

UNLEY ROAD PUBLIC REALM DESIGN GUIDELINES

A LONG TERM PLAN FOR THE REVITALISATION OF UNLEY ROAD

August 2022



THE CITY of
Unley

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ACKNOWLEDGEMENT

We acknowledge Unley Road is located on the traditional lands for the Kurna people and we respect their spiritual relationship with their country.

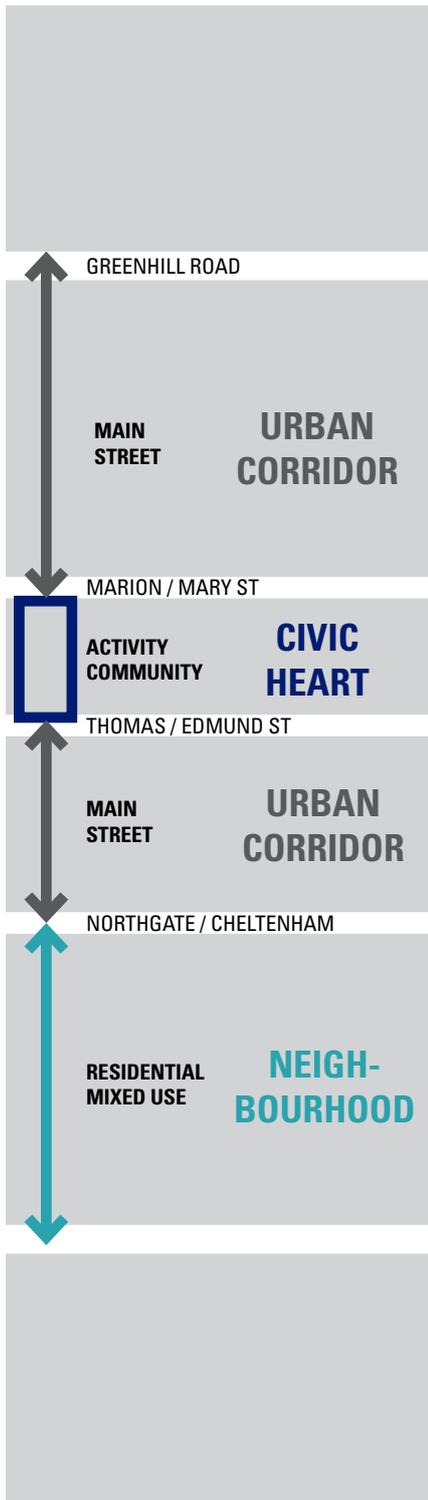
We acknowledge the Kurna people as the traditional custodians of the Adelaide region and that their cultural and heritage beliefs are still as important to the living Kurna people today.

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EXECUTIVE SUMMARY



Unley Road is a popular arterial link, carrying over 35,000 vehicles a day, as well as strategic urban corridor which passes through the heart of the City of Unley.

The Unley Road Public Realm Design Guidelines seek to achieve an attractive, vibrant and accessible public realm along Unley Road and its side street interfaces, that benefits those working, living and visiting the area.

The Guidelines establish a new structured understanding of Unley Road. The 3 zones reflect the different land uses and development potential along the corridor.

The Design Guidelines identify opportunities for change along the corridor and within adjacent side streets to maximise opportunities for:

- Increased greening and amenity
- Economic activation and community interaction
- Improved pedestrian and bicycle accessibility and movement
- Enhanced character, identity and appeal of Unley Road

The three zones are supported by a set of streetscape typologies to guide future development along the Unley Road corridor. They are intended to provide a summary of ideas and opportunities for change, supported by design directions to promote practical and consistent streetscape improvements.

The Guidelines provide direction for the planning, design and implementation of the public realm improvements along this key urban corridor. They are intended to provide a resource to support the staged renewal of streetscape assets, as well as better integration of new development sites and partnership opportunities.

INTRODUCTION



Image courtesy Unley Museum P 001248

INTRODUCTION

The Public Realm Guidelines aims to create a more attractive, vibrant and accessible public realm along Unley Road and its side street interfaces, that benefits those working, living and visiting the area.

It provides a long term commitment for the revitalisation of Unley Road, supporting its various residential, commercial and civic functions within the City of Unley.

PURPOSE OF THE DOCUMENT

The Guidelines establish a new design direction for Unley Road and its adjacent side streets, aiming to maximise opportunities for:

- Increased greening and amenity
- Economic activation and community interaction
- Improved pedestrian and bicycle accessibility and movement
- Enhanced character, identity and appeal of Unley Road

The Guidelines provide a structured understanding of Unley Road, which reflects the different land uses and development potential of the corridor.

Three complimentary streetscape zones are identified along its length, as well as a set of side street typologies to direct the long term renewal.

HOW TO USE THE DOCUMENT

The Guidelines are intended to provide direction to the key stakeholders who will contribute to the staged revitalisation of Unley Road:

Strategy, Design And Asset

The planned renewal of assets along and adjacent to Unley Road provides the catalysts for the introduction of the new materials palette and the staged realisation of the long term vision.

The asset renewal will enable a range of improved outcomes to be integrated into the streetscape to support the objectives of a number of Council's endorsed strategies, plans and programs.

Developers / Designers

The Guidelines recognises the role new development will play in changing the form and character of Unley Road, and seeks to work with developers to enable greater change.

The Guidelines are intended to encourage new development that can support greater activation of local streetscapes, maximising opportunities to enhance the amenity and appeal of Unley Road at street level.

The Guidelines aim to build better partnerships between Council and Developers to maximise the opportunities for integrated change through the construction and reinstatement process.

Landlords / Businesses / Residents

The Guidelines set a new look / identify for Unley Road, and opportunities to attract new business and better support local businesses and residents along or adjacent to Unley Road.

The Guideline provide a common set of directions for local stakeholders to engage with Council to advocate or partner towards enabling local changes.

INTRODUCTION

Street Hierarchy

Unley is recognised for hosting a number of main streets and other popular corridors across the City. Each north-south corridor has its own identity and provides a different range of services or attractions.

It is important that the long term vision for each corridor is distinctive to its local setting but complimentary to the wider city appeal, including:

Goodwood Road

Recognised for its village atmosphere, the centre of Goodwood Road, between Leader Street and Mitchell Street provides a variety of cafes, restaurants, shops and health and beauty, community and business services. The centre is defined by its distinctive streetscape, diversity of public art and slower vehicle speeds.

To the north and south, Goodwood Road is lined with a range of larger scale retail and services, as well as the Wayville Show Grounds.

King William Road

The recent transformation of King William Road, between Mitchell Street and Arthur Street has re-established it as 'Adelaide's most loved main street'. It supports a range of boutique retail, cafe and dining experiences, in a greener pedestrian streetscape, without the high volume of daily traffic experienced along other main streets.

George / Duthy Streets

The north / south route of George and Duthy Street carries daily commuter traffic into and out of the CBD. The corridor has a number of local corner shop clusters providing popular destinations and services for the surrounding neighbourhoods, as well as passing traffic.

Rugby / Porter Bikeway

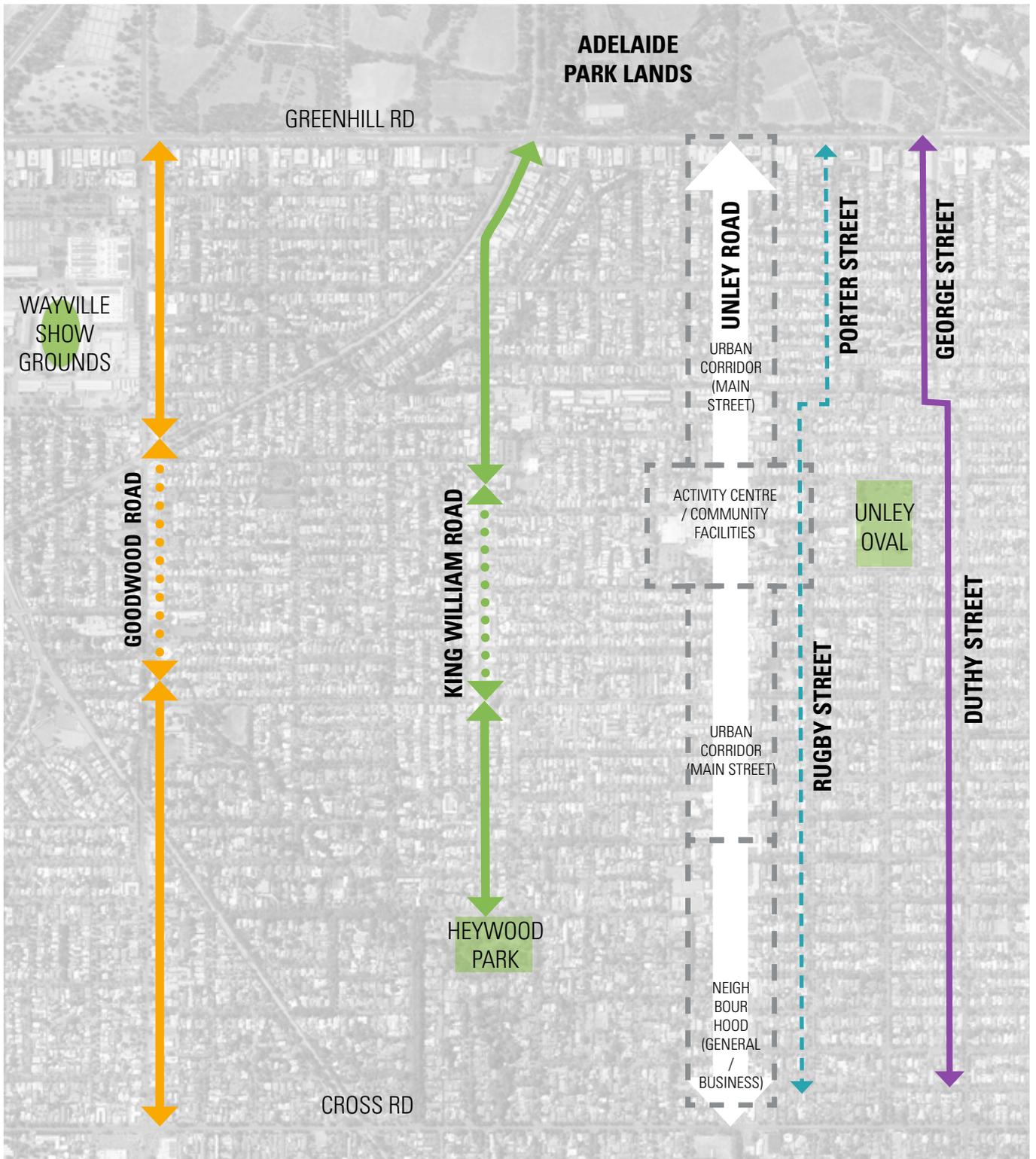
This secondary north / south route through Parkside, Unley and Malvern, provides a quieter and slower speed environment to encourage more people to ride bikes. It is a designated bikeway, carrying 200-400 rider each morning. It is

the recommended alternate to the incomplete bike lanes and higher speeds of Unley Road

Fullarton Road

Fullarton Road is transforming through government investment at key intersections, to better manage the daily arterial traffic volumes into and out of the CBD. The corridor is also changing its form as a result of increased residential uplift along its length.

The established Highgate Village provides a central hub for the needs of the surrounding communities, with smaller corner shops and other commercial facilities dotted along its length.



INTRODUCTION

Existing Conditions

Unley Road is recognised as a key arterial road passing through the City of Unley and carrying high volumes of regional traffic. The street is also recognised for its key features along its length, rather than a co-ordinated streetscape or singular identity.

The Guidelines sought to understand the existing character and conditions of the corridor, to understand what works, what could be improved and what is missing.

EXISTING CONDITIONS

- The opportunity for public life along Unley Road is restricted by the arterial traffic demands (high volume and high speed) along Unley Road and turning movements into/out of the adjacent side streets
- The constrained spaces along the Unley Road corridor limits opportunities for people to freely move along and restricts places to sit, socialize as well as support outdoor dining
- Many businesses, services and tenancies do not have access to extensive off street car parking, and pressure on extended clearways will further restrict ease of access in comparison to other urban centres and precincts
- Existing services and infrastructure above and below ground have historically restricted expansion of traditional tree planting along Unley Road (eastern side)
- Existing public realm provides public with little respite from the noise and heat arising from Unley Road, or incentive to spend time along the street
- Existing public realm is tired and non-descript in its appearance, with supporting infrastructure at capacity and side street undervalued in their contribution to the appeal of the corridor
- Existing land use and built form is considered under-developed and has not been subject to private investment and uplift experience along other designated growth corridors

BUILT CHARACTER

- The built form along Unley road provides a distinctive character of predominantly older properties typical with Unley with brick, stone, masonry with timber window frames. Many older properties have verandahs creating a sense of enclosure to the footpaths
- The historic stretches of narrow single fronted shop fronts along Unley Road provide a finer grain at street level, in contrast with the expanse of roadway.
- The stretch of Unley Road adjacent to the Unley Town Hall is the civic and cultural heart of the city. Its importance is reflected in the quality of the retail and dining offerings and the civic and administration functions provided within the distinctive heritage listed buildings and churches.
- The southern half of the street reflects a more open and detached residential form, that over time has been converted in to commercial offices and other services.
- New higher density built form is starting to establish along Unley Road, marking the next stage of the corridors evolution.
- The junction of Unley Road with Greenhill Road forms a strategic gateway between the City of Adelaide and the City of Unley. The gateway is defined by the character of the Adelaide Park Lands and the connections through to the CBD.
- The street supports a diverse and changeable mix of retail, lifestyle and commercial tenants, suiting a local neighbourhood, as well as wider regional accessibility.

INTRODUCTION

Existing Conditions

PEDESTRIAN AND CYCLE MOVEMENT

- Footpaths along the northern half of Unley Road are typically narrow and congested with verandahs, signage, light poles, street furniture and changing building levels
- Footpaths along the southern half of Unley Road are typically wider and more open, supported by increased building set backs, however pedestrian are more exposed adjacent the roadway
- Signalised pedestrian crossing opportunities to cross Unley Road are extremely limited with up to 400m between crossings.
- Rugby / Porter Bikeway which runs parallel to Unley Road is the recommended north-south bike route. On-road bike lanes are inconsistent, incomplete and without buffers along Unley Road
- Placement of corner kerb ramps are often out of alignment with the built edge due to the location of large service pits. The ability to access these ramps to safely cross is difficult for the elderly and people with disabilities, as well as gophers, prams and e-scooters.
- Unley Road is connected into Unley's city wide walking and cycling network, as well as providing easy access to a number of schools and open spaces in close proximity, including Heywood Park, the Village Green, Haslop Reserve, Unley Primary School and Walford Anglican School for Girls.
- Side street amenity and connection to Unley Road is under valued

TRANSPORT AND PARKING

- Unley Road is a major arterial road, carrying 35,000 vehicles per day as part of Adelaide road network. The majority of the vehicles are commuter or passenger vehicles, with some heavy vehicles
- Public Transport is encouraged along Unley Road, improving access to Unley Road, as well as alignment with the CBD.
- Clear zones along Unley Road have been established to support daily morning and evening commuter congestion, impacting on availability of on-street parking.
- Onstreet parking in high demand for visitors to Unley Road. At certain sections, onstreet parking can reduce the number of trafficable lane widths along Unley Road, to one each way

GREENING AND OPEN SPACE

- Existing green character of Unley Road is defined by Jacaranda street trees (western side only), glory vines established along existing verandahs, and historic planting of distinctive Washingtonia Palms adjacent to the corridor.
- The alignment of existing below ground infrastructure and limited footpath width has limited more extensive planting being undertaken
- The heart of Unley Road is distinguished by the connection to Soldiers Memorial Gardens, an important community destination for informal and formal gatherings, for reflection as well as community events.
- The increased building setbacks in the southern half of Unley Road, provides valued additional greening within the front gardens and car parks of commercial properties lining the street.

CORRIDOR DIRECTION

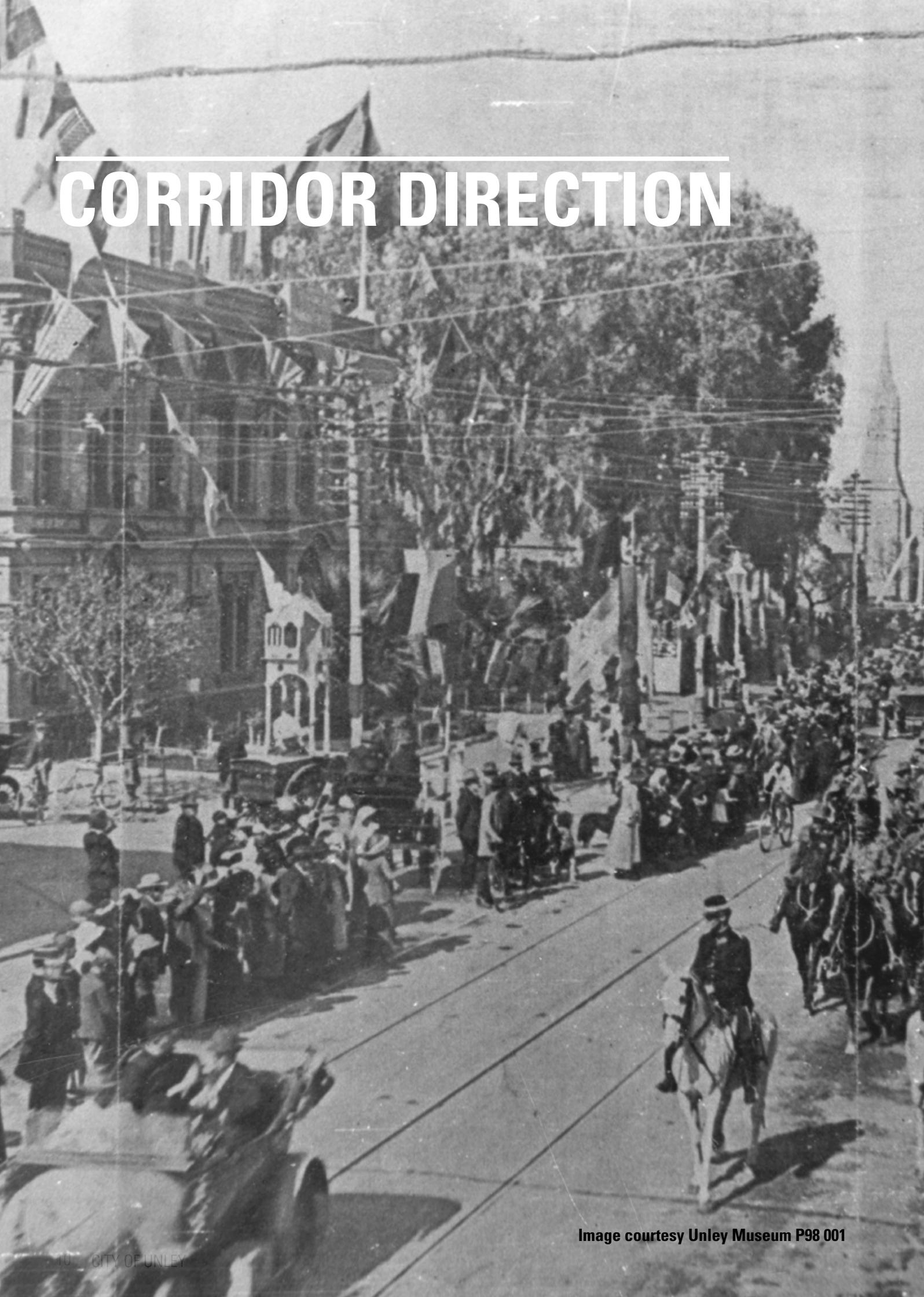


Image courtesy Unley Museum P98 001

CORRIDOR DIRECTION

Strategic Alignment

The Public Realm Guidelines respond to a range of strategic directions set out within a suite of Council strategies and plans.

