

COMMITTEE AGENDA

City Strategy & Development Policy Committee

Notice is hereby given pursuant to the provisions of the Local Government Act, 1999, that the next Meeting of the City Strategy & Development Policy Committee will be held in the Council Chambers, 181 Unley Road Unley on

Monday 16 March 2020 6:30pm

for the purpose of considering the items included on the Agenda.

A handwritten signature in black ink, appearing to be 'J. S.', followed by a long horizontal line extending to the right.

Chief Executive Officer

MEMBERS

Presiding Member J. Dodd
Mayor M. Hewitson – Ex-officio
Councillor P. Hughes
Councillor J. Boisvert
Councillor D. Palmer
Councillor K. Anastassiadis
Councillor M. Hudson
Councillor M. Broniecki
Councillor M. Rabbitt
Councillor N. Sheehan
Councillor E. Wright
Councillor S. Dewing
Councillor J. Russo

ACKNOWLEDGEMENT

We would like to acknowledge this land that we meet on today is the traditional lands for the Kurna people and that we respect their spiritual relationship with their country.

We also acknowledge the Kurna people as the custodians of the Adelaide region and that their cultural and heritage beliefs are still as important to the living Kurna people today.

ORDER OF BUSINESS

ITEM

PAGE NO

1. ADMINISTRATIVE MATTERS

1.1 APOLOGIES

Nil

1.2 LEAVE OF ABSENCE

Nil

1.3 CONFLICT OF INTEREST

Members to advise if they have any material, actual or perceived conflict of interest in any Items in this Agenda and a Conflict of Interest Disclosure Form (attached) is to be submitted.

1.4 MINUTES

1.4.1 Minutes of the Ordinary City Strategy & Development Policy Committee Meeting held Monday, 10 February 2020

1.5 DEFERRED / ADJOURNED ITEMS

Nil

2. REPORTS

2.1 Norman Terrace Development Plan Amendment - Post Consultation Review and Amendments

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3. OTHER BUSINESS

NEXT MEETING

DECISION REPORT

REPORT TITLE:	NORMAN TERRACE DEVELOPMENT PLAN AMENDMENT - POST CONSULTATION REVIEW AND AMENDMENTS
ITEM NUMBER:	2.1
DATE OF MEETING:	16 MARCH 2020
AUTHOR:	DAVID BROWN
JOB TITLE:	PRINCIPAL POLICY PLANNER
ATTACHMENTS:	<ol style="list-style-type: none">1. SUMMARY OF CONSULTATION AND PROPOSED AMENDMENTS REPORT2. RECOMMENDED POST CONSULTATION AMENDMENTS TO THE NORMAN TERRACE DPA (INCLUDING CONCEPT PLAN)

EXECUTIVE SUMMARY

The Life Care Park Rose Village combines the sites at 28 – 36 Norman Terrace, 1-5 Ross Street and 24 Fourth Avenue, Everard Park to comprise a substantial independent living and aged care facility on a site of over 1.9 hectares.

The site is currently predominantly in the Residential B350 and partially in the Residential Streetscape (Built Form) Zones which limit the density of dwelling redevelopment to 350m² and 800m² respectively and a maximum two-storey height limit.

In 2019, Life Care approached Council with a request to undertake a Development Plan Amendment (DPA) to support a new policy framework for a contemporary aged accommodation redevelopment on this site. The draft policy 3 proposal could result in a future development of up to five storeys high on the subject site.

The DPA has progressed in several key stages including:

- Endorsement by the City Strategy and Development Policy Committee on 21 October 2019 for public consultation.
- Public and government agency consultation for a minimum of eight weeks from 14 November 2019 until 16 January 2020.
- A public meeting on 10 February 2020 before the City Strategy and Development Policy Committee was held to hear verbal submissions.

A total of 302 public submissions were received in addition to six agency submissions from SA Power Networks, Office for Design Architecture, SA

Housing Authority, Department of Planning, Transport and Infrastructure, SA Water and the Department of Environment and Water.

A further 23 verbal submissions were received at the public meeting on 10 February 2020.

The key issues raised in the written and verbal presentations included:

- Concerns with five storey development and the visual and amenity impacts on Norman Terrace and the surrounding area.
- The development will exacerbate existing car parking and traffic congestion in local streets.
- Buildings fronting Ross Street and Fourth Avenue should reflect existing streetscape character.

The submissions, issues, response and proposed amendments are documented in a *Summary of Consultation and Proposed Amendments* (SCPA) Report.

Attachment 1

A range of potential amendments and options have been considered in the *SCPA Report* in response to the key issues raised. Alternatives to address the key concerns around building height include:

- Alternative 1 - five storeys in core area with recessed upper levels
- Alternative 2 – four storeys in core area with recessed upper levels
- Alternative 3 – three storeys
- Alternative 4 – Decline to proceed with the DPA

Administration has recommended that the DPA be amended to four storeys with further policy amendments to density and built form, landscape and streetscape character.

Council may choose to support the DPA in its current form, undertake amendments to the DPA as recommended by Administration or decline to proceed with the DPA.

Final approval in accordance with Council's determination will then be requested from the Minister for Planning.

1. RECOMMENDATION

That:

1. The report be received.

2. The Norman Terrace Development Plan Amendment *Summary of Consultation and Proposed Amendments Report* (as set out in Attachment 1 to this report, Item 2.1, City Strategy and Development Policy Committee Meeting, 16/03/2020) be received.
 3. The amendments to the Norman Terrace Development Plan Amendment set out in Attachment 2 (Item 2.1, City Strategy and Development Policy Committee Meeting, 16/03/2020), be endorsed.
 4. The amendments to the Norman Terrace Development Plan Amendment set out in Attachment 2 (Item 2.1, City Strategy and Development Policy Committee Meeting, 16/03/2020), be finalised and forwarded with the *Summary of Consultation and Proposed Amendments Report* to the Minister for Planning with a request for final approval.
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2. RELEVANT CORE STRATEGIES/POLICIES

1. Community Living

1.3 Our City meets the needs of all generations.

The preparation, processing, public and agency consultation and final approval of a Council DPA is pursuant to the *Development Act (1993)* Part 3, Division 2, Sub – division 2, Sections 24, 25 and 27.

3. BACKGROUND

The Life Care Park Rose Village site at 28 – 36 Norman Terrace, 1-5 Ross Street and 24 Fourth Avenue, Everard Park encompasses a substantial existing long-standing independent living and aged care facility on a site of over 1.9 hectares.

The site is currently predominantly in the Residential B350 and partially in the Residential Streetscape (Built Form) Zones which limit the density of dwelling redevelopment to 350m² and 800m² respectively and a maximum two-storey height limit.

The preparation of the Norman Terrace DPA follows a request and funding from Life Care to support a new policy framework for a contemporary aged accommodation redevelopment on the site.

The DPA has progressed in several stages as summarised below:

- During June 2019, Council endorsed and submitted a Statement of Intent to the Minister for Planning as the first step to initiate this DPA. The Statement of Intent outlined the scope, nature and process to be followed in preparing the Norman Terrace DPA.

- The Minister for Planning approved the Statement of Intent in August 2019.
- On 21 October 2019 the City Strategy and Development Policy Committee recommended Council endorse the draft Norman Terrace DPA for public consultation. This recommendation was subsequently endorsed by Council on 28 October 2019.
- The Draft Norman Terrace DPA was released for public and government agency consultation for a minimum of eight weeks from 14 November 2019 until 16 January 2020.
- On 10 February 2020, a public meeting before the City Strategy and Development Policy Committee was held to hear verbal submissions.

The attached Summary of Consultation and Proposed Amendments (SCPA) Report has been prepared in response to issues raised during the consultation. Amendments are proposed to the DPA consistent with the recommendations in the SCPA report.

Council may choose to support the DPA in its current form, undertake amendments to the DPA or decline to proceed with the DPA. Final approval in accordance with Council's determination will then be requested from the Minister for Planning.

4. DISCUSSION

Following the eight-week public and agency consultation of a DPA, the Administration is required to prepare a *SCPA Report* to document, review and respond to the issues raised in individual submissions, both written and verbal presentations.

A total of 302 public submissions were received. There were 184 independent property locations across all submissions. In addition, six government agency submissions were received from SA Power Networks, Office for Design Architecture, SA Housing Authority, Department of Planning, Transport and Infrastructure, SA Water and the Department of Environment and Water.

From the 302 public submissions, a further 23 verbal submissions were received at the public meeting on 10 February 2020.

The *SCPA Report* containing the summary of all submissions for the draft Norman Terrace DPA is contained in Attachment 1 to Item 2.1, City Strategy and Development Policy Committee Meeting, 16/03/2020.

Attachment 1

From the review of submissions, the *SCPA Report* identified the following key issues for further investigation:

- Building height
- Density and Built Form

- Landscape and Streetscape Character
- Traffic and parking
- Transition to the Planning and Design Code

Each of these issues and the recommended response is discussed in more detail in the SCPA report.

A summary of the recommended amendments to the Norman Terrace DPA from the *SCPA Report* includes the following:

Building Height

The existing Development Plan sets a maximum two storey height for the site. The draft DPA proposed a building height of up to five storeys (building height limit of 17.5 metres) for a core portion of the affected area focused toward the Norman Terrace frontage and centrally to the site. Height is limited to two storey development (building height limit of eight metres) at the interface with Ross Street and Fourth Avenue.

Concerns were expressed during the consultation process that five storey development along Norman Terrace is not in keeping with the existing suburb of Everard Park and will have a negative impact on the surrounding neighbourhood amenity.

Four alternatives are considered within the SCPA Report including:

- Alternative 1 - five storey in core area with recessed upper level. This still maximises the opportunity for increased density with a reduced building footprint and increased greenspace.
- Alternative 2 – four storeys in core area with recessed upper level. This maintains the opportunity for increased density with a reduced building footprint while maintaining greenspace.
- Alternative 3 – three storeys will result in reduced building scale but could lead to a larger building footprint and a reduction in greenspace.
- Alternative 4 - Decline to proceed with the DPA. This remains an option for Council, however, may not be accepted by the Minister for Planning.

Alternative 2 is recommended to reduce the proposed building height in the core area to four storeys with a recessed fourth top storey. This is considered to provide the most appropriate balance between height and density. A concept plan has been prepared to illustrate the recommended height limits, (refer to Attachment 2 to Item 2.1, City Strategy and Development Policy Committee Meeting, 16/03/2020).

Attachment 2

The following height related amendments are proposed to Norman Terrace Policy Area 26:

- Amend Principle of Development Control (PDC) 3 to reduce building height from three to five storeys to three to four storeys.
- Amend PDC 5 (now PDC 6) to reduce maximum wall height from 17.5 metres (five storeys) to 14 metres (four storeys).
- Insert new PDC 4 to setback any four storey building element 2.5 metres from the face of the building.
- Amend desired character to reflect four storey building height.
- Remove amended Map Un/1 (Overlay 2a) as existing height of 15 metres allowed without Airport referrals.
- Amend Table Un/8 – Assignment of Categories for Public Notification Purposes, Part 1: Category 1 Development (to reflect amendments to height – setbacks).
- Insert new Concept Plan Map Un/12 Norman Terrace Policy Area that shows maximum building heights for the affected area.

Density and Built Form

Density

The existing Development Plan nominates a density of 350m² (Residential B350) and 800 m² (Residential Streetscape Built Form).

The draft DPA proposes a density of 100 square metres minimum per dwelling.

Concerns were expressed during consultation that increased density of development will exacerbate existing car parking and traffic congestion in local streets and that buildings fronting Ross Street and Fourth Avenue should reflect the scale of existing residences and not be grouped together.

The following amendments are proposed to Norman Terrace Policy Area 26 to ensure the density of new dwellings in Ross Street and Fourth Avenue reflect the existing streetscape conditions:

- Amend PDC 4 (now PDC 5) to remove reference to low to medium density development facing Ross Street and Fourth Avenue and replace with low density development facing Ross Street and Fourth Avenue
- Amend Principle of Development Control (PDC 6) (now PDC 7) to provide further definition regarding acceptable density and nature of development fronting Ross Street and Fourth Avenue, as follows:

6 A dwelling should be designed in accord with the following parameters

<i>Dwelling type</i>	<i>Site area per dwelling (square metres)</i>	<i>Site area per dwelling for large allotments of >2000 square metres (square metres)</i>	<i>Minimum frontage width* (metres)</i>
<i>Dwelling</i>	<i>180 minimum 300 minimum+</i>	<i>100 minimum 285 minimum+</i>	<i>8</i>
<i>Residential flat building</i>	<i>120 minimum (average) 300 minimum+</i>	<i>80 minimum (average) 285 minimum+</i>	<i>20</i>

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

+ Minimum site area for dwellings in low density area fronting Ross Street and Fourth Avenue.

Built Form

Concerns were expressed that the larger scale development does not respect existing buildings within the locality and that buildings facing Fourth Avenue and Ross Street should be complementary to existing residential built form and not grouped together in large blocks.

The following amendments are proposed to address the built form concerns that have been raised:

- Insert new Principle of Development Control (PDC) 9 to provide further definition regarding acceptable scale of development and to reinforce Objective 2 of Norman Terrace Policy Area 26, as follows:

9 Buildings of larger scale or with long or large facades should incorporate design elements including varying composition, setbacks and articulation to breakdown and disguise bulk, create interest and relieve visual intrusion to streets, adjoining land and public perspectives, and may include one or more of the following:

- (a) breaking of facades into horizontal and vertical elements*
- (b) materials and finishes complementary to the locality*
- (c) recessed elements that break the horizontal mass of structures*
- (d) located behind smaller-scaled buildings fronting Ross Street and Fourth Avenue.*

- Insert new Desired Character statement in Norman Terrace Policy Area 26, as follows:

Design responses may vary but are underpinned by local area context with sympathetic contemporary dwellings. Dwellings may be provided at densities higher than but complementary to adjoining development in lower density residential zones.

- Amend Principle of Development Control (PDC) 7 in Norman Terrace Policy Area 26 to include new part (b) (and consequential re-numbering), as follows:

7 Development should provide a positive streetscape contribution by:

- (b) *providing a series of individual buildings with notable gaps, and articulation of building facades to reduce apparent building mass, in order to complement the streetscape character and built form composition in Ross Street and Fourth Avenue.*

Landscape and Streetscape Character

The existing Development Plan requires a deep soil zone of 7% site area for development of three storeys or more.

The draft DPA proposes to increase the minimum deep soil area for sites greater than 3,000m² from 7% of site area to a minimum of 15% of site area.

Community concerns were expressed about a lack of green space and an increase in hard surfaces; including exacerbation of urban heat effects.

There is community expectation that the rezoning proposal appropriately respects existing streetscape character, including avenues of public street trees (on Council verges). There is interest in additional tree planting at the tram stop and a community garden.

The following landscape and streetscape character amendments are proposed to the Norman Terrace Policy Area 26:

- Amend PDC 23 of the Medium and High Rise Development (three or more storeys) – Environmental section of the Council-wide section of the Development Plan:
 - in the table, where site area is >3000m², under the column heading Tree/ deep soil zones, replace existing text: ‘1 large or medium tree/60m² deep soil’ with ‘1 large or 2 medium tree(s)/60m² deep soil.’
- Amend Principle of Development Control (PDC) 7 in Norman Terrace Policy Area 26 to amend part (a), as follows:

7 Development should provide a positive streetscape contribution by:

 - (a) *providing an open garden character and ~~2 to~~ minimum 3 metre perimeter landscaping to Ross Street and Fourth Avenue and between groups of dwellings fronting those roadways.*
- Amend Principle of Development Control (PDC) 7 in Norman Terrace Policy Area 26 to include new part (c) (and consequential re-numbering), as follows:

7 Development should provide a positive streetscape contribution by:

- (c) *providing front fencing that is substantially open in appearance facing Ross Street and Fourth Avenue.*

Traffic and Parking

During the consultation process, the community raised concerns that the rezoning would lead to an increase in traffic from the affected area which would exacerbate existing congestion and car parking in local streets. The existing access from South Road and Anzac Highway and the local street layout was criticised as being in-direct. The function of Norman Terrace as a 'local road' with 40km/h speed limit was commented on as was the existing narrow width of local streets which were seen to compound safety and parking issues.

Further advice on these issues has been sought from Council's Traffic Manager as is detailed in the *SCPA Report*.

The investigations to inform the DPA and additional investigations post consultation, demonstrate the rezoning can proceed from a traffic perspective without undue impact on existing conditions.

In relation to carparking for the future development, it will be expected to meet contemporary onsite parking requirements which should have a positive outcome in reducing the demand for on street parking.

Council has an opportunity to address existing concerns about on-street parking and use of the local road network, outside of this rezoning process through Local Area Traffic Management planning.

Other matters

A number of submissions expressed concerns in relation to planning amenity type issues such as noise emissions, overlooking and overshadowing. There is existing comprehensive Council-wide policy in the Development Plan to address these concerns.

A number of submissions expressed concerns with the high-rise model of aged care in response to the findings of the Royal Commission into Aged Care. The future model of aged care is not a planning matter that can be considered as part of this DPA as it focuses on external built form and related impacts. As part of any future redevelopment of the site, the provider will be required to meet all relevant State and Commonwealth standards in the delivery of aged care.

Concerns were expressed in relation to the adequacy of existing civil infrastructure and stormwater infrastructure to cope with redevelopment of the subject site. Investigations undertaken indicate in some instances further augmentation may be required, however, there is nothing to prevent redevelopment of the subject site.

Concerns were expressed regarding a proposed reduction in the extent of public notification for types of development envisaged by the DPA.

Envisaged development such as aged persons accommodation, residential flat building, rest home and retirement village are proposed to be classified as Category One.

There are some exceptions such as development of three or more storeys that is within 30 metres of Ross Street and Fourth Avenue which will be required to be publicly notified. Other exceptions are proposed for development of three or more storeys where either maximum building height is over 17.5 metres or where road or boundary setbacks are less than prescribed.

Transition to Design Code

The Department of Planning Transport and Infrastructure (DPTI) has indicated a transition of the proposed Residential Regeneration Zone and Norman Terrace Policy Area to the Urban Renewal Zone under the Planning and Design Code (Phase 3).

Council has reviewed the Urban Renewal Neighbourhood Zone and associated overlays and general policy and, whilst this may reflect the general intent of the proposed DPA policy for the core area, it does not appropriately reflect the different nature, density and built scale for the proposed perimeter development.

Subject to the DPA being endorsed by Council, the SCPA Report has identified the most appropriate policy approaches to transition the DPA to the Planning and Design Code. These options will be pursued with DPTI once the final form and content of the DPA is resolved by Council. Ultimately the outcome for zoning and planning policy within the Code rests with the State Government.

Next steps

The recommended amendments are considered to appropriately respond to the key concerns raised during the consultation processes, whilst still maintaining the strategic objective to provide a policy framework that provides flexibility for contemporary higher density residential/aged care accommodation and services.

Additional changes are possible but may further remove policy from the original strategic objectives and may increase the likelihood DPTI and the Minister may contemplate the merit for approval.

Subject to the deliberations of the Committee and Council and any further changes, the SCPA report and the final draft DPA will be amended accordingly and forwarded to the Minister for Planning together with a copy of all original submissions for review and consideration for final approval.

DPTI will undertake a comprehensive review of all the material and analyse if the proposed amendments to the DPA accord with the original Statement of Intent and State Planning Strategy in preparing a

recommendation for the Minister. The Minister may approve the DPA, with or without the proposed amendments, or with further alterations as deemed appropriate.

5. **ANALYSIS OF OPTIONS**

Option 1 –

1. The report be received.
2. The Norman Terrace Development Plan Amendment *Summary of Consultation and Proposed Amendments Report* (as set out in Attachment 1 to this report, Item 2.1, City Strategy and Development Policy Committee Meeting, 16/03/2020) be received.
3. The amendments to the Norman Terrace Development Plan Amendment set out in Attachment 2 (Item 2.1, City Strategy and Development Policy Committee Meeting, 16/03/2020), be endorsed.
4. The amendments to the Norman Terrace Development Plan Amendment set out in Attachment 2 (Item 2.1, City Strategy and Development Policy Committee Meeting, 16/03/2020), be finalised and forwarded with the *Summary of Consultation and Proposed Amendments Report* to the Minister for Planning with a request for final approval.

The *SCPA Report* documents, reviews and responds to the consultation submissions, issues and recommended amendments for final approval from the Minister for Planning. The proposed amendments are documented in Attachment 2.

In respect to the key issue around the maximum building height, four alternatives have been provided for review including five, four and three storey or do nothing alternative. The *SCPA Report* recommends reducing the proposed building height in the core area to four storey with a recessed fourth storey. Further amendments are proposed to address concerns raised regarding built form, design, landscape and streetscape character.

These amendments are considered to respond to the key concerns raised during the consultation processes whilst still maintaining the strategic objective to provide a policy framework that provides flexibility for contemporary residential/aged care accommodation and services.

The *SCPA Report* and DPA, as amended per recommendations, will be submitted to the Minister for Planning for review and consideration for final approval.

Option 2 –

1. The report be received.

2. The Norman Terrace Development Plan Amendment *Summary of Consultation and Proposed Amendments Report* (as set out in Attachment 1 to this report, Item 2.1, City Strategy and Development Policy Committee Meeting, 16/03/2020) be received.
3. The amendments to the Norman Terrace Development Plan Amendment set out in Attachment 2 (Item 2.1, City Strategy and Development Policy Committee Meeting, 16/03/2020), be endorsed, subject to the following changes:
 - *Changes required to be inserted here*
4. The amendments to the Norman Terrace Development Plan Amendment as per Part 3 of this resolution (Item 2.1, City Strategy and Development Policy Committee Meeting, 16/03/2020), be finalised and forwarded with the *Summary of Consultation and Proposed Amendments Report* to the Minister for Planning with a request for final approval.

The *SCPA Report* documents, reviews and responds to the consultation submissions, issues and recommends amendments for final approval from the Minister for Planning. The proposed amendments are documented in Attachment 2.

A range of recommended amendments and options respond to the key issues raised but additional amendments may be considered warranted to address Council concerns.

A five and three storey option has been canvassed within the *SCPA Report*.

The five-storey alternative will maximise the opportunity for increased density with a reduced building footprint and increased greenspace.

If Council wished to proceed with a five-storey height limit however and still enable the other amendments proposed in Attachment 2 (i.e recessed upper level, density, built form, landscape and streetscape character), then Council could proceed to adopt Attachment 2 subject to the following changes:

- Amend PDC 3 to refer to low to medium rise development in the form of three to five storeys with related amendments to policy and the concept plan as required to reflect the maximum height limit of five storeys.

A reduction in height to three storeys would reduce density outcome and may lead to buildings spreading further across the site. The loss of scale will likely compromise the opportunity for under building parking leading to more grade parking and challenge the achievement of open spaces, landscaping and amenity.

If Council wished to proceed with a maximum three storey height limit however and still enable other relevant amendments proposed in Attachment 2 (i.e, density, built form, landscape and streetscape character), then Council could proceed to adopt Attachment 2 subject to the following changes:

- Amend PDC 3 to refer to low to medium rise development in the form of three storeys with related amendments to policy and the concept plan as required to reflect the maximum height limit of three storeys.

The final scope of amendments needs to be cognisant of the State Planning Strategy and the intent of the Statement of Intent. The further the amendments remove the policy from the original DPA (supported for public release), the less likely approval by the Minister.

The *SCPA Report* and DPA, revised to reflect any further Council amendments, will be submitted to the Minister for Planning for review and consideration for final approval.

The Minister for Planning may or may not accept the amendments and may propose further alterations as part of the ultimate discretion in approving the final DPA.

Option 3 –

1. The report be received.
2. The Norman Terrace Development Plan Amendment *Summary of Consultation and Proposed Amendments Report* (as set out in Attachment 1 to this report, Item 2.1, City Strategy and Development Policy Committee Meeting, 16/03/2020) be received.
3. The Norman Terrace Development Plan Amendment not be supported and the *Summary of Consultation and Proposed Amendments Report* be forwarded to the Minister for Planning with a request to abandon the Development Plan Amendment.

Not proceed further with the Norman Terrace DPA.

If the proposed outcomes of the Norman Terrace DPA are no longer supported, the Minister for Planning could be requested to agree to abandon the DPA.

In the absence of the changes from the Norman Terrace DPA, the current residential Streetscape and RB350 Zone would prevail until such time as the Planning and Design Code is implemented. As part of the Planning and Design Code consultation process, DPTI have recommended that the RB350 Zone transition to the General Neighbourhood Zone and the Residential Streetscape Zone transition to the Suburban Neighbourhood Zone. Council has raised concerns with the transition of the RB350 Zone to the General Neighbourhood Zone so the final outcome remains uncertain.

All DPAs are large, complex and costly. There has been a substantial investment and long process to undertake the Norman Terrace DPA. The Minister for Planning may, or may not, accept the request to not proceed further with the Norman Terrace DPA.

The Minister could decide to take over and approve the DPA as originally proposed, with the amendments, or further alterations to align with the State Planning Strategy and future Planning and Design Code.

6. RECOMMENDED OPTION

Option 1 is the recommended option.

7. POLICY IMPLICATIONS

7.1 Financial/Budget

- Funding has been received from Life Care to support undertaking the DPA.

7.2 Legislative/Risk Management

- Changes to Development Plan policy are managed through the clear, open and balanced process under the Development Act.
- Community engagement is critical to hearing all views and arriving at a mutually understood and appreciated policy.

7.3 Staffing/Work Plans

- The final implementation of the DPA will be managed within current resources.

7.4 Environmental/Social/Economic

- Clear and robust policy will facilitate desired new development to enhance the viability of the economy, vibrancy of the precinct and an expanded residential community while addressing the interface to surrounding areas.
- The current provisions support Council's objectives and support reasonable environmental outcomes with new development.
- Enhanced environmental policy can be pursued through contribution, collaboration and advocacy as part of the development of the forthcoming Planning and Design Code.

7.5 Stakeholder Engagement

- Broader community consultation was undertaken as part of the initial investigations for, and as part of, the DPA process.

8. REPORT CONSULTATION

Internal liaison has occurred within the City Development Division, and in particular planning policy, urban design and traffic management

9. REPORT AUTHORISERS

Name	Title
Claude Malak	General Manager, City Development

City of Unley

Norman Terrace Everard Park Regeneration Development Plan Amendment

Summary of Consultation and Proposed Amendments (SCPA) Report

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Introduction

This report is provided in accordance with Section 25(13) of the Development Act 1993 to identify matters raised during the consultation period and any recommended alterations to the amendment. The report also provides details of the consultation process undertaken by Council.

The SCPA Report should be read in conjunction with the consultation version of the DPA. Where relevant, any new matters arising from the consultation process are contained in this Report.

The Amendment reflects the recommendations of Council contained in this Report.

Consultation

Consultation Process

Statutory consultation with agencies and the public was undertaken in accordance with DPA process B (consultation approval not required) and in accordance with Section 25(6) of the *Development Act 1993*; Regulations 10 and 11 of the *Development Regulations 2008*; and the agreed Statement of Intent.

The following Local Member(s) of Parliament were consulted on the DPA:

- (a) Hon David Pisoni, State Member for Unley
- (b) Ms Jayne Stinson, State Member for Badcoe
- (c) Steve Georganas MP Federal Member for Adelaide
- (d) Nicolle Flint MP Federal Member for Boothby

No comments were received.

The consultation period ran from 14 November 2019 to 16 January 2020 (extended period due to the holiday period).

The City of Unley *City Strategy and Development Policy Committee* was appointed for the purposes of Section 25(11)(c) of the *Development Act 1993*, to consider representations and provide advice to Council in relation to the consultation process.

Public Notification

A notice was published in the 'The Advertiser' on 14 November 2019, the Government Gazette on 14 November 2019 and the "Eastern Courier Messenger" on 12 November 2019.

The DPA documents were also on display at Council's Civic Centre at 181 Unley Road, Unley could be viewed and downloaded from Council website.

Consultation was undertaken in accordance with the Community Engagement Plan approved by *the City Strategy and Development Policy Committee* on 21 October 2019.

Engagement activities included:

- Messenger and Advertiser newspaper advertising
- Council's "Your Say" website - established a dedicated web page for the project with an online submission form, Frequently Asked Questions, timeframe and regular updates
- Fact Sheet – hard copy and electronic

City of Unley
Norman Terrace Everard Park Regeneration Development Plan Amendment
SCPA Report

- Direct notification via letter mail-out to all properties within a 300-metre radius of the affected area (over 1000 properties) on 14 November 2019
- Direct notification via letters to Local Members of Parliament on 11 November 2019
- Direct notification to Government Agencies, adjoining Councils (Burnside, Marion, Adelaide, Mitcham and West Torrens) and identified organisations and representative groups via letters on 11 November 2019
- Two community information drop-in sessions were held at the Clarence Park Community Centre's Black Forest Room at 72 East Avenue, Clarence Park on Thursday 28 November 2019 from 5.30pm to 7.30pm and Saturday 30 November 2019 from 1.00pm to 3.00pm.
- Note in the Messenger "Unley Life" column on 27 November 2019 and 11 December 2019.
- Statutory public meeting held on 10 February 2020
- Phone discussions
- Contact database for ongoing communication

A copy of the DPA was forwarded to the Department of Planning, Transport and Infrastructure on 14 November 2019.

Public and Agency Submissions

Public Submissions

269 written submissions were received to the end of 16 January 2020; 33 additional or late submissions were received.

175 (of 302) submissions were online (or hard copy) responses to the 'Everard Park DPA Survey' which provided the option to 'Strongly Agree, Agree, Neither Agree or Disagree, Disagree or Strongly Disagree' with the following statements and provide additional comments:

- *"To what extent do you agree with the strategic aim of the DPA to provide greater housing opportunities for older persons through well-designed, smaller, independent and supported aged-care living located near public transport and shops, which enables older persons access to greater levels of service and support as their needs change?"*
- *"To what extent do you agree with the aim of the DPA to provide for higher density and greater choice of residential accommodation within the area identified as the Norman Terrace Policy Area?"*
- *To what extent do you agree with the planning policy in the Norman Terrace Policy Area that intends to facilitate a lower two-storey height along local streets, with greater height (up to five storeys) focused towards the tram line frontage?"*

A number of submissions commented that the survey questions were "leading" or showed "bias". Of the 175 online (or hard copy) survey responses, 2 were in general agreement with the survey questions and 173 generally disagreed with the survey questions.

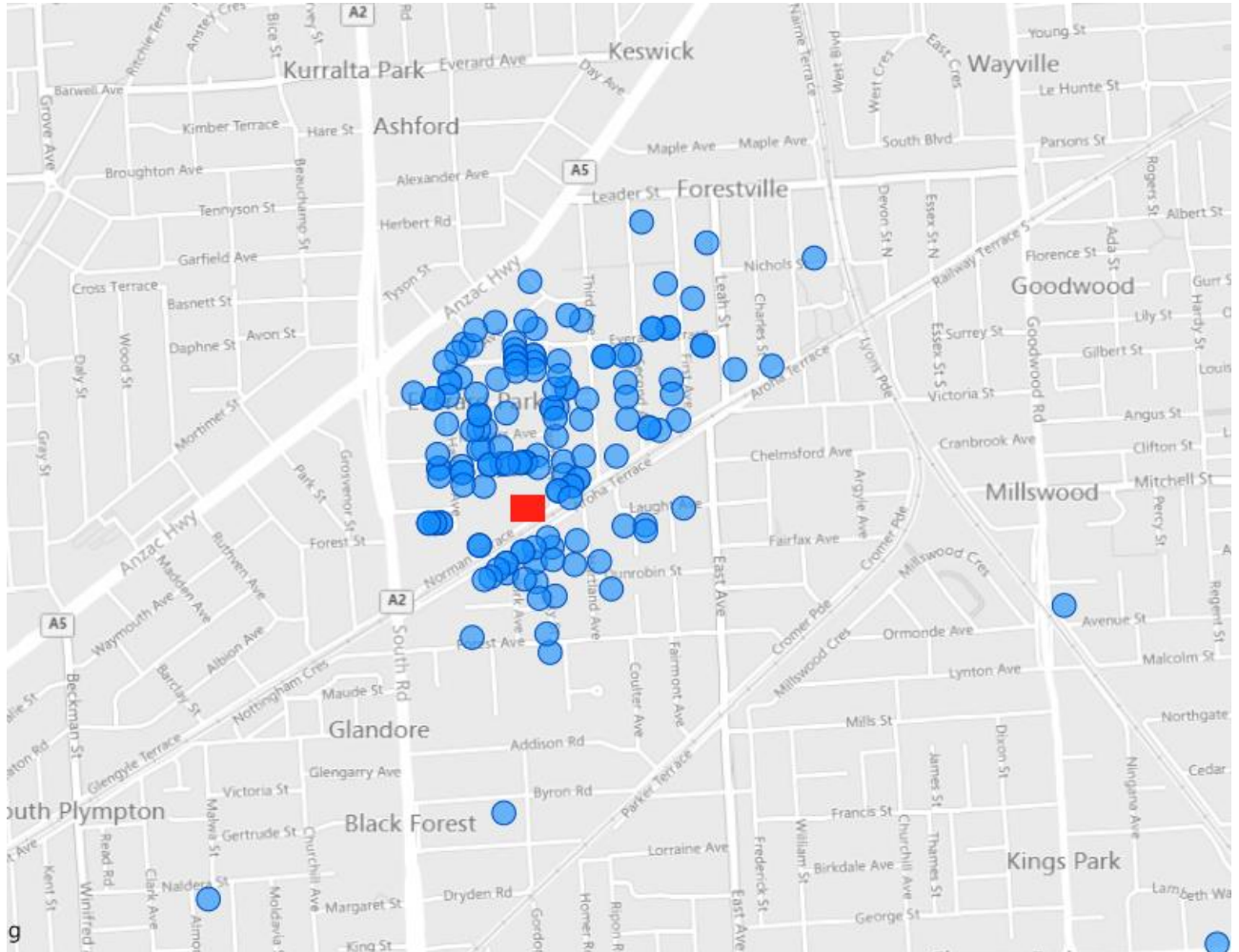
The following observations about the submissions are made:

- Some respondents provided submissions in more than one format (ie both online submission and template letter).
- There were 184 independent property locations across all submissions.

A map showing the proximity of the submissions to the subject site is provided below.

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Figure 1 – Proximity of submissions to subject site



Key issues raised in the submissions are summarised as follows:

- (a) Five storey development along Norman Terrace is not in keeping with the existing suburb of Everard Park and will impact visual amenity.
- (b) Increased density of development will exacerbate existing car parking and traffic congestion in local streets.
- (c) Buildings fronting Ross Street and Fourth Avenue should reflect existing residences and not be grouped together.
- (d) Norman Terrace is a 'local road' with a speed limit of 40kph, limited access and no shopping or businesses and should not be zoned as a major corridor.
- (e) Increased pressure on existing infrastructure services and stormwater systems.
- (f) The development will exacerbate urban heat issues and have limited green space and lots of concrete paths, internal roads, service areas and bins.

- (g) Increased density of development will exacerbate issues for neighbours including air conditioner noise, traffic, rubbish collection and lighting impacts.
- (h) Potential for overshadowing.
- (i) The proposed aged care development separates elderly people from the rest of the community.

A report on each submission (summary, comments, and action taken in response to each submission) is included in **Attachment A**. Further discussion of the Key Issues is included in **Attachment G**.

Agency Submissions

A total of six (6) responses were received from state government agencies. Key issues raised in the responses are summarised as follows:

- (a) Upgrade of the electricity distribution network and water and sewer services may be necessary and can have long lead times and augmentation costs.
- (b) Some policy amendments recommended to achieve high-quality design outcomes particularly as it relates to landscaping and buildings. Support for design treatments in relation to tree canopy cover, height, setbacks, car parking and access.
- (c) Request to expand the affected area to include existing South Australian Housing Trust assets and recommendation to apply the Affordable Housing Overlay.
- (d) Review of transitional arrangements to the Planning and Design Code including intent to remove Concept Plans, possible future Zone outcome – 'Urban Renewal Neighbourhood Zone' and associated overlays and general policy, and mapping correction.
- (e) Consideration of potential riverine flooding as it relates to vulnerable communities for rare flooding events.

A report on each submission (summary, comments, and action taken in response to each submission) is included in **Attachment C**.

Review of Submissions and Public Meeting

Copies of all submissions were made available for public review from 22 January 2020 to 10 February 2020 (Public Meeting) at the Council offices.

Fifty-one (51) submitters requested to be heard, and therefore a public meeting was held on 10 February 2020 before the Development Strategy and Policy Committee (Council delegate). Potential presenters were all contacted and requested to confirm desire to present. Twenty-three (23) ultimately presented to the Committee.

A summary of verbal submissions made at the public meeting are included in **Attachment B**.

Additional Matters and Investigations

The following additional matters were identified, and the following investigations conducted after the consultation process:

- (a) Building height
- (b) Density and Built Form
- (c) Landscape and streetscape character

- d) Traffic and Parking
- (e) Transition to the Planning and Design Code

A copy of additional matters and investigations is provided in **Attachment F**.

Timeframe Report

A summary of the timeframe of the DPA process relative to the agreed Statement of Intent timetable is located at **Attachment C**.

The DPA has proceeded in accordance with the agreed timetable.

CEO's Certification

The consultation process has been conducted and the final amendment prepared in accordance with the requirements of the Act and Regulations as confirmed by the CEO's Certifications provided in **Attachment E** (Schedule 4A Certificate) and **Attachment F** (Schedule 4B Certificate).

Summary of Recommended Changes to the Amendment following Consultation

The following is a summary of the changes recommended to the Amendment following consultation and in response to public submissions and/or agency comments:

Building height

Reduce the proposed core area 5 storey building height to 4 storey, and recess top fourth storey level, through the following policy amendments to Norman Terrace Policy Area 26:

- 3** Low ~~to~~ and medium rise, medium to high density development should typically be in the form of 3 to ~~5~~ 4 storey buildings in the core of the policy area and along Norman Terrace and not extending closer than 30 metres from Ross Street and Fourth Avenue.
- 4** Any building comprising 4 storeys should have the upper level set back a minimum of 2.5 metres from the main face of the building.
- 5-6** Except where airport building height restrictions prevail, buildings should be designed in accord with the following parameters:

Parameter	Value
Maximum site coverage	50 per cent
Maximum wall height (from ground level excluding any rooftop located mechanical plant or equipment)	17.5 <u>14</u> metres (5 <u>4</u> storeys) in the core of the policy area and along Norman Terrace 8 metres (2 storeys) for buildings fronting Ross Street and Fourth Avenue.
Minimum setback from Ross Street and Fourth Avenue	5 metres
Minimum setback from Norman Terrace	6 metres

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Insert new Concept Plan Map Un/12 Norman Terrace Policy Area that shows maximum building heights for the affected area.

Density and built form

Amend former Principle of Development Control (PDC) 5 and current 6 (now 7) in Norman Terrace Policy Area 26, as follows:

4-5 Low rise, low ~~to medium~~ density development should typically be in the form of 2 storey buildings facing Ross Street and Fourth Avenue.

6-7 A dwelling should be designed in accord with the following parameters:

Dwelling type	Site area per dwelling (square metres)	Site area per dwelling for large allotments of >2000 square metres (square metres)	Minimum frontage width* (metres)
Dwelling	180 minimum <u>300 minimum+</u>	100 minimum <u>285 minimum+</u>	8
Residential flat building	120 minimum (average) <u>300 minimum (average)+</u>	80 minimum (average) <u>285 minimum (average)+</u>	20

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

+ Minimum site area for dwellings in low density area fronting Ross Street and Fourth Avenue

Insert new part in Desired Character statement in Norman Terrace Policy Area 26, as follows:

Design responses may vary but are underpinned by local area context with sympathetic contemporary dwellings. Dwellings may be provided at densities higher than but complementary to adjoining development in lower density residential zones.

Insert new Principle of Development Control (PDC) to provide further definition regarding acceptable scale of development and to reinforce Objective 2 of Norman Terrace Policy Area 26, as follows:

9 Buildings of larger scale or with long or large facades should incorporate design elements including varying composition, setbacks and articulation to breakdown and disguise bulk, create interest and relieve visual intrusion to streets, adjoining land and public perspectives, and may include one or more of the following:

- (a) breaking of facades into horizontal and vertical elements;
- (b) materials and finishes complementary to the locality;
- (c) recessed elements that break the horizontal mass of structures;
- (d) located behind smaller-scaled buildings fronting Ross Street and Fourth Avenue.

Landscaping and Streetscape Character

Amend *Medium and High Rise Development (3 or More Storeys)* – *Environmental* general policy Principle of Development Control (PDC) 23 to increase from 1 to 2 the number of medium trees as an alternative to 1 large tree per 60m² within the minimum 15% deep soil area for sites greater than 3,000m², as follows:

23 Deep soil zones should be provided to retain existing vegetation or provide areas that can accommodate new deep root vegetation, including tall trees with large canopies.

One way of achieving this is in accordance with the following table:

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Site area	Minimum deep soil area	Minimum dimension	Tree/ deep soil zones
<300m ²	10m ²	1.5 metres	1 small tree/10m ² deep soil
300-1500m ²	7% site area	3 metres	1 medium tree/30m ² deep soil
>1500-3,000m ²	7% site area	6 metres	1 large or medium tree/60m ² deep soil
> 3,000m ²	<u>15% site area</u>	<u>6 metres</u>	<u>1 large or 4-2 medium tree(s)/60m² deep soil</u>
Tree size and site area definitions			
Small tree:	< 6 metres mature height and < less than 4 metres canopy spread		
Medium tree:	6-12 metres mature height and 4-8 metres canopy spread		
Large tree:	12 metres mature height and > 8 metres canopy spread		
Site area:	The total area for development site, not average area per dwelling		

Amend Principle of Development Control (PDC) 7 (now 8) in Norman Terrace Policy Area 26 to amend part (a), include new parts (b) and (c) and renumber (b) as (d), as follows:

7-8 Development should provide a positive streetscape contribution by:

- (a) providing an open garden character and ~~2 to~~ minimum 3 metre perimeter landscaping to Ross Street and Fourth Avenue and between groups of dwellings fronting those roadways
- (b) providing a series of individual buildings with notable gaps, and articulation of building facades to reduce apparent building mass, in order to complement the streetscape character and built form composition in Ross Street and Fourth Avenue;
- (c) providing front fencing that is low and substantially open in appearance facing Ross Street and Fourth Avenue;
- (b) (d) providing a high quality distinctive public streetscape along Norman Terrace, that may include one or more of the following:
 - (i) public plaza
 - (ii) tall stemmed tree canopy
 - (iii) feature tree planting
 - (iv) artist sculpture
 - (v) building entry statement.
- (e) siting and designing garaging and parking of vehicles as a relatively minor element when viewed from the public realm and desirably located below ground in basement levels or located discretely to the rear and limiting the number of separate driveways.

Other Consequential Minor Amendments:

Corresponding amendments to reflect:

- addition of new Concept Plan Un/12, reflecting the extent and maximum building height limits, minimum street and boundary building setbacks and primary vehicle access / egress points;
- amended height limits in core area (14.0 metres in lieu of 17.5 metres) in regard to Table Un/8 Public Notification (Category 2);
- remove amended Map Un/1 (Overlay 2a) Airport Building Heights as the height of 15.0 metres is allowed without Referral to Federal Airports Corporation;

- inclusion of Affected Area as a Designated Area in the Affordable Housing Overlay Map Un/1 (Overlay 5a).

Glossary of terms

Pursuant to the South Australian Planning Policy Library (SAPPL) policy templates, and draft Planning & Design Code, the following glossary of terms is applicable:

Low rise – 1 -2 storeys

Medium rise – 3 – 6 storeys

High rise – 7 storeys or more

Low density - < 35 dwellings per hectare = > 285m² site area

Medium density 35 to 70 dwellings per hectare = 285 to 143m² site area

High density < 35 dwellings per hectare = < 143m² site area

Attachment A – Summary and Response to Public Submissions

269 written submissions were received to the end of 16 January 2020; 33 additional or late submissions were received.

175 (of 302) submissions were online (or hard copy) responses to the 'Everard Park DPA Survey' which provided the option to 'Strongly Agree, Agree, Neither Agree or Disagree, Disagree or Strongly Disagree' with the following statements and provide additional comments:

- *“To what extent do you agree with the strategic aim of the DPA to provide greater housing opportunities for older persons through well-designed, smaller, independent and supported aged-care living located near public transport and shops, which enables older persons access to greater levels of service and support as their needs change?”*
- *“To what extent do you agree with the aim of the DPA to provide for higher density and greater choice of residential accommodation within the area identified as the Norman Terrace Policy Area?”*
- *To what extent do you agree with the planning policy in the Norman Terrace Policy Area that intends to facilitate a lower two-storey height along local streets, with greater height (up to five storeys) focused towards the tram line frontage?”*

A number of submissions commented that the survey questions were “leading” or showed “bias”. Of the 177 online (or hard copy) survey responses 2 were in general agreement with the survey questions and 175 generally disagreed with the survey questions.

The following observations about the submissions is made:

- Some respondents provided submissions in more than one format (ie both online submission and template letter).
- There were 184 independent property locations across all submissions.

The table below provides an assessment of each individual submission to the consultation.

Four planning matters have been identified for review in response to community submissions: building height; traffic and car-parking; density and built form; landscape and streetscape character. Further discussion of these matters is provided in **Attachment G** of the SCPA report.

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Attachment A — Summary and Response to Public Submissions

Sub No.	Name and Address	Submission Summary	Comment	Response
1.	Odwyer, Black Forest	<ul style="list-style-type: none"> • Strongly Disagree - greater housing opportunities for older persons. Footprint should not be increased in a young family area. • Strongly Disagree - higher density and greater choice of residential accommodation. • Strongly Disagree - height. Will greatly impact look and feel of neighbourhood; and will affect those on the other side of tram line. No buildings should exceed two storeys. 	<ul style="list-style-type: none"> • Demographic assessment for City of Unley shows an ageing of the population. • Submission talks to height: <ul style="list-style-type: none"> • Character of the area • Maximum two storey building height. 	<ul style="list-style-type: none"> • A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. along with a recessed fourth storey to reduce the height and mass of the building. • New policy is recommended to ensure new development makes a positive streetscape contribution to Ross Street and Fourth Avenue and there is articulation of building facades and gaps between buildings. • For further discussion on height and character topics, please refer to Attachment G of the SCPA report.
2.	Anonymous	<ul style="list-style-type: none"> • Strongly Agree - greater housing opportunities for older persons. • Strongly Agree - higher density and greater choice of residential accommodation. • Strongly Agree - height. 	<ul style="list-style-type: none"> • Noted. 	<ul style="list-style-type: none"> • No action required.
3.	Wilkinson, Everard Park	<ul style="list-style-type: none"> • Agree - greater housing opportunities for older persons but opposed to 5 storey development in Everard Park. • Agree - higher density and greater choice of residential accommodation. • Strongly Disagree – height. Opposed to five storeys in Everard Park (low density residential area). Three storey 	<ul style="list-style-type: none"> • Submission talks to five storey height: <ul style="list-style-type: none"> • Acceptance of 3 storeys with underground parking • Character of the area. 	<ul style="list-style-type: none"> • A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. • New policy is recommended to

City of Unley
Norman Terrace Everard Park Regeneration Development Plan Amendment
Attachment A — Summary and Response to Public Submissions

Sub No.	Name and Address	Submission Summary	Comment	Response
		development (with underground parking) is acceptable as it already exists in the area. Five storeys is out of character with the suburb.		<p>ensure new development makes a positive streetscape contribution to Ross Street and Fourth Avenue and there is articulation of building facades and gaps between buildings.</p> <ul style="list-style-type: none"> For further discussion of these topics, please refer to Attachment G of the SCPA report.
4.	Sofia, Everard Park	<ul style="list-style-type: none"> Everard Park is a long established small residential area with mostly one-two level development. Five storeys is too high and out of character with the suburb. More residents will increase traffic volume, vehicle noise, car-parking requirements and increase congestion in streets and footpaths. 	<ul style="list-style-type: none"> Submission talks to five storey height: <ul style="list-style-type: none"> Character of the area Traffic and parking. <p>The DPA does not propose changes to car parking rates contained in the Unley Development Plan.</p>	<ul style="list-style-type: none"> A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. New policy is recommended to ensure new development makes a positive streetscape contribution to Ross Street and Fourth Avenue and there is articulation of building facades and gaps between buildings. For further discussion of these topics, please refer to Attachment G of the SCPA report.
5.	Oelkers, Everard Park	<ul style="list-style-type: none"> Strongly Disagree - greater housing opportunities for older persons. Comments about an organisation with commercial motivation to maximise footprint and residential care places, current residents hardly use public 	<ul style="list-style-type: none"> Related to social infrastructure, the assessment by Holmes Dyer is that the area is adequately serviced in relation to the proposed rezoning. 	<ul style="list-style-type: none"> A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core

City of Unley
Norman Terrace Everard Park Regeneration Development Plan Amendment
Attachment A — Summary and Response to Public Submissions

Sub No.	Name and Address	Submission Summary	Comment	Response
		<p>transport use and no nearby shops.</p> <ul style="list-style-type: none"> • Strongly Disagree - higher density and greater choice of residential accommodation. Concern about additional traffic and size of facility in a residential area. Comments about redevelopment in the area (Le Cornu site, Third Street and South Road) and impacts during construction. • Strongly Disagree – height. Future facilities should be planned in areas that are adequately zoned. 	<ul style="list-style-type: none"> • Submission talks to size of facility in a residential area: <ul style="list-style-type: none"> • Traffic • Redevelopment in the area and construction impacts are noted but outside of the rezoning process. Construction is managed as a separate process following a development approval. • Related to existing zoning, the proposed DPA is consistent with State Planning Policies (SPP) – SPP6 Housing Supply and Diversity, that seeks to facilitate an affordable and diverse range of housing types and tenues including dependent accommodation (nursing homes) and age-specific accommodation (retirement villages). 	<p>area.</p> <ul style="list-style-type: none"> • For further discussion of these topics, please refer to Attachment G of the SCPA report.
6.	Robertson, No Suburb	<ul style="list-style-type: none"> • Strongly Disagree - greater housing opportunities for older persons. • Strongly Disagree - higher density and greater choice of residential accommodation. • Strongly Disagree – height. 	<ul style="list-style-type: none"> • Noted. 	<ul style="list-style-type: none"> • A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. • For further discussion of these topics, please refer to Attachment G of the SCPA report.

