The Unley (City) Development Plan was amended by the Village Living and Desirable Neighbourhoods Stage 3A (Corridor Mixed Use and Residential Vitalisation – Greenhill and Unley Roads) Development Plan Amendment (DPA) on 31 October 2013 to introduce the Urban Corridor Zone - Boulevard (Greenhill Road) and High Street (Unley Road) Policy Areas, with the Transit Living (Anzac Highway) Policy Area 24 added on 19 December 2017 by the Inner Middle Metropolitan Ministerial DPA, to facilitate higher density mixed use and residential transit orientated development on these main road corridors. Refer to the Location Map below.

This Fact Sheet is concerned with the Urban Corridor Zone Transit Living (Anzac Highway) Policy Area 24 and includes relevant specific extracts (identified in italics) from the Unley (City) Development Plan. In addition to this specific zone policy there is a range of other relevant parts of the whole Development plan which are also applicable and must be referred to in the assessment of any development.

The full Unley (City) Development Plan can be viewed on Council’s website www.unley.sa.gov.au.
Urban Corridor Zone

OBJECTIVES

1. A mixed use zone accommodating a range of compatible non-residential and medium and high density residential land uses orientated towards a high frequency public transport corridor.

2. Integrated, mixed use, medium and high rise buildings with ground floor uses that create active and vibrant streets with residential development above.

3. A mix of land uses that enable people to work, shop and access a range of services close to home.

4. Adaptable and flexible building designs that can accommodate changes in land use and respond to changing economic and social conditions.

5. A built form that provides a transition down in scale and intensity at the zone boundary to maintain the amenity of residential properties located within adjoining zones.

6. A safe, comfortable and appealing street environment for pedestrians that is sheltered from weather extremes, is of a pedestrian scale and optimises views or any outlook onto spaces of interest.

7. Noise and air quality impacts mitigated through appropriate building design and orientation.

8. Development that contributes to the desired character of the zone.

DESIRED CHARACTER

This zone supports mixed use development on major road corridors and comprises non-residential development in association with medium to high density residential living, including more than 15 percent of dwellings as affordable housing. Development will create a linear corridor that will focus and frame the main road and create active street frontages. Buildings of 3 or more storeys will be the predominant built form, with key strategic sites developed with landmark buildings that will feature prominent, attractive and activating road facades.

The siting and design of buildings will achieve high quality urban design outcomes. Development will be undertaken within defined building envelopes. Buildings at the periphery of the zone will have an appropriate transition that relates to development in adjacent zones of a lower scale and intensity. Contextual qualities, including the setting and juxtaposition of heritage places/character items with new or refurbished development, will be respected.

Heritage buildings will be adapted, maintaining their heritage qualities with development encouraged to the rear and behind the front facades. Buildings adjacent to heritage buildings will be sympathetic to the heritage nature in their design.

The urban corridor roads function as major metropolitan transport movement systems as well as for local movement, access and parking. Restricted and consolidated vehicle access points will be available and access will be mainly from secondary road frontages, limited rear access lanes and through-site integrated and shared rights-of-way. Controlled pedestrian and cycle crossing points will be focused and consolidated at key locations. Development design and function will be people orientated with safe and convenient accessibility to and through buildings from roads and parking.

Parking areas will be consolidated and shared and screened from public view. Access and parking are to be sited and designed to minimise negative impacts on adjoining residential areas, including appropriate separation and screen and buffer landscaping. Road treatments are to be provided at the interface of the zone that correspond with the likely associated uses and discourage non-related traffic in residential streets.
A high amenity pedestrian environment will be established that provides integrated linkages to adjacent centres, public transport stops and public spaces. Access for people with disabilities, signage, seating and street lighting will be provided along key walking routes between public transport stops and major activity nodes. Cycle routes will be visible, safe, accessible, well signed and connected with key local destinations and the Parkland fringe.

Overlooking, overshadowing and emission impacts will be moderated through good design and mitigation techniques, however, it is noted noise and air amenity cannot be expected to be equivalent to a purely residential area. Impacts on adjoining zones will be minimised through appropriate land uses, building envelopes, transition of building heights, design and location of on-site activities/windows/balconies, and use of landscaping.

Well-designed landscaping will assist to visually soften large building façades, screen and buffer parking/service areas/zone interface areas, and provide amenity, biodiversity and micro-climate benefits.