The following is a summary of key documents and relevance to the Guidelines.

City of Unley Community Plan 2033 A Community of Possibilities



COMMUNITY PLAN 2033

The Community Plan is the Council's leading strategic document and identifies priorities for the City to 2033. The Plan is underpinned by a shared vision for the City, which is 'recognised for its enviable lifestyle, environment, business strength and civic leadership.'

The Plan and Vision is supported by four key goals, including:

- COMMUNITY LIVING
- ENVIRONMENTAL STEWARDSHIP
- ECONOMIC PROSPERITY
- CIVIC LEADERSHIP

The Guidelines will respond to the strategic vision of the Community Plan and promote change along Unley Road that supports the aspirations of the four goals.

PLAN SA: PLANNING AND DESIGN CODE

The Planning and Design Code replaced the City of Unley Development Plan, to direct the long term strategic direction for development along the corridor.

The Code sets out appropriate land uses, density, built form, heights and setbacks for which new development along Unley Road will be assessed.

The Code recognises a number of different land use / planning zones for Unley Road, including:

- URBAN CORRIDOR (Boulevard)
- URBAN CORRIDOR (Main Street)
- SUBURBAN ACTIVITY CENTRE
- COMMUNITY FACILITIES
- GENERAL NEIGHBOURHOOD
- BUSINESS NEIGHBOURHOOD

The different planning zones applied along Unley Road will inform the future development potential and basic urban form which the public realm must respond to.

The Guidelines can be a tool to assist the application of the Planning and Design Code to development along Unley Road.

CORRIDOR DIRECTION

Strategic Alignment

UNLEY CENTRAL PRECINCT PLAN

The Unley Central Precinct Plan established a vision in 2015 for an integrated, sustainable and highly livable and economically viable urban centre and informed the subsequent rezoning of the heart of the corridor.

The report established a cohesive and holistic precinct extending from Culvert Street to Clifton Street and Mornington Road to Cambridge Terrace.

EXISTING CHARACTER

The Plan summarised the existing character of the precinct, and its relationship to the city and the community, as:

Village Character - Authentic village character with heritage buildings, laneways, plazas, pockets of open space, and mature trees

A Number of Shopping Clusters - A number of zones exist within the Precinct divided by the busy main street, making it difficult to cross Unley Rd in an east–west direction

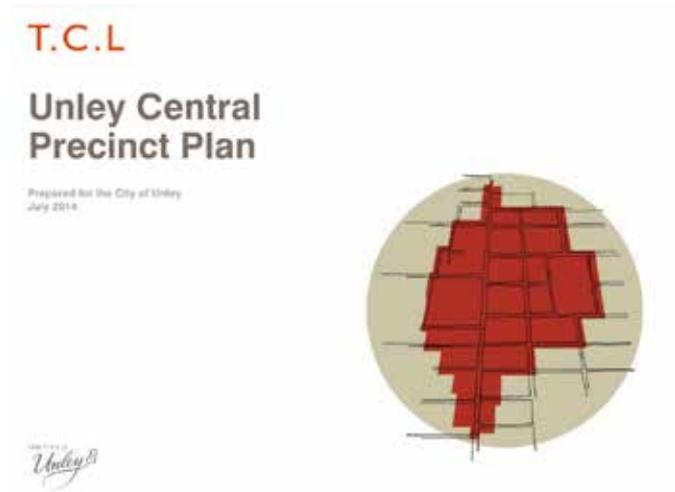
Dissected Village Atmosphere - Unley Road is noisy and difficult to traverse, diluting the village atmosphere

Maze of Car Parks - Carparks dominate the Precinct and create conflicts between pedestrians and cars. Some carparks lack any design or shade from trees

Varying Street Activity - Side streets are an interesting mix of residential and community facilities which reinforce the social and cultural vitality of the community. Unley Road presents as a busy and economically active zone

Internalised Community Facilities - The Council building, Library, Oval buildings, Community Centre and larger shopping centres present blank walls to the street and do not encourage transparency, openness and a transition to outside

Lack of Night Time Activity - The Precinct lacks night life with the majority of restaurants and other night time facilities being outside the precinct



THE VISION FOR THE UNLEY CENTRAL PRECINCT

The Vision for the Unley Central Precinct is to create an integrated, sustainable and highly liveable and economically viable urban centre. A precinct that has well serviced retail and other commercial & community facilities, activated streets, and spaces offering a vibrant and safe environment.

GUIDING PRINCIPLES

The following Guiding Principles of the Precinct Plan are relevant to the development of the Design Guidelines:

Create a pedestrian dominant precinct

- Establish a pedestrian friendly environment with a permeable street network that is well- connected to surrounding activities and building types
- Integrate sustainability principles into urban design
- Provide a diversity of pedestrian connections with inviting plazas, streets, laneways and walkways

Create high quality, socially engaging, human scale public realm with activated and connected edges

- Create a hierarchy of urban open places that respond to diverse needs, contexts and activities. Program spaces to respond to a variety of needs and the time of year

- Provide a 'lattice' of open space and 'pocket parks' particularly in mixed-use developments and along Unley Road
- Create vibrant high quality, medium to high density mixed use / mixed age developments
- Provide a balance of contemporary uses that establish mixed use residential, commercial and employment precincts
- Establish a subdivision-block plan layout to maximise permeability
- Provide a hierarchy of activities throughout the precinct, particularly at street level to create a legible and interesting urban environment
- Encourage 'age in place' by providing age appropriate residential development and community facilities. Create high quality and enlivened streetscapes that connect to adjacent activities and uses

Create high quality and enlivened streetscapes that connect to adjacent activities and uses

- Buildings should create 'human scaled' streetscapes with modulated and vibrant active frontages and elements such as canopies and verandas with well-designed development above
- Architectural expression should be contemporary and befitting Unley's character without mimicking historic building types
- Provide weather protection along frontages

Integrate sustainability principles into urban design

- Promote renewable energy and minimise resource use
- Address the impact of development on the existing stormwater system
- Adopt ecological processes and systems development framework with an urban, rather than suburban character

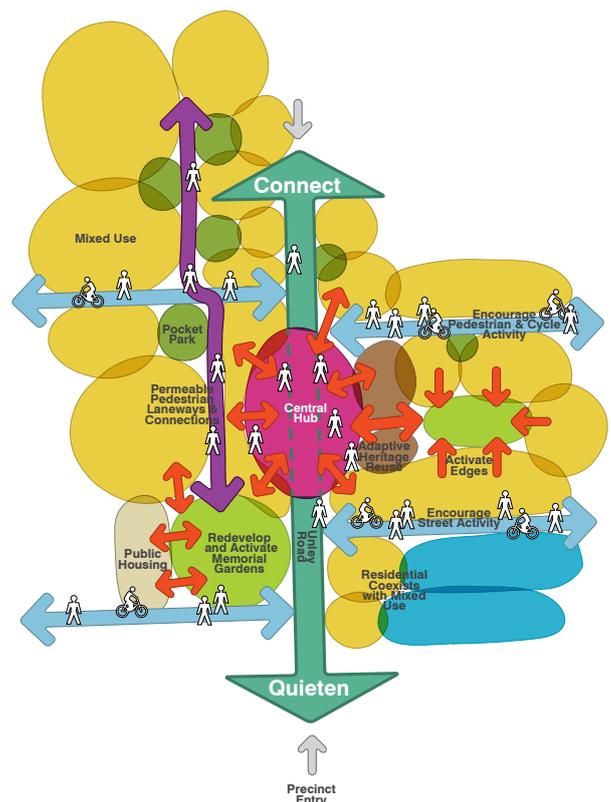
Prioritise active public transport and alternatives to cars

- Encourage the use of public transport and create well-designed urbane stops and shelters
- Encourage the investigation of a future tram system
- Provide a direct, well connected and clearly articulated cycling network

Quieten Traffic

- Narrow roads, reduce speed limits, treat roadways with surfaces and other elements that encourage a reduction of speed and remove cars where appropriate to maximise quality of the pedestrian and cycling experience
- Quieten Unley Rd to allow for greater and safer connection east-west

The Guidelines will extend the application of the Precinct Plan Vision and Guiding Principles along the length of the corridor, appropriate to local conditions.



CORRIDOR DIRECTION

Strategic Alignment

ECONOMIC DEVELOPMENT GROWTH STRATEGY 2021-25

The Strategy sets out a whole-of-city approach to grow a vibrant and successful local economy, to increase the population and jobs within the City and to support sustainable business growth.

The Strategy advocates for opportunities for Council to attract investment and form strategic partnerships to support vibrant main streets and a growing number of business precincts.

The Guidelines will better support local businesses, attract new businesses as well as build effective partnerships to enable change through future development along the corridor.

UNLEY INTEGRATED TRANSPORT STRATEGY

The City of Unley aspires to promote safe, accessible, sustainable and effective transport systems and people movement across the City. It identifies Unley Road as a Secondary Arterial Road, with a number of key side streets identified as Local Crossing Collector Roads. Greenhill Road and Cross Road are identified as Primary Arterial Roads.

The Guidelines will respond to the strategic aspirations of the Strategy, including improved pedestrian access and safety, public transport and on-street parking, as well as key side street intersections to Unley Road.

WALKING AND CYCLING PLAN

The Plan focuses on initiatives to improve the active transport network across the City and to assist people of all ages and abilities to choose active transport more often.

The Guidelines will respond to the directions of the plan to improve the accessibility of Unley Road for pedestrians and cyclist, recognising the corridor as a destination for movement.

CITY OF UNLEY TREE STRATEGY

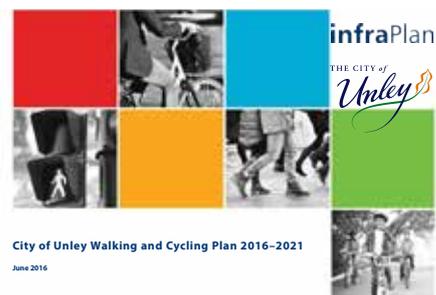
The Tree Strategy sets out a long term plan to increase tree canopy cover across the City of Unley by 20% in 2045. It considers ways to better manage and maintain existing tree stock as well as expand and establish new trees across the City.

The Guidelines will promote the retention of existing trees as well as opportunities to increased tree planting within the public and private realm to improve the amenity and performance of the corridor.



Unley Integrated Transport Strategy

Pursuing safe, accessible, sustainable and effective transport movements for the City of Unley



CITY OF UNLEY Keeping Unley Leafy for Future Generations



THE LIVING CITY - OPEN SPACE STRATEGY

The Open Space Strategy seeks to address the long term challenges facing the increasing demands on the open space network from a growing residential and worker population profile within the City of Unley

The Strategy advocates for quality streetscapes and the importance of places for people, as well as recognises the opportunity to develop partnerships to provide community access to 'shared' spaces on private land.

The Guidelines will promote a quality public realm that is unique for Unley Road, as well as identify opportunities to enable increased places for people, including opportunities to partner with private partnerships.

ASSET MANAGEMENT PLANS

Asset Management Plans document the financial and technical requirements to manage the four key asset classes; Buildings, Open space, Storm water, and Transport.

The Guidelines will inform the future renewal of all assets associated with Unley Road, recognising the role of staged renewal as a key catalyst for sustainable change.

DISABILITY ACCESS AND INCLUSION PLAN

The Plan has been developed to ensure improved access and inclusion for citizens of all ages who are living with disability.

The Guidelines will ensure the design and activation of the public realm will reflect Universal Design Principles to ensure inclusive public and private buildings and spaces along the corridor.

LIVING WELL - PLAN FOR HEALTH AND WELLBEING

Living Well is a key Council document that guides Council's work to maintain and improve the health and wellbeing of our community.

The Guidelines will encourage the use of walking and cycling as regular modes of transport to access Unley Road and provide safe and supportive settings for these activities along its length.

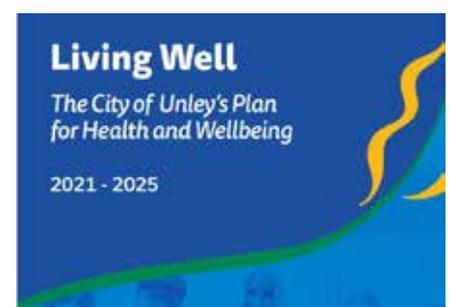




Image courtesy Unley Museum P 001248

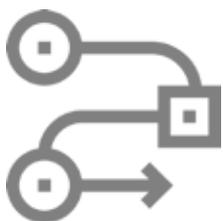
CORRIDOR DIRECTION

CORE OBJECTIVES

In response to the detailed investigation of local conditions, the identified opportunities for change, and alignment across a variety of Council strategic aspirations, the following 6 key objectives have been established to inform the design of Unley Road, as well the means in which to enable change.

These objectives provide the long term strategic directions for the corridor and its revitalisation:

- **IMPROVED ACCESSIBILITY**
- **IMPROVED ACTIVATION**
- **IMPROVED CAPACITY**
- **IMPROVED AMENITY**
- **IMPROVED ADAPTABILITY**
- **IMPROVED ATTRACTION**



IMPROVED ACCESSIBILITY

SAFER CONNECTIONS FOR ALL

The Guidelines will support a public realm for people of all ages and abilities that improves access to Unley Road and the ability to move safely along it.

DESIGN CONSIDERATIONS:

- Realign kerb ramps to improve accessibility and pedestrian safety (in accordance with Australian Standards)
- Increase landing spaces for pedestrians to gather before crossing the road.
- Narrow side street crossing distances
- Slow movement of turning traffic into side streets
- Increase availability of bicycle infrastructure along the road and within the side streets
- Emphasise key east/west crossing routes
- Increase bench seating along Unley Road to provide rest points at regular intervals



IMPROVED ACTIVATION

FLEXIBLE PUBLIC REALM TO SUPPORT PUBLIC LIFE

The Guidelines will support the creation of more spaces for people to meet, pause or spend time along Unley Road.

DESIGN CONSIDERATIONS:

- Create destinations and interventions for people to linger and spend time enjoying the hospitality and retail destinations along the corridor
- Connect civic and open spaces to the road corridor to invite people to visit and explore
- Improve the transition from the residential streets into the urban corridor
- Consider night time activation and opportunities for concessions, events or performances by providing outdoor power connections and lighting at key civic locations
- Explore opportunities for increased public art elements, including sculptures, murals and digital opportunities to embellish the public realm



IMPROVED CAPACITY

SERVING THE NEEDS OF THE PRECINCT

The Guidelines will support ease of access to Unley Road, valuing onstreet and offstreet parking, public transport connection and facilities to support increased bike riding.

DESIGN CONSIDERATIONS:

- Maximise opportunities to increase visitor parking at appropriate side streets
- Structure timed parking in side streets to service the needs of the main street in balance with surrounding residents
- Support rear lot amalgamation to expand off-street visitor and business parking
- Consider Smart Parking with detectors on street feeding to an app based system to show where available parking is located

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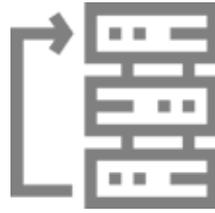
IMPROVED AMENITY

STRENGTHEN A GREENER CORRIDOR

The Guidelines will support the long-term revitalisation of Unley Road, with a palette which responds to the changing character and development potential of the corridor.

DESIGN CONSIDERATIONS:

- Infill tree planting along Unley Road, including utilisation of new planting technology to address complexity of existing below ground services
- Expand vine planting along character verandahs along Unley Road, in partnership with building owners
- Establish sustainable planting beds along Unley Road to offer additional amenity
- Enable opportunities to integrate the 'borrowed landscape' of adjacent private properties to expand tree canopy and greening along Unley Road



IMPROVED ADAPTABILITY

ENHANCED LOCAL SETTINGS

The Guidelines will inform the long term asset renewal of the public realm and infrastructure associated with Unley Road and its adjacent side streets.

DESIGN CONSIDERATIONS:

- Asset renewal will refresh the corridor with a new suite of paving, materials, furniture and plantings
- Co-ordinated renewal will provide opportunities to support greater street activation, amenity and improved access along the street and into shopfront
- Activation of side streets provides opportunities for corner sites to maximise the activation of dual frontages and support greater street life
- Opportunity to partner with building owners or developers to influence early design decisions regarding the integration of the built form which may benefit the quality of the streetscape
- Maximise opportunities to integrate tree and understorey plantings within the renewal



IMPROVED ATTRACTION

INVESTMENT TO SUPPORT PRECINCT NEEDS

The Guidelines will support opportunities for Council to work with local stakeholders to invest and enhance local settings and encourage greater street activation.

DESIGN CONSIDERATIONS:

- Outdoor dining spaces would require contribution from the adjacent property or business owner in establishment of safe outdoor dining locations, as well as investment in activation of side street facades
- Align with Council's Outdoor Dining Guide to focus on side street activation and pedestrian amenity and comfort
- Maximise opportunities to integrate tree and understorey plantings
- Expand opportunities to amalgamate rear lot parking and vehicle access to service the precinct
- Investigate opportunities for secondary 'shared' public spaces on private land as a result of new development

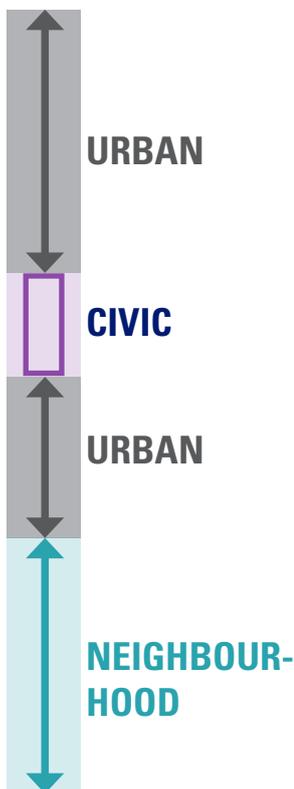
CORRIDOR DIRECTION

Structure Plan

The overall structure plan for Unley Road is presented as an overlay of various Council strategic directions, corridor objectives, land use / character zones, destinations and link and place assessment.

The Structure Plan sets out the different roles for the public realm along the corridor, in support of a co-ordinated corridor approach.

It is intended to set an overall direction for the corridor, with local responses to be explored through the detail of the guidelines and the requirements of individual locations over time.