City of Unley
Norman Terrace Everard Park Regeneration Development Plan Amendment
Attachment A — Summary and Response to Public Submissions

Sub No.	Name and Address	Submission Summary	Comment	Response
7.	Anonymous	<ul style="list-style-type: none"> Disagree - greater housing opportunities for older persons. Disagree - higher density and greater choice of residential accommodation. Strongly Disagree – height. 	<ul style="list-style-type: none"> Noted. 	<ul style="list-style-type: none"> A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. For further discussion of these topics, please refer to Attachment G of the SCPA report.
8.	Robertson, No Suburb	<ul style="list-style-type: none"> Agree - greater housing opportunities for older persons. There needs to be balance between private housing and aged care housing. Strongly Disagree - higher density and greater choice of residential accommodation. The current facility impacts on infrastructure and any increase would be detrimental. Strongly Disagree – height. Two storeys on private streets and five storeys on Norman Terrace will have a negative impact on streetscape and residents. Expresses concerns about the Life Care development at Joslin 	<ul style="list-style-type: none"> Related to service infrastructure, investigations by WGA indicate there is adequate capacity for the proposed rezoning; some augmentation/upgrade may apply. Submission talks to height: <ul style="list-style-type: none"> Character of the area 	<ul style="list-style-type: none"> A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. New policy is recommended to ensure new development makes a positive streetscape contribution to Ross Street and Fourth Avenue and there is articulation of building facades and gaps between buildings. For further discussion of these topics, please refer to Attachment G of the SCPA report.
9.	Anonymous	<ul style="list-style-type: none"> Strongly Disagree - greater housing opportunities for older persons. Strongly Disagree - higher density and greater choice of residential accommodation. Strongly Disagree – height. 	<ul style="list-style-type: none"> Noted. 	<ul style="list-style-type: none"> A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core

City of Unley
Norman Terrace Everard Park Regeneration Development Plan Amendment
Attachment A — Summary and Response to Public Submissions

Sub No.	Name and Address	Submission Summary	Comment	Response
				<p>area.</p> <ul style="list-style-type: none"> For further discussion of these topics, please refer to Attachment G of the SCPA report.
10.	Anonymous	<ul style="list-style-type: none"> Strongly Disagree - greater housing opportunities for older persons. Strongly Disagree - higher density and greater choice of residential accommodation. Strongly Disagree – height. 	<ul style="list-style-type: none"> Noted. 	<ul style="list-style-type: none"> A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. For further discussion of these topics, please refer to Attachment G of the SCPA report.
11.	Anonymous, Brighton	<ul style="list-style-type: none"> Agree - greater housing opportunities for older persons. Disagree - higher density and greater choice of residential accommodation. Strongly Disagree – height. Five storeys will change the nature of the area and cause congestion. 	<ul style="list-style-type: none"> Submission talks to five storey height: <ul style="list-style-type: none"> Traffic and congestion. 	<ul style="list-style-type: none"> A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. Council consider that the increase in traffic volumes can be catered for on the existing road network and the existing issues with on-street parking could investigated as part of the Local Area Traffic Management Planning process. In relation to carparking for the future development, it will be expected to meet

City of Unley
Norman Terrace Everard Park Regeneration Development Plan Amendment
Attachment A — Summary and Response to Public Submissions

Sub No.	Name and Address	Submission Summary	Comment	Response
				<p>contemporary onsite parking requirements which should have a positive outcome in reducing the demand for on street parking.</p> <ul style="list-style-type: none"> For further discussion of these topics, please refer to Attachment G of the SCPA report.
12.	Rundle, Forestville	<ul style="list-style-type: none"> Agree - greater housing opportunities for older persons. Agree - higher density and greater choice of residential accommodation. Agree higher density is warranted but not to the degree proposed. Strongly Disagree – height. Five storeys is quite excessive for the scale and form of Norman Terrace. Would prefer to see a lower height residential frontage appearance maintained along all streets. 	<ul style="list-style-type: none"> Submission talks to five storey height: <ul style="list-style-type: none"> Lower height along street frontages. 	<ul style="list-style-type: none"> A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. New policy is recommended to ensure new development makes a positive streetscape contribution to Ross Street and Fourth Avenue and there is articulation of building facades and gaps between buildings. For further discussion of these topics, please refer to Attachment G of the SCPA report.
13.	Wallace, Black Forest	<ul style="list-style-type: none"> Agree - greater housing opportunities for older persons. Well designed, small and low density are the key points. Strongly Disagree - higher density and greater choice of residential accommodation. Multi-storey developments are not in keeping with the local environment. 	<ul style="list-style-type: none"> Submission talks to five storey height: <ul style="list-style-type: none"> Character of area Maximum two storey building height. 	<ul style="list-style-type: none"> A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. New policy is recommended to

City of Unley
Norman Terrace Everard Park Regeneration Development Plan Amendment
Attachment A — Summary and Response to Public Submissions

Sub No.	Name and Address	Submission Summary	Comment	Response
		<ul style="list-style-type: none"> Strongly Disagree – height. Only two storeys on Norman Terrace. Changes streetscape and outlook for surrounding properties. Two storey is the maximum level that any developments should be built to. Anything higher will adversely affect the local environ. 		<p>ensure new development makes a positive streetscape contribution to Ross Street and Fourth Avenue and there is articulation of building facades and gaps between buildings.</p> <ul style="list-style-type: none"> For further discussion of these topics, please refer to Attachment G of the SCPA report.
14.	Wallace, Black Forest	<ul style="list-style-type: none"> Agree - greater housing opportunities for older persons. Low density, low impact elderly care would be a great addition to the local area. Strongly Disagree - higher density and greater choice of residential accommodation. Any development exceeding two stories doesn't fit with the local streetscape or environment. Strongly Disagree – height. Impact on streetscape. 	<ul style="list-style-type: none"> Submission talks to five storey height: <ul style="list-style-type: none"> Character of area Maximum two storey building height. 	<ul style="list-style-type: none"> A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. New policy is recommended to ensure new development makes a positive streetscape contribution to Ross Street and Fourth Avenue and there is articulation of building facades and gaps between buildings. For further discussion of these topics, please refer to Attachment G of the SCPA report.
15.	Storey, Forestville	<ul style="list-style-type: none"> Agree - greater housing opportunities for older persons. Agree - higher density and greater choice of residential accommodation. Disagree – height. Concern height on Norman Terrace will detrimentally affect existing built element, increase traffic 	<ul style="list-style-type: none"> Submission talks to five storey height: <ul style="list-style-type: none"> Existing built form Traffic and parking. The DPA does not propose changes to car parking rates 	<ul style="list-style-type: none"> A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area.

City of Unley
Norman Terrace Everard Park Regeneration Development Plan Amendment
Attachment A — Summary and Response to Public Submissions

Sub No.	Name and Address	Submission Summary	Comment	Response
		movement and increase street parking.	contained in the Unley Development Plan.	<ul style="list-style-type: none"> • Council consider that the increase in traffic volumes can be catered for on the existing road network and the existing issues with on-street parking could be investigated as part of the Local Area Traffic Management Planning process • In relation to carparking for the future development, it will be expected to meet contemporary onsite parking requirements which should have a positive outcome in reducing the demand for on street parking. • For further discussion of these topics, please refer to Attachment G of the SCPA report.
16.	Anonymous	<ul style="list-style-type: none"> • Strongly Disagree - greater housing opportunities for older persons. • Strongly Disagree - higher density and greater choice of residential accommodation. • Strongly Disagree – height. Privacy issues and out of character for the area. 	<p>Submission talks to</p> <ul style="list-style-type: none"> • Privacy issues • Character <p>There is no change proposed to current privacy policies in the City of Unley Development Plan</p>	<ul style="list-style-type: none"> • A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. • New policy is recommended to ensure new development makes a positive streetscape contribution to Ross Street and Fourth Avenue and there is articulation of building facades and gaps between buildings. • For further discussion of these topics, please refer to

City of Unley
Norman Terrace Everard Park Regeneration Development Plan Amendment
Attachment A — Summary and Response to Public Submissions

Sub No.	Name and Address	Submission Summary	Comment	Response
				Attachment G of the SCPA report.
17.	Anonymous	<ul style="list-style-type: none"> • Strongly Disagree - greater housing opportunities for older persons. • Strongly Disagree - higher density and greater choice of residential accommodation. • Strongly Disagree – height. 	<ul style="list-style-type: none"> • Noted. 	<ul style="list-style-type: none"> • A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. • For further discussion of these topics, please refer to Attachment G of the SCPA report.
18.	Groundwater, Everard Park	<ul style="list-style-type: none"> • Strongly Disagree - greater housing opportunities for older persons. • Strongly Disagree - higher density and greater choice of residential accommodation. Without knowing design Strongly Disagree with multi-storey development in a majority one or two storey residential area. • Strongly Disagree – height. Doesn't fit with streetscape. Will create additional parking problems on the street. Additional traffic would make it difficult to get in and out of our property. 	<ul style="list-style-type: none"> • Submission talks to five storey height: <ul style="list-style-type: none"> • Character of area • Traffic and parking. • The DPA does not propose changes to car parking rates contained in the Unley Development Plan. 	<ul style="list-style-type: none"> • A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. • New policy is recommended to ensure new development makes a positive streetscape contribution to Ross Street and Fourth Avenue and there is articulation of building facades and gaps between buildings. • Council consider that the increase in traffic volumes can be catered for on the existing road network and the existing issues with on-street parking can be investigated as part of the Local Area Traffic Management Planning process

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				<ul style="list-style-type: none"> • In relation to carparking for the future development, it will be expected to meet contemporary onsite parking requirements which should have a positive outcome in reducing the demand for on street parking. • For further discussion of these topics, please refer to Attachment G of the SCPA report.
19.	Anonymous	<ul style="list-style-type: none"> • Agree - greater housing opportunities for older persons. Up to five stories adjacent to Norman Tce is not 'well-designed, smaller...supported aged-care living.' • Agree - higher density and greater choice of residential accommodation. Higher density accommodation supports the need for aged-care services and population growth. Five storeys is not in keeping with the residential feel of Everard Park. • Strongly Disagree – height. Two to three stories is fine. Four and five stories is too high and would be significantly different to other buildings in the neighbourhood. Concern about increased traffic and parking in surrounding streets. 	<ul style="list-style-type: none"> • Submission talks to five storey height: <ul style="list-style-type: none"> • Character of area • Acceptance of 2-3 storeys • Traffic and parking. • The DPA does not propose changes to car parking rates contained in the Unley Development Plan. 	<ul style="list-style-type: none"> • A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. • New policy is recommended to ensure new development makes a positive streetscape contribution to Ross Street and Fourth Avenue and there is articulation of building facades and gaps between buildings. • Council consider that the increase in traffic volumes can be catered for on the existing road network and the existing issues with on-street parking can be investigated as part of the Local Area Traffic Management Planning process • In relation to carparking for the future development, it will be

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				<p>expected to meet contemporary onsite parking requirements which should have a positive outcome in reducing the demand for on street parking.</p> <ul style="list-style-type: none"> For further discussion of these topics, please refer to Attachment G of the SCPA report.
20.	Hender, Black Forest	<ul style="list-style-type: none"> Strongly Agree - greater housing opportunities for older persons. Strongly Agree - higher density and greater choice of residential accommodation. Multi-level part of development should be on tramline side so there is minimum impact on adjacent properties. Strongly Agree – height. Adequate provision needs to be made for onsite parking. 	<ul style="list-style-type: none"> Noted. Related to multi-storey buildings, the DPA proposes this in the core and to the Norman Terrace frontage and a transition down at Ross Street and Fourth Avenue. 	<ul style="list-style-type: none"> A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. Council consider that the increase in traffic volumes can be catered for on the existing road network and the existing issues with on-street parking can be investigated as part of the Local Area Traffic Management Planning process In relation to carparking for the future development, it will be expected to meet contemporary onsite parking requirements which should have a positive outcome in reducing the demand for on street parking. For further discussion of these topics, please refer to Attachment G of the SCPA

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21.	Seeliger, Black Forest	<ul style="list-style-type: none"> • Agree - greater housing opportunities for older persons. • Agree - higher density and greater choice of residential accommodation. • Strongly Disagree – height. Agree with two storey height along local streets but Strongly Disagree with five storeys along Norman Terrace; two storeys along tram frontage would be keeping with the character of the area. Five storeys would impact skyline. 	<ul style="list-style-type: none"> • Submission talks to five storey height: <ul style="list-style-type: none"> • Character of area • Visual impact. 	<ul style="list-style-type: none"> • A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. • New policy is recommended to ensure new development makes a positive streetscape contribution to Ross Street and Fourth Avenue and there is articulation of building facades and gaps between buildings. • For further discussion of these topics, please refer to Attachment G of the SCPA report.
22.	Bode, Everard Park	<ul style="list-style-type: none"> • Agree - greater housing opportunities for older persons. New development should not take away from feel of a mainly residential area and not exceed two storeys in height. • Agree - higher density and greater choice of residential accommodation. • Strongly Disagree – height. Large buildings (greater than two storeys) on Norman Terrace will change the nature of the area and increase parking problems that flow onto side streets. Norman Terrace is not a major highway. • Sufficient parking must be provided for residents and visitors and not impact residents on Fourth, Ross and Norman 	<ul style="list-style-type: none"> • Submission talks to five storey height: <ul style="list-style-type: none"> • Character of area • Maximum two storey building height • Traffic and parking. • The DPA does not propose changes to car parking rates contained in the Unley Development Plan. 	<ul style="list-style-type: none"> • A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. • New policy is recommended to ensure new development makes a positive streetscape contribution to Ross Street and Fourth Avenue and there is articulation of building facades and gaps between buildings. • Council consider that the increase in traffic volumes can

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		<p>Terrace. A large building backing onto a suburban road will impact the feel of the area.</p> <ul style="list-style-type: none"> • Strongly Agree innovative, modern housing for our aged but must be clever design within two storeys. • 		<p>be catered for on the existing road network and the existing issues with on-street parking can be investigated as part of the Local Area Traffic Management Planning process</p> <ul style="list-style-type: none"> • In relation to carparking for the future development, it will be expected to meet contemporary onsite parking requirements which should have a positive outcome in reducing the demand for on street parking. • For further discussion of these topics, please refer to Attachment G of the SCPA report.
23.	Foote, Everard Park	<ul style="list-style-type: none"> • Agree - greater housing opportunities for older persons however question 1 is a loaded question. • Strongly Disagree - higher density and greater choice of residential accommodation. Higher density housing in this suburban area, not a main traffic corridor, would negatively impact. The area is already subject to parking issues from Ashford Hospital employees and increased development on Anzac Highway. • Strongly Disagree – height. 	<ul style="list-style-type: none"> • Submission talks to height and density: <ul style="list-style-type: none"> • Traffic and parking. • The DPA does not propose changes to car parking rates contained in the Unley Development Plan. 	<ul style="list-style-type: none"> • A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. • Council consider that the increase in traffic volumes can be catered for on the existing road network and the existing issues with on-street parking can be investigated as part of the Local Area Traffic Management Planning process • For further discussion of these topics, please refer to Attachment G of the SCPA

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24.	Anonymous, Everard Park	<ul style="list-style-type: none"> • Agree - greater housing opportunities for older persons. The proposal does not appear to be solely for older persons. 'Smaller' independent aged care living does not fit with proposed five storeys. • Strongly Disagree - higher density and greater choice of residential accommodation. I do not agree with higher density in the middle of a residential area. Along busy corridors like Anzac Highway or South Road fit. It will detract from the feel of the area, increase traffic and decrease safety. Five storeys will impact neighbouring properties privacy and overshadowing, and the look of the area. • Strongly Disagree – height. Two storeys is adequate and reasonable, five storeys is grossly concerning even if focussed toward the tram line. Residential development along Third Avenue is only three storeys high and is in a more suitable location. Options along Anzac Highway and South Road are a better fit. Not suitable for Norman Terrace and Fourth Avenue. • Comments on consultation process. Information sessions not particularly helpful and required knowledge to ask questions 	<ul style="list-style-type: none"> • Submission talks to five storey height: <ul style="list-style-type: none"> • Character of the area • Overshadowing • Traffic and safety • Privacy and overshadowing. • Council has undertaken consultation in accord with statutory requirements and Council policy. 	<ul style="list-style-type: none"> • A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. • New policy is recommended to ensure new development makes a positive streetscape contribution to Ross Street and Fourth Avenue and there is articulation of building facades and gaps between buildings. • Council consider that the increase in traffic volumes can be catered for on the existing road network and the existing issues with on-street parking can be investigated as part of the Local Area Traffic Management Planning process • In relation to carparking for the future development, it will be expected to meet contemporary onsite parking requirements which should have a positive outcome in reducing the demand for on street parking. • For further discussion of these topics, please refer to Attachment G of the SCPA report.

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25.	Anonymous	<ul style="list-style-type: none"> • Neither Agree nor Disagree - greater housing opportunities for older persons. Critical of nonspecific survey question. • Strongly Disagree - higher density and greater choice of residential accommodation. Considers survey questions are biased. • Strongly Disagree – height. Five storeys is too high. The bigger issue is continuous two storeys to residential streets. • It's a 40km area with convoluted entry and exit from major roads. Flow on to the wider suburb will have detrimental traffic impacts. • Comments on consultation process. 	<ul style="list-style-type: none"> • Submission talks to five storey height and articulation of two storey height: <ul style="list-style-type: none"> • Traffic and access. • Survey questions 	<ul style="list-style-type: none"> • A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. • Council consider that the increase in traffic volumes can be catered for on the existing road network and the existing issues with on-street parking can be investigated as part of the Local Area Traffic Management Planning process • In relation to carparking for the future development, it will be expected to meet contemporary onsite parking requirements which should have a positive outcome in reducing the demand for on street parking. • For further discussion of these topics, please refer to Attachment G of the SCPA report.
26.	Anonymous	<ul style="list-style-type: none"> • Strongly Disagree - greater housing opportunities for older persons. • Strongly Disagree - higher density and greater choice of residential accommodation. The area is predominantly single storey. The DPA divides streets down the middle ruining the local street character. 	<ul style="list-style-type: none"> • Submission talks to character of the area. 	<ul style="list-style-type: none"> • A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. • New policy is recommended to ensure new development

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		<ul style="list-style-type: none"> • Strongly Disagree – height. • A large landowner should not be able to significantly change an area. 		<p>makes a positive streetscape contribution to Ross Street and Fourth Avenue and there is articulation of building facades and gaps between buildings.</p> <ul style="list-style-type: none"> • For further discussion of these topics, please refer to Attachment G of the SCPA report.
27.	Anonymous	<ul style="list-style-type: none"> • Neither Agree or Disagree - greater housing opportunities for older persons. Needs to be achieved in keeping with the neighbourhood – size and height is out of step. • Disagree - higher density and greater choice of residential accommodation. Scale and height is far too great. Five storeys on Norman Terrace will visually impact surrounding residents. • Strongly Disagree – height. Development along Ross Street needs to be in keeping with the street. Two storey townhouses would fit – these need to be detached dwellings not a solid two storey block. Five storeys on Norman Terrace is far too high. Three stories would seem much more appropriate. Five stories should not extend to the rear fence line of Ross Street properties and should be setback. • Lack of existing on-street parking. Scale of development will create an unacceptable amount of congestion in terms of traffic on hard to navigate streets and for parking (regardless of the amount of onsite parks created). • Support some increased density – 	<ul style="list-style-type: none"> • Submission talks to five storey height and articulation of two storey height: <ul style="list-style-type: none"> • Scale • Character of the area • Visual impacts • Traffic and parking • The DPA does not propose changes to car parking rates contained in the Unley Development Plan. • Related to the distance between buildings over two storeys and Ross Street, the current proposal is to not extend closer than 30 metres from Ross Street and Fourth Avenue. 	<ul style="list-style-type: none"> • A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. • New policy is recommended to ensure new development makes a positive streetscape contribution to Ross Street and Fourth Avenue and there is articulation of building facades and gaps between buildings. • Council consider that the increase in traffic volumes can be catered for on the existing road network and the existing issues with on-street parking can be investigated as part of the Local Area Traffic Management Planning process • In relation to carparking for the future development, it will be expected to meet contemporary onsite parking requirements which should

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		substantially scaled back design.		<p>have a positive outcome in reducing the demand for on street parking.</p> <ul style="list-style-type: none"> For further discussion of these topics, please refer to Attachment G of the SCPA report.
28.	Rasheed, Everard Park	<ul style="list-style-type: none"> Neither Agree or Disagree - greater housing opportunities for older persons. Agree to modified development but within the keeping of suburban streetscape and existing homes. Need to provide plenty of open space and gardens for the older persons in the complex. Strongly Disagree - higher density and greater choice of residential accommodation. Agree to development but within keeping of the very small suburb which has access and exit issues for vehicles. Object to five storeys. Needs to be in keeping of suburban streetscape of existing homes in Ross and Fourth Avenue. Strongly Disagree – height. Maximum three storeys to Norman Terrace is more in keeping with the location. In relation to Ross Street and Fourth Avenue the two storey townhouses need to be individual townhouses not group collectively in keeping with existing homes and streetscape. Access to Ross Street is challenging, roads off Anzac Highway do not provide direct access requiring weaving around many residential streets. The proposed size of the development is too large for the 	<ul style="list-style-type: none"> Submission talks to five storey height and articulation of two storey height: <ul style="list-style-type: none"> Character of the area Traffic and access Maximum of three storeys. Related to open space and gardens, the current proposal is to increase the proportion of site area for tree planting from 7% to 15% and provide 2-3 metre perimeter landscaping for dwellings facing Ross Street and Fourth Avenue. 	<ul style="list-style-type: none"> A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. New policy is recommended to ensure new development makes a positive streetscape contribution to Ross Street and Fourth Avenue and there is articulation of building facades and gaps between buildings. Council consider that the increase in traffic volumes can be catered for on the existing road network and the existing issues with on-street parking can investigated as part of the Local Area Traffic Management Planning process For further discussion of these topics, please refer to Attachment G of the SCPA report.

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		existing configuration of roads within the suburb.		
29.	Stacey, Everard Park	<ul style="list-style-type: none"> • Agree - greater housing opportunities for older persons. • Strongly Disagree- higher density and greater choice of residential accommodation. The proposal is not consistent with the current zoning and will encourage other developers to rezone their land. • Strongly Disagree– height. • Make updates and changes within the current zoning and development plan. 	<ul style="list-style-type: none"> • Noted. • Related to existing zoning, the proposed DPA is consistent with State Planning Policies (SPP) – SPP6 Housing Supply and Diversity, that seeks to facilitate an affordable and diverse range of housing types and tenues including dependent accommodation (nursing homes) and age-specific accommodation (retirement villages). 	<ul style="list-style-type: none"> • A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. • For further discussion of these topics, please refer to Attachment G of the SCPA report.
30.	Thompson, Everard Park	<ul style="list-style-type: none"> • Strongly Disagree - greater housing opportunities for older persons. The current facility and single storey units fit with the present suburban streetscape. • Strongly Disagree - higher density and greater choice of residential accommodation. Five storey and two storey buildings are inappropriate given the existing suburban landscape. Concern for the demolition of current built form. • Strongly Disagree– height. The narrowness of local streets, particularly Norman Terrace, would be problematic given proposed density and access to city via South Road. Existing traffic issues of rat running through narrow streets and all day commuter parking on both sides of some streets by city workers would increase. 	<ul style="list-style-type: none"> • Submission talks to five storey height: <ul style="list-style-type: none"> • Character of the area • Traffic and access • The Residential Streetscape (Built Form) Zone contains provision that demolition should only be undertaken where the replacement building(s) make a comparable or more positive contribution to desired character. These provisions currently only apply to a small portion of the affected area. The proposed DPA includes new provisions that seek complementary design in relation to the Residential 	<ul style="list-style-type: none"> • Council consider that the increase in traffic volumes can be catered for on the existing road network and the existing issues with on-street parking can be investigated as part of the Local Area Traffic Management Planning process. • In relation to carparking for the future development, it will be expected to meet contemporary onsite parking requirements which should have a positive outcome in reducing the demand for on street parking. • A reduction in the proposed 5-storey building height limit to 4-

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		<ul style="list-style-type: none"> • Comments on the rezoning and consultation process. • Concern expressed regards Council undertaking privately funded DPA 	<p style="text-align: center;">Streetscape (Built Form) Zone.</p>	<p>storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area.</p> <ul style="list-style-type: none"> • New policy is recommended to ensure new development makes a positive streetscape contribution to Ross Street and Fourth Avenue and there is articulation of building facades and gaps between buildings. • For further discussion of these topics, please refer to Attachment G of the SCPA report.
31.	Anonymous	<ul style="list-style-type: none"> • Strongly Disagree - greater housing opportunities for older persons. This amendment reduces the amenity for older people. • Strongly Disagree - higher density and greater choice of residential accommodation. The area is inappropriate for the increased density proposed. • Strongly Disagree– height. These areas are currently single storey dwellings in garden settings. Two storeys at close spacing will ruin character and amenity of the area. Concerns that aged care is being more leniently assessed. • Comments on consultation process. 	<ul style="list-style-type: none"> • Noted 	<ul style="list-style-type: none"> • A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. • New policy is recommended to ensure new development makes a positive streetscape contribution to Ross Street and Fourth Avenue and there is articulation of building facades and gaps between buildings. • For further discussion of these topics, please refer to Attachment G of the SCPA report.
32.	Austin, No Suburb	<ul style="list-style-type: none"> • Disagree - greater housing opportunities 	<ul style="list-style-type: none"> • Related to social infrastructure, 	<ul style="list-style-type: none"> • A reduction in the proposed 5-

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		<p>for older persons. The site does not have easy access to shops or appropriate quality footpaths with multiple road crossings. Multi-storey buildings don't necessarily provide greater levels of service and support.</p> <ul style="list-style-type: none"> • Disagree - higher density and greater choice of residential accommodation. Multi-storey buildings are poor options for aged care. • Strongly Disagree– height. Five storey buildings are out of character and unacceptable. Apart of the SAHT there are no buildings over two stories. 	<p>the assessment by Holmes Dyer is that the area is adequately serviced in relation to the proposed rezoning.</p> <ul style="list-style-type: none"> • Submission talks to five storey height: <ul style="list-style-type: none"> • Character of the area. 	<p>storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area.</p> <ul style="list-style-type: none"> • New policy is recommended to ensure new development makes a positive streetscape contribution to Ross Street and Fourth Avenue and there is articulation of building facades and gaps between buildings. • For further discussion of these topics, please refer to Attachment G of the SCPA report.
33.	Swinbourne, Everard Park	<ul style="list-style-type: none"> • Agree - greater housing opportunities for older persons. Well-designed housing; maintain the natural environment; and complement the landscape of Everard Park. • Strongly Disagree- higher density and greater choice of residential accommodation. Current single storey age care facilities are adequate and high density is not the culture of the community or leafy green environment that is the “gem” of Everard Park. • Strongly Disagree – height. Concerned about a potential increase in traffic, noise during construction, removal of significant trees, skyline and green space. 	<ul style="list-style-type: none"> • Submission talks to five storey height: <ul style="list-style-type: none"> • Traffic • Construction impacts • Visual amenity. • Construction impacts are noted but outside of the rezoning process. Construction is managed as a separate process following a development approval. • Related to green space and significant trees: <ul style="list-style-type: none"> • The current proposal is to increase the proportion of site area for tree planting 	<ul style="list-style-type: none"> • A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. • New policy is recommended to ensure new development makes a positive streetscape contribution to Ross Street and Fourth Avenue and there is articulation of building facades and gaps between buildings. • Council consider that the increase in traffic volumes can be catered for on the existing road network and the existing issues with on-street parking

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			<p>from 7% to 15% and provide 2-3 metre perimeter landscaping for dwellings facing Ross Street and Fourth Avenue.</p> <ul style="list-style-type: none"> Regulated trees are afforded protection under the Development Act 1993, and relevant provisions in the Council-wide section of the Unley (City) Development Plan. No changes to the Council-wide regulated tree provisions are proposed. 	<p>could investigated as part of the Local Area Traffic Management Planning process</p> <ul style="list-style-type: none"> In relation to carparking for the future development, it will be expected to meet contemporary onsite parking requirements which should have a positive outcome in reducing the demand for on street parking. For further discussion of these topics, please refer to Attachment G of the SCPA report.
34.	O'Loughlin, Everard Park	<ul style="list-style-type: none"> Disagree - greater housing opportunities for older persons. Concern about the extent and size of construction. Preference for smaller scale well designed services. Disagree - higher density and greater choice of residential accommodation. Disagree – height. Prefer two or three storeys on Norman Terrace. Concern with the amount of power, water, energy, road work traffic, overshadowing, removal of trees required for a five storey development. Development should include: appropriate green, accessible community garden for the general public, space for therapy animals, opportunity for younger people to interact, sustainable design principles and a potential reciprocal educational program between residents and nearby schools and kindergartens. 	<ul style="list-style-type: none"> Submission talks to five storey height: <ul style="list-style-type: none"> Traffic Overshadowing Prefer 2-3 storeys on Norman Terrace. Related to service infrastructure, investigations by WGA indicate there is adequate capacity for the proposed rezoning; some augmentation/upgrade may apply. Construction impacts are noted but outside of the rezoning process. Construction is managed as a separate process following a 	<ul style="list-style-type: none"> A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. New policy is recommended to ensure new development makes a positive streetscape contribution to Ross Street and Fourth Avenue and there is articulation of building facades and gaps between buildings. Council consider that the increase in traffic volumes can be catered for on the existing road network and the existing issues with on-street parking could investigated as part of the Local Area Traffic

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			<p>development approval.</p> <ul style="list-style-type: none"> • Related to green space and trees: <ul style="list-style-type: none"> • The current proposal is to increase the proportion of site area for tree planting from 7% to 15% and provide 2-3 metre perimeter landscaping for dwellings facing Ross Street and Fourth Avenue. • Regulated trees are afforded protection under the Development Act 1993, and relevant provisions in the Council-wide section of the Unley (City) Development Plan. No changes to the Council-wide regulated tree provisions are proposed. • Council notes the Council-wide provisions of the Unley Development Plan apply which promote the principles of sustainable development. 	<p>Management Planning process</p> <ul style="list-style-type: none"> • In relation to carparking for the future development, it will be expected to meet contemporary onsite parking requirements which should have a positive outcome in reducing the demand for on street parking • For further discussion of these topics, please refer to Attachment G of the SCPA report.
35.	Young, No Suburb	<ul style="list-style-type: none"> • Agree - greater housing opportunities for older persons. New development should not be built at the detriment to current residents. • Strongly Disagree - higher density and greater choice of residential accommodation. Traffic and impacts on local residents. 	<ul style="list-style-type: none"> • Submission talks to five storey height: <ul style="list-style-type: none"> • Traffic • Character of the area. 	<ul style="list-style-type: none"> • Council consider that the increase in traffic volumes can be catered for on the existing road network and the existing issues with on-street parking could investigated as part of the Local Area Traffic Management Planning process

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		<ul style="list-style-type: none"> • Strongly Disagree– height. We don't need five storeys in our “beautiful green leafy” suburb. 		<ul style="list-style-type: none"> • In relation to carparking for the future development, it will be expected to meet contemporary onsite parking requirements which should have a positive outcome in reducing the demand for on street parking • A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. • New policy is recommended to ensure new development makes a positive streetscape contribution to Ross Street and Fourth Avenue and there is articulation of building facades and gaps between buildings. • For further discussion of these topics, please refer to Attachment G of the SCPA report.
36.	Murphy, No Suburb	<ul style="list-style-type: none"> • Neither Agree nor Disagree- greater housing opportunities for older persons, concern the survey question is bias. • Strongly Disagree - higher density and greater choice of residential accommodation. High density living is not supported in Everard Park. • Strongly Disagree– height. Five storeys is too high. Two storey is fine in Ross Street 	<ul style="list-style-type: none"> • Submission talks to five storey height: <ul style="list-style-type: none"> • Traffic must be directed away from Ross Street • Noise and light • Character of the area (tree lined streets). • Council notes the Council-wide 	<ul style="list-style-type: none"> • A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. • Council consider that the increase in traffic volumes can be catered for on the existing

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		<p>if done appropriately. Traffic must be directed away from Ross Street, no service access or parking for the facility (access via Norman Terrace).</p> <ul style="list-style-type: none"> Noise and light pollution will be a problem. The “concrete jungle” will destroy current tree lined area. Development will place stain on services and digging and construction will negatively impact the structure of 100 year old homes. Comments on consultation process. 	<p>provisions of the Unley Development Plan apply which promote the protection of properties from noise and light impacts.</p> <ul style="list-style-type: none"> Construction impacts are noted but outside of the rezoning process. Construction is managed as a separate process following a development approval. 	<p>road network and the existing issues with on-street parking could investigated as part of the Local Area Traffic Management Planning process</p> <ul style="list-style-type: none"> In relation to carparking for the future development, it will be expected to meet contemporary onsite parking requirements which should have a positive outcome in reducing the demand for on street parking For further discussion of these topics, please refer to Attachment G of the SCPA report.
37.	Heptinstall, Forestville	<ul style="list-style-type: none"> Agree - greater housing opportunities for older persons. Development needs to be congruent with local community. Highrise in a residential zone is not appropriate. Question one is loaded. Strongly Disagree - higher density and greater choice of residential accommodation. Higher density will reduce open green and cause residents to suffer from higher temperatures increased energy cost, increased stormwater run-off, overshadowing, tree loss and noise pollution, etc Strongly Disagree– height. Increased height will impact the local area and the wider community through increased traffic during all hours of the day. This will open the way to more unsuitable developments with two other residential 	<ul style="list-style-type: none"> Submission talks to five storey height: <ul style="list-style-type: none"> Character of the area Traffic Overshadowing. Related to green space and trees: <ul style="list-style-type: none"> The current proposal is to increase the proportion of site area for tree planting from 7% to 15% and provide 2-3 metre perimeter landscaping for dwellings facing Ross Street and Fourth Avenue. Regulated trees are afforded protection under 	<ul style="list-style-type: none"> A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. New policy is recommended to ensure new development makes a positive streetscape contribution to Ross Street and Fourth Avenue and there is articulation of building facades and gaps between buildings. Council consider that the increase in traffic volumes can be catered for on the existing road network and the existing issues with on-street parking

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		<p>facilities in the area. Uncertainty regarding the changing planning laws, the ability of ageing infrastructure to cope with increased usage and where the funding for infrastructure upgrades will come from.</p> <ul style="list-style-type: none"> • Comments on consultation process. 	<p>the Development Act 1993, and relevant provisions in the Council-wide section of the Unley (City) Development Plan. No changes to the Council-wide regulated tree provisions are proposed.</p> <ul style="list-style-type: none"> • The Council-wide provisions of the Unley Development Plan apply which promote the protection of properties from noise. • Related to infrastructure, investigations by WGA indicate that stormwater can be appropriately managed. 	<p>could investigated as part of the Local Area Traffic Management Planning process</p> <ul style="list-style-type: none"> • In relation to carparking for the future development, it will be expected to meet contemporary onsite parking requirements which should have a positive outcome in reducing the demand for on street parking • For further discussion of these topics, please refer to Attachment G of the SCPA report.
38.	Murphy, No Suburb	<ul style="list-style-type: none"> • Neither Agree nor Disagree- greater housing opportunities for older persons. Question one is loaded. • Strongly Disagree - higher density and greater choice of residential accommodation. Higher density living is not socially responsible and cannot be supported by current infrastructure. Residents do not need to be “living on top” of each other, blocks should be larger not smaller. • Strongly Disagree – height. Disagrees with five storeys but is more comfortable with three to four storeys maximum. • Comments on consultation process. 	<ul style="list-style-type: none"> • Submission talks to five storey height: <ul style="list-style-type: none"> • 3-4 storeys maximum building height. • Related to service infrastructure, investigations by WGA indicate there is adequate capacity for the proposed rezoning; some augmentation/upgrade may apply. 	<ul style="list-style-type: none"> • A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. • For further discussion of these topics, please refer to Attachment G of the SCPA report.
39.	Walden, Forestville	<ul style="list-style-type: none"> • Neither Agree nor Disagree - greater 	<ul style="list-style-type: none"> • Submission talks to five storey 	<ul style="list-style-type: none"> • A reduction in the proposed 5-

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		<p>housing opportunities for older persons. Multistorey developments are not the solution for aged care, they are profit generators.</p> <ul style="list-style-type: none"> • Strongly Disagree - higher density and greater choice of residential accommodation. Rezoning will achieve poor outcomes from a traffic management perspective and will change neighbourhood character. Questions the equity of the site boundary/selection. • Strongly Disagree – height. 	<p>height:</p> <ul style="list-style-type: none"> • Character of the area • Traffic management 	<p>storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area.</p> <ul style="list-style-type: none"> • New policy is recommended to ensure new development makes a positive streetscape contribution to Ross Street and Fourth Avenue and there is articulation of building facades and gaps between buildings. • Council consider that the increase in traffic volumes can be catered for on the existing road network and the existing issues with on-street parking could investigated as part of the Local Area Traffic Management Planning process • In relation to carparking for the future development, it will be expected to meet contemporary onsite parking requirements which should have a positive outcome in reducing the demand for on street parking • For further discussion of these topics, please refer to Attachment G of the SCPA report.
40.	Mayhew, Black Forest	<ul style="list-style-type: none"> • Agree - greater housing opportunities for older persons. Preference for smaller dwellings not high density high rise 	<ul style="list-style-type: none"> • Submission talks to five storey height: <ul style="list-style-type: none"> • Character of the area 	<ul style="list-style-type: none"> • A reduction in the proposed 5-storey building height limit to 4-storey is recommended along

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Sub No.	Name and Address	Submission Summary	Comment	Response
		<p>enclaves.</p> <ul style="list-style-type: none"> • Strongly Disagree- higher density and greater choice of residential accommodation. Negative impact a quiet suburban area through increased traffic and parking demands, waste and service, noise and light impacts, overshadowing and loss of privacy. • Strongly Disagree – height. Five storeys with potential roof top level due to air-conditioning is excessive however, three or four storeys of only independent living units with green space and trees is acceptable. • Comments on consultation process. Further public consultation is required. 	<ul style="list-style-type: none"> • Traffic and parking • Overshadowing and privacy • 3-4 storeys of only independent living. • The DPA does not propose changes to car parking rates contained in the Unley Development Plan. • Council notes the Council-wide provisions of the Unley Development Plan apply which promote the protection of properties from overshadowing, privacy and noise impacts. • Council has undertaken consultation in accord with statutory requirements and Council policy. 	<p>with a recessed fourth storey to reduce the height and mass of future development in the core area.</p> <ul style="list-style-type: none"> • New policy is recommended to ensure new development makes a positive streetscape contribution to Ross Street and Fourth Avenue and there is articulation of building facades and gaps between buildings. • Council consider that the increase in traffic volumes can be catered for on the existing road network and the existing issues with on-street parking could investigated as part of the Local Area Traffic Management Planning process • In relation to carparking for the future development, it will be expected to meet contemporary onsite parking requirements which should have a positive outcome in reducing the demand for on street parking. • For further discussion of these topics, please refer to Attachment G of the SCPA report.
41.	Seeliger, Black Forest	<ul style="list-style-type: none"> • Thank you for opportunity to comment. • Object to rezoning on the following grounds: 	<ul style="list-style-type: none"> • Submission talks to five storey height: <ul style="list-style-type: none"> • Character of the area 	<ul style="list-style-type: none"> • A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to

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Sub No.	Name and Address	Submission Summary	Comment	Response
		<ul style="list-style-type: none"> • Norman Terrace is a 'local road' with 40kph speed limit and no shops and zoning as a major corridor is inappropriate • Rezoning is for residential area (not tram corridor) • Tram is running at capacity and cannot provide safe transport for elderly at peak times • Not in the best interest of elderly people, few want to live in a five storey institution separated from community life • High density accommodation will cause significant issues in stormwater runoff • Will exacerbate urban heat issues, there will be very little green space and lots of concrete, and will put people's lives at risk • Multistorey is not in keeping with local character of 1-2 storey homes, many of which are character • Overshadowing of rooftop solar • Water, sewerage and other infrastructure will be put under pressure • Five storeys will impact visual amenity and avenues of street trees on Norman Terrace and Aroha Terrace • Exacerbate issues for neighbours including noise from air-conditioning, kitchen extraction, traffic, rubbish trucks, night-time lighting. • Support low-rise aged care designed to integrate with community, provide green 	<ul style="list-style-type: none"> • Visual amenity • Traffic and parking • Overshadowing and privacy. • Related to social infrastructure, the assessment by Holmes Dyer is that the area is adequately serviced in relation to the proposed rezoning. • Council notes the Council-wide provisions of the Unley Development Plan apply which promote the protection of properties from noise, overshadowing and privacy impacts. • Construction impacts are noted but outside of the rezoning process. Construction is managed as a separate process following a development approval. • Related to service infrastructure, investigations by WGA indicate there is adequate capacity for the proposed rezoning; some augmentation/upgrade may apply 	<p>reduce the height and mass of future development in the core area.</p> <ul style="list-style-type: none"> • New policy is recommended to ensure new development makes a positive streetscape contribution to Ross Street and Fourth Avenue and there is articulation of building facades and gaps between buildings. • Policy amendments are recommended to reduce the density for buildings fronting Ross Street and Fourth Avenue. • The primary access to the site for staff, visitor and service vehicles is proposed to be from Norman Terrace as indicated on the proposed concept plan • Council consider that the increase in traffic volumes can be catered for on the existing road network and the existing issues with on-street parking could investigated as part of the Local Area Traffic Management Planning process • In relation to carparking for the future development, it will be expected to meet contemporary onsite parking requirements which should have a positive outcome in reducing the demand for on street parking

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Sub No.	Name and Address	Submission Summary	Comment	Response
		space, absorb heat and stormwater.		<ul style="list-style-type: none"> It is recommended to retain the requirements for 15% deep soil zone with amendments to increase tree planting to 1 large or 2 medium trees/60m² deep soil For further discussion of these topics, please refer to Attachment G of the SCPA report.
42.	Seeliger, Black Forest	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41
43.	McNair, Black Forest	<ul style="list-style-type: none"> Concern five storeys will dominate the skyline and damage amenity. A reduction in height to four storeys would blend in more successfully Tree planting between Norman Terrace and the tram track, similar to Aroha Terrace, would enhance the appearance of the building for those living to the south. There is a great deal of congestion on weekdays around tram stop 5, on Norman Terrace, Aroha Terrace and many adjacent streets due to people from outside suburbs parking and using the tram. Allow for sufficient parking for the new facility. Suggest converting space beneath the South Road tram flyover to parking. 	<ul style="list-style-type: none"> Submission talks to five storey height: <ul style="list-style-type: none"> Four storeys acceptable on Norman Terrace. Council notes tree planting on public land and car parking on public land are outside of the DPA but appreciates constructive solution-based feedback on these items. 	<ul style="list-style-type: none"> A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. Related to existing traffic and parking, Council can address concerns through Local Area Traffic Management Planning. For further discussion of these topics, please refer to Attachment G of the SCPA report.
44.	Wild, Black Forest	<ul style="list-style-type: none"> Strongly Disagree - greater housing opportunities for older persons. Strongly Disagree - higher density and greater choice of residential accommodation. 	<ul style="list-style-type: none"> Noted. 	<ul style="list-style-type: none"> A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of

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Sub No.	Name and Address	Submission Summary	Comment	Response
		<ul style="list-style-type: none"> Strongly Disagree – height. 		<p>future development in the core area.</p> <ul style="list-style-type: none"> For further discussion of these topics, please refer to Attachment G of the SCPA report.
45.	Mayhew, Black Forest	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41
46.	Hancock, Black Forest	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41
47.	Hancock, Black Forest	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41
48.	Anonymous, Millswood	<ul style="list-style-type: none"> Strongly Disagree - greater housing opportunities for older persons. Too intrusive at five storeys. Strongly Disagree - higher density and greater choice of residential accommodation. Wrong area for this. Strongly Disagree – height. Development will change the suburbs 'leafy streets' for residents. 	<ul style="list-style-type: none"> Noted. 	<ul style="list-style-type: none"> A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. For further discussion of these topics, please refer to Attachment G of the SCPA report.
49.	Roberts	<ul style="list-style-type: none"> Agree - greater housing opportunities for older persons. Question the desire, ability and demand for resident in aged care to utilise public transport and local shops, of which there are none near the site. Neither Agree nor Disagree- higher density and greater choice of residential accommodation. Acceptable only if it does not negatively impact or disadvantage existing local residents. This is not the 	<ul style="list-style-type: none"> Council notes the location near the tram stop facilitates public transport use not only by residents but visitors and employees. Submission talks to five storey height: <ul style="list-style-type: none"> Three storeys acceptable on Norman Terrace 	<ul style="list-style-type: none"> A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. For further discussion of these topics, please refer to Attachment G of the SCPA

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		<p>case.</p> <ul style="list-style-type: none"> Disagree – height. Up to three storeys is acceptable on Norman Street. Five storeys is only acceptable at the core of the development. Fifth storey to be the maximum height, ie no plant room on top. 	<ul style="list-style-type: none"> Five storeys acceptable at the core (Council notes the current policy proposes maximum building height limit equivalent to five storeys). 	report.
50.	Anonymous	<ul style="list-style-type: none"> Strongly Disagree - greater housing opportunities for older persons. Not in the best interest of elderly people, few want to live in a five storey institution separated from community life. Strongly Disagree - higher density and greater choice of residential accommodation. High density accommodation will cause significant issues in stormwater runoff Strongly Disagree – height. Norman Terrace is a 'local road' with 40kph speed limit and no shops and zoning as a major corridor is inappropriate. Rezoning is for residential area (not tram corridor). Tram is running at capacity and cannot provide safe transport for elderly at peak times. 	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41
51.	Kalan, Everard Park	<ul style="list-style-type: none"> Neither Agree nor Disagree - greater housing opportunities for older persons. There are better ways to accommodate older residents without disrupting locals. Disagree - higher density and greater choice of residential accommodation. Development should be relocated to a location with more suitable existing building heights. Strongly Disagree – height. Disrupt view from property. 	<ul style="list-style-type: none"> Noted. 	<ul style="list-style-type: none"> A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. For further discussion of these topics, please refer to Attachment G of the SCPA report.

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52.	Anonymous	<ul style="list-style-type: none"> • Strongly Disagree - greater housing opportunities for older persons. No big building. • Strongly Disagree- higher density and greater choice of residential accommodation. • Strongly Disagree – height. No five storey development. 	<ul style="list-style-type: none"> • Noted. 	<ul style="list-style-type: none"> • A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. • New policy is recommended to ensure new development makes a positive streetscape contribution to Ross Street and Fourth Avenue and there is articulation of building facades and gaps between buildings. • For further discussion of these topics, please refer to Attachment G of the SCPA report.
53.	Tait, Everard Park	<ul style="list-style-type: none"> • Strongly Disagree - greater housing opportunities for older persons. Disagrees to five storeys but accepts potential three storey development • Strongly Disagrees - higher density and greater choice of residential accommodation. The residential area is not designed for a five storey building that will overshadow residents. • Strongly Disagree – height. Agrees with the development of two storey but opposes five storeys. 	<ul style="list-style-type: none"> • Submission talks to five storey height: <ul style="list-style-type: none"> • Character of the area • Overshadowing • Accepts three storeys. 	<ul style="list-style-type: none"> • A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. • New policy is recommended to ensure new development makes a positive streetscape contribution to Ross Street and Fourth Avenue and there is articulation of building facades and gaps between buildings. • For further discussion of these topics, please refer to Attachment G of the SCPA report.

