that places people first and the creation of pedestrian and cycle friendly environments, leading to more vibrant, safe and healthy communities.

Good for Business – The benefits of making streets more walking and cycling friendly

The discussion paper explores the economic benefits to retailers and residents from streets that had been designed for pedestrians and cyclists.

The paper summarises that making streets more walking and cycling friendly will:

- Increase retail rental values
- Increase sale prices of nearby homes
- Significantly increase pedestrian and cyclist activity
- Generate more business and stimulate the local economy
- Revitalise 'drive-through' districts into lively places that people want to visit
- Encourage people to spend time outside of their homes
- Reduce noise levels
- Create attractive and popular places for the community.

The paper concludes high quality walking and cycling environments around shops, neighbourhood activity centres and main-streets are vital for the economic health of South Australia.

Density Matters: The role of Density in creating Walkable Neighbourhoods

This discussion paper highlights that well designed and located, higher density neighbourhoods are desirable and add value to the community.

This discussion paper argues that:

- Australians are increasingly choosing higher density homes
- People living in higher density neighbourhoods undertake more walking and physical activity than people living in low density neighbourhoods
- Higher density does not necessarily mean high-rise
- Higher density neighbourhoods should be located near high quality public realm and activity centres supporting diversity of use and accessibility to jobs and services.

The paper argues for greater planning and design in the development of neighbourhoods to better integrate the importance of:

- Density (underpinning all others)
- Diversity (the number of different land uses)
- Design (size, scale and permeability - street connections)
- Distance (how accessible are public transport services)
- Demand Management (better parking provision, balancing need with supply of public spaces)
- Placemaking (making streets as places for people with social and commercial activities).

Density, done well, requires high quality public realm, diversity of open space for active recreation, interaction and solitude. Other amenities are equally important, such as schools, community services, shops, cafes and restaurants.

The size, structure and growth of the Eastern Regional Alliance's economy

The City of Unley is a member of the Eastern Region Alliance(ERA) who commissioned Professor Richard Blandy to undertake a study into long term economic growth scenarios for the ERA over 20 years (fast growth and slow growth scenarios).

The study states that those places most likely to succeed economically are those that provide the 'best quality of life'. This aspiration is recommended in the study to be at the front of the ERA's economic development strategy.

In response to the study, the Open Space Strategy has a role in economic growth and development within the City of Unley, providing greater influence in land use planning and zoning to foster a distinctive 'sense of place' and enhance its 'liveability', including provision of local transport, public realm infrastructure and recreation.

Relevant to the Open Space Strategy, is the study's identification of the ingredients which make up the 'best quality of life' and will drive economic demand, including:

- Outstanding lifestyle opportunities
- Attractive open spaces for recreation and enjoyment
- Safe environments
- Quality cultural and entertainment experiences.

The aspiration for the 'best quality of life' provides a major driver to the aims and ambition of the Strategy and its Objectives.

3.3 Open Space Strategy - Future Directions

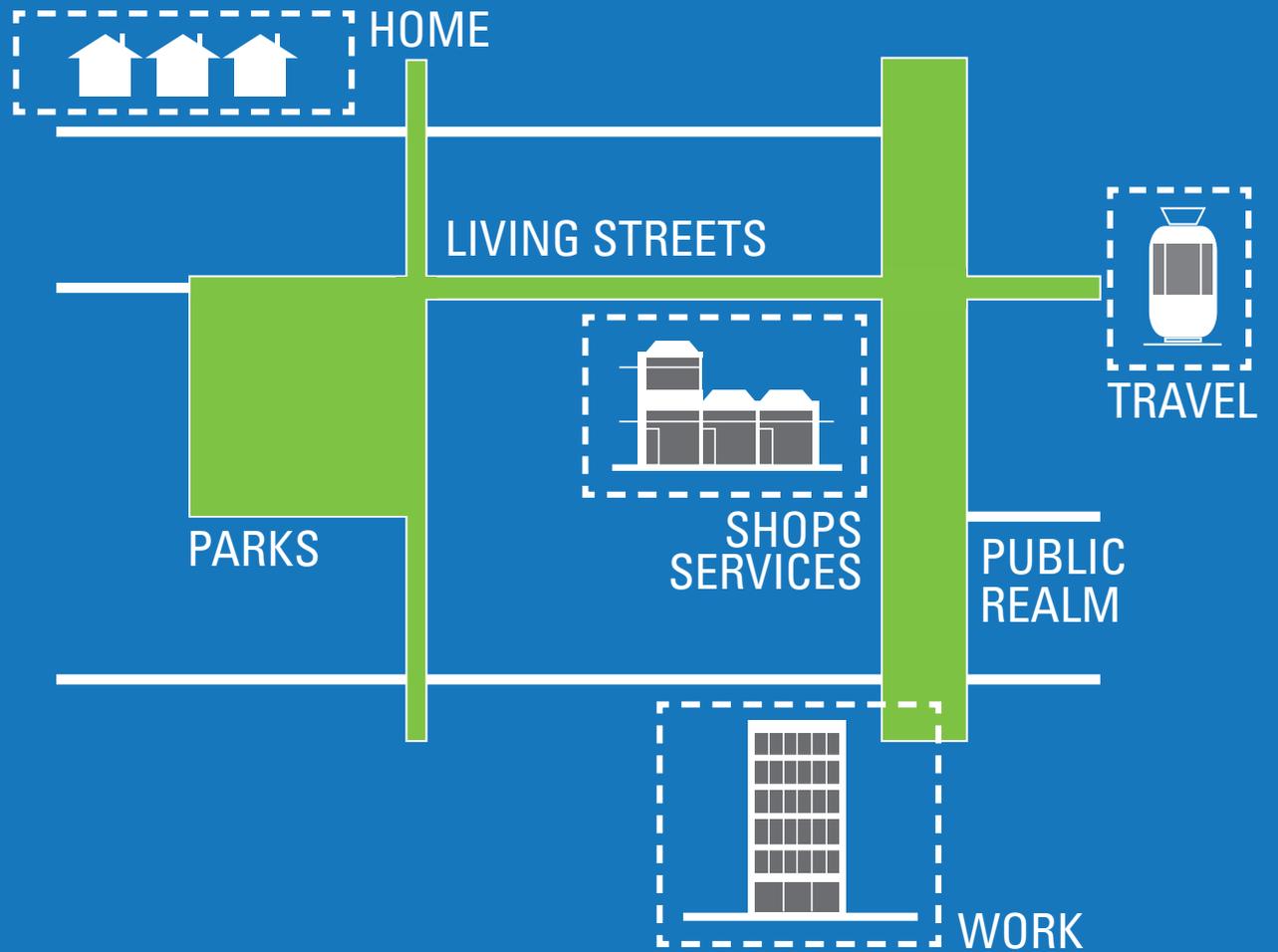
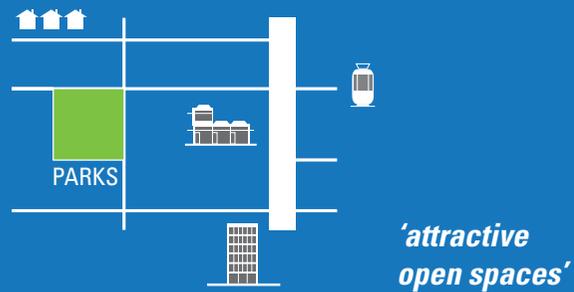
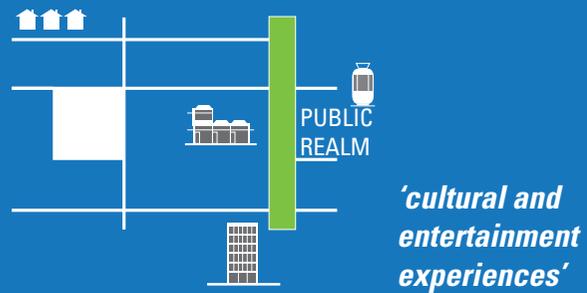
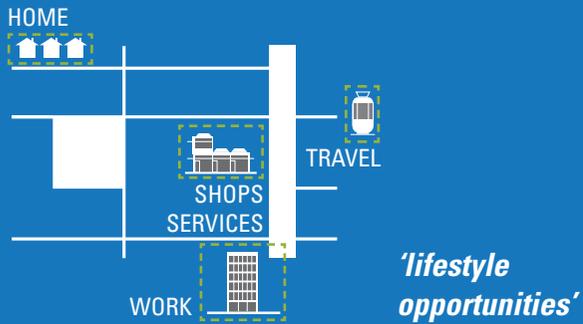
In developing the new strategy, it is recognised that a new approach to new challenges is required to achieve long term change. This approach includes the following:

- Continue to value and enhance the existing heritage, character and identity of parks, streets and other public places within Unley
- Recognise the role open space can play in attracting new growth required to support a sustainable community
- Recognise the role open space can play in supporting economic performance of local main streets precincts
- Respond to the long term changes in community profile and their needs
- Accommodate for population growth and the affects of increased residential density

- Connect existing open spaces, community facilities and other local and regional destinations
- Identify new opportunities to reclaim neglected spaces
- Establish new partnerships to increase community access to 'private' open spaces (eg. schools, Royal Adelaide Show Grounds)
- Maximise the value of council investment into the creation and maintenance of open spaces
- Develop sustainable open spaces and urban centres in response to climate change.



**COMPETITION WILL
INCREASE AMONGST
ADELAIDE AND THE
SURROUNDING INNER
METRO COUNCILS
TO ATTRACT NEW
RESIDENTS AND
BUSINESSES**



'The best quality of life'



THE LIVING CITY

4 THE LIVING CITY

4.1 Living City Vision

The Open Space Strategy responds to the vision of the Community Plan and the objectives of its 4 goals. The Strategy sets a long term vision and series of guiding principles that provide a whole of City response to the Community Plan, through the lens of open space. The vision for the Open Space Strategy is:

To achieve a sustainable and safe network of places that enables growth in community spirit, celebrates Unley's character, enhances its amenity and underpins its long term economic success

4.2 Guiding Principles

The Living City Vision is supported by the following guiding principles:

1. Improve local connections
2. Enable safe walking and cycling choices
3. Encourage healthier local communities
4. Create new public spaces
5. Plan for growth
6. Support a greener City
7. Reinforce main street precincts
8. Promote a lifestyle that attracts
9. Maximise the opportunity for change

4.3 Aligning with the Community Plan

The aspiration for the creation of a Living City aligns with the 4 strategic goals, objectives and strategies in the Community Plan. The goals are:

- GOAL 1: EMERGING - our path to a future city
- GOAL 2: LIVING - our path to a thriving city
- GOAL 3: MOVING - our path to an accessible city
- GOAL 4: GREENING - our path to a sustainable city

The Open Space Strategy aligns with and responds to the objectives for each goal as a series of open space directions, graphically represented as a series of city plans. The directions reflect city-wide strategic actions/priorities towards the implementation of each goal.

4.4 Goal 1: Emerging Community Plan Objectives

A thriving and prosperous business community

- New businesses are attracted to the City of Unley
- Our main street precincts continue to prosper
- Home based business are operating across our community
- Local businesses actively support local community activities
- Our business precincts offer a cosmopolitan character

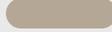
A dynamic mix of uses and activities in selected precincts

- The City's development is consistent with community expectations
- The City of Unley is well positioned to accommodate population growth

Open Space Directions

- Deliver and maintain high quality main street precincts and other public spaces that attract new businesses and visitors, as a central part of the City's Economic Development Strategy
- Agree an individual vision for each main street precinct, articulated through individual Urban Design Frameworks or other design led planning, and supported with an agreed long term financial commitment to enable progressive enhancement
- Direct investment in Main Street Precincts to support greater economic development, including partnerships with local committees, traders and land owners
- Direct funding of temporary / short term events or installations to demonstrate potential for long term change within local Precincts
- Develop public realm interface guidelines for growth along identified transit corridors and other strategic sites, including opportunity for incentivised planning and co-contribution
- Provide greater support for emerging neighbourhood cluster as well as development around tram and train stops, through the provision of improved public realm
- Improve pedestrian and cycle accessibility, public transport and service vehicle access to all main streets, transit corridors and neighbourhood clusters

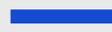
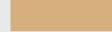
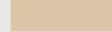
EMERGING

-  CORRIDOR DEVELOPMENT
-  MAIN STREET DEVELOPMENT
-  NEIGHBOURHOOD CLUSTER
-  LIVING STREET NETWORK
-  RAIL CORRIDOR (TRAIN / TRAM)
-  TRAM STOP
-  TRAIN STATION



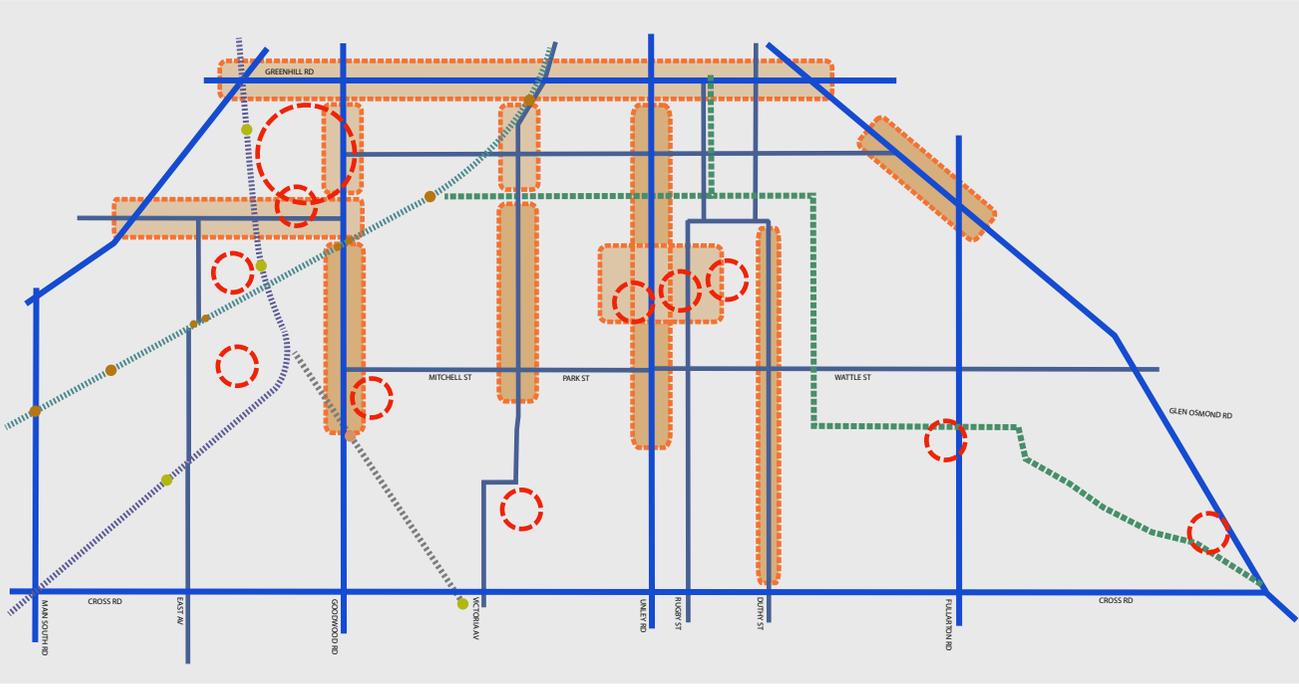
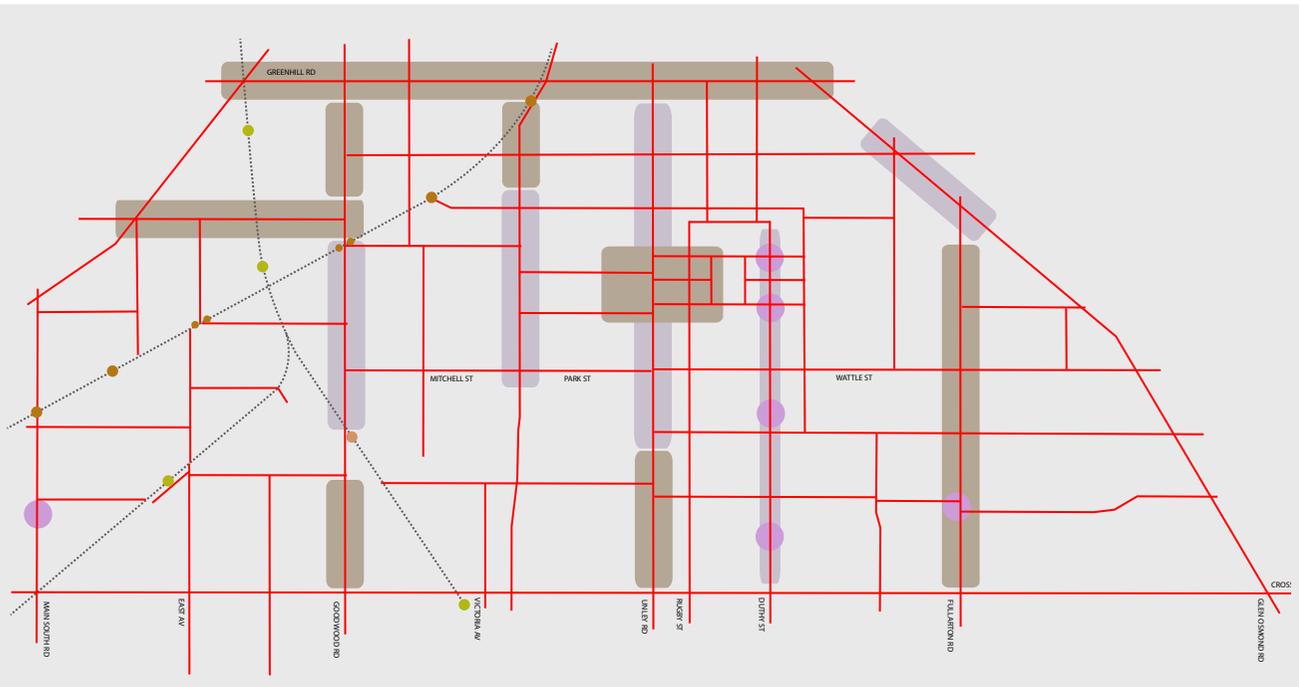
GOAL 1

LIVING

-  REGIONAL LINK
-  DISTRICT LINK
-  PUBLIC REALM
-  MAIN STREET
-  CIVIC SPACES
-  EVENT SPACE
-  GLEN OSMOND TRAIL
-  TRAM / MIKE TURTUR BIKEWAY
-  TRAIN / MARINO ROCKS GREENWAY
-  RAIL CORRIDOR
-  TRAM STOP
-  TRAIN STATION



GOAL 2



4.5 Goal 2: Living Community Plan Objectives

Highly desirable and diverse lifestyle

- Our vibrant cosmopolitan lifestyle and convenient location is celebrated
- Housing ownership is achievable
- The diverse lifestyle needs of our residents are met
- Our sense of community is strong
- Our community villages are thriving

Activated places

- Main Street precincts are active, alive and economically prosperous
- Enlivened public places support community interaction, celebration and gathering

Cultural and artistic diversity

- Arts and culture are a highly recognised and visible aspect of our City
- Signature events and festivals are attracted to the City
- Rich cultural history and Indigenous heritage are celebrated and recognised by our community