PLANNING AND LAND USE

URBAN CORRIDOR (Boulevard /Main Street)

Create a vibrant urban environment which support a higher density mix of new residential, commercial, retail and hospitality uses. High quality buildings and public realm are sought which provide:

- visually interesting, highly transparent and varied shop fronts and building entries
- continuity of verandahs, awnings or canopies
- appealing pedestrian links to shops and businesses set behind the street frontage and access to car parking areas at the rear or underneath buildings
- ground floor levels match public footpath levels to provide for level access and direct interaction to the public realm
- restricted and consolidated vehicle access points, primarily from secondary road frontages, and utilising rear access lanes

SUBURBAN ACTIVITY CENTRE / COMMUNITY FACILITY

Create a distinctive civic precinct with quality settings for people and street activation. Complement the existing heritage built form with new buildings and public realm that provide:

- setbacks to provide room for pedestrian activation
- retail developments, including specialty shops and cafes with narrow frontages that promote greater pedestrian activity and variety
- above ground level, business uses such as offices, consulting rooms, gyms and other commercial land uses, as well as residential uses
- new vehicle access points from Unley Road is not desired
- consolidated, shared and screened parking from the street or public spaces

GENERAL / BUSINESS NEIGHBOURHOOD

Enhance the southern character of Unley Road with opportunities for new small-scale office and consulting room development as well as specialty goods outlets, and medium density residential development which complements the lower density scale and more open appearance of existing built form by:

- providing building set-backs from Unley Road, typical of existing development in the zone,
- maximise opportunities for substantial landscaping (including tree planting) within the setback
- locating car parking to the rear of developments, or screened with walls and landscaping

STREET TYPOLOGIES

URBAN CORRIDOR

Create a contemporary urban streetscape that supports greater street activation, pedestrian movement and improved amenity

CIVIC HEART

Create a high quality pedestrian environment which highlights the civic heart of Unley, fosters public life and strengthens connection to range of community services

URBAN NEIGHBOURHOOD

Create a new public realm which is complementary to the Urban and Civic streetscape character, but reflects the more open, less intensive and smaller scale streetscape

STREETSCAPE ACTIVATION

Opportunity to create expanded public realm into the side streets to support adjacent land use(s). Review on street parking demand, infrastructure and stakeholder engagement to inform extent of change

STREETSCAPE ACCESSIBILITY

Opportunity to improve pedestrian connectivity with Unley Road, along and across side streets. Review LATM requirements, infrastructure and stakeholder engagement to inform extent of change

STREETSCAPE CAPACITY

Opportunity to improve side street parking capacity adjacent to Unley Road. Review LATM requirements, infrastructure and stakeholder engagement to inform extent of change

STREETSCAPE ENHANCEMENTS

Enhance key spaces along Unley Road with additional design consideration to create improved places to gather, connection or to increase the identity of the street

STREETSCAPE FEATURES

EXISTING TREES

INFILL TREE PLANTING INVESTIGATIONS

Investigate alternate tree pit design to enable installation of additional trees along Unley Road in close proximity to existing sub-surface infrastructure
Indicative placement shown only

BORROWED LANDSCAPES

Investigate opportunities to partner with land owners to establish additional tree planting on private land (car park) adjacent to Unley Road or within rear lot car parks.

OPEN SPACE

Facilitate connections, access and linkages to key open spaces and recreational assets along the corridor, and their contribution to the appeal of the corridor

SIGNALISED INTERSECTION

PEDESTRIAN CROSSING

Reinforce importance of existing pedestrian crossing locations as safe places to gather along Unley Road with improved public realm, seating, greening and way-finding

IDENTIFIED CYCLE ROUTE

Value connections into citywide networks with improved public realm, including end of trip bicycle facilities, way-finding and safe crossings

OPEN SPACE LINK

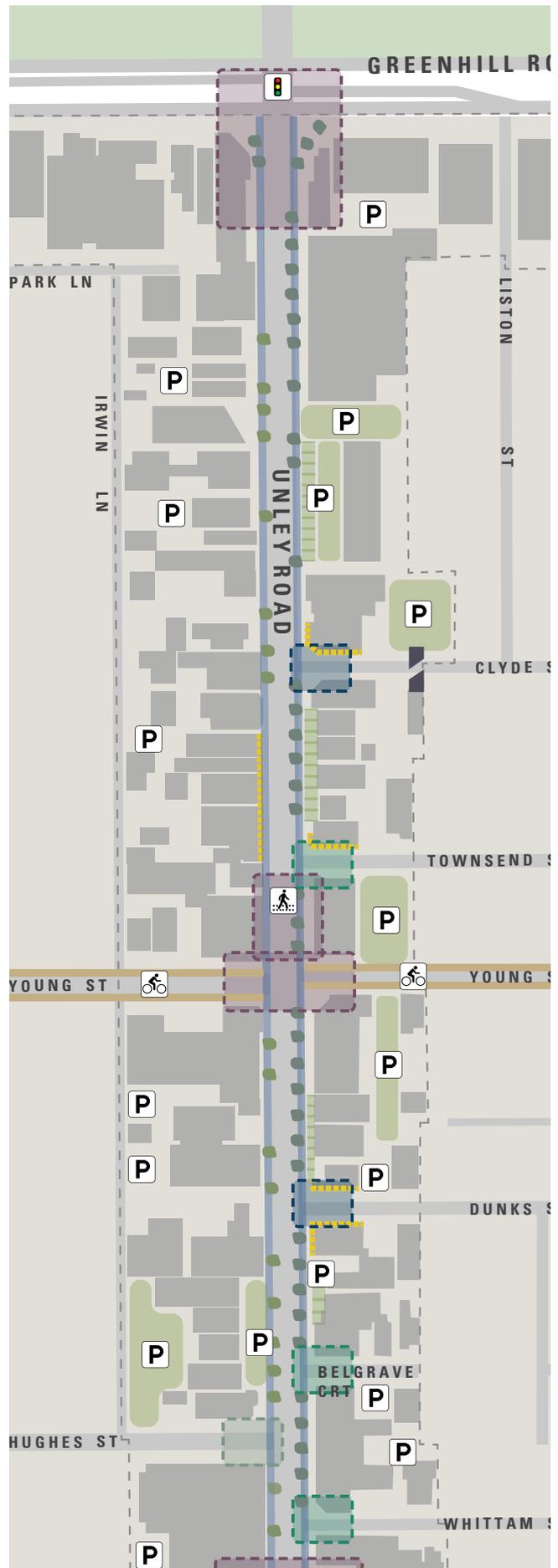
Reinforce connections to surrounding open spaces with improved public realm, way-finding and safe connections

CORRIDOR DIRECTION

Structure Plan

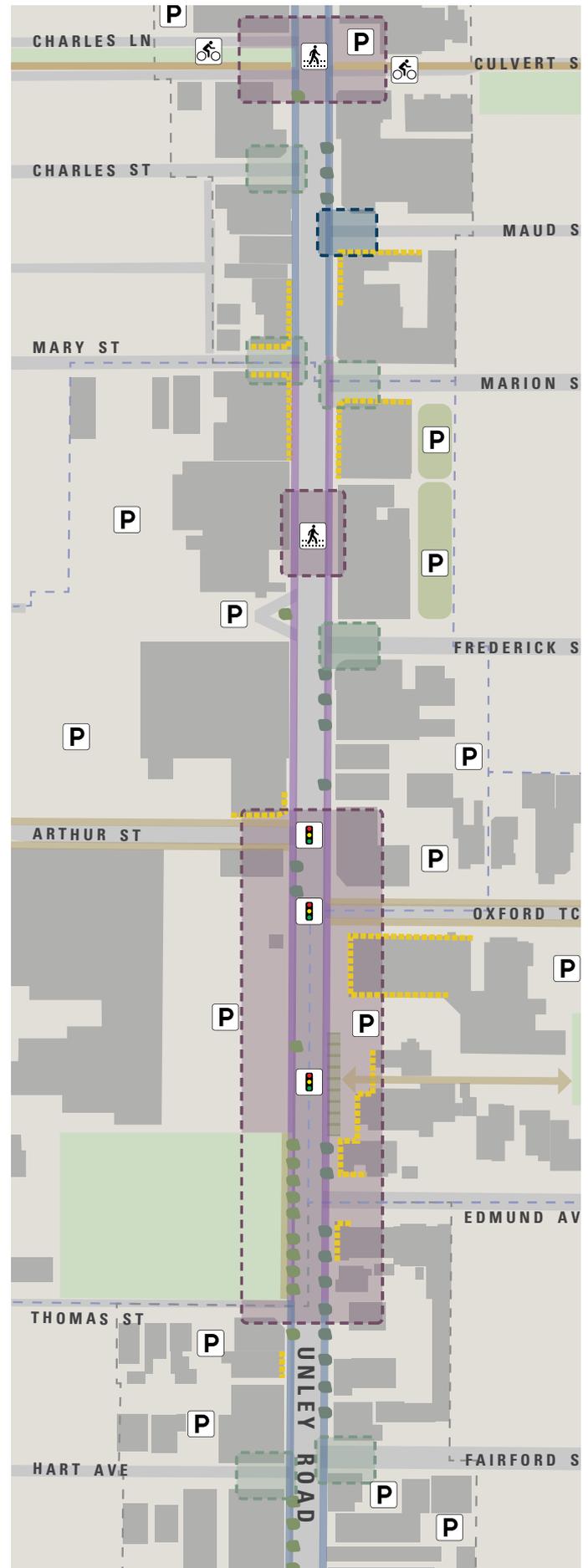
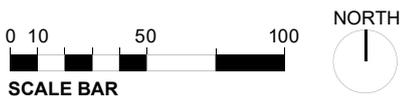
LEGEND

-  Existing Built Form
-  Existing Open SPace
-  Feature Buidling Facade
-  State Heritage Buidling
-  Local Heritage Buidling
-  Signalised Pedestrian Crossing
-  Signalised Intersection
-  Off-street Car Park
-  Existing Road Closure
-  Identified Bike Route
-  Open Space Link
-  Urban Corridor Streetscape
-  Civic Heart Streetscape
-  Urban Neighbourhood Streetscape
-  Streetscape Enhancement
-  Streetscape Activation
-  Streetscape Accessibility
-  Streetscape Capacity
-  Existing Street Trees
-  Infill Tree Planting (Invesitigation)
-  Borrowed Landscape (Front Gardens)
-  Borrowed Landscape (Car Parks)



LEGEND

-  Existing Built Form
-  Existing Open SPace
-  Feature Buidling Facade
-  State Heritage Buidling
-  Local Heritage Buidling
-  Signalised Pedestrian Crossing
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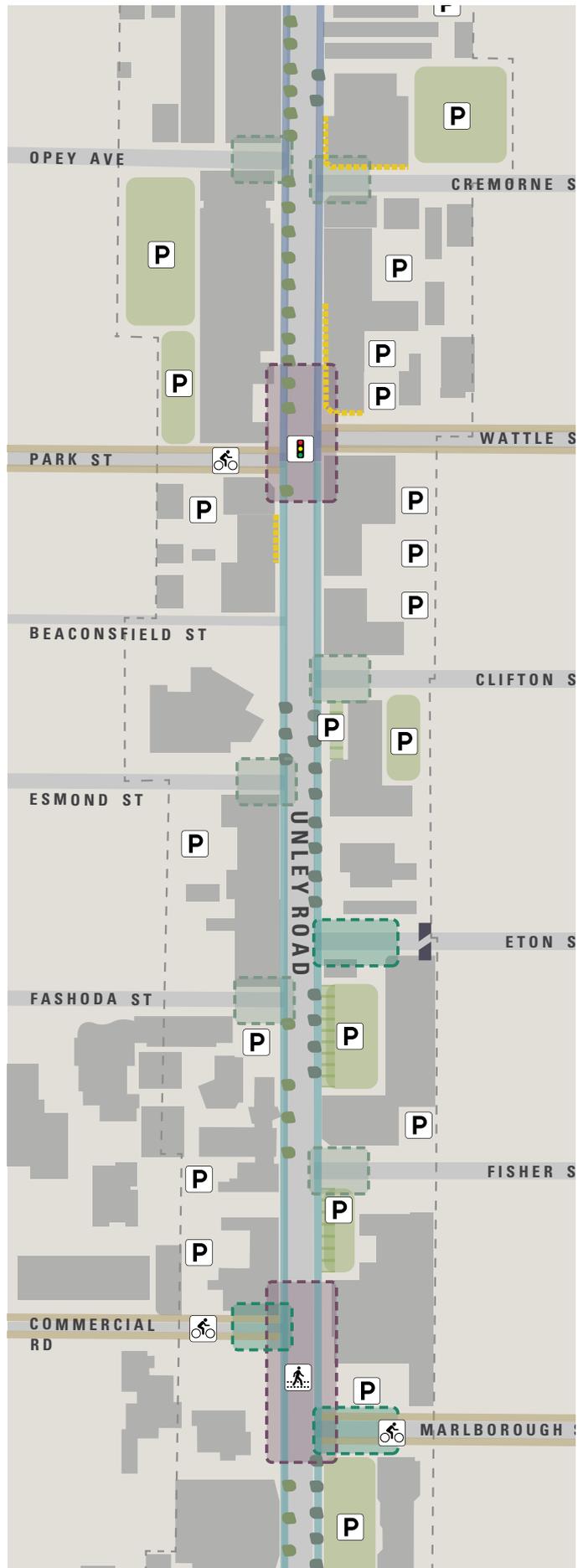


CORRIDOR DIRECTION

Structure Plan

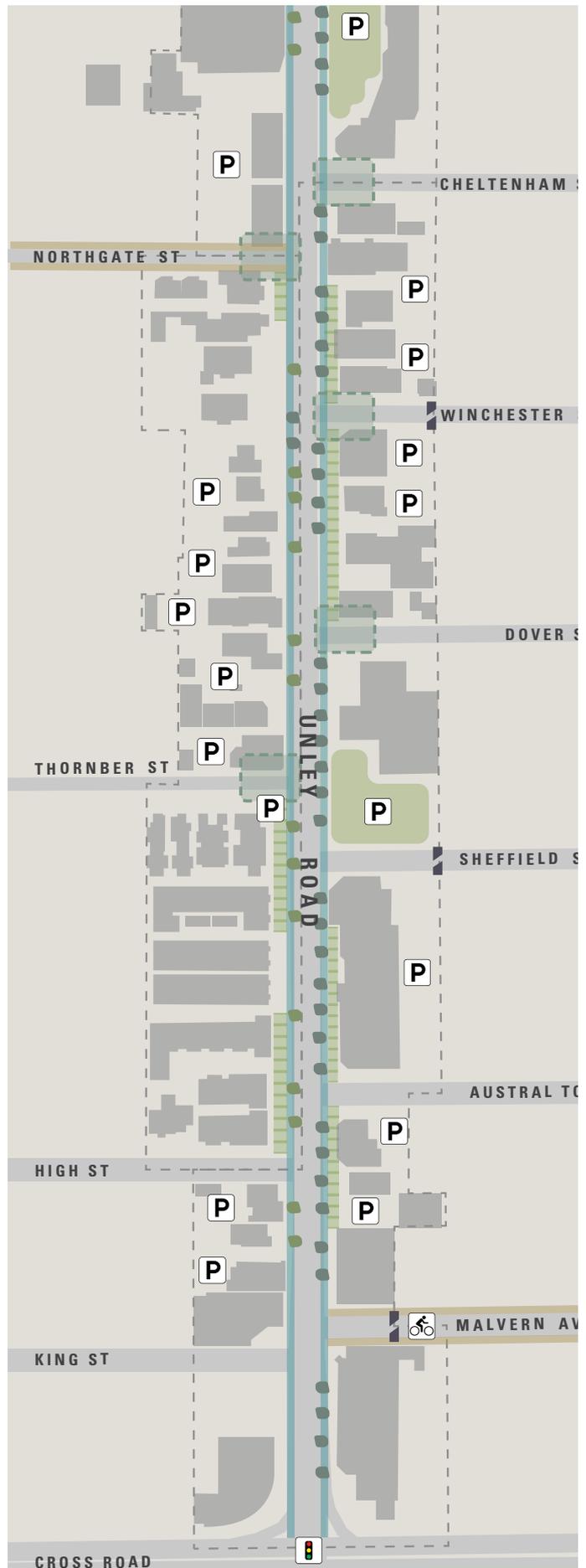
LEGEND

-  Existing Built Form
-  Existing Open SPace
-  Feature Buidling Facade
-  State Heritage Buidling
-  Local Heritage Buidling
-  Signalised Pedestrian Crossing
-  Signalised Intersection
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-  Streetscape Enhancement
-  Streetscape Activation
-  Streetscape Accessibility
-  Streetscape Capacity
-  Existing Street Trees
-  Infill Tree Planting (Invesitigation)
-  Borrowed Landscape (Front Gardens)
-  Borrowed Landscape (Car Parks)



LEGEND

- Existing Built Form
- Existing Open Space
- Feature Building Facade
- State Heritage Building
- Local Heritage Building
- Signalised Pedestrian Crossing
- Signalised Intersection
- P Off-street Car Park
- Existing Road Closure
- Identified Bike Route
- Open Space Link
- Urban Corridor Streetscape
- Civic Heart Streetscape
- Urban Neighbourhood Streetscape
- Streetscape Enhancement
- Streetscape Activation
- Streetscape Accessibility
- Streetscape Capacity
- Existing Street Trees
- Infill Tree Planting (Investigation)
- Borrowed Landscape (Front Gardens)
- Borrowed Landscape (Car Parks)



STREET TYPOLOGIES



STREET TYPOLOGIES

DESIGN DIRECTION

From the understanding of the existing conditions, the strategic directions and guiding principles, the following design typologies have been developed to enable change along Unley Road.

MAIN STREET TYPOLOGIES

The design guidelines have been structured to respond to the three character zones of Urban Corridor, Civic Heart and Urban Neighbourhood and the long term land-use planning for the corridor.

Each zone reflects the expected level of activation, built form (proposed) and the surrounding character and context.

Urban Corridor

Create a contemporary urban streetscape that responds to changing mix of street activation and supports greater pedestrian movement and amenity in response to increased apartment living.

Provide a public realm that is adaptable to contemporary built form, as well as complementary to the traditional shopfronts along the street.

Civic Heart

Create a high quality pedestrian environment which fosters civic life and strengthens community connection to services and amenities.

Provide a public realm that compliments the character of the existing civic buildings, as well as encourages new built form to reinforce the heart of Unley Road.

Urban Neighbourhood

Create a new public realm which highlights feature materials of the local character of the buildings lining the street, and values the potential of the 'borrowed landscape' as a result of increased setback.

Maximise opportunities for increased greening, whilst carefully managing accessibility into adjacent residential neighbourhoods.

SIDE STREET TYPOLOGIES

Due to the constrained nature of the Unley Road footpath and its high speed / high traffic frontage, the greatest scope for change largely exists in side streets.

These environments have more space, less noise and fewer inground services that enable opportunities for reconfiguration and enhancement that provide benefits to the Unley Road corridor.

These interventions reflect the aspirations of the corridor drivers as follows:

Type 1: Increased Activation

Create additional people oriented spaces for public meeting spaces, as well as outdoor dining or other economic activities

Type 2: Increased Accessibility

Modify side street intersections to reduce crossing distance and improve pedestrian safety and accessibility between blocks and slow traffic turning into neighbourhood streets.