Water sensitive urban design (WSUD) for the harvest, treatment, storage and reuse of stormwater, and environmentally sustainable design (ESD) for reduction in energy consumption through passive design, construction and operation is envisaged with development. Green (vegetated) places will assist urban heat island effects and roof top gardens will provide opportunities for private and communal open space.

Given the distinctly different land use mixes, urban design features and street character intended for the various sites to which the zone is applied, four different policy areas have been designated as follows:

(a) Boulevard Policy Area – where taller, mixed use buildings of predominantly office uses at ground and low building levels and residential apartments above are intended along the Greenhill Road and Glen Osmond Road frontage with its premium Park Land interface where grand buildings and strong landscape settings are appropriate.

(b) High Street Policy Area – where more moderate scaled buildings of mixed use are intended along Unley Road with predominantly small scale shops, mixed business services and hospitality uses at ground and low building levels and upper level comprising residential apartments.

(c) Business Policy Area – where development will be varied in focus on commercial and business land uses at street level with dwellings located above along the more commercially oriented parts of Leader Street.

(d) Transit Living Policy Area – where taller, mixed use buildings are intended for predominantly residential development together with low impact, generally commercial uses that support the daily needs of the local population (such as offices, consulting rooms, shops, cafés and restaurants) located at ground level. Upper levels are intended to provide residential apartments to take advantage of high frequency public transport corridors upon which such developments are located.

Detailed concept plans are prepared for distinct sections of the roads, detailing matters including desired accessways/road links, excluded property frontage access, variations to prescribed building heights, consolidated sites, heritage sites and any particular intended urban design element or feature.

The potential for buildings within the zone to penetrate the Adelaide International Airport Obstacle Surface Limitation exists. It is essential that development within the zone not impede the long-term operational, safety and commercial aviation requirements of the Adelaide International Airport.

**PRINCIPLES OF DEVELOPMENT CONTROL**

**Land Use**

1. The following types of development, or combination thereof, are envisaged in the zone:
   - affordable housing
   - aged persons accommodation
   - community centre
   - consulting room
   - dwelling
   - educational establishment
   - entertainment venue
- licensed premises
- office
- pre-school
- residential flat building
- retirement village
- shop or group of shops
- supported accommodation
- tourist accommodation.

2 Development listed as non-complying is generally inappropriate.

Form and Character

3 Development should be consistent with the desired character for the zone.

4 Development should be in accordance with Concept Plan Maps Un/1 to 7 and 11.

5 Residential development should achieve a minimum net residential site density in accordance with the following:

<table>
<thead>
<tr>
<th>Policy Area</th>
<th>Minimum net residential site density</th>
</tr>
</thead>
<tbody>
<tr>
<td>Boulevard (Greenhill Road) Policy Area 19</td>
<td>75 dwellings per hectare net (except within the southern half of the Annesley Campus Area fronting Rose Terrace 35 dwellings per hectare net)</td>
</tr>
<tr>
<td>High Street (Unley Road) Policy Area 20</td>
<td>60 dwellings per hectare net</td>
</tr>
<tr>
<td>Transit Living (Anzac Highway) Policy Area 24</td>
<td>45 dwellings per hectare net</td>
</tr>
<tr>
<td>Business (Leader Street and Maple Avenue) Policy Area 25</td>
<td>No minimum</td>
</tr>
</tbody>
</table>

6 Vehicle parking should be located to the rear of development or not be visible from public land along the primary road frontage.

Design and Appearance

7 Buildings on sites with a frontage greater than 10 metres should be well articulated through variations in forms, materials, openings and colours.

8 Buildings should be designed and sited to address the primary public road and to face other public thoroughfares (other than rear laneways) and open spaces and to enable suitable sunlight access to public and common private open space as well as good daylighting of habitable room windows of dwellings.

9 To maintain sight lines between buildings and the street, and to improve safety through passive surveillance, solid fencing should not be constructed between the front building line and the primary or secondary street.

10 Development should minimise the number of access points onto an arterial road, and where possible access points should be:
    (a) from local streets (including rear lane access) as identified on Concept Plan Maps Un/1 to 7 and 11;
    (b) shared between developments.

11 Vehicle access points on side streets and rear access ways should be located and designed to:
    (a) minimise the impacts of headlight glare and noise on nearby residents;
    (b) avoid excessive traffic flows into residential streets.