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54.	Anonymous	<ul style="list-style-type: none"> Strongly Disagree- greater housing opportunities for older persons. Strongly Disagree - higher density and greater choice of residential accommodation. Strongly Disagree – height. No high rise. 	<ul style="list-style-type: none"> Noted. 	<ul style="list-style-type: none"> A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. For further discussion of these topics, please refer to Attachment G of the SCPA report.
55.	Anonymous	<ul style="list-style-type: none"> Strongly Disagree - greater housing opportunities for older persons. Strongly Disagree - higher density and greater choice of residential accommodation. Strongly Disagree – height. Opposes five storeys in Everard Park. 	<ul style="list-style-type: none"> Noted. 	<ul style="list-style-type: none"> A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. For further discussion of these topics, please refer to Attachment G of the SCPA report.
56.	Taylor, Forestville	<ul style="list-style-type: none"> Neither Agree nor Disagree - greater housing opportunities for older persons. Site chosen for redevelopment is inappropriate. Strongly Disagree - higher density and greater choice of residential accommodation. Multi-level development is not in keeping with suburb character and will impact privacy. Norman Terrace is narrow and not suitable as a transport corridor, with large numbers of parked cars impacting safety and private property access. Water drainage is already an 	<ul style="list-style-type: none"> Submission talks to height: <ul style="list-style-type: none"> Character of the area Overshadowing Traffic and parking Maximum two storeys Property value. The DPA does not propose changes to car parking rates contained in the Unley Development Plan. 	<ul style="list-style-type: none"> A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. New policy is recommended to ensure new development makes a positive streetscape contribution to Ross Street and Fourth Avenue and there is articulation of building facades

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		<p>issue with kerbside flooding.</p> <ul style="list-style-type: none"> Strongly Disagree – height. There should be no more than two storeys for the entire zone. Development will devalue the suburb. 	<ul style="list-style-type: none"> Related to infrastructure, investigations by WGA indicate that stormwater can be appropriately managed. 	<p>and gaps between buildings.</p> <ul style="list-style-type: none"> Council consider that the increase in traffic volumes can be catered for on the existing road network and the existing issues with on-street parking could investigated as part of the Local Area Traffic Management Planning process In relation to carparking for the future development, it will be expected to meet contemporary onsite parking requirements which should have a positive outcome in reducing the demand for on street parking For further discussion of these topics, please refer to Attachment G of the SCPA report.
57.	Kelly, Forestville	<ul style="list-style-type: none"> Agree - greater housing opportunities for older persons. Questions “smaller” housing and multi-storey as being dependant on lifts and that mobility issues and the walking distance for the elderly may decrease over time. Strongly Disagree - higher density and greater choice of residential accommodation. Agrees with medium density but not high density in the area. Two and five storey accommodation does not give greater housing choice. Strongly Disagree – height. Five storeys is too high for Norman Terrace which is narrow and increased traffic will be 	<ul style="list-style-type: none"> Submission talks to five storey height: <ul style="list-style-type: none"> Traffic and parking. The DPA does not propose changes to car parking rates contained in the Unley Development Plan. Council notes other developments and public transport improvements are outside of this DPA process. 	<ul style="list-style-type: none"> A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. Council consider that the increase in traffic volumes can be catered for on the existing road network and the existing issues with on-street parking could investigated as part of the Local Area Traffic Management Planning process

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		<p>problematic. Multi-storey units will need to accommodate room for walkers and wheelchairs.</p> <ul style="list-style-type: none"> Other developments in the area will contribute to increased traffic and parking. Trams are already crowded. Bus stops are hard to access. There are no shops and amenities. 		<ul style="list-style-type: none"> In relation to carparking for the future development, it will be expected to meet contemporary onsite parking requirements which should have a positive outcome in reducing the demand for on street parking For further discussion of these topics, please refer to Attachment G of the SCPA report.
58.	Adams, Everard Park	<ul style="list-style-type: none"> Agree - greater housing opportunities for older persons. Strongly Disagree - higher density and greater choice of residential accommodation. Strongly Disagree – height. Comments as per submission 41 	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41
59.	Adams, Everard Park	<ul style="list-style-type: none"> Refer to submission 58 	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41
60.	Barr, Everard Park	<ul style="list-style-type: none"> Neither Agree nor Disagree - greater housing opportunities for older persons. No shops in the vicinity, no advantage to rezone the area as it doesn't cater for the elderly. Strongly Disagree - higher density and greater choice of residential accommodation. Unfavourable to community feel and streetscape in Everard Park. Development would see increased pressure on infrastructure, increase traffic along Norman Terrace impacting cyclist and pedestrians and would spoil the 	<ul style="list-style-type: none"> Submission talks to five storey height: <ul style="list-style-type: none"> Traffic and parking Character of the area Visual amenity (skyline). The DPA does not propose changes to car parking rates contained in the Unley Development Plan. Related to social infrastructure, the assessment by Holmes 	<ul style="list-style-type: none"> A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. New policy is recommended to ensure new development makes a positive streetscape contribution to Ross Street and Fourth Avenue and there is articulation of building facades

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		skyline. <ul style="list-style-type: none"> • Strongly Disagree – height. Opposes five storeys in Everard Park. Increased parking from staff and visitors impacts private parking. Five storeys will take away the sense of open space decreasing property value. 	Dyer is that the area is adequately serviced in relation to the proposed rezoning.	and gaps between buildings. <ul style="list-style-type: none"> • Council consider that the increase in traffic volumes can be catered for on the existing road network and the existing issues with on-street parking could investigated as part of the Local Area Traffic Management Planning process • In relation to carparking for the future development, it will be expected to meet contemporary onsite parking requirements which should have a positive outcome in reducing the demand for on street parking • For further discussion of these topics, please refer to Attachment G of the SCPA report.
61.	Anonymous	<ul style="list-style-type: none"> • Refer to submission 58 	<ul style="list-style-type: none"> • Refer to submission 41 	<ul style="list-style-type: none"> • Refer to submission 41
62.	Whitelock, Everard Park	<ul style="list-style-type: none"> • Agree- greater housing opportunities for older persons. • Strongly Disagree – height. At odds with the nature of the suburb. • Poor development on Third Avenue, the loss of 25% of tree cover in the council area due to infill and government negligence has caused ratepayer to become cynical about future development. Locals are not represented properly at any level of government. 	<ul style="list-style-type: none"> • Submission talks to five storey height: <ul style="list-style-type: none"> • Character of the area. 	<ul style="list-style-type: none"> • A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. • New policy is recommended to ensure new development makes a positive streetscape contribution to Ross Street and Fourth Avenue and there is

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				<p>articulation of building facades and gaps between buildings.</p> <ul style="list-style-type: none"> For further discussion of these topics, please refer to Attachment G of the SCPA report.
63.	Burford, Black Forest	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41
64.	Emmel, Forestville	<ul style="list-style-type: none"> Strongly Disagree - greater housing opportunities for older persons. Norman Terrace is a dangerous street for traffic currently with people speeding and double parking. Council needs to get a real picture of the residents in the suburb. Strongly Disagree - higher density and greater choice of residential accommodation. Visit the elderly to get their opinion face to face. Strongly Disagree – height. Concrete high rise is inappropriate. Opposes five storeys in Everard Park. Green space at the front of the development should remain its current setting to indicate a pleasant environment. Five storeys does not welcome people to venture outdoors. Questions how emergency or large vehicles get down Norman Terrace now when cars are double parked. Road is unsafe for pedestrians. Street signs, road markings, speed limits need attention. Make Third Avenue one way. 	<ul style="list-style-type: none"> Submission talks to five storey height: <ul style="list-style-type: none"> Character of the area Traffic and parking. The DPA does not propose changes to car parking rates contained in the Unley Development Plan. Council notes existing traffic concerns are outside of the DPA but appreciates feedback on these items. 	<ul style="list-style-type: none"> A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. New policy is recommended to ensure new development makes a positive streetscape contribution to Ross Street and Fourth Avenue and there is articulation of building facades and gaps between buildings. Council consider that the increase in traffic volumes can be catered for on the existing road network and the existing issues with on-street parking could investigated as part of the Local Area Traffic Management Planning process In relation to carparking for the future development, it will be expected to meet contemporary onsite parking requirements which should

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				<p>have a positive outcome in reducing the demand for on street parking.</p> <ul style="list-style-type: none"> For further discussion of these topics, please refer to Attachment G of the SCPA report.
65.	Donnellan, Everard Park	<ul style="list-style-type: none"> Agree- greater housing opportunities for older persons. No real local shops in the area, unless able to drive, many elderlies cannot or do not use public transport. Strongly Disagree - higher density and greater choice of residential accommodation. Higher density can cause many to be socially isolated. Strongly Disagree – height. Questions elderly’s mobility over five storeys in emergencies such as a fire. Low rise aged care is very necessary, not high rise. More green space and trees are needed to keep the area cool. 	<ul style="list-style-type: none"> Submission talks to five storey height: <ul style="list-style-type: none"> Social isolation Emergency response. Related to social infrastructure, the assessment by Holmes Dyer is that the area is adequately serviced in relation to the proposed rezoning. Related to open space and gardens, the current proposal is to increase the proportion of site area for tree planting from 7% to 15% and provide 2-3 metre perimeter landscaping for dwellings facing Ross Street and Fourth Avenue. 	<ul style="list-style-type: none"> A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. For further discussion of these topics, please refer to Attachment G of the SCPA report.
66.	Bates, Everard Park	<ul style="list-style-type: none"> Agree- greater housing opportunities for older persons. High rise is not an appropriate form of accommodation for elderly people. It isolates them making connections with the out world difficult. Agrees with the development of low-rise accommodation like the existing facilities in Everard Park. 	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41

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		<ul style="list-style-type: none"> • Strongly Disagree - higher density and greater choice of residential accommodation. Development does not provide greater housing choice to the elderly, it restricts them by increasing isolation from the surrounding community. • Strongly Disagree – height. Development is inconsistent with the low-rise character in the suburb. High rise will cause loss in privacy for residents as well as blocking parts of rooftop solar installation. • Normal Terrace is not a major corridor, it has limited access, no shops, a speed limit of 40 km/h. • Tram is running at maximum capacity and there is not enough priority seating for elderly to utilise. • Air conditioning units, extractor fans and traffic will clog streets and increase noise. 		
67.	Langdon	<ul style="list-style-type: none"> • Strongly Disagree - greater housing opportunities for older persons. • Strongly Disagree - higher density and greater choice of residential accommodation. • Strongly Disagree – height. 	<ul style="list-style-type: none"> • Noted. 	<ul style="list-style-type: none"> • A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. • For further discussion of these topics, please refer to Attachment G of the SCPA report.
68.	Shi, Everard Park	<ul style="list-style-type: none"> • Strongly Disagree - greater housing opportunities for older persons. • Strongly Disagree - higher density and greater choice of residential accommodation. Do not ruin a beautiful 	<ul style="list-style-type: none"> • Submission talks to high density: <ul style="list-style-type: none"> • Traffic and parking. • The DPA does not propose 	<ul style="list-style-type: none"> • A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of

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		<p>and quiet neighbourhood.</p> <ul style="list-style-type: none"> Strongly Disagree – height. High density brings the trouble of parked cars, traffic safety and devalues homes. 	<p>changes to car parking rates contained in the Unley Development Plan.</p>	<p>future development in the core area.</p> <ul style="list-style-type: none"> Council consider that the increase in traffic volumes can be catered for on the existing road network and the existing issues with on-street parking could investigated as part of the Local Area Traffic Management Planning process In relation to carparking for the future development, it will be expected to meet contemporary onsite parking requirements which should have a positive outcome in reducing the demand for on street parking For further discussion of these topics, please refer to Attachment G of the SCPA report.
69.	Tinsley, Everard Park	<ul style="list-style-type: none"> Strongly Disagree- greater housing opportunities for older persons. Agree with statement but proposed development does not meet the aims. Development is multistorey not small and not near shops. Alternate locations would better fit this development. Strongly Disagree - higher density and greater choice of residential accommodation. Norman Terrace is a quiet suburban street with 40 kph speed limit. It is not a main road or major traffic corridor. The proposal extends into the suburban area. Introducing higher density 	<ul style="list-style-type: none"> Submission talks to height (multi-storey): <ul style="list-style-type: none"> Traffic and parking Overshadowing and privacy Character of the area. The DPA does not propose changes to car parking rates contained in the Unley Development Plan. Related to service 	<ul style="list-style-type: none"> A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. New policy is recommended to ensure new development makes a positive streetscape contribution to Ross Street and Fourth Avenue and there is articulation of building facades and gaps between buildings.

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		<p>into a suburban area with limited accesses to main roads will place excessive strain on streets which are not designed for high capacity.</p> <ul style="list-style-type: none"> Strongly Disagree – height. Multi-storey will place strain on infrastructure due to increased density, create overshadowing, privacy issues and detrimental effects on streetscape and character of the area. It appears that commercial interests are a key driver of this proposed change to generate business turnover rather than needs of residents. Nothing in the proposal is aimed at improving resources for existing residents Comments on consultation process. 	<p>infrastructure, investigations by WGA indicate there is adequate capacity for the proposed rezoning; some augmentation/upgrade may apply.</p>	<ul style="list-style-type: none"> Council consider that the increase in traffic volumes can be catered for on the existing road network and the existing issues with on-street parking could investigated as part of the Local Area Traffic Management Planning process In relation to carparking for the future development, it will be expected to meet contemporary onsite parking requirements which should have a positive outcome in reducing the demand for on street parking For further discussion of these topics, please refer to Attachment G of the SCPA report.
70.	Nolan, Black Forest	<ul style="list-style-type: none"> Agree- greater housing opportunities for older persons. Disagree - higher density and greater choice of residential accommodation. Unsuitable for high density due to narrow road and limited access, no local facilities (shops, library, parks) within walking distance, lacks opportunities for the elderly to engage with the community. It does not align with the aim of the DPA. Alternate site closer to facilities would be more appropriate. Strongly Disagree – height. Five storeys is unacceptable on Norman Terrace as it is out of character with the one to two storey local homes. Five storeys would generate 	<ul style="list-style-type: none"> Submission talks to five storey height: <ul style="list-style-type: none"> Character of the area Traffic and parking Visual amenity and privacy. The DPA does not propose changes to car parking rates contained in the Unley Development Plan. Related to social infrastructure, the assessment by Holmes Dyer is that the area is adequately serviced in relation 	<ul style="list-style-type: none"> A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. New policy is recommended to ensure new development makes a positive streetscape contribution to Ross Street and Fourth Avenue and there is articulation of building facades and gaps between buildings. Council consider that the increase in traffic volumes can

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		<p>too great of housing density and subsequent increase in staffing. It would increase nuisance to residents regarding traffic and parking, rubbish trucks, night time lighting, loss of view and loss of privacy.</p> <ul style="list-style-type: none"> City of Unley should increase the requirements for green space, including trees and shade for developments like proposed, to absorb urban heat, stormwater and improve the visual ambiance for residents. 	<p>to the proposed rezoning.</p> <ul style="list-style-type: none"> Council notes the Council-wide provisions of the Unley Development Plan apply which promote the protection of properties from noise and light impacts. Related to infrastructure, investigations by WGA indicate that stormwater can be appropriately managed. Related to open space and gardens, the current proposal is to increase the proportion of site area for tree planting from 7% to 15% and provide 2-3 metre perimeter landscaping for dwellings facing Ross Street and Fourth Avenue. 	<p>be catered for on the existing road network and the existing issues with on-street parking could investigated as part of the Local Area Traffic Management Planning process</p> <ul style="list-style-type: none"> In relation to carparking for the future development, it will be expected to meet contemporary onsite parking requirements which should have a positive outcome in reducing the demand for on street parking For further discussion of these topics, please refer to Attachment G of the SCPA report.
71.	Anonymous, Forestville	<ul style="list-style-type: none"> Disagree- greater housing opportunities for older persons. The proposed changes do not appear to be “smaller”, but a significant impact on the local area. Strongly Agree - higher density and greater choice of residential accommodation. This will impact on traffic and parking in the area which is already congested. Disagree – height. Will impact services, sewerage, water and other infrastructure. Development will impact greatly on the character of the area 	<ul style="list-style-type: none"> Submission talks to height and density: <ul style="list-style-type: none"> Character of the area Traffic and parking. The DPA does not propose changes to car parking rates contained in the Unley Development Plan. Related to service infrastructure, investigations by WGA indicate there is 	<ul style="list-style-type: none"> A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. New policy is recommended to ensure new development makes a positive streetscape contribution to Ross Street and Fourth Avenue and there is articulation of building facades and gaps between buildings.

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			<p>adequate capacity for the proposed rezoning; some augmentation/upgrade may apply.</p>	<ul style="list-style-type: none"> • Council consider that the increase in traffic volumes can be catered for on the existing road network and the existing issues with on-street parking could investigated as part of the Local Area Traffic Management Planning process • In relation to carparking for the future development, it will be expected to meet contemporary onsite parking requirements which should have a positive outcome in reducing the demand for on street parking • For further discussion of these topics, please refer to Attachment G of the SCPA report.
72.	Anonymous	<ul style="list-style-type: none"> • Agree- greater housing opportunities for older persons. Agree with the concept of offering greater housing opportunities but Strongly Disagree with the proposal to add multi-storey high density as an option within an established residential setting. Willing to support up to two storey development, in keeping with the established residential environment. • Strongly Disagree - higher density and greater choice of residential accommodation. Destruction of character of the area, city-like high rise structure, impact on neighbouring streets due to increased traffic flow, need for commercial vehicle access to site and loss of privacy 	<ul style="list-style-type: none"> • Submission talks to five storey height: <ul style="list-style-type: none"> • Character of the area • Traffic and parking • Up to two storey building height • Overlooking and privacy. • The DPA does not propose changes to car parking rates contained in the Unley Development Plan. • Council notes the Council-wide provisions of the Unley 	<ul style="list-style-type: none"> • A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. • New policy is recommended to ensure new development makes a positive streetscape contribution to Ross Street and Fourth Avenue and there is articulation of building facades and gaps between buildings. • Council consider that the increase in traffic volumes can

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		<p>to residents. Five storeys would create overlooking into other people's yards.</p> <ul style="list-style-type: none"> • Strongly Disagree – height. Five storeys will stand out negatively. • Development proposal is short sighted, no consideration for the neighbourhood. Retirement location should not be done at an impost to the neighbourhood. Traffic on the narrow streets will worsen if development goes ahead. Additional noise, night time security lights commercial vehicles will disturb locals. Consider alternative site. 	<p>Development Plan apply which promote the protection of properties from noise and overlooking impacts.</p>	<p>be catered for on the existing road network and the existing issues with on-street parking could investigated as part of the Local Area Traffic Management Planning process</p> <ul style="list-style-type: none"> • In relation to carparking for the future development, it will be expected to meet contemporary onsite parking requirements which should have a positive outcome in reducing the demand for on street parking • For further discussion of these topics, please refer to Attachment G of the SCPA report.
73.	Fusco	<ul style="list-style-type: none"> • Strongly Disagree - greater housing opportunities for older persons. Development seems to be about money. There are no shops in the area, trams are at capacity, without an increase in population. Developments like this should be built along Anzac Highway. • Strongly Disagree - higher density and greater choice of residential accommodation. Additional strain on already ageing infrastructure. The area is currently one to two storey dwellings and increase urban heat. • Strongly Disagree – height. Will change the look and feel of Norman Terrace. Overshadowing beautiful trees and solar panels and will cause cracks in homes. Privacy concerns for neighbouring 	<ul style="list-style-type: none"> • Submission talks to five storey height: <ul style="list-style-type: none"> • Character of the area • Traffic and parking • Overlooking and privacy. • The DPA does not propose changes to car parking rates contained in the Unley Development Plan. • Related to social infrastructure, the assessment by Holmes Dyer is that the area is adequately serviced in relation to the proposed rezoning. 	<ul style="list-style-type: none"> • A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. • New policy is recommended to ensure new development makes a positive streetscape contribution to Ross Street and Fourth Avenue and there is articulation of building facades and gaps between buildings. • Council consider that the increase in traffic volumes can be catered for on the existing road network and the existing

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		<p>residents.</p> <ul style="list-style-type: none"> Concern about existing parked cars and traffic along a narrow street will only increase with an increase in the population of the area. 	<ul style="list-style-type: none"> Related to service infrastructure, investigations by WGA indicate there is adequate capacity for the proposed rezoning; some augmentation/upgrade may apply. 	<p>issues with on-street parking could investigated as part of the Local Area Traffic Management Planning process</p> <ul style="list-style-type: none"> In relation to carparking for the future development, it will be expected to meet contemporary onsite parking requirements which should have a positive outcome in reducing the demand for on street parking For further discussion of these topics, please refer to Attachment G of the SCPA report.
74.	Anonymous	<ul style="list-style-type: none"> Strongly Disagree- greater housing opportunities for older persons. Not the area for five storey aged care. Existing access issues. Would require massive infrastructure works to support the development. Development would drain on stormwater, electricity and limited transport infrastructure which are currently at their peak level. Strongly Disagree - higher density and greater choice of residential accommodation. Unley is overcrowded and infrastructure is at its limit. More large developments will turn Unley into an overdeveloped, under resourced commercial area. Strongly Disagree – height. Norman Terrace is not a transport corridor, it is a small, difficult to drive through suburban street with no right turn and small 	<ul style="list-style-type: none"> Submission talks to five storey height: <ul style="list-style-type: none"> Character of the area Traffic and parking. The DPA does not propose changes to car parking rates contained in the Unley Development Plan. Related to service infrastructure, investigations by WGA indicate there is adequate capacity for the proposed rezoning; some augmentation/upgrade may apply. Related to infrastructure, 	<ul style="list-style-type: none"> A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. New policy is recommended to ensure new development makes a positive streetscape contribution to Ross Street and Fourth Avenue and there is articulation of building facades and gaps between buildings. Council consider that the increase in traffic volumes can be catered for on the existing road network and the existing issues with on-street parking could investigated as part of

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		<p>adjoining Terrace increasing congestion. Norman Terrace is highly unsuitable for further intensive development.</p> <ul style="list-style-type: none"> • This is bad policy. Comments on ability to influence the outcome. 	<p>investigations by WGA indicate that stormwater can be appropriately managed.</p>	<p>the Local Area Traffic Management Planning process</p> <ul style="list-style-type: none"> • In relation to carparking for the future development, it will be expected to meet contemporary onsite parking requirements which should have a positive outcome in reducing the demand for on street parking. • For further discussion of these topics, please refer to Attachment G of the SCPA report.
75.	Genovese	<ul style="list-style-type: none"> • Strongly Disagree- greater housing opportunities for older persons. • Strongly Disagree - higher density and greater choice of residential accommodation. • Strongly Disagree – height. 	<ul style="list-style-type: none"> • Noted. 	<ul style="list-style-type: none"> • A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. • For further discussion of these topics, please refer to Attachment G of the SCPA report.
76.	Tchigique, Black Forest	<ul style="list-style-type: none"> • Strongly Disagree- greater housing opportunities for older persons. Multi-storey building will change the character of the area. • Strongly Disagree - higher density and greater choice of residential accommodation. • Strongly Disagree – height. 	<ul style="list-style-type: none"> • Submission talks to height (multi-storey buildings): <ul style="list-style-type: none"> • Character of the area. 	<ul style="list-style-type: none"> • A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. • New policy is recommended to ensure new development

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				<p>makes a positive streetscape contribution to Ross Street and Fourth Avenue and there is articulation of building facades and gaps between buildings.</p> <ul style="list-style-type: none"> For further discussion of these topics, please refer to Attachment G of the SCPA report.
77.	Huckel, Everard Park	<ul style="list-style-type: none"> Agree- greater housing opportunities for older persons. Do not agree with housing the elderly in high-rise buildings. Disagree - higher density and greater choice of residential accommodation. Norman Terrace is a suburban street not a transport corridor. Five storeys is not in keeping with the local character of one and two storey homes. Will add to traffic, noise, stormwater issues and other infrastructure issues and on street parking. There are no shops or other businesses in the immediate area. The tram is often at capacity. Strongly Disagree – height. Five storey facility will destroy the visual aspects of the residential area. 	<ul style="list-style-type: none"> Submission talks to five storey height: <ul style="list-style-type: none"> Character of the area Traffic and parking Visual amenity. The DPA does not propose changes to car parking rates contained in the Unley Development Plan. Related to social infrastructure, the assessment by Holmes Dyer is that the area is adequately serviced in relation to the proposed rezoning. Council notes the Council-wide provisions of the Unley Development Plan apply which promote the protection of properties from noise and light impacts. Related to infrastructure, investigations by WGA indicate 	<ul style="list-style-type: none"> A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. New policy is recommended to ensure new development makes a positive streetscape contribution to Ross Street and Fourth Avenue and there is articulation of building facades and gaps between buildings. Council consider that the increase in traffic volumes can be catered for on the existing road network and the existing issues with on-street parking could investigated as part of the Local Area Traffic Management Planning process In relation to carparking for the future development, it will be expected to meet contemporary onsite parking requirements which should

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			<p>that stormwater can be appropriately managed.</p>	<p>have a positive outcome in reducing the demand for on street parking</p> <ul style="list-style-type: none"> • For further discussion of these topics, please refer to Attachment G of the SCPA report.
78.	Anonymous	<ul style="list-style-type: none"> • Strongly Disagree- greater housing opportunities for older persons. • Strongly Disagree - higher density and greater choice of residential accommodation. • Strongly Disagree – height. No high rise. 	<ul style="list-style-type: none"> • Noted. 	<ul style="list-style-type: none"> • A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. • For further discussion of these topics, please refer to Attachment G of the SCPA report.
79.	Briffa, Forestville	<ul style="list-style-type: none"> • Neither Agree nor Disagree- greater housing opportunities for older persons. Older people value independence, green space and living space. Support in their own homes should be a priority as apartment style living is not the answer for the older generation. Norman Terrace is not close to shops or services without using transport, with public transport being difficult to use for elderly with mobility issues. People with dementia will not be accessing public transport. • Strongly Disagree - higher density and greater choice of residential accommodation. Five storeys are out of character for the area, places stress on infrastructure, reduces accessibility due to 	<ul style="list-style-type: none"> • Submission talks to five storey height: <ul style="list-style-type: none"> • Character of the area • Traffic and parking • Overshadowing • Up to two storeys. • The DPA does not propose changes to car parking rates contained in the Unley Development Plan. • Related to social infrastructure, the assessment by Holmes Dyer is that the area is adequately serviced in relation to the proposed rezoning. 	<ul style="list-style-type: none"> • A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. • New policy is recommended to ensure new development makes a positive streetscape contribution to Ross Street and Fourth Avenue and there is articulation of building facades and gaps between buildings. • Council consider that the increase in traffic volumes can be catered for on the existing

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		<p>car and parking congestion from workers and tram users. Higher density is not suitable due to being located near the flood zone, introducing increased stormwater and sewage, putting greater stress on infrastructure. Rubbish, service collection and emergency access vehicles add impacts. Greening the area should be a council priority as a concert building will contribute to heat.</p> <ul style="list-style-type: none"> Strongly Disagree – height. Five storeys will overshadow people’s homes. Agrees with two storey development. Construction impacts. Development would negatively affect the local flora and fauna. The Kurna people are traditional owners of the Unley lands, and their voices must be heard. Questions the model of aged care. 	<ul style="list-style-type: none"> Council notes the location near the tram stop facilitates public transport use not only by residents but visitors and employees. Related to service infrastructure, investigations by WGA indicate there is adequate capacity for the proposed rezoning; some augmentation/upgrade may apply. Related to infrastructure, investigations by WGA indicate that stormwater can be appropriately managed. Related to greening, urban heat and flora and fauna, the current proposal is to increase the proportion of site area for tree planting from 7% to 15% and provide 2-3 metre perimeter landscaping for dwellings facing Ross Street and Fourth Avenue. Construction impacts are noted but outside of the rezoning process. Construction is managed as a separate process following a development approval. 	<p>road network and the existing issues with on-street parking could investigated as part of the Local Area Traffic Management Planning process</p> <ul style="list-style-type: none"> In relation to carparking for the future development, it will be expected to meet contemporary onsite parking requirements which should have a positive outcome in reducing the demand for on street parking For further discussion of these topics, please refer to Attachment G of the SCPA report.

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80.	Anonymous	<ul style="list-style-type: none"> • Neither Agree nor Disagree- greater housing opportunities for older persons. Aged care facilities are essential. The size and location need to suit the area. • Strongly Disagree - higher density and greater choice of residential accommodation. Not suitable for quiet Everard Park. Five storeys is too high and not consistent with building in the area. • Strongly Disagree – height. The tramline is still part of the character area. It has nice tree linings with nice gardens and is a recreation area for walkers and cyclist and apart of the areas character. 	<ul style="list-style-type: none"> • Submission talks to five storey height: <ul style="list-style-type: none"> • Character of the area. 	<ul style="list-style-type: none"> • A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. • New policy is recommended to ensure new development makes a positive streetscape contribution to Ross Street and Fourth Avenue and there is articulation of building facades and gaps between buildings • For further discussion of these topics, please refer to Attachment G of the SCPA report.
81.	Steer, No Suburb	<ul style="list-style-type: none"> • Agree - greater housing opportunities for older persons. Agree with strategic aim of the DPA however, proposal does not appear to be “small” or “near shops.” Development does not appear to benefit local traders. • Neither Agree nor Disagree - higher density and greater choice of residential accommodation. The current site needs modernising to improve choice and facilitate a greater range of care options, however, concerned with higher density in the form of a five-storey building. • Neither Agree nor Disagree – height. Comfortable with two storey frontage provided trees and green space is interspersed. If the medium term plan is to line the tram corridor with five storey 	<ul style="list-style-type: none"> • Noted. • Submission talks to increase in height and density interspersed with more green space and tree planting. 	<ul style="list-style-type: none"> • A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. • New policy is recommended to ensure new development makes a positive streetscape contribution to Ross Street and Fourth Avenue and there is articulation of building facades and gaps between buildings. • For further discussion of these topics, please refer to Attachment G of the SCPA report.

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		<p>buildings interspersed with trees then this fits in. Norman Terrace access seems unsuitable for such an increase in population.</p> <ul style="list-style-type: none"> • Support higher density accommodation, particularly along public transport corridors, with the proviso of increased green space to absorb run-off, provide shade, increase natural cooling. • There is currently insufficient space on the curb side for trees, rates could be used to purchase land that is dedicated to green space. 		
82.	Reid, Everard Park	<ul style="list-style-type: none"> • Agree - greater housing opportunities for older persons. Oppose multi-storey in a residential area, Norman Terrace, Fourth Avenue and Ross Avenue are congested enough due to parking. Multi-storey does not fit in a "Village Living" zone. • Strongly Disagree - higher density and greater choice of residential accommodation. Increased traffic, parking and noise, dangerous intersection between Norman Terrace and Fourth Avenue placing pressure in infrastructure and devaluing property. • Strongly Disagree – height. Does not want to see five storeys by accepts two storeys facing the tram and single storey on Fourth and Ross Avenue. 	<ul style="list-style-type: none"> • Submission talks to five storey height: <ul style="list-style-type: none"> • Character of the area • Two storeys at Norman Terrace • Single storey to Ross Street and Fourth Avenue. 	<ul style="list-style-type: none"> • A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. • New policy is recommended to ensure new development makes a positive streetscape contribution to Ross Street and Fourth Avenue and there is articulation of building facades and gaps between buildings. • For further discussion of these topics, please refer to Attachment G of the SCPA report.
83.	Rutten, Everard Park	<ul style="list-style-type: none"> • Neither Agree nor Disagree- greater housing opportunities for older persons. Zone full of character houses and close to the city, should be prioritised for younger 	<ul style="list-style-type: none"> • Submission talks to five storey height: <ul style="list-style-type: none"> • Character of the area • Maximum two storeys 	<ul style="list-style-type: none"> • A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to

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		<p>workers.</p> <ul style="list-style-type: none"> • Strongly Disagree - higher density and greater choice of residential accommodation. Disagree with high density housing as it goes against character. Better suited to Plympton. • Strongly Disagree – height. Area with tram line frontage is a popular corridor for walkers, cyclists and commuters. Five stories is out of character. If the development was fronting ANZAC highway it would be less confronting. • Maximum two-level development would be suitable. 	<p>height.</p>	<p>reduce the height and mass of future development in the core area.</p> <ul style="list-style-type: none"> • New policy is recommended to ensure new development makes a positive streetscape contribution to Ross Street and Fourth Avenue and there is articulation of building facades and gaps between buildings. • For further discussion of these topics, please refer to Attachment G of the SCPA report.
84.	Fine, Everard Park	<ul style="list-style-type: none"> • Neither Agree nor Disagree- greater housing opportunities for older persons. Agree with the aims of the DPA but location does not fulfil the aim, as it is not within walking distance to shops, not a small development, there is existing suitable facilities nearby and existing, ANZAC Highway is zoned to facilitate such developments. • Strongly Disagree - higher density and greater choice of residential accommodation. This is not a suitable location. • Strongly Disagree – height. Five storeys are not suitable on Norman Terrace as it is not a “major corridor”. It would destroy character and appeal of the area and increase traffic and parking on a street which does not have capacity. • Support low rise age care facilities with emphasis on green space. Concerned 	<ul style="list-style-type: none"> • Submission talks to five storey height: <ul style="list-style-type: none"> • Character of the area • Traffic and parking. • The DPA does not propose changes to car parking rates contained in the Unley Development Plan. 	<ul style="list-style-type: none"> • A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. • New policy is recommended to ensure new development makes a positive streetscape contribution to Ross Street and Fourth Avenue and there is articulation of building facades and gaps between buildings. • Council consider that the increase in traffic volumes can be catered for on the existing road network and the existing issues with on-street parking could investigated as part of the Local Area Traffic Management Planning process

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		<p>that DPA would result in loss of trees, increased hard surfaces, urban heat, and negatively impact streetscape and pedestrian use.</p>		<ul style="list-style-type: none"> • In relation to carparking for the future development, it will be expected to meet contemporary onsite parking requirements which should have a positive outcome in reducing the demand for on street parking • For further discussion of these topics, please refer to Attachment G of the SCPA report.
85.	Fidock, Forestville	<ul style="list-style-type: none"> • Strongly Disagree- greater housing opportunities for older persons. Five storeys are not “smaller” development would become hotel style rooms with limited views of natural landscape. Residents mostly won’t access public transport and there are no local shops within walking distance. • Strongly Disagree - higher density and greater choice of residential accommodation. DPA supports aged residents but would negatively impact other demographics, through streetscape amenity, traffic flow and parking impacts. • Strongly Disagree – height. Two storeys over the entire site would be appropriate and sufficient. Possibly three storeys with appropriate set back. Five storey development would result in higher care resident being stacked away. • Norman Street is narrow and regularly has cars parked on both sides. A development would require off street parking to facilitate the increase in workers, residents and 	<ul style="list-style-type: none"> • Submission talks to five storey height: <ul style="list-style-type: none"> • Character of the area • Traffic and parking • Two storeys is sufficient • Three storeys with appropriate setback. • The DPA does not propose changes to car parking rates contained in the Unley Development Plan. • Council notes the location near the tram stop facilitates public transport use not only by residents but visitors and employees. • Related to social infrastructure, the assessment by Holmes Dyer is that the area is adequately serviced in relation 	<ul style="list-style-type: none"> • A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. • New policy is recommended to ensure new development makes a positive streetscape contribution to Ross Street and Fourth Avenue and there is articulation of building facades and gaps between buildings. • Council consider that the increase in traffic volumes can be catered for on the existing road network and the existing issues with on-street parking could investigated as part of the Local Area Traffic Management Planning process • In relation to carparking for the future development, it will be

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		<p>visitors. 15% tree cover and deep soil is below the requirements for reducing urban heating. Residents living in ALU would rarely access the tram or local facilities, with limited recreational space accessible for residents.</p> <ul style="list-style-type: none"> • Support development if it was low rise, one to two storeys, three storeys maximum with setbacks, clear explanation of the “green space” requirements and 20% for large tree planting and off-street parking provisions • Development should commit to sustainability such as solar power generator, storage and waste water management. 	<p>to the proposed rezoning.</p> <ul style="list-style-type: none"> • The increase in deep soil zone from 7% of site area to 15% of site area is considered a significant improvement to current policy. • Council notes the Council-wide provisions of the Unley Development Plan apply which promote the principles of sustainable development. 	<p>expected to meet contemporary onsite parking requirements which should have a positive outcome in reducing the demand for on street parking</p> <ul style="list-style-type: none"> • It is recommended to retain the requirements for 15% deep soil zone with amendments to increase tree planting to 1 large or 2 medium trees/60m² deep soil. • For further discussion of these topics, please refer to Attachment G of the SCPA report.
86.	Allister, Everard Park	<ul style="list-style-type: none"> • Neither Agree nor Disagree - greater housing opportunities for older persons. • Strongly Disagree - higher density and greater choice of residential accommodation. • Strongly Disagree – height. 	<ul style="list-style-type: none"> • Noted. 	<ul style="list-style-type: none"> • For further discussion of these topics, please refer to Attachment G of the SCPA report.
87.	Anonymous	<ul style="list-style-type: none"> • Agree- greater housing opportunities for older persons. • Agree - higher density and greater choice of residential accommodation. • Agree – height. 	<ul style="list-style-type: none"> • Noted. 	<ul style="list-style-type: none"> • For further discussion of these topics, please refer to Attachment G of the SCPA report.
88.	Genovese, No Suburb	<ul style="list-style-type: none"> • Strongly Disagree- greater housing opportunities for older persons. • Strongly Disagree - higher density and greater choice of residential accommodation. • Strongly Disagree – height. 	<ul style="list-style-type: none"> • Noted. 	<ul style="list-style-type: none"> • For further discussion of these topics, please refer to Attachment G of the SCPA report.

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89.	Anonymous	<ul style="list-style-type: none"> • Strongly Disagree- greater housing opportunities for older persons. Five storeys is too high, three storeys should be maximum. • Strongly Disagree - higher density and greater choice of residential accommodation. Old people don't want to live in high rise, they want ground floor and gardens. • Strongly Disagree – height. Five storeys give no privacy to residents and is a visual eye sore. • Infrastructure will not support five storeys in Everard Park. 	<ul style="list-style-type: none"> • Submission talks to five storey height: <ul style="list-style-type: none"> • Character of the area • Visual amenity • Three storey maximum height. • Related to service infrastructure, investigations by WGA indicate there is adequate capacity for the proposed rezoning; some augmentation/upgrade may apply. 	<ul style="list-style-type: none"> • A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. • New policy is recommended to ensure new development makes a positive streetscape contribution to Ross Street and Fourth Avenue and there is articulation of building facades and gaps between buildings. • For further discussion of these topics, please refer to Attachment G of the SCPA report.
90.	Anonymous	<ul style="list-style-type: none"> • Strongly Disagree- greater housing opportunities for older persons. No to demolishing old buildings in Everard Park. • Strongly Disagree - higher density and greater choice of residential accommodation. • Strongly Disagree – height. Don't want five storeys. The building is too large for the area, and not within Unley streetscape. 	<ul style="list-style-type: none"> • Submission talks to five storey height: <ul style="list-style-type: none"> • Character of the area. 	<ul style="list-style-type: none"> • A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. • New policy is recommended to ensure new development makes a positive streetscape contribution to Ross Street and Fourth Avenue and there is articulation of building facades and gaps between buildings. • For further discussion of these topics, please refer to Attachment G of the SCPA report.

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91.	Dahlin, No Suburb	<ul style="list-style-type: none"> • Strongly Disagree- greater housing opportunities for older persons. There are no shops considered close. Norman Terrace is terrible to navigate. • Strongly Disagree - higher density and greater choice of residential accommodation. Overlooking will devalue neighbouring homes in the quiet suburb. • Strongly Disagree – height. Current low-density aged housing is quiet yet creates its own traffic problems along Norman Terrace • Willing to support low level development in the area. • Current traffic congestion is hazardous during normal work times. Existing traffic. Proposed South Road upgrade may limit access further. 	<ul style="list-style-type: none"> • Related to social infrastructure, the assessment by Holmes Dyer is that the area is adequately serviced in relation to the proposed rezoning. • Council notes existing traffic concerns are outside of the DPA. • Council's current Development Plan contains policies to minimise overlooking 	<ul style="list-style-type: none"> • Council consider that the increase in traffic volumes can be catered for on the existing road network and the existing issues with on-street parking could investigated as part of the Local Area Traffic Management Planning process • In relation to carparking for the future development, it will be expected to meet contemporary onsite parking requirements which should have a positive outcome in reducing the demand for on street parking. • For further discussion of these topics, please refer to Attachment G of the SCPA report.
92.	Huckel, Everard Park	<ul style="list-style-type: none"> • Agree - greater housing opportunities for older persons. But without stacking them into high rise buildings. • Agree - higher density and greater choice of residential accommodation. But not with five stories in a residential area. • Disagree – height. Two storeys long local streets is fine and three storeys along tram line. • Norman Terrace is a local street not a transport corridor. Development will increase on street parking and traffic on a narrow street. Significant loss of character. 	<ul style="list-style-type: none"> • Submission talks to five storey height: <ul style="list-style-type: none"> • Character of the area • Visual amenity • Three stores along Norman Terrace. 	<ul style="list-style-type: none"> • A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. • New policy is recommended to ensure new development makes a positive streetscape contribution to Ross Street and Fourth Avenue and there is articulation of building facades and gaps between buildings. • Council consider that the increase in traffic volumes can

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				<p>be catered for on the existing road network and the existing issues with on-street parking could investigated as part of the Local Area Traffic Management Planning process.</p> <ul style="list-style-type: none"> • In relation to carparking for the future development, it will be expected to meet contemporary onsite parking requirements which should have a positive outcome in reducing the demand for on street parking. • For further discussion of these topics, please refer to Attachment G of the SCPA report.
93.	Anonymous	<ul style="list-style-type: none"> • Agree- greater housing opportunities for older persons. • Strongly Disagree - higher density and greater choice of residential accommodation. Supports greater choice but not in the form of high density. • Strongly Disagree – height. Council is reluctant to enforce policy, as developers try to maximise returns. • Property owners within 500 metre radius of site should be offered a free independent valuation before and after development, the developer should then be required to compensate owners for any reduction in value. • Comments on consultation process. 	<ul style="list-style-type: none"> • Submission talks to height: <ul style="list-style-type: none"> • Property values. 	<ul style="list-style-type: none"> • A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. • For further discussion of these topics, please refer to Attachment G of the SCPA report.

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94.	Rana, Everard Park	<ul style="list-style-type: none"> • Disagree- greater housing opportunities for older persons. Proposed plan is not smaller than what is already located on the site. Multi-level building would destroy character of the single level residential area. The roads are not adequate to accommodate increased traffic. • Disagree - higher density and greater choice of residential accommodation. Multi-storey buildings already proposed on Anzac Highway. Area would be boxed in if multi-storey buildings are allowed. • Strongly Disagree – height. Agrees with two storey buildings on residential streets • Multi-storey building should only be constructed on major roads and should allow for more green space and off-street parking. Increased local traffic is already a safety risk for pedestrians. 	<ul style="list-style-type: none"> • Submission talks to five storey height: <ul style="list-style-type: none"> • Character of the area • Traffic and parking • Two storey maximum height. • The DPA does not propose changes to car parking rates contained in the Unley Development Plan. 	<ul style="list-style-type: none"> • A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. • New policy is recommended to ensure new development makes a positive streetscape contribution to Ross Street and Fourth Avenue and there is articulation of building facades and gaps between buildings. • Council consider that the increase in traffic volumes can be catered for on the existing road network and the existing issues with on-street parking could investigated as part of the Local Area Traffic Management Planning process • In relation to carparking for the future development, it will be expected to meet contemporary onsite parking requirements which should have a positive outcome in reducing the demand for on street parking • For further discussion of these topics, please refer to Attachment G of the SCPA report.
95.	Banks, Everard Park	<ul style="list-style-type: none"> • Disagree- greater housing opportunities for older persons. Development is not well 	<ul style="list-style-type: none"> • Submission talks to five storey height: 	<ul style="list-style-type: none"> • A reduction in the proposed 5-storey building height limit to 4-

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		<p>designed and four to five storey aged living is a contradiction to the proposal. There are no shops in the surrounding area. Number of elderly who do not use public transport is high.</p> <ul style="list-style-type: none"> Strongly Disagree - higher density and greater choice of residential accommodation. Elderly people have no choice other than what is built. Strongly Disagree – height. Policy will destroy local character and set a precedent to zoning changes and future developments. 	<ul style="list-style-type: none"> Character of the area. Council notes the location near the tram stop facilitates public transport use not only by residents but visitors and employees. 	<p>storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area.</p> <ul style="list-style-type: none"> New policy is recommended to ensure new development makes a positive streetscape contribution to Ross Street and Fourth Avenue and there is articulation of building facades and gaps between buildings. For further discussion of these topics, please refer to Attachment G of the SCPA report.
96.	Anonymous	<ul style="list-style-type: none"> Disagree- greater housing opportunities for older persons. Agree with aims but not five storeys, a limit of two storeys should be enforced. Strongly Disagree - higher density and greater choice of residential accommodation. Area is an inner-city suburb and should remain separate houses on individual blocks of land. Strongly Disagree – height. Five storeys are unacceptable in any format. Traffic congestion is already high, further development will increase residency. 	<ul style="list-style-type: none"> Submission talks to five storey height: <ul style="list-style-type: none"> Character of the area Traffic and parking Two storey maximum height. The DPA does not propose changes to car parking rates contained in the Unley Development Plan. 	<ul style="list-style-type: none"> A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. New policy is recommended to ensure new development makes a positive streetscape contribution to Ross Street and Fourth Avenue and there is articulation of building facades and gaps between buildings. Council consider that the increase in traffic volumes can be catered for on the existing road network and the existing issues with on-street parking could investigated as part of

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				<p>the Local Area Traffic Management Planning process.</p> <ul style="list-style-type: none"> In relation to carparking for the future development, it will be expected to meet contemporary onsite parking requirements which should have a positive outcome in reducing the demand for on street parking. For further discussion of these topics, please refer to Attachment G of the SCPA report.
97.	Wells, Everard Park	<ul style="list-style-type: none"> Refer to submission 41 Questioned where elderly residents in the existing facility would be relocated. 	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41
98.	Coote, Forestville	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41
99.	Clancy, Black Forest	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41
100.	Scheil, Forestville	<ul style="list-style-type: none"> Strongly Disagree- greater housing opportunities for older persons. Biased question. Strongly Disagree - higher density and greater choice of residential accommodation. Strongly Disagree – height. Plan erodes the character of the suburb and quality of Unley as a community. There is no evidence to suggest elderly residents have a better lifestyle in high rise facilities than 	<ul style="list-style-type: none"> Submission talks to five storey height: <ul style="list-style-type: none"> Character of the area Two storey maximum height. 	<ul style="list-style-type: none"> A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. New policy is recommended to ensure new development makes a positive streetscape contribution to Ross Street and

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		<p>single storey units. Small suburban roads are not appropriate for high density.</p> <ul style="list-style-type: none"> • Disagrees with any building higher than two storeys not on a major arterial road in Unley. • Comments on consultation process. 		<p>Fourth Avenue and there is articulation of building facades and gaps between buildings.</p> <ul style="list-style-type: none"> • For further discussion of these topics, please refer to Attachment G of the SCPA report.
101.	Tait, Everard Park	<ul style="list-style-type: none"> • Thank you for opportunity to comment. • The proposal will allow inappropriate mass urban infill, high density and multistorey development which will diminish character and community feel. • The proposal will enable development of 5 storeys across the site. Development should be not more than 2 storey at Ross and Fourth and near the existing side/rear yards and not more than 3 storey in the centre and facing Norman Terrace. • Concerns raised: <ul style="list-style-type: none"> • Other development by the same landowner have brought community concern • Large scale modern development is out of context • Narrow streets and 40 kph speed limit • Existing car parking issues • Devaluation of properties • Loss of privacy and overlooking • Obscuring sky view and tree line • Shadowing • Removal of old growth substantial trees • Demolition of Norman House • Invasive lighting 	<ul style="list-style-type: none"> • Submission talks to height and density: <ul style="list-style-type: none"> • Character of the area • Traffic and parking • Overlooking, shadows and privacy • Visual amenity • Three storeys in the centre and facing Norman Terrace. • The DPA does not propose changes to car parking rates contained in the Unley Development Plan. • Construction impacts are noted but outside of the rezoning process. Construction is managed as a separate process following a development approval. • Council notes the Council-wide provisions of the Unley Development Plan apply which promote the protection of 	<ul style="list-style-type: none"> • A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. • New policy is recommended to ensure new development makes a positive streetscape contribution to Ross Street and Fourth Avenue and there is articulation of building facades and gaps between buildings. • Council consider that the increase in traffic volumes can be catered for on the existing road network and the existing issues with on-street parking could investigated as part of the Local Area Traffic Management Planning process • In relation to carparking for the future development, it will be expected to meet contemporary onsite parking requirements which should have a positive outcome in reducing the demand for on

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		<ul style="list-style-type: none"> • Airport warning lights • Disruption during construction • Asbestos removal • Pressure on current infrastructure • Noise and emissions from operation • Comments on other facilities by the same landowner. • Comments on consultation process. 	<p>properties from noise, overshadowing and overlooking impacts.</p> <ul style="list-style-type: none"> • Airport warning lights are not required. • Related to service infrastructure, investigations by WGA indicate there is adequate capacity for the proposed rezoning; some augmentation/upgrade may apply. • Related to green space and significant trees: <ul style="list-style-type: none"> • The current proposal is to increase the proportion of site area for tree planting from 7% to 15% and provide 2-3 metre perimeter landscaping for dwellings facing Ross Street and Fourth Avenue. • Regulated trees are afforded protection under the Development Act 1993, and relevant provisions in the Council-wide section of the Unley (City) Development Plan. No changes to the Council-wide regulated tree provisions are proposed. 	<p>street parking</p> <ul style="list-style-type: none"> • For further discussion of these topics, please refer to Attachment G of the SCPA report.
102.	Lepore, Forestville	<ul style="list-style-type: none"> • Refer to submission 41 	<ul style="list-style-type: none"> • Refer to submission 41 	<ul style="list-style-type: none"> • Refer to submission 41

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103.	Lepore, Forestville	<ul style="list-style-type: none"> • Agree- greater housing opportunities for older persons. • Strongly Disagree - higher density and greater choice of residential accommodation. No high density in character area with young families. • Strongly Disagree – height. Not five storeys. 	<ul style="list-style-type: none"> • Submission talks to five storey height: <ul style="list-style-type: none"> • Character of the area • Two storey maximum height. 	<ul style="list-style-type: none"> • A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. • New policy is recommended to ensure new development makes a positive streetscape contribution to Ross Street and Fourth Avenue and there is articulation of building facades and gaps between buildings. • For further discussion of these topics, please refer to Attachment G of the SCPA report.
104.	Thompson, Everard Park	<ul style="list-style-type: none"> • Refer to submission 41 	<ul style="list-style-type: none"> • Refer to submission 41 	<ul style="list-style-type: none"> • Refer to submission 41
105.	Duffy, Everard Park	<ul style="list-style-type: none"> • Strongly Disagree- greater housing opportunities for older persons. Development is in a quiet residential area not consistent to that described in the question. There are no shops or services in the area. The nearby tram stop is overused and would be dangerous for the elderly, in particular dementia patients. • Strongly Disagree - higher density and greater choice of residential accommodation. High density living does not help integrate people into society. Everard Park is a small suburb with 	<ul style="list-style-type: none"> • Submission talks to five storey height: <ul style="list-style-type: none"> • Character of the area • Traffic and parking. • The DPA does not propose changes to car parking rates contained in the Unley Development Plan. • Related to social infrastructure, the assessment by Holmes Dyer is that the area is 	<ul style="list-style-type: none"> • A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. • New policy is recommended to ensure new development makes a positive streetscape contribution to Ross Street and Fourth Avenue and there is articulation of building facades