Type 3: Increased Capacity

In a limited number of existing wider streets, consider alternate parking arrangement to increase onstreet parking

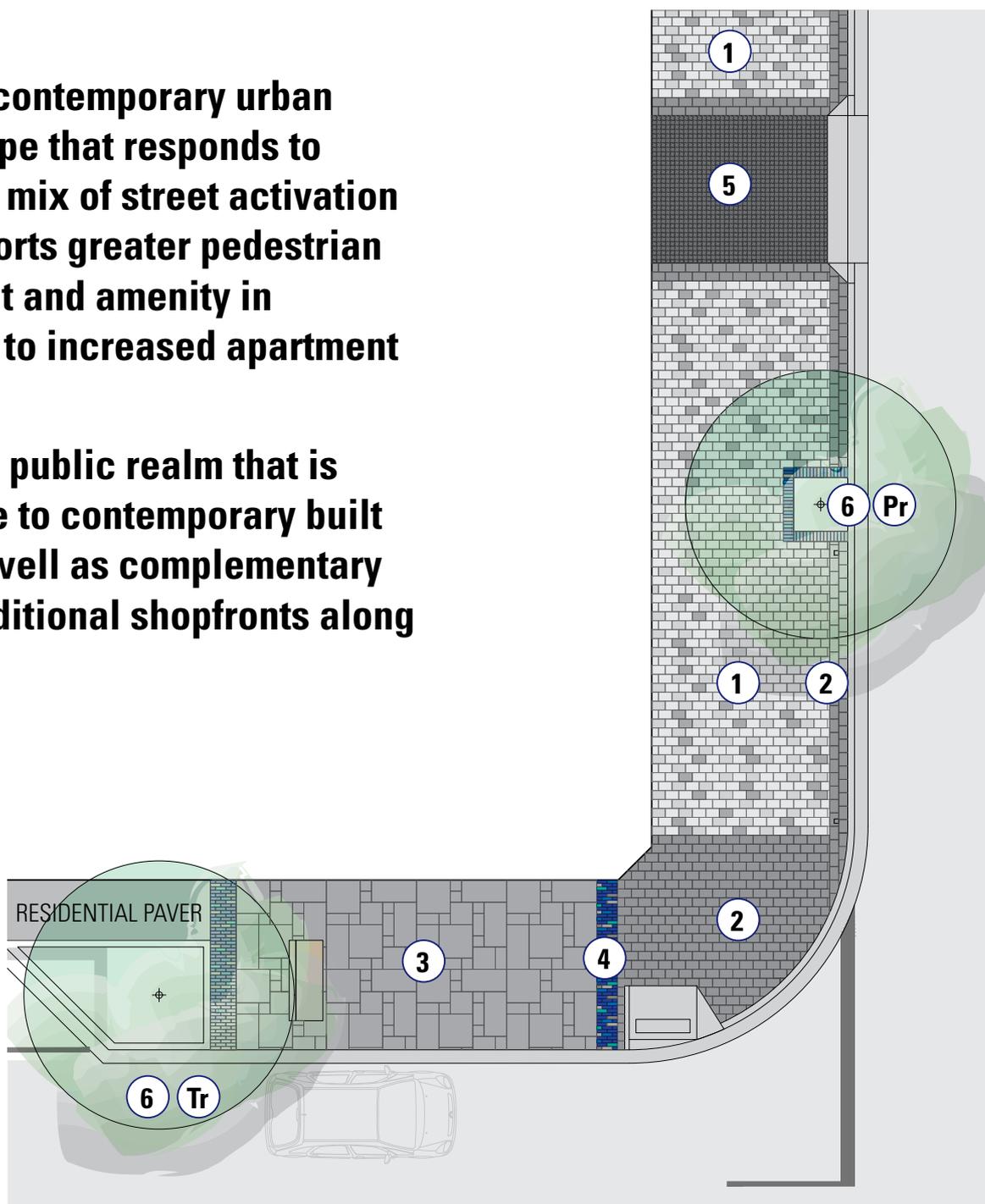
STREET TYPOLOGIES

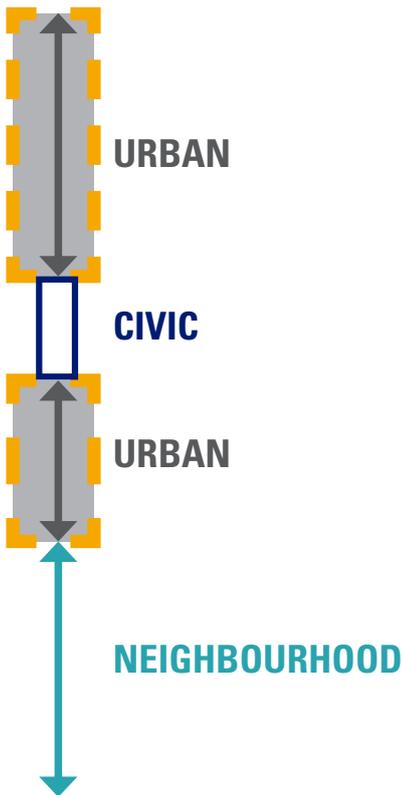
MAIN STREET: URBAN CORRIDOR

INTENT:

Create a contemporary urban streetscape that responds to changing mix of street activation and supports greater pedestrian movement and amenity in response to increased apartment living

Provide a public realm that is adaptable to contemporary built form, as well as complementary to the traditional shopfronts along the street





URBAN PALETTE
ADAPTABLE
CONSISTENT / INTUITIVE

1 FOOTPATH

Maintain a clear path of travel along the building line with signage and street furniture placed towards back of kerb. Provide visual interest with subtle changes in colour and finish.

2 HEADER COURSE / LANDING

A defined edge strip and landings with contrasting colour to visually guide pedestrians along the street and highlight key junctions and crossing points.

3 ACTIVATED SPACE

Where space allows, consider opportunities to expand the public realm in connecting side streets, utilising elements of the palette to integrate change, including addition street furniture

4 FEATURE BAND

Banding of feature paving to provide added colour and interest along the streetscape. Feature banding to provide reinterpretation of the Unley Road Blue signature colour

5 DRIVEWAY CROSSOVER

Driveway crossovers to be consolidated and minimised along Unley Road. Pavement design to accommodate vehicle access requirements

6 STREET TREES

Regular spaced trees to be planted in a linear tree trench, where space is available to suit existing below ground services.

Tree and lower level planting to avoid impacting on sight lines of turning vehicles, including from rear driveways.

Pr Primary species to Unley Road
Jacaranda mimosifolia

Tr Threshold species to side street. Select size and form based on available space and clearance from vehicle movement.
See list

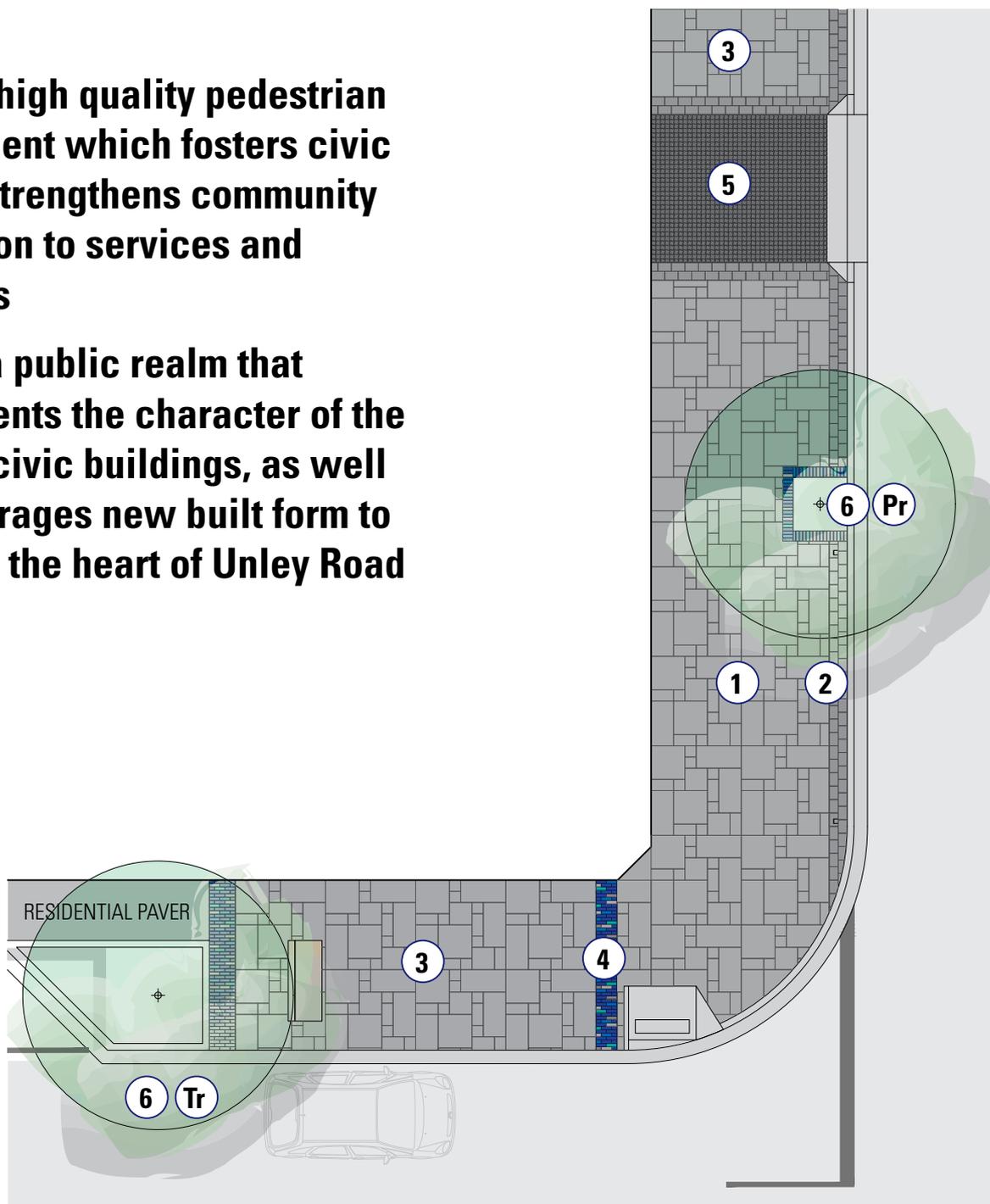
STREET TYPOLOGIES

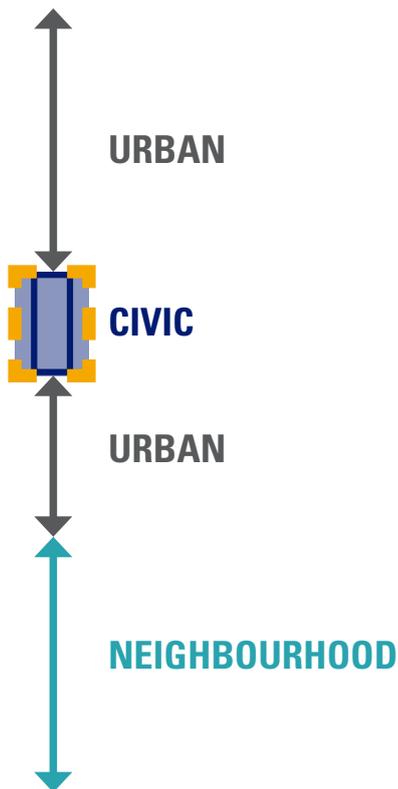
MAIN STREET: CIVIC

INTENT

Create a high quality pedestrian environment which fosters civic life and strengthens community connection to services and amenities

Provide a public realm that compliments the character of the existing civic buildings, as well as encourages new built form to reinforce the heart of Unley Road





CIVIC PALETTE
HIGHER QUALITY
LINK AND CONNECT

- 1 FOOTPATH**
Promote a clear and legible journey along footpaths connecting into laneways and civic spaces with the random ashlar paving pattern
- 2 HEADER COURSE / LANDING**
A defined edge strip and landings with contrasting colour to visually guide pedestrians along the street and highlight key junctions and crossing points.
- 3 ACTIVATED SPACE**
Where space allows, consider opportunities to expand the public realm in connecting side streets, utilising elements of the palette to integrate change, including addition street furniture
- 4 FEATURE BAND**
Banding of feature paving to provide added colour and interest along the streetscape. Feature banding to provide reinterpretation of the Unley Road Blue signature colour
- 5 DRIVEWAY CROSSOVER**
Driveway crossovers to be consolidated and minimised along Unley Road. Pavement design to accommodate vehicle access requirements
- 6 STREET TREES**
Regular spaced trees to be planted in a linear tree trench, where space is available to suit existing below ground services.

Tree and lower level planting to avoid impacting on sight lines of turning vehicles, including from rear driveways.

 - Pr** Primary species to Unley Road
Jacaranda mimosifolia
 - Tr** Threshold species to side street. Select size and form based on available space and clearance from vehicle movement.
See list

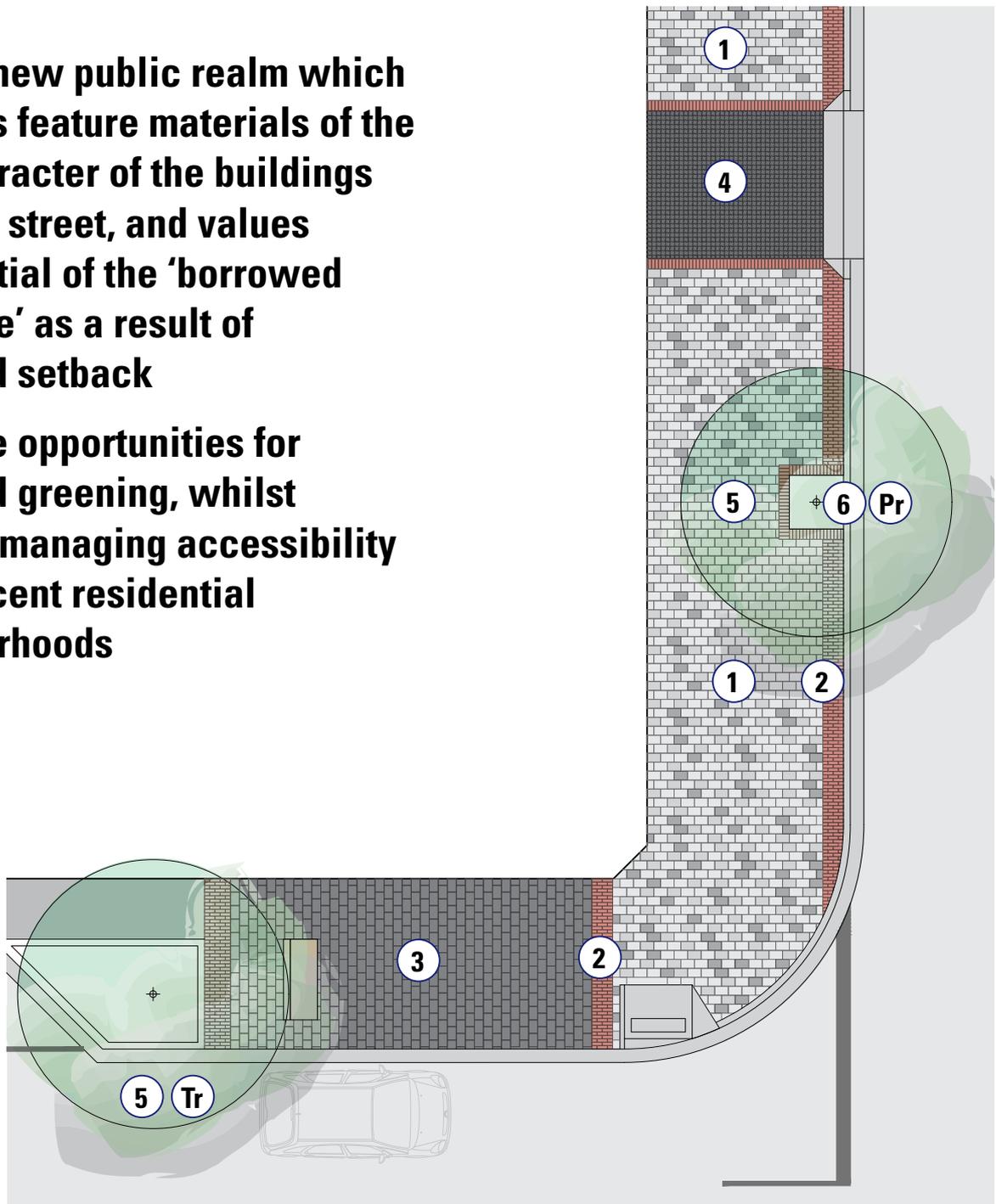
STREET TYPOLOGIES

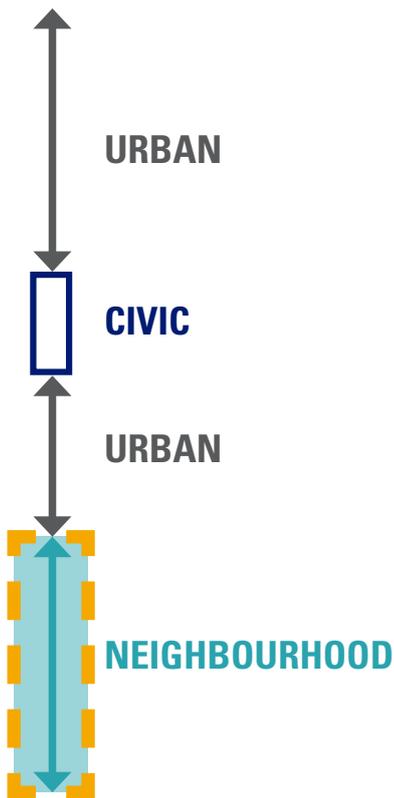
MAIN STREET: RESIDENTIAL

INTENT

Create a new public realm which highlights feature materials of the local character of the buildings lining the street, and values the potential of the 'borrowed landscape' as a result of increased setback

Maximise opportunities for increased greening, whilst carefully managing accessibility into adjacent residential neighbourhoods





RESIDENTIAL TRANSITION
 WARMTH / TACTILITY
 RESPECT CHARACTER HOUSING

1 FOOTPATH

Promote a clear and legible journey along footpaths connecting into laneways and civic spaces with the random ashlar paving pattern

2 HEADER COURSE / FEATURE

A defined edge strip with contrasting colour to visually guide pedestrians along the street and highlight key junctions and crossing points

3 ACTIVATED SPACE

Where space allows, consider opportunities to expand the public realm in connecting side streets, utilising elements of the palette to integrate change, including addition street furniture

4 DRIVEWAY CROSSOVER

Driveway crossovers to be consolidated and minimised along Unley Road. Pavement design to accommodate vehicle access requirements

5 STREET TREES

Regular spaced trees to be planted in a continuous tree trench, to suit existing below ground services and available space.

Tree and lower level planting to avoid impacting on sight lines of turning vehicles, including from rear driveways. Plant largest tree possible based on space available and clearance from vehicular movement. Consider consistency with existing adjacent species.