Healthy and active communities

- We have a healthy community
- Recreational and well-being programs influence healthy living behaviours
- Local clubs and sporting organisations are a strength of our community

Open Space Directions

- Expand provision of public spaces within main street precincts, as well as planned provision within growth corridors to support a vibrant, diverse cosmopolitan lifestyle
- Include public art within the upgrade of public spaces, in coordination with the Public Arts Strategy to encourage a stronger 'sense of place', community engagement/activation, as well as recognition of the cultural heritage and indigenous history of Unley

4 THE LIVING CITY

- Establish key event spaces ranging in scale between local and regional ‘signature’ events across the City, utilising both traditional parks as well as identifying new urban spaces, in particular in support of Main Street Precincts
- Provide infrastructure investment to better enable events, including short term place activation and ongoing event programs
- Align place activation and community event initiatives with long term strategic vision for local precincts (Urban Design Frameworks or similar)
- Establish a network of safe and pleasant walkable streets to better connect surrounding neighbourhoods with Main Street Precincts, community services, public transport and key open spaces, in support of better community wellbeing and healthy living, greater social inclusion and promoting an age friendly city
- Support local clubs and sporting organisations through co-ordination with the Recreation Strategy, to maximise public access and benefit to shared facilities in support of active communities and healthy living

4.6 Goal 3: Moving Community Plan Objectives

Equitable parking throughout the City

- On street parking is optimised
- The mix of residential and business parking needs are met
- Commuter parking only occurs in appropriate areas

An integrated, accessible and pedestrian friendly City

- Improved connectivity and ease of movement between precincts
- Enhanced mobility and accessibility for our community
- Pedestrians can move throughout the City freely and safely
- Shared zones are a feature throughout residential streets

Alternative travel options

- Safe bike and walk ways are a feature of our City
- Reduced motor vehicle congestion
- Public transport is an attractive and well used travel option

Open Space Directions

- Identify a city-wide street network that values different roles and responsibilities to promote increased walking, cycling and public transport uses, as well as address vehicle congestion, speed and parking demand. Develop a network plan in co-ordination with local area traffic management studies and review of the Unley Integrated Transport Strategy
- Undertake enhancements of identified streets to provide safer and more efficient pedestrian and cyclist movement across the City of Unley that strengthens connections between open spaces, main streets, community facilities (schools) and public transport from residential neighbourhoods
- Tailor streetscape enhancements and ongoing maintenance to reflect different street types defined by the citywide network
- Upgrade key streetscapes to increase use of ‘walk/cycle to work’ routes from residential suburbs in proximity to Adelaide CBD and local Main Streets Precincts
- Upgrade key streetscapes to increase use of ‘walk/cycle to school’ routes from residential suburbs in proximity to Adelaide CBD and local schools
- Complete strategic off-road shared use paths routes through the city, including providing greater connection into local street network

4.7 Goal 4: Greening Community Plan Objectives

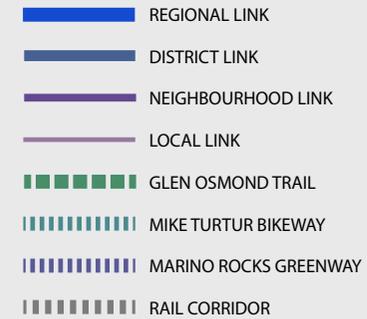
Renowned for its lifestyle and environmental balance

- Water sensitive urban design is a feature of the City of Unley
- Innovative storm water management principles are in place
- Best practice principles are in place to reduce dependency on mains water and power

Functional open green spaces throughout the City of Unley

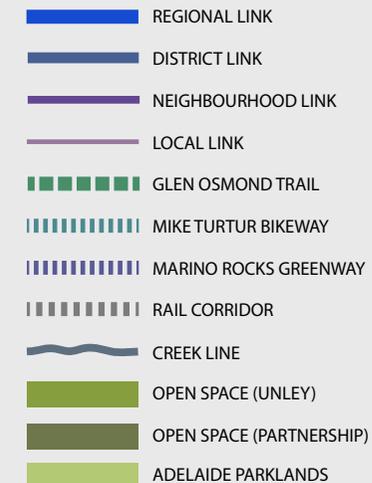
- A network of linear paths and trails support biodiversity corridors
- Our city has innovatively found more open space in non-traditional places
- Our parks are a feature of the City
- Underused public and private spaces are more productive

MOVING

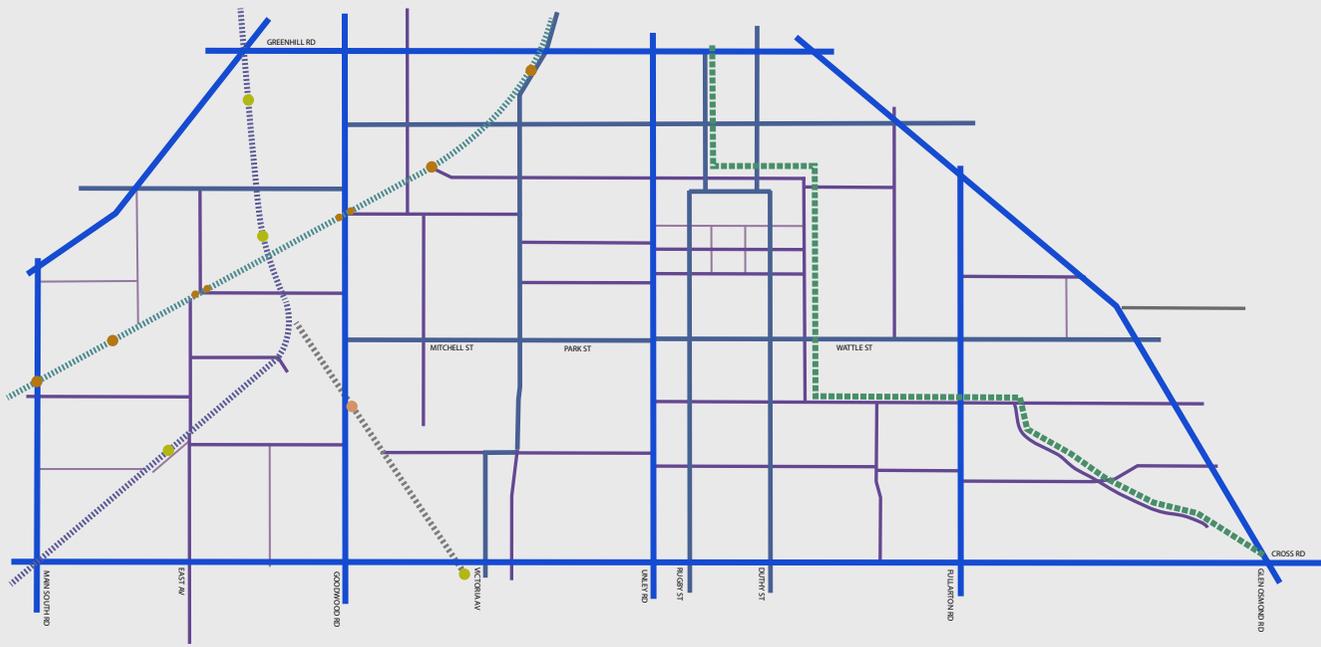


GOAL 3

GREENING

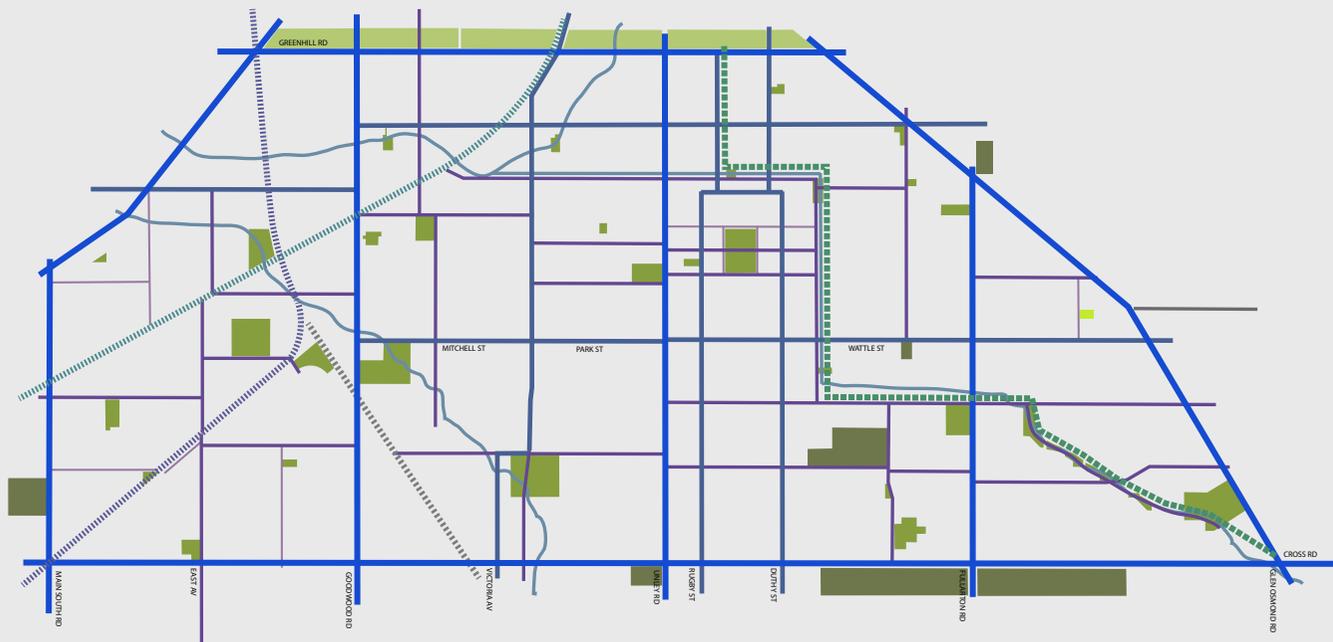


GOAL 4



Open Space Directions

- Establish a Living Street Network that connects parks, main streets, local services, community facilities and schools with local neighbourhoods across the City of Unley
- Increase stormwater capture and treatment within the Living Streets network, promoting innovation in WSUD
- Increase biodiversity corridors and habitat creation across the City, making greater use of the Living Streets Network, as well as respecting and celebrating the heritage of local suburbs
- Prioritise investment in parks, streets and public realm that directly increases social interaction, economic potential and environmental benefits for the local community
- Direct investment into established parks to balance changing community needs with appropriate investment in maintenance, including consideration of labour cost, water consumption and energy
- Complete the Glen Osmond Creek Linear trail, connecting the foothills with the park lands





OPEN SPACE NETWORK

5 OPEN SPACE NETWORK

5.1 Open Space Classification

The Open Space Strategy identifies 3 different types of open space within a co-ordinated network spanning across the City of Unley.

Parks

Identifying the traditional 'green spaces' across the City

Living Streets

Maximising opportunities to better design, manage and maintain key streets across the City

Public Realm

Highlighting the importance of civic or urban spaces across the City

The different types of open space reflect the changing views of the community identified in the Community of Possibilities engagement.

The open space types and distribution respond to the existing form of the city, with consideration given to the future impact of:

- higher density mixed use developments to be encouraged along urban/transit corridors
- changing accessibility and mobility requirements
- main street precincts as community destinations and economic hubs
- diversity of experiences
- changing lifestyle demands
- regional competition
- climate change
- strengthening neighbouring Council partnerships

5.2 Parks

Parks are identified as the traditional 'green spaces' for people across the city. The identification and categorisation reflects:

- the categories of open space as per the Open Space Recreation Strategy 2004/14

- Sport Recreation and Leisure - facility audit & asset definition project: ERA 2015
- existing use, appeal and condition
- new opportunities
- appropriate distribution
- response to the Living City Vision and Guiding Principles

The 'Parks' typology is made up of the following categories.

Local Parks

Local Parks provide smaller, more intimate settings within safe walking distance for the surrounding community (within 500m walking distance); predominantly passive use with Junior play areas (0-6 years old).

Neighbourhood Parks

Neighbourhood Parks are developed and programmed to provide a range of passive and active uses, with varied and complementary activities and to support a particular neighbourhood village's image or demand (within 750m walking distance). Senior play areas (6-12 years old) and informal sport recreation may be accommodated in the larger sized area. The greater attraction and longer visitation may require appropriate facilities such as toilets and areas for family picnics and social gatherings.

District Parks

District Parks are to be recognised destinations across the City of Unley providing diverse use including; playground, recreation, sport, events and community facilities that service the needs of the whole of City of Unley. Unlike the previous 2 categories, these spaces are accessible by driving in balance with pedestrians or cyclists provision.

Regional Parks

Regional Parks serve the City of Unley as well as provide facilities and events that appeal to visitors from across metropolitan Adelaide. Typically they provide a unique offer and identity within the City, and cater for large numbers of users. These spaces are also predominantly accessed by driving in balance with pedestrians or cyclists.



LEGEND

- REGIONAL OPEN SPACE
- DISTRICT OPEN SPACE
- NEIGHBOURHOOD OPEN SPACE
- LOCAL OPEN SPACE
- OPEN SPACE PARTNERSHIP
- GLEN OSMOND TRAIL
- CREEK LINE
- MIKE TURTER BIKEWAY
- MARINO ROCKS GREENWAY
- RAIL CORRIDOR

OPEN SPACE NETWORK - PARKS

5 OPEN SPACE NETWORK

Open Space Partnerships

With limited opportunities to establish 'new' parks, it is recognised the value of strengthen partnerships to maximise local residents access to open space and their facilities. These partnerships could include:

Local Schools

Identify opportunities to make better use of existing private open spaces (schools) for community access (partnerships).

Neighbouring Councils

The City of Unley is a relatively small and compact Council, bounded by Adelaide City Council (north), City of Burnside (east), City of Mitcham (south), City of Marion (south-west) and City of West Torrens (north-west).

The opportunity to align open space strategies beyond Council boundaries should continue to be developed and collaborative partnerships established, including the planning of future services, facilities and other infrastructure, as well as implementation strategies.

Private Institutions

The City of Unley includes a number of larger private developments which contain facilities that could benefit the lifestyle of its residents, including Keswick Barracks (including planning for future TOD), the RAHSSA (Royal Adelaide Show) site and the adjacent Urbae Arboretum and Wetlands. These sites provide unique settings for passive and active recreation, and community events, as well as to improve local accessibility.

Creeklines

The historic natural creeklines and more recent re-alignments and enclosures, provide opportunities to expand linear trails across the city. The corridor alignments support diverse community activity as well as providing important habitat corridors and stormwater management opportunities across the City.

5.3 Living Streets

Living Streets are identified as a network of key streets to better connect people across the city. The network reveals citywide movement routes, supporting safer access to main street precincts, community services, schools, employment, public transport and parks.

Primarily, it is proposed to direct the design, management and maintenance of strategic corridors and linkages across the City of Unley.

The identification and classification of a street hierarchy seeks to:

- Promote a better balance between the needs of cars, pedestrians and cyclist
- Onstreet parking provision within local street network
- Identifies streets as place for people to meet, pause, socialise and exercise
- Promote environmental initiatives (WSUD, biodiversity, cooling) and value residential / historic character of local streetscapes.

The 'Living Streets' typology is made up of the following categories:

Local Links

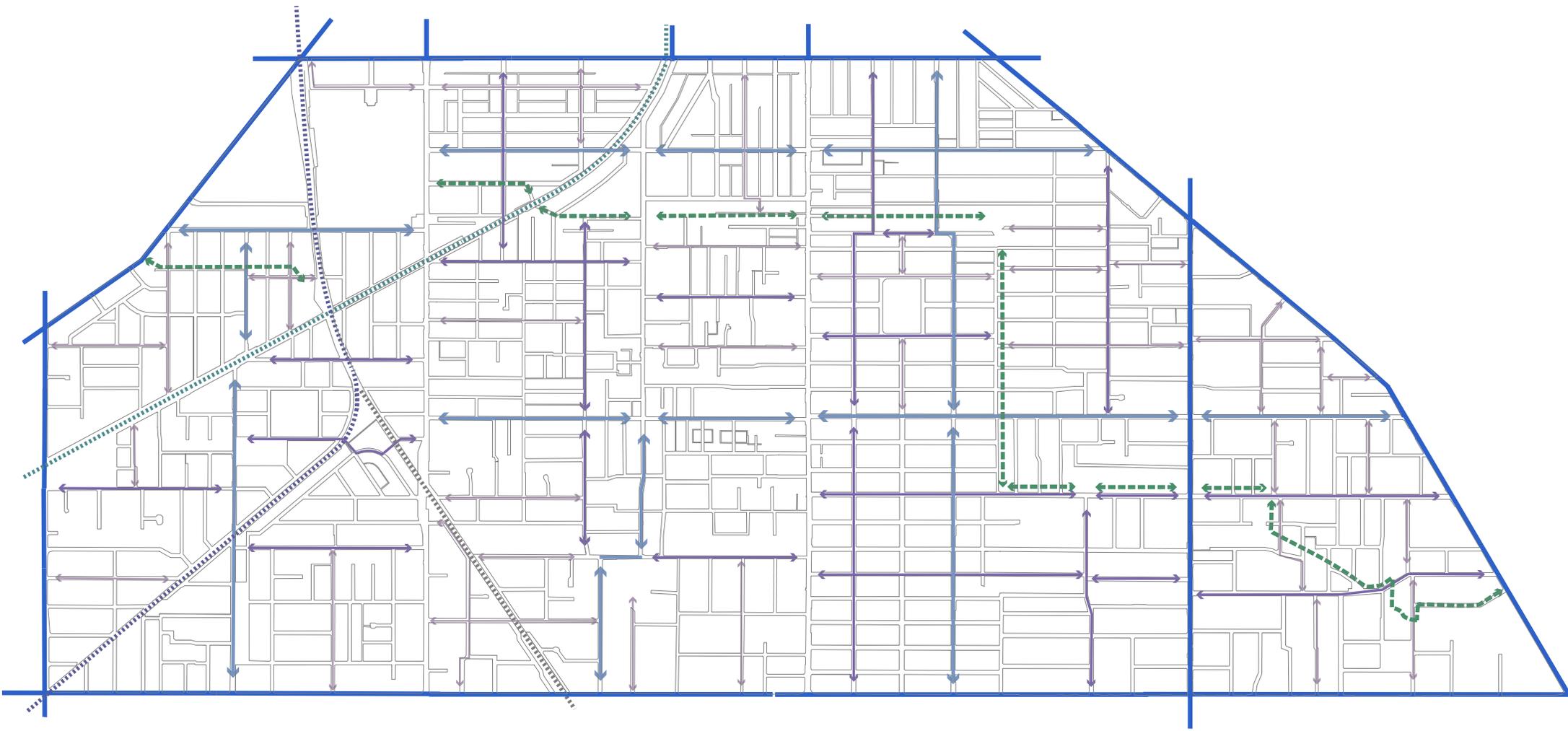
These links provide for local access and connection into the city network. The links are a focus for residential streets, encouraging residents to walk or ride from home to local destinations.

Consistent footpath treatments, lighting, shade, DDA access, and safe crossing points will provide greater legibility and encourage use.

Neighbourhood Link

These links provide important connections with main street precincts, parks, schools and community facilities, as well as intersecting with Regional and District Links.

