

Development Plan Amendment

By the Council

The City of Unley

Unley Central Precinct DPA

Explanatory Statement, Analysis
and The Amendment

For Consultation

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Have Your Say

This Development Plan Amendment (DPA) will be available for inspection by the public at the Council office (during normal business hours) and Unley Library (181 Unley Road Unley) or www.unley.sa.gov.au from **22 September 2016** until **18 November 2016**.

During this time anyone may make a written submission about any of the changes the DPA is proposing.

Submissions should be marked “Unley Central DPA”, or a Feedback Sheet is available, and be sent to the City of Unley at PO Box 1 Unley 5061, Fax 8271 4886, via email POBox1@unley.sa.gov.au or via yoursay.unley.sa.gov.au.

Submissions should indicate whether the author wishes to speak at a public meeting about the DPA. If no-one requests to be heard, no public meeting will be held.

A public meeting is scheduled to be held before the City Strategy and Development Committee (as delegate of the Council) on 6 December 2016 at 7:00pm at the Unley Civic Centre, Oxford Terrace, Unley.

<i>Version</i>	<i>Description</i>	<i>Author(s)</i>	<i>Reviewed</i>	<i>Date</i>	<i>Approved</i>
1.0	Final draft for Council review	GM & GB	DB	10 08 2016	Council 22 08 2016

Explanatory Statement

Introduction

The *Development Act 1993* provides the legislative framework for undertaking amendments to a Development Plan. The *Development Act 1993* allows either the relevant council or, under prescribed circumstances, the Minister responsible for the administration of the *Development Act 1993* (the Minister), to amend a Development Plan.

Before amending a Development Plan, a council must first reach agreement with the Minister regarding the range of issues the amendment will address. This is called a Statement of Intent. Once the Statement of Intent is agreed to, a Development Plan Amendment (DPA) (this document) is written, which explains what policy changes are being proposed and why, and how the amendment process will be conducted.

A DPA may include:

- An Explanatory Statement (this section)
- Analysis, which may include:
 - Background information
 - Investigations
 - Recommended policy changes
 - Statement of statutory compliance
- References/Bibliography
- Certification by Council's Chief Executive Officer
- Appendices
- The Amendment.

Need for the amendment

The rationale and aim of this DPA is to:

- Update and continue to support contemporary and best practice planning system changes (South Australian Planning Policy Library, The 30 Year Plan for Greater Adelaide).
- Undertake a priority project as identified within Council's 4 Year Plan 2013-2016 to address a range of strategic objectives including a highly desirable and diverse lifestyle, activated places, a thriving and prosperous business community, and a dynamic mix of uses and activities in selected precincts.
- Progress Council's Strategic Directions with regard to:
 - facilitating local population growth by targeting sensitive in-fill and intensive development in suitable strategic locations and key transit corridors and service centres;
 - providing higher dwelling densities and additional people near activity centres and/or public transport, to underpin their activation, and to consolidate current, and attract new, businesses, services and facilities;
 - promoting dwelling diversity to suit changing demographics, by providing smaller and more affordable options to suit older residents and attract new young residents, and also free-up use of larger dwellings for larger households (families);

- recognising and reinforcing the streetscape and building character, iconic brand and vibrancy of the City's distinct 'villages' by retaining valued building façades and sensitively incorporating new complementary higher density mixed use developments, and
 - promoting Unley's livability, with enhanced local facilities, services and pedestrian friendly roads with less traffic, by encouraging enhanced public transport, cycling and walking networks that can service local needs and regional commuters.
- Deliver on the findings of the Unley Central Precinct Study in respect to:
- creating development opportunities for better east west connections and connections to open space, engagement with the Unley Road frontage, and new mixed use development opportunities;
 - integrating mixed use development on land north of the Unley Shopping Centre;
 - enhancing pedestrian laneway links between rear of building car park areas and the connection to Unley Road;
 - establishing linkages between buildings, urban spaces and open space as well as to Unley Oval.

Statement of Intent

The Statement of Intent relating to this DPA was agreed to by the Minister on 31 May 2015.

The issues and investigations agreed to in the Statement of Intent have been undertaken or addressed.

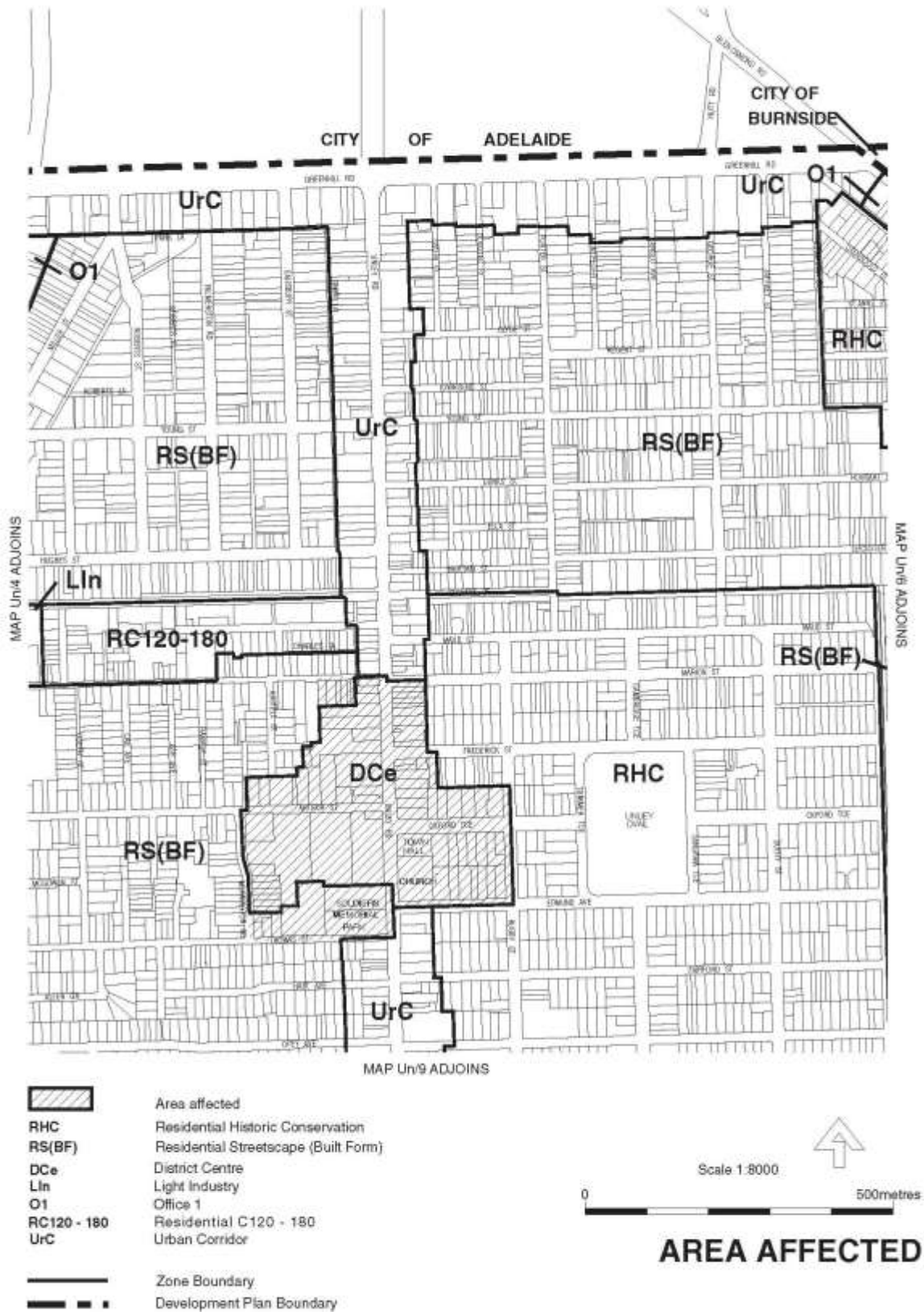
Affected area

The area affected by the proposed DPA can be described as follows:

Unley District Centre Zone and environs, including:

- Existing District Centre Zone
- Adjacent portions of the Residential Streetscape (Built Form) Zone fronting Mary Street, Morningson Road and Thomas Street.

The area affected by the DPA is shown on the following map.



Summary of proposed policy changes

The DPA proposes the following key changes:

- Minor expansion of the area of the District Centre Zone at Marion Street, Mornington Road and Thomas Street.
- Replacing existing policies for the District Centre Zone with policies that provide additional support for increased mixed use developments, increased residential densities and higher rise buildings.
- Inclusion of revised building set-back requirements for development in the District Centre Zone.
- Inclusion of revised car parking requirements for development in the District Centre Zone.
- Inclusion of off-street bicycle parking requirements for development in the District Centre Zone.
- Inclusion of new Concept Plans for *Connections & Key Areas*, *Indicative Building Heights* and *Ground Level Setbacks* to assist in policy guidance.
- Consequential amendments to mapping, including:
 - Structure Plan Map Un/1 (Overlay 1) to reflect the increased area of the District Centre Zone.
 - Noise and Air Emissions Map Un/1 (Overlay 3) to ensure noise and air emissions policies apply to development within the District Centre Zone reflecting its proposed mixed use nature.
 - Affordable Housing Map Un/1 (Overlay 5) to support the establishment of affordable housing within the District Centre Zone.
 - Zones Map Un/5 to reflect the increased area of the District Centre Zone.
 - Policy Areas Map Un/14 to reflect the minor reduction in the area of the Residential Streetscape (Built Form) Zone (fronting Mary Street, Mornington Road and Thomas Street) and now included in the District Centre Zone.

Legal requirements

Prior to the preparation of this DPA, council received advice from a person or persons holding prescribed qualifications pursuant to section 25(4) of the *Development Act 1993*.

The DPA has assessed the extent to which the proposed amendment:

- accords with the Planning Strategy
- accords with the Statement of Intent
- accords with other parts of council's Development Plan
- complements the policies in Development Plans for adjoining areas
- accords with relevant infrastructure planning
- satisfies the requirements prescribed by the *Development Regulations 2008*.

Interim operation

Interim operation pursuant to section 28(1) of the *Development Act 1993* is not being sought for this DPA.

Consultation

This DPA is now released for formal agency and public consultation. The following government agencies and organisations are to be formally consulted:

- Department for Communities and Social Inclusion (including Housing SA)
- Department of Environment, Water and Natural Resources (including Zero Waste and Heritage SA)
- Department for Health and Ageing
- Attorney General's Department
- SA Metropolitan Fire Service
- SA Police
- State Emergency Service
- Department of Planning, Transport and Infrastructure
- Department of the Premier and Cabinet
- Department of State Development
- Renewal SA
- SA Tourism Commission
- Adelaide Airport Limited
- ElectraNet
- SA Water
- Origin Energy
- SA Power Networks
- APA Group
- AGL Energy Limited
- Mr David Pisoni, MP, Member for Unley
- Hon Steph Key, MP, Member for Ashford

All written and verbal, agency and public submissions made during the consultation phase will be recorded, considered, summarised and responses provided. Subsequent changes to the DPA may occur as a result of this consultation process.

The final stage

When the council has considered the comments received and made any appropriate changes, a report on this (the *Summary of consultations and proposed amendments* report) will be sent to the Minister.

The Minister will then either approve (with or without changes) or refuse the DPA.

Analysis

1. Background

The City of Unley Community Plan 2033 sets out the following vision for the City:

‘Our City is recognised for its vibrant community spirit, quality lifestyle choices, diversity, business strength and innovative leadership.’

Council’s 4 Year Plan 2013 – 2016 outlines how Council will deliver the vision, strategies and framework set out in the Community Plan, including identifying ‘Complete planning for Unley Central Precinct’ as a Priority Project/Action.

The Unley Central Precinct Study, prepared for Council by consultants Taylor Cullity Lethlean (TCL) in July 2014, identified a number of rezoning and development opportunities within and adjacent to the District Centre Zone on Unley Road.

Together with the various relevant strategic directions established by Council and the State Government, the findings of this 2014 Study comprise the ‘starting point’ for this DPA.

However, as described later in this DPA, some findings have been amended based on further investigations, testing of findings and the extensive community, business and Elected Members’ engagement and input undertaken as the DPA process progressed.

2. The strategic context and policy directions

2.1 Consistency with South Australia’s Strategic Plan

South Australia’s Strategic Plan outlines a medium to long-term vision for the whole of South Australia. It has two important, complementary roles. Firstly, it provides a framework for the activities of the South Australian Government, business and the entire South Australian community. Secondly, it is a means for tracking progress state-wide, with the targets acting as points of reference that can be assessed periodically.

The DPA supports the following targets of South Australia’s Strategic Plan:

South Australia’s Strategic Plan 2011	
Strategic Plan Objective/Targets	Comment/Response
Community	
Goal: We are committed to our towns and cities being well designed, generating great experiences and a sense of belonging. Target 1: Urban spaces.	The proposed increases in height and density of buildings will be accompanied by design policies. Interface areas and linkages throughout the District Centre will also be design focussed.
Goal: Everyone can afford to rent or buy a home. Target 7: Affordable housing.	A mix of dwelling types and sizes will provide opportunity for affordable housing (in the Unley context).
Prosperity	
Goal: South Australia has a resilient, innovative economy.	The policies proposed will provide increased economic opportunities leading to job increases.

South Australia's Strategic Plan 2011

Target 35: Economic growth.

Target 38: Business investment.

Goal: All South Australians have job opportunities.

Target 47: Jobs.

Goal: South Australia's transport network enables efficient movement by industry and the community.

Target 56: Strategic infrastructure.

Movement networks (arterial and local) will be considered/designed to cater for desired movement paths and efficiencies.

Environment

Goal: We reduce our greenhouse gas emissions.

Target 59: Greenhouse gas emissions reduction.

Target 60: Energy efficiency – dwellings.

Increased residential densities in proximity to services will result in reduced greenhouse gas emissions through reduced travel needs. New dwellings will be designed to be energy efficient, reducing demands on electricity production.

Goal: We reduce our reliance on cars in the metropolitan area, by walking, cycling and increasing use of public transport.

Target 63: Use of public transport.

Increased densities in proximity to services and public transport, combined with efficient local linkages will reduce the reliance on cars.

Goal: We want Adelaide to grow up more than out.

Target 68: Urban development.

Greater opportunity for medium to high rise developments will be provided.

Health

Goal: We make healthy choices in how we live.

Goal: We are physically active.

Providing friendlier, safer and more convenient pedestrian and cycling networks to key services and facilities will result in greater physical activity and promote wellbeing.

2.2 Consistency with the Planning Strategy

The Planning Strategy presents current State Government planning policy for development in South Australia. In particular, it seeks to guide and coordinate State Government activity in the construction and provision of services and infrastructure that influence the development of South Australia. It also indicates directions for future development to the community, the private sector and local government.

The following volume of the Planning Strategy is relevant to this DPA:

- The 30-Year Plan for Greater Adelaide

The DPA supports the policies of the Planning Strategy by:

- Promoting:
 - Increased numbers and types of dwelling opportunities in the Unley District Centre
 - Medium to high scale dwelling types at greater densities in the Centre
 - Residential growth in the Centre
 - Affordable housing products in the Centre.
- Requiring increased levels of urban design, including in relation to interface areas with adjoining lower scale/density areas.

- Promoting health and wellbeing through urban design and linkages to open space and services.
- Providing an enhanced and expanded capacity for employment generation.

A detailed assessment of the DPA against the Planning Strategy is contained in **Appendices**.

2.3 Consistency with other key strategic policy documents

This DPA accords with other key policy documents as discussed below.

2.3.1 The City of Unley Community Plan 2033

This Plan provides the vision, strategies and framework for the future of the City. It provides a guide to:

- Orderly and efficient development.
- Integrated transport and land-use planning.
- Implementation of the Planning Strategy (The 30-Year Plan for Greater Adelaide) and targets for growth and affordable housing.
- Infrastructure planning (physical and social).
- Review of the Development Plan (i.e. planning policy) and the strategic directions and priorities for amendments.

The Plan identifies a range of potential matters for future investigation that will lead onto further Development Plan Amendments, including this DPA which is identified as the Unley District Centre Vitalisation DPA – to be prepared in response to the outcomes of the Unley Central Precinct Planning.

2.3.2 The City of Unley 4 Year Plan 2013 - 2016

This Plan outlines how Council will deliver the vision, strategies and framework set out in the Community Plan 2033.

The DPA will assist in achieving a number of the Objectives set out under the various Goals in the Plan, including as follows:

Goal 1: Emerging Our Path To A Future City

Objective 1.1: A thriving and prosperous business community

Objective 1.3: A dynamic mix of uses and activities in selected precincts

'Complete planning for Unley Central Precinct' is identified as a Priority Project/Action under this Goal.

Goal 2: Living Our Path To A Vibrant City

Objective 2.1: Highly desirable and diverse lifestyle

Objective 2.2: Activated places

Objective 2.3: Cultural and artistic diversity

Objective 2.4: Healthy and active community

Objective 2.5: Collaborative and engaged community

Goal 3: Moving Our Path To An Accessible City

Objective 3.1: Equitable parking throughout the City

Objective 3.2: An integrated, accessible and pedestrian-friendly City

Objective 3.3: Alternative travel options

Goal 4: Greening Our Path To A Sustainable City

Objective 4.1 Renowned for its lifestyle and environmental balance

Objective 4.3: Functional open-green space throughout the City of Unley.

2.3.3 The City of Unley Strategic Directions Report

This DPA is consistent with Council's Strategic Directions Report (as agreed by the Minister on 15 January 2014) and helps deliver on the following recommendations/targets of this plan:

- Unley District Centre Vitalisation DPA: 2014/15 commence – 2015/16 consult, review and final approval.

2.3.4 Draft Unley Central Precinct Study

This 2014 Study, prepared for the City of Unley by consultants Taylor Cullity Lethlean (TCL), had the objective of providing innovative and practical responses to achieve the vision set out in the Community Plan 2033.