Pr

Primary species to Unley Road
Jacaranda mimosifolia

Tr

Threshold species to side street. Select size and form based on available space and clearance from vehicle movement.
See list

STREET TYPOLOGIES

SIDE STREET TYPE 1:

ACTIVATION

SCENARIO A - SINGLE KERB
EXPANSION

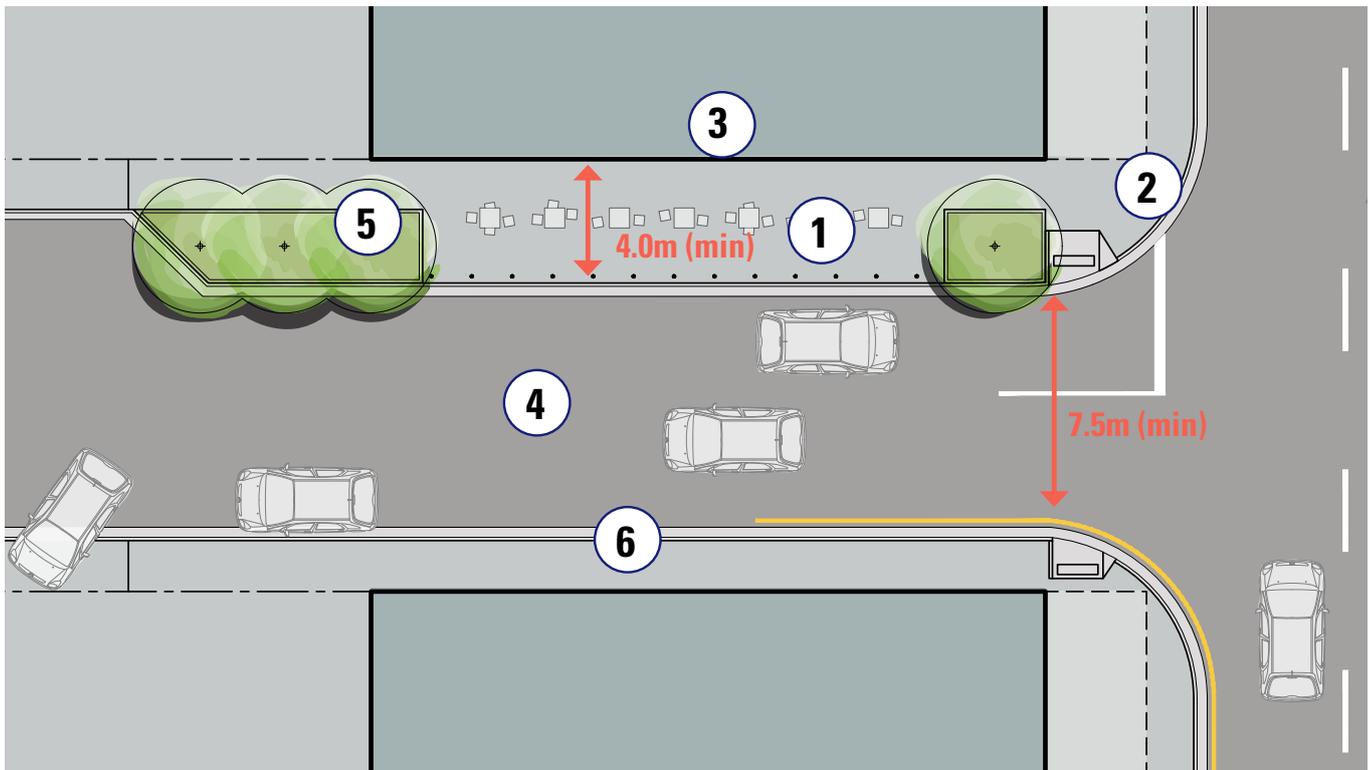
INTENT:

For existing or new businesses, a kerb expansion may provide additional space to accommodate for outdoor dining, display of goods or improved streetscape amenity

Reconstruction should have limited effect on local street conditions

PUBLIC REALM OUTCOMES:

- Improved Accessibility
- Improved Activation
- Improved Capacity
- Improved Amenity
- Improved Adaptability
- Improved Attraction



DESIGN DIRECTION

- 1 KERB EXPANSION**
 Minimum outdoor dining location of 4.0m, to accommodate for 1500mm wide bollard zone, 1000m wide dining zone and 1500mm wide footpath

Outdoor dining suitability and spacing in accordance with City of Unley Footpath Trading Guidelines and risk assessment to be undertaken by applicant
- 2 EXPANDED CORNERS**
 Expanded street corners and access ramps to improve pedestrian accessibility and way finding.

Changes to service pits and storm water should be in accordance with service authority requirements
- 3 BUILT FORM**
 Built form changes encouraged to support activation of expanded streetscape
- 4 VEHICLE MOVEMENT**
 Length of extension to minimise loss of on-street parking, maintain driveway access and ensure safe 2-way vehicle movement

Changes to local streetscape conditions must be compatible with local street function / conditions and the strategic / network role of the street

6.5m wide intersection opening may be considered in locations with lower traffic volumes (case by case basis)
- 5 TREE PLANTING & FURNITURE**
 Kerb extension to incorporate additional tree planting and street furniture opportunities
- 6 ON-STREET PARKING**
 On-street parking arrangement to be in accordance with AS 2890 and DIT standards
 Change to public realm should not result in loss of on-street parking capacity on opposite side

STREET TYPOLOGIES

SIDE STREET TYPE 1:

ACTIVATION

SCENARIO B - DOUBLE
KERB EXPANSION

INTENT:

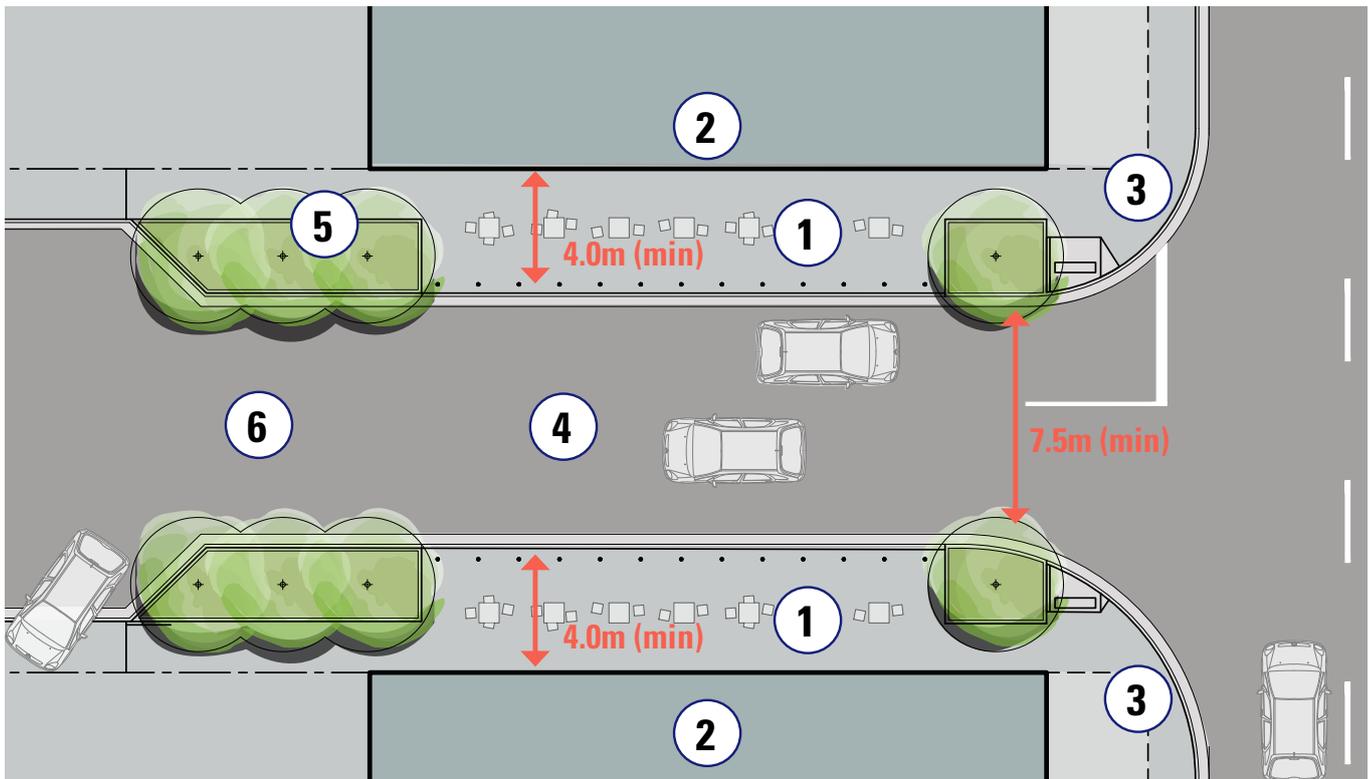
Double kerb expansions may provide additional space to accommodate for outdoor dining, display of goods or improved streetscape amenity

Reconstruction may result from co-ordination between existing or new businesses, asset renewal or change to local streetscape as a result of development changes

Local condition to be assessed to understand demand for onstreet parking and impact of proposed change

PUBLIC REALM OUTCOMES:

- Improved Accessibility
- Improved Activation
- Improved Capacity
- Improved Amenity
- Improved Adaptability
- Improved Attraction



DESIGN DIRECTION

- 1 KERB EXPANSION**
 Minimum outdoor dining location of 4.0m, to accommodate for 1500mm wide bollard zone, 1000m wide dining zone and 1500mm wide footpath

Outdoor dining suitability and spacing in accordance with City of Unley Footpath Trading Guidelines and risk assessment to be undertaken by applicant
- 2 EXPANDED CORNERS**
 Expanded street corners and access ramps to improve pedestrian accessibility and way finding.

Changes to service pits and storm water should be in accordance with service authority requirements

- 3 BUILT FORM**
 Built form changes encouraged to support activation of expanded streetscape
- 4 VEHICLE MOVEMENT**
 Length of extension to minimise loss of on-street parking, maintain driveway access and ensure safe 2-way vehicle movement

Changes to local streetscape conditions must be compatible with local street function / conditions and the strategic / network role of the street

6.5m wide intersection opening may be considered in locations with lower traffic volumes (case by case basis)

- 5 TREE PLANTING & FURNITURE**
 Kerb extension to incorporate additional tree planting and street furniture opportunities
- 6 PLATEAU**
 In strategic locations, option to raise pavement to create a flush plateau to slow vehicular movement and create a seamless pedestrian connection could be considered. Feasibility of raised crossing is subject to drainage investigations, local area traffic analysis and additional budget requirement

STREET TYPOLOGIES

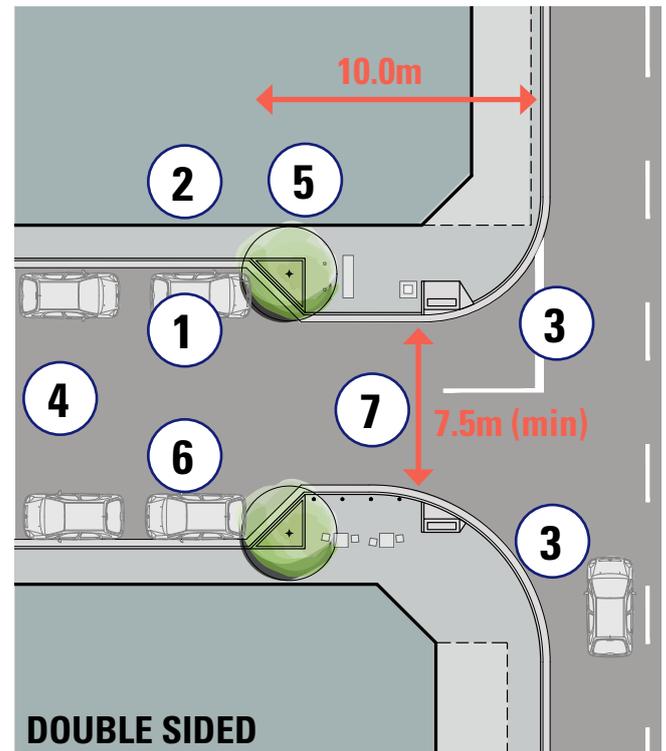
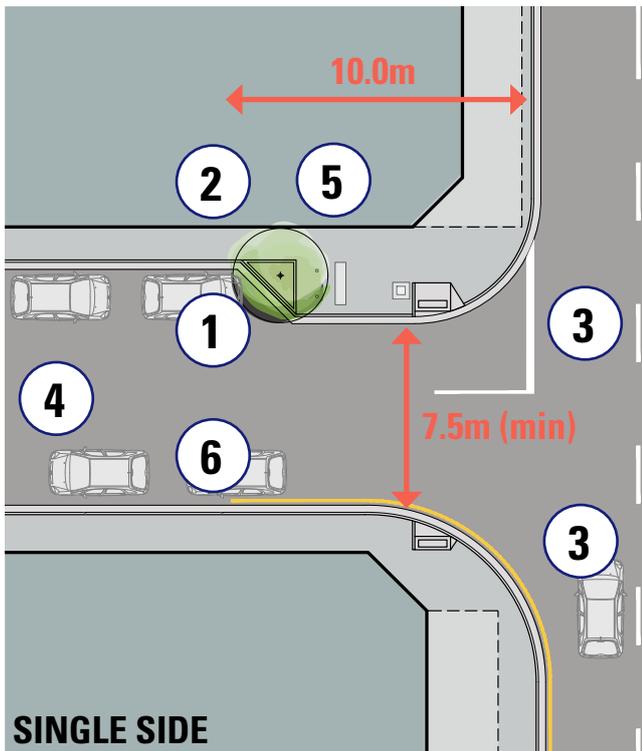
TYPE 2: ACCESSIBILITY SCENARIO A - CORNER PROTUBERANCES

INTENT:

In popular pedestrian settings, or high volume intersections, corner protuberances may assist in providing safer side street crossings for people walking along Unley Road, as well as provide small opportunities to improve streetscape amenity, without loss of on-street parking

PUBLIC REALM OUTCOMES:

- Improved Accessibility
- Improved Activation
- Improved Capacity
- Improved Amenity
- Improved Adaptability
- Improved Attraction



DESIGN DIRECTION

- 1 KERB EXPANSION**
 Typical width of kerb expansion to be up to the equivalent to on-street parking width

 The intent of the expansion is not for the purpose of outdoor dining
- 2 EXPANDED CORNERS**
 Expanded street corners and access ramps to improve pedestrian accessibility and way finding.

 Changes to service pits and storm water should be in accordance with service authority requirements
- 3 BUILT FORM**
 Built form changes encouraged to support activation of expanded streetscape
- 4 VEHICLE MOVEMENT**
 Length of extension to minimise loss of on-street parking, maintain driveway access and ensure safe 2-way vehicle movement

 Changes to local streetscape conditions must be compatible with local street function / conditions and the strategic / network role of the street

 6.5m wide intersection opening may be considered in locations with lower traffic volumes (case by case basis)
- 5 TREE PLANTING & FURNITURE**
 Kerb extension to incorporate additional tree planting and street furniture opportunities
- 6 ON STREET PARKING**
 On-street parking arrangement to be in accordance with AS 2890 and DIT standards

 Change to public realm should not result in loss of on street parking capacity on opposite side
- 7 CONTINUOUS FOOTPATH**
 In strategic locations, option to raise pavement to create a flush plateau to slow vehicular movement and create a seamless pedestrian connection could be considered.

 Feasibility of raised crossing is subject to drainage investigations, local area traffic analysis and additional budget requirement

STREET TYPOLOGIES

TYPE 2: ACCESSIBILITY

SCENARIO B & C - MEDIAN CROSSING

INTENT:

In wider side streets, with higher volumes of turning vehicles, central pedestrian refuges may assist in providing safe side street crossings for people walking along Unley Road, without loss of on-street parking.

Where space allows, opportunities for extended median to introduce additional trees along the side streets should be considered, subject to services and existing parking demand

PUBLIC REALM OUTCOMES:

- Improved Accessibility
- Improved Activation
- Improved Capacity
- Improved Amenity
- Improved Adaptability
- Improved Attraction

DESIGN DIRECTION

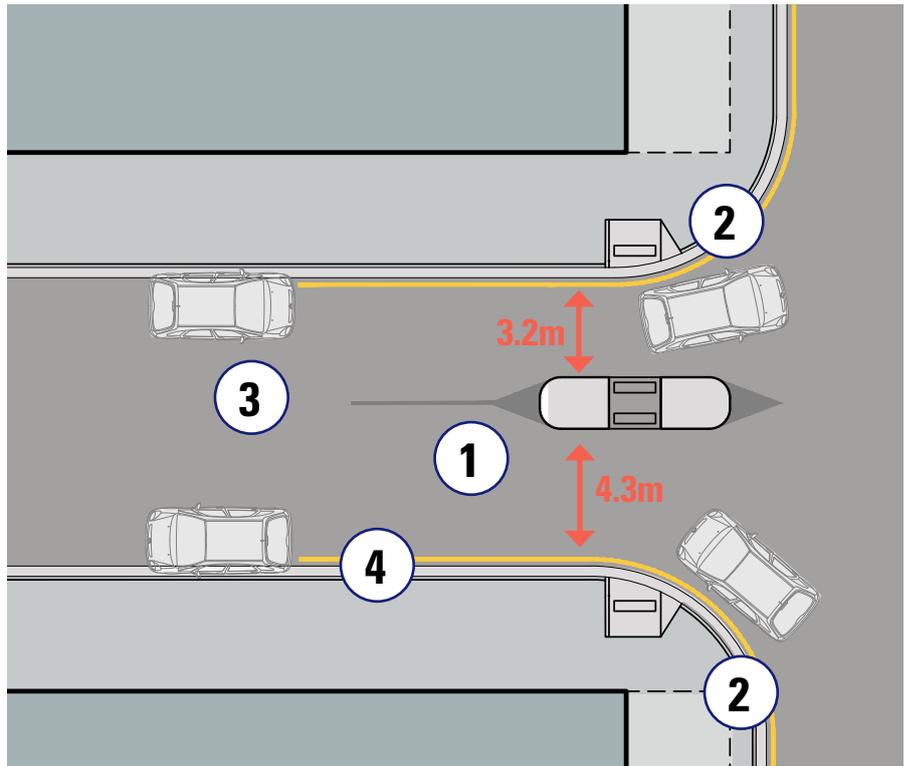
- 1 CENTRAL REFUGE**
 Maximise width of refuge within existing kerb cross section (Minimum 2.0m width)

 Median refuge to incorporate tactiles and DDA compliant path widths
- 2 KERB RAMPS**
 Corner kerb ramps to be reviewed to ensure safe and legible access
- 3 VEHICLE MOVEMENT**
 Refuge to accommodate safe turning movement for inbound (4.3m wide lane) and outbound vehicles (3.2m wide lane)

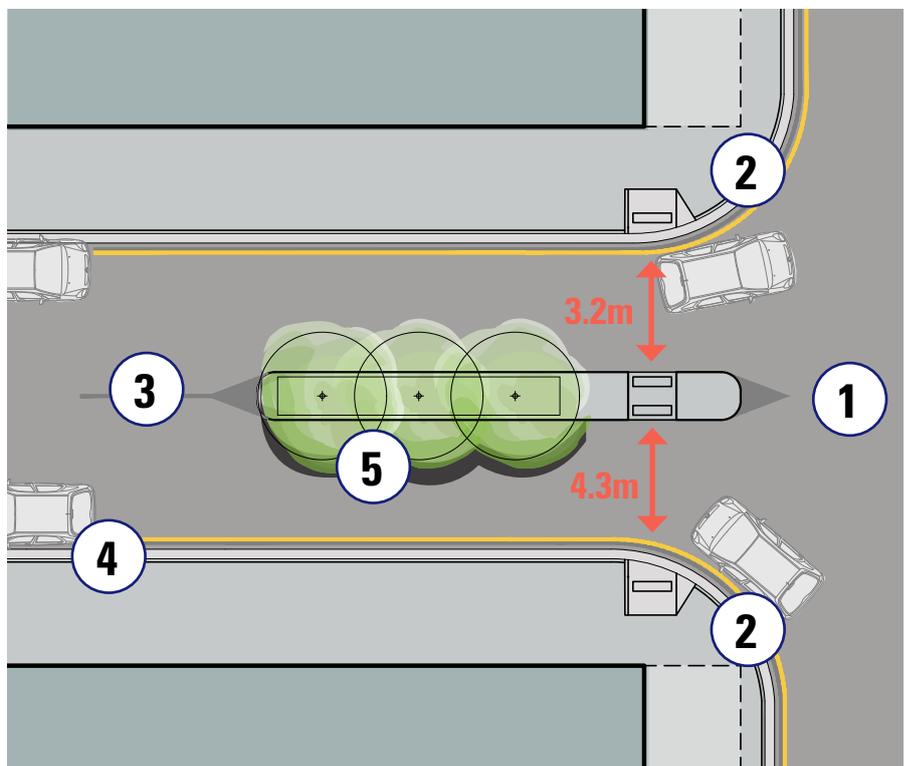
 Length of extension to minimise loss of on-street parking, maintain driveway access and ensure safe 2-way vehicle movement
- 4 ON STREET PARKING**
 Length of extension to minimise loss of on-street parking and maintain driveway access
- 5 TREE PLANTING**
 Regular spaced trees to be planted in a continuous tree trench, to suit existing below ground services

 Extended median placement must be compatible with local street function / conditions and the strategic / network role of the street

 Tree and low planting to avoid impacting on vehicle sight lines



SCENARIO B



SCENARIO C

STREET TYPOLOGIES

TYPE 2: ACCESSIBILITY

SCENARIO D - ROAD

CLOSURE (PART OR FULL)

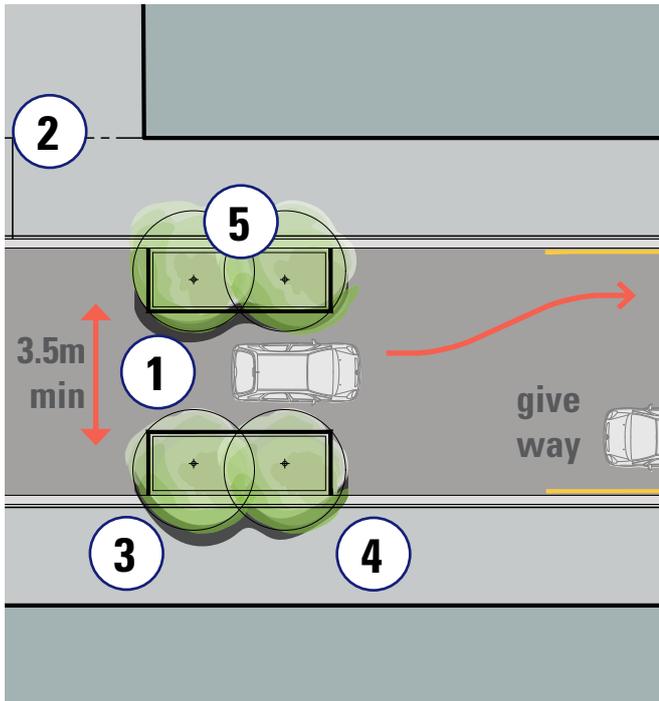
INTENT:

The long term growth of Unley Road may result in an increase in vehicles moving along local side streets. For some smaller local streets, the increased vehicle movements may require Council to investigate further changes.