The streetscape encourages greater pedestrians and cyclists use, balanced with the needs of service vehicles and residents (including on-street parking).



LEGEND

- REGIONAL LINK
- DISTRICT LINK
- NEIGHBOURHOOD LINK
- LOCAL LINK
- GLEN OSMOND TRAIL
- MIKE TURTER BIKEWAY
- MARINO ROCKS GREENWAY
- RAIL CORRIDOR

OPEN SPACE NETWORK - LIVING STREETS

5 OPEN SPACE NETWORK

Safer intersections, street trees, wider footpaths, seating and improved lighting enable identification of safer, popular neighbourhood routes.

District Link

These streetscapes support greater commuter walking and cycling through and across the City of Unley. The link connects to all main street precincts and local schools, as well as into the Adelaide CBD.

The streetscape provides safe pedestrian and cycle movement, with a focus on increased intersection safety, lighting, and regional wayfinding. Where appropriate, wider footpaths and expanded verge treatments provide access for the elderly and encourage greater use by families, including prams, scooters and off-road cycle use along popular routes.

Regional Links

These streetscapes are typically dominated by regional commuter and freight vehicles. The routes primarily frame the City of Unley and support many local businesses located in proximity.

The pedestrian experience focuses on safe crossing points and greater visibility. Where space allows, continuous on-road cycle lanes should provide for regional cycle movement.

Shared Use Paths

The Mike Turtur Bikeway is a dedicated shared use path through the City of Unley, connecting Glenelg with Adelaide, following the tram line.

The Marino Rocks Greenway is a dedicated share use path between Adelaide and the southern suburbs. The route follows the Seaford rail line through the City of Unley.

Council should continue to work with DPTI to improve access to the bikeway as well as strengthen connection with the Goodwood Road and King William Road Main Street Precincts.

Glen Osmond Trail

The Glen Osmond Trail is proposed as a pedestrian and cycle friendly route through the City of Unley, connecting Ridge Park (proximity to foothills) and the Parklands (and CBD).

Through on-road and off-road alignment, the trail shadows the original Glen Osmond Creek alignment. The connections between existing parks could be reinforced, including the Ridge Park / Scammell Reserve Precinct, Windsor Street Trail, Henry Codd Reserve and Culvert Walk.

A 'Foothills to Parklands' trail could provide a connection to local main street precincts (King William Road, Unley Road and Highgate Village) along the route.

5.4 Public Realm

Public Realm highlights the importance of civic or urban spaces for people. It recognises urban spaces as an important category of open space that contribute to the vitality and quality of life across the City of Unley. In particular, it highlights the importance of Main Streets to the long term social and economic sustainability of the local community.

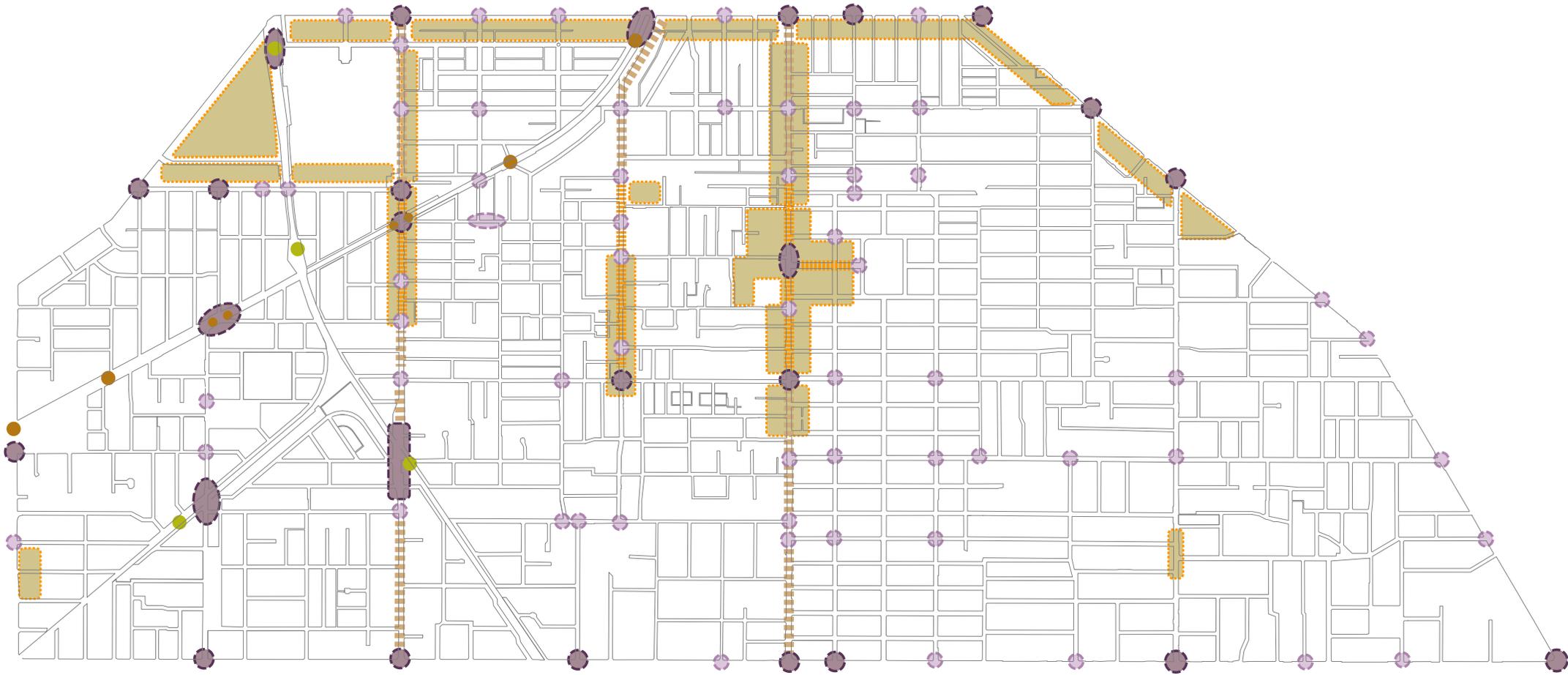
The classification seeks to:

- Identify, reclaim and reinforce the value of urban spaces for greater community use
- Recognise the shared responsibility between Council, local business and the local community to appropriately manage these places through activation
- Advocate for new opportunities to create new public realm in partnership with developers along growth corridors to maximise opportunities on major development sites to positively add to the way of life within Unley
- Identify places as destinations, as well as local points of entry, orientation, meeting and activity.

The 'Public Realm' typology is made up of the following categories:

Major Intersection

Major intersections are typically popular access points into the City of Unley from surrounding suburbs. They recognise important nodes for people to meet and orientate. The intersections also mark the start of main street precincts or local commercial build up around public transport (train or tram stops).



LEGEND

-  MAJOR INTERSECTION
-  MINOR INTERSECTION
-  TRAM STOP
-  TRAIN STATION
-  MAIN STREET (ACTIVATED STREETSCAPE)
-  MAIN STREET (SUPPORTING STREETSCAPE)
-  INTEGRATED PUBLIC REALM (DEVELOPMENT)

OPEN SPACE NETWORK - PUBLIC REALM

5 OPEN SPACE NETWORK

Minor Intersection

Minor intersections are local nodes within the City of Unley that provide access to and orientation along the Living Street Network.

Tram / Train Stop

Access to public transport is an important part of the quality of life within Unley. The treatment of the public realm around tram and train stations will ensure it is safe, legible and pleasant.

Main Street - Active Streetscape

Active Streetscapes recognise the importance of high quality public realm in encouraging economic development and precinct identity. A holistic, long term vision is required for each precinct that seeks to activate and enhance the precinct and its social and economic potential, as well as balancing the needs for people and cars.

Main Street - Supporting Streetscape

Supporting streetscapes are secondary to the intensity of development and activity anticipated along Active Streetscapes. They are typically identified outside of the core of Main Street Precincts, or frame local centres and provide important role supporting the identity of the overall precinct.

Supporting streetscapes seek to balance the needs of pedestrians, cyclists and vehicles, with greater accommodation for on-street parking as well as delivery and servicing needs.

Supporting streetscape zones could be transformed into Active Streetscapes when local redevelopment brings about greater precinct activation and a higher intensity of use.

Integrated Public Realm (Development)

Major developments are anticipated along designated growth corridors within the City of Unley, in accordance with the State Government 30 Year Plan for Greater Adelaide.

The interface between development sites and the local streetscapes present a unique opportunity to seek outcomes that positively contribute to the long term presentation and appeal of these key main street precincts and corridors.

Through influence on building footprints (including setback), ground floor activation, access requirements and landscaping, new urban spaces can be created between buildings and at the street interface. These spaces provide settings for new activity along the street, brought about by new commercial activity and increase in the employment and residential population.

Introduction of higher density mixed use developments along the corridor, with residential apartments, office space and active ground floor services support the long term sustainability of the precinct.

5.5 Open Space Network

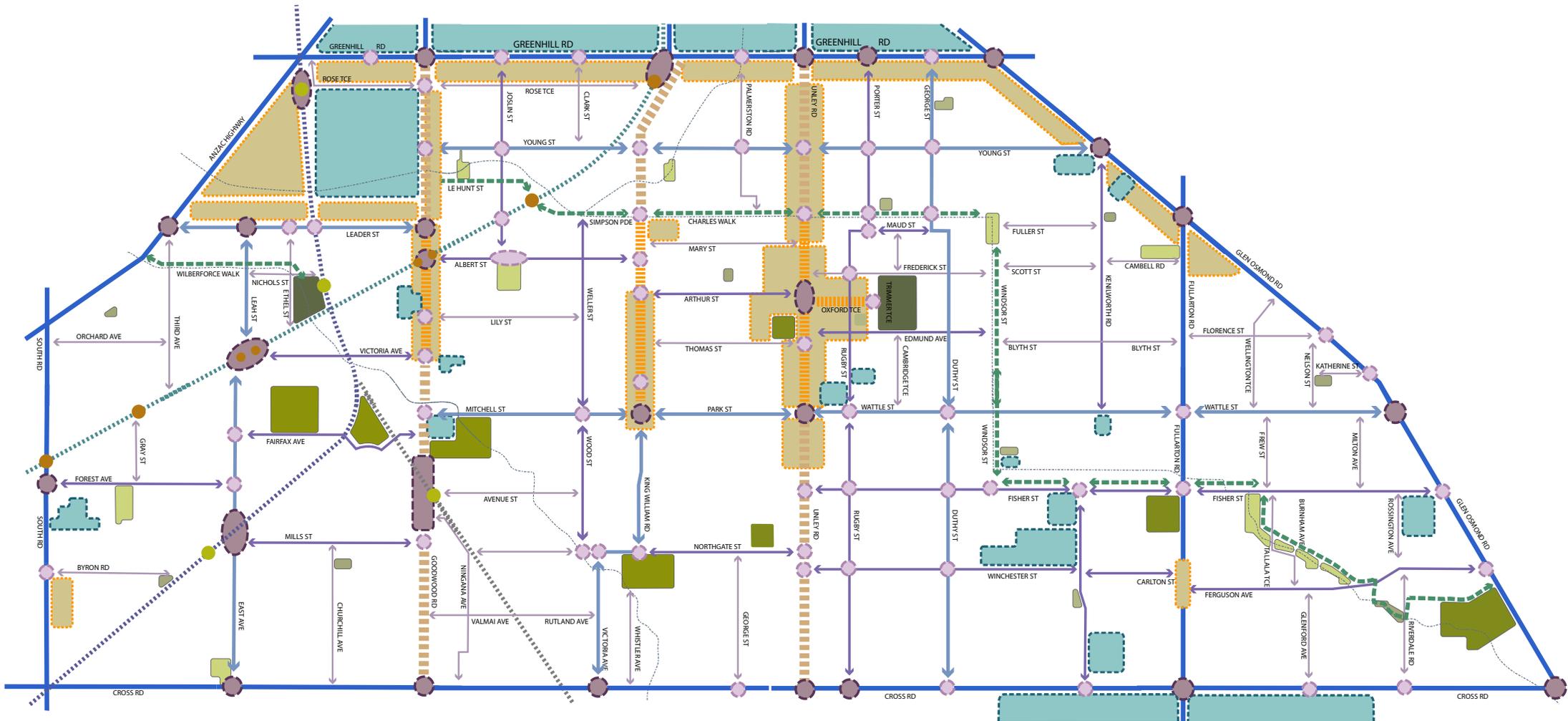
The Open Space Strategy aims to establish a comprehensive network of parks, streets and other urban spaces across the City. The Open Space Network presents the combined overlay of the three typologies of Parks, Living Streets, and Public Realm; describing spatially the Living City.

The Network will provide the 'setting' for the best quality of life for businesses and residents within the City of Unley.

Importantly, the categories of open space are interdependent and the Network is only realised by the successful establishment of both appealing destinations and the provision of safe and efficient connections.

LEGEND

-  REGIONAL OPEN SPACE
-  DISTRICT OPEN SPACE
-  NEIGHBOURHOOD OPEN SPACE
-  LOCAL OPEN SPACE
-  OPEN SPACE PARTNERSHIP
-  GLEN OSMOND TRAIL
-  CREEK LINES
-  MIKE TURTER BIKEWAY
-  MARINO ROCKS GREENWAY
-  RAIL CORRIDOR
-  REGIONAL LINK
-  DISTRICT LINK
-  NEIGHBOURHOOD LINK
-  LOCAL LINK
-  MAJOR INTERSECTION
-  MINOR INTERSECTION
-  TRAM STOP
-  TRAIN STATION
-  MAIN STREET (ACTIVATED STREETScape)
-  MAIN STREET (SUPPORTING STREETScape)
-  INTEGRATED PUBLIC REALM (DEVELOPMENT)



OPEN SPACE NETWORK - THE LIVING CITY



ZONE PLANS

6 ZONES

6.1 Overview

The City of Unley Open Space network is framed into 8 zones to allow a more detailed identification of the open space network. The relationship between different features and rankings of open space is clearly demonstrated by the graphical nature of the zone plans.

The zones are as follows:

- Zone A: Greenhill Rd / Chelmsford Ave
- Zone B: Chelmsford Ave / Cross Rd
- Zone C: Greenhill Rd / Opey Ave
- Zone D: Opey Ave / Cross Rd
- Zone E: Greenhill Rd / Castle Rd
- Zone F: Castle Rd / Cross Rd
- Zone G: Glen Osmond Rd / Medway St
- Zone H: Medway St / Cross Rd

Each zone summarises the key projects within each zone that will have a 'whole of city' impact. These projects should be actively pursued in the short to medium term as a catalyst to support an economic development strategy based on pursuit of the 'best quality of life'.

The project identification also reflects:

- Assessment / condition of existing open spaces
- Works undertaken or outstanding from previous Open Space Recreation strategy (2004-2014)
- Existing master plans / design works undertaken for major open spaces within City of Unley
- Existing master plans / design works undertaken for major open spaces in adjacent Councils
- Forecast future population growth within City of Unley
- Structure Plan provisions for Growth Corridors and potential provision of new open spaces
- Identification of future private development sites and potential provision of new open spaces
- Identification of future Council owned sites for provision of new open spaces.

The remainder of the projects should be progressively developed in line with Council's asset renewal program, in keeping with the propose Open Space Implementation Recommendations (Chapter 8).

It is recommended that the zone plans and identification of key projects are progressively reviewed and updated as change is implemented across the City.

6.2 Zone Description

Major features are identified within each zone, including transit corridors, main street precincts, community services and open space provision. These are considered the 'bones' and comprise a number of suburbs within each zone.

6.3 Dominant and Emerging Characteristics

From census information compiled by .id, changes to local demographics are understood and emerging trends identified to influence future provision of community infrastructure and services.

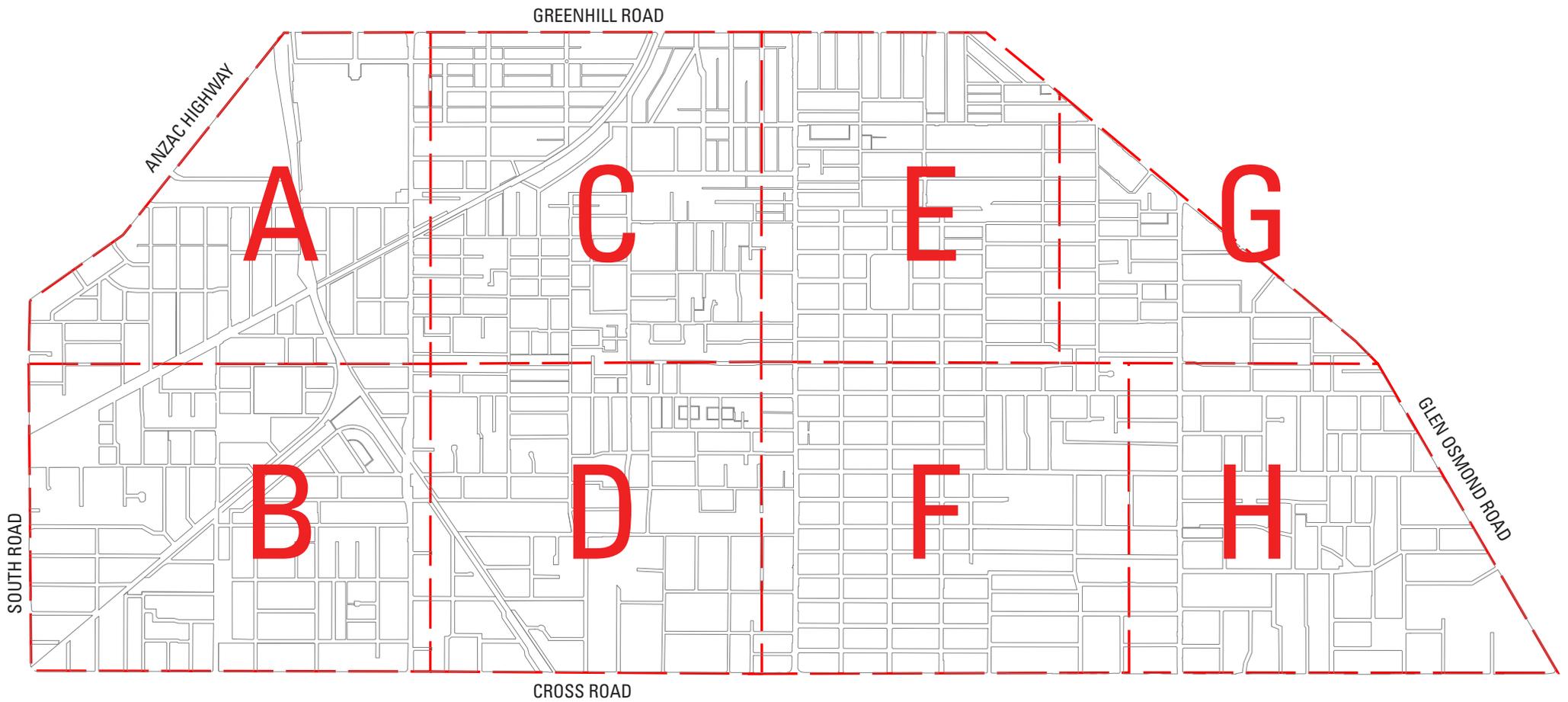
From the census analysis, the characteristics identified from the suburbs located within each Zone, are in comparison to the whole of the City of Unley.