Together with the various relevant strategic directions, the findings of this Study comprised the 'starting point' for this DPA. However, it should also be noted that some findings have been amended based on further investigations and the extensive community engagement and input undertaken as the DPA process has progressed.

The Study identified:

An existing character for the Precinct comprising:

- An authentic 'village' character – diminished by some recent developments.
- A number of shopping clusters – separated by the busy Unley Road.
- Pleasant hills views to the east and south reinforcing the Adelaide Plains location of the Precinct.
- A dissected village atmosphere – with Unley Road being noisy and difficult to traverse.
- A maze of car parks – creating car/pedestrian conflicts - some without design or shade.
- Varying street activity – side streets with a mix of residential and community facilities and Unley Road as a busy, economically active zone.
- Internalised community facilities presenting blank walls to the street.
- A lack of night time activity, with most restaurants and other night time facilities being located out of the Precinct.

The following vision for the Precinct:

“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.”

Seven guiding principles to drive the development of the Precinct as follows:

- Create a pedestrian dominant precinct.
- Create high quality, socially engaging, human scale public realm with activated and connected edges.
- Create vibrant, high quality, medium to high density mixed use/mixed age developments.
- Create high quality and enlivened streetscapes that connect to adjacent activities and uses.
- Integrate sustainability principles into urban design.
- Prioritise active public transport and alternatives to cars.
- Calm traffic.

Rezoning and Development Opportunities as follows:

- Review the objectives and principles of development control within the District Centre Zone, to proactively encourage residential development above shop and office development as part of a mixed use development, particularly given the zone has no specified height limit.
- Review planning policies for the interface between adjacent zone boundaries.
- Review zone boundaries to determine if the zone should be expanded (e.g. would the public housing in Thomas Street and Soldiers' Memorial Gardens be better placed within the District Centre Zone).
- Explore opportunities with the Unley Shopping Centre for a mixed use development, more engaged Unley Road frontage and better east-west connections.
- Explore opportunities for an integrated mixed use development on land to the north of the Unley Shopping Centre.
- Negotiate enhanced pedestrian laneway links between back of house carparks and Unley Road.
- Integrate sustainability principles into urban design.
- Explore opportunities for Council and institution owned properties, including 'the Village Green', with a plan encouraging links between all buildings/elements as well as to Unley Oval.
- Redevelopment of Council offices/Chambers for mixed use development or relocate part or all (including the Unley Library) to another site to free up land for mixed use development.

Potential built heights as follows:

- In line with current Development Plan guidelines.
- A tiered approach along the Urban Corridor Zone and within the District Centre Zone.
- Mindful of adjacent residential zones and heritage places.
- 2 -5 storeys height in the Urban Corridor Zone.

2.3.5 The City of Unley Environmental Sustainability Strategy 2014 - 17

This document establishes an overarching lead Environmental Sustainability Strategy for the City. It recognises that increasing environmental sustainability can make a positive contribution to the economic prosperity and liveability of the City, increasing its quality of lifestyle and environmental balance.

The document identifies the following four key pathways to achieving Goal 4 of the Community Plan 2033:
Greening Our Path To A Sustainable City:

Pathway 1: An Engaged and Active Community

Objective: A community that feels confident in its understanding of environmental sustainability and empowered to make a positive contribution to the transition process through their actions and decision making.

Pathway 2: An Environmentally Sustainable Landscape

Objective: A landscape that utilises Water Sensitive urban Design (WSUD) and green infrastructure through a network of public parks, linear paths, trails and green spaces, that in combination with private property greening supports increased biodiversity and liveability.

Pathway 3: An Environmentally Sustainable Built Form

Objective 3: Create a built urban form that is environmentally sustainable, high performing, efficient, and liveable to support the planned increase in population and growth while lowering natural resource use, waste and pollution.

Pathway 4: Leadership and Governance for Environmental Sustainability

Objective 4: An organisation that has environmental sustainability embedded as a pillar of its good governance ethics and practices, recognising its contribution to increasing efficiency, performance and the quality of staff and community living and learning.

This DPA will implement aspects of the strategies attached to each of these Pathways and Objectives, particularly in relation to Pathway 3.

2.3.6 The City of Unley Business and Economic Development Strategy 2012 - 15

As an inner-urban council, Unley provides many benefits to its businesses, including proximity to the strong economic driver provided by the City of Adelaide, attractive retail precincts, and an excellent track record of events and activities that attract visitors.

This Strategy sets out the most appropriate ways to support economic and business development within the City and draws on the vision, strategies and framework for the future identified in the Community Plan 2033.

In particular, the Strategy provides three themes for Economic Development:

- Strengthen the retail and professional services sector.
- Build the Home Based Business sector.
- Demonstrate leadership.

This DPA will assist in meeting some of the tasks set out in the Strategy, including: contributing to economic development opportunities; giving guidance on envisaged uses along a section of Unley Road; consideration of rear car park amalgamation; achieving more supportive Development Plan policies for retail/commercial development approvals, including Home Based Businesses.

2.3.7 The City of Unley Living Active Sport and Recreation Plan 2015 – 2020

The Living Active Plan has a focus on building the capacity of Unley's communities to lead physically active lifestyles. The Plan outlines a series of strategic directions and actions under four key themes. While primarily focused on sport and active recreation opportunities, a wider view of the Plan indicates opportunities for this DPA to assist in meeting aspects of the following sub-themes:

- Theme 1.2: Create opportunities to encourage 'active travel' and support personal mobility, particularly through walking and cycling options
- Theme 2.1: ... plan for open space to meet community needs.

2.3.8 The City of Unley Integrated Transport Strategy

This November 2002 Study recognised that Unley is exposed to regional and local traffic issues. The regional approach is to provide for the transport demand by making maximum use of the existing transport infrastructure, including rationalisation of the transport space by clearways and other traffic management measures. The local approach is that the impact of traffic on local communities and businesses must be reduced and the quality of the local environment be improved.

The Study attempted to find a balance between these competing demands through the development of six interrelated strategies

- Strategy 1: Reducing the transport pressure on and within Unley.
- Strategy 2: Managing transport corridors and their associated land use environment.
- Strategy 3: Preserving and enhancing the concept of the City of Villages.
- Strategy 4: Preserving and enhancing the quality of the local environment.
- Strategy 5: Improving local accessibility, safety and convenience, and increase choice in the transport mode.
- Strategy 6: Integrating the above strategies into a single management strategy.

While many of the actions listed under these strategies have been implemented in the intervening years, this DPA will utilise AIMSUM modelling to test possible enhanced movement options and determine their potential benefits/impacts and viability.

2.3.9 Inner Metro Rim Structure Plan

This Structure Plan document was prepared by the State Government in September 2012. Structure Plans are a central part of implementing *The 30-Year Plan for Greater Adelaide*, spatially representing the objectives for particular areas and detailing the range and location of land uses, including activity centres, transit corridors and new growth areas.

In relation to the area affected by this DPA, the Plan proposes the following actions:

Activity Centre, Unley Road

- Create a quality pedestrian-focused streetscape around the recognised community 'heart' (shopping centre/town hall/civic offices and adjacent open space)
- Concentrate new development to provide increased activity and commercial and residential density
- Promote medium to high density mixed-use development (up to 8 storeys) in appropriate locations in the Activity Centre
- Historic Conservation
- Reinforce the protection of historic building stock
- Residential Character
- Promote developments that interface sensitively with surrounding established residential areas through lot size/height ratios and other design mechanisms.

- Strengthen neighbourhood accessibility with improved streetscape along ... and Arthur Street primary local networks and Charles Walk greenway, including connectivity with local open spaces.
- Preserve established streetscape character through appropriate building design.

Corridor (Mixed Infill), Unley Road

- Reinforce Unley Road as a traditional high street through encouraging a quality public realm/streetscape, activated built form, and maintaining vehicle movement (including providing for high capacity on-road transit services).
- Encourage mixed –use infill development along the high street with retail, commercial and home office shopfronts and residential accommodation above (3 - 5 storeys).
- Identify connections with ..., Arthur Street and Oxford Street primary local networks and the Charles Walk greenway.

2.3.10 Infrastructure Planning

Where relevant, a DPA must take into account relevant infrastructure planning (both physical and social infrastructure) as identified by Council (usually through the Strategic Directions Report), the Minister and/or other government agencies.

A “high level” review of the potential impacts of increased development opportunities on service infrastructure within the District Centre Zone and surrounds is being undertaken by Tonkin Consulting. The preliminary findings of this review are discussed later in section 3.2.1.

2.3.11 Current Ministerial and Council DPAs

In preparing this DPA regard has been given to the preliminary draft *Principles for activity centres and activity centre uses* document released by the Minister in February 2015.

There are no current Council DPAs that affect this DPA.

2.3.12 Existing Ministerial Policy

The changes proposed in this DPA are based on Ministerial policies in the SA Planning Policy Library for the District Centre Zone and the Urban Corridor Zone.

3. Investigations

3.1 Investigations undertaken prior to the SOI

Key investigations previously undertaken that inform this DPA include:

3.1.1 Unley Central Precinct Study

Together with the various relevant strategic directions, the findings of this 2014 Study, undertaken by TCL, comprised the 'starting point' for this DPA. However, it should also be noted that some findings have been amended based on further investigations and the extensive community engagement and input undertaken as the DPA process has progressed.

The Study's findings are discussed earlier in these Investigations in section 2.3.4.

3.1.2 Inner Metro Rim Structure Plan

This Structure Plan document was prepared by the State Government in September 2012. In relation to the area primarily affected by this DPA, the Plan identifies the need to create a quality pedestrian-focused streetscape around the recognised community 'heart' (shopping centre/town hall/civic offices and adjacent open space), concentrate new development to provide increased activity and commercial and residential density and promote medium to high density mixed-use development (up to 8 storeys) in appropriate locations in the Centre.

The Plan's findings are discussed earlier in these Investigations in section 2.3.9.

3.2 Investigations undertaken to inform this DPA

In accordance with the Statement of Intent, the following investigations have been undertaken to inform this DPA:

3.2.1 Public Infrastructure Analysis

A "high level" review of the capacity of public infrastructure to cater for increased development opportunities within the District Centre Zone and surrounds is being undertaken by Tonkin Consulting.

Key findings of the review to date are as follows:

- Electricity

Advice obtained from SA Power Networks (SAPN) indicates the network will require augmentation. Under current SAPN guidelines, the developer pays standard connections charges until the substation's threshold is exceeded. After the substation's threshold is exceeded, the developer pays a substation upgrade component.

No State or Local Government investment is anticipated to be required.

- Telecommunications

The National Broad Band Network (NBN) initiative is to enable large scale roll out of fibre networks across Australia. NBN Co have commenced construction of NBN in the City of Unley and predict it will be finished in the next 12 months.

Additionally, there is an underground telecommunication cable operated by Telstra and Optus servicing the entire development area. This network is able to be extended further to service the development area subject to financial contribution by the developer.

No State or Local Government investment is anticipated to be required.

- Stormwater

The 100 year ARI base case model indicates minor flow depths of generally up to about 100mm, with some limited areas up to 250mm, through the proposed development area.

Within the area of the 100mm flow depth, Council's general requirement is that any new development should have floor levels of 150mm above adjacent top-of-kerb levels or above finished proposed site levels around the perimeter of the building. A higher floor level of 300mm above the flood level may be required in areas where the flow depth exceeds 100mm.

Tonkin recommended that if any future development involves public roads, laneways or open space, that these be so arranged as to align with existing overland flow paths. It further recommended that existing open spaces remain and not be replaced with any solid structure which may block an existing flow path. Alternatively other WSUD features can be incorporated to address stormwater / flow path issues.

It is noted that there are a number of relevant policies already contained within Council's Development Plan in relation to flooding, stormwater management and WSUD.

- Gas, Waste Water and Potable Water

The capacity of these services are still being investigated.

In summary, the review will be used to inform Council and relevant infrastructure providers on potential infrastructure requirements into the future, with the findings suitable for the purpose of strategic level discussions with State agencies. However, they should not be relied upon by landowners for specific sites.

3.2.2 Built Form Investigations

The built form investigations undertaken for this DPA have been informed by various sources, including:

- The Unley Central Precinct Plan by TCL.
- Strategic directions set by Council and the State Government.
- Policies from relevant modules of the SA Planning Policy Library, including:
 - Design and Appearance
 - Medium and High Rise Development (3 or More Storeys)
 - District Centre Zone
 - Urban Corridor Zone.
- Input from:
 - WAX Design – built form, open space and green infrastructure (see discussion below)
 - Architects Ink – built form, including building design and heights
 - InfraPlan - traffic and movement
 - Council's Development Strategy and Policy Committee
 - The first two stages of community consultation, including attendees at the Design Lab.
- URPS investigations on apartment design, market analysis and mixed use centres, both in South Australia and interstate.

The starting point used in considering various development scenarios for the District Centre Zone was based on an initial 500 new dwellings (primarily in the form of apartments) being constructed in the short to medium term (i.e. 5 -10 years). This figure was arrived at after taking into account initial information on potential development proposals and input from the various sources mentioned above. In reality, this figure could be higher or lower, depending on factors such as landowner aspirations, market demand and the financial climate.

It is not considered good planning practice to over-prescribe how development within the Centre should occur, particularly as it will evolve over the next 20 - 30 years. However, the policies proposed in this DPA are considered to provide appropriate guidance on key matters, including in relation to dwelling densities and building heights, movement networks and the desired public realm. These policies should be revisited and reviewed on a regular basis to ensure their relevance over the longer term.

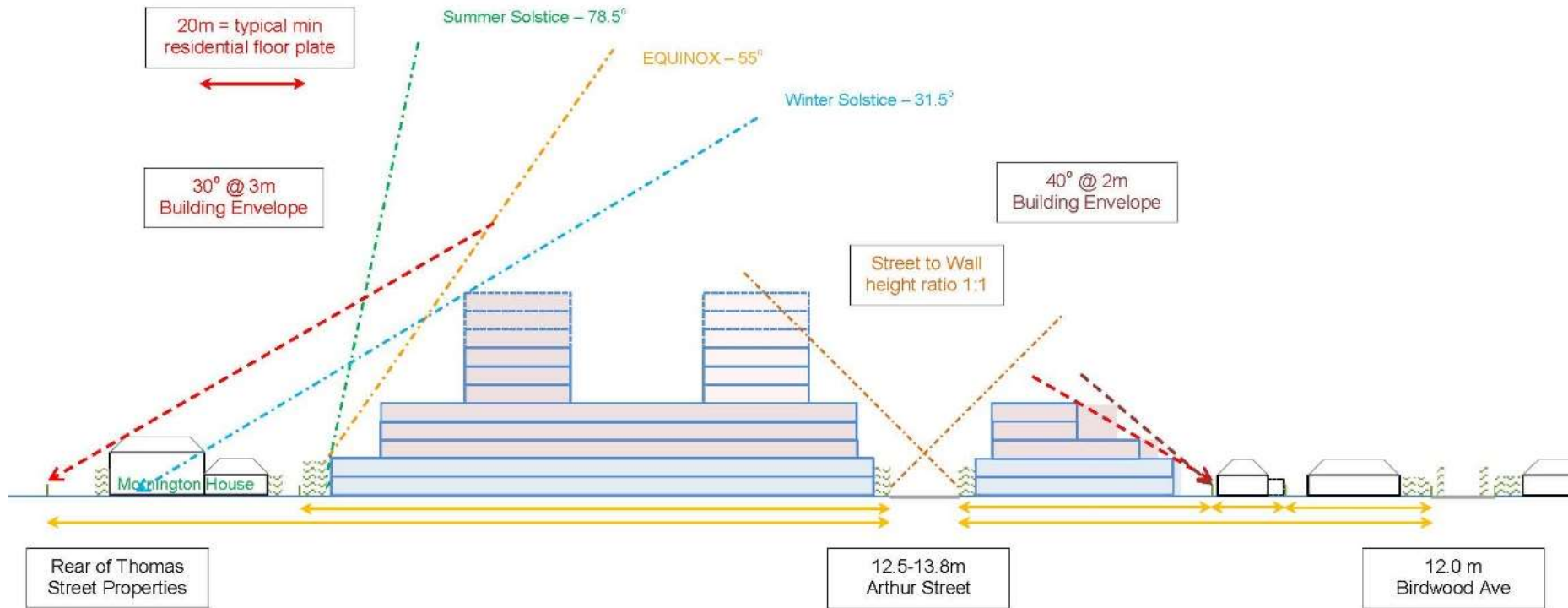
A key issue raised in the investigations and during the community consultation stages was in relation to building heights and their potential for impact on residential development in the adjoining zone. Particular consideration has been given to this issue in the new policies proposed for the District Centre Zone, to minimise the potential for adverse impact in this interface area.

In addition to policies on such matters as setbacks, podium heights and maximum building heights, the DPA proposes the introduction of policies that require building heights to “fit” within a development “plane”, particularly at the interface. These “planes” are proposed at 30 degrees and 40 degrees and apply to various circumstances within the District Centre Zone. The planes are designed to avoid unreasonable overshadowing of adjacent residential development located outside of the Zone.

The following Figures provide examples of the effects of applying these planes to development proposals in various streets within the District Centre Zone.

In addition to the new policies proposed, it should also be remembered that a number of current policies within Council’s Development Plan can also be applied in the assessment of proposals at the interface (i.e. policies under Design and Appearance, Interface Between Land Uses and Medium and High Rise Development (3 or More Storeys).