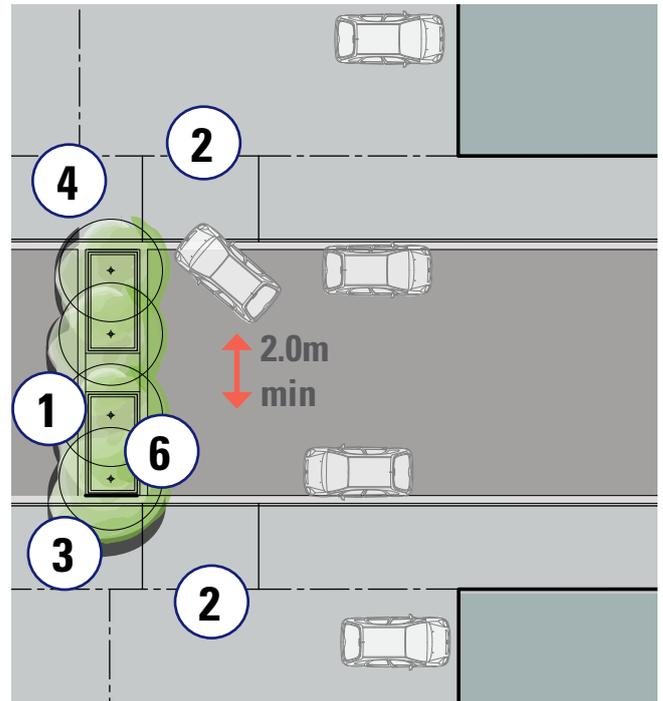
Changes to the accessibility of local side streets is not preferred and would only be undertaken where there is a demonstrated need and in consultation with the local community.

PUBLIC REALM OUTCOMES:

- Improved Accessibility
- Improved Activation
- Improved Capacity
- Improved Amenity
- Improved Adaptability
- Improved Attraction



SCENARIO D - PART CLOSURE



SCENARIO D - FULL CLOSURE

DESIGN DIRECTION

- 1 TRAFFIC DEVICE**
Traffic control device to be installed in accordance with DIT standards and guidelines
- 2 REAR ACCESS**
Closure to retain rear access to properties for parking and business operations.
- 3 VEHICLE MOVEMENT**
Length of extension to minimise loss of on-street parking, maintain driveway access and ensure safe vehicle movement

Changes to local streetscape conditions must be compatible with local street function / conditions and the strategic / network role of the street
- 4 TREE PLANTING + GREENING**
Kerb extension to incorporate additional trees and planting beds

Regular spaced trees to be planted in a continuous tree trench, to suit existing below ground services

Tree and lower level planting to avoid impacting on sight lines of turning vehicles, including from rear driveways
- 5 SINGLE LANE SLOW POINT**
Slow point requires driver to give way to oncoming vehicles, whilst remaining open

Extent of slow point to suit local street conditions, including services, service vehicles and driveway access.
- 6 LOCAL ROAD CLOSURE**
Road closures will prevent vehicles moving along length of the local side streets. Design of closure to retain 2 way bicycle and pedestrian movement

Extent of closure to suit local street conditions, including services, service vehicles and driveway access.

Changes to local streetscape conditions must be compatible with local street function / conditions and the strategic / network role of the street

STREET TYPOLOGIES

TYPE 3: CAPACITY

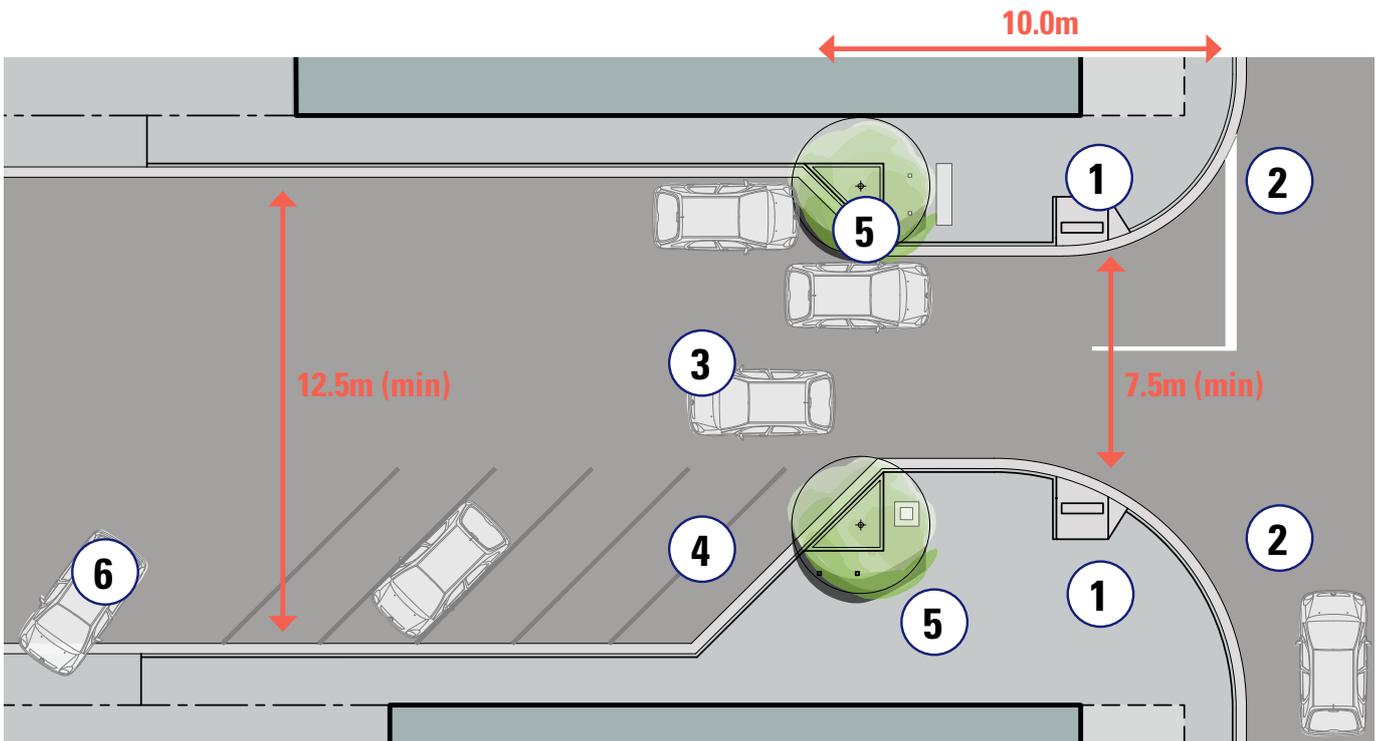
SCENARIO A - ANGLED PARKING

INTENT

In a limited number of wider local streets, the re-organising of local parking conditions could increase on-street parking capacity to better support visitors to the Precinct.

PUBLIC REALM OUTCOMES:

- Improved Accessibility
- Improved Activation
- Improved Capacity
- Improved Amenity
- Improved Adaptability
- Improved Attraction



DESIGN DIRECTION

- 1 KERB EXPANSION**
 Typical length of expansion to remain within the no-parking corner exclusion zone (10m back from corner) and equivalent to the width of on-street parking bay (typical)
- 2 EXPANDED CORNERS**
 Expanded street corners and approved access ramps to improve pedestrian accessibility and connectivity

 Changes to service pits and storm water should be in accordance with service authority requirements
- 3 VEHICLE MOVEMENT**
 Capacity to accommodate angled parking must ensure safe 2-way vehicle movement and driveway access as required
- 4 ANGLED PARKING**
 Parking changes to be considered only in areas of demand, from adjacent land uses

 On-street parking arrangement to be in accordance with AS 2890 and DIT standards

 Angled Parking to only be considered on streets with less than 2,000 vehicles per day, and compatible with local street function / conditions and the strategic / network role of the street
- 5 TREE PLANTING & FURNITURE**
 Kerb extension to incorporate additional tree planting and street furniture opportunities at either end of on street parking sections
- 6 DRIVEWAY ACCESS**
 Extent of angled parking to suit existing land uses and the existing arrangement of the street, including all existing driveway crossovers

SIDE STREET DIRECTIONS

The typologies have been developed to demonstrate a new public realm intent and the opportunities for change within the side streets. They aim to highlight some of the fundamentals to be considered when enabling changing, including accessibility, servicing and traffic standards, and the space required to enable safe and accessible design interventions.

Side Streets were assessed and grouped based on the current road widths:

Roads < 6m wide - Limited opportunity for change

Roads 6-9m wide - Opportunity for change on one side of road

Roads 9-12m wide - Opportunities for change on both sides of the road or a median

Roads > 12m wide - Great flexibility for change

The realisation of change would depend on an understanding of local site conditions, such as:

- Local area traffic management plans and analysis of issues and needs
- Interactions with local stakeholders and exploring site redevelopment opportunities and wider street benefits
- Cost vs Benefit analysis to assess the value to community and businesses against required capital costs

DESIGN PARAMETERS

Any changes to the side street environments must carefully consider impact on local businesses, operations or local parking needs, minimal traffic impacts for residents, consideration of waste collection and service vehicles as well as implications for the wider traffic movements.

There is no agreed or formally-adopted statement of conditions in the Australian Standards or Austroads Guides at which Local Area Traffic Management (LATM) measures must be implemented.

The criteria that is typically considered during the investigation of a proposed road closure (partial or full) or other LATM device are:

- Rat-running: Is a high level of rat-running (unnecessary traffic) observed along the street?
- Traffic Volumes: Do the traffic volumes exceed the desirable limit for a local residential street?
- Traffic Speeds: Do traffic speeds exceed the desirable 85th percentile limit for a 40 km/h local residential street?
- Road Safety: Is there an identified history of crashes?
- Parking capacity and demand: What is the capacity and demand for parking?
- Early Community Engagement: Is there majority support by the local community along the street and surrounding streets?

ROAD CLOSURES

For conditions where a partial or full road closure is proposed, an assessment of the above criteria would typically be taken 6 months after the completion of adjacent developments, to establish new behaviours.

The assessment would also consider the impact a street closure (partial or full) will have on the surrounding local street network, and require extensive community engagement.

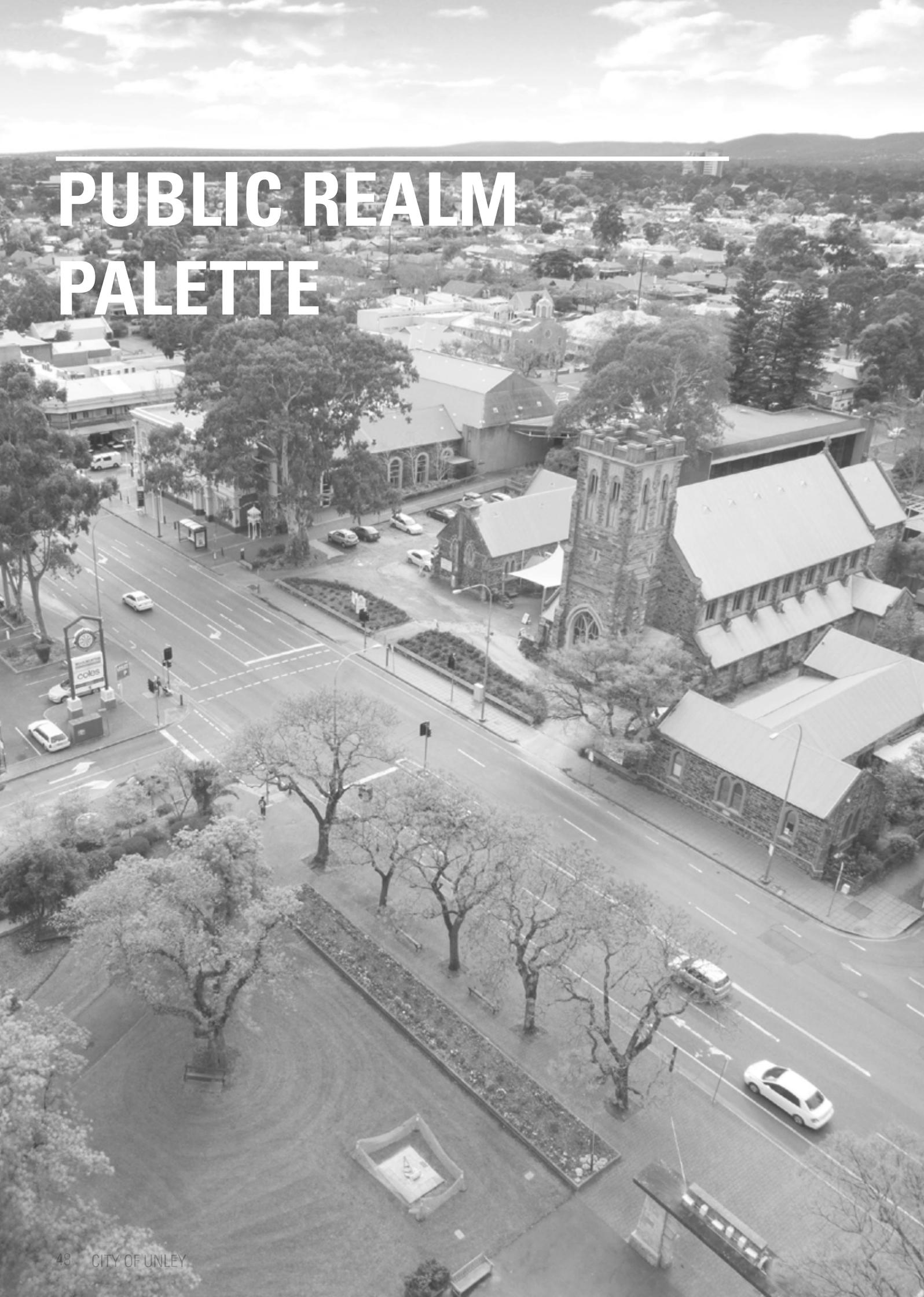
SIDE STREET AUDIT

The summary table provides a preliminary indication of extent of change (typology) that could be appropriate within each local side street, subject to further investigation into local street function / conditions, services and the strategic / network role of the street as well as local confirmation of community support, determine through community engagement.

STREET NAME	TYPOLOGY 1: ACTIVATION	TYPOLOGY 2: ACCESS	TYPOLOGY 3: CAPACITY
ARTHUR STREET			
AUSTRAL TERRACE	SINGLE / DOUBLE	CROSSING / MEDIAN	INVESTIGATE
BEACONSFIELD STREET		CONTINUOUS FOOTPATH	
BELGRAVE COURT		CONTINUOUS FOOTPATH	
CHARLES LANE		CONTINUOUS FOOTPATH	
CHARLES STREET			
CHELTENHAM STREET	SINGLE / DOUBLE	CROSSING / MEDIAN	
CLIFTON STREET	SINGLE / DOUBLE	CROSSING	INVESTIGATE
CLYDE STREET	SINGLE SIDE	CLOSED (EXISTING)	
COMMERCIAL ROAD		CONTINUOUS FOOTPATH	
CREMORNE STREET	SINGLE	CROSSING	
CULVERT STREET		CONTINUOUS FOOTPATH	
DOVER STREET	SINGLE		
DUNKS STREET	SINGLE		
EDMUND AVENUE	SINGLE / DOUBLE	CROSSING / MEDIAN	INVESTIGATE (EXISTING)
ESMOND STREET	SINGLE	CROSSING	
ETON STREET	SINGLE / DOUBLE	CROSSING	INVESTIGATE
FAIRFORD STREET	SINGLE	CROSSING	
FASHODA STREET	SINGLE	CROSSING	
FISHER STREET	SINGLE	CROSSING	
FREDERICK STREET	SINGLE / DOUBLE	CROSSING	INVESTIGATE

STREET NAME	TYPOLOGY 1: ACTIVATION	TYPOLOGY 2: ACCESS	TYPOLOGY 3: CAPACITY
HART AVENUE			
HIGH STREET			
HUGHES STREET	SINGLE / DOUBLE	CROSSING / MEDIAN	INVESTIGATE
KING STREET			
MALVERN AVENUE	SINGLE / DOUBLE	CROSSING / MEDIAN	
MARION STREET	SINGLE / DOUBLE	CROSSING / MEDIAN	INVESTIGATE
MARLBOROUGH STREET	SINGLE / DOUBLE	CROSSING	
MARY STREET			
MAUD STREET	SINGLE (EXISTING)	CROSSING	
NORTHGATE STREET		CROSSING	
OPEY AVENUE	SINGLE		
OXFORD TERRACE	SINGLE / DOUBLE	CROSSING / MEDIAN	
PARK STREET			
SHEFFIELD STREET	SINGLE / DOUBLE	CROSSING / MEDIAN	
THOMAS STREET	SOLDIERS MEMORIAL CORNER	CROSSING / SLOW POINT (EX)	
THORNER STREET	SINGLE		
TOWNSEND STREET	SINGLE		
WATTLE STREET			
WHITTAM STREET			
WINCHESTER STREET	SINGLE		
YOUNG STREET (EAST)	SINGLE / DOUBLE	CROSSING / MEDIAN	
YOUNG STREET (WEST)	SINGLE / DOUBLE	CROSSING / MEDIAN	INVESTIGATE

PUBLIC REALM PALETTE



PUBLIC REALM PALETTE

DESIGN DIRECTION

The public realm palette establishes a long term suite of urban elements that will give a new look to Unley Road, support new development, respect its local heritage, and provide opportunity for greater business and community activation

The following values have informed the palette selections:

Identity

A distinctive palette of colours, materials, textures and forms that expresses a distinctive urban character for Unley Road in balance with its rich civic heritage

Quality

A palette that reflects the regional popularity of Unley Road and the anticipated growth in development

Equity

A palette that accommodates for people of all ages, mobilities and abilities

Consistency

A restrained palette that can be applied along the street at different scales

Adaptability

A palette that is flexible to suit changing local needs

Sustainability

A palette that promotes low-carbon and sustainable practices, in the supply, construction and maintenance

Durability

A robust palette that supports ease of installation, low ongoing maintenance requirements, and is resilient to climate hazards and the impact of urban heat

The palette of furniture and materials incorporates:

- Use of local suppliers and supply chains
- Recycled or sustainably sourced materials
- Net Zero or Low carbon materials
- Ability to repair, reuse and recycle

The palette selection and engagement with suppliers and contractors in the staged renewal or redevelopment of Unley Road should drive a focus on low carbon practices, in accordance with the Council's [Climate and Energy Plan](#).