Building Envelope

Building Height

12 Except where airport building height restrictions prevail, the interface height provisions require a lesser height, or an alternative maximum building height is shown on Concept Plan Maps Un/1 to 7
and 11, building heights (excluding any rooftop mechanical plant or equipment) should be consistent with the following parameters:

<table>
<thead>
<tr>
<th>Policy area</th>
<th>Minimum building height</th>
<th>Maximum building height</th>
</tr>
</thead>
<tbody>
<tr>
<td>Boulevard (Greenhill Road) Policy Area 19</td>
<td>3 storeys (11.5 metres), or 4 storeys (15 metres) for land that is directly adjacent to or facing the Adelaide Park Lands.</td>
<td>7 storeys and up to 25.5 metres</td>
</tr>
<tr>
<td>High Street (Unley Road) Policy Area 20</td>
<td>3 storeys (11.5 metres)</td>
<td>5 storeys and up to 18.5 metres</td>
</tr>
<tr>
<td>Transit Living (Anzac Highway) Policy Area 24</td>
<td>3 storeys or no less than 11.5 metres for sites fronting Anzac Highway, and 2 storeys or less than 8 metres for sites fronting Leader Street or Maple Avenue</td>
<td>6 storeys and up to 22 metres</td>
</tr>
<tr>
<td>Business (Leader Street and Maple Avenue) Policy Area 25</td>
<td>2 storeys or no less than 8 metres</td>
<td>6 storeys or 22 metres</td>
</tr>
</tbody>
</table>

Interface Height Provisions

13 To minimise building massing at the interface with development outside of the zone, buildings should be constructed within a building envelope provided by a 30 degree plane, measured from a height of 3 metres above natural ground level at the zone boundary (except where this boundary is a primary road frontage, as illustrated in Figure 1).

Figure 1

Setbacks from Road Frontages

14 Buildings (excluding verandahs, porticos and the like) should be set back from the primary road frontage (exclusive of any land required under the Metropolitan Road Widening Act) in accordance with the following parameters:

<table>
<thead>
<tr>
<th>Policy area</th>
<th>Minimum setback from the primary road frontage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Boulevard Policy Area</td>
<td>6 metres</td>
</tr>
<tr>
<td>High Street Policy Area</td>
<td>No minimum (3 metre maximum setback where extended outdoor dining/licensed area only is proposed forward of the building)</td>
</tr>
<tr>
<td>Transit Living Policy Area</td>
<td>3 metres, and 6 metres to Third Avenue</td>
</tr>
<tr>
<td>Business Policy Area</td>
<td>3 metres</td>
</tr>
</tbody>
</table>
Buildings (excluding verandahs, porticos and the like) should be set back from the secondary road frontage or a vehicle access way in accordance with the following parameters:

<table>
<thead>
<tr>
<th>Designated area</th>
<th>Minimum setback from secondary road</th>
<th>Minimum setback from a rear access way</th>
</tr>
</thead>
<tbody>
<tr>
<td>Boulevard Policy Area</td>
<td>3 metres</td>
<td>No minimum where the access way is 6.5 metres or more OR Where the access way is less than 6.5 metres in width, the distance equal to the additional width required to make the access way 6.5 metres or more, to provide adequate manoeuvrability for vehicles</td>
</tr>
<tr>
<td>High Street Policy Area</td>
<td>0 metres for a distance of 20 metres from the primary road junction and 2 metres thereafter</td>
<td>As above</td>
</tr>
<tr>
<td>Transit Living Policy Area</td>
<td>2 metres, and 6 metres to Third Avenue</td>
<td>No minimum where the access way is 6.5 metres or more OR Where the access way is less than 6.5 metres in width, the distance equal to the additional width required to make the access way 6.5 metres or more, to provide adequate manoeuvrability for vehicles</td>
</tr>
<tr>
<td>Business Policy Area</td>
<td>2 metres</td>
<td>No minimum where the access way is 6.5 metres or more OR Where the access way is less than 6.5 metres in width, the distance equal to the additional width required to make the access way 6.5 metres or more, to provide adequate manoeuvrability for vehicles</td>
</tr>
</tbody>
</table>

Other Setbacks

Buildings (excluding verandahs, porticos and the like) should be set back in accordance with the following parameters:

<table>
<thead>
<tr>
<th>Designated area</th>
<th>Minimum setback from rear allotment boundary</th>
<th>Minimum setback from side boundaries (where not on a road boundary)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Boulevard Policy Area</td>
<td>5 metres where the subject land directly abuts an allotment of a different zone 3 metres in all other cases, except where the development abuts the wall of an existing or simultaneously constructed building on the adjoining land.</td>
<td>For allotments with a frontage width of: (a) 20 metres or less: no minimum to one boundary but at least 3 metres to the other side boundary, with respective setbacks to create an orderly pattern of built form in accord with the Desired Character and desired consolidated sites in Concept Plan Maps Un/1 to 7 (b) more than 20 metres: 3 metres</td>
</tr>
<tr>
<td>High Street Policy Area</td>
<td>As above</td>
<td>0 metres</td>
</tr>
</tbody>
</table>
Urban Corridor Zone – Transit Living (Anzac Highway) Policy Area 24

Designated area | Minimum setback from rear allotment boundary | Minimum setback from side boundaries (where not on a road boundary)
---|---|---
Transit Living Policy Area | 5 metres where the subject land directly abuts an allotment of a different zone 3 metres in all other cases, except where the development abuts the wall of an existing or simultaneously constructed building on the adjoining land. | For allotments with a frontage width of: (a) 20 metres or less: no minimum to one boundary but at least 3 metres to the other side boundary, with respective setbacks to create an orderly pattern of built form in accord with the Desired Character and desired consolidated sites in Concept Plan Map Un/11  
(b) more than 20 metres: 3 metres
Business Policy Area | 5 metres where the subject land directly abuts an allotment of a different zone 3 metres in all other cases, except where the development abuts the wall of an existing or simultaneously constructed building on the adjoining land. | For allotments with a frontage width of: (a) 20 metres or less: no minimum to one boundary but at least 3 metres to the other side boundary, with respective setbacks to create an orderly pattern of built form in accord with the Desired Character and desired consolidated sites in Concept Plan Map Un/11  
(b) more than 20 metres: 3 metres

Car Parking Efficiency

17 A lesser on-site car parking rate that still affords adequate provision may be applied to applicable elements of a development where justified based on local circumstances in relation to a reduced overall demand, efficiency of use of the parking provided or practical constraints, where:

(a) amalgamation of allotments occurs, or an agreement is formed to integrate and share adjoining parking areas, to create larger more functional and efficient parking areas incorporating a number of features, as follows:

(i) sites of greater than 2000 square metres and providing greater than 60 parking spaces;
(ii) side road frontage with two-way vehicle access provided;
(iii) convenient flow through two-way vehicle accessibility created between side roads;
(iv) rationalised, minimised or coordinated vehicle crossovers to roads and optimisation of on-street parking;

(b) development includes affordable housing or student accommodation;
(c) sites are located within 200 metres walking distance of a convenient and frequent service fixed public transport stop;
(d) mixed use development including residential and a variety of non-residential development has respective peak demands for parking occurring at different times;
(e) the proposed development is on or adjacent to the site of a heritage place, or includes retention of a desired traditional building and its features, which hinders the provision of on-site parking or the most effective use of the spaces within the building;
(f) the parking shortfall is met by contribution to the Car Parking Contributions Fund, or other arrangements, to provide improved or increased on-site parking elsewhere in convenient proximity;
(g) generous on-street parking and/or public parking areas are available and in convenient proximity, other than where such parking may become limited or removed by the probable future priority for traffic flow, parking restrictions, road modifications or widening (eg Strategic Transport Routes Map Un/1 (Overlay 4, 4a and 4b).

Land Division

18 Land division in the zone is appropriate provided new allotments are of a size and configuration to ensure the objectives of the zone can be achieved.
19 Streets that provide rear access for vehicles should be created in accordance with Concept Plan Maps Un/1 to 7 and 11.

Vehicle Parking

20 Vehicle parking should be provided in accordance with the rates set out in Table Un/5 - Off Street Vehicle Parking Requirements or Table Un/5A - Off Street Vehicle Parking Requirements for Designated Areas (whichever applies)

**OBJECTIVES**

1 A medium density residential area supported by local shops, offices and community land uses.

2 A highly varied built streetscape allowing multiple built form design responses that support innovative housing and mixed use development.

3 Development that contributes to the desired character of the policy area.

**DESIRED CHARACTER**

This policy area will primarily serve a residential function with local shops, offices and community land uses to support the daily living and working needs of residents and local workers.