Arthur Street (West) Unley – Urban Design

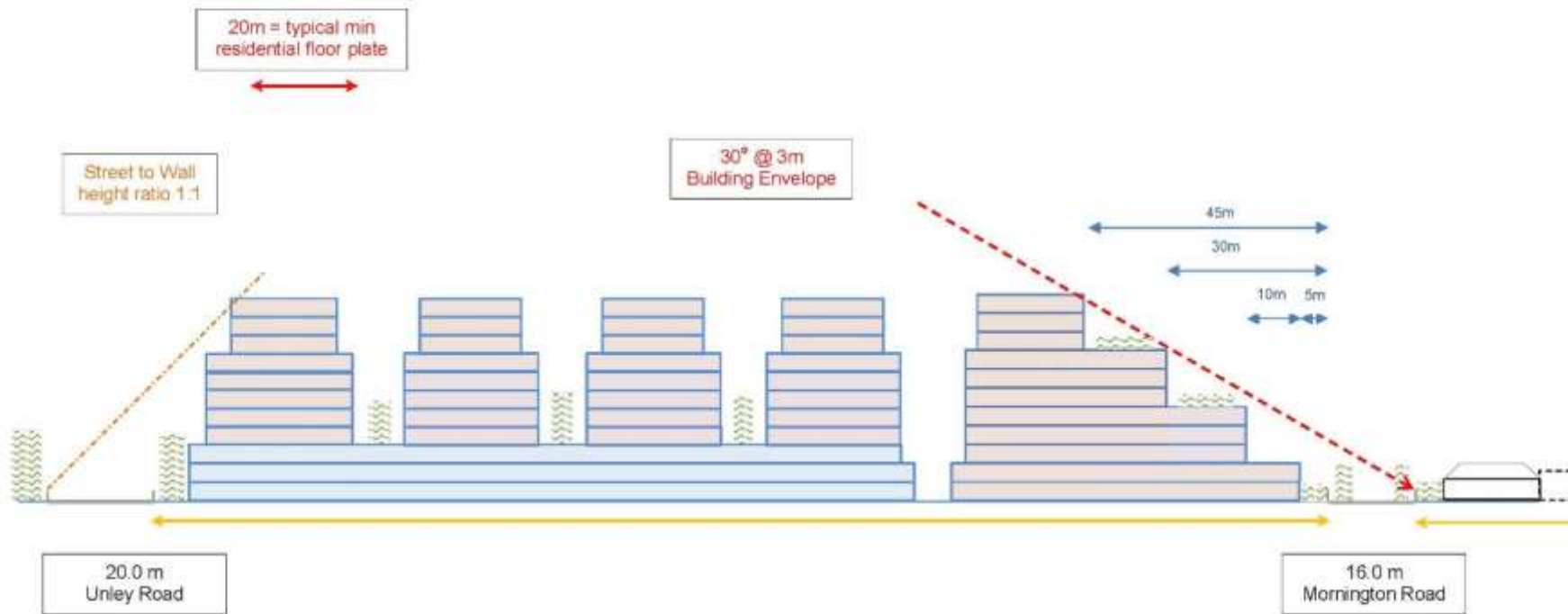


Cross Section – South to North around Arthur Street (West)

Adelaide 35° S
 Equinox = 90° – Latitude = 55°
 Summer Solstice = Equinox + 23.5° = 78.5°
 Winter Solstice = Equinox – 23.5° = 31.5°

1:1000 @ A4

Mornington Road / Unley Road from Arthur Street – Urban Design

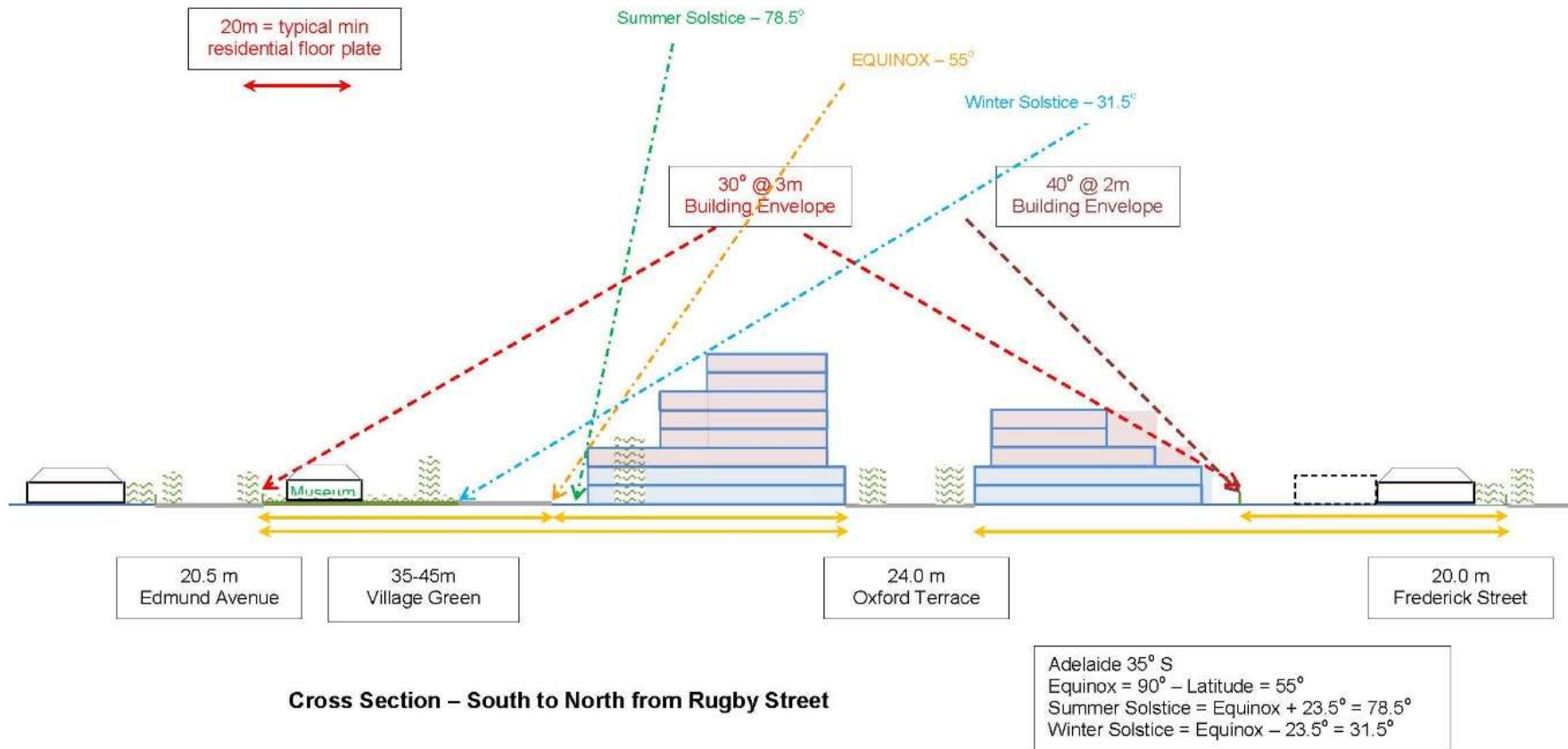


Cross Section – East to West from Arthur Street

1:1000 @ A4

Oxford Terrace / Edmund Avenue Unley – Urban Design

Relocated Village Green



1:1000 @ A4

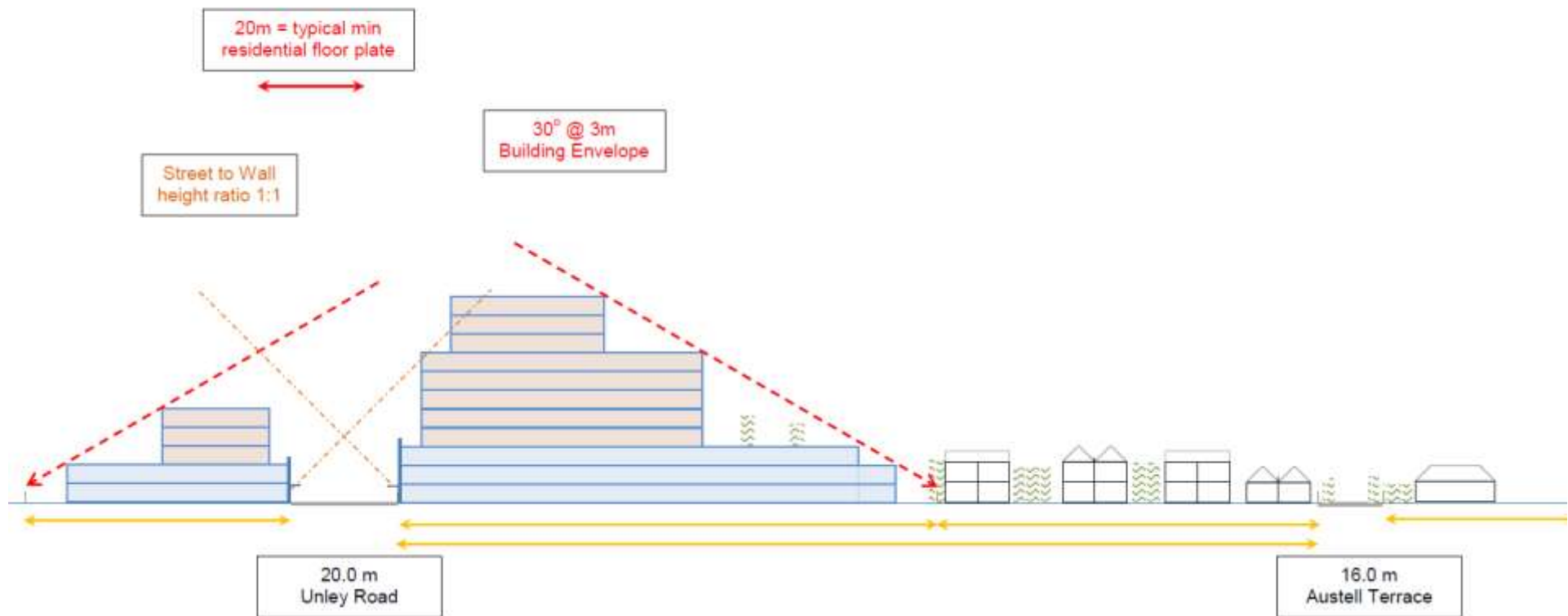
Rugby Terrace to Unley Road from Oxford Terrace – Urban Design



Cross Section – East to West from Oxford Terrace

1:1000 @ A4

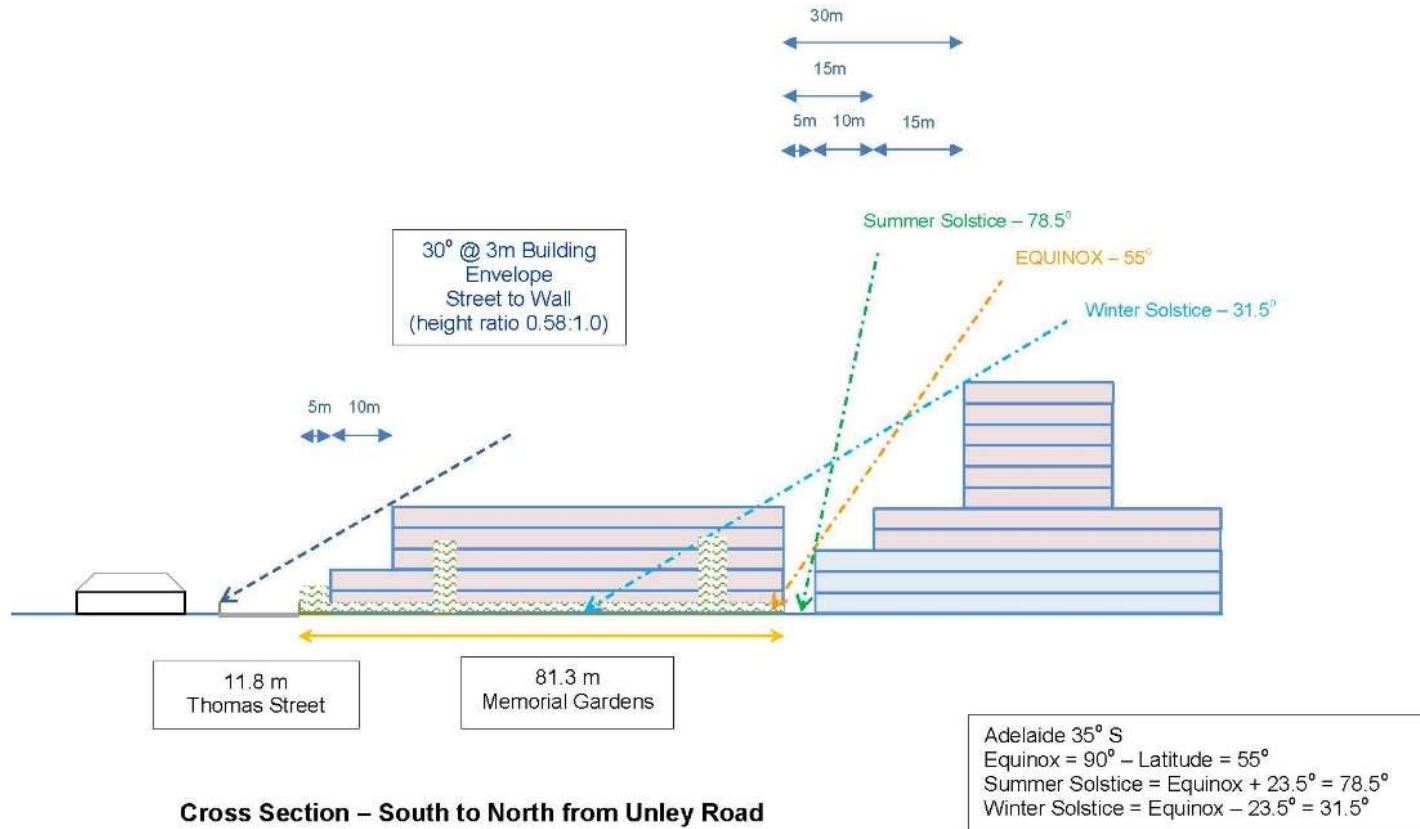
Austell Terrace / Unley Road from Mary Street – Urban Design



Cross Section – East to West from Mary Street

1:1000 @ A4

Thomas Street / Memorial Gardens Unley – Urban Design



1:1000 @ A4

In considering built form matters and the potential for higher density mixed use developments, attention was also given to open space and green infrastructure needs and opportunities for these aspects within the District Centre Zone. The following comments are based on advice on these matters by WAX Design, who also played a key role in the Design Lab process.

3.2.2.1 Open Space

Open space includes land which has been allocated for uses such as sportsgrounds, swimming pools, parks, waterway, public gardens or civic purpose. It not only includes green open space but can also include open spaces such as plazas, paved squares and streets which are used for community congregation and social interaction.

In higher density urban environments, such as proposed for the District Centre Zone, there is an increased importance of open space due to the reduction of private open space through apartments, smaller lot sizes or increased urban density.

Research regarding best practice and open space benefits highlight that higher density developments should have a good provision of quality open space that is well designed, located and managed.

Open space has been identified as a significant opportunity to improve the liveability, amenity and sustainability of the Unley District Centre Zone.

Within the proposed expansion of the District Centre Zone there will be two main parcels of open space provided, the Soldiers Memorial Gardens and the Village Green. It is noted that the Village Green is not currently a formally recognised parcel of open space and its size does not reflect its neighbourhood function. However, it is also noted that the Unley Oval Reserve (4.57 hectares) and the Morrie Harrell Playground (0.21 hectares) are in close proximity.

With the District Centre moving towards a more mixed use model with an increase in residential population, (based on an assessment of an extra 500 dwellings/ 1000 people) over the next 10 years, consideration has been given to how open space might be provided to accommodate this demographic shift.

It is noted there is good access to a formalised sport facility, with the catchment area for Unley Oval (a district level sports ground) extending beyond the zone.

There is also good access to neighbourhood level open space (Village Green and Soldiers Memorial Gardens), but their more specific functions means they may be less attractive to fulfil other functions such as informal recreation, play or connections to nature. There are considered opportunities to develop the function of the Village Green and results from community consultation suggests that this could be redesigned to fit more appropriately into future development.

Other opportunities to deliver open space have been identified, including through innovative methods such as plazas, forecourts, green walls and publically accessible roof top gardens. These spaces could cater for a range of open space functions within a more urban setting.

Policies proposed in the District Centre Zone will facilitate the provision of these alternative measures.

3.2.2.1 Green Infrastructure

Green Infrastructure (GI) is a broad term which includes all of the natural and semi-natural features within the built environs of towns and cities. This includes more traditional elements such as parks and community gardens as well as newer more innovative elements such as green roofs, green walls and water sensitive urban design (WSUD).

There are a number of social, economic and environmental benefits from including GI into the urban environment. These benefits become important in higher density locations where issues relating to open space function, performance and amenity become more contested and the provision of large parcels of open space becomes more difficult to achieve.

GI has been identified as an element to improve the liveability, amenity and sustainability of the District Centre Zone.

Some aspects of GI can be facilitated through the development approval process as new developments occur, while other aspects will continue to be implemented through Council actions (i.e. by Council

continuing its role of advocate and further establishing GI within the streetscape and elsewhere in the public realm).

It is noted that while Council can encourage the inclusion of GI into existing developments (i.e. green roofs retro-fitted onto existing large format retail developments, or the development of green walls along multi-deck car parking structures), it has no formal 'powers' to require such retro-fitting and is reliant on the cooperation (and finances) of the landowner.

Policies proposed in the District Centre Zone will support the provision of GI initiatives as part of a new development proposal, but they are limited in scope by the current planning system.

Summary

In summary, the planning policy outcomes from all of the above inputs are reflected in the amended policies proposed for the District Centre Zone and which provide detailed guidance on the desired built form within the Zone. These policies are contained within Attachment A following the Amendment Instructions table later in this document.

3.2.3 Commercial Market Analysis

3.2.3.1 Background

Consideration has been given to the potential commercial market opportunities likely to be available in the Unley District Centre as a result of the policy amendments proposed in this DPA.

The analysis of potential market opportunities has been undertaken at a very high level and has been informed by a variety of sources and data, including:

- Strategic directions set by Council and the State Government.
- Opportunities identified under the current and proposed zoning.
- General knowledge of land ownership and owners' future plans.
- Size and orientation and constraints to sites.
- General knowledge of national and State level markets.
- General knowledge of national and local financial circumstances.
- Input from companies and persons with experience in aspects of the commercial market in Adelaide.