The palette includes paving materials, seating, bins, signage, bike racks, trees and understorey planting, smart technology, lighting and public art .

Building on the historic 'blue' on Unley Road, materials, furniture, lighting and signage all provide opportunities to interpret and integrate this colour into the new public realm.

PUBLIC REALM PALETTE

PAVING PALETTE

The contemporary palette provides a high quality pedestrian environment with changes in colour or paver size and pattern to respond to local function. The palette is modest in tone to provide flexibility to suit a long term diversity of built form along the corridor.

FIELD PAVER 1

Mid Grey concrete paver with three contrasting finishes will provide subtle changes in colour and texture to add visual interest along its length and a contemporary finish.

FEATURE PAVER 2

A darker paver to provide definitions of entries, landings and edges and other key junctions and crossing points along the corridor. A contrasting paver (semi honed finish) will provide additional interest and variation.

FEATURE PAVER 3

An larger paver and distinctive paving pattern to provide greater distinction to expanded public spaces along the corridor and into the side streets. The ashlar pattern will give a greater sense of space for public to gather, including opportunities for outdoor dining.

FEATURE PAVER 4

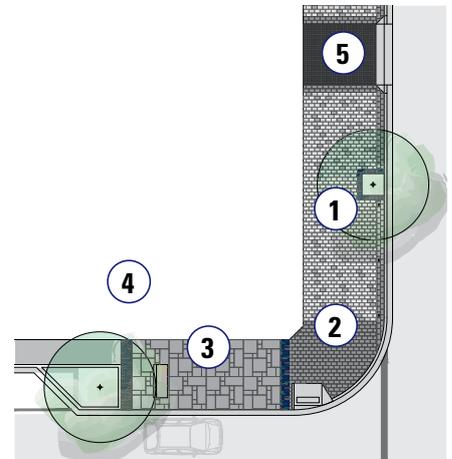
Banding of blue glazed pavers is proposed adjacent to public spaces, side street thresholds and integrated with new tree planting or urban elements to provide additional interest in the structure of the public realm. The use of blue paver tones is an interpretation of the existing Unley Road Blue furniture elements.

DRIVEWAY PAVER 5

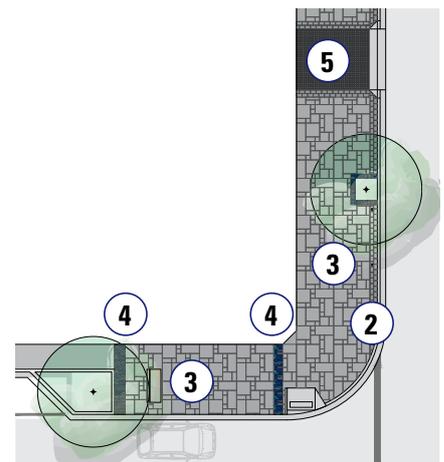
Driveway crossovers provide a robust surface for the movement of cars and trucks turning into private properties. Subject to required traffic loads and volume, pavement and paver specification should consider suitability of interlocking pavers (low volume) or exposed aggregate finish (high volume).

FEATURE PAVER 6

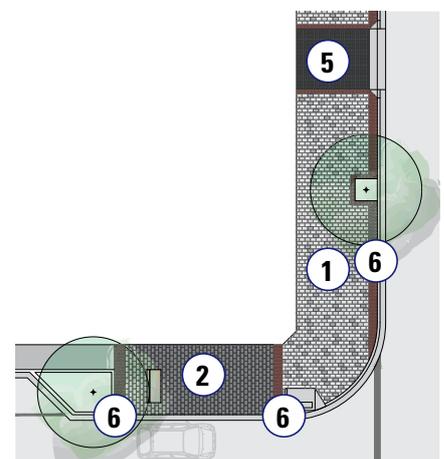
Within the Neighbourhood Zone, red clay pavers provide a feature to bring warmth to the public realm and provide a connection to the materials used in the established residential architecture.



URBAN PALETTE



CIVIC PALETTE



NEIGHBOURHOOD PALETTE



PUBLIC REALM PALETTE

STREET FURNITURE

Street furniture plays an important role in an accessible, comfortable and distinctive public realm. The design and materiality of the furniture should reflect a high quality pedestrian environment that is consistently placed throughout the corridor within each of the zones.

The co-location of furniture elements along the street and into the side streets should support places for gathering as well as decision making. Furniture placement should suit local functions and features, but remain restrained due to the limited available space within the Unley Road footpaths.

SEATING

Seating should be regularly spaced along Unley Road to provide people of all ages and abilities confidence to spend time along the street.

Seating should be placed where people are visible, in easily accessible areas and where possible in locations protected from the weather.

Seating should be specified with arm rest and backs to ensure easy use by all in the community. Variation in seating form and arrangement is encouraged where space is available to create more inclusive and social settings.

BINS

Bins should be regularly spaced along the street, at key gathering points, junctions or other higher profile locations. Access for waste vehicles to service the bins should be considered in their placement, as well as set back from kerbs.

Bins should provide for standard waste as well as recycling at key locations with the use of internal colours / signage.

An advertising panel should be included on the side of the bin housing, to support promotion of Council events and other community information.

BIKE RACKS

The use of bike racks along Unley Road is encouraged at side street intersections identified as part of Unley's

cycle network, as well as adjacent popular community and commercial destinations. Bike racks should be placed adjacent entries to new higher density developments, and commercial ground floor shopfronts.

The placement of bike racks should consider ease of access and importance of passive surveillance, as well as proximity to shade / shelter and offset from Unley Road. Placement should ensure a clear walkway along Unley Road and be appropriately setback from the kerb.

BOLLARDS

The use of bollards along Unley Road should be restrained, in response to a history of local traffic issues or required in areas of high pedestrian activity or high vehicle movements.

Bollard protection may be required to support outdoor dining applications. Risk Assessment should be undertaken by proponent to inform location and specification of bollards, for review and approval by Council.

DRINKING FOUNTAIN

The introduction of drink fountains along Unley Road is encouraged at popular community destinations and junctions identified as part of Unley's walking and cycling network.

Drink Fountains should be placed where water supply is easily accessible, and in conjunction with seating and sufficient standing area, typically as a result of the expansion of side street public realm. Drink fountains specification should consider ease of access and support dog bowl as well as bottle refill.

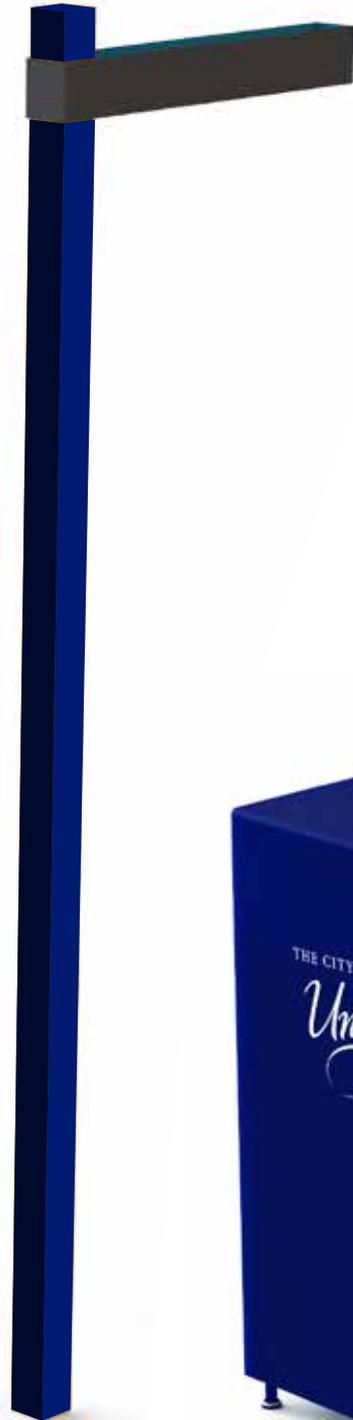
WAYFINDING SIGNAGE

An adaptable suit of signage options should support the different needs and contexts of the corridor, including street naming and neighbourhood way-finding, precinct signage and other local facilities (including off-street car parking).

Wayfinding signage should be co-ordinated with any smart city infrastructure, including smart parking and digital kiosks.



4.



PUBLIC REALM PALETTE LIGHTING

The long term future of Unley Road will increasingly support a day time and night time economy. A distinctive night time atmosphere provides a significant opportunity to define Unley Road from other main streets and arterial corridors.

With limited footpath width and open areas, lighting elements will need to be carefully considered and integrated with other street infrastructure as well as with adjacent developments.

In response to the City of Unley's Cultural Plan and Involve Unley Public Arts Strategy, a Lighting Design Framework should be developed for Unley Road, to compliment the Public Realm guidelines and Public Art Framework for Unley Road (proposed).

The Lighting Design Framework should consider:

- Key themes appropriate for the past, present and future of Unley Road, to be applied along the length as well as within the different zones along the corridor
- Light colours, staging and programming
- Lighting opportunities, including gateway features, street lighting and poles, catenary lighting and feature lighting
- Investigate integration of smart technology and energy efficient solutions

In the absence of an overall framework, lighting improvements or installations should consider the following opportunities.

GATEWAY FEATURES

Lighting installations at strategic points of arrival along the corridor could provide important markers to distinguish Unley Road and support orientation / way-finding for people moving along the length.

Opportunity exists for artists and designers to enliven key locations with unique features of scale that bring additional night life to the street, and may further express the unley 'blue' through lumination.

STREET LIGHTING AND POLES

The standard of lighting along Unley Road is the responsibility of the State Government. Previous collaboration between Council and State Government resulted in the distinctive blue painted standard light poles along the length of Unley Road.

The future renewal of existing street lighting should consider further opportunities for collaboration between Council and Government Agencies to provide a more appealing and functional lighting response to Unley Road, including LED lighting (colour, lumination and efficiency) as well as introduce multifunction poles to incorporate lighting, signage, banners, event power and other and smart technology services.

CATENARY LIGHTING

The evening activation of public and civic spaces can be enhanced with decorative, light weight catenary lighting to provide a more intimate scale and add interest.

Lighting should be considered by property owners, local businesses or developers to fix to existing facades, and a restrained use of additional poles.

Secondary bud / fairy lighting is encouraged on facades, verandahs and within trees along Unley Road.

FEATURE LIGHTING

Architectural lighting should be utilised to enhance the presentation of existing heritage buildings and character properties along Unley Road, as well as new facades to highlight the architectural quality of new developments.

The most effective lighting solutions should not wash the entire facade but highlight the unique features of each property including columns, stone facades, gables or verandahs.

Key civic trees should be celebrated with feature uplighting to highlight points of interest along the corridor.



PUBLIC REALM PALETTE

SMART TECHNOLOGY

The long term future of Unley Road will be influenced by the advancements in Smart Cities and the role technology can play in building stronger connections between Council, businesses and local communities.

The design guidelines recognises the need for flexibility in the establishment of new infrastructure to allow for new and innovative technologies, and the additional services that can be provided to support a better visitor experience.

With limited footpath width and open areas, smart city features will need to be carefully considered and integrated with other street infrastructure as well as with adjacent developments.

As the City of Unley establishes its own Smart City Strategy, further opportunities can be explored and expanded. The short term practical applications of Smart City technology should include the following assets and infrastructure:

SMART PARKING

Parking sensors will be incorporated in on-street and rear-of-shop parking to allow visitors to more easily locate available parking spaces via an app.

SMART CITY APP

Investigate development of an app to provide additional information about shopping, events and service features in the precinct, as well as public transport and car parking availability.

SMART CHARGING

Consider opportunities to provide built-in mobile charging stations integrated within seating or other public realm elements, as well as the provision of free public internet access.

DIGITAL KIOSKS / SMART SCREENS

The strategic placement of SMART kiosks at high profile, popular pedestrian meeting places is encouraged along Unley Road.

The Kiosk provide visitors to the precinct the ability to better navigate the length of the corridor, find services or traders, as well as raise awareness of community events and activities within the precinct, or part of the wider City of Unley digital network.

SMART STREET LIGHTING

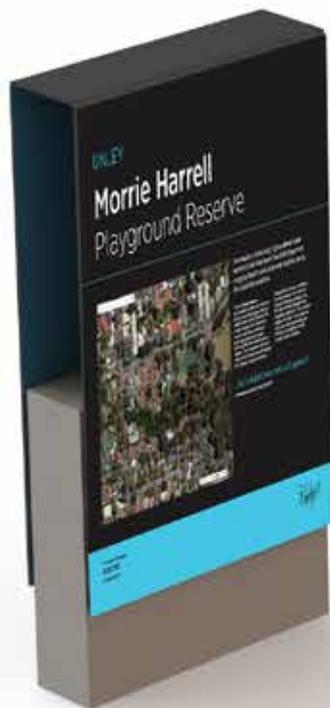
Street lighting will accommodate many smart technology features including dimmable lighting. CCTV, speakers, wi-fi and future car charging points.

SMART SENSORS

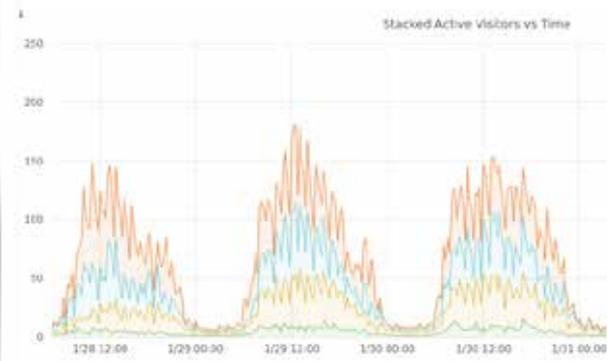
Incorporated at key points along Unley Road, sensors provide the opportunity to capture 'real time' data on the environmental, transport, civic and commercial performance of the area.

The available data can help inform visitors, businesses and Council to tailor behaviours, services and support more informed decision making.

In addition, future integration of smart city technology should also be considered in the development of public art installations and feature lighting along the corridor.



2.



PUBLIC REALM PALETTE

PUBLIC ART

PUBLIC ART FRAMEWORK

Public art can enrich the experience of visiting Unley Road, and a curated suite of art elements can provide a range of installation to express the unique identity, history and culture.

In response to the City of Unley's Cultural Plan and Involve Unley Public Arts Strategy, a public art framework should be developed for Unley Road, with or to compliment the Public Realm guidelines and Lighting Design Framework (proposed).

The Framework should consider:

- Key themes appropriate for the past, present and future of Unley Road, to be applied along the length as well as within the different zones along the corridor
- Detail direction regarding the range of public art opportunities identified in the guidelines, including furniture / follies, sculpture, street art as well as bespoke solutions integrated or suspended above the streetscape.
- Investigate digital technology and interactive opportunities to appeal to younger community members

Investigate integration of smart technology into public art, lighting and street furniture to improve functionality and learning

FURNITURE / FOLLIES

Small spaces could be activated with bespoke furniture, art pieces and follies in conjunction with other elements of the public realm palette to promote places to meet, rest, play and add a sense of unexpected surprises.

The use of colour, form, materials and occupation of space can create a sense of fun and vibrancy.

SCULPTURE

With limited footpath width or space adjacent buildings along the majority of the corridor, larger sculptural pieces are to be located within the civic precinct or key nodes where they can be viewed, walked around and appreciated.

Smaller sculptures could be located in reclaimed side streets subject to local area traffic management and risk assessments.

Sculptural pieces should vary along the length of the street, in form, intent and materiality.

Where space at ground level is limited, artworks can be suspended over footpaths, laneways, building entrances and civic spaces to celebrate the sense of height and provide a different experience for the subject. In these locations, collaboration with building owners would be required. Alternatively, new development can anticipate support for future art installations and incorporate the required loads and structural capabilities into the new buildings.

STREET ART MURALS

Many existing corner buildings leave a blank facade towards the side street. Blank walls, as well as laneways and side fences can be activated with murals and street art to engage with the local community and give identity to local settings.

Artistic responses could contemplate an issue, commemorate a person or event, as well as promote humour through artistic expression.

Murals and street art can be short term activators or become local favourites that contribute to local pride and identity. The pieces create interest along walks and become urban markers to support local way-finding.



PUBLIC REALM PALETTE

TREE PLANTING

The Design Guidelines supports the establishment of a consistent landscape character along Unley Road, and where possible a continuous canopy.

Unley Road is distinguished along its western verge for the established canopy and seasonal colour of Jacarandas in bloom. Conversely, the eastern verge is distinguished by the absence of trees along its length, as a result of limitations from the historical service alignments.

In the last 12 months, Council has actively replanted vacant tree pits along Unley Road, as well as additional tree locations identified along the western verge. However, Unley Road has limited opportunities for planting additional street trees due to a number of factors:

- **Fixed kerb positions** - Unley Road is a state controlled road with high volumes of daily traffic, requiring kerb alignments to remain in their current position.
- **Below ground services** - There are a large amount of in-ground services and sensitive infrastructure beneath footpaths limiting tree planting locations, in particular along the eastern verge
- **Limited setbacks** - Many buildings along Unley Road are constructed on the front property boundary (often with verandahs) which cover the footpath.
- **Large Vehicles** - The passing of buses, trucks and heavy vehicles along the corridor creates risks of collisions with limbs and branches damaging trees.
- **Car parking and driveways** - The locations of driveways and pavements for car parking in public and private spaces

To further increase planting locations, a detailed review and assessment of in-ground service alignments as well as redundant services should be undertaken in conjunction with the planning of future footpath renewals.

Innovation is required with service providers to explore alternate tree planting methods that are affordable, practical and protect both tree and infrastructure.

The planting of additional street trees along the Unley Road corridor is vital to:

- Maximise amenity and comfort for residents and visitors to the precinct.
- Establish and connect tree canopies to shade and cool hard surfaces and mitigate against the urban heat island effect, improve air quality and buffer winds

To ensure successful tree establishment, planting specification should consider:

- Hydro-vac excavation of proposed tree pits to avoid damage to existing below ground infrastructure
- Maximise tree pit dimension and preparation, to provide adequate soil media volume for linear root growth
- Position tree in from adjacent kerb and with clearance from existing buildings (future development) and passing or turning traffic.

Tree pit edging and root barriers should be specified to manage high traffic pedestrian areas. Mechanical protection of below ground services should be considered in consultation with service authorities in required locations.

PR - PRIMARY STREET TREES

The dominant street tree along the Unley Road Corridor is Jacaranda mimosifolia. This is an iconic large flowering tree that has successfully established along many existing stretches of Unley Road. New planting should reinforce and connect this avenue of trees.

TR - SIDE STREET TREES

A tree with compact and upright form to be planted within transitions into side streets where space is limited.

These trees have been selected for their compact height and spread but also their unique foliage or flowering to offer additional interest.