6.4 2033 Ambition

A number of key projects are identified within each zone as catalyst projects to achieve long term sustainability and the 'best quality of life'. The projects support the City of Unley's Community Plan and Strategic Plan, as well as the State Government's 30 year Plan for Greater Adelaide and the Integrated Transit and Landuse Plan.

LEGEND

	REGIONAL OPEN SPACE
	DISTRICT OPEN SPACE
	NEIGHBOURHOOD OPEN SPACE
	LOCAL OPEN SPACE
	OPEN SPACE PARTNERSHIP
	GLEN OSMOND TRAIL
	CREEK LINES
	MIKE TURTER BIKEWAY
	MARINO ROCKS GREENWAY
	RAIL CORRIDOR
	REGIONAL LINK
	DISTRICT LINK
	NEIGHBOURHOOD LINK
	LOCAL LINK
	MAJOR INTERSECTION
	MINOR INTERSECTION
	TRAM STOP
	TRAIN STATION
	MAIN STREET (ACTIVATED STREETSCAPE)
	MAIN STREET (SUPPORTING STREETSCAPE)
	INTEGRATED PUBLIC REALM (DEVELOPMENT)



NETWORK ZONE PLAN

ZONE A - GREENHILL ROAD / CHELMSFORD AVENUE

Zone Description

Zone A includes the suburbs of Wayville (15), Goodwood (32), Forestville (24) and Everard Park (32) (Population Density in brackets - people per hectare).

Goodwood Road is a popular Main Street Precinct, recognised for its eclectic style and strong community feel. The Library, Community Centre and local schools within the precinct, and Community Swimming Pool in close proximity (Forestville Reserve), reinforce its civic value.

The Royal Agricultural and Horticultural Society of South Australia (RAHSSA) Showgrounds and Keswick Army Barracks are major land holdings within the area, as well as a number of existing large industrial sites in proximity to Leader Street and commercial areas along Goodwood and Greenhill Road (growth corridors). The remainder of land south of Leader Street is primarily established residential neighbourhoods.

Zone A includes major road and freight corridors of ANZAC Highway, Goodwood Road, Greenhill Road and Leader Street, as well as train and tram corridors, including popular Mike Turtur Bikeway and Marino Rock Greenway shared paths.

Dominant and Emerging Characteristics

- Above average % of population aged 20-35
- Above average use of public transport (tram and train), walking and cycling to commute to work
- Above average medium and high density dwellings

2030 Ambition

Greenhill Road Precinct (including Rose Terrace)

Develop an Urban Design Framework that will enable Council to work with State Government, Adelaide City Council, developers and local community regarding the long term vision for a green boulevard along Greenhill Rd.

The Framework should balance the transport and service demands of the corridor, uplift/development potential of individual sites, as well as parking provision and greater pedestrian and cycle movement along and across Greenhill Road.

Council to work in partnership with Government to drive the development potential of the corridor, including the significant open space of the Parklands.

Council to work with developers to create positive interface with Greenhill Road, including ground floor activation, creation of new 'local' public spaces in front of or within larger development sites, and greater north/south pedestrian connections between the built form. Rear of lot access and integration of parking should be sought to avoid loss of active frontages to Greenhill Road.

RHASSA Showgrounds Access and Future Growth

Establish partnership with RAHSSA to make better use of show grounds facilities, improve local connections and support existing programs popular with the local community (Adelaide Farmers Market). RAHSSA to be part of planning for Leader Street and Goodwood Road streetscape upgrades.

Leader Street Upgrade

Leader Street is recognised as a the primary 'western entry' into the City of Unley. Work with State Government, RAHSSA, developers and local community to develop public realm / streetscape outcomes that balance the transport and service demands of the corridor, uplift/development potential of individual sites, parking provision, improved onroad cycle movement, greater amenity and local connections, in particular, Goodwood Rd (core), Greenway, Forestville Reserve/swim centre and Leah St.

Keswick Barracks / Future TOD (30 Year Plan)

Subject to Commonwealth relinquishment of the site; support the long term transformation of the Keswick Barracks into a higher density, mixed use transit oriented development (identified within the 30 Year Plan). Council to work with State Government to plan for the provision of new local and neighbourhood urban spaces, complimentary land uses and appropriate connections and activation of ANZAC Highway and Leader Street.

Goodwood Road Core Precinct (Leader St to Mitchell St)

Establish a high quality public realm to integrate the various businesses, community facilities, parking, public transport and green spaces into a cohesive and community focused precinct.

Work with local businesses and land owners, as well as review council owned assets to better support economic appeal and vitality of the precinct (including future growth).

Work with State Government to ensure transport demands for the corridor are balanced with the needs of local businesses and residents, as well as support the future development potential of the corridor.

Goodwood Road (North)

Develop an Urban Design Framework that will enable Council to work with State Government, RAHSSA, developers and local community as opportunities arise to develop public realm / streetscape outcomes that balance the transport demands of the corridor, uplift/development potential of individual sites, and local connections (including relevance to Goodwood Road core).

Leah Street / Forestville Tram Stop

Encourage greater pedestrian and cycle use of Leah Street to provide north / south movement through the residential streets (in network with East Avenue). Support Leah Street as valued bus route with greater pedestrian access and amenity as well as identified north/south cycle route (alignment with East Avenue) with greater integration of cyclist facilities. Improve quality of public realm, pedestrian safety and accessibility at Leah St / Leader St intersection, as well as Forestville Tram Stop surrounds.

Shared Use Paths (Mike Turtur + Marino Rocks Greenway)

Work with State Government to continue to improve cycle and pedestrian capacity along the corridor as well as greater way-finding, safety and amenity. Provide stronger connections with local destinations (Parks and Main Streets) and local street network.

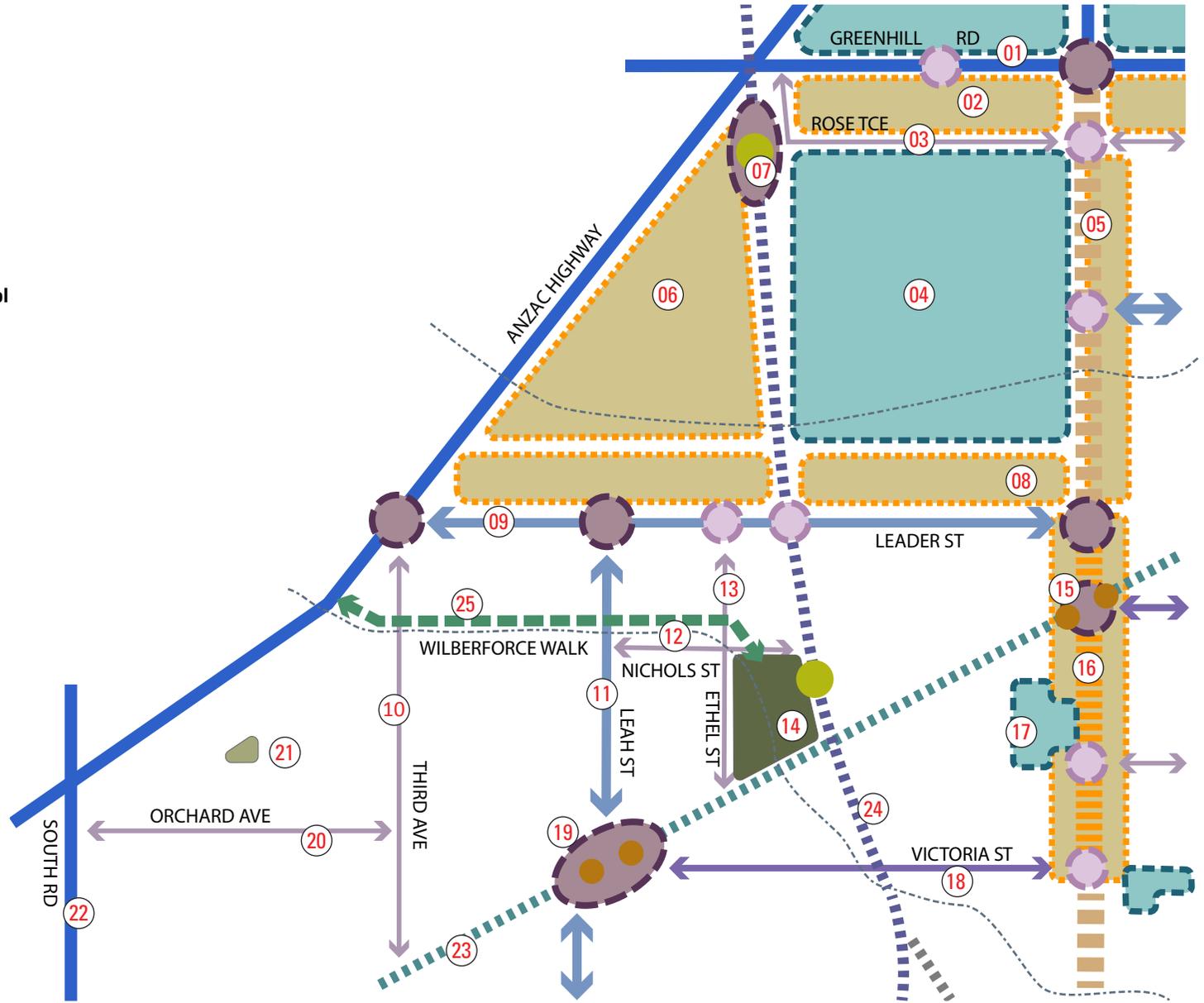
Forestville Reserve

Enhance the condition of the park to match the district appeal of swim centre. Plan for greater provision of attractors to the park when swim centre is closed during winter months.

Support long term enhancement of the creekline environment, strategic cycle connections through the park, and strengthen links between the Park and the adjacent Leader Street and Goodwood Road communities.

OPEN SPACE IDENTIFICATION

- 1. Greenhill Road**
Regional Link
- 2. Greenhill Rd Growth Corridor**
Integrated Public Realm
- 3. Rose Terrace**
Local Link
- 4. RAHSSA Showgrounds**
Open Space Partnership
- 5. Goodwood Road (North)**
Main Street (Supporting)
- 6. Keswick Barrack**
Potential Future - Integrated Public Realm
- 7. Wayville Train Station**
Major Intersection
- 8. Leader Street Development Corridor**
Integrated Public Realm
- 9. Leader Street**
District Link
- 10. Third Avenue**
Local Link
- 11. Leah Street**
District Link
- 12. Nichol Street**
Local Link
- 13. Ethel Street**
Local Link
- 14. Forestville Reserve**
Regional Park
- 15. Goodwood Rd Tram Stop**
Major Intersection
- 16. Goodwood Road (Core)**
Main Street (Active)
- 17. Goodwood Primary School**
Open Space Partnership
- 18. Victoria Street**
Neighbourhood Link
- 19. Black Forest Tram Stop**
Major Intersection
- 20. Orchard Avenue**
Local Link
- 21. Everard Park Reserve**
Local Park
- 22. South Road**
Regional Link
- 23. Mike Turtur Bikeway**
Regional Link
- 24. Marino Rocks Greenway**
Regional Link
- 25. Wilberforce Walk**
Neighbourhood Link



ZONE A GREENHILL RD / CHELMSFORD AVE

AREA B - CHELMSFORD AVENUE / CROSS ROAD

Zone Description

Zone B includes the suburbs of Black Forest (29), Millswood (21), Clarence Park (30), Everard Park (32) and Kings Park (22) (Population Density in brackets - people per hectare).

The Goodwood / Millswood Sports Precinct provides regional sporting infrastructure, including AFL, cricket, hockey, tennis (hard court and grass), croquet and lawn bowls. The SASSME train park, included within the precinct is a regional tourist attraction.

The majority of Zone B is residential with a range of parks distributed across the neighbourhoods.

Zone B includes major road and freight corridors of South Road, Cross Road and Goodwood Road, as well as sections of train and tram corridor, including Mike Turter Bikeway and Marino Rock Greenway shared paths.

Dominant and Emerging Characteristics

- Growth in Couples with children, as well as 50+ aged group
- Above average use of public transport (bus, tram and train), where available in key suburbs to commute to work
- Higher than average work from home (Kings Park)
- Majority of separate homes, with growth in medium density dwellings

2030 Ambition

East Avenue

Encourage greater pedestrian and cycle use of East Avenue to provide north / south movement (in network with Leah Street), to provide southern entry into the City as well as a safer and quieter cycle alternate to Goodwood Rd.

Achieve greater streetscape consistency between East Ave and Leah St (identified *neighbourhood* north/south corridor alignment).

Improve the quality of public realm, safety and accessibility at the along the corridor as well as at Leah St / Leader St intersection and Clarence Park Train Station.

Goodwood / Millswood Sports Precinct

Support the long term implementation of the Goodwood Oval and Millswood Sporting Club Improvement Plan. Prioritise works that provide for community wide outcomes through improved access and amenity as well as the creation of new public spaces over investment in a specific organised sports / clubs.

Fairfax Avenue + Arundel Avenue

Improve pedestrian and cycle safety and connection between Goodwood Oval, Millswood Oval and Goodwood Road Main Street Precinct, as well as Orphanage Park. Streetscape upgrade to be undertake in co-ordination with Goodwood Oval and Millswood Sporting Club Improvement Plan.

Millswood Train Station and Goodwood Rd Underpass

Subject to the successful trial of reopening the Millswood Train Station, improve commuter experience with quality of public realm, increased safety and accessibility.

Recognise Goodwood Road Underpass as a unique urban setting to be valued and better expressed. Work with local businesses and land owners around the underpass to reinforce its local business appeal and commuter focus.

Goodwood Road (South)

Develop an Urban Design Framework that will enable Council to work with State Government, developers and local community as opportunities arise to develop public realm / streetscape outcomes in partnership with the uplift/development potential of individual sites.

Clarence Park Railway Station

Improve quality of public realm, safety and accessibility to the station, Clarence Park Community Centre and emerging local businesses, as well as connection between East Avenue, Mills Street and Cromer Parade. Improvements should enhance local commuter experience as well as underline the importance of East Avenue corridor.

Page Park

Page Park is valued for the existing sports infrastructure available within the Park. Long term upgrade should compliment these existing assets with complimentary investment to achieve *Neighbourhood* appeal.

In particular, the upgrade should enhance the presentation of Page Park as a gateway into the City of Unley, including a point of entry and orientation.

Dora Gild Park

Support local appeal of Dora Gild Park through an enhanced setting that improves access and amenity. Improve local way-finding and access from surrounding residential streets.

Mills Street

Identify alternate streetscape design solutions to provide long-term replacement of existing speed control devices. Encourage greater pedestrian and cycle use of Mills Street to provide east / west movement through the residential streets to Clarence Park Railway Station, Goodwood Road and Millswood Train Station.

Forest Avenue Street

Identify alternate streetscape design solutions to provide long-term replacement of existing speed control devices. Encourage greater pedestrian and cycle use of Forest Avenue to provide east / west movement through the residential streets to South Road, Black Forest Tram Station and Black Forest Primary School, as well as Forest Avenue Reserve.

Princess Margaret Playground

Support appeal of the destination appeal of the playground through an enhanced setting that improves access and amenity. Improve local way-finding and access from surrounding residential streets as well as the Marino Rocks Greenway.

OPEN SPACE IDENTIFICATION

1. Mike Turtur Bikeway
Regional Link

2. East Avenue
District Link

3. Goodwood Oval
District Park

4. Millswood Oval
District Park

5. Fairfax Ave + Arundel Ave
Neighbourhood Link

6. Millswood Train Station and Goodwood Rd Underpass
Major Intersection

7. Marino Rocks Greenway
Regional Link

8. Goodwood Road (South)
Main Street (Supporting)

9. Mills Street
Neighbourhood Link

10. Churchill Avenue
Local Link

11. Dora Gild Playground
Local Park

12. Clarence Park Railway Station and Junction
Major Intersection

13. Page Park
Neighbourhood Park

14. Cross Road
Regional Link

15. Princess Margaret Playground
Local Park

16. Byron Road
Local Link

17. Retail Centre
Integrated Public Realm

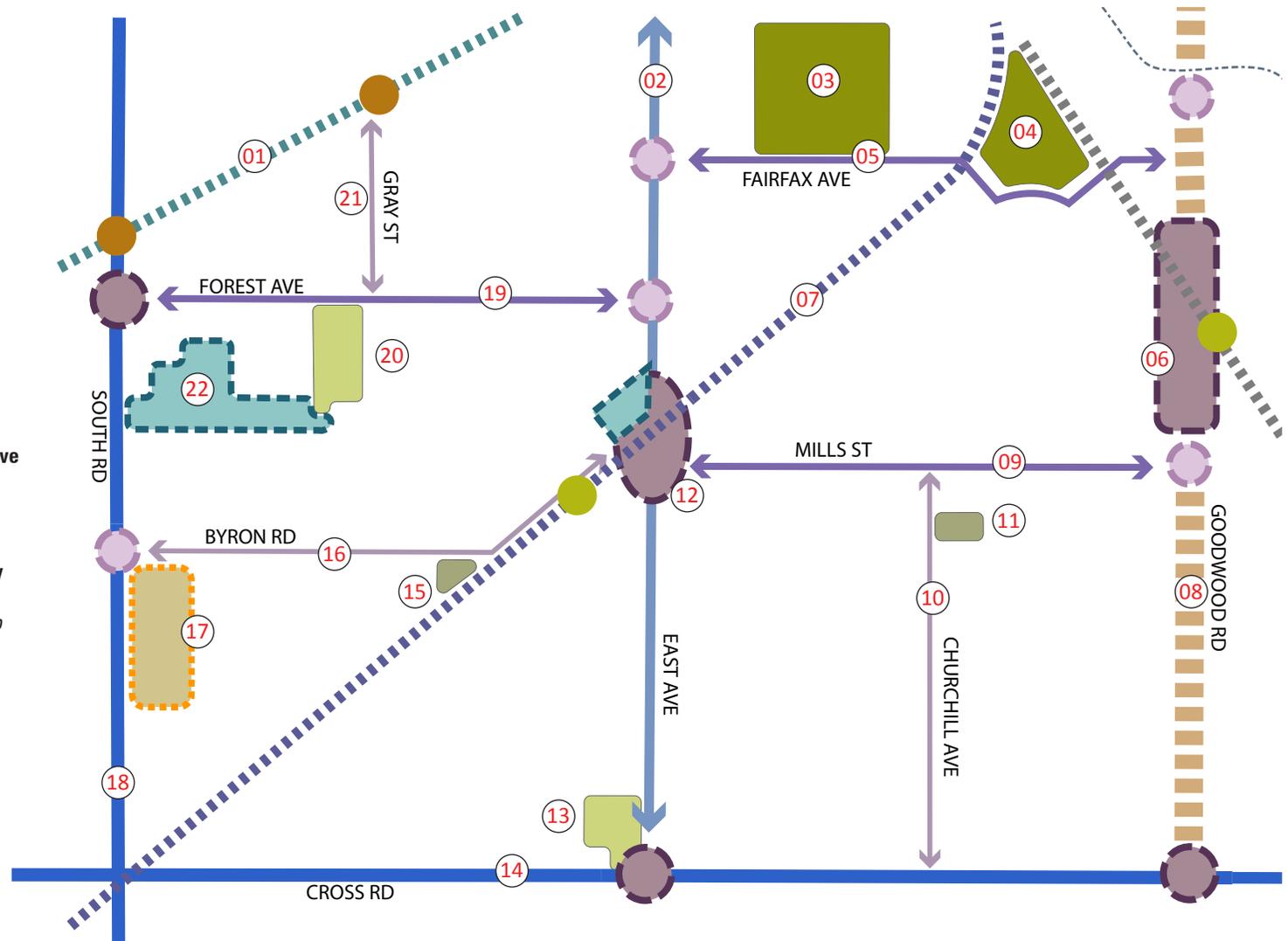
18. South Road
Regional Link

19. Forest Avenue
Neighbourhood Link

20. Forest Avenue Reserve
Neighbourhood Park

21. Gray Street
Local Link

22. Black Forest Primary School
Open Space Partnership



ZONE B CHELMSFORD AVE / CROSS RD

AREA C - GREENHILL ROAD / OPEY AVENUE

Zone Description

Zone C includes the suburbs of Wayville (15), Goodwood (32), and Unley (26) (Population Density in brackets - people per hectare).