Currently, most of the area affected by this DPA is already contained within the District Centre Zone. While some additional areas are proposed for inclusion (see later discussion under section 3.2.7), they are on the periphery of the Zone and as such, while their inclusion will assist in achieving the objectives for the Zone, they are not considered likely to be key commercial development sites.

Key inputs are discussed below:

3.2.3.2 Unley Central Precinct Plan by TCL

In discussing 'Rezoning and Development Opportunities' in the Unley Central Precinct Plan, TCL commented that:

"The zoning of land within the Unley Central Precinct is logical and will facilitate many of the desired future plans for the Precinct. There are however a few opportunities worthy of review and potentially fine-tuning in relation to zoning and planning policies.

Opportunity 1: Amend Planning Policy to allow Residential in the District Centre Zone

Review the objective and principles of development control within the District Centre Zone. The current objective for the District Centre Zone is:

Accommodation of a range of shopping, administrative, cultural, community, entertainment, educational, religious and recreational facilities at a scale appropriate to the district.

This objective is then supported by a series of principles of development control. There is no mention of “residential” in the objective or principles, other than “detached dwelling” which is listed as a non-complying kind of development.

Traditionally the planning philosophy has been to exclude residential from a District Centre so as not to limit the development of the Centre for core district centre related activities.

It is recommended to change planning policy to proactively encourage residential development above shops and office development as part of a mixed use development.”

In order to achieve this recommendation, TCL indicated some potential building heights on a plan within the Precinct Plan. This plan identified a range of building heights (i.e. up to 3 storey; up to 5 storey; up to 7 – 11 storeys) for specific sites within the District Centre. Accompanying text also indicated the need to provide a transition in scale and form at the zone boundary and the need to consider overshadowing and privacy for adjacent residential properties.

3.2.3.2 Strategic Directions

There are a number of strategic objectives and directions set by Council and the State Government that provide clear direction and support for reviewing and re-invigorating the District Centre Zone in a manner that will provide additional commercial market opportunities. These objectives and directions were discussed earlier in sections 1 and 2 for the following documents:

- The City of Unley Community Plan 2033.
- The City of Unley 4 Year Plan 2013 – 2016.
- The City of Unley Strategic Directions Report.
- The City of Unley Business and Economic Development Strategy 2012 – 15.
- The 30-Year Plan for Greater Adelaide (State Government).
- Inner Metro Rim Structure Plan (State Government).

3.2.3.3 Mixed Use Corridor Development Increased Density Study

This 2010 report, prepared by Colliers International for the City of Unley, explored the prospect of permitting greater intensity mixed use development, incorporating both commercial and residential uses on Greenhill and Unley Roads.

It provided comment on a development scenario for Unley Road (from Greenhill Road to Northgate Street) based on 3 and 5 levels, with commercial development (including retail) uses on the lower two levels, with residential uses above.

General findings from the Study include:

- Generally, the further away from Greenhill Road, the less prospective commercial office development on Unley Road becomes, particularly for larger office developments of more than one level.
- First floor commercial office space above ground floor retail space is less prospective and often more difficult to lease than a dedicated office building. Users of office space above retail space are mostly smaller space users.
- Ground floor space along Unley Road would normally be used for retail purposes or consulting rooms, with a small proportion allocated to commercial office.

- Residential mid-rise (5 to 10 floors) and high-rise (10 plus floors) apartment markets are essentially confined to Adelaide Local Government Area, Glenelg and more recently Mawson Lakes, Port Adelaide and West Lakes. Some near city office conversions have also occurred.
- Mid and high rise apartment developments are generally centred on prime locational hubs, which are either in the City or on or near water. They focus on centres of activity, but views are also an important feature.
- These observations suggest that the apartment market, has to date, been driven by lifestyle considerations, and the perception or requirement that it needs to satisfy locational characteristics first and foremost.
- Apartment developments in recent years have therefore essentially targeted investors, the lifestyle market and “sea changers”, the latter two representing the owner occupier market. It should be noted that there is also another apartment market, comprising low rise (up to 4 storeys) apartment developments that target both owner occupiers and investors.
- The potential attractions of Unley in providing a niche for apartment market development includes its close proximity to the CBD, good transport services, parklands, perceived cosmopolitan character and good shopping streets and services.
- The multi-storey unit market was steady from 2006 to 2008 but dropped by 20% in 2009. This demonstrates that there is an established and mature market (albeit small) for this type of product in the Unley LGA. However, the number of sales of multi-storey units at 3 levels and above is very thin, which points to a very limited range of developments providing this product in and around Unley. This is not to say that there is no demand, simply lack of opportunity for development of such a product.
- Price is also a function of both the underlying land costs and construction costs, which escalate significantly with development heights.
- Hypothetical analysis indicates that the costs and returns associated with constructing a two storey retail and office building on Unley Road is not viable (on the assumptions made).
- Adding a third level for residential development has the potential to provide improved development margins, albeit at the lower end of expected margins (ie 20%).
- Adding three levels for residential development has the potential to provide a significantly greater level of upside, with a margin of around 25%.
- Analysis indicates that as the margins for increased development increase with height and in turn density, the risks and required margins for each scenario also increase.
- At a very high level an increase in permitted development heights to include residential development, should hypothetically increase development viability.
- Any increases in development viability are by varying degrees and subject to sensitivity to the key variables, which include rental rates, development yield, capitalisation rates, car parking rates, costings, sale rates, land area and value.
- Provision of car parking has an impact on outcomes for Unley Road, where ground floor retail shops require the highest ratio of car parks for the building area.
- Developments with increased height will ultimately show improved returns based on current underlying land values and sales rates. As the returns increase, so does the capacity to pay more for the land, but offset by increased risk and the need to provide adequate development margins. In improving the capacity to pay more for the land, theoretically, the potential for the number of development sites increases. Essentially building sites can be recycled earlier than would otherwise be the case.
- The benefits of any increase in the underlying land value resulting from increased density of development also needs to be considered in the context of competing development sites in alternative

locations. There needs to be reasonable incentives for developers in taking additional risk. If the margins are squeezed too much, they will seek alternatives.

- The 30 Year Plan sets the scene for increased development densities along transport corridors, and there is an established and rising residential apartment market. In view of this situation, an opportunity exists to increase development densities and to incorporate residential apartments.

Implications identified in the Study include:

- There is a need to define the product and find solutions to development issues, particularly on Unley Road.
- The incorporation of affordable housing needs to be considered.
- Limits need to be set on development heights, which, based on potential returns, should be at the upper end rather than the minimum.
- Specifications need to be created to facilitate the increased development outcomes.
- The effects of increased densities will in some cases lead to increased land values and earlier obsolescence of building improvements.

3.2.3.4 Affordable Housing

Irrespective of market analysis, the State Government has set a target within *The 30-Year Plan for Greater Adelaide* of providing for at least 15 per cent of housing in all significant new developments to be affordable housing, including 5 per cent for high-needs people.

The achievement of this target within the District Centre Zone will be assisted by the policies proposed, including:

- Objective 3: *A centre accommodating medium to high-density residential development in conjunction with non-residential development.*
- Desired Character statement discussion: *Development which incorporates a significant residential component (more than 20 dwellings) will provide a range of dwelling sizes and a minimum of 15 per cent affordable housing suitable for a range of ages and lifestyles.*
- Recognition of “affordable housing” as an envisaged use in PDC 1.
- Application of existing Overlay - Affordable Housing policies in the Development Plan by extending the current “designated area” on Affordable Housing Map Un/1 (Overlay 5) to also include the District Centre Zone. This Map currently shows areas on Greenhill Road and Unley Road (within the Urban Corridor Zone) within the “designated area”.

3.2.3.5 Other Inputs

As indicated above, a number of companies and persons, with experience in aspects of the commercial market in the locality and wider Adelaide, have also been used as a ‘sounding board’ to inform discussion in this DPA. This includes input from:

- Property and Advisory which provides development services, retail modelling, transaction support, land use and asset management studies and market research.
- Architects Ink which has diverse commercial project experience in workplace, hospitality, educational, healthcare and retail facilities.
- City of Unley staff with experience in the commercial market in the local area and in advising on development proposals.

- Members of Council's Development Strategy and Policy Committee which has overseen the preparation of this DPA.
- Some Design Lab participants (i.e. Stage 2 Validation of Preferred Options of the CEP), including major property owners, potential developers, Council's Unley Business and Economic Development Committee and Infrastructure and Sustainability Committee, the Unley Road Traders Association and relevant Government agencies.

In general terms, support was offered for increased densities for mixed use and residential development, and higher rise buildings.

3.2.4 Car Parking Rates / Service Vehicle Access / Bicycle Parking

3.2.4.1 Background

It is anticipated that policy changes proposed for the Unley District Centre Zone will, over time, lead to significant investment in the creation of residential apartments and the revitalisation of commercial developments. In considering these developments, the issue of car parking provision was not tackled in isolation but in the knowledge of wider factors influencing travel and parking into the future. With an anticipated revitalisation / growth of commercial developments, the issue of service vehicle circulation and bicycle parking was also considered, with advice on some aspects being provided by InfraPlan, a transport and traffic engineering consultancy. Investigations' findings are summarised below.

3.2.4.2 The Future

The way we travel and park in the future will change due to a number of factors that include:

- Technological advancements.
- The nature of employment.
- Mode sharing.

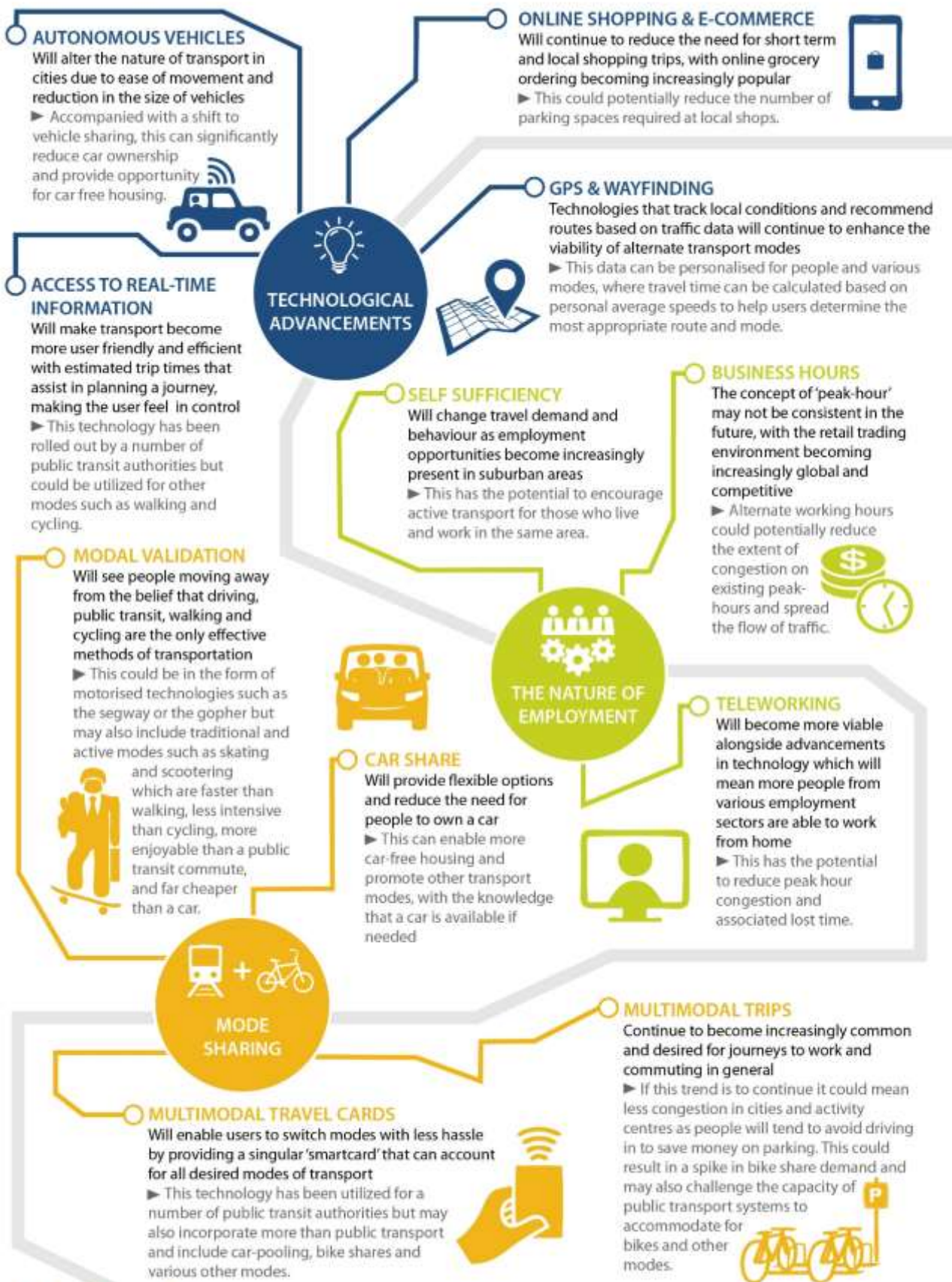
Over time we will become less reliant on the personal motor vehicle and its own private parking space.

Factors influencing the future of transport are shown on the following graphic, while those that will directly impact on parking are listed below:

- Better public transport - will mean less people need to own a car, or second car.
- High quality cycling and walking facilities - more people choose walking and/or cycling for short trips as their first choice.
- More people working from home - will reduce car parking at workplaces.
- Autonomous vehicles - will reduce the physical space required for vehicle parking; parking station can be located outside of built-up areas; potentially increase car sharing and reduce total number of cars.
- Deliveries by drones - reduce the number of loading bays.

The likely evolution of transport should therefore be factored into policy positions that can support the integration of innovation.

Factors influencing the future of transport:



InfraPlan also commented that the mooted introduction of light rail along Unley Road would likely result in significant increase in public transport patronage. *The observed phenomenon, often known as the “sparks effect”, that applies to rail or light rail, results in between 10% and 25% additional patronage when compared with buses operating at an equivalent frequency. This is a result of improved comfort, improved legibility and other factors relating to passenger preference for rail (extracted from Public Transport for Perth 2031).*

While outside of the scope of this immediate DPA, Council can work proactively to plan for light rail and develop a master plan that can be used to lobby DPTI and bring forward the timing of implementation along Unley Road.

3.2.4.3 Findings on Car Parking Rates

A summary of the InfraPlan findings in relation to car parking rates is provided below.

- The standard City of Unley car parking rates are comparatively higher than other comparable Councils in metropolitan Adelaide, as well as both interstate and international examples.
- Furthermore, the current approach of applying discounts is subjective to the planner who assesses each application, and is not safeguarded by generally lower rates in the activity centre.
- Higher parking rates, particularly within centres and activity hubs can discourage development, making it a less attractive place to developers and potentially less profitable due to the increased space required for greater on-site parking.
- Generally lower rates would align the City of Unley with other inner-metropolitan council areas, making it a more competitive and appealing place for development, as well as making it more attractive to live, work, socialise and spend locally.
- Innovation in technology (as well as predicted shifts) suggests on-site parking will take up less physical space as localities such as Unley develop and densify, particularly if reflected in local development policy. Car sharing, vertical stacking, electronically managed parking in centres and rate discounts all reinforce this expected paradigm.

3.2.4.4 Findings on Service Vehicle Access

As a basic premise, circulation and parking for service vehicles should operate to ensure safety for all other road users and pedestrians, and result in minimal impact to the operation of the adjacent street network.

In considering service vehicle access requirements within the District Centre Zone, InfraPlan reviewed current policies in the Unley (City) Development Plan, the SA Planning Policy Library Version 6 and Development Plans from high density, Main Street areas Australia-wide.

In summary, InfraPlan found the policies in the Unley (City) Development Plan are comparatively current and similar to comparable interstate examples and the SA Planning Policy Library. In this context only minor amendments were suggested to current policies as follows:

- Rewording of Council Wide PDC 197 to also reference the need for minimal conflict between service vehicles and pedestrians and cyclists.
- Providing more flexibility to the Complying Development requirements for vehicle loading and unloading in PDC 11 for the District Centre Zone.

While the first of these amendments is reflected later in the proposed policy amendments section, the second is not proposed to be proceeded with. This is on the basis that the current policy was only introduced to the District Centre Zone by the Minister for Planning in April 2016 and it is accepted legal practice that requirements for complying development (and non-complying development) be measurable and not subject to flexible interpretation.

3.2.4.5 Recommendations

Based on these general comments, InfraPlan provided the following recommendations:

- That the City of Unley's car parking rates within the Unley Central DPA area be reduced to allow and attract predicted future growth, higher density living and factors that influence the way we will move in the future.
- Adopt the reduced parking rates from the SA Planning Policy Library.
- Work with DPTI as they fine-tune State policies with implications for the City of Unley, such as:
 - Inner and Middle Metropolitan Corridor Infill Development Plan Amendment (2015 DRAFT); and
 - Principles for Activity Centres and Activity Centre Uses (2015 Preliminary DRAFT).
- Provide planners with clear guidelines for parking discounts for developments in the activity centre that may encourage better use of existing and/or future parking (e.g. temporal distribution).
- Encourage innovative car-parking that take less space and allow for advances in technology, and encourage developers to consider car-free housing.
- Support car sharing companies by providing parking pods, and allow discounts in parking provision if car sharing within close vicinity.
- Implement the cycling and walking plan to best practice, to encourage these modes of transport.
- Undertake light rail planning and analysis and develop a master plan to proactively lobby DPTI and bring forward rail installation timing.
- Undertake minor amendments to current policies dealing with service vehicle matters.

It should be noted that not all of these recommendations can be dealt with as part of this DPA process. While planning policies can facilitate activities, some aspects are beyond the planning system and will require Council/others to implement.