Pr

JACARANDA mimosifolia



Tr

FRAXINUS pennsylvanica 'Cimmaron'



Tr

PISTACIA chinensis



Tr

ZELKOVA serrata 'Green Vase'



Tr

CUPANIOPSIS anarcardioides



Tr

QUERCUS pallustris 'Green Pillar'



Tr

MALUS ionensis 'Plena'



Tr

MALUS 'Royal Raindrops'



Tr

LAGERSTROEMIA indica 'Tuscarora'

PUBLIC REALM PALETTE

BORROWED LANDSCAPES

Large established trees located in front and back yards of private land, as well as along streets and within parks on public land, combine to define the leafy character of Unley.

The width of the existing Unley Road footpaths, and the complexity and sensitivity of below ground services presents a significant constraint to maximising tree canopy cover on public land.

However, there are numerous opportunities to increase tree planting on private land, including integration on existing sites or through the informed redevelopment of sites.

GREENING OF PRIVATE LAND

Private land owners and local businesses share the responsibility to revitalise Unley Road, including opportunities to increase trees and understorey plantings to the frontages, front yards, car parks and garden areas.

If space permits, large canopy trees could be planted to offer increased shade and amenity to both the adjacent property and Unley Road.

From properties with increased setback along Unley Road, additional tree planting can improve the street presentation and recognition, as well as provide shading and cooling from the morning or afternoon sun.

In addition, there are a number of rear lot car parks which provide significant opportunities to increase tree planting along the corridor, improving the amenity as well as providing an important cooling elements to individual locations. Many of these car parks still retain the existing tree planting locations.

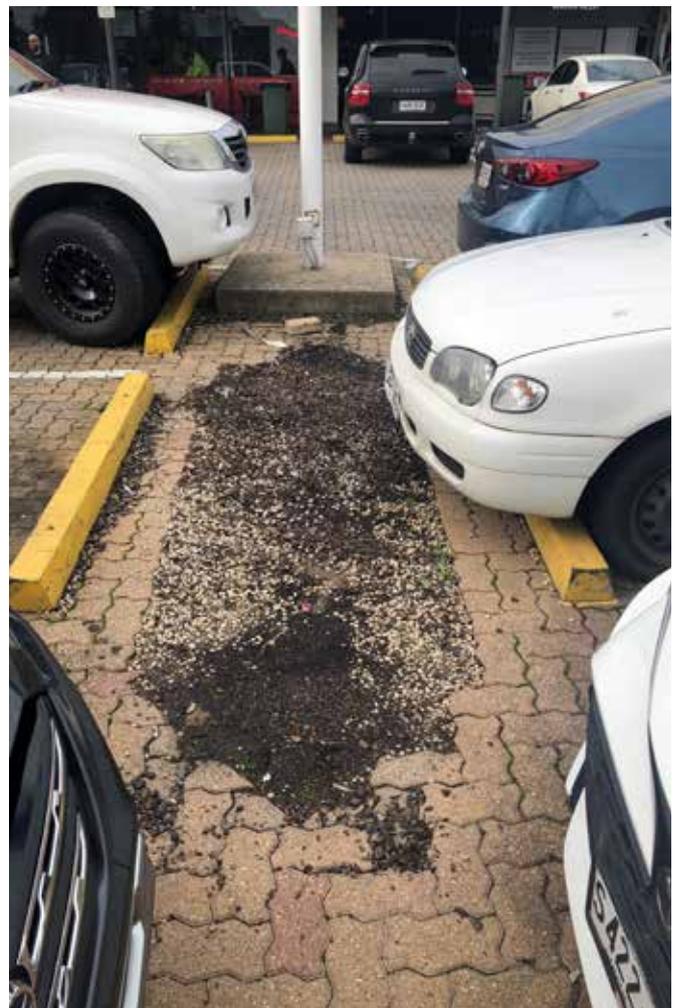
Council can provide design advice to interested property owners to incorporate new tree planting without adversely impact on the car park capacity.

SITE REDEVELOPMENTS

Council is committed to working with developers and businesses to co-ordinate built form and streetscape design to enable new spaces for tree planting along Unley Road and adjacent side streets.

Consideration of building setback, the positioning of doorways, verandahs and balconies, as well as opportunities to expand the public realm can enable additional trees to enhance the identity of Unley Road and the quality of the spaces beneath them.

Opportunities for other forms of urban greening, including green walls, green roofs or podium landscapes are encouraged.





PUBLIC REALM PALETTE

UNDERSTOREY PLANTING

In addition to increased tree planting, replacing areas of hard pavement with planting beds along Unley Road will improve the amenity and passive cooling of local settings and enhance the overall greener character of the corridor.

Planting beds and plant selection should help strengthen the interest and character of local settings, utilising diversity of contrasting foliage, vibrant flowering species and compact forms.

Where appropriate, planting beds can be designed to treat road and roof run-off, removing pollutants through passive Water Sensitive Urban Design installations.

Understorey planting should only be installed where irrigation can be readily supplied by a council water meter or adjacent private property. Species should be selected that are drought tolerant, suited to urban conditions and require limited ongoing maintenance.

PLANTERS

In many locations along Unley Road, there is insufficient space to establish sustainable stretches of inground planting.

In these locations, local businesses are encouraged to adopt a planter box to improve the amenity and appeal of the local streetscape.

Opportunities for planter boxes should consider:

- Existing built form, walkway clearance and direct access to shopfronts
- Local traffic conditions, including on-street parking (door opening) access
- Access to existing infrastructure / service pits

Council encourages the co-ordinated use of planter boxes, to ensure:

- Planter Box specification is co-ordinated between local businesses, Trader Association and with the support of the Council

- Robust species are selected to minimise maintenance and watering requirements
- Fixings will allow for future relocation
- Maintenance will be undertaken by traders with an expectation for reasonable upkeep to ensure plants are maintained in good health

VINE PLANTING

Unley Road is characterised by the shopfronts and verandahs which occur along the street. The planting of Glory Vines (*Vitis* species) which are trained along verandahs offer shade, colour and foliage to the street.

Council encourages the planting of vines in consultation with building owners to ensure:

- Vines are planted into appropriate conditions, with paving adjusted to suit and finished around the base of vine with quarry sand (lightly compacted)
- Wire traces are installed on selected building verandah posts and across fascia to stabilise the vines and train their growth (sized to hold mature weight of vines)
- Vines are maintained, pruned and trained to ensure that the appropriate form is established and encouraged
- Sight lines and safety is maintained for vehicles and pedestrians



PUBLIC REALM PALETTE

URBAN COOLING

The Unley Road can be a hot and dry urban environment, particularly in summer months, and it is anticipated that the pedestrian comfort and community well-being will be adversely affected with the increasing frequency of heat waves and urban heat island effect (UHI) into the future.

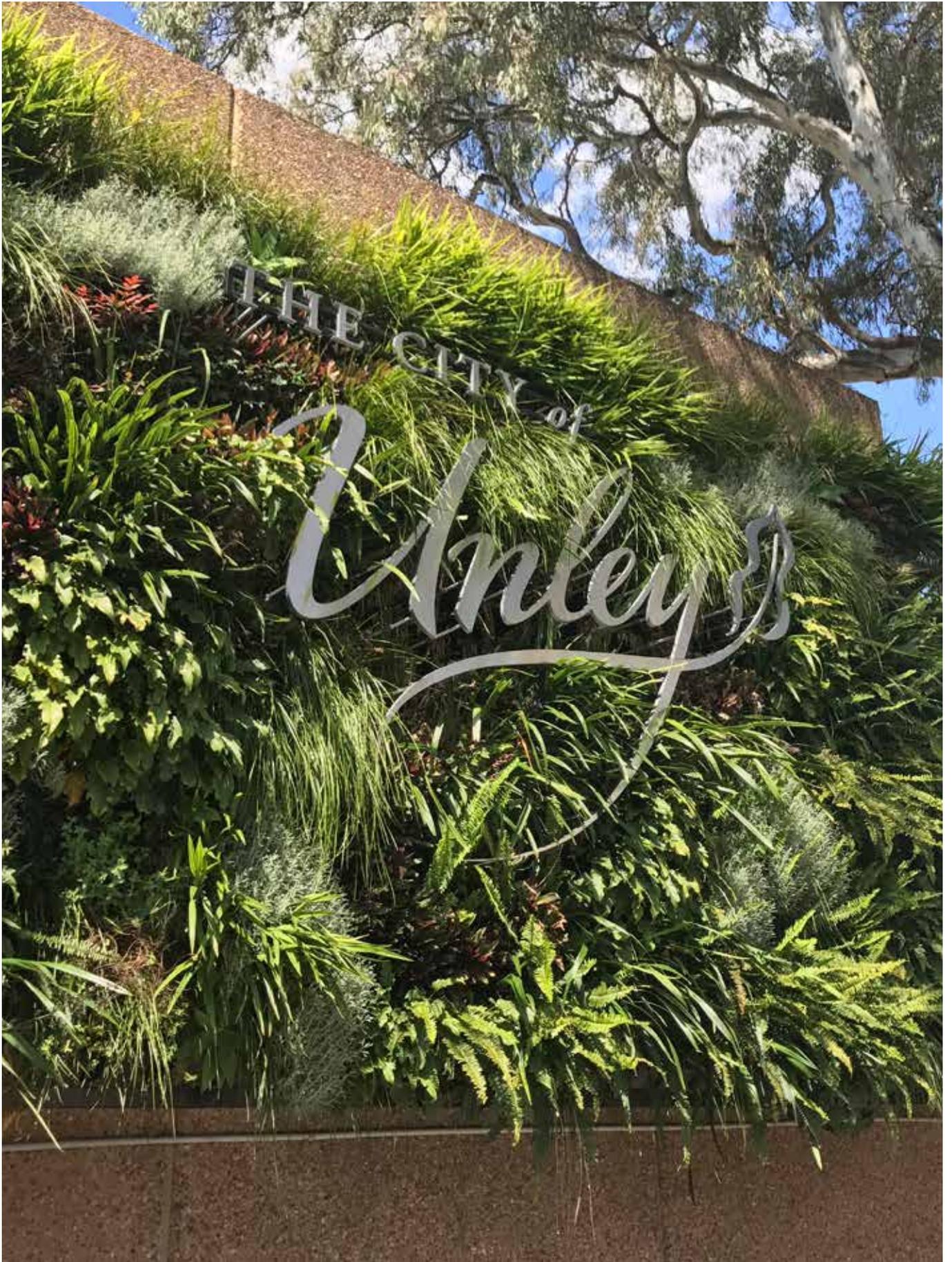
The establishment of new public realm provides opportunities to test new initiatives to support ways to cool the urban environment, in addition to new tree planting, including:

- **Cooling Paving** - incorporate lighter colours, binders, pigments or aggregate colours to increase the reflectivity of the surface and reduce the stored heat
- **Permeable Paving** - consider opportunities to encourage local drainage and evaporation across paved areas adjacent to tree planting and other areas of planting
- **Expanded planting areas** - maximise opportunities to reduce road or paved areas with trees and planting beds, to support cooling of radiant air and including Water Sensitive Urban Design (WSUD)
- **Green roof / walls** - incorporation of 'living' roofs or walls can reduce the running costs of associated buildings as well as provide a recognisable feature in the public realm. Consideration to watering requirements, maintenance and public accessibility should be considered
- **Shade Structures** - extend fixed shade canopies along buildings fronting Unley Road, to shade pedestrian walkways, including character verandahs as well as new facades. In expanded public settings, consider opportunities for stand alone design shade structures, as way-finding features and public gathering points.
- **Green Trellis Structures** - in locations where trees can not be established, consider opportunities to established sculptural arbor structures to increase greening and cooling along Unley Road and into side street settings as public gathering points. Structures should be irrigated and appropriately placed adjacent to street edge, with bollard protection to suit local traffic conditions

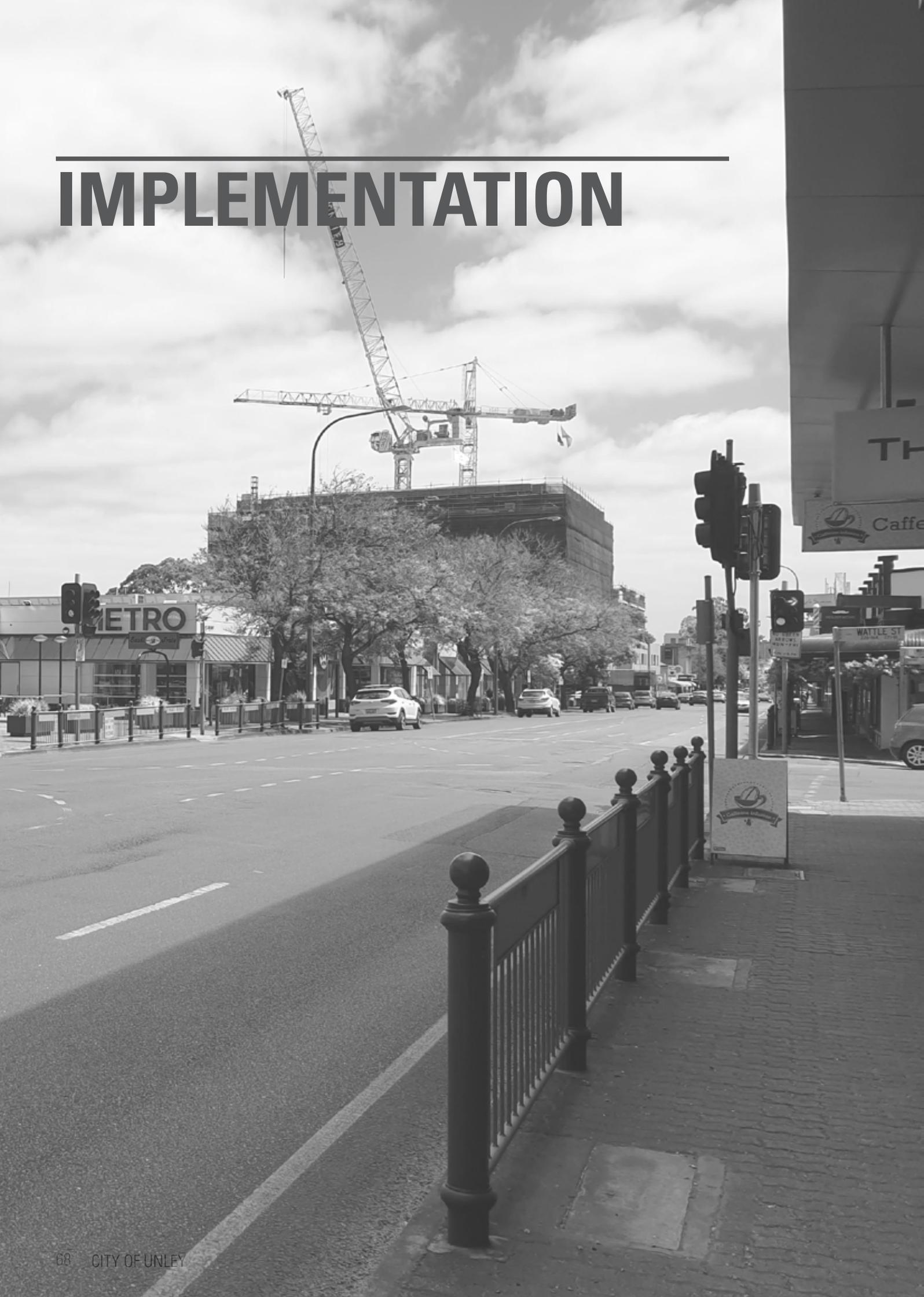
Each location, its orientation, impact of adjacent development and the below ground conditions will influence the extent of cooling that can be achieved to the local climate.

In implementation of urban cooling, consideration will need to be given to additional ongoing maintenance that may be required as a result of the initiatives.

Additional planting is only installed where irrigation can be readily supplied by a council water meter or adjacent private property.



IMPLEMENTATION



IMPLEMENTATION

The Guidelines are intended to inform the long term renewal of the streetscape, through the staged asset renewal, supported with limited new capital investment.

ASSET RENEWAL

The Guidelines provide a suite of materials for use in the co-ordinated long term renewal of Council assets, to achieve a more cohesive and expansive change aligned to the overall vision for Unley Road.

The palette establishes a core range of materials appropriate to the existing asset valuation ('like-for-like') set out in the Council's Asset Management Plans, including Paving, Street furniture, Kerbing and Service infrastructure.

NEW INVESTMENT

Within the palette are a secondary range of materials, colours or finishes, that can be strategically applied to enhance the overall presentation of key locations or zones.

These upscaled locations will require additional capital investment in co-ordination with asset renewal to achieve a 'like-for-better' result.

In addition to establishment of new paving along Unley Road, new tree planting, garden beds or increased street furniture will require new funding to support the change. The extent of changes to kerb alignment within the side street may be subject to review and additional funding.

PUBLIC / PRIVATE PARTNERSHIPS

The guidelines aim to build better partnerships between Council and Developers to maximise the opportunities for change through the planning, design and reinstatement of the public realm.

The Guidelines nominate a kit of parts that make it easy for Developers to understand the public realm expectations of the Council and to support opportunities to better integrate new development along Unley Road and the activation and appeal of local streetscapes.

It recognises the opportunity to accelerate the streetscape renewal, through co-investment with local business, land lords, developers and the State Government.

The expectations underpinning the establishment of a partnership to co-invest in the public realm include:

- Council and 'Partner' identify opportunity for change, consistent with the Design Guidelines. The Council will be responsible for the design, documentation and construction of streetscape or side street enhancements that may benefit the wider neighbourhood, and will consider opportunities to integrate developer contributions as outlined above
- Council undertake community consultation, appropriate to the extent of change proposed
- The Council and 'Partner' will co-fund the detail design and documentation of all public realm works, to the agreed standards set out by Council and to the final approval of the Council
- In the case of a new development, the Developer will be responsible for the replacement of all damaged urban elements as a result of development, to the standards established within the Guidelines (paving, kerbing, service pits)
- The Council will fund a new suite of street furniture (excluding bollards) at appropriate locations. The 'Partner' will fund the installation costs
- The assessment, supply and installation of bollards (all types) will be at the cost of the Developer
- The Developer would be responsible for the design, documentation and construction of any changes to existing kerbing and verges for the primary purpose of outdoor dining or in response to proposed land-use change / development

If an opportunity identified through the Design Guidelines is not supported by the local community at the conclusion of consultation, a report may be presented to Council to determine the appropriate direction forward.

The Guidelines will also assist the Council to investigate opportunities to partner with Federal and State Government, through various grant programs to realise change along Unley Road.

IMPLEMENTATION

Demonstration Projects

DEMONSTRATION PROJECTS

It is intended that the Guidelines are updated with case studies where change has been undertaken to revitalise Unley Road, as well as updated to reflect lessons learnt.

The Guidelines are intended to be a growing record of the better planned interventions in the revitalisation of Unley Road, through renewal, capital investment or partnerships.

The Guidelines balance the conservative staged renewal of the streetscape, with the reactive and opportunistic momentum of new developments planned for in the growth of Unley Road.

These different approaches provide a range of initiatives to revitalise the street and enable positive change to improve the amenity, accessibility and activation of the corridor and connecting side streets.

246 - 248 UNLEY ROAD

TWO FOUR SIX
HYDE PARK PLACE

ESTABLISHED 2022

The Guidelines provided assistance in the enhanced renewal of the public realm surround the two developments at 246-248 Unley Road.

At the conclusion of the major construction phase, Council worked with both developers to reinstate a new suite of paving materials, street furniture, in conjunction with new kerb construction.

The kerb renewal provide the opportunity to realign the kerb along Unley Road to create an expanded public realm and space for new tree planting along Unley Road and into the side streets.