Greenhill Road is identified as an important commercial and residential growth corridor, with continuous Parklands frontage and close proximity to the CBD and major transit routes.

The King William Road Main Street precinct is regionally recognised for its high quality fashion and growing restaurant / dining appeal. The remainder of land surrounding the King William Road Precinct is primarily residential, including many historic neighbourhoods.

The enclosure of Glen Osmond Creek has created a new open space corridor along Charles Walk, that provides off-road connection between King William Road and Unley Road.

The historic residential street network provides for legible movement north/south through Zone B into the Parklands / CBD and east/west between Goodwood Road, King William Road and Unley Road Main Street Precincts.

Dominant and Emerging Characteristics

- Above average % of population aged 20-45
- Above average use of public transport (tram and train), walking and cycling to commute to work
- Above average medium and high density dwellings

2030 Ambition

Greenhill Road Precinct (including Rose Terrace)

Refer to Zone A recommendations.

King William Road Tram Stop

Develop an Urban Design Framework that will enable Council to work with State Government, Adelaide City Council, developers / stakeholders and local community regarding a more people focused precinct around the Tram Stop that better connects with Greenhill Rd, King William Rd and the Parklands.

The streetscape should balance an improved commuter experience with the transport role of the corridor, the uplift/development potential of individual sites, parking provision, improved amenity and

greater pedestrian and cycle movement.

Joslin St / Weller St Bikeway

Encourage greater pedestrian and cycle use of Joslin St and Weller St (via Albert St connection) to provide north / south movement through the residential streets (in network with Wood Street / Victoria Avenue). Engage with DPTI and Adelaide City Council to coordinate connections through the Parklands into the CBD.

Achieve greater streetscape consistency between Regent St / Avenue St / Weller St / Wood St / Victoria Ave (identified *neighbourhood* north/south corridor alignment). Identify alternate streetscape design solutions to provide long-term replacement of existing speed control devices.

Improve the quality of public realm, safety and accessibility at the interface with Souter Park and Mike Turtur Bikeway, as well as Greenhill Rd and Young St junctions.

Glen Osmond Trail (Le Hunte St / Simpson Pde / Charles Walk)

Encourage greater pedestrian and cycle use of the Glen Osmond Creek trail across the City of Unley, including new connections between Goodwood Road, Mike Turtur Bikeway and King William Road.

Identify long term solutions to connect pedestrians and cyclist adjacent along Simpson Parade and the existing creek line / culvert. Achieve greater consistency in design between proposed and existing sections of the trail.

Monitor the popularity, safety and amenity of corridor as local redevelopment occurs along the route. Strengthen accessibility between Charles Walk and the CBD via Palmerston Road and Parklands connections.

King William Road (North)

Develop an Urban Design Framework that will enable Council to work with State Government, local stakeholders, developers and local community as opportunities arise to promote public realm / streetscape outcomes that enhance the amenity and appeal of King William Road. The existing Council Depot site is identified as a potential development site.

King William Road (Core)

Support the long term implementation of the King William Road Report. Prioritise works through incremental change that demonstrates greater economic benefit, greater community appeal and creation of new public spaces. Key projects could include parklets, footpath expansions, side street intersections and pilot projects, in partnership with local property owners or businesses where possible.

Albert Street

Improve pedestrian and cycle safety and connection between Goodwood Road and King William Road Precincts, as well as connection into surrounding residential neighbourhoods.

Improve the quality of public realm, safety and accessibility at the interface with Souter Park, as well as Joslin St / Hardy St bikeway and Goodwood Rd and King William Rd junctions.

Arthur Street / Thomas Street / Mary Street

Review long term movement demands and capacity of the streets connecting King William Rd and Unley Rd, including future corridor development potential. Promote a network planning approach that considers prioritisation of different modes (cars, service vehicles, pedestrians and cyclist) as well as direction of travel (east or west bound) along different streets.

Improve quality of public realm, safety and accessibility at the interface with Soldiers Memorial Gardens and access to Morrie Harrell Playground as well as King William Rd and Unley Rd junctions.

North Unley Playpark

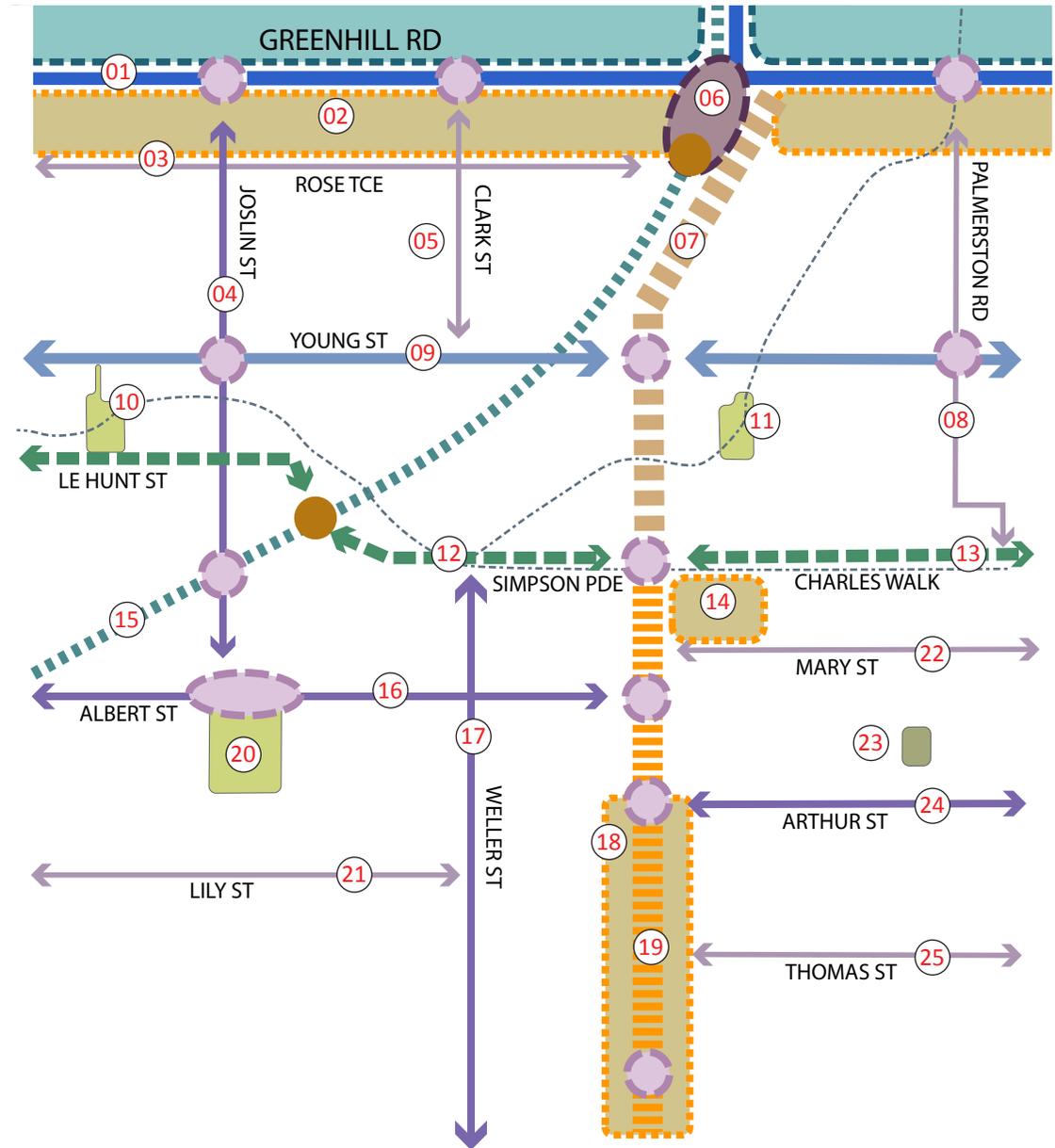
Work with local residents to establish new connections between the Park and King William Road. Improved access should act as a catalyst for regenerating the park, including naturalisation of the creekline with facilities that could support an elevated status of a *Neighbourhood Park*.

Souter Park

Improve identity, appeal and supporting services to elevate the Park as a neighbourhood destination, in response to improved accessibility and awareness

OPEN SPACE IDENTIFICATION

- 1. Greenhill Road**
Regional Link
- 2. Greenhill Road Growth Corridor Sites**
Integrated Public Realm
- 3. Rose Terrace**
Local Link
- 4. Joslin Street**
Neighbourhood Link
- 5. Clark Street**
Local Link
- 6. Greenhill Road Tram Stop**
Major Intersection
- 7. King William Road (North)**
Main Street (Supporting)
- 8. Palmerston Road**
Local Link
- 9. Young Street**
District Link
- 10. Wayville Reserve**
Neighbourhood Park
- 11. North Unley Playpark**
Neighbourhood Park
- 12. Simpson Parade**
Neighbourhood Link
- 13. Charles Walk**
Neighbourhood Link
- 14. Council Depot (Potential development site)**
Integrated Public Realm
- 15. Mike Turtur Bikeway**
Regional Link
- 16. Albert Street**
Neighbourhood Link
- 17. Weller Street**
Neighbourhood Link
- 18. King William Road Development Sites (Core)**
Integrated Public Realm
- 19. King William Road (Core)**
Main Street (Active)
- 20. Souter Park**
Neighbourhood Park
- 21. Lily Street**
Local Link
- 22. Mary Street**
Local Link
- 23. Morrie Harrell Playground**
Local Park
- 24. Arthur Street**
Neighbourhood Link
- 25. Thomas Street**
Local Link



ZONE C GREENHILL RD / OPEY AVE

AREA D OPEY AVENUE / CROSS ROAD

Zone Description

Zone D includes the suburbs of Millswood (21), Kings Park (22), Hyde Park (28) and Unley Park (16) (Population Density in brackets - people per hectare).

Heywood Park is one of the most established Parks within the City of Unley, located within proximity to King William Road Main Street Precinct. More recently, the redevelopment of Orphanage Park, located in proximity to Goodwood Road Main Street Precinct, has led to increased popularity with the local community.

The historic residential street network provides for legible movement north/south through the city and east/west across the city. Mitchell St / Park St / Wattle St corridor provides an important movement corridor between Goodwood Road, King William Road and Unley Road.

Other streets within the network include, King William Road between Northgate Street and Mitchell / Park, linking the Main Street Precinct with Heywood Park, as well as Victoria Avenue, recognised as one of Adelaide most iconic streets. Cross Road is an important regional freight route that defines the southern edge of the council boundary.

Dominant and Emerging Characteristics

- Growth in Couples with children, as well as Couples without children and Lone person (50+ aged group)
- Above average use of public transport (bus, tram and train), where available in key suburbs to commute to work
- Higher than average work from home (Unley Park and Kings Park)
- Majority of separate homes, with growth in medium density dwellings

2030 Ambition

Mitchell Street / Park Street

Encourage greater pedestrian and cycle use of Mitchell St and Park St to provide east / west movement across the City of Unley (in network with Wattle St).

Achieve greater streetscape consistency between Wattle St, Park

St and Mitchell St (identified *district* east/west corridor alignment) Identify alternate streetscape design solutions to provide long-term replacement of existing speed control devices. Improve quality of public realm, safety and accessibility at the interface with King William Road and Regent Street junctions.

King William Road

Improve pedestrian and cycle safety and connection between Greenhill Road, King William Road (core), Heywood Park and Cross Road (via Whistler Ave) as well as into surrounding residential neighbourhoods.

Strengthen the 'green' character and presentation of the streetscape, as a popular southern entry into the City of Unley, as well as connection between Heywood Park and the Main Street Precinct. Improve quality of public realm, safety and accessibility at the interface with Heywood Park, as well as Mitchell / Park intersection.

Wood Street / Victoria Avenue

Encourage greater pedestrian and cycle use of Wood St and Victoria Avenue (via Northgate St) to provide southern entry into the City as well as a safer and quieter cycle alternate to King William Rd alignment.

Achieve greater streetscape consistency between Regent St / Avenue St / Weller St / Wood St / Victoria Ave (identified *neighbourhood* north/south corridor alignment), whilst valuing the recognised 'identity' of Victoria Ave.

Improve quality of public realm, safety and accessibility at the interface with Mitchell Street, Northgate Street and Cross Road junctions.

Northgate Street

Encourage greater pedestrian and cycle use of Northgate Street to provide east / west movement through the residential streets to Unley Road.

Improve quality of public realm, safety and accessibility at the interface with Haywood Park, Unley Sports Park, as well as Victoria Ave and Unley Rd junctions.

Heywood Park

In support of the King William Road Report, and in partnership with the local community, develop a new long term vision for Heywood Park. The vision should build on the established identity and heritage of the park, and aspire to achieve a *District Park* appeal.

As well as provision for improved active and passive play, amenity and activation careful consideration must be given to the ongoing management of historic plantings and introduction of an appropriate new planting palette. The vision should be supported by an implementation plan to direct asset renewal and new investment over the long term.

Cross Road

Work with State Government and City of Mitcham to establish greater north/south pedestrian and cycle routes along designated corridors between Council areas.

Improve quality of public realm, safety and accessibility at the interface with Victoria St, Whistler Ave and George St junctions.

Orphanage Park

Strengthen Council's partnership with Tabor College to enhance the overall appeal of Orphanage Park, including improved access to appropriate school facilities (such as the canteen or car parks) and the opportunity to utilise the historic courtyard (outside of school hours) as a unique event space.

Strengthen the role Orphanage Park plays in the appeal of the Goodwood Road Main Street Precinct, through improved accessibility and connection as well as encouraging greater community activation through programmed events.

As a *District Park*, continue to monitor community appeal of park facilities, including dog off-leash facilities. Value the Glen Osmond Creek alignment and seek to enhance its amenity, habitat value and hydraulic performance, in balance with the provision of usable open spaces.

OPEN SPACE IDENTIFICATION

1. Mitchell St / Park Street

District Link

2. Orphanage Park

District Park

3. Wood Street

Neighbourhood Link

4. King William Road

District Link

5. King William Road

District Link

6. Avenue Street

Local Link

7. Ningana Avenue

Local Link

8. Northgate Street (west)

Local Link

9. Northgate Street (east)

Neighbourhood Link

10. Valmai Ave / Rutland Ave

Local Link

11. Victoria Avenue

District Link

12. Heywood Park

District Park

13. Whistler Avenue

Local Link

14. George Street

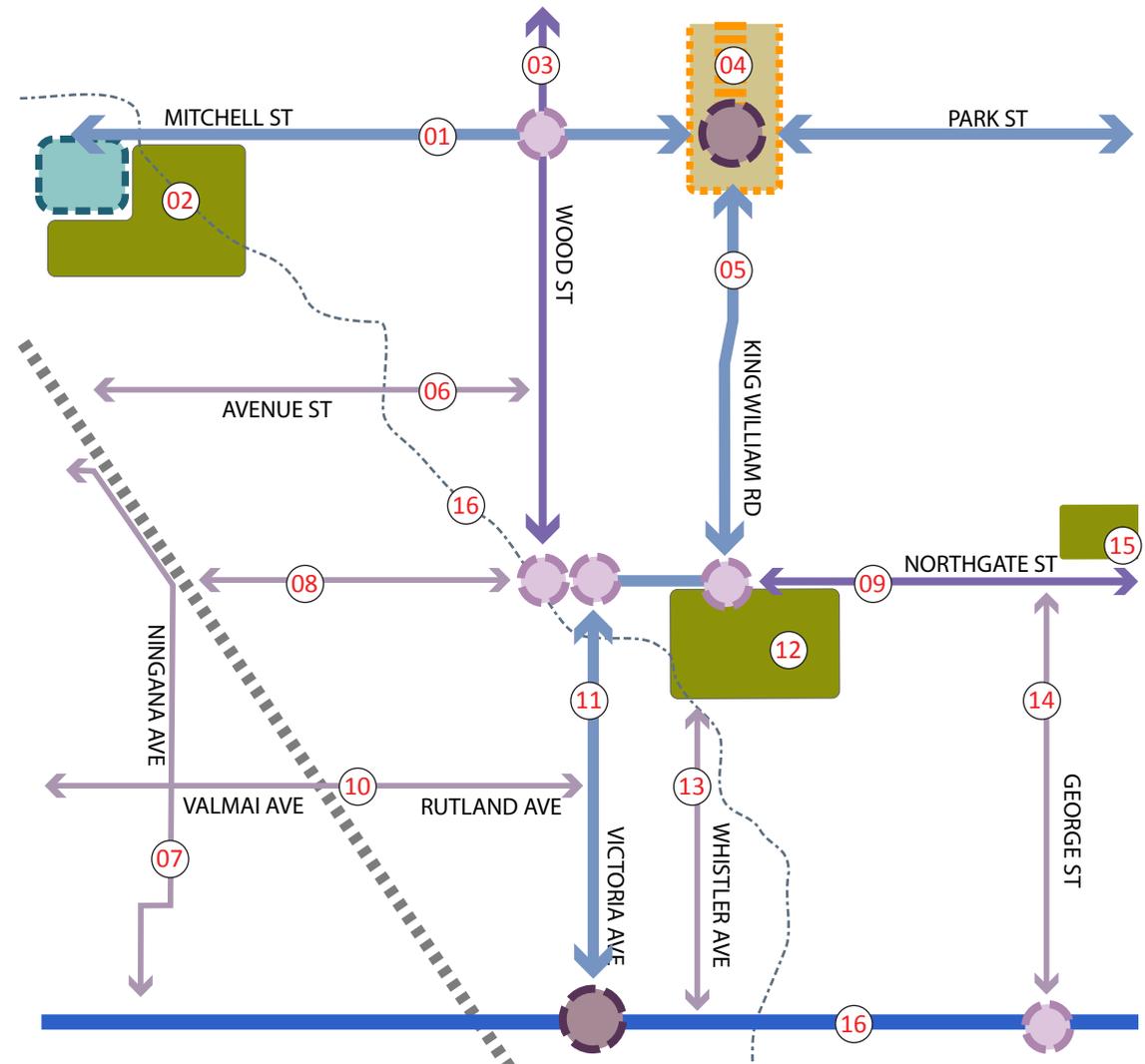
Local Link

15. Unley Park

District Park

16. Cross Road

Regional Link



ZONE D OPEY AVE / CROSS RD

AREA E - GREENHILL ROAD / CASTLE STREET

Zone Description

Zone E includes the suburbs of Unley (26) and Parkside (33) (Population Density in brackets - people per hectare).