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		<p>heritage housing and the development would not be in keeping with the area.</p> <ul style="list-style-type: none"> • Strongly Disagree – height. Other facilities of this size are on arterial roads, it will look like a hospital. • The development will require years of heavy machinery and encourage hundreds of cars into the area. • Deep excavation and heavy traffic could damage heritage homes. • Increase in residents, staff and visitors will negatively affect resources such as parking, internet access, privacy, sewerage and power, garbage trucks. 	<p>adequately serviced in relation to the proposed rezoning.</p> <ul style="list-style-type: none"> • Council notes the location near the tram stop facilitates public transport use not only by residents but visitors and employees. • Related to service infrastructure, investigations by WGA indicate there is adequate capacity for the proposed rezoning; some augmentation/upgrade may apply. • Construction impacts are noted but outside of the rezoning process. Construction is managed as a separate process following a development approval. 	<p>and gaps between buildings.</p> <ul style="list-style-type: none"> • Council consider that the increase in traffic volumes can be catered for on the existing road network and the existing issues with on-street parking could investigated as part of the Local Area Traffic Management Planning process • In relation to carparking for the future development, it will be expected to meet contemporary onsite parking requirements which should have a positive outcome in reducing the demand for on street parking. • For further discussion of these topics, please refer to Attachment G of the SCPA report.
106.	Lintern, Everard Park	<ul style="list-style-type: none"> • Disagree- greater housing opportunities for older persons. Those in aged care are less likely to access the amenities stated and those who do could be supported in other ways than the use of the tram. High density will be a burden on families and homes in the area. • Disagree - higher density and greater choice of residential accommodation. High density living does not equate to better quality of life, rather the freedom of garden space and other benefits of single level dwelling accommodation. High density 	<ul style="list-style-type: none"> • Submission talks to high density: <ul style="list-style-type: none"> • Character of the area. 	<ul style="list-style-type: none"> • A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. • New policy is recommended to ensure new development makes a positive streetscape contribution to Ross Street and Fourth Avenue and there is articulation of building facades

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		<p> dwellings create tight spaces and impact mobility.</p> <ul style="list-style-type: none"> • Disagree – height. This is not an adequate attempt to remain sympathetic to the single storey dwellings in the area and will impact sense of scale. • The character homes and treed line streets in the area are suited to family life. High density and multi-storey in Adelaide has only ever been supported by developers. 		<p>and gaps between buildings.</p> <ul style="list-style-type: none"> • For further discussion of these topics, please refer to Attachment G of the SCPA report.
107.	Fraser	<ul style="list-style-type: none"> • Agree - greater housing opportunities for older persons. • Strongly Disagree - higher density and greater choice of residential accommodation. Five storeys is not suitable for residents or the feel of the neighbourhood as it lacks a sense of community belonging and will impact traffic management already under stress. • Strongly Disagree – height. We do not want high rise. 	<ul style="list-style-type: none"> • Submission talks to five storey height: <ul style="list-style-type: none"> • Character of the area • Traffic. 	<ul style="list-style-type: none"> • A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. • New policy is recommended to ensure new development makes a positive streetscape contribution to Ross Street and Fourth Avenue and there is articulation of building facades and gaps between buildings. • Council consider that the increase in traffic volumes can be catered for on the existing road network and the existing issues with on-street parking could investigated as part of the Local Area Traffic Management Planning process. • In relation to carparking for the future development, it will be

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				<p>expected to meet contemporary onsite parking requirements which should have a positive outcome in reducing the demand for on street parking.</p> <ul style="list-style-type: none"> For further discussion of these topics, please refer to Attachment G of the SCPA report.
108.	Hessling, Everard Park	<ul style="list-style-type: none"> Neither Agree nor Disagree- greater housing opportunities for older persons. Disagree - higher density and greater choice of residential accommodation. Agrees with more residential accommodation for the elderly but not in the form of five storeys. Strongly Disagree – height. Will change heritage courtyard type of homes in the area. Development will impact movement of cars due to double parking and facilities will require trucks and construction work. 	<ul style="list-style-type: none"> Submission talks to five storey height: <ul style="list-style-type: none"> Character of the area Traffic and parking. The DPA does not propose changes to car parking rates contained in the Unley Development Plan. Construction impacts are noted but outside of the rezoning process. Construction is managed as a separate process following a development approval. 	<ul style="list-style-type: none"> A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. New policy is recommended to ensure new development makes a positive streetscape contribution to Ross Street and Fourth Avenue and there is articulation of building facades and gaps between buildings. Council consider that the increase in traffic volumes can be catered for on the existing road network and the existing issues with on-street parking could investigated as part of the Local Area Traffic Management Planning process. In relation to carparking for the future development, it will be expected to meet

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				<p>contemporary onsite parking requirements which should have a positive outcome in reducing the demand for on street parking.</p> <ul style="list-style-type: none"> For further discussion of these topics, please refer to Attachment G of the SCPA report.
109.	Duffy, Everard Park	<ul style="list-style-type: none"> Refer to submission 105 	<ul style="list-style-type: none"> Refer to submission 105 	<ul style="list-style-type: none"> Refer to submission 105
110.	Lintern, Everard Park	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41
111.	Sporn, Forestville	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41
112.	Banks, Everard Park	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41
113.	Symonds, Black Forest	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41
114.	Wilson, Black Forest	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41
115.	Wilson, Black Forest	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41
116.	Quirini, Everard Park	<ul style="list-style-type: none"> Disagree- greater housing opportunities for older persons. Proposed location only provides good access to transport options. Shops are not close by and demand a degree of travel to utilise services. Disagree - higher density and greater choice of residential accommodation. 	<ul style="list-style-type: none"> Submission talks to height: <ul style="list-style-type: none"> Two storeys is adequate. Character of the area Traffic. 	<ul style="list-style-type: none"> A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. New policy is recommended to

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		<p>There is enough development occurring on Anzac Highway, this proposal would add additional strain on existing transport corridors and backstreets utilised as thoroughfares.</p> <ul style="list-style-type: none"> • Strongly Disagree – height. Two storey developments adequate and sympathetic to the local area. • The ambiance of the historic suburb will be altered by the development. 		<p>ensure new development makes a positive streetscape contribution to Ross Street and Fourth Avenue and there is articulation of building facades and gaps between buildings.</p> <ul style="list-style-type: none"> • Council consider that the increase in traffic volumes can be catered for on the existing road network and the existing issues with on-street parking could investigated as part of the Local Area Traffic Management Planning process. • In relation to carparking for the future development, it will be expected to meet contemporary onsite parking requirements which should have a positive outcome in reducing the demand for on street parking. • For further discussion of these topics, please refer to Attachment G of the SCPA report.
117.	Brus	<ul style="list-style-type: none"> • Agree - greater housing opportunities for older persons. Buildings should be below two storeys. • Strongly Disagree - higher density and greater choice of residential accommodation. This will increase heavy traffic, devalue properties, have a loss of privacy, create significant pressure on infrastructure and loss of heat absorbing 	<ul style="list-style-type: none"> • Submission talks to height: <ul style="list-style-type: none"> • Two storeys is adequate. • Character of the area • Traffic • Privacy. • Related to service infrastructure, investigations by 	<ul style="list-style-type: none"> • A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. • New policy is recommended to ensure new development

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		<p>green space.</p> <ul style="list-style-type: none"> • Strongly Disagree – height. I do not agree to buildings over two storeys. 	<p>WGA indicate there is adequate capacity for the proposed rezoning; some augmentation/upgrade may apply.</p> <ul style="list-style-type: none"> • Related to open space and gardens, the current proposal is to increase the proportion of site area for tree planting from 7% to 15% and provide 2-3 metre perimeter landscaping for dwellings facing Ross Street and Fourth Avenue. 	<p>makes a positive streetscape contribution to Ross Street and Fourth Avenue and there is articulation of building facades and gaps between buildings.</p> <ul style="list-style-type: none"> • Council consider that the increase in traffic volumes can be catered for on the existing road network and the existing issues with on-street parking could investigated as part of the Local Area Traffic Management Planning process. • In relation to carparking for the future development, it will be expected to meet contemporary onsite parking requirements which should have a positive outcome in reducing the demand for on street parking. • For further discussion of these topics, please refer to Attachment G of the SCPA report.
118.	Nolan	<ul style="list-style-type: none"> • Thank you for opportunity to comment. • Object to five storey development along Norman Terrace and the requirement of only 2 to 3 metre perimeter landscaping to roadways. Prefers three storeys or less and ample green space, including trees and shade to absorb urban heat and stormwater and for visual amenity. • Prefer development closer to shops, parks and amenities to promote integration with 	<ul style="list-style-type: none"> • Refer to submission 41 	<ul style="list-style-type: none"> • Refer to submission 41

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		<p>the community.</p> <ul style="list-style-type: none"> Multi-storey is not in keeping with local character. Norman Terrace has 40kph speed limit and limited access and zoning as a transport corridor is not appropriate. The limited green space will exacerbate urban heat issues and stormwater runoff. Five storeys will devalue homes, increase traffic and parking, noise, rubbish collection, delivery trucks, light, loss of privacy. 		
119.	Tucker	<ul style="list-style-type: none"> Agrees- greater housing opportunities for older persons. That it be low rise and does not resemble a fortress. Disagree - higher density and greater choice of residential accommodation. There is already high density in the area. Questions why locations such as Malvern or Unley Park weren't selected, and the poorer area of Unley was. Agree— height. 	<ul style="list-style-type: none"> Submission talks to height. 	<ul style="list-style-type: none"> A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. For further discussion of these topics, please refer to Attachment G of the SCPA report.
120.	Davies, Black Forest	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41
121.	Wallace, Black Forest	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41
122.	Wallace, Black Forest	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41
123.	Pavlich, Black Forest	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41
124.	Pavlich, Adelaide	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41

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125.	Kurvits, Everard Park	<ul style="list-style-type: none"> • Strongly Disagrees- greater housing opportunities for older persons. Disagree with up to five-storey development in a residential area where the maximum height of dwellings is three storeys facing the tramline and two storey facing heritage style bungalows in a historic area. • Strongly Disagree - higher density and greater choice of residential accommodation. Existing parking issues on Norman Terrace from tram commuters limits access for residents. • Strongly Disagree– height. Five storeys would encroach on the privacy of the surrounding housings and the associated parking required by staff. • Two storey sympathetically designed accommodation with off street parking would be acceptable. 	<ul style="list-style-type: none"> • Submission talks to five storey height: <ul style="list-style-type: none"> • Character of the area • Parking • Privacy • Two storey development. • The DPA does not propose changes to car parking rates contained in the Unley Development Plan. 	<ul style="list-style-type: none"> • A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. • New policy is recommended to ensure new development makes a positive streetscape contribution to Ross Street and Fourth Avenue and there is articulation of building facades and gaps between buildings. • Council consider that the increase in traffic volumes can be catered for on the existing road network and the existing issues with on-street parking could investigated as part of the Local Area Traffic Management Planning process. • In relation to carparking for the future development, it will be expected to meet contemporary onsite parking requirements which should have a positive outcome in reducing the demand for on street parking. • For further discussion of these topics, please refer to Attachment G of the SCPA report.

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126.	Rasheed, Everard Park	<ul style="list-style-type: none"> • Neither Agree nor Disagree - greater housing opportunities for older persons. Agree to providing better housing and care for the elderly but in a more village atmosphere not a five-storey institution akin to a hospital. • Disagree - higher density and greater choice of residential accommodation. Five storeys is out of character with the surrounding suburb, three storeys would be more in keeping and stop it looking like a hospital. • Strongly Disagree– height. Five storeys are imposing on neighbouring properties creating privacy, aesthetic and value issues. • An aesthetically pleasing height will maintain a more integrated community, parking will not be enough. Three storeys will lower the impact on the residential community. 	<ul style="list-style-type: none"> • Submission talks to five storey height: <ul style="list-style-type: none"> • Character of the area • Parking • Privacy and aesthetic • Three storey development is acceptable. • The DPA does not propose changes to car parking rates contained in the Unley Development Plan. 	<ul style="list-style-type: none"> • A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. • New policy is recommended to ensure new development makes a positive streetscape contribution to Ross Street and Fourth Avenue and there is articulation of building facades and gaps between buildings. • Council consider that the increase in traffic volumes can be catered for on the existing road network and the existing issues with on-street parking could investigated as part of the Local Area Traffic Management Planning process. • In relation to carparking for the future development, it will be expected to meet contemporary onsite parking requirements which should have a positive outcome in reducing the demand for on street parking. • For further discussion of these topics, please refer to Attachment G of the SCPA report.
127.	Woodroffe, Everard	<ul style="list-style-type: none"> • Neither Agree nor Disagree - greater 	<ul style="list-style-type: none"> • Submission talks to height and 	<ul style="list-style-type: none"> • A reduction in the proposed 5-

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	Park	<p>housing opportunities for older persons. Small low-level aged care accommodation that integrates into existing neighbourhoods is simply a part of today's society.</p> <ul style="list-style-type: none"> • Strongly Disagree - higher density and greater choice of residential accommodation. High density accommodation in the policy area will be detrimental to amenity, overloading services. • Strongly Disagree— height. Development will exacerbate existing issues, negatively impact property values, any development should be of a low level nature that is keeping with the areas character. 	<p>density:</p> <ul style="list-style-type: none"> • Character of the area • Visual amenity. <ul style="list-style-type: none"> • Related to service infrastructure, investigations by WGA indicate there is adequate capacity for the proposed rezoning; some augmentation/upgrade may apply. 	<p>storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area.</p> <ul style="list-style-type: none"> • New policy is recommended to ensure new development makes a positive streetscape contribution to Ross Street and Fourth Avenue and there is articulation of building facades and gaps between buildings. • For further discussion of these topics, please refer to Attachment G of the SCPA report.
128.	Barr, Everard Park	<ul style="list-style-type: none"> • Refer to submission 41 • The Residential Streetscape of Norman Terrace, Fourth Avenue and Ross Street will be lost, and is not in keeping with the Unley 'Village' lifestyle that attracts families. • The view from our backyard will be directly affected, we will only be able to see building and no sky, this will detrimentally affect our property value. • More staff at the facility will clog our streets with their on-street parking, I must put my wheelie bins in the street to reserve a parking space for visitors. • The projected increase in traffic and speeding on Norman Terrace will be it unsafe and difficult to cross with the number of vehicles parked on both sides 	<ul style="list-style-type: none"> • Refer to submission 41 	<ul style="list-style-type: none"> • Refer to submission 41

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		of Norman Terrace. This is a quiet residential area not suited to high density development.		
129.	Reid, Everard Park	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41
130.	Bennett, Everard Park	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41
131.	Bates	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41
132.	Huckel, Everard Park	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41
133.	Kapsis, Forestville	<ul style="list-style-type: none"> Agree- greater housing opportunities for older persons. Strongly Disagree - higher density and greater choice of residential accommodation. Strongly Disagree– height. No higher than two storeys 	<ul style="list-style-type: none"> Noted. 	<ul style="list-style-type: none"> A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. For further discussion of these topics, please refer to Attachment G of the SCPA report.
134.	Schnell, Everard Park	<ul style="list-style-type: none"> Neither Agree nor Disagree- greater housing opportunities for older persons. Agrees as long as infrastructure including water and sewerage and nearby street can cope with new structures. Strongly Disagree - higher density and greater choice of residential accommodation. Streets are narrow leading to parking and access issues due to delivery trucks, extra staff and visitors. 	<ul style="list-style-type: none"> Submission talks to five storey height: <ul style="list-style-type: none"> Character of the area Overlooking and privacy Traffic, parking and access. Related to service infrastructure, investigations by WGA indicate there is adequate capacity for the 	<ul style="list-style-type: none"> A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. New policy is recommended to ensure new development makes a positive streetscape

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		<p>Water and sewerage barely cope now.</p> <ul style="list-style-type: none"> • Strongly Disagree— height. Five storeys are too high in the quiet residential area. Nearby residential will be overlooked and loose privacy, lighting at night will intrude on homes and there will be additional noise 24 hours a day 7 days a week. • Trouble accessing main roads in peak hour will be increased by development. • The NBN will not be able to service existing residents as the nursing home is a medical facility and will get priority 	<p>proposed rezoning; some augmentation/upgrade may apply.</p> <ul style="list-style-type: none"> • Council notes the Council-wide provisions of the Unley Development Plan apply which promote the protection of properties from noise and overlooking impacts. 	<p>contribution to Ross Street and Fourth Avenue and there is articulation of building facades and gaps between buildings.</p> <ul style="list-style-type: none"> • Council consider that the increase in traffic volumes can be catered for on the existing road network and the existing issues with on-street parking could investigated as part of the Local Area Traffic Management Planning process. • In relation to carparking for the future development, it will be expected to meet contemporary onsite parking requirements which should have a positive outcome in reducing the demand for on street parking. • For further discussion of these topics, please refer to Attachment G of the SCPA report.
135.	Candy, Unley	<ul style="list-style-type: none"> • The DPA achieves appropriate policy at the residential interface including two-storey building height limit. • Five storeys is appropriate at the Norman Terrace frontage in the context of increased building heights to the west and frontage to the tram line. Five storeys allows for flexibility and good overall urban design. • Height limit less than four storeys along Norman Terrace frontage is not support 	<ul style="list-style-type: none"> • Noted. • The DPA intent is to facilitate low rise development at the interface with existing low rise development and to facilitate medium rise development away from those interfaces. It is therefore, more accurate to amend the policy that 	<ul style="list-style-type: none"> • A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. • New policy is recommended to ensure new development makes a positive streetscape contribution to Ross Street and

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		<p>due to proposed policy for site coverage, setbacks, deep soil zones, transition down in height and scale at the interface, all of which constrain building envelope.</p> <ul style="list-style-type: none"> • Suggested amendment to expression of low and medium density. • Policy is weighted toward protection of streetscape character and amenity. This needs to be balanced with height. • Changes to deep soil zones and tree canopy cover are supported if height, landscaping and other provisions do not further constrain building envelope. • Suggested amendment to expression of PDC 2. • PDC 6 should apply to traditional individual dwellings not purpose built retirement living and aged care facilities. • Support transition to the Urban Renewal Neighbourhood Zone of the Planning and Design Code as other similar facilities are proposed to be in Urban Renewal Neighbourhood Zone. 	<p>references 'low "to" medium rise buildings' such that it reads 'low "and" medium rise buildings'.</p> <ul style="list-style-type: none"> • Changes to policy expression can be made for clarify. 	<p>Fourth Avenue and there is articulation of building facades and gaps between buildings.</p> <ul style="list-style-type: none"> • Review policy expression to ensure clarity regarding non residential development, heights of low and medium rise buildings and application of policy to purpose built retirement facilities. • For further discussion of these topics, please refer to Attachment G of the SCPA report.
136.	Brus, Everard Park	<ul style="list-style-type: none"> • Refer to submission 41 	<ul style="list-style-type: none"> • Refer to submission 41 	<ul style="list-style-type: none"> • Refer to submission 41
137.	Huckel, Everard Park	<ul style="list-style-type: none"> • Refer to submission 41 	<ul style="list-style-type: none"> • Refer to submission 41 	<ul style="list-style-type: none"> • Refer to submission 41
138.	Whitelock, Everard Park	<ul style="list-style-type: none"> • Refer to submission 41 	<ul style="list-style-type: none"> • Refer to submission 41 	<ul style="list-style-type: none"> • Refer to submission 41
139.	Schnell	<ul style="list-style-type: none"> • Agrees- greater housing opportunities for older persons. Such facilities are fine provided they are not high rise and do not impact the character of the area. 	<ul style="list-style-type: none"> • Submission talks to height: <ul style="list-style-type: none"> • Two storeys to residential interface and three storeys overalls 	<ul style="list-style-type: none"> • A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to

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		<ul style="list-style-type: none"> • Disagree - higher density and greater choice of residential accommodation. The development will significantly impact local character. • Disagree– height. The two storey frontage should be reduced to one story and overall height should be reduced to three storeys. • All service vehicles should be restricted access to Norman Terrace, as the streets are too narrow. 	<ul style="list-style-type: none"> • character • Related to access, service access is proposed via Norman Terrace. 	<p>reduce the height and mass of future development in the core area.</p> <ul style="list-style-type: none"> • New policy is recommended to ensure new development makes a positive streetscape contribution to Ross Street and Fourth Avenue and there is articulation of building facades and gaps between buildings. • For further discussion of these topics, please refer to Attachment G of the SCPA report.
140.	Blindell, Forestville	<ul style="list-style-type: none"> • Strongly Disagree- greater housing opportunities for older persons. Existing accommodation does not impinge on local residents' quality of life and is a part of expected normality of living in the area. • Strongly Disagree - higher density and greater choice of residential accommodation. Added capacity to our neighbourhood is going to reduce our quality of life. • Strongly Disagree– height. Development will cause higher traffic flow and noise. 	<ul style="list-style-type: none"> • Noted. 	<ul style="list-style-type: none"> • A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. • Council consider that the increase in traffic volumes can be catered for on the existing road network and the existing issues with on-street parking could investigated as part of the Local Area Traffic Management Planning process. • In relation to carparking for the future development, it will be expected to meet contemporary onsite parking requirements which should have a positive outcome in

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				reducing the demand for on street parking. <ul style="list-style-type: none"> • For further discussion of these topics, please refer to Attachment G of the SCPA report.
141.	Schnell	<ul style="list-style-type: none"> • Agree- greater housing opportunities for older persons. The size of the development may be higher than five storeys due to utilities on the roof. • Disagree - higher density and greater choice of residential accommodation. Along Norman Terrace the limit should be three storeys this would be in keeping with the nearby housing trust units. The limit in Ross and Fourth Street should be one storey on the frontage. • Disagree – height. • There is currently an issue with service vehicles driving in the quiet streets of Everard Park and accessing the existing facility. 	<ul style="list-style-type: none"> • Refer to submission 139 	<ul style="list-style-type: none"> • Refer to submission 139
142.	Halliday	<ul style="list-style-type: none"> • Agree- greater housing opportunities for older persons. Must be done in an appropriate way and area. • Neither Agree nor Disagree - higher density and greater choice of residential accommodation. • Strongly Disagree– height. Concern for the precedent in raising building height along Norman Terrace and Fourth Avenue. Five storeys is unacceptable anywhere in Forestville especially this truly residential zone. • Parking on Norman Terrace is already 	<ul style="list-style-type: none"> • Submission talks to five storey height. Parking 	<ul style="list-style-type: none"> • A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. • Council consider that the increase in traffic volumes can be catered for on the existing road network and the existing issues with on-street parking could investigated as part of

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		<p>crowded and the proposal will simply lead to more parking problems.</p>		<p>the Local Area Traffic Management Planning process.</p> <ul style="list-style-type: none"> • In relation to carparking for the future development, it will be expected to meet contemporary onsite parking requirements which should have a positive outcome in reducing the demand for on street parking. • For further discussion of these topics, please refer to Attachment G of the SCPA report.
143.	Anonymous	<ul style="list-style-type: none"> • Strongly Disagree- greater housing opportunities for older persons. Questioned if elderly people were consulted. Five storeys is not small and the dwelling style is for the rich, not all people will be able to afford this style of home. • Strongly Disagree - higher density and greater choice of residential accommodation. Everard Park is a small suburb with old style houses, big new style developments are eyesores and too big for the area. • Agree— height. Two storey minimum, five storey is too big. 	<ul style="list-style-type: none"> • Submission talks to five storey height: <ul style="list-style-type: none"> • Character of the area. • Council notes comments on affordability. 	<ul style="list-style-type: none"> • A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. • Council consider that the increase in traffic volumes can be catered for on the existing road network and the existing issues with on-street parking could investigated as part of the Local Area Traffic Management Planning process • In relation to carparking for the future development, it will be expected to meet contemporary onsite parking requirements which should have a positive outcome in

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				<p>reducing the demand for on street parking</p> <ul style="list-style-type: none"> • Related to affordability, amendment is proposed to apply the Affordable Housing Overlay for dwellings. • For further discussion of these topics, please refer to Attachment G of the SCPA report.
144.	Sperring, Forestville	<ul style="list-style-type: none"> • Strongly Disagree- greater housing opportunities for older persons. Shutting elderly people into a five-storey building is fraught with danger. • Strongly Disagree - higher density and greater choice of residential accommodation. Roads are already struggling with too much traffic, there is a loss of privacy and loss of character. • Strongly Disagree– height. Example of poor development on Third Avenue that stops the sun getting though and looks appalling. • Council must listen to residents. 	<ul style="list-style-type: none"> • Submission talks to five storey height: <ul style="list-style-type: none"> • Character of the area • Traffic • Privacy and amenity. 	<ul style="list-style-type: none"> • A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. • New policy is recommended to ensure new development makes a positive streetscape contribution to Ross Street and Fourth Avenue and there is articulation of building facades and gaps between buildings • Council consider that the increase in traffic volumes can be catered for on the existing road network and the existing issues with on-street parking could investigated as part of the Local Area Traffic Management Planning process. • In relation to carparking for the future development, it will be expected to meet

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				<p>contemporary onsite parking requirements which should have a positive outcome in reducing the demand for on street parking.</p> <ul style="list-style-type: none"> For further discussion of these topics, please refer to Attachment G of the SCPA report.
145.	Rasheed	<ul style="list-style-type: none"> Neither Agree nor Disagree - greater housing opportunities for older persons. Certainly, develop and progress but not to the detriment of this beautiful old suburb. Disagree - higher density and greater choice of residential accommodation. Disagree with the scale of the development. Strongly Disagree— height. Five storeys is excessive and does not provide preferred retirement living more of an institution hospital complex. 	<ul style="list-style-type: none"> Submission talks to five storey height: <ul style="list-style-type: none"> Character of the area. 	<ul style="list-style-type: none"> A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. New policy is recommended to ensure new development makes a positive streetscape contribution to Ross Street and Fourth Avenue and there is articulation of building facades and gaps between buildings. For further discussion of these topics, please refer to Attachment G of the SCPA report.
146.	Piteo	<ul style="list-style-type: none"> Strongly Disagree - greater housing opportunities for older persons. We do not want high rise living as it will increase traffic and congestion in the area and pressure on infrastructure such as power, sewerage and internet Strongly Disagree - higher density and greater choice of residential 	<ul style="list-style-type: none"> Submission talks to height, traffic and parking issues. Council notes existing traffic and car parking issues are outside of the DPA. 	<ul style="list-style-type: none"> A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. Council consider that the

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		<p>accommodation. Increased traffic will increase the risk for pedestrians accessing tram facilities, parking will become an issue and privacy will be lost.</p> <ul style="list-style-type: none"> Strongly Disagree– height. Any multi-storey development will only add to traffic issues. 		<p>increase in traffic volumes can be catered for on the existing road network and the existing issues with on-street parking could investigated as part of the Local Area Traffic Management Planning process.</p> <ul style="list-style-type: none"> In relation to carparking for the future development, it will be expected to meet contemporary onsite parking requirements which should have a positive outcome in reducing the demand for on street parking. For further discussion of these topics, please refer to Attachment G of the SCPA report.
147.	Anonymous	<ul style="list-style-type: none"> Agree- greater housing opportunities for older persons. There are no shops located near the development and limited priority seating on all forms of public transport near the development. This makes the strategic aim of the DPA ineffective. Strongly Disagree - higher density and greater choice of residential accommodation. Higher density is not in the best interest of residents in aged care. Private green space would be lost along with a sense of independence, replaced by hard surfaces exacerbating urban heat issues. Multi-storey development would go against the movement to reduce human impact on the environment and be 	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41

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		<p>accompanied by noise and light pollution.</p> <ul style="list-style-type: none"> • Strongly Disagree– height. High density will cause stormwater run-off issue, increase demand on water and sewerage infrastructure and overshadow properties reducing their accessibility to a cleaner source of energy. • Support the development of low-rise aged care that integrates older people into the community and provides green space to improve wellbeing and absorb urban heat and stormwater. 		
148.	Gamlin, Everard Park	<ul style="list-style-type: none"> • Agrees- greater housing opportunities for older persons. Can be achieved within a two-storey development but five storeys will overlook backyards. • Agree - higher density and greater choice of residential accommodation. • Strongly Disagree– height. • Development will contribute to various service vehicles, staff and visitors increasing the difficulty to navigate Halmon Avenue and increase parking. 	<ul style="list-style-type: none"> • Submission talks to five storey height: <ul style="list-style-type: none"> • Overlooking • Traffic and parking. • Council notes existing traffic and car parking issues are outside of the DPA. 	<ul style="list-style-type: none"> • Related to height, amendment is proposed to reflect reduced building height in some areas. • Council consider that the increase in traffic volumes can be catered for on the existing road network and the existing issues with on-street parking could investigated as part of the Local Area Traffic Management Planning process • In relation to carparking for the future development, it will be expected to meet contemporary onsite parking requirements which should have a positive outcome in reducing the demand for on street parking • For further discussion of these topics, please refer to Attachment G of the SCPA report.

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149.	Anonymous	<ul style="list-style-type: none"> • Strongly Disagree- greater housing opportunities for older persons. There is no room nor is it consistent with zoning to have a multi-storey aged care facility in this location. • Strongly Disagree - higher density and greater choice of residential accommodation. There is already high density housing being constructed in the area, it is not environmentally sound and creates traffic issues due to double parking and congestion. This sets a dangerous precedent. Most multi-storey nursing homes are only one storey high • Strongly Disagree– height. It will disfigure the landscape. 	<ul style="list-style-type: none"> • Submission talks to height: <ul style="list-style-type: none"> • Traffic and parking. 	<ul style="list-style-type: none"> • A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. • Council consider that the increase in traffic volumes can be catered for on the existing road network and the existing issues with on-street parking could investigated as part of the Local Area Traffic Management Planning process. • In relation to carparking for the future development, it will be expected to meet contemporary onsite parking requirements which should have a positive outcome in reducing the demand for on street parking. • For further discussion of these topics, please refer to Attachment G of the SCPA report.
150.	Panagiotidis, Everard Park	<ul style="list-style-type: none"> • Neither Agree nor Disagree- greater housing opportunities for older persons. Agree to softer village development with less visual impact on the suburban landscape. • Disagree - higher density and greater choice of residential accommodation. Disregard for suburban landscape. 	<ul style="list-style-type: none"> • Submission talks to five storey height. 	<ul style="list-style-type: none"> • A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. • For further discussion of these

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		<ul style="list-style-type: none"> Strongly Disagree— height. Five storeys is excessive for its location 		<p>topics, please refer to Attachment G of the SCPA report.</p>
151.	Tait, Everard Park	<ul style="list-style-type: none"> Strongly Disagrees- greater housing opportunities for older persons. Council should consider what elderly residents want. Multi-storey limits easy and secure garden access with no way for dementia residents to find their way back their room. Strongly Disagree - higher density and greater choice of residential accommodation. This sets precedence for higher density in the area. Strongly Disagree— height. Concerned the council is discriminating against them living across the road by having building height limits of two storeys. If the rezoning is for five storeys I want five storeys too. Supports the redevelopment of the site to modernise facilities and add better parking but does not agree with smaller living area for residents with no or little view due to frosted windows or window heights. Concerned that council has not considered potential fear of heights or claustrophobia experienced by residents. 	<ul style="list-style-type: none"> Submission talks to five storey height and suitability of 5 storey for aged care 	<ul style="list-style-type: none"> A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. For further discussion of these topics, please refer to Attachment G of the SCPA report.
152.	Parham, Black Forest	<ul style="list-style-type: none"> Disagree- greater housing opportunities for older persons. Disagree - higher density and greater choice of residential accommodation. Higher density than the current site is acceptable however, no parameters are defined as to what extent of density or choice will be increased. Disagree— height. Five stories towards the 	<ul style="list-style-type: none"> Submission talks to five storey height. 	<ul style="list-style-type: none"> A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. For further discussion of these topics, please refer to

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		<p>tram line frontage, which is essentially suburban living is excessive.</p> <ul style="list-style-type: none"> • The premise of the development seems at odds with the proposed plans. Developer seems to not be transparent with their true intentions. Concern this will spread to other nearby areas on the tram corridor. • Comments on consultation process. 		<p>Attachment G of the SCPA report.</p>
153.	O'Loughlin, Everard Park	<ul style="list-style-type: none"> • Disagree- greater housing opportunities for older persons. • Disagree - higher density and greater choice of residential accommodation. • Disagree– height. • Concerned with what changes might happen in the street. 	<ul style="list-style-type: none"> • Noted. 	<ul style="list-style-type: none"> • For further discussion of these topics, please refer to Attachment G of the SCPA report.
154.	O'Loughlin, Everard Park	<ul style="list-style-type: none"> • Disagree- greater housing opportunities for older persons. • Disagree - higher density and greater choice of residential accommodation. • Disagree– height. • Concerned with the construction of a multi-storey building in the neighbourhood. 	<p>Submission talks to multi storey height.</p>	<ul style="list-style-type: none"> • A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. • For further discussion of these topics, please refer to Attachment G of the SCPA report.
155.	O'Loughlin, Everard Park	<ul style="list-style-type: none"> • Disagree- greater housing opportunities for older persons. • Disagree - higher density and greater choice of residential accommodation. • Disagree– height. • Keep local character of the area with no multi-storey buildings. 	<ul style="list-style-type: none"> • Submission talks to multi storey height 	<ul style="list-style-type: none"> • A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. • For further discussion of these

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				<p>topics, please refer to Attachment G of the SCPA report.</p>
156.	Anonymous	<ul style="list-style-type: none"> • Disagree- greater housing opportunities for older persons. • Disagree - higher density and greater choice of residential accommodation. • Neither Agree nor Disagree– height. Community meeting and discussion that development might be higher than five storeys, preference for two storeys on local streets and no more than three storeys on tram line frontage. 	<ul style="list-style-type: none"> • Submission talks to five storey height: <ul style="list-style-type: none"> • Prefer two storeys on local streets and three storeys on tram line. • Council corrects the misunderstanding that more than five storeys is proposed. The DPA proposes up to five storeys and a transition down to two storeys at Ross Street and Fourth Avenue. 	<ul style="list-style-type: none"> • A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. • For further discussion of these topics, please refer to Attachment G of the SCPA report.
157.	Fletcher, Black Forest	<ul style="list-style-type: none"> • Neither Agree nor Disagree- greater housing opportunities for older persons. Supports aim of DPA to be “well designed” and “small”, however, the development does not appear to be small or well designed • Strongly Disagree - higher density and greater choice of residential accommodation. There is already a significant amount of higher density accommodation under construction in the area that will place strain on current infrastructure including road, parking, increased noise and congestion. • Strongly Disagree– height. Height greater than two storeys will affect the quiet, green suburban character of the area. Five storeys will destroy the visibility of the tree line along Norman Terrace. 	<ul style="list-style-type: none"> • Submission talks to five storey height: <ul style="list-style-type: none"> • Prefer two storeys • Traffic and parking. • Related to service infrastructure, investigations by WGA indicate there is adequate capacity for the proposed rezoning; some augmentation/upgrade may apply. 	<ul style="list-style-type: none"> • A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. • Council consider that the increase in traffic volumes can be catered for on the existing road network and the existing issues with on-street parking could investigated as part of the Local Area Traffic Management Planning process. • In relation to carparking for the future development, it will be expected to meet

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		<ul style="list-style-type: none"> • Norman Terrace is a local road with limited access from both ends. It has no shops and its zoning as a major transport corridor is inappropriate. • Supports the development of low-rise aged care facilities that increase integration of older people into the community has deep setbacks, green space, adequate off-street parking and no over shadowing. • Comments on consultation. 		<p>contemporary onsite parking requirements which should have a positive outcome in reducing the demand for on street parking</p> <ul style="list-style-type: none"> • For further discussion of these topics, please refer to Attachment G of the SCPA report.
158.	Anonymous	<ul style="list-style-type: none"> • Strongly Disagree- greater housing opportunities for older persons. People only move into supported care if they are unable to function in their own homes, they do not access shops and public transport. Many people in care have cognitive impairment, suggesting this group of people would use public transport is inaccurate. Concerned Unley is considering high density aged care as it was cautioned against by the Aged Care Royal Commission. • Strongly Disagree - higher density and greater choice of residential accommodation. Location is unsuitable for high density aged care. Building should appear as a residential home and not a high rise five storey apartment building. • Strongly Disagree– height. Refer to submission 79 	<ul style="list-style-type: none"> • Submission talks to five storey height: <ul style="list-style-type: none"> • Character of the area • Traffic and parking • Overshadowing • Up to two storeys. • The DPA does not propose changes to car parking rates contained in the Unley Development Plan. • Related to social infrastructure, the assessment by Holmes Dyer is that the area is adequately serviced in relation to the proposed rezoning. • Council notes the location near the tram stop facilitates public transport use not only by residents but visitors and employees. 	<ul style="list-style-type: none"> • A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. • New policy is recommended to ensure new development makes a positive streetscape contribution to Ross Street and Fourth Avenue and there is articulation of building facades and gaps between buildings. • Council consider that the increase in traffic volumes can be catered for on the existing road network and the existing issues with on-street parking could investigated as part of the Local Area Traffic Management Planning process. • In relation to carparking for the

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			<ul style="list-style-type: none"> • Related to service infrastructure, investigations by WGA indicate there is adequate capacity for the proposed rezoning; some augmentation/upgrade may apply. • Related to infrastructure, investigations by WGA indicate that stormwater can be appropriately managed. • Related to greening, urban heat and flora and fauna, the current proposal is to increase the proportion of site area for tree planting from 7% to 15% and provide 2-3 metre perimeter landscaping for dwellings facing Ross Street and Fourth Avenue. 	<p>future development, it will be expected to meet contemporary onsite parking requirements which should have a positive outcome in reducing the demand for on street parking</p> <ul style="list-style-type: none"> • For further discussion of these topics, please refer to Attachment G of the SCPA report.
159.	Zinndorf, Everard Park	<ul style="list-style-type: none"> • Strongly Disagree - greater housing opportunities for older persons. • Strongly Disagree - higher density and greater choice of residential accommodation. Supports residential development if it fits in with the character of the area • Agree– height. Five storeys is inappropriate and out of place from the single storey character homes. No main road would cope with the increased level of heavy vehicle and traffic. A 	<ul style="list-style-type: none"> • Submission talks to five storey height: <ul style="list-style-type: none"> • Character of the area • Traffic and parking • Overshadowing. • <p>Council notes the Council-wide provisions of the Unley Development Plan apply which promote the protection of properties from overshadowing and</p>	<ul style="list-style-type: none"> • A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. • New policy is recommended to ensure new development makes a positive streetscape contribution to Ross Street and Fourth Avenue and there is

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		<p>development this size and height would overshadow surrounding homes and decrease property values.</p>	<p>overlooking impacts</p>	<p>articulation of building facades and gaps between buildings.</p> <ul style="list-style-type: none"> • Council consider that the increase in traffic volumes can be catered for on the existing road network and the existing issues with on-street parking could investigated as part of the Local Area Traffic Management Planning process • In relation to carparking for the future development, it will be expected to meet contemporary onsite parking requirements which should have a positive outcome in reducing the demand for on street parking • For further discussion of these topics, please refer to Attachment G of the SCPA report.
160.	Piteo	<ul style="list-style-type: none"> • Strongly Disagree - greater housing opportunities for older persons. What is currently there is fine. Adding more will increase traffic and congestion in the area. • Strongly Disagree - higher density and greater choice of residential accommodation. Development will impact infrastructure, decrease privacy and increase heavy vehicles and on street parking. • Strongly Disagree – height. Increased risk for pedestrians using the tram. 	<ul style="list-style-type: none"> • Submission talks to height, traffic and parking issues. • Council notes existing traffic and car parking issues are outside of the DPA. 	<ul style="list-style-type: none"> • A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. • Council consider that the increase in traffic volumes can be catered for on the existing road network and the existing issues with on-street parking could investigated as part of the Local Area Traffic

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				<p>Management Planning process.</p> <ul style="list-style-type: none"> • In relation to carparking for the future development, it will be expected to meet contemporary onsite parking requirements which should have a positive outcome in reducing the demand for on street parking • For further discussion of these topics, please refer to Attachment G of the SCPA report.
161.	Provis, Black Forest	<ul style="list-style-type: none"> • Strongly Agree - greater housing opportunities for older persons. Not clear to what extent this general question relates to the detail of the DPA • Disagree - higher density and greater choice of residential accommodation. We have made a separate submission on traffic and parking. • Disagree— height. 	<p>Submission talks to five storey height:</p> <ul style="list-style-type: none"> • Traffic and parking 	<ul style="list-style-type: none"> • A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. • Council consider that the increase in traffic volumes can be catered for on the existing road network and the existing issues with on-street parking could investigated as part of the Local Area Traffic Management Planning process. • In relation to carparking for the future development, it will be expected to meet contemporary onsite parking requirements which should have a positive outcome in

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				reducing the demand for on street parking. <ul style="list-style-type: none"> • For further discussion of these topics, please refer to Attachment G of the SCPA report.
162.	Duffy, Everard Park	<ul style="list-style-type: none"> • Refer to submission 41 	<ul style="list-style-type: none"> • Refer to submission 41 	<ul style="list-style-type: none"> • Refer to submission 41
163.	Bell	<ul style="list-style-type: none"> • Strongly Disagree - greater housing opportunities for older persons. High rise building strips the entire neighbourhood of its aesthetic and environmental value. Current competition with traffic, parking and noise from major roads. The five-storey development will strip vegetation patches along the tramline and create traffic hazards on the narrow streets. • Strongly Disagree - higher density and greater choice of residential accommodation. Supports two or three storey residential aged care accommodation but not high density five storeys as it strips the area of green space which is both aesthetically and environmentally valuable to residents and biodiversity. Putting aged care in cells is disrespectful as they do not have views out their windows and overlook back yards. • Strongly Disagree– height. Supportive of two storey facility but opposes five storeys which will place strain on infrastructure including water, sewerage and electricity. • Comments on process. 	<ul style="list-style-type: none"> • Submission talks to five storey height: <ul style="list-style-type: none"> • Character of the area • Traffic and parking • Aesthetic and environmental values • 2 to 3 storeys is acceptable • Overlooking. • Related to service infrastructure, investigations by WGA indicate there is adequate capacity for the proposed rezoning; some augmentation/upgrade may apply. 	<ul style="list-style-type: none"> • A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. • New policy is recommended to ensure new development makes a positive streetscape contribution to Ross Street and Fourth Avenue and there is articulation of building facades and gaps between buildings. • Council consider that the increase in traffic volumes can be catered for on the existing road network and the existing issues with on-street parking could investigated as part of the Local Area Traffic Management Planning process. • In relation to carparking for the future development, it will be expected to meet contemporary onsite parking

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				<p>requirements which should have a positive outcome in reducing the demand for on street parking.</p> <ul style="list-style-type: none"> For further discussion of these topics, please refer to Attachment G of the SCPA report.
164.	Parham, Black Forest	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41
165.	Duffy, Everard Park	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41
166.	McDonald	<ul style="list-style-type: none"> Five storeys in unacceptable for local residential character: <ul style="list-style-type: none"> Excess parking during construction Existing street parking problem Existing lighting from the facility Noise from rubbish collection Comments on consultation process. 	<ul style="list-style-type: none"> Submission talks to five storey height. Construction impacts are noted but outside of the rezoning process. Construction is managed as a separate process following a development approval. Council notes the Council-wide provisions of the Unley Development Plan apply which promote the protection of properties from noise and light impacts. 	<ul style="list-style-type: none"> A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. New policy is recommended to ensure new development makes a positive streetscape contribution to Ross Street and Fourth Avenue and there is articulation of building facades and gaps between buildings. Council consider that the increase in traffic volumes can be catered for on the existing road network and the existing issues with on-street parking could investigated as part of the Local Area Traffic Management Planning

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				<p>process.</p> <ul style="list-style-type: none"> • In relation to carparking for the future development, it will be expected to meet contemporary onsite parking requirements which should have a positive outcome in reducing the demand for on street parking. • For further discussion of these topics, please refer to Attachment G of the SCPA report.
167.	Woodroffe, Everard Park	<ul style="list-style-type: none"> • Refer to submission 41 	<ul style="list-style-type: none"> • Refer to submission 41 	<ul style="list-style-type: none"> • Refer to submission 41
168.	Arezina, Everard Park	<ul style="list-style-type: none"> • Disagree - greater housing opportunities for older persons. Shops are not close by. • Disagree - higher density and greater choice of residential accommodation. • Disagree— height. 	<ul style="list-style-type: none"> • Noted. 	<ul style="list-style-type: none"> • For further discussion of these topics, please refer to Attachment G of the SCPA report.
169.	Posta	<ul style="list-style-type: none"> • Strongly Agree - greater housing opportunities for older persons. • Strongly Disagree - higher density and greater choice of residential accommodation. Higher density increases traffic, devalues existing properties, reduces privacy, encroaches into open green space, strains infrastructure and existing loss of character. • Neither Agree nor Disagree— height. Five storeys are too imposing. • Suggests Everard Park is treated as the backwater of Unley Council. Develop Victoria Avenue in this manner. 	<ul style="list-style-type: none"> • Submission talks to five storey height: <ul style="list-style-type: none"> • Character of the area • Traffic and parking • Overlooking and privacy. • Related to service infrastructure, investigations by WGA indicate there is adequate capacity for the proposed rezoning; some augmentation/upgrade may apply. 	<ul style="list-style-type: none"> • A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. • New policy is recommended to ensure new development makes a positive streetscape contribution to Ross Street and Fourth Avenue and there is articulation of building facades and gaps between buildings

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			<ul style="list-style-type: none"> Related to open space and gardens, the current proposal is to increase the proportion of site area for tree planting from 7% to 15% and provide 2-3 metre perimeter landscaping for dwellings facing Ross Street and Fourth Avenue. 	<ul style="list-style-type: none"> Council consider that the increase in traffic volumes can be catered for on the existing road network and the existing issues with on-street parking could investigated as part of the Local Area Traffic Management Planning process. In relation to carparking for the future development, it will be expected to meet contemporary onsite parking requirements which should have a positive outcome in reducing the demand for on street parking. For further discussion of these topics, please refer to Attachment G of the SCPA report.
170.	Anonymous	<ul style="list-style-type: none"> Neither Agree nor Disagree - greater housing opportunities for older persons. Agrees that elderly should have facilities located in residential areas five storeys is not in keeping with the character of the area. Disagree - higher density and greater choice of residential accommodation. Disagree– height. Supports development of two storeys fronting Ross Street, Fourth Avenue and Norman Terrace. 	<ul style="list-style-type: none"> Submission talks to five storey height: <ul style="list-style-type: none"> Character of the area. 	<ul style="list-style-type: none"> A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. New policy is recommended to ensure new development makes a positive streetscape contribution to Ross Street and Fourth Avenue and there is articulation of building facades and gaps between buildings. Council consider that the

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Sub No.	Name and Address	Submission Summary	Comment	Response
				<p>increase in traffic volumes can be catered for on the existing road network and the existing issues with on-street parking could investigated as part of the Local Area Traffic Management Planning process.</p> <ul style="list-style-type: none"> • In relation to carparking for the future development, it will be expected to meet contemporary onsite parking requirements which should have a positive outcome in reducing the demand for on street parking. • For further discussion of these topics, please refer to Attachment G of the SCPA report.
171.	Perring, Forestville	<ul style="list-style-type: none"> • Refer to submission 41 	<ul style="list-style-type: none"> • Refer to submission 41 	<ul style="list-style-type: none"> • Refer to submission 41
172.	Briffa, No Suburb	<ul style="list-style-type: none"> • Disagree - greater housing opportunities for older persons. High density living is not suitable for older people who are used to their own homes on a traditional block of land. Mobility impaired and dementia residents are not supported by less space in high density. • Strongly Disagree - higher density and greater choice of residential accommodation. Five storeys are out of character for the area which is quiet and will be disturbed by building nose, visitors and services. 	<ul style="list-style-type: none"> • Submission talks to five storey height: <ul style="list-style-type: none"> • Character of the area • Building, service and visitor noise • Traffic. • Construction impacts are noted but outside of the rezoning process. Construction is managed as a separate process following a development approval. 	<ul style="list-style-type: none"> • A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. • New policy is recommended to ensure new development makes a positive streetscape contribution to Ross Street and Fourth Avenue and there is articulation of building facades

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		<ul style="list-style-type: none"> • Strongly Disagree— height. Five storeys will impact Norman Terrace which is a narrow street, increased traffic will be dangerous. • Development will produce heat bank, CO2 emissions and interfere with the ecosystem that will then require more trees. Operating impacts. 	<ul style="list-style-type: none"> • Council notes the Council-wide provisions of the Unley Development Plan apply which promote the protection of properties from noise impacts. 	<p>and gaps between buildings.</p> <ul style="list-style-type: none"> • Council consider that the increase in traffic volumes can be catered for on the existing road network and the existing issues with on-street parking could investigated as part of the Local Area Traffic Management Planning process. • In relation to carparking for the future development, it will be expected to meet contemporary onsite parking requirements which should have a positive outcome in reducing the demand for on street parking. • For further discussion of these topics, please refer to Attachment G of the SCPA report.
173.	Oag, Forestville	<ul style="list-style-type: none"> • Disagree - greater housing opportunities for older persons. This must not impact local streets and residents due to increased traffic. • Disagree - higher density and greater choice of residential accommodation. Higher density will result in impact on surrounding streets. • Disagree— height. Should not exceed two storeys. If development is allowed it will set a precedent for higher rise to creep into the neighbourhood. 	<ul style="list-style-type: none"> • Submission talks to height: <ul style="list-style-type: none"> • Traffic. 	<ul style="list-style-type: none"> • A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. • New policy is recommended to ensure new development makes a positive streetscape contribution to Ross Street and Fourth Avenue and there is articulation of building facades and gaps between buildings.