It should also be noted that in relation to the recommendation to adopt reduced car parking rates in the District Centre Zone, this has already occurred for non-residential development in the Zone as a result of the recent approval of the Minister's *Existing Activity Centres Policy Review DPA*.

3.2.4.6 Comparison of Parking Rates

In relation to the recommendation to adopt parking rates from the SA Planning Policy Library (SAPPL), the Table below provides a comparison of parking rates for envisaged key land uses in the District Centre from the current Development Plan and those that could apply from the SAPPL.

Land Use	Current Development Plan rates	SAPPL rates that could apply in the District Centre
Apartments (residential flat building)	1.5/dwelling	0.75/1 bedroom
	0.5 visitor/dwelling	1.00/2 bedrooms
		1.25/3+ bedrooms
		0.25 visitor/dwelling
Retail (shop)	7/100m ² total floor area	Minimum of 3/100m ² gross leasable area Maximum of 5/100m ² gross leasable area
Commercial (office, bank, etc)	4/100m ²	As above

As discussed in the previous section, the car parking rates for non-residential development in the District Centre Zone have already been amended by the Minister's *Existing Activity Centres Policy Review DPA*. These policies now require a minimum of 3 car parking spaces per 100 m² of gross leasable area and set a maximum requirement of 6 car parking spaces per 100 m² of gross leasable area.

As these requirements were only introduced by the Minister in April 2016, no change to them is proposed in this DPA.

3.2.4.7 Previous Consideration by Council

The issue of parking rates has been previously considered by Council, including in relation to:

- The Residential Growth DPA (awaiting final approval with DPTI/Minister for Planning). This DPA proposes rates for 'apartments' in non-residential zones that are of a similar, but higher, rate than in the SAPPL as indicated below:
 - 0.75/1 bedroom
 - 1.25/2 bedrooms or floor area less than or equal to 150m²
 - 1.75/3 or more bedrooms or floor area greater than 150m²
 - 0.25 visitor/dwelling.
- The General DPA (under Shop Parking Rate and Council-wide Discount Quantification). This DPA suggested a single rate could be adopted for 'Centre' Zones (i.e. 6/100m²) and application of more specific locational and design discounting to suit the particular circumstances and encouraging efficient design and use.
- An informal debate later last year, where an option to adopt a universal rate of 5/100m² for shops, offices, consulting rooms, etc, was considered. Discounting was also to apply.

3.2.4.8 Parking Rates Recommended by InfraPlan

- Apply SAPPL rates: 3-5 car parks per 100m² for non-residential development plus the residential rates.
- If a developer wants more than 5 car parks per 100m² plus the maximum rate for residential development, a 'Density Bonus' policy could be applied:
 - 6th + car park becomes available for general precinct wide use; or

- Additional car parks could be used for scooter parks (4 scooters per car park); or
 - Car parks could be unbundled (i.e. spaces are leased or sold separately, rather than automatically including them with the building space. This means that tenants or owners can purchase only as much parking as they need, potentially reducing the total amount of parking required for the building.
- If a developer wants less than the 3 car parks per 100m² – the developer can pay into a parking fund for Council to create general car parking, say within 400 metres of the building.

As indicated above, the car parking rates set in the Minister's recent DPA for non-residential developments are to be retained. Revised parking rates for residential development are proposed in line with InfraPlan's recommendation. These revised rates are contained in Attachment C following the Amendment Instructions Table later in this DPA document.

3.2.4.9 Bicycle Parking

The Desired Character statement for the District Centre Zone recognises the need for new development to consider the needs of cyclists, not only in creating linkages throughout the Zone, but also in providing secure bicycle parking and storage facilities, and, in some instances, end of journey facilities.

This discussion, together with current Council Wide policies, provides an appropriate policy base for considering most aspects of bicycling needs in the assessment of development proposals. However, there is considered to be a need to provide additional guidance in relation to bicycle parking rates for development within the District Centre Zone.

This is to be achieved by amending current *Table Un/6 Off-street Bicycle Parking Requirements for Mixed Use and Corridor Zones* so that:

- Its requirements also apply to development within the District Centre Zone.
- Bicycle parking rates are provided for "other non-residential development", based on the proposed rate for an "Office" (see discussion below).
- Additional bicycle parking is required for:
 - Residents in the residential component of a multi-storey building/residential flat building (i.e. 1 bike-park for every 2 dwellings rather than the current 1 for every 4 dwellings).
 - Visitors to the residential component of a multi-storey building/residential flat building (i.e. 1 bike-park for every 6 dwellings rather than the current 1 for every 10 dwellings).
 - Office development (i.e. 1 employee bike-park for every 150 m² of gross leasable floor area rather than the current 1 for every 200 m²).
 - Visitors to the office development (i.e. 2 visitor bike-parks plus 1 per 500 m² of gross leasable floor area rather than the current 2 plus 1 per 1000 m²).

It should be noted that it is also proposed to apply these additional/adjusted rates to the Mixed Use and Corridor Zones to ensure consistency in requirements.

3.2.5 Noise and Air Emissions

Various forms of development envisaged within the District Centre Zone (which caters for mixed land uses) have the potential to create adverse noise and air emissions for more sensitive development, both within the centre and in the immediate surrounding residential areas.

In addition, the desire to promote after-hours use of facilities within the centre, to reinforce it as a focus of social activity in the district, means that careful assessment of proposals will be required to minimise impacts.

A further issue in relation to sensitive development being located within the centre is proximity to Unley Road, a busy arterial through route catering for metropolitan traffic movement with resultant traffic noise and air emissions.

In this regard, Council's Development Plan already contains a number of policies which can be used in the assessment of proposals and which require both sensitive development and non-sensitive development to play their part in minimising impacts. These policies can primarily be found in the Council Wide section of the Development Plan under the following headings:

- Interface Between Land Uses.
- Residential Development.
- Centres and Shops.

In addition, the Development plan also contains Noise and Air Emissions Overlay policies consistent with the latest version (Version 6) of the SAPPL. These policies are aimed at protecting new noise and air quality sensitive development (i.e. residential dwellings, nursing homes, schools, childcare centres, etc) from noise and air emissions generated from major transport corridors (road and rail) and mixed land uses.

However, the effect of these policies is limited to the 'designated areas' shown on Noise and Air Emissions Map Un/1 (Overlay 3). While the 'designated area' applies to the Urban Corridor Zone on both sides of Unley Road from Greenhill Road to Northgate Street/Cheltenham Street, it currently does not apply to that portion of Unley Road within the District Centre Zone which is subject to an Annual Average Daily Traffic estimate of 30,100 (two-way flow).

Review of the Noise and Air Emissions – Overlay 3 Technical Information Sheet 08 (produced by DPTI) indicates this traffic flow fits within the 25,000 - 49,999 vpd criteria for a Type B road as a designated noise source for the Minister's Specification SA 78B. A Type B road with a traffic speed of 60 km/hr usually requires application of the Minister's Specification to development within 60 metres of the boundary of the road. In addition, as the District Centre Zone is classed as a mixed use area, the Noise and Air Emissions Overlay 'designated area' should also cover the full extent of the mixed use area.

In this circumstance it is proposed to amend the current Noise and Air Emissions Map Un/1 (Overlay 3) to include the whole of the District Centre Zone on Unley Road.

3.2.6 Community Engagement

Community engagement for this DPA has been undertaken in accordance with the Community Engagement Plan (CEP) approved by Council's Development Policy and Strategy Committee in October 2015.

The CEP comprises three main stages as follows:

- Preliminary Engagement to help identify issues and opportunities at the start of the planning process.
- Validation of the Preferred Options, to test possible design and land use options for the precinct (involving a "Design-Lab" process).
- Formal Public and Agency Consultation on the Draft DPA (the current stage).

The first two stages of this comprehensive community engagement process have been completed, while the third stage is underway with the release of this DPA for Public and Agency consultation.

The feedback received to date has been considered in preparing the policy amendments proposed in this DPA. Further amendments to this policy may be made as a result of the comments received during this third stage of the CEP.

Summaries of stages one and two are provided below.

3.2.6.1 Stage 1 - Preliminary Engagement

Preliminary Engagement was undertaken in November / December 2015 and comprised:

- The mail-out of an information package containing a letter, summary brochure and survey to residents identified as living within a primary stakeholder catchment.
- An online community survey hosted through the YourSay Unley community engagement portal.
- Six staffed drop in sessions that provided interested members of the public the opportunity to discuss the project with Council staff and members of the consultant team.
- Opportunity for the public to speak to a member of the consultant team over the phone.

3.2.6.1.1 Survey Responses

A total of 140 responses were received, of which:

- 84 were received in hard copy by Council or at the community drop in sessions.
- 56 were received through the YourSay Unley online portal.

The survey listed thirteen key concepts from the 2014 Unley Central Precinct Plan and asked people to identify which concepts were/were not important to them, and why.

Concepts identified as being **important** to the greatest number of people were¹:

- Better landscaping and footpath treatments – 95%
- Safe and attractive pedestrian environments - 94%
- Support improved public transport to reduce traffic volumes – 91%
- Less visually dominant and better coordinated car parks – 83%
- Well connected cycling network – 78%
- Better access to community facilities and spaces – 76%
- Pursuing traffic calming to reduce speeds - 74%.

Concepts identified as being **not important** to the greatest number of people were:

- More car parks – 46%
- Medium to high density housing opportunities in the District Centre – 41%
- More night time activities - 40%
- Redevelopment of privately-owned land - 37%
- Increased retail and commercial activity - 32%
- Redevelopment of Council land and facilities - 25%
- Well connected cycling network - 20%.

¹ Note: Percentages are based upon the number of people who responded to each question. Some participants did not respond to each question.

3.2.6.1.2 Likes and Dislikes

The survey also asked people, in an unprompted manner, which ideas from the Precinct Plan that they liked and disliked, and the reasons for their response.

Respondents displayed high levels of support for **improving the appearance of the public realm**, in particular, enhancing Memorial Park and the Village Green, providing additional green spaces and landscaping and developing a public plaza. Example comments included:

“Currently it looks tired... the area has no street appeal.. it needs livening up”

“Large, vibrant open piazza style spaces”

“Cafes opening up to an attractive spacious outdoor area will draw people to the shopping around it - people will stay to take a break then shop more, rather than going elsewhere for a break”

“More deciduous trees for shade in summer and sunlight in winter”.

There were varying levels of support for possible changes to **traffic management and movement** with some respondents supporting traffic calming, wider/better footpaths and prioritising pedestrian over cars, while others suggested widening Unley Road, improving vehicle flows or building a tunnel. Example comments included:

“Really like the idea of traffic calming and a much improved pedestrian environment. Being a retailer, it is not good just having thousands of cars fly past but never stopping to browse”

“Traffic calming/reducing speed is not necessary, will just cause frustration”

“We support the pedestrian/cycling focus”

“Improvements in stemming traffic issues throughout Unley. Rerunners are becoming far more prevalent”

“Prioritising pedestrians over cars - making it easier to walk between areas, more pleasant areas for walking and sitting, outdoor open spaces”

“Cutting down on the car usage is the biggest thing. That, with a few more public attractions will make it more appealing to get there by foot or bike; less threatening modes of mobility”.

Some people indicated support for the provision of additional **car parking**, including underground car parking while others felt that there is too much focus on car parking, for example:

“Too much focus on car parking. Shared areas are far more visually attractive than large open car parks”

“Car parks are an eye sore and an incredible waste of expensive land. All new development should have underground car parking, especially the shopping centre”.

There were mixed levels of support for the Precinct Plan’s concepts to provide **multi-story residential development** in the area. While some expressed support for residential development above shops, others expressed concern about high density housing - some respondents outrightly rejected any notions of taller buildings, while others indicated a preference for more modest building heights of varying heights. Many people linked their comments about building heights with their impacts, such as an erosion of the village character of Unley, traffic congestion, car parking, overshadowing as well as the risk of new development being of poor quality. Comments offered included:

“Some higher density and cheaper housing to provide for greater population diversity including students”

“Medium to high density housing would detract from the village feel and cause more traffic congestion”

“Medium to high density development is of great concern. 3-4 stories along Unley Road is high enough”

“Encourage residents to pool their land to take advantage of this opportunity as a collective”

“Risk of losing the heritage and character of the area – would hate to see high density make Unley “generic””.

Comments were also received about the **activities and experiences** available in the precinct, with some people indicating support for spaces, facilities and activities that increase vibrancy and generate a sense of community. Similarly, some respondents identified support for more after-hours businesses in the area, for example:

“Creating a visually stunning venue, full of FULL shops... perhaps some business incentives for tenants.... with plenty of space to create a vibrant retail, commercial and even residential environment... lots of outdoor dining and cafes to encourage pedestrian traffic”

“More cosmopolitan, more energy - a destination, not a drive past... a feeling of 'the place to be'...”

“Diverse, dynamic and open to all”

“The Memorial Gardens design looks beautiful but I think it is important to make sure it can still be used as a mini festival space the way it is now - those are becoming so popular and they bring people together really well”.

3.2.6.1.3 Improving the Economic Performance of the Precinct

Participants were asked what would make the most positive difference to the economic performance of the precinct. A range of suggestions were offered, including:

- Attracting artists and musicians – supports businesses as well as developing culture.
- Better public transport (possibly a tram).
- More convenient car parking.
- Promotion/advertising/marketing of the precinct.
- Making the precinct easier to walk around.
- Making the precinct more appealing with better landscaping, shade, seating and art.
- Improving the atmosphere so people are interested in spending more time in the precinct.
- More activities, events and night life.
- Reduced rates and red tape.
- Greater diversity in commercial/retail businesses.

3.2.6.1.4 Improving the User Experience of the Precinct

Participants were also asked what would make the most positive difference to the user experience of the precinct. A range of suggestions were offered, including:

- More ‘after hours’ businesses, including cafes and bars.
- Reduced traffic, increased ability to move around on foot.
- Reduced through traffic on residential side streets.
- Greater variety of shops, including clothing and footwear.

- Improved landscaping and shade.
- Events/activities (e.g. French Fair) to make the area more lively.
- Improved community facilities.
- Additional and improved open spaces and parks.

3.2.6.1.5 Community Drop in Sessions and Phone Conversations

Community drop in sessions were held on:

- 19 and 21 November 2015 at the Unley Shopping Centre.
- 19 and 21 November and 12 and 17 December 2015 at the Unley Library.

In addition, throughout the consultation period, some members of the public contacted a member of the consultant team via phone, and provided their input through telephone conversations. Comments gathered at the drop in sessions and phone conversations are summarised below by theme

Traffic and Parking

General Comments:

- Traffic will be the main issue for this project– Unley Road can't really be treated like King William Road to reduce traffic volumes.
- Need to think about traffic management across a broader area, not just the District Centre Zone, otherwise there will be downstream impacts on residential areas.
- Need to improve east-west connections and calm the traffic.
- Need to reduce traffic on Unley Road to single lane each way (with turning lanes) and slow traffic.
- Support for tram along Unley Road – but it would only work if on-street parking is removed.
- Consider residents' permits for on-street parking.
- Undercroft car parking is preferable to ground level - if it is above ground level, it must be well designed so that it doesn't look like a car park (not like Target car park).

Site Specific Comments:

- Mornington Road may need to be opened up, and we need to find ways to address the limited north-south permeability.
- On Fairford Street, people park longer than the 4 hour limit - this will get worse with higher density development.
- On Thomas Street, the ability to turn into and out of the street is a problem.
- On Thomas Street, consider one-way traffic flow from King William Road.

Village Character

- Not against new development, but we need "good development" to reinforce the village feel of Unley.
- Perception that as the Adelaide CBD becomes more "urban", people living in the city may visit Unley for "village" experience.

- Edmund Avenue - contains cottages owned by Council that provide low cost rental and contribute to village character and should not be sold.
- “Village Green” open space behind Council is highly valued - should not be sold or developed upon and the open space should be formalised.
- Frustration of Cremorne development which is ‘out of character’ for Unley and exceeded the height limits.

Building Heights and New Development

- The good facilities (shops, regular buses) at the District Centre means that the area is well suited to higher density residential development.
- Acknowledgement that we need to find new housing opportunities close to the city/District Centre.
- Concerned about building heights and the impacts on solar access.
- 5 – 7 storeys is more acceptable than 7 – 11 storeys in the centre of the zone.
- 7 – 11 storeys is considered medium density in Melbourne - Camberwell in Victoria is an example of a centre that has brought in apartments over shops. These work because of good urban design, green space provision and the integration of shops as part of the apartment complex, which are used by the surrounding community.
- 11 storeys above the shopping centre might be okay as it may lead to more people out at night, and that would be good for business.
- Greatest potential for redevelopment is west of Unley Road given the larger sites and lack of historic buildings (whether listed or not).
- Lower height limits than proposed are needed on the eastern side of Unley Road.
- Undercroft car parking is preferable. If it is above ground it must be well designed so that it doesn’t look like a car park.
- Unley does need to infill a bit - we can’t keep developing on farming land south of Adelaide.
- Generally support redevelopment of the SAHT site given its poor current condition, however, if it is redeveloped:
 - > Concerned about proposed height (5 storeys) given that Thomas Street properties are north facing and therefore may be overshadowed.
 - > Concerned about overlooking.
 - > Concerned about car parking spilling onto the street.
 - > Suggest that 3 storeys would provide a more appropriate transition between the District Centre and Residential Zones.
- Building design and quality will play a big part in the acceptability of high rise apartments – people are nervous because of Cremorne development.
- The Cremorne development has meant people have lost trust in the planning system, since it exceeded the new height limits. This has given people “a reason to fear” and not trust the process.
- Perception of inconsistency with development assessment - going tough for minor development in the historic conservation zone, but not tough with height limits in the corridor zones.

3.2.6.1.6 Summary

This Stage 1 Preliminary Engagement reflected a high degree of community interest in the Unley Central Precinct DPA. The engagement generated awareness about the project and resulted in a high level of participation, with a range of views heard.