Greenhill Road / Glen Osmond Road is identified as an important commercial and residential growth corridor, with Parklands frontage and close proximity to the CBD and major transit routes.

The Unley Road Main Street precinct is a commercial corridor providing a variety of service, retail, commercial and dining clusters. Unley Central Precinct is the civic heart of the City of Unley, based around the Council Administration and Civic Centre. Future commercial and residential growth along the corridor as well as across the 'Unley Central' precinct is anticipated.

Unley Oval is a major regional open space, hosting state standard summer and winter sports, and in close proximity to the 'Unley Central' precinct. The enclosure of Glen Osmond Creek has created new open space links along Charles Walk and Windsor Street, that provide important connections across the city.

The land surrounding the Unley Road Precinct is primarily residential, including historic neighbourhoods, as well as a number of childcare, junior and senior schools.

The historic residential street network provides for legible movement north/south through Zone E into the Parklands/CBD and east/west between King William Road, Unley Road, Fullarton Road and Glen Osmond Road Main Street Precincts.

Dominant and Emerging Characteristics

- Above average 20-50 aged population
- Growth in Young Couples, as well as Couples with young children, and Couples 50+ aged group
- Above average use of public transport (bus and tram) as well as walking and cycling to commute to work (growth recorded)
- Growth in separate house and medium density dwellings

2030 Ambition

Greenhill Road Precinct (including Glen Osmond Rd Corner)

Refer Zone A recommendations.

Unley Central Precinct

Continue to work with State Government, developers / stakeholders and local community towards the integrated long term vision for the Unley Central Precinct, recognising it as the civic heart of the city.

The Precinct vision promotes investment, new services and greater activation, whilst respecting the surrounding neighbourhoods. The vision balances the transport and service demands of the corridor with the uplift/development potential of individual sites. The Precinct area includes Unley Rd, as well as Oxford Tce, Arthur St, Mary St, Frederick St and Edmund Tce interface.

Work with developers to create positive interfaces along Unley Rd and within the precinct, including ground floor activation, creation of new 'local' public spaces and support greater pedestrian connections between the buildings. Vehicle access, circulation and parking provision to be reviewed to maximise active frontages and the creation of public spaces.

Support reduced speed limits through the precinct and encourage greater east/west pedestrian connectivity along Unley Road.

Actively pursue the future provision for a tram along Unley Road with State Government as a recognised catalyst for growth.

Soldiers Memorial Gardens

Promote Soldiers Memorial Gardens as the green 'heart' of the Unley Central Precinct. Enhance the presentation and appeal of the *District Park*, through sensitive integration with existing and future land uses, to balance its memorial role and responsibility to commemorate, with its recognised role as a setting for community events.

Unley Oval Precinct

Support the long term implementation of the Unley Oval Masterplan. Reinforce Unley Oval as a regional attractor to the City, whilst accommodating a strong day-to-day local role. Prioritise works that provide for the wider community, driving economic benefits, growth in organised support and creation of new public spaces. The precinct should be outward looking and engage with the surrounding streets as well as connect to the Unley Central Precinct.

Unley Road (North)

Develop an Urban Design Framework that will enable Council to work with State Government, local stakeholders, developers and local community as opportunities arise to develop improved public realm / streetscape outcomes that enhance the amenity and appeal of Unley Road.

Due to limited onstreet footpath width, the Framework should consider increased setbacks, street level activation, corner treatments, side streets and back of block settings for activation.

Rugby Street / Porter Street Bikeway

Encourage greater pedestrian and cycle use of Rugby St and Porter St to provide north / south movement through the residential streets (connection between Greenhill Rd and Cross Rd). Improve quality of public realm, safety and accessibility at the interface with Haslop Reserve and Unley Primary School, as well as Greenhill Rd, Young St, Maud St, Frederick St, Oxford Tce and Edmund Ave junctions.

Bikeway streetscape to provide a safer and quieter cycle alternate to Unley Rd alignment, including connection to local schools and childcare facilities within the neighbourhoods.

Duthy Street / George Street

Encourage greater pedestrian and cycle access to and across Duthy Street as well as supporting north / south movement between Greenhill Road and Cross Road. Work in partnership with local businesses to improve quality of public realm, safety and accessibility at local business clusters, as well as at the interface with Greenhill Road, Young Street, Maud Street, Frederick Street and Edmund Avenue junctions.

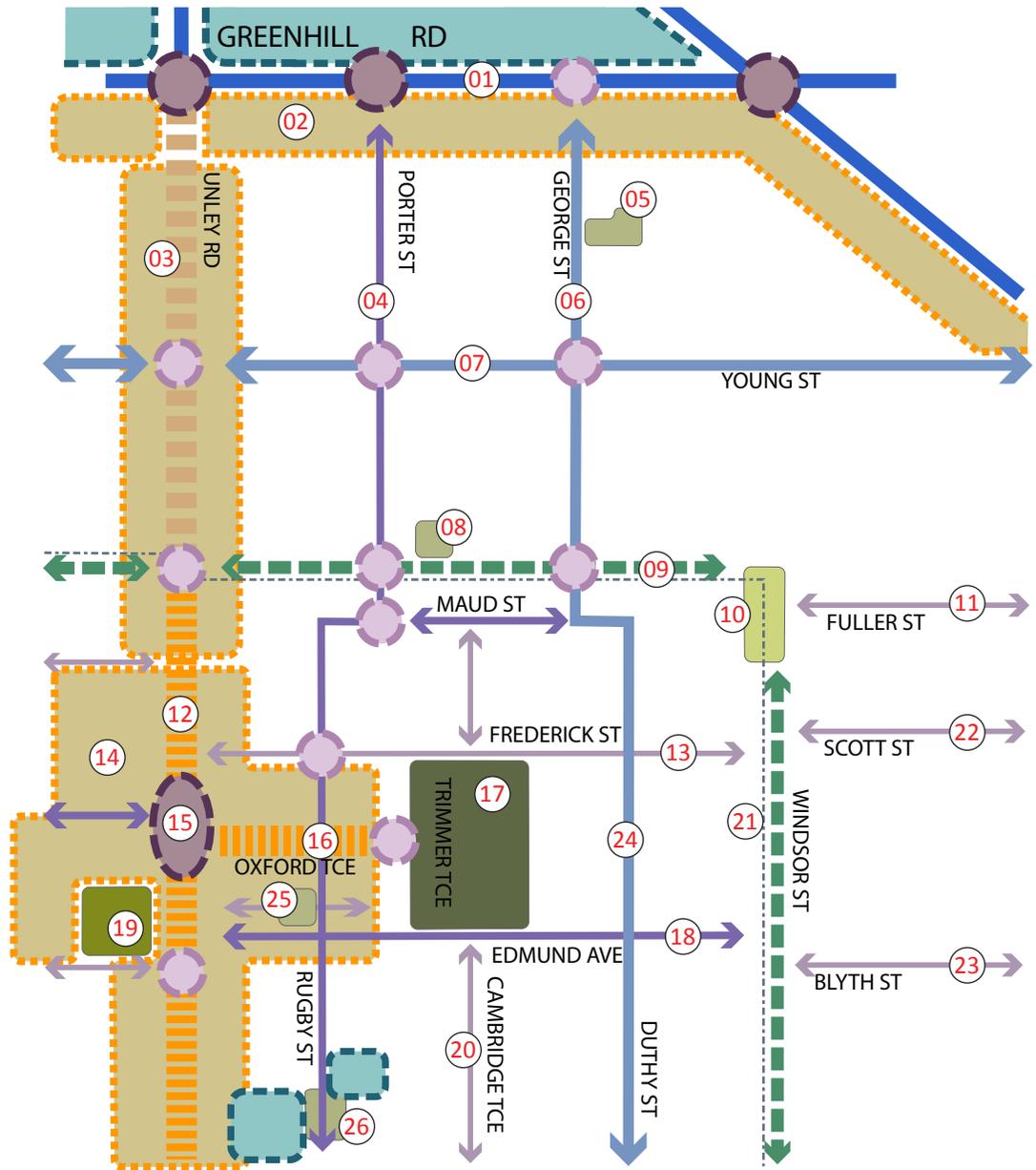
Direct north bound cyclists from Duthy Street onto Maud Street and connect with Porter Street, in preference to continuation along George Street.

Henry Codd Reserve

Subject to the Completion of the Parklands / Foothills trail, elevate the status of Henry Codd to a *Neighbourhood Park*. Improve the amenity and appeal of the park to provide a recognised 'mid-point' along the trail.

OPEN SPACE IDENTIFICATION

- 1. Greenhill Road**
Regional Link
- 2. Greenhill Road Corridor**
Neighbourhood Urban Centre
- 3. Unley Road Streetscape**
Main Street (Supporting)
- 4. Porter Street**
Neighbourhood Link
- 5. McLeary Park**
Local Park
- 6. George Street**
District Link
- 7. Young Street**
District Link
- 8. Leicester St Playground**
Local Park
- 9. Culvert St + Maud St Walk**
Neighbourhood Link
- 10. Henry Codd Reserve**
Neighbourhood Park
- 11. Fuller Street**
Local Link
- 12. Unley Road Main Street**
Main Street (Active)
- 13. Frederick Street**
Local Link
- 14. Unley Rd Growth Corridor Development**
Integrated Public realm
- 15. Unley Road Core Crossing**
Major Intersection
- 16. Oxford Terrace**
Main Street (Active)
- 17. Unley Oval**
Regional Park
- 18. Edmund Ave**
Neighbourhood Link
- 19. Soldiers Memorial Garden**
District Park
- 20. Cambridge Terrace**
Local Link
- 21. Windsor Street Walk**
Neighbourhood Link
- 22. Scott Street**
Local Link
- 23. Blyth Street**
Local Link
- 24. Duthy Street**
District Link
- 25. Village Green**
Local Link/Park
- 26. Haslop Reserve**
Local Park



ZONE E GREENHILL RD / CASTLE ST

AREA F - CASTLE ST / CROSS RD

Zone Description

Zone F includes the suburbs of Malvern (24), Fullarton (30) and Highgate (27) (Population Density in brackets - people per hectare).

The Unley Road Main Street precinct is a commercial corridor providing a variety of showrooms, service, retail, commercial and dining clusters. Future commercial and residential growth along the corridor is anticipated.

Private open spaces at Julia Farr, Concordia / St Johns, Highgate School and Urrbrae Wetland and Secondary School through partnerships have the potential to expand local access to a range of open spaces, in neighbourhoods previously recognised to providing limited access.

The land surrounding the Unley Road Precinct is primarily residential, including many historic neighbourhoods, as well as a number of childcare and junior and senior schools.

The historic residential street network provides for legible movement north/south through the city and east/west across the city. Mitchell St / Park St / Wattle St corridor provides an important movement corridor between Goodwood Road, King William Road and Unley Road. Winchester St and Fisher St also provide important east / west links, and Highgate Street provides a southern entry into the City from Cross Road. Cross Road is an important regional freight route that defines the southern edge of the council boundary.

Dominant and Emerging Characteristics

- Above average 5 - 19 and 40-55 aged group, including growth in Couples with children
- Growth in use of bus and cycling to commute to work (above average)
- Majority of separate homes, with growth in medium density dwellings

2030 Ambition

Unley Road (South)

Develop an Urban Design Framework to enable Council to work with State Government, local stakeholders, developers and local community as opportunities arise to develop improved public realm / streetscape to enhance the amenity and appeal of Unley Road.

Rugby Street

Encourage greater pedestrian and cycle use of Rugby St and Porter St to provide north / south movement through the residential streets (connection between Greenhill Rd and Cross Rd).

Improve quality of public realm, safety and accessibility along the corridor as well as Wattle St, Fisher St, Winchester St and Cross Rd junctions.

Improve Rugby St streetscape to provide a safer and quieter cycle alternate to Unley Rd alignment, including connection to Concordia College St John Primary and Walford College.

Duthy Street

Encourage greater pedestrian and cycle access to and across Duthy St as well as supporting north / south movement between Greenhill Rd and Cross Rd.

Work in partnership with local businesses to improve quality of public realm, safety and accessibility at local business clusters, as well as Wattle St, Fisher St, Winchester St and Cross Rd junctions.

Wattle Street

Encourage greater district pedestrian and cycle use of Wattle St to provide safe and efficient east / west movement between Goodwood, King William and Unley Main Streets as well as across the City through the residential street network (connection with Park St and Mitchell St).

Achieve greater streetscape consistency between Wattle St, Park St and Mitchell St (identified *district* east/west corridor alignment).

Identify alternate streetscape design solutions to provide long-term replacement of existing speed control devices. Improve quality of public realm, safety and accessibility at the interface with Rugby St and Duthy St junctions.

Fisher Street

Encourage greater neighbourhood pedestrian and cycle use of Fisher St to provide safe and efficient east / west movement through the residential street network (connection between Unley Rd and Glen Osmond Rd).

Identify alternate streetscape design solutions to provide long-term replacement of existing speed control devices. Improve quality of

public realm, safety and accessibility to extend the Glen Osmond Creek Trail along Fisher Street (between Winsor St and Scammell Reserve), as well as the interface with Rugby St and Duthy St junctions.

Winchester Street

Encourage greater pedestrian and cycle use of Winchester St to provide safe and efficient east / west movement through the residential street network (connection between Unley Rd and Highgate St).

Improve quality of public realm, safety and accessibility at the interface with Concordia College and St John Primary, as well as Rugby St and Duthy St junctions.

Achieve greater streetscape consistency between Ferguson Ave, Winchester St and Carlton St (identified *neighbourhood* east/west corridor alignment).

Local School Partnerships

Strengthen partnership with Concordia College, St Johns Primary and Walford College to provide greater community access to green space (outside of school hours) in suburbs acknowledged to have limited council owned parks.

Cross Road

Refer to Zone D recommendations.

Highgate Street

Encourage greater neighbourhood pedestrian and cycle use of Highgate Street to Julia Farr, Concordia, St Johns, Highgate School and Yeo Avenue Reserve, as well as the interface with Fisher St, Winchester St and Cross Rd junctions.

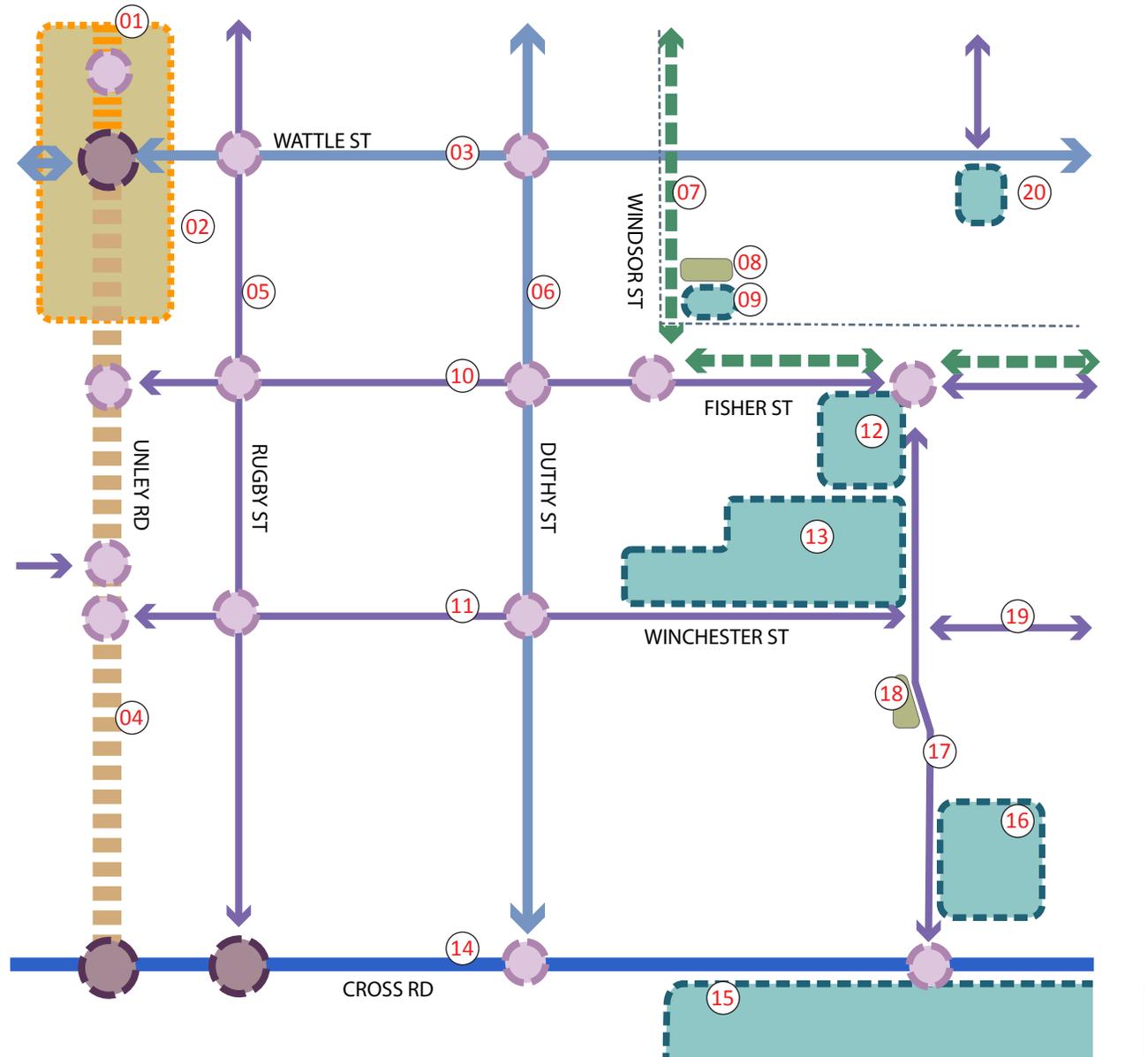
Improve quality of public realm, safety and accessibility in recognition as a southern entry into the city.

Urrbrae Wetland

Establish a partnership with Urrbrae Wetland to improve community awareness and managed access to the wetlands.

OPEN SPACE IDENTIFICATION

- 1. Unley Road Core**
Main Street (Active)
- 2. Unley Rd Growth Corridor Development**
Integrated Public realm
- 3. Wattle Street**
District Link
- 4. Unley Road Streetscape**
Main Street (Supporting)
- 5. Rugby Street**
District Link
- 6. Duthy Street**
Regional Link
- 7. Windsor Street Walk**
Neighbourhood Link
- 8. Fern Avenue Reserve**
Local Park
- 9. Fern Avenue Community Garden**
Open Space Partnership
- 10. Fisher Street**
Neighbourhood Link
- 11. Winchester Street**
Neighbourhood Link
- 12. Julia Farr Centre**
Open Space Partnership
- 13. St John / Concordia**
Open Space Partnership
- 14. Cross Road**
Regional Link
- 15. Urrbrae Wetland**
Open Space Partnership
- 16. Highgate School**
Open Space Partnership
- 17. Highgate Street**
Neighbourhood Link
- 18. Yeo Avenue Reserve**
Local Park
- 19. Carlton Street**
Neighbourhood Link
- 20. Sunrise Christian School**
Open Space Partnership



ZONE F CASTLE ST / CROSS RD

AREA G - GLEN OSMOND ROAD / MEDWAY STREET

Zone Description

Zone G includes the suburbs of Parkside (33) and Fullarton (30) (Population Density in brackets - people per hectare).