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				<ul style="list-style-type: none"> • Council consider that the increase in traffic volumes can be catered for on the existing road network and the existing issues with on-street parking could investigated as part of the Local Area Traffic Management Planning process. • In relation to carparking for the future development, it will be expected to meet contemporary onsite parking requirements which should have a positive outcome in reducing the demand for on street parking • For further discussion of these topics, please refer to Attachment G of the SCPA report.
174.	Provis, Black Forest	<ul style="list-style-type: none"> • Sceptical about traffic flow and parking. Raises concerns about existing traffic conditions. • Visitor parking requires vehicle access and convenient parking. • Commuters using the tram create greater pressure on on-street parking. • Shops are not easily reached on foot and the result is likely to be additional use of vehicles. 	<ul style="list-style-type: none"> • The submission talks to parking and traffic. • The DPA does not propose changes to car parking rates contained in the Unley Development Plan. 	<ul style="list-style-type: none"> • Council consider that the increase in traffic volumes can be catered for on the existing road network and the existing issues with on-street parking could investigated as part of the Local Area Traffic Management Planning process • In relation to carparking for the future development, it will be expected to meet contemporary onsite parking requirements which should have a positive outcome in reducing the demand for on

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				<p>street parking</p> <ul style="list-style-type: none"> For further discussion of these topics, please refer to Attachment G of the SCPA report.
175.	Morrissey, Everard Park	<ul style="list-style-type: none"> Strongly Disagree - greater housing opportunities for older persons. Development will create massive congestion for existing residents during and beyond the construction phase. Parking is inadequate, increased traffic and housing values will be slashed. Strongly Disagree - higher density and greater choice of residential accommodation. Strongly Disagree— height. Everard Park is a quaint, attractive area and the addition of a multi-storey building will ruin the landscape. Development seems to be a massive business move by the facility operators which in the short term will destroy the area. The increased resident population, visitors, staff and construction workers will lower land value and the quality and standard of living. 	<ul style="list-style-type: none"> The submission talks to height (multi-storey).and lack of parking and traffic congestion Construction impacts are noted but outside of the rezoning process. Construction is managed as a separate process following a development approval. 	<ul style="list-style-type: none"> Council consider that the increase in traffic volumes can be catered for on the existing road network and the existing issues with on-street parking could investigated as part of the Local Area Traffic Management Planning process. In relation to carparking for the future development, it will be expected to meet contemporary onsite parking requirements which should have a positive outcome in reducing the demand for on street parking. For further discussion of these topics, please refer to Attachment G of the SCPA report.
176.	Anonymous	<ul style="list-style-type: none"> Disagree - greater housing opportunities for older persons. Strongly Disagree - higher density and greater choice of residential accommodation. Disagree— height. 	<ul style="list-style-type: none"> Noted 	<ul style="list-style-type: none"> A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. For further discussion of these

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				<p>topics, please refer to Attachment G of the SCPA report.</p>
177.	Williams, Everard Park	<ul style="list-style-type: none"> • Agree - greater housing opportunities for older persons. • Strongly Disagree - higher density and greater choice of residential accommodation. It will change the nature of the suburb and destroy the tranquil residential nature of the surrounding streets. • Strongly Disagree— height. The height of the building changes the sky scape, blocking sunlight, restricting privacy for surrounding residents. Denser population will impact traffic due to more residents and visitors, impacts on property values. 	<ul style="list-style-type: none"> • Submission talks to height: <ul style="list-style-type: none"> • Character of the area • Visual amenity • Overshadowing and privacy • Traffic. 	<ul style="list-style-type: none"> • A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. • New policy is recommended to ensure new development makes a positive streetscape contribution to Ross Street and Fourth Avenue and there is articulation of building facades and gaps between buildings. • Council consider that the increase in traffic volumes can be catered for on the existing road network and the existing issues with on-street parking could be investigated as part of the Local Area Traffic Management Planning process. • In relation to carparking for the future development, it will be expected to meet contemporary onsite parking requirements which should have a positive outcome in reducing the demand for on street parking. • For further discussion of these topics, please refer to

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178.	Anonymous	<ul style="list-style-type: none"> Disagree - greater housing opportunities for older persons. Supports the provision of aged care facilities but they should be placed in more appropriate areas such as main roads closer to businesses, so it doesn't negatively affect those who own property in the area. Strongly Disagree - higher density and greater choice of residential accommodation. Access to private property is already difficult and parked cars on narrow streets decrease the ability to safely navigate. Strongly Disagree— height. Requests documentation on how this might affect the value of nearby properties. 	<p>The submission talks to parking and traffic</p> <ul style="list-style-type: none"> Council does not conduct valuations. 	<ul style="list-style-type: none"> A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. Council consider that the increase in traffic volumes can be catered for on the existing road network and the existing issues with on-street parking could investigated as part of the Local Area Traffic Management Planning process. In relation to carparking for the future development, it will be expected to meet contemporary onsite parking requirements which should have a positive outcome in reducing the demand for on street parking.
179.	Williams, Everard Park	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41
180.	Everard Park	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41
181.	Knight, Everard Park	<ul style="list-style-type: none"> Refer to submission 41 I attended a community consultation 	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41

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		session last year and still have concerns		
182.	Donnelly, Everard Park	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41
183.	Lowe, Forestville	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41
184.	Thomas, Everard Park	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41
185.	Taylor, Forestville	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41
186.	Jackman, Black Forest	<ul style="list-style-type: none"> Refer to submission 41 I support initiatives that would: limit the height to 3 storeys; increase integration of elderly residents with the community such as a community garden; provide green spaces such as a tree planting zone, nature strips, shade trees for the tram stop; use stormwater runoff for green spaces; and provide friendly access to the trams and transport for elderly people. 	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41
187.	Bagust, Everard Park	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41
188.	Lenain, Black Forest	<ul style="list-style-type: none"> Refer to submission 41 and 186 	<ul style="list-style-type: none"> Refer to submission 41 and 186 	<ul style="list-style-type: none"> Refer to submission 41 and 186
189.	Knight, Everard Park	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41
190.	Ingram, Black Forest	<ul style="list-style-type: none"> Refer to submission 41 and 186 	<ul style="list-style-type: none"> Refer to submission 41 and 186 	<ul style="list-style-type: none"> Refer to submission 41 and 186
191.	Jamieson, Forestville	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41

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192.	Burnside, Forestville	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41
193.	Collins, Everard Park	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41
194.	Quoilin, Black Forest	<ul style="list-style-type: none"> Refer to submission 41 and 186 	<ul style="list-style-type: none"> Refer to submission 41 and 186 	<ul style="list-style-type: none"> Refer to submission 41 and 186
195.	Mulraney, Everard Park	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41
196.	Reid, Black Forest	<ul style="list-style-type: none"> Strongly Disagree - greater housing opportunities for older persons. Strategic aim of the DPA contradicts the five storey development proposed. The motherhood statement suggests packing aged people in boxes guised as greater housing choice and smaller facilities. Neither Agree nor Disagree - higher density and greater choice of residential accommodation. Neither high density or greater choice lead to improvement. Detail is not provided. Strongly Disagree– height. Five storey developments do not belong in or adjacent two-storey zones. The DPA is out of touch with the existing residential character of the area and is not sympathetic to it surrounds. This will encourage more five storey development in the neighbourhood. Five storey development will: overshadow, is out of character, destroy visual amenity of one of the best avenues of trees in Adelaide, reduce green space, add pressure to infrastructure, increase noise disturbance, result in all-night light 	<ul style="list-style-type: none"> Submission talks to five storey height: <ul style="list-style-type: none"> Character of the area Visual amenity Overshadowing Traffic. Related to service infrastructure, investigations by WGA indicate there is adequate capacity for the proposed rezoning; some augmentation/upgrade may apply. Council notes the Council-wide provisions of the Unley Development Plan apply which promote the protection of properties from noise and overshadowing impacts. 15% is the minimum site area for deep root zones (up from 7% of site area). 	<ul style="list-style-type: none"> A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. New policy is recommended to ensure new development makes a positive streetscape contribution to Ross Street and Fourth Avenue and there is articulation of building facades and gaps between buildings. Council consider that the increase in traffic volumes can be catered for on the existing road network and the existing issues with on-street parking could investigated as part of the Local Area Traffic Management Planning process. In relation to carparking for the future development, it will be

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		<p>pollution, reduce property values. Is not consistent with the Aged Care Quality and Safety Commission.</p> <ul style="list-style-type: none"> • Comments on consultation, critical of survey questions. 		<p>expected to meet contemporary onsite parking requirements which should have a positive outcome in reducing the demand for on street parking.</p> <ul style="list-style-type: none"> • For further discussion of these topics, please refer to Attachment G of the SCPA report.
197.	Smith, Everard Park	<ul style="list-style-type: none"> • Agree - greater housing opportunities for older persons. • Strongly Disagree - higher density and greater choice of residential accommodation. Proposal does not meet the strategic aim for “smaller” aged care living near “shops.” Development is not near a bus stop or train station, restricting public transport accessibility. • Strongly Disagree– height. Norman Terrace is a narrow residential street and building of five storeys would add to the heat bank effect, restrict access to prevailing breeze and negatively affect residents and biodiversity, creating a visual and experiential divide within the suburb. • Norman Terrace residents have not been given the same consideration for their quality of life and property value as those on Ross Street and Fourth Avenue. Norman Terrace is a residential street not a mere access corridor. 	<ul style="list-style-type: none"> • Submission talks to five storey height: • The proposed DPA seeks to respond to local context, the tram line providing a different context to Ross Street and Fourth Avenue. • Related to open space and gardens, the current proposal is to increase the proportion of site area for tree planting from 7% to 15% and provide 2-3 metre perimeter landscaping for dwellings facing Ross Street and Fourth Avenue. 	<ul style="list-style-type: none"> • A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. • For further discussion of these topics, please refer to Attachment G of the SCPA report.
198.	Fong, Everard Park	<ul style="list-style-type: none"> • Agree - greater housing opportunities for older persons. Supports well planned aged 	<ul style="list-style-type: none"> • Submission talks to height: <ul style="list-style-type: none"> • Character of the area 	<ul style="list-style-type: none"> • A reduction in the proposed 5-storey building height limit to 4-

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		<p>care facilities providing it does not affect the lives of incumbent locals which does not have multistorey buildings and is a quiet residential area.</p> <ul style="list-style-type: none"> • Strongly Disagree - higher density and greater choice of residential accommodation. There are parking and traffic issues in the area already which would worsen with more residents, visitors and staff. • Strongly Disagree— height. Questions how a multistorey building is fitting with the feel and other buildings in Everard Park. • Comments on other developments occurring in the area and traffic impacts. 	<ul style="list-style-type: none"> • Traffic and parking. 	<p>storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area.</p> <ul style="list-style-type: none"> • New policy is recommended to ensure new development makes a positive streetscape contribution to Ross Street and Fourth Avenue and there is articulation of building facades and gaps between buildings. • Council consider that the increase in traffic volumes can be catered for on the existing road network and the existing issues with on-street parking could investigated as part of the Local Area Traffic Management Planning process. • In relation to carparking for the future development, it will be expected to meet contemporary onsite parking requirements which should have a positive outcome in reducing the demand for on street parking. • For further discussion of these topics, please refer to Attachment G of the SCPA report.
199.	Whelan, Forestville	<ul style="list-style-type: none"> • Disagree - greater housing opportunities for older persons. Public transport and shops are not all elderly residents need. 	<ul style="list-style-type: none"> • Submission talks to five storey height: <ul style="list-style-type: none"> • Character of the area 	<ul style="list-style-type: none"> • A reduction in the proposed 5-storey building height limit to 4-storey is recommended along

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		<p>They should be situated walking distance to amenities, networks of friends, green space to exercise and relax not shut up in small apartments and forced to take public transport.</p> <ul style="list-style-type: none"> • Strongly Disagree - higher density and greater choice of residential accommodation. Rezoning is inappropriate for this old suburb. Streets are too small to accommodate increased traffic and parking and poorly serviced by trams. The area is predominantly single storey low profile family housing. Five storeys are not the solution to poor provision of aged care as people will be housed in small boxes with no green space. • Strongly Disagree– height. Developers will try to maximise income from the minimum land parcel meaning the development will be solely five storeys. • Higher density developments such as this will increase heating in the area which is poorly provision for green space. • Heating and cooling a multi-storey building is a challenge given the surface area and will produce noise. • The oversubscribed tram will not support residents, visitors or staff. 	<ul style="list-style-type: none"> • Traffic and parking. • Council corrects the misunderstanding that five storeys is across the site. The DPA proposes a transition down to two storeys at Ross Street and Fourth Avenue. 	<p>with a recessed fourth storey to reduce the height and mass of future development in the core area.</p> <ul style="list-style-type: none"> • New policy is recommended to ensure new development makes a positive streetscape contribution to Ross Street and Fourth Avenue and there is articulation of building facades and gaps between buildings. • Council consider that the increase in traffic volumes can be catered for on the existing road network and the existing issues with on-street parking could investigated as part of the Local Area Traffic Management Planning process. • In relation to carparking for the future development, it will be expected to meet contemporary onsite parking requirements which should have a positive outcome in reducing the demand for on street parking. • For further discussion of these topics, please refer to Attachment G of the SCPA report.
200.	Gray, Everard Park	<ul style="list-style-type: none"> • Strongly agree - greater housing opportunities for older persons. Understand strategic aim however, suggests it does not relate to preservation 	<ul style="list-style-type: none"> • Submission talks to five storey height: <ul style="list-style-type: none"> • Character of the area 	<ul style="list-style-type: none"> • Related to height, amendment is proposed to reflect reduced building height in some areas. • A reduction in the proposed 5-

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		<p>of the neighbourhood's character nor smaller home, instead it will be an eyesore.</p> <ul style="list-style-type: none"> • Disagree - higher density and greater choice of residential accommodation. Questions why it is hard for residents to build or renovate their homes yet council allows for high density residential accommodation. • Disagree— height. Five storeys along the tram frontage will be seen by people on the other side and create a closed environment. • Concerned about traffic from Anzac Highway and people not driving the 40k/h speed limit. Difficulty parking for residents. 	<ul style="list-style-type: none"> • Traffic and parking • Visual amenity. • The “rules” of development depend on the relevant zoning and provisions contained in the Unley Development Plan. 	<p>storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area.</p> <ul style="list-style-type: none"> • New policy is recommended to ensure new development makes a positive streetscape contribution to Ross Street and Fourth Avenue and there is articulation of building facades and gaps between buildings. • Council consider that the increase in traffic volumes can be catered for on the existing road network and the existing issues with on-street parking could investigated as part of the Local Area Traffic Management Planning process. • In relation to carparking for the future development, it will be expected to meet contemporary onsite parking requirements which should have a positive outcome in reducing the demand for on street parking. • For further discussion of these topics, please refer to Attachment G of the SCPA report.
201.	Whelan, Forestville	<ul style="list-style-type: none"> • Refer to submission 41 	<ul style="list-style-type: none"> • Refer to submission 41 	<ul style="list-style-type: none"> • Refer to submission 41

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202.	Langdon, Forestville	<ul style="list-style-type: none"> Strongly Disagree - greater housing opportunities for older persons. Elderly residents enjoy access to gardens and courtyard areas like those at Parkrose where sunlight birds and seasons can be experienced and enjoyed. Strongly Disagree - higher density and greater choice of residential accommodation. Strongly Disagree— height. Proposal is counter intuitive to aged care living. Studies urge towards aged living model like what is currently in Everard Park Aged care living is chosen based on ease of getting about, inside and out, garden space, garden views, courtyards, mobility independence and communal space. 	<ul style="list-style-type: none"> Noted. Submission talks to five storey height: 	<ul style="list-style-type: none"> A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. For further discussion of these topics, please refer to Attachment G of the SCPA report.
203.	Panagiotiois, Everard Park	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41
204.	Cummins, Black Forest	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41
205.	Shi, Everard Park	<ul style="list-style-type: none"> Strongly Disagree - higher density and greater choice of residential accommodation. Strongly Disagree— height., lower two storey building will be ok Do not build high density housing, high density will create traffic and safety impacts. Refer to submission 41 	<ul style="list-style-type: none"> Submission talks to five storey height: <ul style="list-style-type: none"> Character of the area Traffic and parking Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41
206.	Radongna, Everard	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41

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	Park			
207.	Radongna, Everard Park	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41
208.	Piteo, Everard Park	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41
209.	Rasheed, Everard Park	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41
210.	Davis, Black Forest	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41
211.	Cummins, Black Forest	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41
212.	Piteo, Everard Park	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41
213.	Blindell, Forestville	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41
214.	Wallis, Everard Park	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41
215.	Reschke, Forestville	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41
216.	Cummins, Black Forest	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41
217.	Rasheed, Everard Park	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41
218.	Reschke, Everard Park	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41
219.	Reschke, Forestville	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41

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220.	Fusco, Everard Park	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41
221.	Rogers, Everard Park	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41
222.	Scotland, Forestville	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41
223.	Radongna, Everard Park	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41
224.	Radonga, Everard Park	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41
225.	Swinbourne, Everard Park	<ul style="list-style-type: none"> Strongly Disagree - greater housing opportunities for older persons. Impacts on residents in Aroha Terrace, Fourth Avenue, Ross Street and Halmon Avenue. The two and five storey development will negatively impact the environment, create visual and noise pollution such as night-time light, noise from deliveries garden equipment visitors and staff. Overshadowing and overlooking into neighbours' yards is a concern as well as increased population not being sustainable with current infrastructure such as water, gas, electricity, storm water capacity. Would support one or two storey dwellings built sustainably, with considered water recycling systems, solar panel and rain water collection, high insulation value and eaves. Consider 1-2 storeys. Disagree - higher density and greater choice of residential accommodation. Existing zoning is adequate. Adjoining streets are narrow and pose parking 	<ul style="list-style-type: none"> Submission talks to five storey height: <ul style="list-style-type: none"> Character of the area Traffic and parking Visual amenity Overlooking 1 and 2 storeys. Related to service infrastructure, investigations by WGA indicate there is adequate capacity for the proposed rezoning; some augmentation/upgrade may apply. Council notes the Council-wide provisions of the Unley Development Plan apply which promote the protection of properties from noise and overshadowing impacts. 	<ul style="list-style-type: none"> A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. New policy is recommended to ensure new development makes a positive streetscape contribution to Ross Street and Fourth Avenue and there is articulation of building facades and gaps between buildings. Council consider that the increase in traffic volumes can be catered for on the existing road network and the existing issues with on-street parking could investigated as part of the Local Area Traffic Management Planning process.

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		<p>problems with increased traffic. Decreased habitat and lost biodiversity but increased population of feral animals. 15% deep soil zone is insufficient and all significant trees should be kept.</p> <ul style="list-style-type: none"> • Disagree— height. DPA does not consider current residents with most dwellings single storey reflecting 100 years of character. Streetscape natural elements and skyline will be lost and decline wellbeing. Single storey housing should be considered on Ross Street and Fourth Avenue. • How will residents be compensated for the disruption of living through demolition and rebuilding. 	<p>Related to open space and gardens, the current proposal is to increase the proportion of site area for tree planting from 7% to 15% and provide 2-3 metre perimeter landscaping for dwellings facing Ross Street and Fourth Avenue.</p> <ul style="list-style-type: none"> • Regulated trees are afforded protection under the Development Act 1993, and relevant provisions in the Council-wide section of the Unley (City) Development Plan. No changes to the Council-wide regulated tree provisions are proposed. • Council notes the Council-wide provisions of the Unley Development Plan apply which promote the principles of sustainable development. • Construction impacts are noted but outside of the rezoning process. Construction is managed as a separate process following a development approval. 	<ul style="list-style-type: none"> • In relation to carparking for the future development, it will be expected to meet contemporary onsite parking requirements which should have a positive outcome in reducing the demand for on street parking. • For further discussion of these topics, please refer to Attachment G of the SCPA report.
226.	Anonymous	<ul style="list-style-type: none"> • Strongly Disagree - greater housing opportunities for older persons. Supports better accommodation and community connection for elderly but disagrees with high rise development as it is not suitable for suburban area. • Disagree - higher density and greater 	<ul style="list-style-type: none"> • Submission talks to five storey height. 	<ul style="list-style-type: none"> • A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area.

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		<p>choice of residential accommodation. Development like this should be kept on main roads that already have high rise buildings.</p> <ul style="list-style-type: none"> Disagree– height. Five storeys is too high for a suburban area. 		<ul style="list-style-type: none"> For further discussion of these topics, please refer to Attachment G of the SCPA report.
227.	Anonymous	<ul style="list-style-type: none"> Strongly Disagree - greater housing opportunities for older persons. Additional accommodation for the elderly will require additional staff, services and visitors creating more cars on the streets which already have limited access due to their narrowness and parking. Staff and public parking need to be addressed. Disagree - higher density and greater choice of residential accommodation. Disagree– height. Five levels will look to aggressive for the quiet residential location. Concerned Council do not have a full comprehension of the development and truck accessibility. Questions if the development has a dedicated smoking area. 	<ul style="list-style-type: none"> Submission talks to five storey height: <ul style="list-style-type: none"> Character of the area Traffic and parking. 	<ul style="list-style-type: none"> A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. New policy is recommended to ensure new development makes a positive streetscape contribution to Ross Street and Fourth Avenue and there is articulation of building facades and gaps between buildings. Council consider that the increase in traffic volumes can be catered for on the existing road network and the existing issues with on-street parking could be investigated as part of the Local Area Traffic Management Planning process. In relation to carparking for the future development, it will be expected to meet contemporary onsite parking requirements which should have a positive outcome in reducing the demand for on

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				<p>street parking.</p> <ul style="list-style-type: none"> For further discussion of these topics, please refer to Attachment G of the SCPA report.
228.	Willing, Everard Park	<ul style="list-style-type: none"> Strongly Disagree - greater housing opportunities for older persons. Multi-storey development is not in keeping with the local character of the homes in the area. Current facilities provide appropriate level of service. Elderly people commonly require wheelchairs, ambulances and disability services, this cannot be appropriately accommodated in a five-storey building. Strongly Disagree - higher density and greater choice of residential accommodation. Fails to understand the need for higher density residential accommodation in a suburb known for character homes, developments on Anzac Highway are examples of inappropriate zoning changes. Strongly Disagree– height. Residents in Ross Avenue will have property devaluation and destruction of visual amenities. Tram services are already running at capacity with limited priority seating. It's essential for elderly to access to green space and interaction with others without the use of lifts. Increase in traffic, concerns with parking. 	<ul style="list-style-type: none"> Submission talks to five storey height: <ul style="list-style-type: none"> Character of the area Traffic and parking Visual amenity. 	<ul style="list-style-type: none"> A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. New policy is recommended to ensure new development makes a positive streetscape contribution to Ross Street and Fourth Avenue and there is articulation of building facades and gaps between buildings. Council consider that the increase in traffic volumes can be catered for on the existing road network and the existing issues with on-street parking could investigated as part of the Local Area Traffic Management Planning process. In relation to carparking for the future development, it will be expected to meet contemporary onsite parking requirements which should have a positive outcome in reducing the demand for on street parking.

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				<ul style="list-style-type: none"> For further discussion of these topics, please refer to Attachment G of the SCPA report.
229.	Schreck, Clarendon	<ul style="list-style-type: none"> Strongly Disagree - greater housing opportunities for older persons. Development is not near shops. Old folks are not happy living in high rise. The residential area is already crowded. Strongly Disagree - higher density and greater choice of residential accommodation. Disgrace to the streetscape. Strongly Disagree— height. Increased load will impact on existing residents. Development is in the middle of suburbia not on a main road. Streets are already tight with traffic and parking. Property values will decrease. 	<ul style="list-style-type: none"> Submission talks to impacts on streetscape and existing traffic and parking issues. 	<ul style="list-style-type: none"> A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. Council consider that the increase in traffic volumes can be catered for on the existing road network and the existing issues with on-street parking could investigated as part of the Local Area Traffic Management Planning process. In relation to carparking for the future development, it will be expected to meet contemporary onsite parking requirements which should have a positive outcome in reducing the demand for on street parking. For further discussion of these topics, please refer to Attachment G of the SCPA report.
230.	Anonymous	<ul style="list-style-type: none"> Strongly Disagree - greater housing opportunities for older persons. Development is too big for a quiet 	<ul style="list-style-type: none"> Submission talks to size of development: <ul style="list-style-type: none"> Character of the area. 	<ul style="list-style-type: none"> A reduction in the proposed 5-storey building height limit to 4-storey is recommended along

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		<p>suburban street.</p> <ul style="list-style-type: none"> • Strongly Disagree - higher density and greater choice of residential accommodation. • Disagree– height. Far too large, scope and size of development is inappropriate for a quiet, suburban street. • Comments on consultation process. 		<p>with a recessed fourth storey to reduce the height and mass of future development in the core area.</p> <ul style="list-style-type: none"> • Council consider that the increase in traffic volumes can be catered for on the existing road network and the existing issues with on-street parking could investigated as part of the Local Area Traffic Management Planning process. • In relation to carparking for the future development, it will be expected to meet contemporary onsite parking requirements which should have a positive outcome in reducing the demand for on street parking. • For further discussion of these topics, please refer to Attachment G of the SCPA report.
231.	Anonymous	<ul style="list-style-type: none"> • Strongly Disagree - greater housing opportunities for older persons. Development is not located on a main road it is amongst a small quiet side street therefore not appropriate. • Strongly Disagree - higher density and greater choice of residential accommodation. If it had to go ahead then two storeys maximum. • Strongly Disagree– height. Five storeys is ridiculous. 	<ul style="list-style-type: none"> • Submission talks to size of development: <ul style="list-style-type: none"> • Character of the area • Two storeys maximum. 	<ul style="list-style-type: none"> • A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. • Council consider that the increase in traffic volumes can be catered for on the existing road network and the existing

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		<ul style="list-style-type: none"> It's clear the population is ageing, and we need to think about catering for those needs, however, this development is short sighted and a quick fix. 		<p>issues with on-street parking could investigated as part of the Local Area Traffic Management Planning process.</p> <ul style="list-style-type: none"> In relation to carparking for the future development, it will be expected to meet contemporary onsite parking requirements which should have a positive outcome in reducing the demand for on street parking. For further discussion of these topics, please refer to Attachment G of the SCPA report.
232.	Read, Kingswood	<ul style="list-style-type: none"> Strongly Disagree - greater housing opportunities for older persons. Agree that greater housing choices for older persons is needed, however proposed plans do not meet the objectives. Elderly should not be housed in multi-storey buildings with little access to outdoors, fresh air and gardens. The existing facility offers residents a variety of living options, with independence and garden space. Strongly Disagree - higher density and greater choice of residential accommodation. Increase in total number of residents that will live without the ability to leave the floor they are on, direct access to fresh air, gardens and the sound of nature Strongly Disagree– height. Once the precedent is set Everard Park will change 	<ul style="list-style-type: none"> Submission talks to five storey height. 	<ul style="list-style-type: none"> A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. For further discussion of these topics, please refer to Attachment G of the SCPA report.

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		<p>due to sub-divisions and multistorey townhouses.</p> <ul style="list-style-type: none"> • Opportunity to upgrade the existing facility in a way consistent with the Royal Commission into Aged Care. 		
233.	Zinndorf, Everard Park	<ul style="list-style-type: none"> • Strongly Disagree - greater housing opportunities for older persons. The strategic aim is not welcome in a well-established residential area, five storeys is unacceptable. • Strongly Disagree - higher density and greater choice of residential accommodation. The tram corridor is not a main road. It's not always safe to get on and off public transport. • Strongly Disagree— height. Two storeys would be acceptable, and residents would happily coexist with the elderly. • Everard Park is a small suburb and the development will impact the wellbeing of all rate payers and devalue their properties. • Short term residents' needs must be meet in a sensitive way that doesn't distract from long term property owners. 	<ul style="list-style-type: none"> • Submission talks to five storey height: <ul style="list-style-type: none"> • Two storeys maximum. 	<ul style="list-style-type: none"> • A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. • For further discussion of these topics, please refer to Attachment G of the SCPA report.
234.	Manning, Forestville	<ul style="list-style-type: none"> • Strongly Disagree - greater housing opportunities for older persons. Low rise and lower capacity/density development would be in more keeping with the local area and provide more green space, minimising traffic and parking impacts. • Disagree - higher density and greater choice of residential accommodation. • Strongly Disagree— height. Development is not in keeping with local dwellings of one 	<ul style="list-style-type: none"> • Submission talks to five storey height: <ul style="list-style-type: none"> • Character of the area • Traffic and parking. 	<ul style="list-style-type: none"> • A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. • New policy is recommended to ensure new development makes a positive streetscape

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		<p>to two floors.</p> <ul style="list-style-type: none"> • Concerned with traffic and parking issues caused by narrow roads, speed limits and accessibility. Zoning as major transport corridor is not appropriate. • Comments on consultation process. 		<p>contribution to Ross Street and Fourth Avenue and there is articulation of building facades and gaps between buildings.</p> <ul style="list-style-type: none"> • Council consider that the increase in traffic volumes can be catered for on the existing road network and the existing issues with on-street parking could investigated as part of the Local Area Traffic Management Planning process. • In relation to carparking for the future development, it will be expected to meet contemporary onsite parking requirements which should have a positive outcome in reducing the demand for on street parking. • For further discussion of these topics, please refer to Attachment G of the SCPA report.
235.	Izach	<ul style="list-style-type: none"> • Strongly Disagree - greater housing opportunities for older persons. Over size storey building. Development will impact privacy in the area and does not fit with the character or style of the area. No more than two storeys across the site would allow the existing facility to increase its capacity. • Strongly Disagree - higher density and greater choice of residential accommodation. The facility already holds 	<ul style="list-style-type: none"> • Submission talks to five storey height: <ul style="list-style-type: none"> • Character of the area • Visual amenity • Traffic and parking. 	<ul style="list-style-type: none"> • A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. • New policy is recommended to ensure new development makes a positive streetscape contribution to Ross Street and

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		<p>enough people and creates enough traffic for residents, clogging the street with parking.</p> <ul style="list-style-type: none"> • Strongly Disagree– height. Five storeys are visually unappealing and not appropriate for residential street frontage. • Development will add to traffic pollution. 		<p>Fourth Avenue and there is articulation of building facades and gaps between buildings.</p> <ul style="list-style-type: none"> • Council consider that the increase in traffic volumes can be catered for on the existing road network and the existing issues with on-street parking could investigated as part of the Local Area Traffic Management Planning process. • In relation to carparking for the future development, it will be expected to meet contemporary onsite parking requirements which should have a positive outcome in reducing the demand for on street parking. • For further discussion of these topics, please refer to Attachment G of the SCPA report.
236.	Currie, Everard Park	<ul style="list-style-type: none"> • Strongly Disagree - greater housing opportunities for older persons. Proposed five storeys is not in character with the local area, invasion of privacy, increased pressure on infrastructure, traffic. • Strongly Disagree - higher density and greater choice of residential accommodation. • Strongly Disagree– height. Up to three storeys along Norman Terrace would be appropriate and two storeys as proposed along local streets. 	<ul style="list-style-type: none"> • Submission talks to five storey height: <ul style="list-style-type: none"> • Character of the area • Visual amenity • Traffic and parking • Three storeys. • Related to service infrastructure, investigations by WGA indicate there is adequate capacity for the 	<ul style="list-style-type: none"> • A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. • New policy is recommended to ensure new development makes a positive streetscape contribution to Ross Street and Fourth Avenue and there is

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		<ul style="list-style-type: none"> Increased foot and vehicle traffic on Norman Terrace, especially in the vicinity of the Black Forest tram stop. This could merit widening Norman Terrace and introducing a pedestrian crossing. 	<ul style="list-style-type: none"> proposed rezoning; some augmentation/upgrade may apply. Council notes existing traffic concerns are outside of the DPA but appreciates constructive solution-based feedback on these items. 	<p>articulation of building facades and gaps between buildings.</p> <ul style="list-style-type: none"> Council consider that the increase in traffic volumes can be catered for on the existing road network and the existing issues with on-street parking could investigated as part of the Local Area Traffic Management Planning process. In relation to carparking for the future development, it will be expected to meet contemporary onsite parking requirements which should have a positive outcome in reducing the demand for on street parking. For further discussion of these topics, please refer to Attachment G of the SCPA report.
237.	Naomi, Orchard Avenue	<ul style="list-style-type: none"> Neither Agree nor Disagree - greater housing opportunities for older persons. Development is at the expense of the entire suburb character. Shops are not in walking distance. Strongly Disagree - higher density and greater choice of residential accommodation. Five storeys will damage the aesthetics and community feel, reducing the areas value. Two to three storeys should be maximum height allowing higher density whilst not devaluing homes and stopping children 	<ul style="list-style-type: none"> Submission talks to five storey height: <ul style="list-style-type: none"> Character of area Visual amenity and privacy Traffic and parking Maximum two or three storeys. Related to social infrastructure, the assessment by Holmes Dyer is that the area is adequately serviced in relation 	<ul style="list-style-type: none"> A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. New policy is recommended to ensure new development makes a positive streetscape contribution to Ross Street and Fourth Avenue and there is articulation of building facades

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		<p>being spied upon by deviants. There are already parking issues caused by facility staff, development will further compound the issue.</p> <ul style="list-style-type: none"> Disagree– height. Agrees with two storeys but five storeys on Norman Terrace is too high. The street is a narrow suburban street not a major transport corridor and has access limitations and parking congestion issues. Comment on consultation process. 	<p>to the proposed rezoning.</p> <ul style="list-style-type: none"> Related to existing traffic and parking, Council can address concerns through Local Area Traffic Management Planning. 	<p>and gaps between buildings.</p> <ul style="list-style-type: none"> Council consider that the increase in traffic volumes can be catered for on the existing road network and the existing issues with on-street parking could investigated as part of the Local Area Traffic Management Planning process. In relation to carparking for the future development, it will be expected to meet contemporary onsite parking requirements which should have a positive outcome in reducing the demand for on street parking. For further discussion of these topics, please refer to Attachment G of the SCPA report.
238.	Buchtman, Everard Park	<ul style="list-style-type: none"> Neither Agree nor Disagree - greater housing opportunities for older persons. Agrees with supplying elderly with better living environment but in a different way. Strongly Disagree - higher density and greater choice of residential accommodation. Against increased density in Everard Park as the suburb has always been quiet, peaceful and perfect for the elderly. Disagree– height. 	<ul style="list-style-type: none"> Submission talks to density. 	<ul style="list-style-type: none"> For further discussion of these topics, please refer to Attachment G of the SCPA report.
239.	Tait, Everard Park	<ul style="list-style-type: none"> Strongly Disagree - greater housing opportunities for older persons. Aged care 	<ul style="list-style-type: none"> Submission talks to five storey height: 	<ul style="list-style-type: none"> A reduction in the proposed 5-storey building height limit to 4-

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		<p>issues should not form the basis for re-zoning considerations, instead should be in the best interest of all. Mass development reinforces gentrification and does not contribute to diverse communities. Not all aged wish to live in this style of accommodation and these housing options are at the expense of resident's lives, lifestyle, amenity, house value and wellbeing.</p> <ul style="list-style-type: none"> • Strongly Disagree - higher density and greater choice of residential accommodation. Five storey high density is not in context with the character of the small suburb. The roads are narrow and constricted with parked cars already. A compromise must be reached so community members concerns are heard and actioned. • Strongly Disagree– height. Development will cause issues such as overshadowing, overpowering, lack of privacy, traffic disruption, light and noise. Two storeys would be acceptable on street frontage with three storeys at the centre. 	<ul style="list-style-type: none"> • Character of the area • Visual amenity • Traffic and parking • Overshadowing and privacy • Two and three storeys. • Council notes the Council-wide provisions of the Unley Development Plan apply which promote the protection of properties from noise and light impacts. 	<p>storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area.</p> <ul style="list-style-type: none"> • New policy is recommended to ensure new development makes a positive streetscape contribution to Ross Street and Fourth Avenue and there is articulation of building facades and gaps between buildings. • Council consider that the increase in traffic volumes can be catered for on the existing road network and the existing issues with on-street parking could be investigated as part of the Local Area Traffic Management Planning process. • In relation to carparking for the future development, it will be expected to meet contemporary onsite parking requirements which should have a positive outcome in reducing the demand for on street parking. • For further discussion of these topics, please refer to Attachment G of the SCPA report.
240.	Buchtman, Everard Park	<ul style="list-style-type: none"> • Strongly Disagree - greater housing opportunities for older persons. 	<ul style="list-style-type: none"> • Submission talks to five storey height: 	<ul style="list-style-type: none"> • A reduction in the proposed 5-storey building height limit to 4-

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		<ul style="list-style-type: none"> • Strongly Disagree - higher density and greater choice of residential accommodation. Objects to five storey developments in the area. • Strongly Disagree– height. 	<ul style="list-style-type: none"> • 	<p>storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area.</p> <ul style="list-style-type: none"> • For further discussion of these topics, please refer to Attachment G of the SCPA report.
241.	Anonymous	<ul style="list-style-type: none"> • Disagree - greater housing opportunities for older persons. Aim is great but more than one storey for the aged is unpractical and not environmentally friendly. This is a money-making venture. • Disagree - higher density and greater choice of residential accommodation. Unsafe for residents in events such as fires and unfair on the neighbours. • Disagree– height. Development will create a lack of privacy, demolish trees and natural shade and be replaced with increased heat. Even a two-storey building would be an invasion, an eyesore in the suburb. • Listen to the voice of those affected by the project. Aged care is needed but elderly want to be independent and move into houses with no stairs. 	<ul style="list-style-type: none"> • Submission talks to five storey height: <ul style="list-style-type: none"> • 	<ul style="list-style-type: none"> • A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. • For further discussion of these topics, please refer to Attachment G of the SCPA report.
242.	Anonymous	<ul style="list-style-type: none"> • Strongly Disagree - greater housing opportunities for older persons. Development shouldn't be in the area as it would ruin the areas appeal and increase noise. • Strongly Disagree - higher density and greater choice of residential 	<ul style="list-style-type: none"> • Submission talks to five storey height: • Council notes the Council-wide provisions of the Unley Development Plan apply which promote the protection of 	<ul style="list-style-type: none"> • A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area.

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		<ul style="list-style-type: none"> • accommodation. • Strongly Disagree— height. 	<p>properties from noise impacts.</p>	<ul style="list-style-type: none"> • For further discussion of these topics, please refer to Attachment G of the SCPA report.
243.	Gray	<ul style="list-style-type: none"> • Agree- greater housing opportunities for older persons. Agree greater housing opportunities for independent and supported aged care is necessary. High density living will reduce open space. • Neither Agree nor Disagree - higher density and greater choice of residential accommodation. Norman Terrace is not the best place for higher density or greater choice of residential accommodation for older persons. Public transport does provide good access to shopping precincts however is limited for those requiring disability seating. The development is not in keeping with the character of large land size, one to two storey developments that exist. Anzac Highway location would be better suited to higher density and taller buildings as it is on the main corner of South Road. Increased need for parking from more residents and visitors will increase crossovers and decrease greenspace. Increased traffic will be a risk for pedestrians' cyclist and young children. Higher density will add stress to existing stormwater, sewerage, electrical and data infrastructure. • Disagree with amending categories of public notification • • Disagree— height. Building height should 	<ul style="list-style-type: none"> • Submission talks to five storey height: <ul style="list-style-type: none"> • Character of the area • Visual amenity • Traffic and parking • One to two storeys. • Related to service infrastructure, investigations by WGA indicate there is adequate capacity for the proposed rezoning; some augmentation/upgrade may apply. 	<ul style="list-style-type: none"> • A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. • New policy is recommended to ensure new development makes a positive streetscape contribution to Ross Street and Fourth Avenue and there is articulation of building facades and gaps between buildings • Council consider that the increase in traffic volumes can be catered for on the existing road network and the existing issues with on-street parking could be investigated as part of the Local Area Traffic Management Planning process. • In relation to carparking for the future development, it will be expected to meet contemporary onsite parking requirements which should have a positive outcome in reducing the demand for on street parking.

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		<p>be less than five storeys focused towards the tram line frontage. Setback and block widths should be in keeping with those currently in the zone and heritage characteristic.</p>		<ul style="list-style-type: none"> For further discussion of these topics, please refer to Attachment G of the SCPA report.
244.	O'Loughlin, Everard Park	<ul style="list-style-type: none"> Strongly Disagree - greater housing opportunities for older persons. Agree elderly should have independence but disagrees with smaller living spaces. Living arrangements should stay the same. Strongly Disagree - higher density and greater choice of residential accommodation. Disagree with higher density and multi-storey accommodation. Disagree– height. Multi-storey is not in keeping with local character of one to two storey homes. Approve development of single storey accommodation. Concerned with future environmental impacts in the suburb. 	<ul style="list-style-type: none"> Submission talks to five storey height: <ul style="list-style-type: none"> Character of the area 	<ul style="list-style-type: none"> A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. New policy is recommended to ensure new development makes a positive streetscape contribution to Ross Street and Fourth Avenue and there is articulation of building facades and gaps between buildings. Council consider that the increase in traffic volumes can be catered for on the existing road network and the existing issues with on-street parking could be investigated as part of the Local Area Traffic Management Planning process. In relation to carparking for the future development, it will be expected to meet contemporary onsite parking requirements which should have a positive outcome in reducing the demand for on street parking.

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				<ul style="list-style-type: none"> For further discussion of these topics, please refer to Attachment G of the SCPA report.
245.	Starinskas, Black Forest	<ul style="list-style-type: none"> Development is out of context with the current look and feel of the Unley area. Questions where development will stop if zoning is changed. Long term effect on the value of property, lifestyle and standard of living due to residential density increase. Overlooking will impact people privacy. Increased traffic and congestion from park cares. There is an increased need for public transport as the tram is already full. Increased noise and pollution from additional vehicles. Increased number of visitor and staff will require parking on streets that are already full with cars. Five storey developments belong on main roads such as Anzac Highway or Goodwood road not in leafy residential neighbourhoods. 	<ul style="list-style-type: none"> Submission talks to five storey height: <ul style="list-style-type: none"> Character of the area Traffic and parking Privacy. Council notes the Council-wide provisions of the Unley Development Plan apply which promote the protection of properties from noise and overlooking impacts. 	<ul style="list-style-type: none"> A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. New policy is recommended to ensure new development makes a positive streetscape contribution to Ross Street and Fourth Avenue and there is articulation of building facades and gaps between buildings Council consider that the increase in traffic volumes can be catered for on the existing road network and the existing issues with on-street parking could be investigated as part of the Local Area Traffic Management Planning process. In relation to carparking for the future development, it will be expected to meet contemporary onsite parking requirements which should have a positive outcome in reducing the demand for on street parking. For further discussion of these

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				<p>topics, please refer to Attachment G of the SCPA report.</p>
246.	Smith, Everard Park	<ul style="list-style-type: none"> • Refer to submission 41 • Noted that the NSW Government recommends a minimum of 25% deep soil landscape area to effectively management storm water and aid in the reduction of the urban heat island effect. • Concerned with the height of development overlooking back yards and negatively impacting privacy and quality of life. • Concern about overshadowing, • Disagree with amending categories of public notification • Concerned about pressures on existing water and sewerage infrastructure • No consideration is given to a “transition down to scale” at Norman Terrace. • Concern about impacts on character • No due consideration given to rate payer and residents on neighbouring streets. 	<ul style="list-style-type: none"> • Submission talks to five storey height: <ul style="list-style-type: none"> • Character of the area • Visual amenity • Traffic and parking • Overshadowing and privacy. • Related to social infrastructure, the assessment by Holmes Dyer is that the area is adequately serviced in relation to the proposed rezoning. • Council notes the Council-wide provisions of the Unley Development Plan apply which promote the protection of properties from noise, overshadowing and privacy impacts. • Related to service infrastructure, investigations by WGA indicate there is adequate capacity for the proposed rezoning; some augmentation/upgrade may apply. • The increase in deep soil zone from 7% of site area to 15% of 	<ul style="list-style-type: none"> • A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. • New policy is recommended to ensure new development makes a positive streetscape contribution to Ross Street and Fourth Avenue and there is articulation of building facades and gaps between buildings. • Council consider that the increase in traffic volumes can be catered for on the existing road network and the existing issues with on-street parking could be investigated as part of the Local Area Traffic Management Planning process. • In relation to carparking for the future development, it will be expected to meet contemporary onsite parking requirements which should have a positive outcome in reducing the demand for on street parking. • For further discussion of these topics, please refer to

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			<p>site area is considered a significant improvement to current policy.</p> <ul style="list-style-type: none"> The proposed DPA seeks to respond to local context, the tram line providing a different context to Ross Street and Fourth Avenue. 	<p>Attachment G of the SCPA report.</p>
247.	Taylor, Everard Park	<ul style="list-style-type: none"> Strongly Disagree - greater housing opportunities for older persons. Strongly Disagree - higher density and greater choice of residential accommodation. Wrong area for increased density. It is not a major road or transport corridor. Increased density will create issues for residents and rate payers. DPA outcome will impose an institutional zone on adjacent residents. Strongly Disagree– height. Both sides of Ross Street should be the same zoning. Dense institutional use and closely packed two storey units should not be introduced. Five storeys on Norman Terrace is too high and creates increased traffic. Precedence exists for 2 or 3 storeys. Access to and from Norman Terrace is restricted during certain hours with parking on both sides which would remain for the increased staff parking. Narrowness of street reduces it to one lane. Amendments to public notification are not acceptable. Comments on consultation process. 	<ul style="list-style-type: none"> Submission talks to five storey height: <ul style="list-style-type: none"> Character of the area Visual amenity Traffic and parking Overshadowing and privacy 2 to 3 storeys. Proposed amendments to public notification provide for notification of development above three storeys and near residential interfaces. Council has undertaken consultation in accord with statutory requirements and Council policy. 	<ul style="list-style-type: none"> A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. New policy is recommended to ensure new development makes a positive streetscape contribution to Ross Street and Fourth Avenue and there is articulation of building facades and gaps between buildings. Council consider that the increase in traffic volumes can be catered for on the existing road network and the existing issues with on-street parking could be investigated as part of the Local Area Traffic Management Planning process. In relation to carparking for the future development, it will be expected to meet

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				<p>contemporary onsite parking requirements which should have a positive outcome in reducing the demand for on street parking.</p> <ul style="list-style-type: none"> For further discussion of these topics, please refer to Attachment G of the SCPA report.
248.	Knight, Everard Park	<ul style="list-style-type: none"> Strongly Disagree - greater housing opportunities for older persons. The area proposed is not near shops and is not a major transport corridor. Five storeys would give aged peoples less access to open outdoor area. The development is not smaller it is enormous, overshadowing, creating traffic and noise issues. Strongly Disagree - higher density and greater choice of residential accommodation. Norman Terrace is already zoned for three storeys and five would be overbearing for the historic conservation and stone frontage villa area. Higher density will place stress on streets and add parking, air conditioning, kitchen and bathroom exhaust noise. Scale of development would lead to overlooking. Strongly Disagree– height. Ross Street is single storey and the development of two or five storeys will reduce street appeal and property values. 	<ul style="list-style-type: none"> Submission talks to five storey height: <ul style="list-style-type: none"> Character of the area Traffic and parking Overlooking Overshadowing Two or three storeys on Norman Terrace. 	<ul style="list-style-type: none"> A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. New policy is recommended to ensure new development makes a positive streetscape contribution to Ross Street and Fourth Avenue and there is articulation of building facades and gaps between buildings. Council consider that the increase in traffic volumes can be catered for on the existing road network and the existing issues with on-street parking could be investigated as part of the Local Area Traffic Management Planning process. In relation to carparking for the future development, it will be expected to meet contemporary onsite parking

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				<p>requirements which should have a positive outcome in reducing the demand for on street parking.</p> <ul style="list-style-type: none"> For further discussion of these topics, please refer to Attachment G of the SCPA report.
249.	Hoare, Millswood	<ul style="list-style-type: none"> Strongly Disagree - greater housing opportunities for older persons. Agrees there is a need for greater well-designed housing for the ageing population, however the proposed plan does not meet these aspects of the strategic aim. A new separate two to three storey building with state of the art facilities. Facilities must provide easy access to all residents on the ground floor. High rise accommodation should be situated close to parklands, playground, transport, medical and shopping facilities. An aged care facility needs non-discriminatory access to benefits of the natural environment. Strongly Disagree - higher density and greater choice of residential accommodation. Current proposal does not offer greater housing choices. Creative thinkers must look beyond the economic and easy solution of high-rise complex and consider utilising existing space. The plan suggest independent residents will no longer have private gardens and upper floor residents will have no access to the natural environment which will be a huge disruption to current residents. Strongly Disagree– height. Disagree with 	<ul style="list-style-type: none"> Submission talks to five storey height: <ul style="list-style-type: none"> Character of the area Traffic and parking Two or three storeys. 	<ul style="list-style-type: none"> A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. New policy is recommended to ensure new development makes a positive streetscape contribution to Ross Street and Fourth Avenue and there is articulation of building facades and gaps between buildings. For further discussion of these topics, please refer to Attachment G of the SCPA report.

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		<p>buildings higher than two or three storeys along residential streets as higher buildings will change the streetscape. There are no parklands close to the area, street parking would be impossible for visitors and residents.</p> <ul style="list-style-type: none"> • Supportive of progress to increase the availability of aged care but against the building of a high-rise facility in this area. Objects to the five-storey development proposed in the area. • Sensitive design of high rise could work if building was constructed around central open courtyards, where all rooms open onto large walkways. Facilities must allow for easy movement of residents so they may remain a part of the community. • Accommodation could be offered to a mixed age including university students so they can engage with the elderly and gain employment. 		
250.	Tait, Everard Park	<ul style="list-style-type: none"> • Strongly Disagree - greater housing opportunities for older persons. Agrees to aged care housing but not at the disadvantage of residents. No five storey development in Everard Park. • Strongly Disagree - higher density and greater choice of residential accommodation. • Strongly Disagree— height. 	<ul style="list-style-type: none"> • Submission talks to five storey height. 	<ul style="list-style-type: none"> • A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. • For further discussion of these topics, please refer to Attachment G of the SCPA report.
251.	Russell, Black Forest	<ul style="list-style-type: none"> • Refer to submission 41 • Concern for the DPA to create a precedent for the western side of City of Unley, 	<ul style="list-style-type: none"> • Refer to submission 41 • Council has submitted a response to DPTI raising 	<ul style="list-style-type: none"> • Refer to submission 41

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		<p>already facing a downgrade in the draft Design Code.</p>	<p>concerns with the proposed rezoning as part of the Draft Design Code for the Black Forest Everard Park area</p>	
252.	Buchtman, Everard Park	<ul style="list-style-type: none"> • Strongly Disagree - greater housing opportunities for older persons. The aim is virtuous however, site is not near shops. Provision of greater housing options should be a council wide policy not tailored to meet profit motives. Question 1 bias and misleading. • Strongly Disagree - higher density and greater choice of residential accommodation. Greater choice of accommodation is not reliant on higher density. Isolating a landholding within a residential area on the premise of housing choice determined by the profitability of a developer is unreasonable. • Strongly Disagree– height. The label aged care of assisted living gains access to concessions for developers despite them providing no different to speculative residential development. Five storeys is out of scale for apartments and aged care. • High density should be undertaken where infrastructure can support it. Everard Park site is isolated and accessed by narrow road. • Residents don't necessarily oppose redevelopment rather overdevelopment and institutionalisation and isolation of the facilities with the community. The current facility is well integrated into the community in its scale and arrangement. • Comments on consultation and DPA 	<ul style="list-style-type: none"> • Submission talks to five storey height: <ul style="list-style-type: none"> • Character of the area • Traffic and parking. • Related to social infrastructure, the assessment by Holmes Dyer is that the area is adequately serviced in relation to the proposed rezoning. 	<ul style="list-style-type: none"> • A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. • New policy is recommended to ensure new development makes a positive streetscape contribution to Ross Street and Fourth Avenue and there is articulation of building facades and gaps between buildings. • For further discussion of these topics, please refer to Attachment G of the SCPA report.