The following themes and directions reflect the information provided and were used to inform the planning team's deliberations, both generally and during the Stage 2 Validation of Preferred Options portion of the CEP:

Public Realm

- Strong support for improvements to streetscapes and public realm.
- Memorial Park and Village Green are highly valued, and there is a desire for more green spaces.
- Strong support for improved conditions for pedestrians, and to a lesser extent, for cyclists.

Traffic Management and Car Parking

- Among the most important issues for many participants in the engagement process.
- There is a perception that existing challenges, such as traffic congestion, shortcutting through residential streets, and a lack of on-street parking will worsen with new development in the precinct.
- High levels of support for improved public transport.
- Mixed support for traffic calming – some support as it improves conditions for pedestrians and cyclists, while others are concerned about the impact upon traffic and vehicle flows.
- Very differing views about the role of Unley Road
 - > Some see it as an arterial road that cannot function as a high street
 - > Others very supportive of slower traffic, single lane and changing on-street car parking etc to allow people to slow down and linger in the area
 - > Some people are supportive of a tram
 - > Some people do not support a tram, citing impact on vehicle movement and on-street parking.

Land Use

- Support expressed for concept of introducing residential development to the precinct, with many participants acknowledging the need to create infill housing opportunities, and the good services/facilities available in the District Centre.
- Desire for greater variety of businesses in the area.
- Some (limited) support for land uses that provide additional commercial/retail, or after hours activities.
- Desire for events/activities in parks and public spaces that improve the vibrancy/atmosphere of the precinct.

Building Heights / Built Form

- Very limited support for 11 storey development.
- Repeated references to 3-4-5-6-7 storeys as being more appropriate.
- Western side of Unley Road identified by many as being more suitable for redevelopment because
 - > Larger sites

- > Desire to see redevelopment of Unley Shopping Centre and the Target complex/car park
- > Value of fine-grain tenancies along eastern side of Unley Road and adjacent historic conservation zone.
- A large number of participants identified concerns about the impacts of taller development, including:
 - > Car parking
 - > Traffic
 - > Overshadowing
 - > Village character of Unley.
- A transition in building heights is important to residents.

Public Submissions

A Summary of the Public Submissions - Survey Part B Questions is contained in Appendix B.

3.2.6.2 Stage 2 – Summary of Design Lab

Stage 2 of the CEP for the DPA involved a Design Lab process. Held on 13 April 2016, it was attended by 21 people, including residents, members of community groups, landowners, independent members of Council's section 41 committees, Council staff and Elected Members (observers).

The Design Lab was facilitated by consultants URPS and Wax Design with assistance from Council staff. Elected members were observers of the process and offered concluding remarks based on what they heard.

The purpose of the Design Lab was to bring together local stakeholders such as landowners and residents with design professionals and planners to explore development options for the precinct, as well as to understand the impacts of different development scenarios.

During the Design Lab, participants worked in two groups, each of which had a diverse mix of local landowners, residents and representatives of community groups. Participants then worked together to explore the best ways to accommodate the population and dwelling targets for the precinct in the context of other urban design and planning issues, such as the provision of open space, built form, infrastructure, heritage conservation, movement and relationship with surrounding areas.

The Design Lab had a strong focus on debate and critique, with the ideas developed through the process evaluated and reevaluated by participants to refine the concepts.

Key messages arising from the Design Lab are provided below.

3.2.6.2.1 Land Use and Built Form

- There was some interest in modifying the Unley District Centre zone boundary to follow the road layout.
- There was value in planning for a gradient of development across the zone building from the residential edges to a dense central core.
- At grade parking areas were seen as potential development sites.
- Height limits of around 4-6 storeys were identified by some as appropriate and able to provide the required number of dwellings to provide the desired village heart.
- Others, however, emphasised that good design is more important than quantitative parameters and that the DPA should provide flexibility to allow multiple design responses.
- There was support for staggered setbacks from Unley Road to help avoid the urban canyon effect.

- Some people considered it important that building heights are balanced either side of Unley Road, while others identified that height limits should reflect the different development opportunities and constraints on either side of the road.

3.2.6.2.2 Open Space and Public Realm

- Existing open space, especially the Soldier's Memorial Garden and the Village Green, were highly valued.
- There was support for changing the size and shape of the Village Green provided the space remains or is enhanced.
- There was strong support for improved linkages across Unley Road, and improved north-south linkages west of Unley Road.
- There were significant opportunities to develop Oxford Terrace and Arthur Street as mainstreet destinations, and in reinforcing the connection to Unley Oval.

3.2.6.2.3 Heritage

- There was strong support for the retention of heritage buildings (albeit with discussion around removing some heritage buildings on the eastern side of Unley Road) and an openness to well-designed development around these buildings.

3.2.6.2.4 Movement

- There was discussion on possible realignment of Arthur Street to connect with Oxford Terrace.
- The transport planning of the precinct was highlighted as an issue that people did not know how to resolve.
- There were mixed views about the proposed tram along Unley Road – about its impact on vehicle flows and what it may mean for development in the precinct.

3.2.6.2.5 Making it Happen

- Council had an important role to play in realising the development vision as a key landowner, leader and a facilitator, as well as through the DPA.
- Some major landowners were keen to collaborate with local and state government and get a master plan process happening for this area.

Greater detail on the Design Lab process and outcomes can be found in the *Unley Central Precinct DPA – Summary of Design Lab* report, contained in Appendix C.

It should be noted that the views expressed in the Summary do not necessarily represent the final policy position of the City of Unley or the consultants assisting Council, but form one input into the DPA alongside other community input and planning and technical investigations.

3.2.7 District Centre Zone Boundary Review

The Unley Central Precinct Plan, prepared for Council by TCL in July 2014, identified that, while the current District Centre Zone was considered logical and would facilitate many of the desired future plans for the Precinct, there were opportunities for review and fine-tuning of policies. The policies proposed in this DPA reflect those opportunities.

The TCL report also identified two opportunities for potential expansion of the District Centre Zone boundary and recommended further review of these areas.

The areas identified for review by TCL were:

- The public housing site on Thomas Street, the area to the corner of Mornington Road in Thomas St, and the Soldiers' Memorial Gardens.
- The dwellings at 3-15 Mary Street.

TCL considered these areas would be better placed within the District Centre Zone, rather than the Residential Streetscape (Built Form) Zone they were currently located within. This was primarily based on the objectives for the Residential Streetscape (Built Form) Zone relating primarily to street-fronting dwellings and sensitive adaption of large and non-residential buildings for supported care or small households. The public housing site was considered to offer a significant redevelopment opportunity for affordable residential development and the Soldiers' Memorial Gardens clearly had a cultural, community and recreational function more consistent with the District Centre Zone.

The potential rezoning of these areas was considered at the 15 February 2016 meeting of Council's Development Strategy and Policy Committee. While general support was indicated at this time, the Committee asked that further opinion on them, and other areas, be sought during the Stage 2 Validation of Preferred Options process (i.e. at the proposed Design Lab).

These proposed inclusion of these two areas was supported at the Design Lab, subject to protection of amenity for adjacent residential development.

A number of other areas were also considered for inclusion within the District Centre Zone (i.e. extending the Zone further to the north-west to Austell Street and various proposals to include more of existing residential development on the eastern side of Unley Road, including along Oxford Street to Unley Oval. Feedback on these proposals was not conclusive, with a few attendees indicating they favoured streets forming the boundary between zones, while others were not as committed to this concept.

Based on the following concerns it is not proposed to include these other areas within the District Centre Zone:

- No demand has been identified justifying a large increase in the area of the District Centre Zone.
- No significant benefit has been identified from such a proposal.
- There is considered to be strong potential for a lessening of amenity to existing residences during any transition period, which would occur over a number of years.
- Enlarging the District Centre Zone into these peripheral areas could undermine the vertical intensification being sought in the core area of the Zone.

3.2.8 Site Contamination / Environmental Authorisations

In addition to the investigations identified in the Statement of Intent, consideration has also been given to site contamination and Environmental Authorisation matters under the *Environment Protection Act 1993*.

The Environment Protection Authority Site Contamination Index and Environmental Authorisations (Licences) Index have been reviewed for the suburbs of Unley, Parkside, Hyde Park and Malvern to determine whether there are any contaminated sites or activities which may impact on future development within the Area Affected.

None of the listed sites or activities are within the Area Affected and none are considered to place restrictions on future development within the Area

3.2.9 Amended Guiding Principles

As discussed earlier in Section 2.3.4, the 2014 Unley Central Precinct Study comprised the 'starting point' for this DPA.

Prepared for the City of Unley by consultants Taylor Cullity Lethlean (TCL), the Study had the objective of providing innovative and practical responses to achieve the vision set out in the Community Plan 2033.

The Study identified the following vision for the Precinct:

“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.”

TCL identified seven guiding principles to drive the development of the Precinct as follows:

- Create a pedestrian dominant precinct.
- Create high quality, socially engaging, human scale public realm with activated and connected edges.
- Create vibrant, high quality, medium to high density mixed use/mixed age developments.
- Create high quality and enlivened streetscapes that connect to adjacent activities and uses.
- Integrate sustainability principles into urban design.
- Prioritise active public transport and alternatives to cars.
- Calm traffic.

From this starting point there has been significant consideration and input into how the District Centre Zone should be developed into the future. This input has come from a range of sources, including from the community in Stages 1 and 2 of the Community Engagement Plan.

This has resulted in a refinement and amendment of the guiding principles, as indicated below.

While achievement of some aspects of these principles will occur with the assistance of the planning policies proposed in this DPA, others will require actions which are outside of the planning system. Notwithstanding this, all principles have been listed to provide the “complete” guiding picture for future development within the District Centre Zone.

- **Create a well-connected pedestrian-friendly precinct with a permeable network of high-quality and enlivened streetscapes**
 - Establish a pedestrian friendly environment that is well connected to adjacent activities, building types, destinations and uses.
 - Provide pedestrian connections that offer diverse experiences such as inviting plazas, laneways, streets and walkways.
 - Buildings should create ‘human-scaled’ streetscapes with modulated and vibrant active frontages and elements such as canopies and verandahs for increased human comfort with well-designed development above incorporating varying street set-backs to appropriately frame the streets.
 - Buildings are to foster visual connection between the street and shops by striving for a high percentage of un-obstructed window in ground floor commercial facades.
 - Develop integrated open spaces with a focus on pedestrian access.
- **Create high-quality and socially engaging human-scaled public realm with activated and connected edges**
 - Create a hierarchy of green and urban open spaces that respond to diverse needs, contexts and activities.
 - Provide a cohesive open space fabric of reserves and other spaces particularly in mixed-use developments and along Unley Road that are connected to pedestrian links and locations of interest.
 - Buildings directly addressing key public spaces are to incorporate appropriate setbacks and activation of the ground floor to complement the public space and to support a lively public realm, a sense of ownership and a strong local economy.
 - Landmark trees on public and private land are to be retained wherever possible.

- Where appropriate, key vistas will be enhanced through landscape and sympathetic design.
- **Calm traffic and prioritise active public transport and alternatives to cars**
 - Reduce speed limits, treat roadways with calming surfaces and other elements that encourage a reduction of speeds and reduce cars where appropriate to maximise the quality of the pedestrian and cycling experience.
 - Calm Unley Road to foster greater and safer east-west pedestrian connection.
 - Encourage the use of public transport and create well-designed stops and shelters that add to the public realm and streetscape character.
 - Consider the incorporation of a tram system into a re-imagined and adaptable Unley Road.
 - Provide direct, well connected and clearly articulated pedestrian and cycling networks with clear and easily accessible destination facilities.
- **Interface with residential zones**
 - Careful attention is to be paid to the built-form at the interface to retain residential outlook, amenity and avoid overshadowing.
 - Building heights limited to 2 storeys fronting 'residential' streets with articulated forms and facades and higher levels set back behind.
 - 30 degree development plane at residential interface for side and rear allotments.
 - Landscaped setbacks.
- **Buildings are to be of a high-quality and contemporary architectural vernacular catering for diverse medium to high density mixed use developments that accommodate all ages**
 - High expectation is placed on the architectural quality of buildings which will be designed to anticipate changing uses over time.
 - Building heights are to be limited to 3 storey facades where fronting 'commercial' streets with articulated forms and facades and higher levels behind.
 - Developments are to complement Unley's character by referencing Unley's historic building types without reproducing them.
 - Provide a balance of contemporary uses that establish mixed use residential, commercial and employment precincts.
 - Establish a subdivision block-plan layout to maximise permeability for pedestrians.
 - Provide opportunities for a diverse range of activities throughout the precinct, particularly at street level, to create a legible and interesting environment.
 - Building heights are to be greatest at the core of the Precinct with landmark buildings created at appropriate sites.
 - Buildings will incorporate appropriate setbacks to minimise overshadowing of public open spaces.
 - Encourage housing choice and diversity by providing a range of residential types and active community facilities.
 - The civic heart of the precinct will be enhanced and re-imagined to become a key location for community services and to foster community engagement.
 - Building design will foster a lively public realm that is designed to a human-scale for the comfort of pedestrians.
- **Integrate green infrastructure and sustainability principles into urban design**
 - Promote the use of renewable energy.
 - Building design will accommodate passive design techniques wherever possible.
 - Buildings are to employ contemporary energy-efficient technologies where appropriate and strive for a small ecological footprint.
 - Address the impact of development on the existing stormwater system.
 - Maximise green infrastructure and water sensitive design opportunities particularly in the public realm.

4. Recommended Policy Changes

The DPA proposes the following key changes:

- Minor expansion of the area of the District Centre Zone at Marion Street, Mornington Road and Thomas Street.
- Replacing existing policies for the District Centre Zone with policies that provide additional support for increased mixed use developments, increased residential densities and higher rise buildings.
- Inclusion of revised building set-back requirements for development in the District Centre Zone.
- Inclusion of revised car parking requirements for development in the District Centre Zone.
- Inclusion of off-street bicycle parking requirements for development in the District Centre Zone.
- Inclusion of new Concept Plans for *Connections & Key Areas*, *Indicative Building Heights* and *Ground Level Setbacks* to assist in policy guidance.
- Consequential amendments to mapping, including:
 - Structure Plan Map Un/1 (Overlay 1) to reflect the increased area of the District Centre Zone.
 - Noise and Air Emissions Map Un/1 (Overlay 3) to ensure noise and air emissions policies apply to development within the District Centre Zone reflecting its proposed mixed use nature.
 - Affordable Housing Map Un/1 (Overlay 5) to support the establishment of affordable housing within the District Centre Zone.
 - Zones Map Un/5 to reflect the increased area of the District Centre Zone.
 - Policy Areas Map Un/14 to reflect the minor reduction in the area of the Residential Streetscape (Built Form) Zone (fronting Mary Street, Mornington Road and Thomas Street) and now included in the District Centre Zone.

4.1 State Planning Policy Library update

Council resolved in the SOI that it would update the Development Plan with relevant modules from the latest version of the SA Planning Policy Library – version 6.

The new policies proposed for the District Centre Zone are based on the SAPPL modules.

5. Consistency with the Residential Code

The Residential Development Code was introduced in 2009 to make simpler, faster and cheaper planning and building approvals for home construction and renovation.

Given the mixed use nature of development proposed within the District Centre Zone and the desire to establish high density residential development within low, medium and high rise buildings, it is not considered appropriate to introduce Residential Code provisions over the District Centre Zone.

6. Statement of statutory compliance

Section 25 of the *Development Act 1993* prescribes that the DPA must assess the extent to which the proposed amendment:

- accords with the Planning Strategy
- accords with the Statement of Intent
- accords with other parts of council's Development Plan
- complements the policies in Development Plans for adjoining areas
- accords with relevant infrastructure planning
- satisfies the requirements prescribed by the Development Regulations 2008.

6.1 Accords with the Planning Strategy

Relevant strategies from the Planning Strategy are summarised in the Appendices of this document. This DPA is consistent with the direction of the Planning Strategy.

6.2 Accords with the Statement of Intent

The DPA has been prepared in accordance with the Statement of Intent agreed to on 31 May 2015. In particular, the proposed investigations outlined in the Statement of Intent have been addressed in section 3.2 of this document.

6.3 Accords with other parts of the Development Plan

The policies proposed in this DPA are consistent with the format, content and structure of the Unley (City) Development Plan.

6.4 Complements the policies in the Development Plans for adjoining areas

The area affected by this DPA is focussed around the existing District Centre Zone on Unley Road and the immediate surrounding area. The Zone is relatively centrally located within the Council area, some 800 metres from the Adelaide LGA, 1.2 km from Burnside LGA, 1.5 km from Mitcham LGA and 2.2 km from West Torrens LGA.

It is proposed to replace the current District Centre Zone policies with those from the SAPPL, with local additions relevant to the Unley circumstance.

Accordingly, the policies proposed in this DPA will not affect and will complement the policies of Development Plans for adjoining areas.

6.5 Accords with relevant infrastructure planning

This DPA complements current infrastructure planning for the Council area, as discussed in section 3.2.1 of this document.