The Glen Osmond Road Main Street precinct is a commercial corridor providing a variety of showrooms, service, retail, commercial and dining clusters. Future commercial and residential growth along the corridor is anticipated.

The recent acquisition of land adjacent Katherine Street by Council was undertaken in response to the 2004-14 Open Space Recreation Strategy to ensure greater access to local open spaces for all residents.

The land surrounding Glen Osmond Road is primarily residential, including many historic neighbourhoods, as well as a number of childcare and junior and senior schools.

Glen Osmond Road and Fullarton Road are important regional freight routes. Glen Osmond Road defines the eastern edge of the council boundary.

Dominant and Emerging Characteristics

- Growth in Couples with children as well as older loner person homes
- Growth in use of bus, walking and cycling to commute to work (above average)
- Majority of separate homes, with growth in medium density dwellings
- Growth in work from home population (Parkside)

2030 Ambition

Glen Osmond Road Streetscape

Work with State Government, City of Burnside, developers and local community regarding the long term vision for Glen Osmond Road Corridor. Streetscape vision should balance the transport and service demands of the corridor, uplift/development potential of individual sites, parking provision, improved amenity and greater pedestrian and cycle movement, along and across Glen Osmond Road.

Build partnership between Main Street Traders and local schools to increase access to green spaces as well as event spaces in support of greater precinct appeal and activation.

Work with developers to create positive interface with Glen Osmond Road, including ground floor activation and arrangement, creation of new 'local' public spaces in front of or within larger development sites. Rear of lot access and integration of parking should be sought to avoid loss of active frontages to Glen Osmond Road.

Planning for Glen Osmond Road will require partnership between various stakeholders, recognising the alignment of Glen Osmond Road (DPTI freight route) defines the boundary between the City of Unley (western streetscape) and City of Burnside (Eastern Streetscape).

Katherine Street Reserve

Establish Katherine Street Reserve as a local Park on land purchased in 2014 by the City of Unley. The site was acquired by Council to address a shortfall in the provision of 'traditional' open space within the local areas, identified in the previous 04/14 Open Space Recreation Strategy.

The Park should be a demonstration of the City's approach to environment and sustainability, within a *Local Park* setting.

Kenilworth Road

Encourage greater pedestrian and cycle use of Kenilworth Road to provide north / south movement through the residential streets between Wattle Street and Young Street / Glen Osmond Road. Kenilworth Road streetscape to provide a safer and quieter cycle alternate to Fullarton Road alignment.

Improve quality of public realm, pedestrian safety and accessibility at the interface with Hackett Reserve, as well as Young Street and Wattle Street junctions.

Fullarton Road

Encourage greater pedestrian and cycle use of Fullarton Road to provide safe and efficient north / south movement along a major road corridor (in partnership with DPTI).

Improve quality of public realm, pedestrian safety and accessibility at the interface with clusters of local services / businesses along Fullarton Road.

Florence Street

Encourage greater pedestrian and cycle use of Florence Street to provide safe and efficient east / west movement through the residential street network (connection between Glen Osmond Rd and Fullarton Rd).

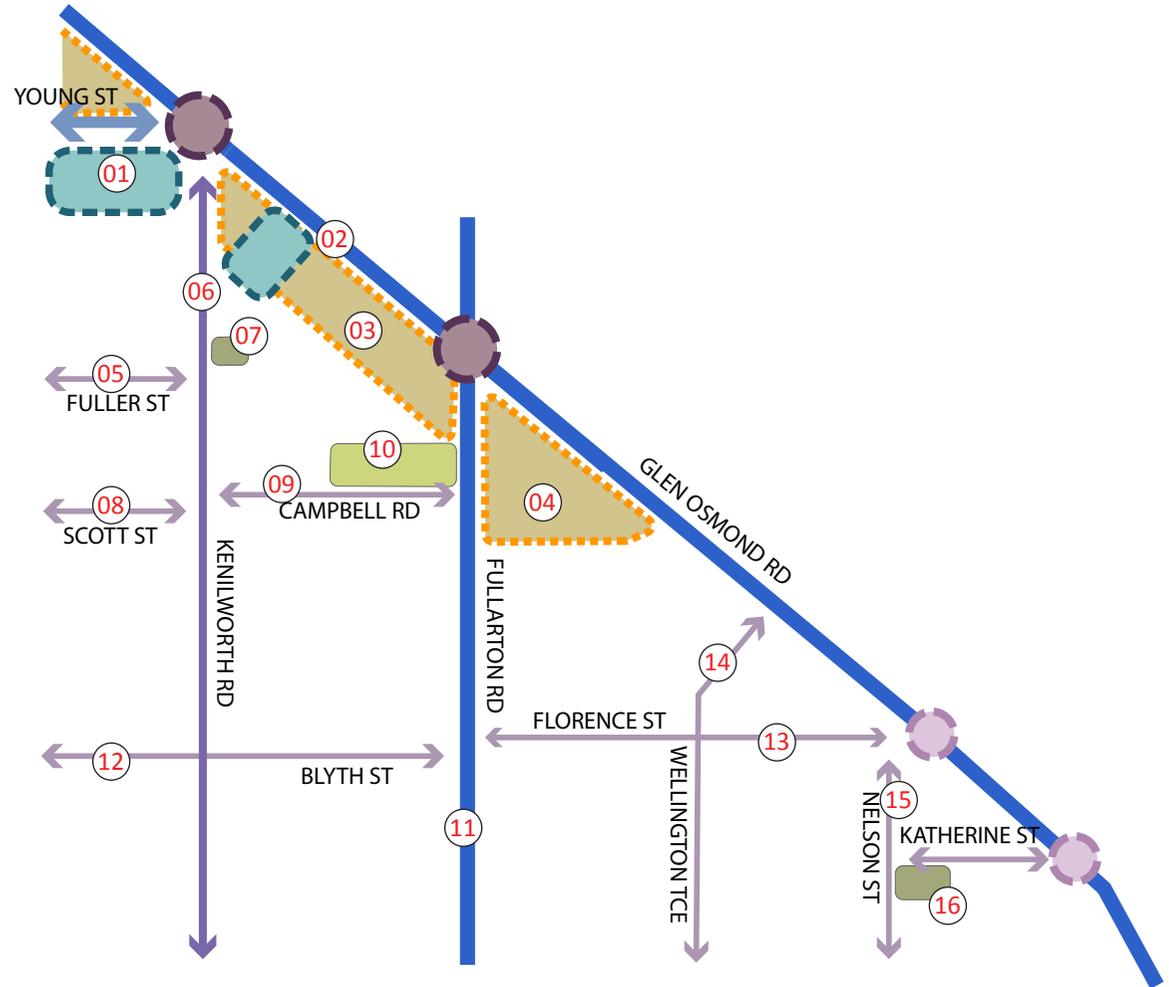
Achieve greater streetscape consistency between Florence Street and Blythe Street (identified *local* east/west corridor alignment).

Howard Florey Reserve

Improve accessibility, appeal and supporting services to elevate the Park as a neighbourhood destination. Encourage increased activation in support of adjacent Glen Osmond Road and Fullarton Road precincts.

OPEN SPACE IDENTIFICATION

- 1. Parkside Primary School**
Open Space Partnership
- 2. Glen Osmond Road**
Regional Link
- 3. Glen Osmond Road Development Corridor**
Integrated Public Realm
- 4. Arkaba Shopping Centre**
Integrated Public Realm
- 5. Fuller Street**
Local Link
- 6. Kenilworth Road**
Neighbourhood Link
- 7. Hakett Reserve**
Local Link
- 8. Scott Street**
Local Link
- 9. Campbell Road**
Local Link
- 10. Howard Florey Reserve**
Neighbourhood Park
- 11. Fullarton Road**
Regional Link
- 12. Blyth Street**
Local Link
- 13. Florence Street**
Local Link
- 14. Wellington Terrace**
Local Link
- 15. Nelson / Katherine St**
Local Link
- 16. Katherine Street**
Local Park
- 17. St Raphael's School**
Open Space Partnership



ZONE G GLEN OSMOND RD / MEDWAY ST

AREA H - MEDWAY STREET / CROSS ROAD

Zone Description

Zone H includes the suburbs of Fullarton (30), Highgate (27) and Myrtle Bank (25) (Population Density in brackets - people per hectare).

The Glen Osmond Road Main Street precinct is a commercial corridor providing a variety of showrooms, service, retail, commercial and dining clusters. The land surrounding Glen Osmond Road is primarily residential.

Highgate Village, located south along Fullarton Road is a recognised cluster of local businesses servicing the local community.

Glen Osmond Creek connects a number of local parks along the corridor with the larger Ridge Park. Ridge Park is valued by the community for its natural setting in proximity to the foothills, as well as large open grassed spaces, trails, sport and recreational facilities. South of Cross Road is Waite Arboretum, UniSA Waite Campus and Urrbrae High School, each providing unique open spaces that could provide greater appeal for local residents.

Cross Road, Glen Osmond Road and Fullarton Road are important regional freight routes. Glen Osmond Road defines the eastern edge of the council boundary. Cross Road defines the southern edge of the council boundary.

Dominant and Emerging Characteristics

- Above average 5 - 19, as well as 70 - 85+ aged group, reflecting growth in Couples with children as well as older lone persons
- Growth in use of bus and cycling to commute to work (above average)
- Majority of separate homes, with growth in medium density dwellings

2030 Ambition

Glen Osmond Road Precinct

Refer to Zone G recommendations.

Highgate Village (Fullarton Road)

Review footpath condition and verge treatments, tree planting, signage, lighting and local intersection treatments to support

greater appeal and safety for all. Review Carlton St and Ferguson Ave junctions to provide greater pedestrian amenity and safety. Work with land owners and local businesses to improve the quality of public realm and identity of the local precinct.

Encourage greater pedestrian and cycle access to Highgate Village from surrounding residential streets, in balance with local parking demand.

Wattle Street

Refer to Zone F recommendations.

Fisher Street

Refer to Zone F recommendations.

Ferguson Avenue

Improve amenity, legibility, footpath and verge conditions as well as on-road cycle lane treatments to provide safe and efficient east / west movement between Glen Osmond Road and Fullarton Road.

Achieve greater streetscape consistency between Ferguson Avenue, Winchester Street and Carlton Street (identified *neighbourhood east/west corridor alignment*).

Glen Osmond Trail

Establish a legible on road / off road pedestrian and cycle route between Windsor Street Walk (north) and Ridge Park (south), to complete the 'Foothills to Parklands Trail'.

The trail should follow the Glen Osmond Creek alignment where possible, and include Fisher Street and Ferguson Avenue streetscape, as well as Scammell, Ferguson Ave and Ridge Park open spaces. The trail should be integrated with the streetscape or open spaces it passes through.

A cohesive trail identity should be established through a consistent use of path materials and width, wayfinding signage, lighting, furniture and planting. The palette should reflect the established character of Windsor Street, Charles and Maud / Culvert Walks.

Glen Osmond Creek Precinct

Establish an open space vision that integrates Scammel Reserve,

Burnham Avenue, Ferguson Ave, Fraser Reserve and Ridge Park, with the Glen Osmond Creek Trail alignment.

The vision should direct to the long term upgrade and management of a larger collective open space precinct, providing a wider and potentially more diverse range of service to appeal to the community than as individual open space parcels.

The vision should direct the provision and distribution of park and recreation facilities, as well as furniture, lighting, way finding, water quality, amenity and habitat creation.

The vision should be supported by an implementation plan to direct long term asset renewal and investment.

Ridge Park

Establish a long term vision for Ridge Park that values accessibility to a large open grassed space, a variety of formal / active recreation choices and the ability to interact with nature (including remnant plantings).

The vision should balance the competing needs of Ridge Park's natural, recreational, community and infrastructure roles, as well as improving accessibility, amenity and long term sustainability.

The vision should be supported by an implementation plan to direct long term asset renewal and investment.

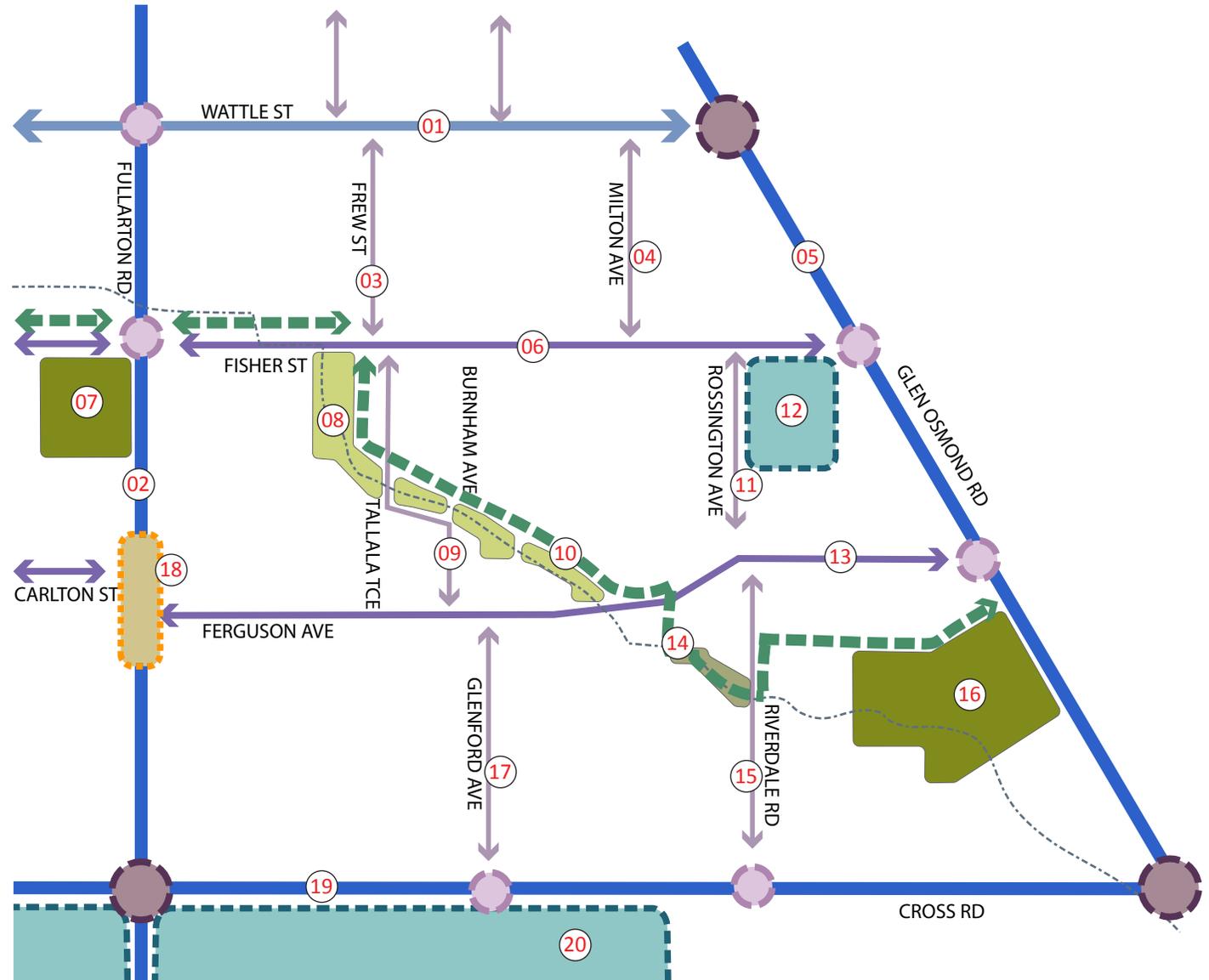
Fullarton Community Centre

Support the long term development of Fullarton Community Centre and its grounds to provide greater district appeal. The long term planning for the grounds should improve visibility into the Centre from the street, as well as establishing a range of outdoor settings for community events, set amongst the established tree canopy.

The grounds should celebrate to the heritage of the site and build capacity to better support the community and cultural identity of the centre.

OPEN SPACE IDENTIFICATION

- | | |
|---|--|
| 1. Wattle Street
<i>District Link</i> | 12. Glen Osmond Primary School
<i>Open Space Partnership</i> |
| 2. Fullarton Road
<i>Regional Link</i> | 13. Ferguson Avenue
<i>Neighbourhood Link</i> |
| 3. Frew Street
<i>Local Link</i> | 14. Fraser Reserve
<i>Local Park</i> |
| 4. Milton Avenue
<i>Local Link</i> | 15. Riverdale Road
<i>Local Link</i> |
| 5. Glen Osmond Road
<i>Regional Link</i> | 16. Ridge Park
<i>District Park</i> |
| 6. Fisher Street
<i>Neighbourhood Link</i> | 17. Glenford Avenue
<i>Local Link</i> |
| 7. Fullarton Community Centre
<i>District Park</i> | 18. Highgate Village
<i>Integrated Public realm</i> |
| 8. Scammell Reserve
<i>Neighbourhood Park</i> | 19. Cross Road
<i>Regional Link</i> |
| 9. Tallala Tce / Burnham Ave
<i>Local Link</i> | 20. Waite Arboretum / Adelaide Uni
<i>Open Space Partnership</i> |
| 10. Ferguson Avenue Reserve
<i>Neighbourhood Park</i> | |
| 11. Rossington Avenue
<i>Local Link</i> | |



ZONE H MEDWAY ST / CROSS RD



DESIGN INTENT

7 OPEN SPACE DESIGN DIRECTION

7.1 Design Intent

The Open Space Strategy does not propose a design standard or template for each type of park, street and other urban space identified across the hierarchy.

Primarily, each open space across the city is already established and have a unique set of surrounds. Future opportunities should work with the existing character, appeal and amenity of each space to strengthen its identified role within the network.

The following statements reflect the overall design intent for the 3 categories of open spaces within the network:

Parks: The design intent aims to value past achievements in establishing a range of Parks across the City. New investment should aim to enhance and better co-ordinate existing amenity, infrastructure (equipment) and services to strengthen the local identity and quality of each park setting.

Living Streets: The design intent aims to prioritise or tailor ongoing investment within the renewal of strategic streets to provide safe, attractive, and more legible choices to encourage more people to walk and cycle across the City.

Public Realm: The design intent aims to plan for the creation of new places for people, through the reclamation of neglected spaces, regeneration of main streets and the shaping of new growth along key corridors.

The following is proposed as a series of themes or considerations to provide the first step in determining the design direction for each open space, appropriate to type.