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		process.		
253.	Binnekamp, Everard Park	<ul style="list-style-type: none"> • Strongly Disagree - greater housing opportunities for older persons. Doesn't disagree with the aim rather the way it is conducted through a five-storey building. The tram cannot cope currently. Concerned that question is bias. • Strongly Disagree - higher density and greater choice of residential accommodation. Infrastructure issues alone ought to dismiss the claim, including parking, street traffic, water and sewerage. • Strongly Disagree– height. The development is out of character with the area. No development should go higher than two storeys. • Comments on consultation and DPA process. 	<ul style="list-style-type: none"> • Submission talks to five storey height: <ul style="list-style-type: none"> • Character of the area • Traffic and parking • Maximum two storeys. • Related to service infrastructure, investigations by WGA indicate there is adequate capacity for the proposed rezoning; some augmentation/upgrade may apply. 	<ul style="list-style-type: none"> • A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. • New policy is recommended to ensure new development makes a positive streetscape contribution to Ross Street and Fourth Avenue and there is articulation of building facades and gaps between buildings. • Council consider that the increase in traffic volumes can be catered for on the existing road network and the existing issues with on-street parking could be investigated as part of the Local Area Traffic Management Planning process. • In relation to carparking for the future development, it will be expected to meet contemporary onsite parking requirements which should have a positive outcome in reducing the demand for on street parking. • For further discussion of these topics, please refer to Attachment G of the SCPA report.

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254.	Miller, Everard Park	<ul style="list-style-type: none"> • Strongly Disagree - greater housing opportunities for older persons. Greater housing opportunities for older persons is a good idea but Strongly Disagree with the planned DPA amendment. As Norman Terrace is not a main road, increased density and vehicle traffic impact quality of life and accessibility for locals. There are no shops close by. • Strongly Disagree - higher density and greater choice of residential accommodation. Increased vehicle traffic adds noise, restricts local access to and from their properties and impacts street parking. Five storey building is not in keeping with many heritage character buildings and places pressure on infrastructure and devalues existing properties. • Strongly Disagree— height. Five storeys will see a loss of privacy via overlooking and is a major concern in small residential streets. • Everard Park is a unique small residential only suburb full of early 1900s homes. Rezoning Norman Terrace by more than two storeys will impact the way of life for many locals. • South Road underpass has made it difficult to drive in and out of private property. 	<ul style="list-style-type: none"> • Submission talks to five storey height: <ul style="list-style-type: none"> • Character of the area • Visual amenity • Traffic and parking • Two storeys • Privacy. • Related to social infrastructure, the assessment by Holmes Dyer is that the area is adequately serviced in relation to the proposed rezoning. • Related to service infrastructure, investigations by WGA indicate there is adequate capacity for the proposed rezoning; some augmentation/upgrade may apply 	<ul style="list-style-type: none"> • A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. • New policy is recommended to ensure new development makes a positive streetscape contribution to Ross Street and Fourth Avenue and there is articulation of building facades and gaps between buildings • Council consider that the increase in traffic volumes can be catered for on the existing road network and the existing issues with on-street parking could be investigated as part of the Local Area Traffic Management Planning process. • In relation to carparking for the future development, it will be expected to meet contemporary onsite parking requirements which should have a positive outcome in reducing the demand for on street parking. • For further discussion of these topics, please refer to Attachment G of the SCPA report.

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255.	Jackie, Everard Park	<ul style="list-style-type: none"> • Neither Agree nor Disagree - greater housing opportunities for older persons. • Strongly Disagree - higher density and greater choice of residential accommodation. The development is a money making structure in a small quiet suburb. A two storey structure on Norman Terrace would allow for the same result but keep within the suburb look and feel. • Strongly Disagree— height. Maximum two storeys in all areas. • Street and suburb have slowly been bought out and residents are now faced with a complete take over and pure greed with no respect given to families who lives will be interrupted. • Comments on consultation process. 	<ul style="list-style-type: none"> • Submission talks to five storey height: <ul style="list-style-type: none"> • Character of the area • Maximum two storeys. 	<ul style="list-style-type: none"> • A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. • New policy is recommended to ensure new development makes a positive streetscape contribution to Ross Street and Fourth Avenue and there is articulation of building facades and gaps between buildings. • For further discussion of these topics, please refer to Attachment G of the SCPA report.
256.	Schnell, Everard Park	<ul style="list-style-type: none"> • Surprised Council has allowed DPA to proceed. • Five storeys on Norman Terrace is too high and out of character, 2 storeys on Fourth Avenue and Ross Street is unreasonable. • Current problem with service and delivery trucks accessing the site such as the difficulty reversing into the site due to road width, parked cars and street trees, safety concerns and ongoing damage to trees and street infrastructure. • DPA should stipulate all delivery trucks to access the site via Norman Terrace. • Parked cars on the narrow Norman Terrace makes it effectively one lane. The 	<ul style="list-style-type: none"> • Submission talks to five and two storey height: <ul style="list-style-type: none"> • Character of the area • Visual amenity • Traffic and parking • Three storeys on Norman Terrace • One storey facing Ross and Fourth. • Noise and pollution. • Council notes existing traffic concerns are outside of the DPA but appreciates constructive solution-based feedback on these items. 	<ul style="list-style-type: none"> • A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. • New policy is recommended to ensure new development makes a positive streetscape contribution to Ross Street and Fourth Avenue and there is articulation of building facades and gaps between buildings • Council consider that the increase in traffic volumes can be catered for on the existing

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Sub No.	Name and Address	Submission Summary	Comment	Response
		<p>street will struggle to accommodate extra vehicles making it unsafe for pedestrians.</p> <ul style="list-style-type: none"> • A pedestrian crossing would be needed. • No shops, amenities or scope for future businesses along Norman Terrace. • Shutting elderly people away in a five-storey institution separates them from the community. • Proposed development is not green or eco-friendly. There must be deep root zones on the street frontage and setbacks from the street must accommodate trees. • Inclusion of roof and wall gardens. • Multi-storey is not in keeping with the local character of one to two storey homes. • Five storeys will destroy the visual amenity. • Development will exacerbate issues including noise from air conditioning, commercial kitchens, traffic, daily services and increased night time lighting • Roof mounted infrastructure would add an extra storey to the development. • Supportive of a reduced three storey profile on Norman Terrace and one storey on Fourth and Ross Street. 	<ul style="list-style-type: none"> • Related to social infrastructure, the assessment by Holmes Dyer is that the area is adequately serviced in relation to the proposed rezoning. • Related to open space and gardens, the current proposal is to increase the proportion of site area for tree planting from 7% to 15% and provide 2-3 metre perimeter landscaping for dwellings facing Ross Street and Fourth Avenue. • Related to service infrastructure, investigations by WGA indicate there is adequate capacity for the proposed rezoning; some augmentation/upgrade may apply. 	<p>road network and the existing issues with on-street parking could be investigated as part of the Local Area Traffic Management Planning process</p> <ul style="list-style-type: none"> • In relation to carparking for the future development, it will be expected to meet contemporary onsite parking requirements which should have a positive outcome in reducing the demand for on street parking • For further discussion of these topics, please refer to Attachment G of the SCPA report.
257.	Schnell, Everard Park	<ul style="list-style-type: none"> • Refer to submission 256 	<ul style="list-style-type: none"> • Refer to submission 256 	<ul style="list-style-type: none"> • Refer to submission 256
258.	Schnell, Everard Park	<ul style="list-style-type: none"> • Refer to submission 256 	<ul style="list-style-type: none"> • Refer to submission 256 	<ul style="list-style-type: none"> • Refer to submission 256
259.	Collins, No Suburb	<ul style="list-style-type: none"> • Strongly Disagree - greater housing opportunities for older persons. The DPA is poorly designed and will not achieve the desired outcome as medium rise will 	<ul style="list-style-type: none"> • Submission talks to five storey height: <ul style="list-style-type: none"> • Character of the area • Traffic and parking 	<ul style="list-style-type: none"> • A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to

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		<p>create traffic issues and loss of privacy and character of the suburb. Closest public transport does not provide access to nearby shops.</p> <ul style="list-style-type: none"> • Strongly Disagree - higher density and greater choice of residential accommodation. Medium density housing as proposed will create traffic issues due to a higher number of cars and people. Number of storeys should be limited to two to fit in with the character of Everard Park. • Strongly Disagree— height. Majority of residences are single storey character homes. • Existing significant trees should be retained. The council should support residents and note that the residential area should not be overtaken by businesses. Suburb doesn't need a "white elephant" development. 	<ul style="list-style-type: none"> • Maximum two storeys. • Regulated trees are afforded protection under the Development Act 1993, and relevant provisions in the Council-wide section of the Unley (City) Development Plan. No changes to the Council-wide regulated tree provisions are proposed. 	<p>reduce the height and mass of future development in the core area.</p> <ul style="list-style-type: none"> • New policy is recommended to ensure new development makes a positive streetscape contribution to Ross Street and Fourth Avenue and there is articulation of building facades and gaps between buildings. • Council consider that the increase in traffic volumes can be catered for on the existing road network and the existing issues with on-street parking could be investigated as part of the Local Area Traffic Management Planning process • In relation to carparking for the future development, it will be expected to meet contemporary onsite parking requirements which should have a positive outcome in reducing the demand for on street parking. • For further discussion of these topics, please refer to Attachment G of the SCPA report.
260.	Pedler, Everard Park	<ul style="list-style-type: none"> • Agree - greater housing opportunities for older persons. • Strongly Disagree - higher density and greater choice of residential accommodation. Higher density residential 	<ul style="list-style-type: none"> • Submission talks to density: <ul style="list-style-type: none"> • Character of the area. 	<ul style="list-style-type: none"> • A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of

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Sub No.	Name and Address	Submission Summary	Comment	Response
		<p>accommodation does not meet the objectives of providing greater housing opportunities for older persons.</p> <ul style="list-style-type: none"> Strongly Disagree– height. Norman Terrace is a local road not a major corridor. High density accommodation does not meet objective and is not in keeping with local character of one or two storey homes. 		<p>future development in the core area.</p> <ul style="list-style-type: none"> New policy is recommended to ensure new development makes a positive streetscape contribution to Ross Street and Fourth Avenue and there is articulation of building facades and gaps between buildings. For further discussion of these topics, please refer to Attachment G of the SCPA report.
261.	Pedler	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41
262.	Stacey, Everard Park	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41
263.	Brickhill, Lobethal	<ul style="list-style-type: none"> Neither Agree nor Disagree - greater housing opportunities for older persons. Improved accommodation for the elderly is fine but not a multi-storey building in an established residential area. Disagree - higher density and greater choice of residential accommodation. Multi-storey will impact on local residents-ratepayers. Strongly Disagree– height. Five storeys will block sunlight and is visually dreadful. Packing so much into the beautiful area is a selfish money grab. Concerned for the consequent traffic and parking problems. 	<ul style="list-style-type: none"> Submission talks to five storey height: Visual amenity Traffic and parking Overshadowing. <p>Council notes the Council-wide provisions of the Unley Development Plan apply which promote the protection of properties from noise, overshadowing.</p>	<ul style="list-style-type: none"> A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. Council consider that the increase in traffic volumes can be catered for on the existing road network and the existing issues with on-street parking could be investigated as part of the Local Area Traffic Management Planning process. In relation to carparking for the

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Sub No.	Name and Address	Submission Summary	Comment	Response
				<p>future development, it will be expected to meet contemporary onsite parking requirements which should have a positive outcome in reducing the demand for on street parking.</p> <ul style="list-style-type: none"> For further discussion of these topics, please refer to Attachment G of the SCPA report.
264.	Brickhill, Lobethal	<ul style="list-style-type: none"> Neither Agree nor Disagree - greater housing opportunities for older persons. This type of housing opportunities can be provided without the need for a five storey building in a primarily residential area of mostly single storey homes. Strongly disagree - higher density and greater choice of residential accommodation. Higher density means more traffic and less parking. Strongly disagree– height. Plan seems to reduce set back and increase height and density along Ross Street, reducing the value and amenity of rate payers. 	<ul style="list-style-type: none"> Submission talks to five storey height: <ul style="list-style-type: none"> Character of the area Traffic and parking Visual amenity. 	<ul style="list-style-type: none"> A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. New policy is recommended to ensure new development makes a positive streetscape contribution to Ross Street and Fourth Avenue and there is articulation of building facades and gaps between buildings. Council consider that the increase in traffic volumes can be catered for on the existing road network and the existing issues with on-street parking could be investigated as part of the Local Area Traffic Management Planning process. In relation to carparking for the future development, it will be

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Sub No.	Name and Address	Submission Summary	Comment	Response
				<p>expected to meet contemporary onsite parking requirements which should have a positive outcome in reducing the demand for on street parking.</p> <ul style="list-style-type: none"> For further discussion of these topics, please refer to Attachment G of the SCPA report.
265.	Anonymous	<ul style="list-style-type: none"> Agree - greater housing opportunities for older persons. Development of new locations should fit into the surrounding suburb and not create an environment that differs greatly to the exiting surrounds. Strongly disagree - higher density and greater choice of residential accommodation. The proposed development is out of character and not on an arterial road with supporting services as described in DPA. Development will create greater congestion via additional residential vehicles and service vehicles for cleaning and food delivery. Strongly disagree– height. Proposed changes create an environment of high density that cannot be supported. The design is not sympathetic to the area and will be imposing to neighbours and their lifestyle. 	<ul style="list-style-type: none"> Submission talks to five storey height: <ul style="list-style-type: none"> Character of the area Traffic and parking Building design. 	<ul style="list-style-type: none"> A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. New policy is recommended to ensure new development makes a positive streetscape contribution to Ross Street and Fourth Avenue and there is articulation of building facades and gaps between buildings. Council consider that the increase in traffic volumes can be catered for on the existing road network and the existing issues with on-street parking could be investigated as part of the Local Area Traffic Management Planning process. In relation to carparking for the future development, it will be

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Sub No.	Name and Address	Submission Summary	Comment	Response
				<p>expected to meet contemporary onsite parking requirements which should have a positive outcome in reducing the demand for on street parking.</p> <ul style="list-style-type: none"> For further discussion of these topics, please refer to Attachment G of the SCPA report.
266.	Miller, Everard Park	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41
267.	Tait, Everard Park	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41
268.	O'Loughlin, Forestville	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41
269.	Liddy, Forestville	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41
270.	Illegible, Forestville	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41
271.	LA Posta, Everard Park	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41
272.	O'Loughlin, Everard Park	<ul style="list-style-type: none"> Refer to submission 41 Please consider grey water to support a community garden. Please consider 1 to 2 storeys. Trees are a good source of carbon capture. 	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41
273.	Dance, 4a Ray St	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41

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Sub No.	Name and Address	Submission Summary	Comment	Response
274.	Swinbourne, Everard Park	<ul style="list-style-type: none"> Refer to submission 41 Please consider the Government of SA Heat Mapping Project and the Collaborative Heat Mapping for Eastern and Northern Adelaide Project Report www.static1.squarespace.com 	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41
275.	Tait, Everard Park	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41
276.	Shaw, Mitchell Park	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41
277.	Nicholls, Kings Park	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41
278.	O'Loughlin	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41
279.	Currie, Everard Park	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41
280.	O'Loughlin, Everard Park	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41
281.	Wilkinson, Everard Park	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41
282.	Currie, Everard Park	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41
283.	Zinndorf, Everard Park	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41
284.	Currie, Everard Park	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41
285.	Currie, Everard Park	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41

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286.	O'Loughlin, Everard Park	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41
287.	Weld, Everard Park	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41
288.	De Wilde, Everard Park	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41
289.	O'Loughlin, Everard Park	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41
290.	Currie, Everard Park	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41
291.	O'Loughlin, Forestville	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41
292.	O'Loughlin, Everard Park	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41
293.	Tait, Everard Park	<ul style="list-style-type: none"> Refer to submission 101 	<ul style="list-style-type: none"> Refer to submission 101 	<ul style="list-style-type: none"> Refer to submission 101
294.	Tait, Everard Park	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41
295.	Black Forest	<ul style="list-style-type: none"> Agree - greater housing opportunities for older persons. The design should not negatively impact existing residents and should be in character with the existing housing. Agree- higher density and greater choice of residential accommodation. Higher density will result in additional traffic. Traffic should be focused on roads parallel to tram line. Noisy equipment should be placed to ensure minimal impact to existing housing. 	<ul style="list-style-type: none"> Submission talks to five storey height: <ul style="list-style-type: none"> Character of the area Visual amenity Traffic and parking. Construction impacts are noted but outside of the rezoning process. Construction is managed as a separate process following a development approval. 	<ul style="list-style-type: none"> A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. For further discussion of these topics, please refer to Attachment G of the SCPA report.

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Sub No.	Name and Address	Submission Summary	Comment	Response
		<ul style="list-style-type: none"> • Neither agree nor disagree– height. Five storey on the tram line frontage will be imposing and should be set back with two or three storeys to reduce impact. Development needs to have extensive off-street parking to prevent cars blocking the road. All after hours access should be off road parallel to the tram rather than the local street. There should be greenspace to break up high storey blocks. • The design of infrastructure should cover the full expected load. Impact to existing residents during construction should be minimised. At least 50% of existing trees should be retained. 	<ul style="list-style-type: none"> • Related to service infrastructure, investigations by WGA indicate there is adequate capacity for the proposed rezoning; some augmentation/upgrade may apply. • Council notes the Council-wide provisions of the Unley Development Plan apply which promote the protection of properties from noise impacts. 	
296.	Keeland, Everard Park	<ul style="list-style-type: none"> • Strongly disagree - greater housing opportunities for older persons. • Strongly disagree - higher density and greater choice of residential accommodation. • Strongly disagree– height. • This will impact the community and lifestyle through increased heavy vehicle traffic and on street parking, devaluing of property, loss of privacy and character and place pressure on infrastructure. Loss of heat absorbing greenspace. 	<ul style="list-style-type: none"> • Submission talks to five storey height: <ul style="list-style-type: none"> • Character of area • Traffic and parking • Privacy. • Related to service infrastructure, investigations by WGA indicate there is adequate capacity for the proposed rezoning; some augmentation/upgrade may apply. • Related to open space and gardens, the current proposal is to increase the proportion of site area for tree planting from 7% to 15% and provide 2-3 metre perimeter landscaping 	<ul style="list-style-type: none"> • A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. • New policy is recommended to ensure new development makes a positive streetscape contribution to Ross Street and Fourth Avenue and there is articulation of building facades and gaps between buildings. • Council consider that the increase in traffic volumes can be catered for on the existing road network and the existing issues with on-street parking could be investigated as part of the Local Area Traffic

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			for dwellings facing Ross Street and Fourth Avenue.	<p>Management Planning process.</p> <ul style="list-style-type: none"> In relation to carparking for the future development, it will be expected to meet contemporary onsite parking requirements which should have a positive outcome in reducing the demand for on street parking. For further discussion of these topics, please refer to Attachment G of the SCPA report.
297.	Smith, Everard Park	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41
298.	Alex, Everard Park	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41
299.	Bode, Everard Park	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41
300.	Foote, Everard Park	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41
301.	Baldrick, Everard Park	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41
302.	Williams, Forestville	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41 	<ul style="list-style-type: none"> Refer to submission 41

Attachment B – Summary and Response to Public Meeting Submissions

Forty-six (46) persons requested to be heard and therefore a public meeting was held on 10 February 2020 before the Development Strategy and Policy Committee (Council delegate) Twenty two (22) persons ultimately presented to the Committee. One further written submission was received after the public meeting.

Sub No.	Name of Respondent	Summary of Verbal Submission/Issues Raised	Council Response to key issues raised
24	Alex	<ul style="list-style-type: none"> • Completely against high rise, traffic will be jammed up more and more and it will be very hard to get about. • Prefer three levels maximum, not reasonable the level they wish to go to. • Living at Everard Park, a lot of people are already short cutting Anzac Highway and Goodwood Road so it's already jammed up with parking and cars being left there and running to the city. • Going to be very difficult to get used to. Apart from that I'm not quite for it, I would rather against it. This is supposed to be a residential area and it will finish up an industrial with all the people that are going to come there. • This is not going to be a very nice type of living. I would prefer to just leave it a residential area and disregard the high-rise area. • Maybe 1 or 2 floors, but any higher than that, people will be cheesed off with people looking down into their backyards they won't have privacy, there are some swimming pools around and they don't have privacy. • I would rather keep it at the same level as they are now, we enjoy ourselves living in a quiet reasonable area • This is just the beginning of the first high-rise and if we don't stop it now it is going to get out of hand. • Lots of burglars, interested in getting more people around • There is no privacy, plus the traffic is going to more and worse and worse than it is now. • So it is up to you guys to make a decision, I haven't got much choice, I will have to walk instead of ride my bike. 	<ul style="list-style-type: none"> • A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. • New policy is recommended to ensure new development makes a positive streetscape contribution to Ross Street and Fourth Avenue and there is articulation of building facades and gaps between buildings. • The road network in Everard Park is constrained by barriers from the tramline, railway and South Road however any increase in traffic can be catered for by the existing road network. • Council can address existing issues with on street carparking and the traffic network through Local Area Traffic Management Planning. • In relation to carparking for the future development, it will be expected to meet contemporary onsite parking requirements which should have a positive outcome in reducing the demand for on street parking.

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Sub No.	Name of Respondent	Summary of Verbal Submission/Issues Raised	Council Response to key issues raised
			<ul style="list-style-type: none"> For further discussion of these topics, please refer to Attachment G of the SCPA report.
29	Stacey	<ul style="list-style-type: none"> Against the proposed DPA lived in Everard park over 35 years and current Unley council volunteer. Why is there a requirement for 2-5 story aged facility? Can't work that out. It isn't for the benefit of the aging community. Who in the elderly wants to live in high rise, most can't climb stairs. What would happen if they had to evacuate – they can't use the lift, if there are no carers around how they will get out. The proposal will destroy the character and streetscape of all three street frontages. Ross St will be looking at 8m high housing estate – far cry from what is there. Residential regeneration zone says dwellings facing Ross and Fourth should make positive contribution to streetscape through landscape and building. High rise and high density is not a good outcome for this site. In closing keep Everard park beautiful and say no to high rise development. 	<ul style="list-style-type: none"> A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. New policy is recommended to ensure new development makes a positive streetscape contribution to Ross Street and Fourth Avenue and there is articulation of building facades and gaps between buildings. For further discussion of these topics, please refer to Attachment G of the SCPA report.
30	Thompson	<ul style="list-style-type: none"> Live in Fourth Ave – thanks for opportunity to speak. Going to speak about potential traffic issues which could arise due to the development proposed. Read about ¾ of the 302 submissions and majority referred to traffic issues related to the proposed development. Proposed revision seeks to target growth in strategic locations and transit and main road corridors. The tramline is not really referred to in the traffic section of the DPA. The traffic report deals with car parking for residents and visitors. No mention of heavy vehicles coming into the suburb during construction. Spoke with David Brown and he did satisfy some of my concerns – the issue of traffic still worries me. Especially – my worry particularly, because Norman Terrace has inadequate access to South Rd – all traffic wanting to go in a northerly direction -toward the city, Greenhill Rd, Anzac Hwy – has to proceed to Leah etc. This is probably the target route for heavy vehicles during construction. Having lived in Fourth Ave for 8 years I think that traffic at 	<ul style="list-style-type: none"> The road network in Everard Park is constrained by barriers from the tramline, railway and South Road however any increase in traffic can be catered for by the existing road network. Council can address existing issues with on street carparking and the traffic network through Local Area Traffic Management Planning. In relation to carparking for the future development, it will be expected to meet contemporary onsite parking requirements which should have a positive outcome in reducing the demand for on street parking. For further discussion of these topics, please refer to Attachment G of the

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		<p>present, both light and heavy proceeds via 4th, 2nd or 1st to Leah street -these are all residential with 40km speed zones, heavily parked out during the street. It reduces them to a single lane way.</p> <ul style="list-style-type: none"> • Surveyed a number of times, I couldn't understand why there was so much traffic on Everard Tce – workers from Ashford Hospital. I did speak to workers coming to car – they don't park in the carpark because it's too expensive. This section is always parked out bumper to bumper. <p>Cars just up Norman Tce are all city commuters. Since lived in my house garbage truck drives down my street – given these issues narrow suburban street, incomers parking, I think the proposed development is inappropriate.</p>	<p>SCPA report.</p>
33 &225	Swinbourne	<ul style="list-style-type: none"> • Long term home owner and resident of Ross St. Oppose the DPA specifically the rezoning of res to regeneration. • Oppose high density living. Building height proposed is inappropriate to site, locality and surrounding land uses. • Up to five stories does not reflect character of streetscape of Everard park. Support development within current zone as low to medium density. • People have a professional and moral obligation to make the right decision for the whole of the community and not invest in the commercial interest of Lifecare 	<ul style="list-style-type: none"> • A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. • New policy is recommended to ensure new development makes a positive streetscape contribution to Ross Street and Fourth Avenue and there is articulation of building facades and gaps between buildings. • For further discussion of these topics, please refer to Attachment G of the SCPA report.
40 &45	Mayhew	<ul style="list-style-type: none"> • I have lived in Busby Ave, for 11.5 – 12 years. I am totally opposed to the scale, High rise, high density. No one has mentioned 24hr day nursing shift. Not going to talk too much about the development as others will. • When I decided to speak I considered the role of an Elected Member. We elect you to represent us, and you have an obligation to represent us – tried to consider what I would be considering if I was be fair, transparent. • I went to Code of Conduct – (overarching principles from CoC 	<ul style="list-style-type: none"> • A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. • Council members must comply with the Code of conduct for Elected Members in carrying out their

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		<p>read out) – I ask you to consider the views of the people here and the faith that we place in your hands in making decisions our behalf.</p> <ul style="list-style-type: none"> • Want to talk about the process – like lots of people here, I work in the world of data analytics – so know the care taken to construct surveys. Read out first question from survey. • What answer do you think you're going to get? It is not a small development it is large and has multiple residents – if you rely on that survey, that would constitute maladministration that warrants report to ICAC so ask that you withdraw survey data as it does not comply with CoC - if you allow this precedent to go through there are plenty of other developments that will. • Appeal to you to keep it this way. 	<p>functions as public officials.</p> <ul style="list-style-type: none"> • For further discussion of these topics, please refer to Attachment G of the SCPA report.
53, 101,151	Tait	<ul style="list-style-type: none"> • Thank for opportunity to have say. (Placed 6 storey model on table) • I live directly across the road from site. I welcome the redevelopment however opposed to rezoning of Lifecare to building 3-5 stories for the following reasons: • Infrastructure loading, power, sewer etc will be a 5-fold increase. Building five storey towers not including plant and equipment will block our view. Make our property overlooked and lit up by these towers. Can see lights from our house will devalue our property. Lighting will be on 24 hours, won't get turned off at night. Will make it hard to sleep. • The development exceeds 15m height so will need to be sent to Adelaide Airport as it is in the approach to runways. This means obstacle clearance height lights will be on the roof of the building. This gives pilots visual reference – I know they're important but don't want them flashing in my bedroom window. • Once rezoned, other things can be demolished and higher developments can be built. • The policy wording - Should vs Shall – should is not mandatory. • Heat mapping – five story towers will increase the heat with extra concrete - a revised 2 story solution would be a good compromise. • The report states low density interface of Ross St, proposed policy framework should consider surrounding density. Lifecare 	<ul style="list-style-type: none"> • A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. as is a reduction in the maximum building height from 17.5m to 14m. • Related to service infrastructure, investigations by WGA indicate there is adequate capacity for the proposed rezoning; some augmentation/upgrade may apply. • Policy amendments are recommended to reduce the density for buildings fronting Ross Street and Fourth Avenue. • For further discussion of these topics, please refer to Attachment G of the SCPA report.

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		<p>have not been sympathetic to residents. Council rules places strict rules on residents, but businesses have support. Unsure why aged care accommodation requires two story townhouses, my parent wouldn't want stairs.</p> <ul style="list-style-type: none"> Put yourself in our shoes, would you like this next to your house? If no, why support this. 	
79	Briffa	<ul style="list-style-type: none"> I have lived on Norman Tce 26 years and totally against the DPA. The location of the development, higher density living is not suitable for many reasons. A 5-story building is out of character and puts pressure on infrastructure. Access will not be easy, streets already congested. Driving on Norman Tce is a hazard, the tram stop location is difficult. The South end of Norman Terrace closed off was positive. The development is going to mean traffic and site impact. Don't accept traffic data on website, if developed and paid for by Lifecare it would be biased. I don't think site will cope with all the additional traffic. Noted beeping from reversing trucks. Trams won't be suitable for residents. Not room for gophers or wheelchairs. Lifecare plans are not neighbourhood friendly, they have been unsuccessful to build 7 stories in Norwood – The Joslin dev was changed to three stories on Payneham road. Our street is 5.7 meters wide at 4th Avenue. Is adjacent to the flood zone. CO2 emissions will be significant and contribution to heat emissions which are rising. Little greenspace to offset emissions. All animals will be negatively impacted. Doesn't make sense to build bigger on Norman Tce – it's quiet and we want it to stay that way. 	<ul style="list-style-type: none"> A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. New policy is recommended to ensure new development makes a positive streetscape contribution to Ross Street and Fourth Avenue and there is articulation of building facades and gaps between buildings. The road network in Everard Park is constrained by barriers from the tramline, railway and South Road however any increase in traffic can be catered for by the existing road network. Council can investigate existing issues with on street carparking and the traffic network through the Local Area Traffic Management Planning process. In relation to carparking for the future development, it will be expected to meet contemporary onsite parking requirements which should have a positive outcome in reducing the demand for on street parking. For further discussion of these topics, please refer to Attachment G of the

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99	Clancy	<ul style="list-style-type: none"> • Thank you for the opportunity to speak • I won't speak about impact on community, others have done that, but will speak about impact on elderly. First job was serving meals in aged care facility, both parents have been in aged care, 7 different nursing homes, one of them in Park Rose, no complaints about that, but the care my mother received in Park Rose won't be available in this new development. • My mother would sit in the front garden, talking to neighbours and others who walked past. She had dementia but didn't need to be locked away. In the new development people will be locked away and not able to see gardens etc. Most people in aged care facilities don't receive visitors, we need to ensure people are not condemned to loneliness. • The aged care royal commission – a shocking tale of neglect – haven't finished receiving of submissions, still 2.5 months, but have received 8K written and 5.5K phone calls mostly describing state of neglect in aged care facilities. Left isolated and powerless in this hidden system are old people and their families. This system must change, Older people deserve much more, aged care system fails to meet needs of vulnerable citizens, it is unkind and uncaring towards them. • This council has an opportunity to say that we will not encourage the neglected people in aged care and will not encouraged development that shuts them away in high rise facilities. This proposal is a wrong step. 	<p>SCPA report.</p> <ul style="list-style-type: none"> • Relating to the high-rise model of aged care and the findings of the Royal Commission into Aged Care, the future model of aged care is not a planning matter that can be considered as part of this DPA however as part of any future redevelopment of the site, Life Care will be required to meet all relevant State and Commonwealth standards in the delivery of aged care. • A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. • For further discussion of these topics, please refer to Attachment G of the SCPA report.
135	Holmes (on behalf Life Care)	<ul style="list-style-type: none"> • Lifecare have operated on this site for over 60 years and have been ratepayer, they consider themselves part of the Everard Park community, • Population continues to age and Life Care cannot deliver standards expected in 2020 from a building built in 1960s. There is a considerable degree of alignment between Life Care position and statements of representors. • Residential interface should be respected, and this can be achieved with policy • Design approach can deliver enlarged area of green space and large trees, rarely delivered as part of housing developments. 	<ul style="list-style-type: none"> • A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. • New policy is recommended to ensure new development makes a positive streetscape contribution to Ross Street and Fourth Avenue and there is articulation of building

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		<ul style="list-style-type: none"> • Proposing to double deep soil zone to 15%. Any development of land by Life Care will occupy less than 50% of site. • Lifecare seeks to provide higher quality living environment for residents and opportunity for engagement with community – it's not a gated community – provide community access to facilities eg café, hairdresser, library etc. Interacting with community is part of the entire delivery of service that Life Care is all about for its residents. • Fourth issue is the redevelopment of site will reduce competition for on street carparking – DPA basement carparking, proposing this and minimise access points. Proposing more car parks through redevelopment of site. Proposed rezoning could provide positive outcome compared with current potential impact. This dev can get cars of street. Basement will deal with deliveries etc. Final matter is height – has many benefits, creates scale that justifies development and underpins a better outcome for residents it intends to serve. By having two story development on Ross and Fourth, creates set back so that the higher building in the middle won't be seen from those streets. • Park Rose is old and in need of update, DPA will assist – in provision of better quality accommodation. Facility will serve ageing in place. • Q – Cr Rabbitt – section on green cover, proposal – states Lifecare would prefer 7% deep soil zone. Responded that Life Cares position has evolved, and they are supportive of 15% deep soil zone. 	<p>facades and gaps between buildings.</p> <ul style="list-style-type: none"> • Proposed to retain the requirements for 15% deep soil zone with amendments to increase tree planting to 1 large or 2 medium trees/60m² deep soil • For further discussion of these topics, please refer to Attachment G of the SCPA report.
229	Schrek	<ul style="list-style-type: none"> • I am totally opposed to the DPA, I have lived in Ross St for 25years, and believe the proposed site is not suitable for high rise dev, it will impact on traffic, it's not in the right spot, not near arterial roads and will devalue properties, it's not fair. • If I asked all of you what you would think if the proposed development was near you, you wouldn't be happy. It's not fair, inadequate, not right – don't think you're thinking of the property owners in the area, you are meant to be looking after us. 	<ul style="list-style-type: none"> • A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. • The road network in Everard Park is constrained by barriers from the tramline, railway and South Road however any increase in traffic can be catered for by the existing road

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			<p>network.</p> <ul style="list-style-type: none"> For further discussion of these topics, please refer to Attachment G of the SCPA report.
232	Read	<ul style="list-style-type: none"> I am speaking on behalf of residents in aged care. If the tramline is a transit corridor then that also applies to a bus zone. Lots of research done on multi story buildings for aged care and the healing power of the natural environment, People who have access to outside have benefit from this – once they're in multi-story they can't find their way out of the building, so won't have access to outside. Park Rose is excellent example – all people can access gardens without assistance, People in large chairs can be moved easily. Multi story buildings do not improve quality of life. Buildings can be nicely built but it is the environment that matters. 	<ul style="list-style-type: none"> A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. The future model of aged care is not a planning matter that can be considered as part of this DPA however as part of any future redevelopment of the site, Life Care will be required to meet all relevant State and Commonwealth standards in the delivery of aged care. For further discussion of these topics, please refer to Attachment G of the SCPA report.
239 &250	Tait	<ul style="list-style-type: none"> Thank you for the opportunity to speak. With the utmost respect I would like to speak about issues impacting family, family home and the community. Our family home of 30yrs, is located directly opposite and is our most significant material possession. This character bungalow is nearing 100yrs old and predates the lifecare development, should remain place of enjoyment comfort and peace. The proposed changes will irreversibly impact our family, home and community. I do support progress and development but can't support this development. It is not in an appropriate location; 300 submissions have reconfirmed the same significant issues. I have personally written to all EMs. The biggest issue is the scale of high-rise and density, is not in line with character, will be an eyesore, it will dominate and overpower neighbours. It will be seen, it will be obvious and will not be able to be disguised. 	<ul style="list-style-type: none"> A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. New policy is recommended to ensure new development makes a positive streetscape contribution to Ross Street and Fourth Avenue and there is articulation of building facades and gaps between buildings.

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		<ul style="list-style-type: none"> • The most overriding concern is the previous Lifecare developments, brought significant and long-standing community distress, concern and outcry for same reasons here. Very well reported in media, concerned why this has not been taken into account. An early no should have been forthcoming, or more reasonable proposal put forward. These sites primary major roads all in stark contrast to Park Rose. Ask if you know about these already and the issues placed on residents, why propose this for Everard Park. Process is value laden statement in survey, aged care should not have formed part of the survey proposal. Survey comments should be considered. We welcome lifecare, but 2 story on ross and fourth, max 3 story in centre. • Respectfully I ask you to consider points raised here. 	
247	Taylor	<ul style="list-style-type: none"> • I am a Ross St resident with ties to Unley since 1975. I moved back to Adelaide from Sydney 13 years ago and I like sharing the street with Park Rose village, • I work from home and appreciate activity in the street, I know many of the residents, staff and visitors and love the mature trees. • In many ways' the current configuration of Parkrose is integrated in the street and does things the developer is proposing. The character of area will be irreversibly compromised by the DPA. Property value loss. • I would encourage people to visit other Lifecare sites. 5 stories is not acceptable in Everard Park • Independent living on Ross ad Fourth is no different to other development, neighbour built on block next to ours, sold to Lifecare, which is back on the market as independent living. • People need to come and visit – the scale of change is excessive. Unsure why DPA is considered on land ownership – this is almost a commercial proposition. • It is not a reasonable expectation that residents should have to endure high rise construction in low rise area. • Parking – changes to Adelaide metro fare system have been seeing greater increase in parking. • This could be done a bit differently, independent living is already accommodated, or reduce area and height, just centre is three, 	<ul style="list-style-type: none"> • A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. • New policy is recommended to ensure new development makes a positive streetscape contribution to Ross Street and Fourth Avenue and there is articulation of building facades and gaps between buildings. • For further discussion of these topics, please refer to Attachment G of the SCPA report.

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		<p>and Ross/ Fourth as per current zoning. There is public concern re DPA – no grounds for exemption.</p> <ul style="list-style-type: none"> DPA is not only way to achieve this. Ca do better, make developer work harder, keep the trees, consult directly. 	
251	Russel	<ul style="list-style-type: none"> Thank you for the opportunity to address Council. Like to ponder some of the discussion re Lifecare. No issues with Lifecare, want to quote from their website. Reflecting further, Lifecare is not for profit, but like any developer, could look for site that is zoned 5 story. Any developer who seeks change to rules is getting a bonus, they have paid for land and yes council rates, paid consistent with what current zoning allows. They are seeking different zoning, rather than going somewhere else for land already zoned for 5 stories, which they would pay a premium for They will gain value however loss of value comes from surrounding areas who will have amenity loss. Your job is a political job, the minister is decision maker, state is taking more control over time. There is a community back lash to that is brewing. I would be concerned if any of you thought this could be a concession to the Minister, there is a new system about to come into practice. I am urging you to oppose the DPA, certainly the 5 story elements. 	<ul style="list-style-type: none"> A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. For further discussion of these topics, please refer to Attachment G of the SCPA report.
252	Buchtman	<ul style="list-style-type: none"> I live at Ross Street Everard Park and my house abuts Lifecare site. There are two issues re the proposed DPA. A best-case scenario and a worst case. The best case as outlined by Holmes Dyer, contains carefully curated images and information about how wonderful the development will be. The concept information is non-binding and is not impartial or balanced, it is a public relations exercise. They are paid to paint the proposal in the best light possible. Site is a transport-oriented development because it's near a tram stop. The residents don't use tram negates this argument. Development doesn't mention staff parking at all, issue now and will be exacerbated. The report notes increased services by Lifecare, Lifecare Active and other services to attract people 	<ul style="list-style-type: none"> A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. New policy is recommended to ensure new development makes a positive streetscape contribution to Ross Street and Fourth Avenue and there is articulation of building facades and gaps between buildings. Policy amendments are recommended to reduce the density

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		<p>from outside the area. The report doesn't talk about visitor parking. Pretty easy to walk around and take fuzzy photos of the current facility and take shiny new images of how it could look.</p> <ul style="list-style-type: none"> • Recent events in Le Cornu site shows that despite what developers say anything could happen. Lifecare could sell the site, and then new development would be measured against the DPA. Worst case, site is rezoned, sold then developer uses for high rise accommodation. Developers push the envelope. Changes are proposed. I sympathise with planning staff as it's a war of attrition, how much can the developer get away with. • We wouldn't be here if developer applied to build apartments/student housing out of scale with current environment, high rise aged care is not in line either. • Supporting information must be discounted, the Holmes Dyer admits that scale of development contemplated is greater than allowed which confirms it is out of scale with the surrounding area. • Residents shouldn't lose amenity to support commercial profitability. 	<p>for buildings fronting Ross Street and Fourth Avenue.</p> <ul style="list-style-type: none"> • For further discussion of these topics, please refer to Attachment G of the SCPA report.
283	Zinndorf	<ul style="list-style-type: none"> • I am a long-term resident of Everard Park, bought in to suburb in. Spent many weekends before finding our family home. We viewed over 200 properties and we were very fussy. We have invested lots of money renovating and maintaining this home. • This photo shows the Admin building part of Park Rose- with staff cars parked out the front we have to juggle access due to staff parking. One is regularly there. • My home is directly opposite Park Rose. This is the access road directly opposite my home, regularly used for access, but other times feel like open space. Can see old growth trees in the background. Enjoy gardens with trees and bushes – view to gums in Aroha Tce in background. • The residents who live on Park Rose are our neighbours. We have assisted them over the years and regularly chat with them. • The DPA will destroy the visual appeal of suburb. We can support sensitive upgrade of facility to meet needs of citizens. • Appeal to CEO of Lifecare and Unley Council DPA must not be detriment of local suburb, interest of big business should not be 	<ul style="list-style-type: none"> • A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. • New policy is recommended to ensure new development makes a positive streetscape contribution to Ross Street and Fourth Avenue and there is articulation of building facades and gaps between buildings. • Policy amendments are recommended to reduce the density for buildings fronting Ross Street and Fourth Avenue. • The road network in Everard Park is constrained by barriers from the

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		<p>cost to residents/community.</p> <ul style="list-style-type: none"> • Service vehicles will not be using tram corridor, will be an impact on narrow residential streets. Access for surrounding areas. Have produced map which details intricacies of impacts on community streets. Implore you to protect village charm. 	<p>tramline, railway and South Road however any increase in traffic can be catered for by the existing road network.</p> <ul style="list-style-type: none"> • For further discussion of these topics, please refer to Attachment G of the SCPA report.
105	Duffy	<ul style="list-style-type: none"> • Was going to rebut Lifecare representative, but he's left – traffic issues – stating not going to affect residents not correct, an extra 300 vehicles per week. Increase of 100 vehicles Ross and Fourth. Trying to say there will be access to residents by keeping it open but won't put path through centre of development – not inviting people into the site. • People don't want to move out of the area while multi story is being developed. I have experience working in aged care as physio, people need access to outside, not communal hall that is five stories, • Talking about keeping aged people in the area but will move current residents out while they build. • Haven't consulted widely enough. Found out by hand written note from concerned neighbours. The survey is bias, seems like Life Care just arrived and said this is what we want. Not sure who will benefit from this other than Life Care. Everyone else have bought things up nicely, seems shady the way everything has been handled. • Thank you for the time you've given up tonight This has been great opportunity for people to speak our mind and not be interrupted. Shame Lifecare didn't hang around to hear suggestions. 	<ul style="list-style-type: none"> • A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. • New policy is recommended to ensure new development makes a positive streetscape contribution to Ross Street and Fourth Avenue and there is articulation of building facades and gaps between buildings • Policy amendments are recommended to reduce the density for buildings fronting Ross Street and Fourth Avenue. • The road network in Everard Park is constrained by barriers from the tramline, railway and South Road however any increase in traffic can be catered for by the existing road network. • The primary access to the site for staff, visitor and service vehicles is proposed to be from Norman Terrace • For further discussion of these topics, please refer to Attachment G of the SCPA report.
109	Duffy	<ul style="list-style-type: none"> • I live in Everard Park, oppose development. We have had direct 	<ul style="list-style-type: none"> • A reduction in the proposed 5-storey

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		<p>experience living opposite aged care facility in our previous house.</p> <ul style="list-style-type: none"> • We had repeated issues – our internet suffered, and parking was difficult. We had to download an app on phone and had to check which zone the aged care facility was working on and chose another zone, Staff would be arriving at all hours, garbage trucks, ambulance and all other services were moving through. Feedback at time of sale, was all about having the facility across the road. Loved the house but not the facility. Houses took longer to sell, impacted price and time to sell. This was a single-story facility on a main road. • Lifecare is proposing a much larger facility on a quiet road. Please consider location, residents on the street, if you lived there what would you think. You or your children couldn't do work or study. Traffic at all hours of the night, garbage trucks and other services. Consider property value decreasing, and impact on capacity to sell. Consider if you would want to trade places with us. Our homes are our investment, if you considered us, not just think about the money you would realise this proposal is wrong for our area. 	<p>building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area.</p> <ul style="list-style-type: none"> • New policy is recommended to ensure new development makes a positive streetscape contribution to Ross Street and Fourth Avenue and there is articulation of building facades and gaps between buildings • Policy amendments are recommended to reduce the density for buildings fronting Ross Street and Fourth Avenue. • The primary access to the site for staff, visitor and service vehicles is proposed to be from Norman Terrace. • The road network in Everard Park is constrained by barriers from the tramline, railway and South Road however any increase in traffic can be catered for by the existing road network. • For further discussion of these topics, please refer to Attachment G of the SCPA report.
126	Rasheed	<ul style="list-style-type: none"> • Opposed to the DPA rezoning and not supportive of the scale proposed. It's inappropriate for the location. There is no direct access from main arterial roads or ease of exiting to support development of this magnitude. • Located on inner edge of Everard Park. Separated by Tram corridor. Excludes vehicles accessing either side, except for two locations Aroha Tce and Leah Street. Access from Anzac Hwy is travelling in a southerly direction. Traveling from the South on South Rd, you would need to exit and traverse through other suburbs to get to Norman Tce. Traveling east on Norman Tce to 	<ul style="list-style-type: none"> • The road network in Everard Park is constrained by barriers from the tramline, railway and South Road however any increase in traffic can be catered for by the existing road network. • Council can investigate existing issues with on street carparking and the traffic network through the Local Area Traffic Management Planning

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Sub No.	Name of Respondent	Summary of Verbal Submission/Issues Raised	Council Response to key issues raised
		<p>Leah Street there is no right hand turn to get to Cross road. An alternative route must be found. Can turn left from Leah to Leader, but drivers use 1st Ave instead. Entry off Anzac Highway travelling left – Leah street in Forestville, experience is drivers continue on Anzac Highway and enter via Grove or Berkley, refer to map to understand configuration of roads. Exiting Life Care to reach Anzac to go to Glenelg or North on South road, left into Fourth Avenue, left at Orchard and right at Berkly.</p> <ul style="list-style-type: none"> Local residents in nearby streets and service vehicles from Life Care use route now, to travel in that direction. Any development at Life Care won't alter this route. I've lived there for 47 years. My statements will be confirmed – first time visitors and taxi visitors ask which the easiest way is out – it is not straight forward and easy. Other obstacles – examples provided should prove no direct access to Norman Tce Life Care site, therefore proposed development should not be allowed 	<p>process.</p> <ul style="list-style-type: none"> For further discussion of these topics, please refer to Attachment G of the SCPA report.
196	Spacek	<ul style="list-style-type: none"> I live at Aroha Tce Black Forest on the tramline. I'll start with reference to survey. Proposed development would replace 5 story stacking and packing aged people. Motherhood wording of question 1 obscured reality of what would actually be provided. No detail of how higher density would be of greater benefit Without detail it is a hollow claim. Higher density greater choice doesn't necessarily lead to improvement. 5 story doesn't belong in 2 story zone or adjacent to them. DPA is out of touch with current character, couldn't be vaguely sympathetic. It will open flood gates for further development? Proposed greater height will be focussed toward tramline frontage – five story monster boxes in 2 story zone is same whether viewed across street or across street and tramline. Greater height towards tram line focuses this towards Aroha – which increases the number of residents impacted and the number of zones impacted. The entire thrust is bigger is better – Research has concluded that those in large facilities 34% unhappier than those in smaller, this should prevent this project from going ahead as 5 stories is not in interest of aged care residents or surrounding residents. 	<ul style="list-style-type: none"> A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. New policy is recommended to ensure new development makes a positive streetscape contribution to Ross Street and Fourth Avenue and there is articulation of building facades and gaps between buildings. Policy amendments are recommended to reduce the density for buildings fronting Ross Street and Fourth Avenue. For further discussion of these topics, please refer to Attachment G of the SCPA report.