The form of buildings, setbacks and street pattern will vary and make use of site opportunities, provide space for landscaping and good design outcomes. Buildings of up to 6 storeys are anticipated and will be developed with dominant lower 3 storey podium facades facing Anzac Highway, and 2 storey podium facades facing Leader Street and Maple Avenue. Upper building levels will be recessed, increasing with height to relieve overall visual building height and mass.

Development will provide a strong presence and focus towards the main roads with a transition down to the adjoining residential areas. Behind the main road a variety of building forms will be developed, creating housing opportunity for people of various life stages and accommodating a variety of small businesses.

Development will contribute positively to the quality of the public realm by articulating buildings with canopies, modelled facades and balconies that make use of light and shade, and by providing architectural detail. Solid material will be balanced with glazed areas, and plant and service equipment will be enclosed and out of view from the street and neighbouring sites.

The range of setbacks provided in the policy area to accommodate development facing a primary and/or secondary road frontage will also be critical in softening the continuous edge of new built form and provide a higher amenity streetscape and pedestrian environment which is shaded by street trees and other forms of mature vegetation.

Development will be interspersed with landscaping, particularly behind the main road frontage, along with small side setbacks to ensure space between boundaries to soften the appearance of buildings from the street and reduce heat load in summer. On-site vehicle parking will not be visible from the primary street frontage through the use of design solutions such as locating parking areas behind the front building façade and screening parking areas with landscaping and articulated screening.

**North of Leader Street**

The Le Cornu site should be developed as an integrated mixed use development that provides landmark quality buildings and a setting to respect and celebrate the important history and gateway to the Anzac Highway Memorial Avenue, and which comprises a mixture of commercial uses including retail showrooms, offices, medical services, and residential uses above.

Development will provide variations in scale, and building mass will be carefully articulated and distributed across the site. Development will also be carefully designed to minimise massing of buildings and overshadowing impacts on existing residential land uses on the southern side of Leader Street.

Development should seek to create a vibrant and active street frontage to Anzac Highway and Leader Street, with commercial activities on the ground floor promoting transparent and / or articulated frontages for interest.

Retail development will be of scale that supports an active, mixed use environment which is compatible with residential development. Shops and commercial uses will be primarily accommodated on the
ground floor or lower floor levels within mixed use buildings. The development of any large floor plate retailing will be ‘sleeved’ by smaller specialty shops to ensure an activated street frontage.

Parking will be predominantly under or at the rear of buildings and, where possible, vehicle access will be from the rear or side rather than the main road. The creation of laneways and shared vehicle access is encouraged.

South of Leader Street

In the area south of Leader Street, bound by Anzac Highway and Grove and Third Avenues, taller buildings will be developed toward the Anzac Highway frontage with a transition down from Anzac Highway to Third and Grove Avenues to provide a sensitive two to three storey interface with the established residential area in this location.

Vehicle access should be consolidated to single points primarily to Anzac Highway with secondary movement to Third Avenue, and designed so that they do not connect or provide through movement for vehicles between the frontages. Bicycle and pedestrian through access is encouraged.

Provision should be made for a bicycle and pedestrian link connecting to through to Anzac Highway as an extension of Wilberforce Walk.

PRINCIPLES OF DEVELOPMENT CONTROL

Land use

1. Shops or groups of shops contained in a single building should have a gross leasable area of less than 500 square metres, except for sites located north of Leader Street.

2. Shops or group of shops with a gross leasable area of more than 500 square metres should be integrated with residential development and comprise a range of tenancies.

Form and Character

3. Development should be undertaken in accordance with Concept Plan Map Un/11.

4. Development should be consistent with the desired character for the policy area.

5. Detached dwellings should take the form and appearance of row dwellings (i.e. constructed to side boundaries) and achieve the desired net residential site density.

6. A minimum of 50 per cent of the ground floor primary frontage of buildings containing non-residential development should be visually permeable, transparent or clear glazed to promote active street frontages and maximise passive surveillance.

7. No vehicle parking is to be located or made visible from the Anzac Highway or Leader Street frontages, except where parking is required for people with a disability.

8. Access to loading areas and parking for service vehicles should not occur from Anzac Highway and Leader Street for those sites located north of Leader Street.