6.6 Satisfies the requirements prescribed by the Regulations

The requirements for public consultation (Regulation 11) and the public meeting (Regulation 12) associated with this DPA will be met

References/Bibliography

- City of Stirling, *Mixed Use & Commercial Centre Design Guidelines* (Policy Manual)
- Colliers International, *Mixed Use Corridor Increased Density Study*, 2010
- Government of South Australia, *Inner Metro Rim Structure Plan*, 2012
- Government of South Australia, *South Australian Planning Policy Library (SAPPL) Version 6*
- Government of South Australia, *South Australia's Strategic Plan*, 2011
- Government of South Australia, *The 30-Year Plan for Greater Adelaide*, 2010
- Government of South Australia, *Unley (City) Development Plan* (Consolidated 5 May 2016)
- Harrison Research, *Apartment Living in Adelaide*, 2013
- Ku-ring-gai Council, *Ku-ring-gai Local Centres Development Control Plan*
- Taylor Cullity Lethlean (TCL), *Draft Unley Central Precinct Study*, July 2014
- The City of Unley, *City of Unley Strategic Directions Report – 2013*
- The City of Unley, *Environmental Sustainability Strategy*, 2014 - 17
- The City of Unley, *Living Active City of Unley Sport and Recreation Plan 2015 – 2020*
- The City of Unley, *The City of Unley 4 Year Plan 2013 - 2016*
- The City of Unley, *The City of Unley Business and Economic Development Strategy 2012 - 15*
- The City of Unley, *Unley Integrated Transport Strategy*, 2003
- The City of Unley, *The City of Unley Community Plan 2033*

Schedule 4a Certificate

CERTIFICATION BY COUNCIL'S CHIEF EXECUTIVE OFFICER

DEVELOPMENT REGULATIONS 2008

SCHEDULE 4A

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

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

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

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

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

- David Brown, Principal Policy Planner, City of Unley, RPIA
- Geoff Butler, Senior Associate, URPS, MPIA – CPP
- Grazio Maiorano, Director, URPS, FPIA.

DATED this 25th day of August 2016.



Chief Executive Officer
City of Unley

Appendices

Appendix A - Assessment of the Planning Strategy Targets

The DPA will support the relevant volume of the Planning Strategy (The 30 Year Plan for Greater Adelaide) by implementing the following targets:

Target	How the target will be implemented:
New transit corridors, growth areas, transit-oriented developments and activity centres	
A. Eighty per cent of the existing metropolitan area of Adelaide will remain largely unchanged as a result of the Plan.	Increased dwellings and dwelling types within Unley Central Precinct relieving pressure on established character areas.
B. By the end of the Plan's 30 years, 70 per cent of all new housing in metropolitan Adelaide will be being built in established areas.	Gradual increase in population and dwelling types within established urban area
C. About 60 per cent of metropolitan Adelaide's (50 per cent of the Greater Adelaide regions) new housing growth will be located within 800 metres of current or extended transit corridors.	Gradual increase in population and dwelling types within established urban area located with a frontage to a corridor
D. Density of development in transit corridors will vary throughout the corridor but gross densities will increase on average from 15 to 25–35 dwellings per hectare. Net residential site densities for individual developments will be higher than the average gross density.	Promote medium to high scale dwelling types within the centre at greater densities than elsewhere within the City of Unley
L. Encourage local government to identify and facilitate delivery of more than 20 other transit-oriented style developments, such as Castle Plaza/Edwardstown, Kilkenny, Munno Para and near Tambelin.	Facilitate desired development of a transit-oriented style development located on a corridor.
Urban Design	
A. Develop design principles for multi-unit and mixed-use developments, to be incorporated in Structure Plans. These will determine setbacks, height transitions, and scale principles based on existing character, ensuring that consistent rules apply for building renewal across Greater Adelaide	Allow for full range of uses including medium to high scale residential development within the Centre. New planning provisions to address setbacks, height transition and scale principles.
Communities and social inclusion	
A. Provide for an additional 560,000 people over 30 years.	Provide for residential growth within the District Centre
B. Plan for regional distribution of projected population growth as shown in Map D8.	Provide for residential growth within the District Centre

Housing mix, affordability and competitiveness	
A. Plan for net growth of 258,000 dwellings over 30 years, or an annual average construction target of about 10,100 dwellings a year (allowing for dwellings lost due to demolition).	Promote range of smaller housing at medium to high density within the existing housing market in the inner metropolitan area.
B. Plan for the regional distribution of these new dwellings as identified in Map D9.	Provide for residential growth within the District Centre
Affordable housing	
A. Provide for at least 15 per cent of housing in all new significant developments to be affordable housing, including five per cent for high-needs people.	Promote range of smaller housing at medium to high density within the existing housing market in the inner metropolitan area.
Health and wellbeing	
A. Closely connect new dwellings to shops, schools, local health services and a variety of destinations within a walking range of 400 metres. Residents will have easy access to open space for physical activity and recreation.	Provide for residential growth within the District Centre with linkages to open space, commercial development and services.
The economy and jobs	
A. Provide for 282,000 additional jobs during the next 30 years. The regional distribution of additional jobs is: <ul style="list-style-type: none"> • 6500 in Eastern Adelaide 	Provide an enhanced and expanded capacity for new employment generation within the District Centre.

The DPA will support the relevant volume of the Planning Strategy (The 30 Year Plan for Greater Adelaide) by implementing the following policies:

Policy	How the policy will be implemented:
New transit corridors, growth areas, transit-oriented developments and activity centres	
1. Plan for population growth of 560,000 people over 30 years and accommodate this growth through the delivery of 258,000 additional dwellings to be constructed over the life of the Plan.	Gradual increase in population and dwelling types within established urban area
2. Locate the majority of Greater Adelaide's urban growth within existing built-up areas through increases in density in strategic locations.	Gradual increase in population and dwelling types within established urban area located with a frontage to a corridor
3. Concentrate new growth within metropolitan Adelaide in transit corridors, transit-oriented developments and activity centres so that the urban character of the majority of neighbourhoods remains largely unchanged.	Gradual increase in population and dwelling types within established urban area located with a frontage to a corridor

8. Designate and protect transit corridors so a significant amount of Greater Adelaide's net dwellings growth and net jobs growth can be generally located within 800 metres of a major transit corridor or within 400 metres of other transit corridors.	Gradual increase in population and dwelling types within established urban area located with a frontage to a corridor
25. Adopt a typology of activity centres, as set out in the Activity centre typology table in Appendix 3 and represented in Map D6.	Promote range of smaller housing at medium to high density within the existing housing market in the inner metropolitan area.
25. Adopt a typology of activity centres, as set out in the Activity centre typology table in Appendix 3 and represented in Map D6.	Promote full development of established major district centre identified in Map D6 including the introduction of residential development opportunities.
30. Develop higher-density residential developments within and adjacent to activity centres.	Promote full development of established major district centre including the introduction of residential development opportunities.
Urban Design	
10. Promote a highly permeable and connected grid street structure in new growth areas and transit-oriented developments to encourage walking and cycling.	Promote the establishment of new pedestrian and cycle linkages, realigned road networks and create a pedestrian dominant precinct
12. Develop and promote a distinctive range of building typologies for residential housing density, which responds to metropolitan Adelaide's existing character and climate.	Promote medium to high scale dwelling types within the centre at greater densities than elsewhere within the City of Unley. Promote range of smaller housing at medium to high density within the existing housing market in the inner metropolitan area.
Communities and social inclusion	
1. Plan for population growth of 560,000 people over 30 years.	Promote range of smaller housing at medium to high density within the existing housing market in the inner metropolitan area.
10. Ensure urban renewal activity focuses on place making and building stronger communities.	Promote range of smaller housing at medium to high density within the existing housing market in the inner metropolitan area with a focus on expanding the range of dwelling types and household structures with strong linkages to community, centre activities and open space.
Housing mix, affordability and competitiveness	
Ensure housing affordability is a key input to annual and long-term housing supply targets.	Promote range of smaller housing at medium to high density within the existing housing market in the inner metropolitan area at a range of price points.
Integrate a mixture of competitive housing styles, types, sizes and densities into the wider housing market, including medium-density low-rise and attached dwellings.	Promote medium to high scale dwelling types within the centre at greater densities than elsewhere within the City of Unley
Increase the total share of smaller housing, particularly around transport interchanges and collocated with services such as health and retail.	Promote medium to high scale dwelling types within the centre at greater densities than elsewhere within the City of Unley

Affordable housing	
1. Reinforce the state government policy that at least 15 per cent of new dwellings should meet the criteria for affordable housing (of which five per cent is specifically for high needs housing) in significant new developments and growth areas	Promote range of smaller housing at medium to high density within the existing housing market in the inner metropolitan area.
3. Provide higher price points for affordable housing in transit corridors and transit-oriented developments, in recognition of potentially lower living costs, such as reduced energy and transport costs. The housing cost may be offered under financing arrangements such as shared equity products.	<p>Promote range of smaller housing at medium to high density within the existing housing market in the inner metropolitan area.</p> <p>Gradual increase in population and dwelling types within established urban area located with a frontage to a corridor.</p>
Health and wellbeing	
1. Design pedestrian and cycle-friendly areas in growth areas and existing neighbourhoods to promote active communities.	Promote the establishment of new pedestrian and cycle linkages, realigned road networks and create a pedestrian dominant precinct
The economy and jobs	
4. Promote mixed-use development in the transit corridors, activity centres and transit-oriented developments to ensure jobs are situated close to where people live. Consideration should be given to setting specific targets for the types of services (such as retail) provided around transport interchanges to ensure job availability in major residential centres	<p>Gradual increase in population and dwelling types within established urban area located with a frontage to a corridor</p> <p>Promote full development of established major district centre including the introduction of residential development opportunities.</p>

Appendix B – Summary of Public Submissions – Survey Part B Questions

One hundred and forty (140) written submissions were received.

#	Name	From the Brochure which ideas were:		What would make the most positive difference to:	
		liked and why?	of concern and why?	economic performance	experience as a user
1	C Beasley Mornington Road Unley Resident	<ul style="list-style-type: none"> Some higher density, diverse and cheaper housing (students). Cinemas and other cultural facilities. Improved aesthetics and safety of footpaths and landscaping. 	<ul style="list-style-type: none"> Spread of commercial and retail activity rather than intensification and enhancement of 'high street' feel. Sense of major arterial road rather than cosy atmosphere. 	<ul style="list-style-type: none"> Bring in artists and music to attract people. Better cycling facilities and public transport. 	<ul style="list-style-type: none"> Cafes and bars are good but need other things as well.
2	Frederick Street Unley Business	<ul style="list-style-type: none"> Main problem is Unley Road and the way it splits the zone – difficult and slow to cross for pedestrians. 	<ul style="list-style-type: none"> - 	<ul style="list-style-type: none"> Reduced government and council regulation. 	<ul style="list-style-type: none"> Worked in area for 30 years and find attractive and pleasant location.
3	K Hempton Cremorne Street Unley Resident	<ul style="list-style-type: none"> Don't create pleasant ambience by massive commercial and residential development. Some minor improvement possible but pretty good as is. 	<ul style="list-style-type: none"> High rise buildings and over-crowding causing loss of current ambience and lifestyle. 	<ul style="list-style-type: none"> Do small things but value what have. Maybe raise rates slightly. Keep weekly blue bin collection. 	<ul style="list-style-type: none"> Brilliant – comfortable, friendly and a beaut place to live.
4	C Fisher Business	<ul style="list-style-type: none"> Residential development above shops like other city suburbs. 	<ul style="list-style-type: none"> Too much emphasis on pedestrians and cyclists. 	<ul style="list-style-type: none"> More easy short term car parking. 	<ul style="list-style-type: none"> -
5	Anonymous Resident	<ul style="list-style-type: none"> Flowing traffic, better cycling and footpath access, improved public transport, more pedestrian friendly and safe landscaped areas. 	<ul style="list-style-type: none"> Loss of heritage and character and making Unley 'generic'. Loss of warehouses, shopfronts, graffiti art etc. 	<ul style="list-style-type: none"> Better connections (footpath and bike) and day and night safety. Access along Mary Street not wheel chair or pram friendly. 	<ul style="list-style-type: none"> Local social connections, vibrancy and character, which new development should honour. Very car-centric and mainly big carpark. Keswick Creek nature path.
6	C Timpano Business	<ul style="list-style-type: none"> Traffic calming and improved pedestrian environment. Need traffic to stop and people to meander like KWRd. Need safe and convenient crossing of Unley Road. 	<ul style="list-style-type: none"> Traffic and high density. Trade, customers and activity has declined. 	<ul style="list-style-type: none"> Needs real injection of enthusiasm, advertising etc. 	<ul style="list-style-type: none"> Too much busy through traffic. Not enough pedestrian crossings.
7	Anonymous	<ul style="list-style-type: none"> Issue of traffic critical and greatly affects Arthur Street. 	<ul style="list-style-type: none"> Do not favour multi-storey 'high rise' development in Unley. 	<ul style="list-style-type: none"> Better visibility of business premises from the street. 	<ul style="list-style-type: none"> Levelling uneven footpath surfaces.

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#	Name	From the Brochure which ideas were:		What would make the most positive difference to:	
		liked and why?	of concern and why?	economic performance	experience as a user
	Resident	<ul style="list-style-type: none"> On-street parking should be banned in engagement area. 		<ul style="list-style-type: none"> More accessible off-street parking. 	
8	P Croft Parkside Resident	<ul style="list-style-type: none"> Much makes sense. Planned coordinated development preferable to piecemeal multi-storey buildings. 	<ul style="list-style-type: none"> Delivery of Unley's Food Security Strategy. Public realm and road verges to incorporate edible plants. 	<ul style="list-style-type: none"> - 	<ul style="list-style-type: none"> -
9	Anonymous Resident	<ul style="list-style-type: none"> Protecting character (buildings, pedestrian access, treed streets etc) important. 	<ul style="list-style-type: none"> Respect character while incorporate necessary growth to maintain facilities. 	<ul style="list-style-type: none"> - 	<ul style="list-style-type: none"> -
10	Anonymous Resident	<ul style="list-style-type: none"> - 	<ul style="list-style-type: none"> - 	<ul style="list-style-type: none"> - 	<ul style="list-style-type: none"> -
11	L Hu Frederick Street Unley Resident	<ul style="list-style-type: none"> - 	<ul style="list-style-type: none"> Do not need medium to high density housing as neighbourhood facilities cannot support more people. 	<ul style="list-style-type: none"> - 	<ul style="list-style-type: none"> -
12	M Matthews Frederick Street Unley Resident	<ul style="list-style-type: none"> Good planning improves quality of living and working in area. 	<ul style="list-style-type: none"> More night time activities. Medium to high density of great concern – 3-4 storey enough. Other key TOD sites to take pressure off busy corridors. 	<ul style="list-style-type: none"> Good parking facilities. 	<ul style="list-style-type: none"> Easy access to shops and businesses. Peak time traffic mitigation. Clean quiet accessible living.
13	Anonymous Resident	<ul style="list-style-type: none"> Ideas 8 to 12 especially (traffic calming, pedestrian priority and landscaping). 	<ul style="list-style-type: none"> Footpaths in Charles Street a disgrace. 	<ul style="list-style-type: none"> - 	<ul style="list-style-type: none"> -
14	J Edwards Thomas Street Unley Resident	<ul style="list-style-type: none"> Safe and attractive pedestrian environments to encourage more walking and enjoyment. 	<ul style="list-style-type: none"> Medium to high rise housing would detract from village feel and cause traffic congestion. 	<ul style="list-style-type: none"> - 	<ul style="list-style-type: none"> -
15	Anonymous Resident	<ul style="list-style-type: none"> Maintain village character to keep area cosmopolitan and a draw card for visitors. 	<ul style="list-style-type: none"> Over focus on car parking. Shared areas visually better than large open car parks. 	<ul style="list-style-type: none"> 'feel good' shopping and social hubs to attract people and spending. 	<ul style="list-style-type: none"> Reduce usage of side streets. Maintain character focus, both residential and commercial.
16	H Hall Visitor	<ul style="list-style-type: none"> All good except high density. 	<ul style="list-style-type: none"> No current height limit a major concern. 	<ul style="list-style-type: none"> More parking. 	<ul style="list-style-type: none"> Address traffic congestion. Once parked things are good.
17	N Glover Kirineri School	<ul style="list-style-type: none"> Traffic calming to address lack of signage, speeding and safety in Trimmer Terrace. 	<ul style="list-style-type: none"> - 	<ul style="list-style-type: none"> - 	<ul style="list-style-type: none"> Infrastructure to divert or calm traffic around schools.