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Sub No.	Name of Respondent	Summary of Verbal Submission/Issues Raised	Council Response to key issues raised
		<ul style="list-style-type: none"> I endorse other objections heard today, DPA must not be passed by council. Council needs to remember who elected you and who you're here for. 	
244	O'Loughlin	<ul style="list-style-type: none"> I have been living in this area for 19 years, this DPA will change the streetscape. The elderly will be inside all the time, due to the fact that most people have dementia so won't be outside as much and get fresh air. They will not be able to leave the building quickly if they need to be evacuated. walking down stairs is not an option 1-2 stories is a better option. 	<ul style="list-style-type: none"> A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. For further discussion of these topics, please refer to Attachment G of the SCPA report.
249	Hoare	<ul style="list-style-type: none"> Support the points of view expressed. I have done some significant research on what makes gold standard aged care, this term has been used a lot. I've read a lot about aged care and listened to residents of current Park Rose and parents' experiences in aged care. I've surveyed ageing members of Unley Rotary to see what they would like to live in if they lived there. There wasn't one person who thought being in a rack stack and pack concept was something they looked forward to. People who are aged, infirmed, unable to move around are relegated to upper floors of building, where they can't manage lifts and stairs, views and access to air is removed. They don't get the pleasure of looking at the sky, staff will get privilege of ground floor and access the gardens. People higher up are deprived of what we consider essential for quality of life. Unley has excellent aged policy, to go down this path is takin away your creativity and opportunity to work closely with aged care facilities, to create options that will enhance quality of life, rather than reduce it to locked in a room away from natural environment. I don't want to live like that nor do you. Think about the ageing community you serve and the life we are committing them to live without pets and access and allow them to maintain dignity. 	<ul style="list-style-type: none"> A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. The future model of aged care is not a planning matter that can be considered as part of this DPA however as part of any future redevelopment of the site, Life Care will be required to meet all relevant State and Commonwealth standards in the delivery of aged care. For further discussion of these topics, please refer to Attachment G of the SCPA report.

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Sub No.	Name of Respondent	Summary of Verbal Submission/Issues Raised	Council Response to key issues raised
197	Smith	<ul style="list-style-type: none"> • I support comments made to date. I live at [REDACTED] • Consideration has been given to Ross and Fourth and would like to be given the same consideration. We don't have a character home, but are part of the community, speak to people over the fence. Lady next to us has been in tears not aware this was happening, loves the open air and green space and won't be able to do that in the DPA proposed. • The 15% deep root soil, concerned about urban heat climate effect of such a large structure Mosman council is 25% deep soil – Lifecare talks about 15% as a real benefit, I would like to see data on this would like to see what current green area is. I think it would be a reduction. Storm water is an issue, traffic is an issue people who live there are accommodating, can't travel two cars down Norman Tce without one stopping. • I endorse what was said about the model and the light impact issue – Lifecare mandated light -so no ability to stop. 	<ul style="list-style-type: none"> • A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. • Proposed to retain the requirements for 15% deep soil zone with amendments to increase tree planting to 1 large or 2 medium trees/60m2 deep soil • For further discussion of these topics, please refer to Attachment G of the SCPA report.
	Hessling (submitted written submission following the public hearing)	<ul style="list-style-type: none"> • My name is [REDACTED] I'm a resident of [REDACTED] Everard Park. I attended the meeting on Monday 10th of February and wasn't confident to talk so have sent you this. • I also work at Lifecare Parkrose village in the kitchen and laundry. I've been able to chat with concerned staff on the proposed upgrade of the facility. Staff are concerned on the impact it will have on the residents and their families. As this would be a major disruption to the way we as staff care for the residents as we consider them part of our family. • I've been able to chat to the independent residents they are also concerned as during the construction they will be moved out and not sure if they will be able to return. They have formed friendship with other residents and staff also other people in the community. • My unit is right next to Parkrose in which we share a fence. I'm able to hear the comings and goings of staff, residents and trolleys which deliver food and medications to residents. • The facility is old and needs upgrading but if it gets build up it will affect the community feel for residents. As now they can join staff walking past and chat with other residents and their 	<ul style="list-style-type: none"> • Concerns are noted • A reduction in the proposed 5-storey building height limit to 4-storey is recommended along with a recessed fourth storey to reduce the height and mass of future development in the core area. • For further discussion of these topics, please refer to Attachment G of the SCPA report.

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Sub No.	Name of Respondent	Summary of Verbal Submission/Issues Raised	Council Response to key issues raised
		families. It will also make it difficult to provide services in an easy way as they will have to take stuff up in a lift. It is easier now as it is all on 1 level.	

Attachment C – Summary and response to Government Agency Submissions

Six (6) written Agency Submissions were received and incorporated into the review. The four (4) local Members of Parliament were directly advised of the DPA and provided with associated explanatory material.

Sub No.	Agency	Submission Summary	Comment	Response
1.	SA Power Networks	<p>Appreciate opportunity to comment.</p> <p>While not practical to assess individual property or infrastructure impacts, attention is drawn to general matters for consideration:</p> <ul style="list-style-type: none"> The obligation to meet future electricity demand is taken very seriously and upgrade of the electricity distribution network may be necessary (including possibility for new substation) Current network capacity, long lead times in meeting increased load demand, augmentation and extension/connection costs should be considered. 	<p>Noted.</p> <p>As part of the investigations for the DPA, Wallbridge Gilbert Aztec (WGA) assessed future electrical service infrastructure capacity; and advised that should allotments be amalgamated in the future, upgrade of the existing low voltage power supplies and connection costs may apply.</p>	No action required.
2.	Office for Design Architecture (ODASA)	<p>Thank you for consulting ODASA.</p> <p>We support the strategic intent of the DPA. Growth and suitable urban development in existing areas will enable housing choice, use of existing infrastructure and reduce impacts of urban sprawl. High-quality design is central to achieving a balance between community expectations and growth; and supports the intent of SA's new planning system under the <i>Planning, Development and Infrastructure Act 2016</i>, which recognises high-quality design as</p>	<p>Noted.</p> <p>Support for strategic intent noted.</p> <p>Support for deep soil zone provisions noted. As part of the investigations for the DPA, tree canopy cover was considered resulting in the proposed increase in deep soil zone provisions from 7% of site area to 15% of site area for sites greater than 3000m². Given the significant increase in the proportion of site area for deep soil zone provisions, flexibility in how this is achieved is appropriate to balance development on the site.</p>	<p>In relation to guidance for deep soil zone provisions, PDC 23 is considered to provide adequate guidance on number and size of trees however, in response to ODASA's comments it is proposed to amend requirements for sites >3000m² from '1 large or medium tree/60m² deep soil' to '1 large or 2 medium tree(s)/60m² deep soil.'</p> <p>In relation to contextual analysis, insert new Desired Character statement and Insert new Principle of Development Control PDC 9 to provide further definition regarding acceptable scale of development and to reinforce Objective 2 of Norman</p>


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Sub No.	Agency	Submission Summary	Comment	Response
		<p>one of the seven Principles of Good Planning.</p> <p>Support proposed changes to Council wide deep soil zone provisions. Council may wish to consider increasing the number of large or medium trees required for sites >3000m² in PDC 23.</p> <p>ODASA welcomes the emphasis placed on landscaping and setbacks of between 5 and 6 metres from existing residential streets to enable positive contributions to streetscape character; and suggests Council consider strengthening associated definitions and policy to achieve landscape outcomes within the private realm.</p> <p>Support basement car parking and minimising separate driveways and vehicle crossovers.</p> <p>Support proposed building height of up to 8 metres (2 storeys) at the interface with Ross Street and Fourth Avenue as a transition down in scale to the existing adjacent built form; and encouraged Council to consider how this could be achieved in practice. A contextual analysis with a development application is one method used interstate. Other tools include design guidelines or diagrams that illustrate place-specific responses; and may assist with development assessment.</p> <p>ODASA encourages Council to provide definitions for terms that may be open to interpretation such as:</p> <ul style="list-style-type: none"> • 'Distinctive and high urban design quality' in relation to buildings 	<p>Support for proposed setbacks noted.</p> <p>Support for basement car parking and access arrangements noted.</p> <p>Support for two storey height at the interface noted.</p> <p>In relation to a contextual analysis, Council notes that it currently uses a Design Context Report for Significant or New Residential Development in the <i>Residential Historic Conservation and Streetscape (Built Form) Zones</i> of the Unley Development Plan pursuant to the <i>Development Regulations 2008</i>, Schedule 5 'Requirements as to plans and specifications', Part 2B —'Additional requirements for City of Unley in certain cases'. No such 'head power' exists for the <i>Residential Regeneration Zone</i> in the <i>Development Regulations 2008</i>.</p> <p>For the purposes of this DPA a new statement within the Desired Character is proposed such that contextual information can be requested through the development assessment process. This is consistent with the approach taken in other Zones in the Unley Development Plan.</p> <p>In relation to further definition of design-related terms, Council notes that the draft Planning and Design Code includes Part 8 – Administrative Definitions and further work on definitions could be a future matter for the Code transition.</p> <p>For the purposes of this DPA amendments to policy expression and a new Principle of Development Control are proposed to provide further definition of design matters.</p>	<p>Terrace Policy Area 26.</p> <p>For further discussion of landscaping, streetscape character and design matters, please refer to Attachment G of the SCPA.</p>

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Sub No.	Agency	Submission Summary	Comment	Response
		<p>(Objective 2, Attachment A, page 8).</p> <ul style="list-style-type: none"> 'Generous landscaped grounds' (Desired Character Statement, Attachment A, page 8). 		
3.	SA Housing Authority (SAHA)	<p>Thank you for opportunity to comment.</p> <p>SA Housing Authority has a strong interest in promoting housing affordability across the state and manages/develops South Australian Housing Trust (SAHT) assets which owns a large (walk-up) flat site close by, opposite the tram stop on Norman Terrace.</p> <p>In terms of zoning consistency and support for the State's strategic objective of integrating land use and transit opportunities around transit stops, it would be useful for Council to consider a slightly broader area than proposed in the DPA.</p> <ul style="list-style-type: none"> SAHA would like the SAHT group site of about 8400m² to be considered for rezoning from Residential B350 Zone to the proposed Residential Regeneration Zone, Policy Area 26 Norman Terrace to formalise current dwelling density on the site. In 2014, SAHT commented on <i>Council's Village Living and Desirable Neighbourhoods DPA</i> which proposes rezoning the SAHT site. This rezoning was not completed and including the SAHT land now would be appropriate. The same reasoning for increased density that applies to the subject land in the DPA applies to SAHT land due to its more proximate location to the tram stop and abutting higher intensity 	<p>Noted.</p> <p>The SAHT site was not included in the Statement of Intent agreed by the Minister. Council has subsequently contacted DPTI regarding a change to the affected area and is advised that this would require re-notification of the DPA which cannot be achieved before release of the Planning and Design Code.</p> <p>Council agrees that the Affordable Housing Overlay be applied to the affected area.</p>	<p>No change to affected area (Council to confirm with DPTI).</p> <p>Extend the Affordable Housing Overlay over the affected area (amend Map Un/1 (Overlay 5a)) to show the affected area as a Designated Area within which Affordable Housing applies.</p> <p>Insert new Principle of Development Control in Norman Terrace Policy Area 26 in relation to affordable housing.</p> <p>For further discussion of the transition to the Planning and Design Code, please refer to Attachment G of the SCPA report.</p>

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Sub No.	Agency	Submission Summary	Comment	Response
		<p>RC Zone on South Road.</p> <p><i>Figure SAHT assets</i></p>  <p>It is recommended the Affordable Housing Overlay be applied through the rezoning. The following rationale is provided from page 36 of the Guide to the Draft Planning and Design Code Rural and Urban Council Areas (Phases Two and Three) on consultation:</p> <ul style="list-style-type: none"> • ‘Zoning that encourages the provision of affordable housing has been operating in South Australia for over a decade. These policies stipulate that 15% of housing in large-scale broad hectare and urban infill projects be provided to low to moderate income households. This has generally been encouraged where value is created through ‘zoning uplift’ and is proposed to continue to be implemented via the new Affordable Housing Overlay.’ • Given the size of the affected area the threshold for triggering the provision 		

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Sub No.	Agency	Submission Summary	Comment	Response
		<p>of 15% affordable housing is likely to occur over one or more development stages.</p>		
4.	<p>Department of Planning, Transport and Infrastructure (DPTI) - Development</p>	<p>Thank you for opportunity to comment.</p> <p>The Department supports the intention of the DPA to create increased potential for aged and retirement housing within the Council area.</p> <p>In transitioning the Development Plan to the Code format all existing policies will be updated to reflect the new planning system. This will include removal of Concept Plans, a review of existing Desired Character Statements and other local variation policies.</p> <p>The Residential Regeneration Zone and Norman Terrace Policy Area are likely to transition into the Urban Renewal Neighbourhood Zone in the Code.</p> <ul style="list-style-type: none"> • Council is encouraged to review the Urban Renewal Neighbourhood Zone and associated overlays and general policy and advise whilst finalising this DPA whether they provide an appropriate policy framework for the site, as anticipated through the DPA. • If changes are proposed to the DPA following consultation, the Department will review the proposed Code zoning to reflect the final DPA outcomes. <p>Mapping has not been received and should be supplied prior to approval.</p> <ul style="list-style-type: none"> • UN/1 Overlay 2a – Please add new height limit to existing legend (either as a new entry or an amendment to 	<p>Support noted.</p> <p>Council has reviewed the Urban Renewal Neighbourhood Zone and associated overlays and general policy, and whilst this may reflect the general intent of the proposed DPA policy for the core area, it does not appropriately reflect the different nature, density and built scale for the proposed perimeter development.</p> <p>The draft Urban Renewal Neighbourhood Zone includes a range of policy to provide regard for locating taller buildings away from the site perimeter, appropriate road and boundary setbacks to reinforce appropriate streetscapes and manage impacts to adjoining residential development. However, the DPA provides for a nuanced contextual detailed approach to be specific about the limits and extent of greater building height, designating setbacks and enhanced landscape provisions that are not adequately or clearly reflected.</p> <p>This detailed policy needs to be reflected by the Code.</p> <p>Un/1 Overlay 2a – the legend has been amended.</p> <p>Mapping has been provided to the Department.</p>	<p>Council acknowledges the complexity of the transition to the Code. Once a Council determination is made with respect to the final content of the DPA, administration will liaise with DPTI staff to achieve the most appropriate transition outcome.</p> <p>The potential approaches to the transition to the Code are discussed in detail within Attachment G of the SCPA Report.</p>

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Sub No.	Agency	Submission Summary	Comment	Response
		<p>the 20m – 22m legend item, ie 17.5m – 22m).</p> <p>Comments not incorporated into the DPA should be discussed with DPTI.</p>		
5.	SA Water	<p>Water and sewer services are currently provided to the subject area:</p> <ul style="list-style-type: none"> • Both may require extension/augmentation to accommodate future generated demands • Information in the DPA will be incorporated into SA Water's planning process • Development shall have no deleterious effects on water or the natural environment • Required extensions of infrastructure are assessed on individual commercial merits <p>Discharge of trade waste will be subject to suitable permits and charges.</p>	Noted.	No action required.
6.	Department of Environment and Water (DEW)	<p>Thank you for opportunity to comment.</p> <p>Investigations on potential stormwater flooding noted.</p> <p>Investigations into potential riverine flooding not undertaken; and that the Development Plan contains limited riverine policies that focus on 1 in 100 year average return interval flood event (1% AEP event).</p> <p>The site falls within the Brown Hill Keswick Creek (BWK) floodplain; DEW has reviewed the BHKC Stormwater Management Plan (SMP) that shows</p>	<p>Noted</p> <p>Noted</p> <p>Wallbridge Gilbert Aztec (WGA) advise that this is incorrect, and the affected area lies within the Sturt River catchment according to Council's flood mapping.</p> <p>WGA investigations were based on desktop assessment using Council's flood mapping information that was undertaken as part of the Sturt River Stormwater Management Plan. Therefore, no further flood plain modelling for this site is necessary.</p> <p>Council's available flood mapping for the region is in draft format and not for public release. Council</p>	<p>As part of the investigations for the DPA, Wallbridge Gilbert Aztec (WGA) assessed flood hazard and advised that under the accepted current standards - the 1% AEP event, no flood hazard was present. DEW agree this position.</p> <p>As part of transition to the Planning and Design Code, the Commission proposes to include flood hazard mapping and data within an Overlay. Policies in the Overlay will seek performance assessment of flooding issues against a more standardised set of assessment criteria.</p> <p>No further action required.</p>

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		<p>expected flood extent before proposed mitigation actions. DEW understand some of the mitigation actions may have been completed but does not know the extent of completed actions. DEW acknowledges it is difficult to interpret mapping at a local scale.</p> <p>It is inferred from the SMP that the site and surrounds would be flood free in a 1% AEP event but inundated in rarer events (e.g. 0.2% AEP event), in which case evacuation is likely to be difficult. Limited warning time is expected before inundation.</p> <p>Given aged care occupants are vulnerable in terms of independent action, higher finished floor levels should be adopted, and consideration should be given to a more conservative flood event water surface elevation to set the finished floor levels, such as the 0.2% AEP or Probable Maximum Flood (PMF). Consideration should also be given to the appropriate free board to be adopted.</p> <p>The Planning and Design Code continues the 1% AEP event however national guidelines suggest in the case of vulnerable communities, the 0.2% AEP event or PMF, should also be considered.</p> <p>Recommend Council undertakes investigations into potential riverine flooding (drawing on BHKC flood mapping and other studies) to determine flood hazard to inform development policy and the form of future development (e.g. finished floor levels, orientation of road</p>	<p>requirements are seeking protection for 100 year ARI flood event. Furthermore, it is noted that flooding emanates from urban flooding not riverine flooding.</p> <p>DEW has suggested more conservative national standards be applied to the flood hazard assessment due to older persons being considered a vulnerable community.</p> <p>WGA advise that adopting a risk based approach, the time it takes for flood waters to peak at the locality would be a matter of hours. Therefore, there is time to respond and move residents to upper levels or elsewhere if floodwaters exceeded 1% AEP levels. On this basis, WGA suggest the risks to residents are quite low.</p> <p>Council notes that the rezoning may not result in a change of land use, and the affected area is currently used for aged care accommodation.</p> <p>Council requirements and technical standards are further assessed at the development assessment stage. This provides appropriate flexibility given there are multiple technical solutions to flood risk (such as increased finished floor levels). No change to existing Council policy is required.</p>	

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Sub No.	Agency	Submission Summary	Comment	Response
		transport access) and possible conditions of development approval (e.g. flood response and evacuation plans). DEW does not wish to be heard at the public meeting.		

Attachment D – Timeframe Report

SCPA Timeframe Report: Process B – without consultation approval / 1 Step

The SOI was agreed by the Minister and Council on 6 August 2019.

Key steps	Period agreed to in SOI	Actual time taken	Reason for difference (if applicable)
Investigations conducted and DPA prepared	10 weeks	11 weeks and 4 days 6 August 2019 - Statement of Intent (SOI) agreed to by the Minister 21 October 2019 – City Strategy & Development Policy Committee considered the draft DPA for public consultation 28 October 2019 Council endorsed the draft DPA for public consultation	Timeframe reflects lead-time for Council agenda items - meetings
Agency and public consultation period (report on any delays incurred by agencies)	8 weeks	9 weeks 14 November 2019 to 16 January 2020 formal consultation period	Time extended to reflect public holiday and holiday period
Public Hearing held, submissions summarised and DPA amended in accordance with Council's assessment of submissions. <i>Summary of Consultations and Proposed Amendments</i> submitted to Minister for approval.	15 weeks	6 weeks and 1 day 10 February 2020 Public Meeting held 16 March 2020 City Strategy and Development Policy Committee considered the SCPA report 24 March 2020 Council endorsed SCPA and the Amendment for Ministerial approval	Timeframe reflects Minister's direction on transition to the Planning and Design Code

Attachment E – Schedule 4A Certificate

Schedule 4a Certificate

CERTIFICATION BY COUNCIL'S CHIEF EXECUTIVE OFFICER

DEVELOPMENT REGULATIONS 2008

SCHEDULE 4A

Development Act 1993 – Section 25 (10) – Certificate - Public Consultation

CERTIFICATE OF CHIEF EXECUTIVE OFFICER THAT A DEVELOPMENT PLAN AMENDMENT (DPA) IS SUITABLE FOR THE PURPOSES OF PUBLIC CONSULTATION

I Peter Tsokas, as Chief Executive Officer of City of Unley, certify that the Statement of Investigations, accompanying this DPA, sets out the extent to which the proposed amendment or amendments-

- (a) accord with the Statement of Intent (as agreed between the City of Unley and the Minister under section 25(1) of the Act) and, in particular, all of the items set out in Regulation 9 of the *Development Regulations 2008*; and
- (b) accord with the Planning Strategy, on the basis that each relevant provision of the Planning Strategy that related to the amendment or amendment has been specifically identified and addressed, including by an assessment of the impacts of each policy reflected in the amendment or amendments against the Planning Strategy, and on the basis that any policy which does not fully or in part accord with the Planning Strategy has been specifically identified and an explanation setting out the reason or reasons for the departure from the Planning Strategy has been included in the Statement of Investigation; and
- (c) accord with the other parts of the Development Plan (being those parts not affected by the amendment or amendments); and
- (d) complement the policies in the Development Plans for adjoining areas; and
- (e) satisfy the other matters (if any) prescribed under section 25(10)(e) of the *Development Act 1993*.

The following person or persons have provided advice to the council for the purposes of section 25(4) of the Act:

David Brown, Principal Policy Planner, City of Unley
Sarah Gilmour, Senior Consultant, Holmes Dyer Pty Ltd

DATED this 30th day of October 2019



Chief Executive Officer

Attachment F – Schedule 4B Certificate

Schedule 4B—Certificate—section 25(14)(b)

Certificate of chief executive officer that an amendment to a Development Plan is suitable for approval

I, Peter Tsokas, as Chief Executive Officer of City of Unley, certify, in relation to the proposed amendment or amendments to Unley (City) Development Plan as last consolidated on 19 December 2017, referred to in the report accompanying this certificate—

- (a) that the Council has complied with the requirements of section 25 of the Development Act 1993 and that the amendment or amendments are in a correct and appropriate form; and
- (b) in relation to any alteration to the amendment or amendments recommended by the Council in its report under section 25(13)(a) of the Act, that the amendment or amendments (as altered)—
 - (i) accord with the Planning Strategy, on the basis that each relevant provision of the Planning Strategy that relates to the amendment or amendments has been specifically identified and addressed, including by an assessment of the impacts of each policy reflected in the amendment or amendments against the Planning Strategy, and on the basis that any policy which does not fully or in part accord with the Planning Strategy has been specifically identified and an explanation setting out the reason or reasons for the departure from the Planning Strategy has been included in the report of the Council; and
 - (ii) accord with the other parts of the Development Plan (being those parts not affected by the amendment or amendments); and
 - (iii) complement the policies in the Development Plans for adjoining areas; and
 - (iv) satisfy the other matters (if any) prescribed under section 25(14)(b)(ii) of the Development Act 1993; and
- (c) that the report by the Council sets out a comprehensive statement of the reasons for any failure to complying with any time set for any relevant step under section 25 of the Act; and
- (d) that the following person or persons have provided professional advice to the Council for the purposes of section 25(13)(a) of the Act:

David Brown, Principal Policy Planner

Paul Weymouth, Senior Planner

Date:

.....

Chief Executive Officer

Attachment G – Additional Matters and Investigations

Norman Terrace Everard Park Regeneration Development Plan Amendment (DPA)

Attachment F has been prepared to assess and respond to the matters raised through consultation and includes a review of strategic context for the DPA; assessment of key planning issues; discussion of other matters arising from the consultation; and recommended changes to the DPA.

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1. Introduction
2. Purpose for the DPA
3. Strategic Context for the DPA
 - 3.1. Planning Strategy
 - 3.2. State Planning Policies for South Australia
 - 3.3. Council's Community Plan 2033
 - 3.4. Council's Active Ageing Strategy
4. Post Consultation: Key Issues Assessment
 - 4.1. Building height
 - 4.2. Density and built form
 - 4.3. Landscape and streetscape character
 - 4.4. Traffic and car-parking
 - 4.5. Transition to the Planning and Design Code
5. Post Consultation: Other Matters
 - 5.1. Model of aged care and recent aged care findings
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6. Summary of recommended changes

1. Introduction

The draft Norman Terrace Everard Park Regeneration Development Plan Amendment (DPA) was released for public consultation on 14 November 2019 and closed on 16 January 2020 (extended period due to the holiday period).

As a result of consultation, 302 written community submissions and six government agency submissions were received. A public meeting was held 10 February 2020 at which 23 members of the public spoke to their written submission.

In finalising a response and alternatives for amendments to the draft DPA, matters raised through consultation have been further assessed to provide guidance to the City of Unley *City Strategy and Development Policy Committee* which is appointed for the purposes of Section 25(11)(c) of the *Development Act 1993*, to consider representations and provide advice to Council in relation to the consultation process.

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The Summary of Consultation and Proposed Amendments (SCPA) Report and revised draft Norman Terrace Everard Park Regeneration DPA is to be presented to the *City Strategy and Development Policy Committee* on 16 March 2020 for recommendations to the *Unley Council* on 23 March 2020. Following *Council* determination of final SCPA Report a revised (as necessary) DPA and all documentation (including copies of all submissions) will be submitted to the Minister for Planning for review and determination.

2. Purpose for the DPA

The purpose of the draft Development Plan Amendment (DPA) is to facilitate rezoning of the affected area to create a policy framework that aligns with the requirements of the State Planning Strategy and Policies, accords with council strategic plans and addresses increasing demand and need for housing diversity (created by demographic growth and change).

The strategic approach focusses on increased density (and height) on main road and public transport corridors and sensitive opportunities whereby the majority of the neighbourhoods and existing character can be maintained while achieving the overall required growth and diversity. The location and site have been identified in strategy plans as an appropriate area providing an opportunity for comprehensive redevelopment of existing out-dated and atypical building stock on a large single consolidated site adjacent to the open tramway corridor.

The rezoning contributes to providing flexibility for contemporary residential development, aged care accommodation and services that can respond to the needs for growth and diversity.

3. Strategic Context for the DPA

3.1 Greater Adelaide Planning Strategy

The *30 Year Plan for Greater Adelaide 2017 Update* (the Planning Strategy) seeks to balance greenfield development with infill development and thus provides focus on increasing densities within existing areas.

The draft DPA aligns with the following guiding targets of the Planning Strategy:

- 85% of all new housing in metropolitan Adelaide will be built in established urban areas by 2045 (Target 1)
- 60% of all new housing in metropolitan Adelaide will be built within close proximity to quality public transport (rail, tram, O-Bahn and bus) by 2045 (Target 2)
- Urban green cover is increased by 20% in metropolitan Adelaide by 2045 (Target 5)
- Increase housing choice by 25% to meet changing household needs in Greater Adelaide by 2045 (Target 6).

The DPA provides for a diversity of alternative and smaller housing opportunities, including older and aged accommodation, and recognises need for green space with an increased minimum of 15% deep soil and tree canopy cover.

3.2 State Planning Policies for South Australia

In 2019 State Planning Policies (SPP) for South Australia were adopted under the *Planning, Development and Infrastructure Act 2016*. The SPP Planning Policies are the highest-level policy in the planning system and address the economic, environmental and social planning priorities for South Australia.

State Planning Policy 6: Housing Supply and Diversity - Our planning system must enable the sufficient and timely supply of land and a variety of housing choices at appropriate locations. With the changing composition of our community and our desire to live more sustainably, our housing supply needs to become more diverse in both metropolitan Adelaide and regional township locations.

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The Policy seeks more diverse housing supply, including ancillary dwellings e.g. granny flats, dependent accommodation e.g. nursing homes and assisted living accommodation, age-specific accommodation e.g. retirement villages and student accommodation and small lot housing types and apartments.

3.3 City of Unley Community Plan 2033

The City of Unley Community Plan 2033: A Community of Possibilities, is aligned with the State Planning Strategy and includes a commitment by Council to be an Age Friendly City, including a goal to create a city for people of all ages and abilities.

‘Community Living’ is one of four themes in the Plan with the following goal: ‘People value our City with its enviable lifestyle, activities, facilities and services.’ A key strategy within this theme is the ‘City meets the needs of all generations’.

The City of Unley Community Plan 2033 in needing to align with the State’s Greater Adelaide Planning Strategy sought maintenance of the majority of neighbourhood areas while addressing required growth and density along main road corridors and discrete areas, including the Affected Area.

The DPA Statement of Intent, approved by the Minister for Planning, outlined the Residential Character, Growth Areas and Council-wide Residential Policy Development Plan Amendment of 2015 which included higher density for the Affected Area. This western area ultimately did not proceed post-consultation and was removed from the DPA approved in July 2017.

Community Plan 2033 – Planning Strategy



Residential DPA (2015) – Proposal



Implementation of the Community Plan 2033 is via the City of Unley Four Year Delivery Plan 2017 – 2021. The Delivery Plan identifies Council will continue to advocate for improved planning policy for housing diversity and deliver on its Active Ageing Strategy.

3.4 Council’s Active Ageing Strategy

The City of Unley has also endorsed an Active Ageing Strategy, as part of a commitment to the World Health Organisation’s Global Network of Age Friendly Cities and Communities (signatory in 2012). A key guiding principle of the Strategy is the right to age in place, so people can remain in Unley for as long as they wish.

The Strategy encourages a service alliance which includes strengthening the network of key health and support service providers to partner with the City of Unley in implementing the actions in the Strategy and identifying challenges and opportunities to better meet the needs of residents as they age.

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Housing is a key focus area of the Strategy (focus area 3) with a goal that affordable and accessible housing is available to meet the needs of residents throughout their lives. The Strategy notes Council's role in promoting and advocating for the provision of modern models of residential aged care in Unley.

4. Post Consultation: Key Issues Assessment

As a result of the consultation process, a range of key issues were highlighted and the following specific assessment has been conducted, in relation to:

- 4.1 Building height
- 4.2 Density and built form
- 4.3 Landscape and streetscape character
- 4.4 Traffic and car-parking
- 4.5 Transition to the Planning and Design Code

Following consideration and determination by Council of the Summary of Consultation and Proposed Amendments (SCPA) Report, a correspondingly revised draft Norman Terrace Everard Park Regeneration DPA will be prepared for submission to the Minister for Planning.

Key Issues Assessment

4.1 Building height

The affected area is in an area of low residential density generally of single storey detached dwellings and mixture of examples of existing 2 and 3 storey development through the area but primarily adjacent to the tramway and towards South Road. The interface with the City to Glenelg tram (tram overpass) and separation from opposite development also provides context for an increase in height along Norman Terrace.

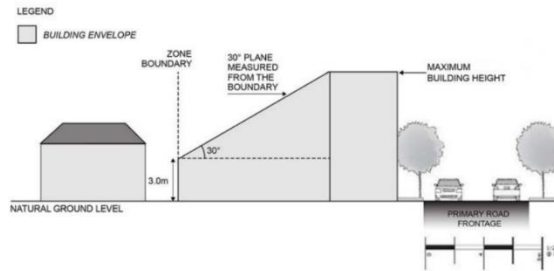
4.1.1 DPA Proposals

The draft DPA proposed building height of up to five storeys (building height limit of 17.5 metres) for a core portion of the affected area focused toward the Norman Terrace frontage and centrally to the site. Height is limited to 2 storey development (building height limit of 8 metres) at the interface with Ross Street and Fourth Avenue. The proposed building heights were derived by the relevant South Australian Planning Policy Library (SAPPL) policy module and existing Residential Regeneration Zone in the Unley (City) Development Plan (which contemplates up to five storeys in specified Policy Areas) and the context of the size of the site and location.

Provisions in relation to height form part of a complementary suite of policies including building setbacks and landscaping provisions, eg minimum setback from Norman Terrace of 6 metres and the minimum setback from Ross Street and Fourth Avenue of 5 metres. In addition, the policy seeks development should make a positive streetscape contribution. Further no 3 to 5 storey building should extend closer than 30 metres to Ross Street and Fourth Avenue. Proposed maximum site coverage for the site is 50 per cent, with a minimum of 15% area for deep soil and tree canopy.

Existing Council-wide policy in relation to building envelope and setbacks apply such that building height is restricted along the western zone boundary, in accord with Principle of Development Control 25 of the Residential Development Section, as follows:

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To demonstrate the interaction of proposed building height, setbacks and building envelope provisions, the following plan was available for the consultation period. The plan shows the possible envelope extent (not building footprint) of heights on the site, within which the maximum site coverage and tree canopy cover/deep soil zones would apply.



4.1.2 Agency Feedback

The Office for Design and Architecture (ODASA) support the proposed intent of DPA building height, together with a building height of up to 8 metres (2 storeys), setbacks and landscaping at the interface with Ross Street and Fourth Avenue as a transition down in scale to the existing adjacent built form; and encourage Council to consider how this could be achieved in practice (refer to discussion under Key Issue 3 - Density and built form below).

The SA Housing Authority is of an opinion that the same reasoning for increased density that applies to the affected area applies to the South Australia Housing Trust assets on Norman Terrace due to location near the tram stop and zoning along South Road.

Department of Planning Transport and Infrastructure (DPTI) support an increased height and through the transition to the Planning and Design Code (refer to discussion under Key Issue 5 - Transition to the Planning and Design Code).

4.1.3 Community Feedback

Five storey building height does not meet with community concern of appropriate development in the location. Issues included a change to streetscape character for Norman Terrace, potential for overshadowing and impacts on visual amenity. Some respondents indicated a strong preference for one or two storeys along Norman Terrace, while three or four storeys on part of the affected area was acceptable to other respondents. Heights of one to two storeys at the interface with Fourth Avenue and Ross Street was generally acceptable.

Refer to discussion below and under Key Issue 2 – Density and built form.

4.1.4 Council Review and Options

The proposed height adjacent to a transit corridor aligns with the Planning Strategy (*30 Year Plan for Greater Adelaide*) and is based on the SAPPL policy template.

The proposed draft DPA endeavoured to provide a balanced approach to strategic development, open space and interface management for the affected area.

In response to community concern, further analysis of building heights has been undertaken in regard to:

- balance of interaction between building height, setbacks, mass, site coverage, building envelope and provisions for tree canopy cover, deep soil zones and landscaping as currently proposed;
- a transition down in scale to the existing adjacent built form on Ross Street and Fourth Avenue;
- overshadowing and visual amenity particularly related to proposed height on Norman Terrace;
- relief of building mass to the Norman Terrace frontage in response to community concerns (refer Section 4.1.3).

Ross Street and Fourth Avenue

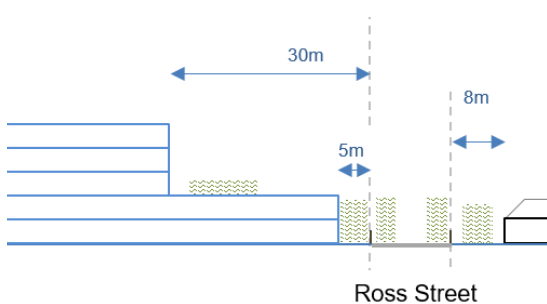
The limited height and nature of development to the perimeter (Ross Street and Fourth Avenue) is aimed at affording a reasonable transition at the interface with the surrounding area and form of development in respect to building mass, spacing, overshadowing and landscaping.

General planning design policy provides for individual building articulation to mitigate overall mass and visual dominance. Relief to top level(s) through recessed setbacks and lightweight appearance are typical approaches. Further confirmation of such detailed relief could be provided through a specific policy to reinforce this matter.

A potential reduced height (4 storey) and recessed (2.5 metres) building top level(s) articulation would mitigate views and visual intrusion of the larger building mass further.

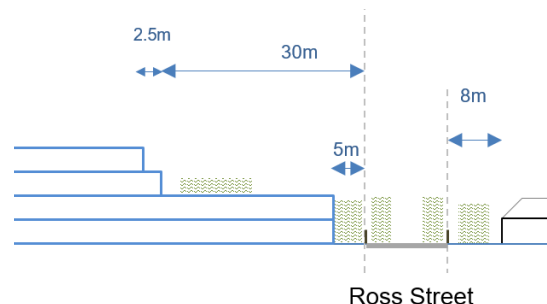
Proposed (5 storey)

Building Height policy envelope



Alternative 2 (4 storey and recessed)

Building Height policy envelope



Within the overall planning policy envelope, there will be separated building elements to provide for individual buildings and rooms with access to light and air, maintain a limit to the 50% site cover and provide for other key spaces, including the 15% deep soil and tree canopy area, vehicle and pedestrian access, roadways and paths, service areas, parking and the like.

The greater height within the core provides for a density and building scale that could support under building vehicle parking and optimisation of the outdoor spaces for more soft landscaping.

Overshadowing and built form

Overshadowing is similarly limited by setback relief from boundaries relative to height.

Overshadowing is addressed by existing general design policy. Exact impacts will be

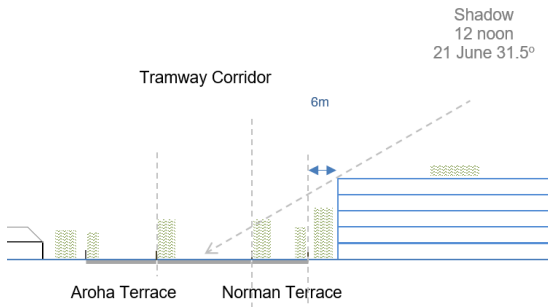
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reviewed, assessed and unreasonable implications mitigated during a future specific Development Application proposal assessment process.

To the south at the winter solstice the extent of shadow would not extend beyond the tramway corridor, eg indicated below, and more so be limited as height is reduced and top levels recessed.

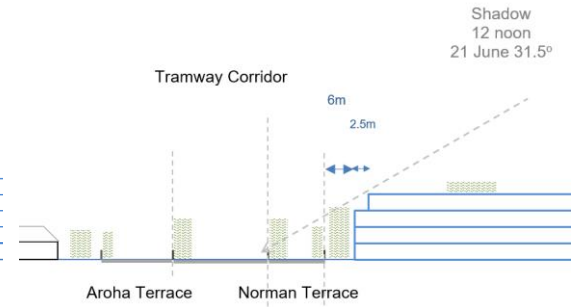
Proposed (5 storey)

Overshadowing to south / tramway



Alternative 2 (4 storey and recessed)

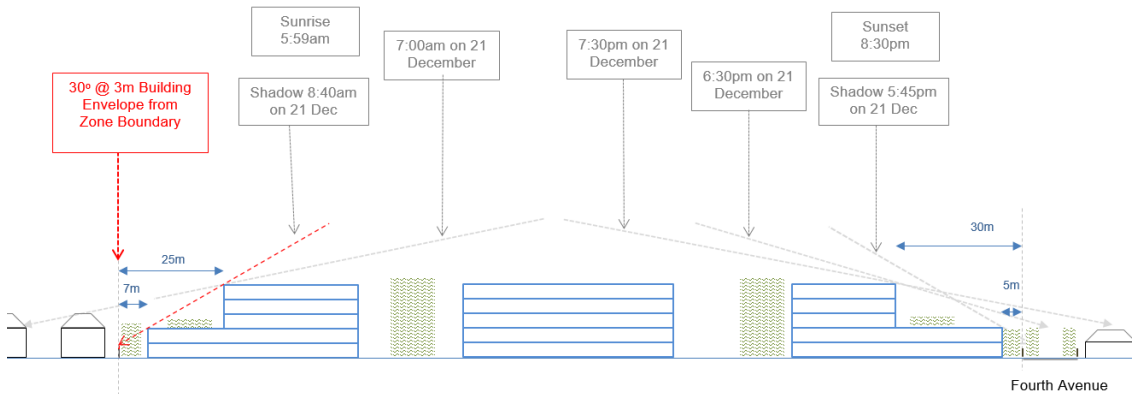
Overshadowing to south / tramway



To the east and west overshadowing is limited to the early and late portions of the day, including the summer solstice, eg as indicated below, given the large setbacks and relief from the perimeter of the site of higher building elements.

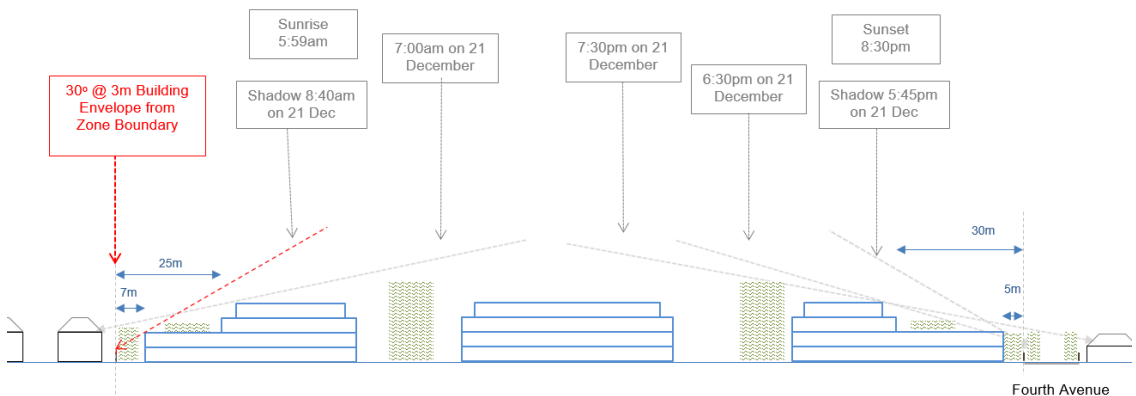
Proposed (5 storey)

Overshadowing to east / west (indicative)



Alternative 2 (4 storey and recessed)

Overshadowing to east / west (indicative)



The original proposed 5 storey core area height had regard to the interface and relationship

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with the context and adjoining development through significant setbacks. The increased height provides for increased density with flexibility for providing good surrounding spaces for site layout, under building parking, landscaping and amenity.

The related height in metres is calculated from South Australian Planning Policy Library (SAPPL) template policy designation of 3.5 metres floor to floor for residential development, with 4.5 metres for commercial ground floors and future adaptability. In this instance, the primarily residential use led to use of 3.5 metres for all floors which equates to the 17.5 metres, unlike the usual 18.5 metres in mixed use zones.

In recognition of community concerns about the level of change and implications that a 5 storey building height represents, a reduction to 4 storey could likely achieve a similar density outcome and reasonable flexibility for site layout, under building parking, landscaping and amenity. Accordingly, the building height in metres would be correspondingly reduced to 14.0 metres. At 14.0 metres 4 storeys with a greater 4.4 metres ground floor could practically still be reasonably accommodated with 3 upper residential levels at 3.2 metres (9.6 + 4.4 = 14.0 metres).

Further reduced height to 3 storeys would reduce density outcome and lead to buildings spreading further across the site, loss of scale likely compromise under building parking leading to more grade parking and challenge the achievement of open spaces, landscaping and amenity.

To reinforce the proposed configuration of potential development on the site, street setbacks, building heights and defined setbacks of core area building height the introduction of a Concept Plan would be an effective way of conveying key policy. While DPTI currently are reluctant to include many Concept Plans in the transition to the Code there has been recognition that they are effective where there is non-cadastral definition of policy parameters, eg height. Further, the Building Interface Envelope is absent in many proposed zones and the general policy for medium rise development whereby simple reflection in a Concept Plan of the reduced height at the interface would confirm desired situation. The City of Unley has sought and argued in its submission on the Code that an expanded range of existing Concept Plans addressing such scope need to be included. Also, the inclusion of the Building Interface Envelope for all scenarios has been argued plus change to 30 degrees (in lieu of standard 45 degrees) to reflect the current Development Plan (Unley) policy. Refer to discussion under Key Issue 5 – Transition to the Planning and Design Code.

Public Notification of future Development Applications has been raised in some submissions with concerns about limiting the extent of public notification for types of development envisaged by the DPA.

The City of Unley Development Plan currently assigns forms of development envisaged through this DPA (i.e retirement village, nursing home) generally requiring Public Notification. Given, the SAPPL template policy model, and that proposed policy framework includes policy to manage key aspects of development such as setbacks, interface and building heights, it is considered reasonable that envisaged developments meeting the key policy allowance are assessed as Category 1 forms of Development (No Public Notification).

The general policy has been amended by applying specific new policy to the proposed Norman Terrace (Residential Regeneration) Policy Area 26.

Envisaged development such as aged persons accommodation, residential flat building, rest home and retirement village are classified as Category 1 with some exceptions such that development of three or more storeys that is within 30 metres of Ross Street and Fourth Avenue, or less than other specific road and boundary setbacks, is to be publicly notified as Category 2 (direct advice to properties adjoining site and within 60 metres). Refer to discussion under Key Issue 5 – Transition to the Planning and Design Code.

4.1.5 Recommended Changes

Alternative 1 – 5 storey in core area, with recessed upper levels

Maintain the proposed five storey building height with recessed fourth and fifth stories through amendments to Norman Terrace Policy Area 26:

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- Insert new Principle of Development Control (PDC) to recess fourth storey building element a minimum 2.5 metres from the face of the Norman Terrace building face (ie fourth storey setback 8.5 metres from Norman Terrace);
- Insert new PDC to recess fifth storey building element(s) a minimum of 5 metres from the face of the Norman Terrace building face (ie fifth storey setback 11 metres from Norman Terrace).

Alternative 2 – 4 storey in core area, with recessed top level (recommended)

Reduce proposed building height in core area to 4 storey with recessed fourth top storey through amendments to Norman Terrace Policy Area 26:

- Amend PDC 3 to reduce building form from 3 to 5 storeys to 3 to 4 storeys;
- Amend PDC 5 to reduce maximum wall height from 17.5 metres (5 storeys) to 14 metres (4 storeys);
- Insert new PDC to setback any 4 storey building element 2.5 metres from the face of the building;
- Amend desired character to reflect 4 storey building height;
- Remove amended Map Un/1 (Overlay 2a) as existing height of 15 metres allowed without Airport referrals;
- Amend Table Un/8 – Assignment of Categories for Public Notification Purposes, Part 1: Category 1 Development (to reflect amendments to height – setbacks).

Alternative 3 – 3 storey

Reduce proposed building height in core area to 3 storeys through amendments to Norman Terrace Policy Area 26:

- Amend PDC 3 to reduce building form from 3 to 5 storeys to 2 to 3 storeys;
- Amend PDC 5 to reduce maximum wall height from 17.5 metres (5 storeys) to 10.5 metres (3 storeys);
- Amend desired character to reflect 3 storey building height;
- Remove amended Map Un/1 (Overlay 2a) as existing height of 15 metres allowed without Airport referrals;
- Amend Table Un/8 – Assignment of Categories for Public Notification Purposes, Part 1: Category 1 Development (to reflect amendments to height – setbacks).

Alternative 4 – Do not proceed with DPA

Council could request that the Minister for Planning not proceed with the DPA.

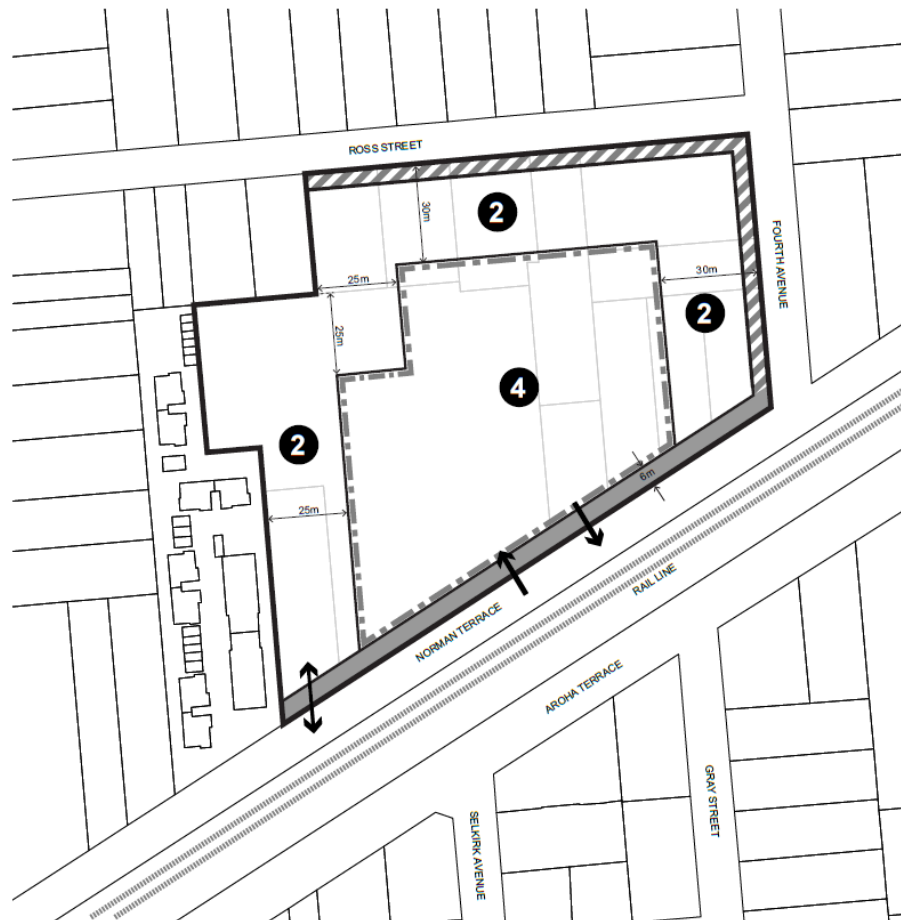
This would leave the existing majority Residential RB350 Zone and partial Residential Streetscape (Built Form) Zone in place for the Affected Area.

The Minister for Planning has ultimate discretion to accept if the DPA should not proceed, and notwithstanding request, can determine to proceed with the proposed DPA, with or without amendments (as raised in response to consultation or own amendments).

Other Consequential Amendments

- Insert new Concept Plan Map Un/12 Norman Terrace Policy Area that shows maximum building heights and minimum setbacks for the affected area.
 - Amend Objective 2 in Norman Terrace Policy Area 26 to reference new Concept Plan Map Un/12 Norman Terrace Policy Area.
-

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- ↔ Primary desired / consolidated vehicle access/egress
- ➔ In only / out only vehicle access
- Ground level setback*
- ▨ 5m setback
- ▩ 6m setback
- Maximum building height*
- 2 2 storey (8m) / low density (minimum 15% deep soil)
- 4 4 storey (14m) / medium/high density (minimum 15% deep soil)
- ▨ 4 storey level recessed 2.5m
- Concept Boundary

Scale 1:1,500
 0 50metres

UNLEY (CITY)
NORMAN TERRACE POLICY AREA
Concept Plan Map Un/12

4.2 Density and built form

The affected area is bound to the north by Ross Street and to the east by Fourth Avenue, Everard Park. This effectively continues or creates a zone boundary at these interfaces (noting most of Ross Street is already a zone boundary to the Residential B350 Zone). The adjoining zone is Residential Streetscape (Built Form) Zone of the Unley Development Plan which is a low density zone distinguished by common “streetscape attributes” that make up the variable, but coherent streetscape pattern(s) within the zone. The planning context for this interface with the affected area is notably different compared with the interface provided by the tram line to the south and existing built form to the west of the affected area.