ZONE PROCEDURAL MATTERS

Complying Development

The zone sets out ‘Complying’ development per Schedule 4 of the Development Regulations 2008, Table Un/1 and Table Un/7 in the Development Plan, other than for heritage places. These provide for minor development, advertisements and change of use of an existing shop, office or consulting room or any combination of these uses for any of these uses, subject to specific conditions.

Non-complying Development

The zone sets out a short list of ‘Non-complying’ forms of development:

- Any development or portion thereof within 5 metres of the Leader Street road boundary that exceeds 2 storeys, or 9 metres in height above natural ground level within the Transit Living Policy Area and Business Policy Area north of Leader Street
- Industry, except Light Industry and Service Industry located within the Business Policy Area
- Fuel depot
- Petrol filling station, except where located within the Business Policy Area
- Major public service depot
- Road transport terminal
- Store, except where located within the Business Policy Area
- Transport depot
- Warehouse, except where located within the Business Policy Area
- Waste reception storage treatment and disposal

**Public Notification**

Categories of public notification are prescribed in Schedule 9 of the *Development Regulations 2008* and in addition, the following forms of development, or any combination of (except where the development is classified as non-complying), are designated as follows:

**Category 1** (no notice):
- Advertisement
- Aged persons accommodation
- All forms of development that are ancillary and in association with residential development
- Consulting room
- Dwelling
- Educational establishment
- Office
- Pre-school
- Residential flat building
- Retirement village
- Supported accommodation
- Shop or group of shops:
  (a) located within the High Street (Unley Road) Policy Area 17;
  (b) located within the Boulevard (Greenhill Road) Policy Area 19 with a gross leasable area of 450 square metres or less
  (c) located within the Transit Living (Anzac Highway) Policy Area 24 or Business (Leader Street and Maple Avenue) Policy Area 25 with a gross leasable area of 500 square metres or less
- Tourist accommodation

**Category 2** (direct advice to adjacent land owners):
All forms of development not listed as Category 1.

Any development listed as Category 1 and located on adjacent land to a residential zone that:
(a) is 3 or more storeys, or 11.5 metres or more, in height above natural ground level;
(b) exceeds the maximum building height in the Building Envelope Building Height or Concept Plan Maps Un/1 to 7 and Un/11;
(c) exceeds the Building Envelope Interface Height Provisions.

**Category 3** (direct advice to locality and public advertisement with 3rd party appeal rights):
Non-complying development or demolition of a State Heritage Place.

**General design controls for development**

As the urban form increases in its scale and intensity, design outcomes need to carefully consider the corresponding quality of design; including building bulk, streetscape relationship, transition of built form, overlooking, overshadowing, traffic and parking needs and implications, delivery and waste servicing and appropriate spaces for amenity and complementary green infrastructure (including deep soil areas...
for trees). Refer to applicable Council-wide policy and in particular for Medium and High Rise Development (3 or More Storeys).

Development requires the provision of vehicle parking (car and bicycle) pursuant to general policy and rates set out in Tables Un/5A and Un/6.

Development within the Urban Corridor Zone is also subject to Overlay Policy for Airport Building Heights, Noise and Air Emissions, Strategic Transport Routes and Affordable Housing.

**Full and further Information**

In addition to the more specific policy of the zone the broader Council-wide residential policy and other relevant parts of the whole Development Plan are also applicable to the assessment of any development.

Zone Policy Area Maps

Sh4  Policy Area 4 - Spacious Historic Millwood Page Estate
C(BF)9.1  Policy Area 5 - Compact (Built Form) Precinct 9.1
S(BF)9.2  Policy Area 9 - Spacious (Built Form) Precinct 9.2
L11.1  Policy Area 11 - Landscape Precinct 11.1
19  Policy Area 19 - Boulevard (Greenhill Road)
21  Policy Area 21 - Core Policy Area
22  Policy Area 22 - Rose Terrace Policy Area
23  Policy Area 23 - Leader Street Policy Area
24  Policy Area 24 - Transit Living (Anzac Highway)
25  Policy Area 25 - Business (Leader Street and Maple Avenue)

Scale 1:8000

Policy Area Boundary
Development Plan Boundary

Consolidated 10 December 2017

Page 13 of 17
Overlay Policy Maps
UNLEY (CITY)
AFFORDABLE HOUSING
MAP Un/1 (Overlay 5a)
Consolidated - 10 December 2017