Parks

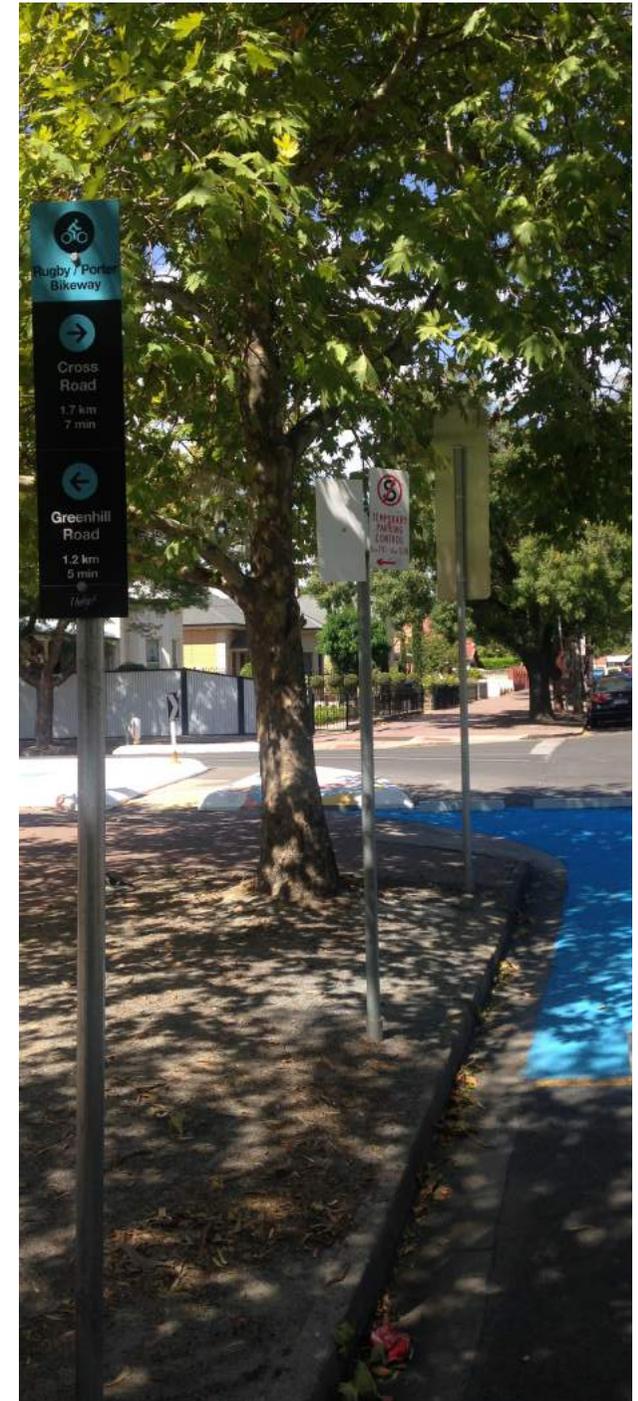
The long term management of Parks across the city should actively consider the following:

- Promote a 'whole of Park' approach to ensure new investment is integrated within the park setting
- Establish a cohesive identity for the Park, reflective of local conditions and community values
- Establish common themes that tie together many of the existing elements, including consistency in use of materials, plant palette, furniture and play equipment
- Improve signage, branding and local connections
- Improve streetscape access, presentation and visibility
- Support planning and investment for long term, quality outcomes
- Achieve a balance between ornamental and native planting palettes, supporting existing vegetation as well as planning for the future
- Support the investment in detail to provide robust, long term, lower maintenance solutions, without loss of amenity or identity
- Recognise climate change as a driver for refurbishment of landscape designs.

Living Streets

The long term development of identified streets across the city should actively consider the following (*Healthy Street Indicators*):

- Maximise the provision of shade and shelter along streets to protect those using the street
- Recognise the importance of places to meet, pause and stop along the street
- Maximise the ease and efficiency of the street network, including end of route facilities to encourage more people to chose to walk and cycle
- Manage local vehicle speeds, as well as consideration to speed control devices and their impact on sound (noisy)





- Ensure streets are safe during the day and night, in particular with recognition to safety perceptions of local vehicle speeds, volumes and intersection design
- Integrate streetscapes with adjacent destinations, such as parks, local schools, public transport and main street precincts to provide recognition and interest along the route
- Utilise way finding signage and a consistent palette of materials and design interventions to give users confidence to walk and ride along streets
- Ensure at least one footpath within the streetscape is able to provide continuous DDA compliant alignment, with paving width and surface treatment appropriate to use by all ages, including prams, walkers, wheel chairs and small wheeled vehicles (scooters / junior bikes)
- Improve safety, visibility and ease of access at intersections and mid-block crossings, including increased visibility, reduced vehicle turning speeds and reduced crossing distances
- Adjust streetscape maintenance regime to reflect popularity of street routes.

Public Realm

The long term development of public spaces across the city, including in partnership with local developments should actively consider the following:

- Maximise direct street level access and activation, promoting a human scale and creating pleasant places for people
- Consider building setback and ground floor articulation to maximise flexibility in the programming of the streetscape, including outdoor dining provision
- Maximise opportunities for shade and greening, to improve local micro climate and environmental performances, as well as amenity (tree planting, WSUD, Green walls and roofs)
- Value street corners as popular places for people, ensuring the provision of small spaces, as well as larger spaces within local precincts
- Value the opportunity for development to support the local community and positively add to the recognised identity and way of life of a precinct
- Maximise the opportunity to leverage from local developments

to invest in the refurbishment of the public realms, as well as achieve consistency, quality and equity with public realm interfaces at multiple developments

- Promote flexibility in the design of public places to encourage a diversity of uses through the curation, management and programming of public spaces to service changing uses across the week, as well as support a range of community activities and events, ranging from local to regional scale and appeal
- Elevate the role the public realm plays in the social, cultural and economic health of main street precincts, as well as local neighbourhood clusters.

7.2 Place Creation - Engagement and Activation

Community engagement is critical to the successful implementation of the Open Space Strategy, in particular the realisation of the *Living Streets* and the potential *Public Realm* opportunities.

Within established communities, the demand for change and the understanding of potential local benefits needs to be carefully considered and communicated to ensure community support.

The City of Unley has established a *Community Engagement Toolkit* that provides the framework for engagement, recognising 3 tiers of consultation; Informing, Consulting and Active Participation.

As well as 'traditional' surveys, letters and community forums, there is increasing value in a '*consult by doing*' approach that engages people in a place and demonstrates the opportunity for real change.

Linked with Place-making / Tactical Urbanism approach, engaging the community through a 'pop-up' events, installations or trials/ demonstrations can provide:

- Better understand existing conditions, community perceptions or values
- Identify new opportunities or uses
- Test new ideas
- Inform long term outcomes

7 OPEN SPACE DESIGN DIRECTION

In some circumstances, enabling direct community participation can provide a more positive show of community interest and support than the traditional feedback methodology.

These events and activations are enabled through a 'cheaper, quicker, lighter' approach, successfully utilised locally by Splash Adelaide as well as cities across the world.

7.3 Climate Responsive Design

Over half of the surfaces within cities are dark coloured roofs, car parks, roadways and footpaths. The urban heat island (UHI) effect occurs because of the capacity of these dark surfaces to absorb the sun's energy, converting up to 80% of sunlight into heat that raises local temperatures. As development occurs, these dark, absorbent surfaces are increasing, and the presence of vegetation to cool is decreasing.

As average temperatures continue to rise and the number of 'extreme heat days' increase annually, methods to cool our cities are becoming increasingly important to combat urban heat.

Increased temperatures impact of human comfort, making it harder for people to cool down, as well as lead to increased air pollution. As a result, on hotter days, health risks increase for those most vulnerable within cities, particularly the young and elderly.

The Open Space Strategy has a major role to play in leading the mitigation of rising temperatures at a city wide, neighbourhood and local site scale. The development of Parks, Living Streets and Public Realm across the city provides strategic opportunities to integrate cooling initiatives that can cumulatively improve the comfort, quality and health of the city and its residents.

The Open Space Strategy supports:

- Increasing the number of street trees and shade trees across the city
- Integrating opportunities for stormwater capture and treatment across the city, in particular within Living Street corridors
- Inclusion of green roofs and walls in new developments and maximising the opportunities to retro-fitting into existing sites

- Specification of lighter coloured roofs, footpaths and pavements surfaces, as well as overall reduction of hard surface area where possible
- Maximising the opportunity to increase the 'greening' of new and existing urban spaces (streets and public realm sites, as well as development sites)
- Greater consideration of site master planning and design to reduce requirements for mechanical heating and cooling systems
- Promotion of cycling, walking and public transport in preference to private vehicles
- Specification of materials with lower embodied energy and heat absorbent qualities and higher reflective (albedo) or permeable materials
- Maintenance of streetscapes and public spaces to ensure the sustainability of measures designed to cool urban areas

7.4 Supporting Strategic Alignment

The Open Space Strategy condenses singular strategies, studies or plans developed by Council as well as State Government over the last 10 years into one single co-ordinated city-wide plan – the Living City Network.

The open space typologies and hierarchies, and the city-wide network approach are fundamental to the Strategy. However, the identification of sites, their assessment and design intent is intended to be part of an iterative process and able to be adapted over time.

The Strategy reflects contemporary thinking and understanding of the current and planned future for the City. As future supporting strategies are developed or revised, the Open Space Strategy should be used to inform and provide background understanding and direction.

If the outcome of subsequent work challenges particular sites or recommendations, the Open Space Strategy is intended to be adapted to reflect new understanding and to remain in line with contemporary thinking or strategic alignment.

In particular, the implementation of the following strategies should be integrated with the Open Space Strategy as they develop further in the short term (next 3 years):

- Age Friendly Strategy
- Stormwater / WSUD Strategy
- Green Infrastructure Strategy
- Sport and Recreation Strategy
- Pedestrian and bicycle Plan (update)
- Unley Integrated Transport Study (update)
- Tree Strategy

As well as the planning framework, the opportunity for growth within the city is a key to its long term future. The strategy identifies known growth corridors where uplift is anticipated; however the document is intended to be responsive to new development opportunities across the city.

Any changes should be viewed through the application of the open space types, hierarchy and a network approach. The Open Space Strategy is to remain a 'live' document within Council that can be used to test assumptions, opportunities and challenges, as well as evaluate progress.



King William Road Master Plan - image Hassell



IMPLEMENTATION

8 IMPLEMENTATION

8.1 Overview

The Open Space Strategy provides a long term vision for the City of Unley. The identification and classification of Parks, Living Streets and Public Realm sites establish a legible open space network that covers the city and seeks connections within the city as well as surrounding neighbours.

A considered implementation framework is essential to achieve real outcomes delivered over the long term of the Open Space Strategy.

The framework should;

- Direct effort and investment into outcomes that maximise benefit and return in a 'whole of city' approach
- Be tailored to respond to the financial capacity of Council and existing corporate structures/programs, whilst not limited by existing philosophies
- Remain flexible to adapt to changing demands, influence and opportunity (partnerships).

8.2 Strategic Planning Framework

The Open Space Strategy has been developed in the context of the Council's suite of strategic management plans which include the following:

- Community Plan 2033
- 4 Year Plan 2013-2016
- Long Term Financial Plan including Council's Infrastructure and Asset Management Plans
- Annual Business Plan and Budget

The Open Space Strategy is intended to inform, co-ordinate and support the provision of services, programs and projects for upcoming year as well as long term management / planning. It provides design direction to support the Council's specific objectives for the year in the context of its forecast long term financial position.

8.3 Implementation Framework

The implementation of the Open Space Strategy proposes a more collaborative approach to project identification, prioritisation, budgeting and delivery.

Through effective collaboration, a more strategic approach is proposed to bring together representatives of different departments to maximise the opportunity for change and the long term value of the investment.

Currently, Council undertakes extensive asset renewal projects, typically replacing 'like-for like' elements within residential streetscapes, irrigation upgrades and new planting within parks. In parallel, new initiatives are undertaken to provide new playgrounds, play equipment, art or other amenities or infrastructure. Typically, these are 'singular' improvements, focusing on addressing a particular issue/condition/demand and driven by one particular department within Council.

Given the availability of open space across the City of Unley and the demand for greater financial accountability, individual or unco-ordinated upgrades are not sustainable or reflect best practice.

The implementation of the Open Space Strategy is identified as 3 key steps:

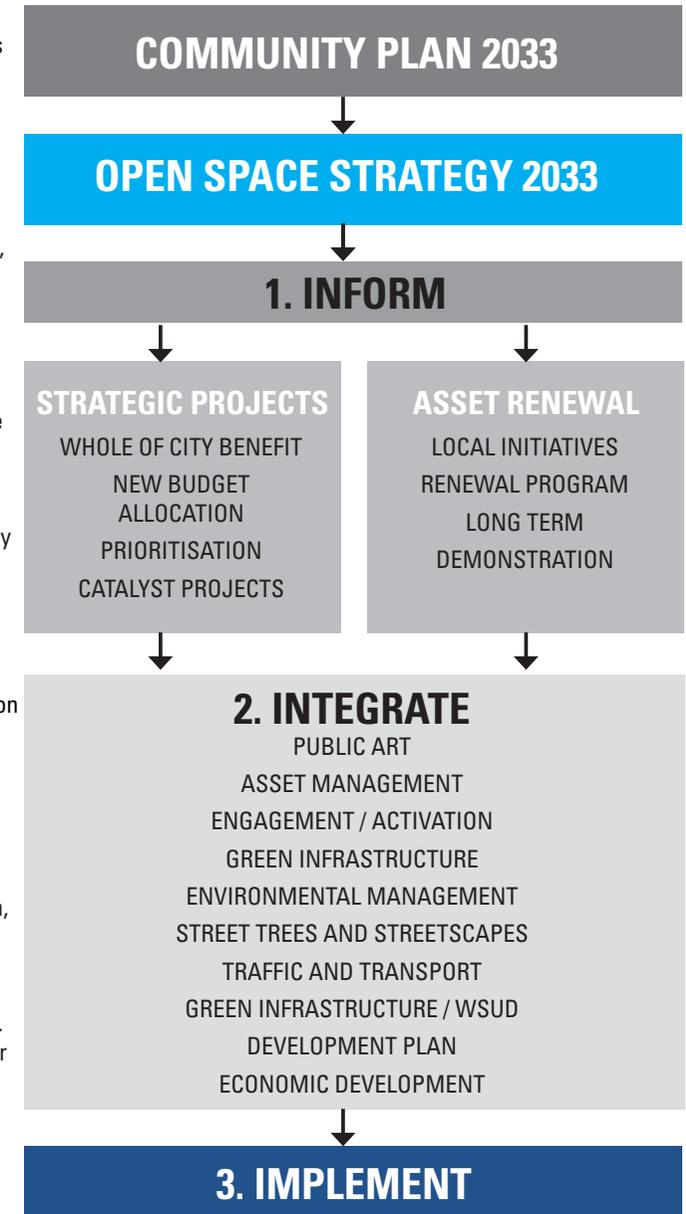
1. Inform
2. Integrate
3. Implement

The 'simplicity' of the framework reflects the need for implementation to be opportunistic and adaptive to changing conditions or project requirements, as well as to avoid being a bureaucratic burden.

Inform

The Open Space Strategy is intended to be a highly graphic report that identifies opportunities across the City. The spatial representation easily communicates the elements of the urban form, and provides a lens to interrogate and inform project scope.

The Strategy nominates key parks, streets and urban spaces and identifies project opportunities to achieve a 'whole of city' outcome. These project opportunities inform 2 directions; strategic projects or renewal projects.



Strategic projects can be identified as:

- Requiring major capital investment
- Providing a direct response to the Strategy's vision and guiding principles
- Prioritising projects to address a need, catalyst projects to drive change or demonstration projects to communicate new thinking
- Responding to opportunities to partner.

Renewal Projects can be identified as:

- Opportunities arising from asset renewal program
- Work arising from existing budget commitments (or requiring minor new investment)
- Promote localised interventions that can demonstrate a broader intent
- Compliment and enhance existing schedule of works
- Maximise Council expertise and resources.

Integrate

Once the project has been identified, it is important that opportunities to collaborate are maximised. The Open Space Strategy identifies 'non-traditional' spaces, reclaiming spaces and introducing new roles into existing environments.

Collaboration between different departments, sharing different perceptions can lead to a more integrated direction that provides the following benefits:

- Achieve a broader understanding of local conditions
- Maximises opportunities for change including addressing multiple issues
- Maximise value of investment, as well as opportunities to combine program budgets to achieve greater outcomes
- Reflect the wider values of the community
- Lead to more informed engagement with the community

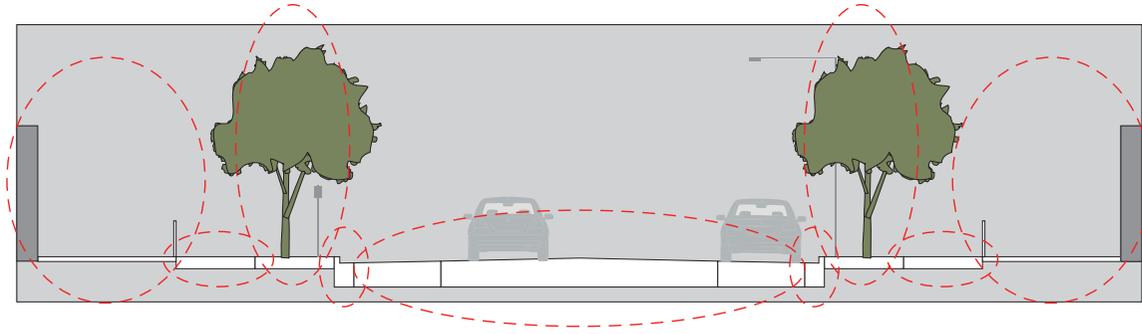
Implement

Following project identification and scoping through collaboration, the implementation process follows Council's Project Management System and methodology, commencing with the preparation of a new initiative or project brief. This ensures that projects are formally coordinated within the financial system and budgeted accordingly, and are considered in a timely manner for the financial and formal decision making processes.

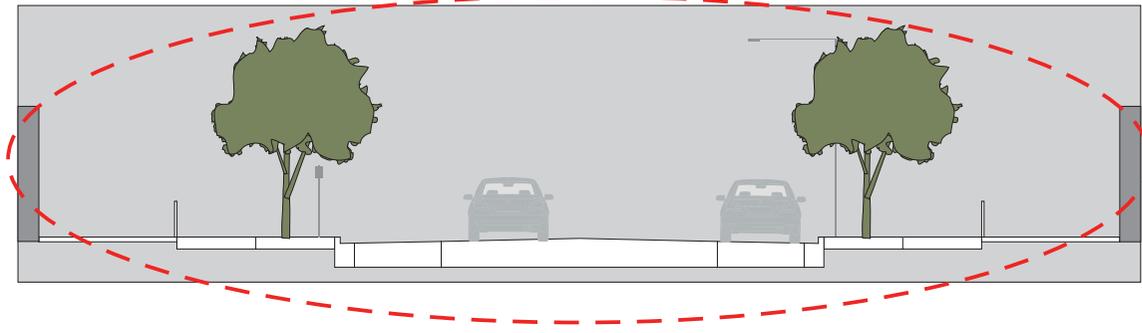
The designation of the project management roles and responsibilities should reflect the administration's governance structure to ensure alignment towards decision making processes, in particular the development of long term and annual budgets, as well as the yearly undertaking of project commitments.

Implementation of projects identified and proposed by the Implementation Framework account for Council's existing financial framework to ensure that a sustainable financial position is maintained. However proposed projects may result in a redirection of existing programs. Rather than requiring additional Council funding to develop and implement initiatives, a redirection of work may be facilitated within a budget review process.

8 IMPLEMENTATION



Existing Conditions: Individual asset management and renewal



Proposed: Collaborative approach to streetscape management and renewal