4.2.1 DPA Proposals

The DPA proposes low rise scale development facing Fourth Avenue and Ross Street and dwellings, to make a positive contribution to streetscape through building form and landscaping. Garaging for dwellings should be designed as an integrated component of the building to minimise the visual impact on the streetscape and to seek to minimise the number of vehicle crossovers in Ross Street and Fourth Avenue. An open garden character and 2 to 3 metre perimeter landscaping is proposed to Ross Street and Fourth Avenue and between groups of dwellings fronting those roadways.

Together with the specific Zone and Policy Area content within the DPA, regard must be given to the range of other general design policy in the Development Plan, including for example Council-wide policy for **Residential Development, Medium and High Rise Development (3 or more Storeys)** and **Interface Between Land Uses** apply, which address compatible development design, building articulation, amenity (eg noise, emissions, light spill), overlooking, overshadowing, landscaping in relation to building design and appearance and local context.

4.2.2 Agency Feedback

The Office for Design and Architecture (ODASA) welcome the focus on high-quality design as it supports the intent of SA’s new planning system under the *Planning, Development and Infrastructure Act 2016*, which recognises high-quality design as one of the seven Principles of Good Planning.

ODASA support proposed building height of up to 8 metres (2 storeys) at the interface with Ross Street and Fourth Avenue as a transition down in scale to the existing adjacent built form; and encourage Council to consider how this could be achieved in practice. A contextual analysis with a development application is one method used interstate. Other tools include design guidelines or diagrams that illustrate place-specific responses; and may assist with development assessment.

ODASA encourage Council to provide definitions for terms that may be open to interpretation such as: ‘Distinctive and high urban design quality’ in relation to buildings (Objective 2, Attachment A, page 8).

DPTI also seek the Affected Area to be included as an Affordable Housing Designated Area in Map Un.1 (Overlay 5a).

4.2.3 Community Feedback

Height of one to two storeys is generally seen to be in keeping with the existing lower rise residential development at the interface of the affected area and in the location. There is reasonable expectation that buildings facing Fourth Avenue and Ross Street will be complementary to existing residential built form and not grouped together into large ‘blocks’ (refer to discussion under Key Issue 3 – Landscaping and streetscape character).

The larger scale development should also afford respect for the general context of the location and incorporate detailed design measures to address building mass and design.

4.2.4 Council Review and Options

The proposed DPA includes policy that seeks development having a complementary built form facing Ross Street and Fourth Avenue.

In response to community concern and agency feedback, the proposed policy framework has been reviewed in regard to:

- improve policy expression in relation to density and built form of development facing Ross Street and Fourth Avenue;
- provide policy that is complementary to but does not seek to replicate policy in the adjoining Residential Streetscape (Built Form) Zone;
- reinforce existing Council-wide provisions regarding the design and appearance of buildings;
- facilitate a local contextual analysis being undertaken and submitted at the development assessment stage.

The intent and expression for the Policy Area provides for a lower scale of development to the perimeter and nature of development and density to complement the Ross Street and Fourth Avenue frontages. To reinforce the low density and complementary form of development, the respective policy provisions on density (dwelling site areas) and composition of building elements to emulate that within these streets should be revised and enhanced.

A range of general design policy provisions apply to development supporting regard for context and compatible nature. Increased landscaping could be reinforced by affirming a minimum of 3 metres for landscaping within street setback frontages.

Policy Area 16 of the Residential Regeneration Zone of the Unley Development Plan includes PDC 7 which speaks directly to design elements for buildings of larger scale or with long or large facades, that is appropriate to model policy on for Norman Terrace Policy Area 26, as follows:

7 Buildings of larger scale or with long or large facades should incorporate design elements including varying composition, setbacks and articulation to breakdown and disguise bulk, create interest and relieve visual intrusion to streets, adjoining land and public perspectives.

Further, the potential revised policy detail to specifically reinforce the recessing of the top levels of larger buildings will contribute to mitigating presence and mass of larger buildings. Refer to discussion under Key Issue 1 – Building height.

General policy on design is also applicable to any development and the implications to existing residential areas regarding from overlooking, overshadowing, light spill, emissions, landscaping, to address reasonable levels of amenity.

The suggestions by ODASA for 'definitions' and a 'contextual analysis report' are governed by the regulations and SAPPL policy templates maintained by DPTI and the Minister. Council is not in a position to provide for these. This is similarly the case for the new Planning & Design Code. Inclusion of definitions and requirement for contextual analysis report for major development and development over 2 storey would be beneficial and supported.

A specific Design Context Report for Significant or New Residential Development in the *Residential Historic Conservation and Streetscape (Built Form) Zones* of the Unley Development Plan pursuant to the *Development Regulations 2008*, Schedule 5 'Requirements as to plans and specifications', Part 2B —'Additional requirements for City of Unley in certain cases'. No such 'head power' exists for the *Residential Regeneration Zone* in the *Development Regulations 2008*.

The need for contextual analysis is dealt with in that there is a need to illustrate relationship to site and area of a proposed development, in respect to the Unley Development Plan combination of Objectives, Desired Character and Principles of Development Control.

It is appropriate that as a higher density area it be included as an Affordable Housing Designated Area in the Affordable Housing Map Un/1 (Overlay 5a) to encourage housing diversity and a minimum of 15% affordable housing.

4.2.5 Recommended Changes (shown in red)

Density

- Amend Principle of Development Control (PDC) 6 in Norman Terrace Policy Area 26 to provide further definition regarding acceptable density and nature of development fronting Ross Street and Fourth Avenue, as follows:

6 A dwelling should be designed in accord with the following parameters:

Dwelling type	Site area per dwelling (square metres)	Site area per dwelling for large allotments of >2000 square metres (square metres)	Minimum frontage width* (metres)
Dwelling	180 minimum 300 minimum ⁺	100 minimum 285 minimum ⁺	8
Residential flat building	120 minimum (average) 300 minimum (average) ⁺	80 minimum (average) 285 minimum (average) ⁺	20

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

+ Minimum site area for dwellings in low density area fronting Ross Street and Fourth Avenue.

Local context

- Insert new Desired Character statement in Norman Terrace Policy Area 26, as follows:

Design responses may vary but are underpinned by local area context with sympathetic contemporary dwellings. Dwellings may be provided at densities higher than but complementary to adjoining development in lower density residential zones.

- Amend Principle of Development Control (PDC) 7 in Norman Terrace Policy Area 26 to include new part (b), as follows:

7 Development should provide a positive streetscape contribution by:

...

(b) providing a series of individual buildings with notable gaps, and articulation of building facades to reduce apparent building mass, in order to complement the streetscape character and built form composition in Ross Street and Fourth Avenue;

...

Built form

- Insert new Principle of Development Control (PDC) to provide further definition

regarding acceptable scale of development and to reinforce Objective 2 of Norman Terrace Policy Area 26, as follows:

- 9** Buildings of larger scale or with long or large facades should incorporate design elements including varying composition, setbacks and articulation to breakdown and disguise bulk, create interest and relieve visual intrusion to streets, adjoining land and public perspectives, and may include one or more of the following:
- (a) breaking of facades into horizontal and vertical elements
 - (b) materials and finishes complementary to the locality
 - (c) recessed elements that break the horizontal mass of structures
 - (d) located behind smaller-scaled buildings fronting Ross Street and Fourth Avenue.

Affordable Housing

- Replace Unley (City) Affordable Housing Map Un/1 (Overlay 5a) with an updated plan including the DPA Affected Area as an Affordable Housing Designated Area.
-

4.3 Landscape and streetscape character

Council has sought, through this DPA (and outside of this DPA process), to increase tree canopy cover across the affected area and more broadly the City of Unley. Landscaping also makes an important contribution to streetscape character (refer to discussion under Key Issue 2 – Built Form for further details regarding streetscape character and local context).

4.3.1 DPA Proposals

In relation to tree canopy cover, the DPA proposes to amend existing Council-wide policy (PDC 23) for Medium and High Rise Development (3 or More Storeys). PDC 23 currently states:

PDC 23 of the Medium and High Rise Development (3 or More Storeys) Section

- 23** *Deep soil zones should be provided to retain existing vegetation or provide areas that can accommodate new deep root vegetation, including tall trees with large canopies.*

One way of achieving this is in accordance with the following table:

Site area	Minimum deep soil area	Minimum dimension	Tree/ deep soil zones
<300m ²	10m ²	1.5 metres	1 small tree/10m ² deep soil
300-1500m ²	7% site area	3 metres	1 medium tree/30m ² deep soil
>1500m ²	7% site area	6 metres	1 large or medium tree/60m ² deep soil
Tree size and site area definitions			
Small tree:	< 6 metres mature height and < less than 4 metres canopy spread		
Medium tree:	6-12 metres mature height and 4-8 metres canopy spread		
Large tree:	12 metres mature height and > 8 metres canopy spread		
Site area:	The total area for development site, not average area per dwelling		

The DPA proposes to increase the minimum deep soil area for sites greater than 3,000m² from 7% of site area to a minimum of 15% of site area.

In relation to the affected area, the DPA proposed that development in Norman Terrace Policy Area 26 should provide a positive streetscape contribution. This includes Desired Character and Principle of Development Control 7, which states:

- 7** Development should provide a positive streetscape contribution by:
- (a) providing an open garden character and 2 to 3 metre perimeter landscaping to Ross Street and Fourth Avenue and between groups of dwellings fronting those roadways
 - (b) providing a high quality distinctive public streetscape along Norman Terrace
 - (c) siting and designing the garaging and parking of vehicles as a relatively minor element when viewed from the public realm and desirably located below ground in basement levels or located discretely to the rear and limiting the number of separate driveways.

4.3.2 Agency Feedback

The Office for Design and Architecture (ODASA) support proposed changes to the Council-wide deep soil zone provisions; and suggest Council consider increasing the number of large or medium trees required for sites >3000m² in PDC 23.

ODASA welcome the emphasis placed on landscaping and setbacks of between 5 and 6 metres from existing residential streets to enable positive contributions to streetscape character; and suggest Council consider strengthening associated definitions and policy to achieve landscape outcomes within the private realm.

ODASA encourage Council to provide definitions for terms that may be open to interpretation such as: ‘Generous landscaped grounds’ (Desired Character Statement, Attachment A, page 8).

4.3.3 Community Feedback

Community concern about a lack of green space and increase in hard surfaces; including exacerbation of urban heat effects. There is community expectation that the rezoning proposal appropriately respects existing streetscape character, including avenues of public street trees (on Council verges). There is interest in additional tree planting at the tram stop and a community garden.

4.3.4 Council Review and Options

The proposed DPA includes policy that seeks to amend current Council-wide provisions relating to deep soil planting zones to facilitate an increase in future tree canopy cover across the district. This is considered to substantially improve Council's response to urban heat.

The existing policy in the South Australian Planning Policy Library (SAPPL) for the provision of a minimum proportion of deep soil for tree planting in relation to Medium and High Rise Development (3 storeys or More) is a limited 7% and the policy amendment seeks a significant local variation outside of the SAPPL to more than double the provision to 15%.

Mitigating the impacts of climate change and responding to urban heat is consistent with the Planning Strategy (*30 Year Plan for Greater Adelaide*). ODASA support the increase in deep soil zone provisions; and encourage Council to review guidance around number and size of trees.

Council acknowledges that many of the comments made by the community relate to public assets such as street trees and verge areas. The proposed DPA does not alter these public assets but provides an opportunity to facilitate greening and landscaping within the private realm and along street frontages; and to encourage integration of the public/private realms.

The proposed Policy Area includes recognition of consolidating and minimising the number of driveways to the street which in turn will help maintain and maximise the provision of street trees in the public realm.

In response to community concern and agency feedback, provisions relating to deep soil zone and streetscape character have been reviewed in regard to the following:

- To refine amendments to Council-wide policy that encourage tree canopy cover;
- To improve policy expression to better define expectations for landscaping;
- To capture community sentiment in relation to the important contribution landscaping in the private realm can make to streetscape character.

The current Residential Regeneration Zone of the Development Plan (Unley) includes an emphasis within the Desired Character statement about optimising provision of landscaping where appropriate to enhance green space and minimise 'urban heat island effect'.

There is also an opportunity to further enhance interaction between public and private realm through open style fencing along Ross Street and Fourth Avenue.

Policy expression for PDC 7 (b) could be improved to better define 'high quality distinctive public streetscape along Norman Terrace.'

The changes recommended below are considered to respond to consultation feedback and improve the policy framework such that there is greater clarity regarding emphasis on landscaping and streetscape character.

4.3.5 Recommended Changes

Tree Canopy Cover

- Amend Principle of Development Control (PDC) 23 of the *Medium and High Rise Development (3 or More Storeys) – Environmental* Section of the Council-wide Section of the Development Plan:
 - in the table, where site area is >3000m², under the column heading Tree/ deep soil zones, replace existing text: '1 large or medium tree/60m² deep soil' with '1 large or 2 medium tree(s)/60m² deep soil.'

Streetscape Character

- Amend Principle of Development Control (PDC) 7 in Norman Terrace Policy Area 26 to amend part (a), include new part (c) and renumber accordingly, as follows:

7 Development should provide a positive streetscape contribution by:

- (a) providing an open garden character and ~~2 to~~ minimum 3 metre perimeter landscaping to Ross Street and Fourth Avenue and between groups of dwellings fronting those roadways;

...

(c) providing front fencing that is low and substantially open in appearance facing Ross Street and Fourth Avenue;

~~(b), (d)~~ providing a high quality distinctive public streetscape along Norman Terrace, that may include one or more of the following:

(i) public plaza

(ii) tall stemmed tree canopy

(iii) feature tree planting

(iv) artist sculpture

(v) building entry statement.

- (e) siting and designing garaging and parking of vehicles as a relatively minor element when viewed from the public realm and desirably located below ground in basement levels or located discretely to the rear and limiting the number of separate driveways.

4.4 Traffic and car parking

The Planning Strategy (*30 Year Plan for Greater Adelaide*) identifies the tram line as a transit corridor and that increased density around such corridors is appropriate.

The DPA proposes no change to the current parking ratios and requirements in the Development Plan (Unley).

The potential increased height and density of development will involve more activity and movement leading to an increase in traffic, but not beyond reasonable expectation and recognised capacity of the affected streets and network.

Many of the concerns raised are in relation to existing traffic, access and parking conditions. This is largely a result of existing development not meeting the contemporary access and parking standards. Future development would need to provide improved access and increased adequate on-site parking capacity. Commuter parking adjacent to the tramway may be subject to future local traffic management as required as part of a wider approach by the Council.

4.4.1 DPA Proposals

The DPA proposes to minimise the number of access points along road frontages.

On-site parking for multi-level buildings will more likely be designed to utilise under building parking areas and minimise impacts on green space and adjacent lower density housing.

Policy seeks to minimise the number of vehicle crossovers in Ross Street and Fourth Avenue and consolidate and share access points to service garaging for dwellings.

4.4.2 Agency Feedback

The Office for Design and Architecture (ODASA) support basement car parking and minimising separate driveways and vehicle crossovers.

4.4.3 Community Feedback

The community raised concerns that the rezoning would lead to an increase in traffic which would exacerbate existing congestion and car parking in local streets. The existing access from South Road and Anzac Highway and the local street layout is in-direct. The function of Norman Terrace as a 'local road' with 40km/h speed limit was commented on as was the existing narrow width of local streets which were seen to compound safety and parking issues. Some respondents raised concern access to their private properties was difficult due to on-street parking and narrow roads. Norman Terrace was not considered to qualify as a transport corridor.

4.4.4 Council Review and Options

The Planning Strategy (*30 Year Plan for Greater Adelaide*) identifies the tram line as a transit corridor and that increased density around such corridors as appropriate.

The scope of additional traffic volumes that may be anticipated to be generated by potential development pursuant to the proposed rezoning were assessed to inform the proposed DPA.

Existing Traffic Data:

- Norman Terrace - 628 vehicles per day (vpd) recorded in June 2018;
- Fourth Avenue – 438 vehicles per day (vpd) recorded in October 2018;
- Ross Street – 160 vehicles per day (vpd) record in August 2019;
- The existing traffic volumes are low for residential streets and well within typical local street capacity of <1,500vpd.

An indication of traffic generation rates has been estimated and are based on *DPTI - Trip generation rates for assessment of development proposals, 2014* and with reference to the *NSW RMS Guide to Traffic Generating Developments 2013* and related Technical Direction.

This indicates the following in respect to the illustrated potential aged accommodation scenario (90 aged care beds, 16 assisted living units, 102 independent living apartments and 18 lower density independent living dwellings to Ross Street and Fourth Avenue):

Redevelopment indicative Estimated Traffic Generation:

- An estimated increase in traffic by approximately 320 vpd (over existing site generation of approximately 400 vpd);
- Development traffic will primarily use Norman Terrace and potentially result in additional traffic volumes in the order of 220 vpd or a total of 850 vpd;
- Secondary traffic movement directly to Ross Street and Fourth Avenue in relation to the traffic generation rates associated with independent living dwellings may result in the order of an additional 100 vpd (60 vpd to Ross Street and 40 vpd to Fourth Avenue) and a future total traffic volume in the order of 220 and 480 vpd respectively;

Further advice from Council's Traffic Team indicates the following in respect to a potential residential development scenario (low density to perimeter Ross Street and Fourth Avenue at 285-300m² and core at 80-140m² site areas, and encompassing site cover building limit and 15% deep soil tree canopy areas, may realise in the order of 100 to 130 dwellings comprising affordable 1 bedroom, predominance of 2 bedroom and proportion of 3 bedroom dwellings with lower density to Ross Street and Fourth Avenue and higher density in core area to Norman Terrace):

Residential development indicative Estimated Traffic Generation:

- An estimated increase in traffic volume of 210 to 370 trips per day (over existing site generation of approximately 400 vpd);
- Development traffic will primarily use Norman Terrace and potentially result in additional traffic volumes in the order of 110 to 270 vpd or total of 740 to 900 vpd;
- Secondary traffic movement directly to Ross Street and Fourth Avenue in relation to the traffic generation rates associated with lower density dwellings may result in the order of an additional 100 vpd (60 vpd to Ross Street and 40 vpd to Fourth Avenue) and a future total traffic volume in the order of 220 and 480 vpd respectively.

The existing and estimated traffic volumes are reasonable for local residential streets and well within the typical and generally accepted local street capacity of <1,500 vpd.

In the longer term there may more intensive redevelopment of other large and medium density sites further west along Norman Terrace into the future that may result in further increases. This would be subject to assessment of impacts per current or revised potential at the time of a rezoning and/or development proposal.

Accordingly, the proposed rezoning and potential redevelopment scenarios will result in an increase in traffic as a result of denser development but will remain within reasonable capacity and not change the nature and function of Norman Terrace or other local streets and wider road network.

A Local Area Traffic Management study was undertaken in the Forestville – Everard Park area in 2015. It is noted from this study that traffic volumes have not increased along Norman Terrace and have reduced along local north-south streets since this time.

Car parking rates for supported accommodation that currently apply to the affected area are set out in Table Un/5 Off-Street Vehicle Parking Requirements of the Unley Development Plan. The DPA does not propose to change car parking rates.

Extracts from Table Un/5 Off-Street Vehicle Parking Requirements of the Development

Plan (Unley)

Kind of Development	Number of Vehicle Parks Required	
<i>Supported Accommodation</i>	<i>Average spaces</i>	<i>Additional for staff, service providers or visitors</i>
(a) <i>retirement village</i>	<i>1.0 per bedroom</i>	<i>0.5 per bedroom</i>
(b) <i>aged persons' accommodation (residential aged care facility)</i>	<i>1.0 per 3 beds</i>	
Residential		
<i>Detached, Semi-detached or Row Dwelling</i>		
(a) <i>less than 4 bedrooms or 250m² floor area</i>	<i>2 on-site spaces – one of which is covered (the second space may be tandem)</i>	
(b) <i>4 bedrooms or more or floor area 250m² or more</i>	<i>3 on-site spaces – 2 of which are covered (the spaces may be tandem)</i>	
<i>Group Dwelling, Residential Flat Building or multiple unit sites</i>	<i>Average spaces per dwelling (covered)</i>	
	<i>In Residential Zones or residential only development</i>	<i>In Non-residential Zones and mixed use development</i>
(a) <i>Small (1 bedroom or floor area < 75m²)</i>	<i>1.0</i>	<i>0.75</i>
(b) <i>Medium (2 bedrooms or floor area ≤ 150m²)</i>	<i>1.5</i>	<i>1.25</i>
(c) <i>Large (3 or more bedrooms or floor area > 150m²)</i>	<i>2.0</i>	<i>1.75</i>
(d) <i>Additional visitor car parking</i>	<i>0.5</i>	<i>0.25</i>
	<i>Average visitor spaces per dwelling (individually accessible, in a group(s) and uncovered)</i>	

In relation to car-parking, the potential new development would be expected to meet contemporary access and on-site parking requirements (based on potential nature and scale of development scenarios and current requirements approximately in the order of 200 to 250 spaces). This on-site provision should lead to a positive outcome regarding reduced demand for on-street parking on the surrounding local roads when compared with the current development.

The existing on-street parking issues associated with tram park-and-ride will not be affected by a development but will be an ongoing issue to monitor and manage, eg review on-street parking controls and street design.

The tram and adjacent arterial and sub-arterial routes provide access to public transport. While there are issues with the tram being at capacity at peak hour, increased use of public transport is encouraged. Demand may see services improved. A further distribution of demand over the day may encourage more off-peak use, increasing the overall use and benefit.

The road network in Everard Park is constrained by virtue of the barriers from the tramway, railway and South Road. South Road provides a direct left in and left out access option for the subject area, complemented by the other sub-arterial and collector routes access options distributing anticipated traffic within the respective road capacities. The potential denser development over time along Norman Terrace will lead to more traffic

movements but not so as to impose undue or excessive increases.

The width of roadways, eg Norman Terrace at 7.5 metres, is adequate to cater for traffic and parked vehicles on both sides in accordance with the Australian Road Rules. The reduced 40 km/h speed limit, and navigating parked vehicles, will limit average speeds, driver behaviour and the general safety of the streets. 'Rat running' of commuters, as opposed to residents, between arterial and sub-arterial routes is limited given the circuitous and constrained network, unlike what a grid network may afford.

As part of the design and assessment of proposed development, access to the site, and to other properties opposite in Fourth Avenue and Ross Street, and relationship with on-street parking, would be reviewed in accord with relevant technical standards. A new integrated large development would afford the opportunity, and need to satisfy all contemporary standards, to provide for safe and simple forward vehicle ingress and egress, including for large commercial waste, service, emergency and other vehicles, and ensure that all associated movements occurred within the site. Existing difficulties with access to driveways and/or issues with constrained access can be managed through on-street parking control and street design measures, but it is important to balance positives of convenience of access with optimised on-street parking.

The necessary construction program of a potential development would be assessed and managed as part of the Development Application process through a Construction Environmental Management Plan (CEMP). A CEMP would look at a range of matters including staging of works, operating hours and conditions, safety, worker parking (on-site where possible), large vehicles access, parking and routes (South Road likely most desirable but supported by other appropriate options as necessary).

4.4.5 Recommended Changes

The investigations to inform the DPA and additional investigations post consultation, demonstrate the rezoning, and potential development, would not unduly increase or impose unreasonable traffic conditions.

Council has an opportunity to monitor and address concerns about on-street parking and use of the local road network on an ongoing basis and as part of specific future development proposals.

Outside of this rezoning process review can occur through Local Area Traffic Management (LATM). The LATM undertaken in the Forestville-Everard Park area in 2015 may be reviewed based on future data and movement patterns. Traffic data, volumes and speed are typically recorded on a 2-year cycle. This information will capture changes in the local road network over a number of years and will assist in identifying changes in travel behaviour.

4.5 Transition to the Planning and Design Code

Planning in South Australia is in a period of reform as the State transitions from development control under the *Development Act 1993* to the *Planning, Development and Infrastructure Act 2016*. A key platform of the reform is the replacement of Council Development Plans with a State-wide Planning and Design Code, originally proposed to operate from 1 July 2020 but recently delayed by 3 months to 1 September 2020.

4.5.1 DPA Proposals

The Department for Transport, Planning and Infrastructure (DPTI) has advised Council to prepare this DPA in accordance with the requirements of the *Development Act 1993*. Responsibility for transitioning Council Development Plans to the Planning and Design Code rests with the State Government.

4.5.2 Agency Feedback

DPTI has encouraged Council to review the suggested Urban Renewal Neighbourhood Zone and associated overlays and general policy, and advise whilst finalising this DPA, whether they provide an appropriate policy framework for the site, and Residential Regeneration Zone and Norman Terrace Policy Area as anticipated through the DPA. There is an intent to limit use of Concept Plans within the Code.

4.5.3 Community Feedback

Council consulted on the draft DPA from 14 November 2019 to 16 January 2020. The State Government is running a separate consultation on the draft Planning and Design Code (Phase 3) which was open for comment until 28 February 2020.

4.5.4 Council Review and Options

DPTI has indicated a transition of the proposed Residential Regeneration Zone and Norman Terrace Policy Area to the Urban Renewal Zone under the Planning and Design Code (Phase 3).

Council has reviewed the Urban Renewal Neighbourhood Zone and associated overlays and general policy, and whilst this may reflect the general intent of the proposed DPA policy for the core area, it does not appropriately reflect the different nature, density and built scale for the proposed perimeter development.

The draft Urban Renewal Neighbourhood Zone includes a range of policy to provide regard for locating taller buildings away from the site perimeter, appropriate road and boundary setbacks to reinforce appropriate streetscapes and manage impacts to adjoining residential development. However, the DPA provides for a nuanced contextual detailed approach to be specific about the limits and extent of greater building height, designating setbacks and enhanced landscape provisions that are not adequately or clearly reflected.

This detailed policy needs to be reflected by the Code and the following potential approaches may be applicable:

- The core area may suit an Urban Renewal Zone medium density and rise, noting a current proposed specific Technical Numerical variation (TNV) for a building height limit of 4 storey;
- All neighbourhood zones provide for primarily residential development, including aged accommodation, and for limited non-residential activities;
- The perimeter areas (Ross Street, Fourth Avenue and zone boundary) could be included in a Suburban Neighbourhood Zone to reflect the desired low density and rise, and a compatible character with surrounding character areas:
 - Suburban Neighbourhood Zone nature with relevant Technical Numerical Variations (TNVs) would better reflect the applicable nature and minimum dwelling site area, frontages, building/wall heights and streetscape setbacks;

- The alternative General Neighbourhood Zone does not reflect the character and nature of surrounding areas or interface and does not provide for TNV's to respect proposed requirements (aberration of 200m² for row dwellings compared to otherwise 300m² does not respect this character or interface);
- Design in Urban Areas general policy would need amendment to reflect the increased 15% deep soil and tree canopy area for large sites over 3,000m²;
- Design in Urban Areas and Interface Between Land Uses general policy primarily address the range of applicable design matters, including overshadowing, overlooking, visual mass, articulation, boundary separation, vehicle access, movement and on-site parking standards, streetscape frontages and landscaping;
- To clearly reinforce the proposed configuration of potential development in the specific site circumstances, eg street setbacks, building heights and defined setbacks of core area building height, the introduction of a Concept Plan would be a very effective approach and should be pursued;
 - The current Building Interface Envelope (30° at 3.0 metres agl) is absent in many draft zones and general policy for medium rise development. Simple reflection in Concept Plan of reduced height at the interface would confirm the desired solution;
 - The City of Unley has sought and argued in its submission on the Code that an expanded range of existing Concept Plans addressing such scope need to be included. Also, the inclusion of the Building Interface Envelope for all medium and high rise scenarios has been argued for plus a change to 30 degrees (in lieu standard 45 degrees) to reflect the current Development Plan (Unley) policy;
 - While DPTI currently appear reluctant to include many Concept Plans in the transition to the Code, there has been a recognition that they are valuable and effective in certain circumstances, including where there is a non-cadastral definition of policy parameters, eg designated setback of specific building heights;
- Development Public Notification is designated within the zone, and generally where proposed development is envisaged and conforms with the policy allowance there is not intended to be notification. The potential scale of development intrinsically poses implications beyond the boundary where local and neighbour input would be appropriate. The DPA proposes public notification when development exceeds 3 storey, designated heights and setbacks, and this should desirably be reflected in the new zone(s) ultimately applied;
- The zoning for the surrounding area in the draft Planning and Design Code has been proposed as:
 - to the north and east, a Suburban Neighbourhood Zone with relevant Technical Numerical Variations (TNVs - eg site area, frontage) and a Historic Area Overlay (demolition control and compatible character development) to replace the Residential Streetscape (Built Form) Zone;
 - to the south and west, a General Neighbourhood Zone. TNVs are not contemplated for this zone and the site area and frontages vary from the current criteria of Residential B350 Zone. Council has argued that a Suburban Neighbourhood Zone with TNVs to reflect the nature and existing criteria should replace the Residential B350 Zone.

4.5.5 Recommended Changes

Following resolution of the final form and content of the DPA by Council, and with the support of the Minister for Planning, the most appropriate approach to have this reflected within the Planning and Design Code will be pursued with DPTI. Ultimately the outcome for zoning and planning policy within the Code rests with the State Government, through advice by DPTI to the State Planning Commission and in turn to the Minister for Planning who has final authority.

5. Post Consultation: Other Matters

5.1. Model of aged care and recent aged care findings

A number of submissions have raised concerns with the high-rise model of aged care and the findings of the Royal Commission into Aged Care.

Life Care has a vision for the site that would see the introduction of Assisted Living Apartments, Independent Living Apartments, Independent Living Units and an increase in the provision of Residential Aged Care beds.

The Royal Commission into Aged Care Quality and Safety was established on 8 October 2018 with the Commission delivering an interim report on 31 October 2019. The Commission is required to deliver a final report by 12 November 2020. It is likely that the final report will recommend comprehensive reform and major transformation of the aged care system in Australia.

The future model of aged care is not a planning matter that can be considered as part of this DPA. The DPA will establish a new planning policy framework for the site that will enable an expanded aged care facility and service provision. As part of any future expansion, Life Care will be required to meet all relevant State and Commonwealth standards in the delivery of aged care.

5.2. Social infrastructure

A number of submissions have raised concerns with the proximity to social infrastructure.

The Statement of Strategic Context prepared for Life Care by Holmes Dyer considers access and proximity to social infrastructure and advises in summary:

- The existing Life Care facility at Everard Park includes a shop, café, hairdressing salon, library (serviced from Mitcham Library), massage room, billiards room, activity hall and chapel
- Conceptual planning for the site includes the provision of Life Care Active which provides specialist health, fitness, weight loss, rehabilitation, Pilates, wellbeing and training services
- There is also potential for other services and facilities to be expanded for instance to enable allied health professionals to collocate on the site, expanded facilities could also be made available to the wider community
- The Parkrose site is located within immediate proximity to the Norman terrace tram station providing opportunities for resident (employee and family) access and connectivity
- The location is near a mix of inner-city services and centres including the CBD making services accessible and trips in taxis affordable
- Each Life Care campus provides regular transportation services to facilities within the general locality, at Everard Park a community bus service is available to transport residents to and from Castle Plaza
- The site is within walking distance of two local reserves and a school oval. Within 1km of the subject site is the Goodwood Oval, Millswood Tennis Club and Unley Swimming Centre.

5.3. Civil infrastructure and stormwater

A number of submissions have raised concerns with the capacity of existing infrastructure to cope with redevelopment of the subject site.

A high-level assessment of infrastructure capacity and stormwater requirements in this location has been previously undertaken by Wallbridge Gilbert Aztec (WGA) as part of the investigations undertaken in the preparation of the DPA.

With respect to civil infrastructure, the investigations were undertaken to determine what, if any, additional infrastructure provision and upgrades are required under the rezoning scenario. The assessment confirms the area affected can be appropriately serviced under a rezoning scenario although some augmentation may be required.

An assessment of stormwater management including detention, treatment, floor level requirements to protect against flooding, and opportunities for water sensitive urban design was undertaken by (WGA) having regard to the City of Unley stormwater management requirements. Key findings included:

- A requirement for minimum floor levels 300mm above top of kerb
- It will be necessary to incorporate detention storage into the on-site stormwater management system
- Stormwater management methods may also utilise a water sensitive urban design (WSUD) approach such as combined detention/retention storage tanks.

6. Summary of Recommended Changes

Summary of Recommended Changes to the Amendment following Consultation

The following is a summary of the changes recommended to the Amendment following consultation and in response to public submissions and/or agency comments:

Building height

Reduce the proposed core area 5 storey building height to 4 storey, and recess top fourth storey level, through the following policy amendments to Norman Terrace Policy Area 26:

- 3** Low ~~to~~ and medium rise, medium to high density development should typically be in the form of 3 to ~~5~~ 4 storey buildings in the core of the policy area and along Norman Terrace and not extending closer than 30 metres from Ross Street and Fourth Avenue.
- 4** Any building comprising 4 storeys should have the upper level set back a minimum of 2.5 metres from the main face of the building.
- 5-6** Except where airport building height restrictions prevail, buildings should be designed in accord with the following parameters:

Parameter	Value
Maximum site coverage	50 per cent
Maximum wall height (from ground level excluding any rooftop located mechanical plant or equipment)	17.5 <u>14</u> metres (5 <u>4</u> storeys) in the core of the policy area and along Norman Terrace 8 metres (2 storeys) for buildings fronting Ross Street and Fourth Avenue.
Minimum setback from Ross Street and Fourth Avenue	5 metres
Minimum setback from Norman Terrace	6 metres

Insert new Concept Plan Map Un/12 Norman Terrace Policy Area that shows maximum building heights for the affected area.

Density and built form

Amend former Principle of Development Control (PDC) 5 and current 6 (now 7) in Norman Terrace Policy Area 26, as follows:

- 4-5** Low rise, low ~~to-medium~~ density development should typically be in the form of 2 storey buildings facing Ross Street and Fourth Avenue.
- 6-7** A dwelling should be designed in accord with the following parameters:

Dwelling type	Site area per dwelling (square metres)	Site area per dwelling for large allotments of >2000 square metres (square metres)	Minimum frontage width* (metres)
Dwelling	180 minimum <u>300 minimum+</u>	100 minimum <u>285 minimum+</u>	8
Residential flat building	120 minimum (average) <u>300 minimum (average)+</u>	80 minimum (average) <u>285 minimum (average)+</u>	20

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

+ Minimum site area for dwellings in low density area fronting Ross Street and Fourth Avenue

Insert new part in Desired Character statement in Norman Terrace Policy Area 26, as follows:

Design responses may vary but are underpinned by local area context with sympathetic contemporary dwellings. Dwellings may be provided at densities higher than but complementary to adjoining development in lower density residential zones.

Insert new Principle of Development Control (PDC) to provide further definition regarding acceptable scale of development and to reinforce Objective 2 of Norman Terrace Policy Area 26, as follows:

9 Buildings of larger scale or with long or large facades should incorporate design elements including varying composition, setbacks and articulation to breakdown and disguise bulk, create interest and relieve visual intrusion to streets, adjoining land and public perspectives, and may include one or more of the following:

(a) breaking of facades into horizontal and vertical elements;

(b) materials and finishes complementary to the locality;

(c) recessed elements that break the horizontal mass of structures;

(d) located behind smaller-scaled buildings fronting Ross Street and Fourth Avenue.

Landscaping and Streetscape Character

Amend *Medium and High Rise Development (3 or More Storeys) – Environmental* general policy Principle of Development Control (PDC) 23 to increase from 1 to 2 the number of medium trees as an alternative to 1 large tree per 60m² within the minimum 15% deep soil area for sites greater than 3,000m², as follows:

23 Deep soil zones should be provided to retain existing vegetation or provide areas that can accommodate new deep root vegetation, including tall trees with large canopies.

One way of achieving this is in accordance with the following table:

Site area	Minimum deep soil area	Minimum dimension	Tree/ deep soil zones
<300m ²	10m ²	1.5 metres	1 small tree/10m ² deep soil
300-1500m ²	7% site area	3 metres	1 medium tree/30m ² deep soil
>1500-3,000m ²	7% site area	6 metres	1 large or medium tree/60m ² deep soil
<u>> 3,000m²</u>	<u>15% site area</u>	<u>6 metres</u>	<u>1 large or 4-2 medium tree(s)/60m² deep soil</u>
Tree size and site area definitions			
Small tree:	< 6 metres mature height and < less than 4 metres canopy spread		
Medium tree:	6-12 metres mature height and 4-8 metres canopy spread		
Large tree:	12 metres mature height and > 8 metres canopy spread		
Site area:	The total area for development site, not average area per dwelling		

Amend Principle of Development Control (PDC) 7 (now 8) in Norman Terrace Policy Area 26 to amend part (a), include new parts (b) and (c) and renumber (b) as (d), as follows:

7-8 Development should provide a positive streetscape contribution by:

- (a) providing an open garden character and ~~2-4~~ minimum 3 metre perimeter landscaping to Ross Street and Fourth Avenue and between groups of dwellings fronting those roadways
- (b) providing a series of individual buildings with notable gaps, and articulation of building facades to reduce apparent building mass, in order to complement the streetscape character and built form composition in Ross Street and Fourth Avenue;
- (c) providing front fencing that is low and substantially open in appearance facing Ross Street and Fourth Avenue;
- ~~(b)~~ (d) providing a high quality distinctive public streetscape along Norman Terrace, that may include one or more of the following:
 - (i) public plaza
 - (ii) tall stemmed tree canopy
 - (iii) feature tree planting
 - (iv) artist sculpture
 - (v) building entry statement.
- (e) siting and designing garaging and parking of vehicles as a relatively minor element when viewed from the public realm and desirably located below ground in basement levels or located discretely to the rear and limiting the number of separate driveways.

Other Consequential Minor Amendments:

Corresponding amendments to reflect:

- addition of new Concept Plan Un/12, reflecting the extent and maximum building height limits, minimum street and boundary building setbacks and primary vehicle access / egress points;
- amended height limits in core area (14.0 metres in lieu of 17.5 metres) in regard to Table Un/8 Public Notification (Category 2);
- remove amended Map Un/1 (Overlay 2a) Airport Building Heights as the height of 15.0 metres is allowed without Referral to Federal Airports Corporation;
- inclusion of Affected Area as a Designated Area in the Affordable Housing Overlay Map Un/1 (Overlay 5a).

Glossary of terms

Pursuant to the South Australian Planning Policy Library (SAPPL) policy templates, and draft Planning & Design Code, the following glossary of terms is applicable:

Low rise – 1 -2 storeys

Medium rise – 3 – 6 storeys

High rise – 7 storeys or more

Low density - < 35 dwellings per hectare = > 285m² site area

Medium density 35 to 70 dwellings per hectare = 285 to 143m² site area

High density < 35 dwellings per hectare = < 143m² site area

Norman Terrace Everard Park Regeneration Development Plan Amendment (Norman Tce DPA)

Recommended Post Consultation Amendments to Norman Tce DPA

Norman Terrace Policy Area 26

Refer to [Map Un/16](#) that relates to this policy area.

OBJECTIVES

- Objective 1:** Coordinated development of residential, retirement living, aged care and supported accommodation of medium to high density with small-scale supporting community and allied services.
- Objective 2:** Low ~~and to~~ medium rise buildings of distinctive and high urban design quality with an emphasis on vertical proportions along Norman Terrace in accordance with Norman Terrace Policy Area Concept Plan Fig XX.
- Objective 3:** Development that contributes to the desired character of the policy area.

DESIRED CHARACTER

The Norman Terrace Policy Area is a strategic site for the coordinated development of low and medium rise, medium to high density residential and retirement living including various forms of aged care accommodation.

The policy area will be predominantly medium rise and medium density development set within generous landscaped grounds including adequate space and depth for deep root tree planting capable of supporting large tree canopies. The greatest intensity of development and buildings of up to ~~four five~~-storeys is envisaged in the core of the policy area and toward the Norman Terrace frontage. Building heights will transition down in scale to low-rise buildings of up to two-storeys at the interface with Ross Street and Fourth Avenue to complement existing residential built form.

Building siting, design and landscape treatments will be used to clearly demarcate entry points in multi-storey buildings via Norman Terrace. Vehicle access points will be designed, where possible, to minimise the number of access points along road frontages. On-site parking for multi-level buildings will be designed to utilise rear or basement parking areas and to minimise the impacts on adjacent lower density housing. Dwellings facing Ross Street and Fourth Avenue should make a positive contribution to streetscape through building design and landscaping. Design responses may vary but are underpinned by local area context with sympathetic contemporary dwellings. Dwellings may be provided at densities higher than but complementary to adjoining development in lower density residential zones. Garaging for dwellings should be designed as an integrated component of the building to minimise the visual impact on the streetscape and to seek to minimise the number of vehicle crossovers in Ross Street and Fourth Avenue.

Small scale non-residential land uses are envisaged at ground floor level of multi-level buildings only and should contribute to a coordinated development.

Outdoor advertisements are appropriate in the policy area where it is complementary to the overall development, design elements and land uses.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 Development should be primarily for residential and all forms of aged care accommodation.

- 2 Non-residential development should be ancillary to residential and aged care living, situated at ground level and located toward the Norman Terrace frontage.

Form and Character

- 3 Low ~~and to~~ medium rise, medium to high density development should typically be in the form of 3 to ~~5-4~~ storey buildings in the core of the policy area and along Norman Terrace and not extending closer than 30 metres from Ross Street and Fourth Avenue.
- 4 Any building comprising 4 storeys should have the fourth level set back a minimum of 2.5 metres from the main face of the building.
- ~~4-5~~ Low rise, low ~~to medium~~ density development should typically be in the form of 2 storey buildings facing Ross Street and Fourth Avenue.
- ~~5-6~~ Except where airport building height restrictions prevail, buildings should be designed in accord with the following parameters:

Parameter	Value
Maximum site coverage	50 per cent
Maximum wall height (from ground level excluding any rooftop located mechanical plant or equipment)	17.5-14.0 metres (5-4 storeys) in the core of the policy area and along Norman Terrace 8 metres (2 storeys) for buildings fronting Ross Street and Fourth Avenue.
Minimum setback from Ross Street and Fourth Avenue	5 metres
Minimum setback from Norman Terrace	6 metres

- ~~6-7~~ A dwelling should be designed in accord with the following parameters:

Dwelling type	Site area per dwelling (square metres)	Site area per dwelling for large allotments of >2000 square metres (square metres)	Minimum frontage width* (metres)
Dwelling	180 minimum <u>300 minimum+</u>	100 minimum <u>285 minimum+</u>	8
Residential flat building	120 minimum (average) <u>300 minimum (average)+</u>	80 minimum (average) <u>285 minimum (average)+</u>	20

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

+ Minimum site area for dwellings in low density area fronting Ross Street and Fourth Avenue.

- ~~7-8~~ Development should provide a positive streetscape contribution by:

- (a) providing an open garden character and minimum ~~2 to~~ 3 metre perimeter landscaping to Ross Street and Fourth Avenue and between groups of dwellings fronting those roadways
- (b) providing a series of individual buildings with notable gaps, and articulation of building facades to reduce apparent building mass, in order to complement the streetscape character and built form composition in Ross Street and Fourth Avenue;
- (c) providing front fencing that is low and substantially open in appearance facing Ross Street and Fourth Avenue

~~(b)~~ (d) providing a high quality distinctive public streetscape along Norman Terrace, that may include one or more of the following:

- (i) public plaza
- (ii) tall stemmed tree canopy
- (iii) feature tree planting
- (iv) artist sculpture
- (v) building entry statement.

(e) siting and designing the garaging and parking of vehicles as a relatively minor element when viewed from the public realm and desirably located below ground in basement levels or located discretely to the rear and limiting the number of separate driveways.

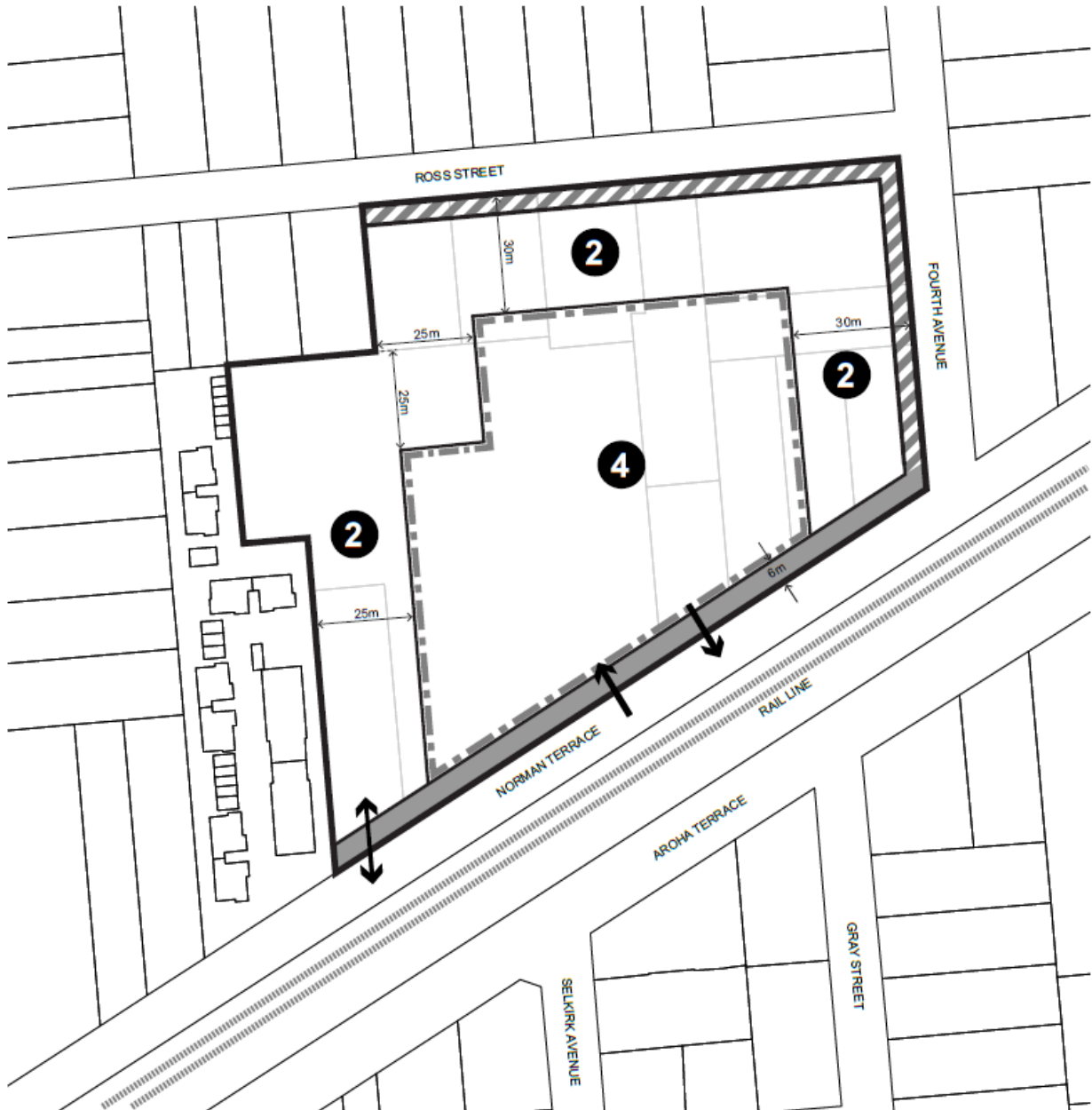
8-9 Buildings of larger scale or with long or large facades should incorporate design elements including varying composition, setbacks and articulation to breakdown and disguise bulk, create interest and relieve visual intrusion to streets, adjoining land and public perspectives, and may include one or more of the following:

- (a) breaking of facades into horizontal and vertical elements
- (b) materials and finishes complementary to the locality
- (c) recessed elements that break the horizontal mass of structures
- (d) located behind smaller-scaled buildings fronting Ross Street and Fourth Avenue.

Other Consequential Amendments:

Corresponding amendments to reflect consequential recommended changes to DPA policy:

- addition of new Concept Plan Un/12, reflecting the extent and maximum building height limits, minimum street and boundary building setbacks and primary desired vehicle access / egress points;
- amend *Medium and High Rise Development (3 or More Storeys) – Environmental* general policy Principle of Development Control (PDC) 23 to increase from 1 to 2 the number of medium trees as an alternative to 1 large tree per 60m² within the minimum 15% deep soil area for sites greater than 3,000m²;
- amend height limits in core area (14.0 metres in lieu of 17.5 metres) in regard to Table Un/8 Public Notification (Category 2);
- remove amended Map Un/1 (Overlay 2a) Airport Building Heights as the height of 15.0 metres is allowed without Referral to Federal Airports Corporation;
- inclusion of Affected Area as a Designated Area in the Affordable Housing Overlay Map Un/1 (Overlay 5a).



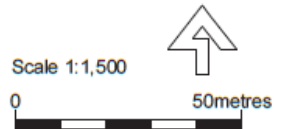
- ↔ Primary desired / consolidated vehicle access/egress
- ➔ In only / out only vehicle access

Ground level setback

- 5m setback
- 6m setback

Maximum building height

- 2 storey (8m) / low density (minimum 15% deep soil)
- 4 storey (14m) / medium/high density (minimum 15% deep soil)
- 4 storey level recessed 2.5m
- Concept Boundary



UNLEY (CITY)
NORMAN TERRACE POLICY AREA
Concept Plan Map Un/12