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18	Anonymous Resident	<ul style="list-style-type: none"> - 	<ul style="list-style-type: none"> Village Green must be preserved. Vibrancy of concern when want a relaxed friendly environment. Support medium density mixed use but not residential on major traffic routes, eg Unley Road. 	<ul style="list-style-type: none"> Keep prices competitive with other shopping centres, viz Mitcham. 	<ul style="list-style-type: none"> Wider variety of shops, eg men's wear, dry cleaner, shoes, children's and baby wear. More shade, better landscaped parking areas and improved safety for pedestrians.
19	N Roach Austell Tce Unley Resident	<ul style="list-style-type: none"> Activation, reducing traffic, improvement in pedestrian and cycle infrastructure. 	<ul style="list-style-type: none"> Bad quality cheap apartment buildings. High volumes of carparking adding to congestion. 	<ul style="list-style-type: none"> Develop clear identity. High quality high density housing. Emphasis on public transport. 	<ul style="list-style-type: none"> Better pedestrian crossing of Unley Road. Unley Road 'highway' destroys village feel of shopping strip.
20	J Drummond Business	<ul style="list-style-type: none"> More night time activities, creating lively streetscapes. 	<ul style="list-style-type: none"> Reducing speed is not necessary; will just cause frustration. 	<ul style="list-style-type: none"> More activities, previous events like the French Fair and night time movies have been a good idea. 	<ul style="list-style-type: none"> More activities, previous events like the French Fair and night time movies have been a good idea.
21	A Mossman Business	<ul style="list-style-type: none"> Emphasising and prioritising the movement and facilities for pedestrians over cars and not widening Unley Road. Pedestrian facilities encourage interaction and community development. 	<ul style="list-style-type: none"> Concerned about multi-level buildings being too tall which may compromise the village character. 	<ul style="list-style-type: none"> Offering better lease conditions/prices for shops for retail use. Improved parking around retail areas (have smaller parking lots) and improve pedestrian access to the areas. 	<ul style="list-style-type: none"> Access to better cycling, pedestrian paths, use of halls and existing buildings for community purposes. More spaces for children to use and move around safely. Community gardens.
22	Anonymous Resident	<ul style="list-style-type: none"> The general guidelines appear a move in the right direction. 	<ul style="list-style-type: none"> Medium and high density will spoil the current village atmosphere. Will the rates received as a result really be of benefit? 	<ul style="list-style-type: none"> Reduce council rates, make the precinct more inviting with more plantings, street furniture and public art. 	<ul style="list-style-type: none"> Unley Road is too heavily trafficked and is dangerous. The road should be changed to one lane, increase the median-strip planting, remove cars from parking on the road and improve the pedestrian and cycling facilities.
23	Anonymous Resident	<ul style="list-style-type: none"> Anything with an environmental aspect. 	<ul style="list-style-type: none"> The emphasis on car-parking. Should promote bikes and public transport. 	<ul style="list-style-type: none"> A tram. 	<ul style="list-style-type: none"> Not lively enough but there's some good new starters recently.
24	Anonymous Visitor	<ul style="list-style-type: none"> Village character, connectivity of spaces and activities, social engagement all helps to generate a feeling of community. 	<ul style="list-style-type: none"> Social engagement through increased public use of spaces and facilities creates a vibrant community. 	<ul style="list-style-type: none"> Events and attraction that bring people to the area: fairs, markets, cultural activities. 	<ul style="list-style-type: none"> The village green could be a centre for events, but not the only one.
25	Oxford	<ul style="list-style-type: none"> Improved carparking facilities 	<ul style="list-style-type: none"> - 	<ul style="list-style-type: none"> - 	<ul style="list-style-type: none"> -

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	Dental Business	and allowances for parking.			
26	Anonymous Resident	<ul style="list-style-type: none"> More parks. 	<ul style="list-style-type: none"> The Cremorne Plaza example being repeated is a concern and traffic is of concern. 	<ul style="list-style-type: none"> n/a 	<ul style="list-style-type: none"> n/a
27	**A Whish Resident	<ul style="list-style-type: none"> The shopping centre area is suited for redevelopment. There are few iconic/distinctive buildings in the area so medium to higher density retail/residential mix makes sense. 	<ul style="list-style-type: none"> Development needs to be well co-ordinated and not lot-by-lot. 	<ul style="list-style-type: none"> People having the opportunity to shop and access services in the area rather than travelling out. It will draw visitors in too akin to Burnside village. 	<ul style="list-style-type: none"> Good pedestrian pathways and convenient off-street carparking to rear of premises.
28	C Menicacci Business	<ul style="list-style-type: none"> Creating active, alive and cosmopolitan business precincts. 	<ul style="list-style-type: none"> All ideas in the proposal are welcomed. 	<ul style="list-style-type: none"> More friendly pedestrian precincts. More modern and engaging appeal. More diversity in retail and business. 	<ul style="list-style-type: none"> Need more developments on retails and structure.
29	S Herriot Resident	<ul style="list-style-type: none"> Council is moving in the right direction. It is similar to what is done in other cities around the world. Can't keep sprawling out. This may assist with improving the chances of home ownership. 	<ul style="list-style-type: none"> - 	<ul style="list-style-type: none"> - 	<ul style="list-style-type: none"> -
30	M La Bella Resident	<ul style="list-style-type: none"> Protecting character while allowing growth; reducing vehicle congestion and encouraging public transport. 	<ul style="list-style-type: none"> Who will decide what is built in the Unley area? Will consultation of residents be considered? 	<ul style="list-style-type: none"> Making major road ways less congested – increasing the visuals of shopping/business areas; culminating in enjoyable environments that attract multiple users of each business. 	<ul style="list-style-type: none"> It feels too congested. Parking is an issue especially in some of the narrower streets. Unley has some of the best things to offer be the traffic detracts from the beauty of the businesses.
31	**Prof J Crowther Resident	<ul style="list-style-type: none"> Renewal of aging and unattractive shopping centre. 	<ul style="list-style-type: none"> Short sighted support of planning for high-rise speculative development. 	<ul style="list-style-type: none"> More attractive frontage and refurbishment / extension of shops to make them more integrated. 	<ul style="list-style-type: none"> Content with the present centre but it could be improved.
32	P Rumbold Resident	<ul style="list-style-type: none"> Not supportive of many ideas. 	<ul style="list-style-type: none"> High-rise, loss of heritage housing, cost of development on Council land, loss of existing civic buildings. 	<ul style="list-style-type: none"> Reduce the costs of the existing businesses. 	<ul style="list-style-type: none"> Reasonably happy with the current layout, that is the reason why we choose to live here.

Appendix B – Summary of Public Submissions – Survey Part B Questions

#	Name	From the Brochure which ideas were:		What would make the most positive difference to:	
		liked and why?	of concern and why?	economic performance	experience as a user
33	Anonymous Resident	<ul style="list-style-type: none"> - 	<ul style="list-style-type: none"> High density development and car parking on Mary St which is extreme near King William Road. 	<ul style="list-style-type: none"> - 	<ul style="list-style-type: none"> -
34	G Swain Resident	<ul style="list-style-type: none"> Higher density living to support commercial development goes hand in hand. 	<ul style="list-style-type: none"> Traffic thoroughfare will have ever increasing demand. Unley Road may need a tunnel for peak hours. 	<ul style="list-style-type: none"> - 	<ul style="list-style-type: none"> -
35	Anonymous Resident	<ul style="list-style-type: none"> - 	<ul style="list-style-type: none"> - 	<ul style="list-style-type: none"> More frequent bus service. 	<ul style="list-style-type: none"> Public art works, trees, gardens, seating.
36	Anonymous Resident	<ul style="list-style-type: none"> - 	<ul style="list-style-type: none"> Not enough feedback on the Cremorne Plaza development creates wariness. 	<ul style="list-style-type: none"> - 	<ul style="list-style-type: none"> Streets not maintained by council. Unley Council does not maintain the character of homes and promotes housing that doesn't suit the area.
37	Anonymous Resident	<ul style="list-style-type: none"> Tree-scaping is good but could be improved. 	<ul style="list-style-type: none"> - 	<ul style="list-style-type: none"> - 	<ul style="list-style-type: none"> -
38	Anonymous Resident	<ul style="list-style-type: none"> - 	<ul style="list-style-type: none"> Lack of public carparking for example it is very difficult to even pay rates. Car parked 1/2-3/4 mile away unless in the shopping centre private car park. The 'village' concept is out-dated and outmoded 	<ul style="list-style-type: none"> High rise development with housing, business premises and maybe local/federal govt or consulting suites. Please update Unley road by removing single storey old buildings and remove all carparking on Unley Road. 	<ul style="list-style-type: none"> Love using the centre as a hub and all the green grassy spaces and memorial gardens. This encourages mums and grandparents to use the area too.
39	Q Lynn Resident	<ul style="list-style-type: none"> - 	<ul style="list-style-type: none"> This appears another form of business welfare for the landlords and businesses of Unley. Council should focus on the needs of residents. Traffic issues need to be considered. Public consultation needs more emphasis. 	<ul style="list-style-type: none"> - 	<ul style="list-style-type: none"> -
40	M Waters Business/visitor	<ul style="list-style-type: none"> - 	<ul style="list-style-type: none"> Unley Road is identified as unsafe along with the western end of Culvert St. public consultation needs more emphasis. More and 	<ul style="list-style-type: none"> Accept more shops and commerce regardless of their parking supply. Historical buildings along Unley road need 	<ul style="list-style-type: none"> Culvert street upgrade has not worked and hinders the business on the corner by loss of trade.

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#	Name	From the Brochure which ideas were:		What would make the most positive difference to:	
		liked and why?	of concern and why?	economic performance	experience as a user
			diverse retailers will revitalise Unley Road, especially between Culvert and Greenhill.	to be reinstated as retail outlets.	
41	**D Osborne Visitor	<ul style="list-style-type: none"> Support the staggered step up nature of the building height envelope 	<ul style="list-style-type: none"> The plan does not acknowledge environmental challenges sufficiently. Buildings need to reflect our climate. Housing should be low-cost as well and not be available as serviced apartments. Traffic and Unley Road are concerning. 7-11 storeys are too tall. 	<ul style="list-style-type: none"> - 	<ul style="list-style-type: none"> Green areas need to be retained along with heritage items and buildings of character. Please include the site into the plan that was previously owned by the Brethren.
42	M Wilkinson Resident	<ul style="list-style-type: none"> - 	<ul style="list-style-type: none"> 7-11 storeys are too tall resulting in shadowing and traffic issues on Arthur St and Unley Rd and looking out of place in the predominantly 1-2 storey area. High density apartments are not wanted by the majority of Unley residents. 5 storeys is more appropriate. 	<ul style="list-style-type: none"> - 	<ul style="list-style-type: none"> -
43	A Campbell Resident	<ul style="list-style-type: none"> Addressing higher density, access to community facilities, pedestrian environments, connected cycling network, traffic calming, public transport and landscaping. 	<ul style="list-style-type: none"> More green spaces. 	<ul style="list-style-type: none"> Traffic calming, tram, well-connected cycling network and green spaces. 	<ul style="list-style-type: none"> Better community facilities will build stronger community along with safer areas, traffic calming and outdoor activities.
44	J E Degenhardt Resident	<ul style="list-style-type: none"> Redevelopment of Council land and facilities, improved car parks, pedestrian environments, connected cycling network, public transport. 	<ul style="list-style-type: none"> Good cycling areas will reduce the need for car parks. 	<ul style="list-style-type: none"> Family friendly employment and business opportunities. Pleasant and safe environments. 	<ul style="list-style-type: none"> Well-co-ordinated. Unley Rd is congested with traffic at peak times.
45	Anonymous Resident	<ul style="list-style-type: none"> To maintain the village feel of Unley and for it to not lose its unique identity and heritage. 	<ul style="list-style-type: none"> - 	<ul style="list-style-type: none"> Not enough diversity in retail. 	<ul style="list-style-type: none"> -
46	Anonymous	<ul style="list-style-type: none"> Maintaining UCC's heritage buildings, houses and trees. 	<ul style="list-style-type: none"> - 	<ul style="list-style-type: none"> - 	<ul style="list-style-type: none"> Oxford Tce could be made into a mall. The village green could

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	Resident	<p>Redevelopment needs to be done in the Unley context and not just happen for the sake of it.</p> <ul style="list-style-type: none"> ▪ Carparking is an issue that needs investigation along with pedestrian environments, connected cycle networks, traffic calming, public transport (not trams) and landscaping. 			<p>be improved. Appropriate trees and vegetation is vital.</p>
47	**RECC Resident	<ul style="list-style-type: none"> ▪ Generally agree with vision and guiding principles. ▪ A “brainstorming” session would be best for this DPA similar to the Urban Corridor consultation. 	<ul style="list-style-type: none"> ▪ If there is a no-height limit in the DCe, towers will dominate and destroy the village character. Heights should be staggered but not exceed 7 storeys. ▪ Relocating the library is of concern, as is how the heritage building would be used. The artist impression of the Memorial Gardens is overwhelming and not desirable. ▪ Carparking is an eyesore and a waste of land. Underground carparking is best. ▪ Rates concessions should not occur to developers and new developments should be required to maintain, landscape and beautify their own property, not the Council. 	<ul style="list-style-type: none"> ▪ - 	<ul style="list-style-type: none"> ▪ New development should preserve existing heritage/historical buildings and frontage of historical shops. ▪ Existing green spaces are to be preserved with more added with high-rise buildings. One third of the carpark in front of the shopping centre should be converted to green open public space as a public square. ▪ Use the Unley Morphology Study as a reference to maintain our village’s character. ▪ Do not reduce the number of traffic lights on Unley Road. Pedestrian crossings should be available at all 4 sides of the intersection at Oxford and Unley. More trees are needed on Unley Road.
48	J Walter Resident	<ul style="list-style-type: none"> ▪ Better footpath treatments to accommodate those with mobility issues. 	<ul style="list-style-type: none"> ▪ Footpaths must be maintained. Speed limits need review. Skateboarding should not occur on paths. 	<ul style="list-style-type: none"> ▪ More activities on Unley oval. 	<ul style="list-style-type: none"> ▪ Family-oriented area to live in.
49	Anonymous Resident	<ul style="list-style-type: none"> ▪ Improved parking areas. 	<ul style="list-style-type: none"> ▪ Med-high density housing opportunities- it is important to preserve the low-density housing neighbourhood. 	<ul style="list-style-type: none"> ▪ Increasing community events brings local and metropolitan business in the district. 	<ul style="list-style-type: none"> ▪ Better focus on footpaths.

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50	R Islip Resident	<ul style="list-style-type: none"> Retail and commercial activity, night time activities, less dominant carparking, pedestrian environments, connected cycling networks, traffic calming, public transport and better landscaping. 	<ul style="list-style-type: none"> High-rise. No mention of the environmental considerations that this will result in. no mention in the brochure of 11 storeys. 	<ul style="list-style-type: none"> Embrace smart technology to be a leader in High st development. Maintain the city of villages. 	<ul style="list-style-type: none"> Shopping centre needs updating and is a great place for high-rise. Village green and heritage buildings are a welcome experience after the hustle of Unley Road.
51	D Islip Resident	<ul style="list-style-type: none"> - 	<ul style="list-style-type: none"> The timing of the consultation made it difficult for people to view and comment. 	<ul style="list-style-type: none"> - 	<ul style="list-style-type: none"> The carparking is a bit off. Move the Commonwealth Bank.
52	**FOCUS Resident	<ul style="list-style-type: none"> - 	<ul style="list-style-type: none"> The consultation process was not instigated in an appropriate or open manner, particularly with traders being consulted and not residents. Size of engagement area and limited media / communication tools used for consultation on such an important place. The survey form is misleading and does not reference 11 storey buildings. Medium density/ 5 storeys is better. There should be no loss of historical buildings or open space/gardens. 	<ul style="list-style-type: none"> UCC has the opportunity to set the standard for high street development to make UCC a leader in smart, sustainable housing with low income housing and diverse residents. 	<ul style="list-style-type: none"> -
53	Anonymous	<ul style="list-style-type: none"> Med-high Density, retail and commercial activity, night time activity, redevelopment of private-owned land, access to community facilities, carparking provision and coordination, pedestrian environments, connected cycling network, traffic calming, public transport, landscaping and footpaths. 	<ul style="list-style-type: none"> - 	<ul style="list-style-type: none"> - 	<ul style="list-style-type: none"> -
54	**Anonymou s Resident/	<ul style="list-style-type: none"> High rise is appropriate if self-contained, environmentally sustainable with child play areas and parking is provided. 	<ul style="list-style-type: none"> The developments need to look unique while maintaining the Unley image and being attractive to people. 	<ul style="list-style-type: none"> - 	<ul style="list-style-type: none"> -

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	business		<ul style="list-style-type: none"> Traffic flow and carparking. Too much paving. More grassed areas and trees. Soldiers memorial garden should remain a place of contemplation, the play equipment is not appropriate. Fairs, fetes and play should be directed to other facilities. 		
55	Anonymous Resident	<ul style="list-style-type: none"> Opening up of precinct; better pedestrian access. 	<ul style="list-style-type: none"> 7-11 storeys is too tall for the area. 	<ul style="list-style-type: none"> Less congestion and easy access for cars, pedestrians and cyclists. 	<ul style="list-style-type: none"> The park/garden is closed off from the shopping precinct. Car parks are not coordinated or connected. Pedestrian access is poor. Traffic is bad and doesn't flow.
56	*Anonymous Resident	<ul style="list-style-type: none"> Support the pedestrian/cycling focus and the community facilities that are natural and attractive. 	<ul style="list-style-type: none"> Med/high density housing increases traffic, rubbish, noise, requires more carparking. 	<ul style="list-style-type: none"> Unley does not need to be a huge economic earner. It should be sustainable, efficient and clean. Council rates should not increase. 	<ul style="list-style-type: none"> Commercial activities are enjoyed and the parks and walkways. The libraries are used and events are enjoyed. This should continue.
57	*Anonymous Resident / Visitor	<ul style="list-style-type: none"> Environmental sustainability is very important. Trees should be maintained. Should be pedestrian and bike friendly. 	<ul style="list-style-type: none"> Care to be taken with the high rise. It needs to blend in with Unley with air and space and gardens not look like gated communities. 	<ul style="list-style-type: none"> Avoid generic shops- encourage quirky and interesting businesses and shops. 	<ul style="list-style-type: none"> Needs to be bike friendly, pedestrian friendly with open space and parks.
58	Anonymous Resident	<ul style="list-style-type: none"> Whole concept to be commended. 	<ul style="list-style-type: none"> - 	<ul style="list-style-type: none"> - 	<ul style="list-style-type: none"> -
59	**DC Kemp Resident	<ul style="list-style-type: none"> Protecting Unley's unique character; the village and hub idea. Car parks should be better provided for, could be multi-use spaces, with more trees. 	<ul style="list-style-type: none"> Traffic calming, especially of Unley Road may push cars into the side streets Public transport, especially a tram, will likely increase the park and ride issue Opposed to medium to high density residential development as it will destroy Unley's village feel. Park Lands are to remain a 		

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			<p>buffer between the city high rise and Unley's residential areas.</p> <ul style="list-style-type: none"> ▪ Council's office building should not be altered as it is currently unobtrusive to the surrounding heritage items. 7-11 stories in the Oxford Tce block will destroy the hub of Unley. ▪ High rise near Soldiers Memorial diminishes its significance to little more than a building fore-court. ▪ 7-11 storey buildings impact the desire for buildings to retain a 2 storey appearance. ▪ Council should acquire more land for more public community space ▪ 5 and 7 storey residential is not appropriate ▪ The present shopping centre is 'human scale' but the open space could be put to better/multiple use. Office development above the existing shopping centre would be appropriate. ▪ Should not go higher than 5 storeys. 		
60	C Hewitson Resident	<ul style="list-style-type: none"> ▪ Integrating environmental stability. ▪ Traffic calming. ▪ Pedestrian friendly. ▪ Retain village character. 	<ul style="list-style-type: none"> ▪ High density development and its relationship with historic unley and residential homes on the precinct boundaries. 	<ul style="list-style-type: none"> ▪ Utilising the shopping precinct better to attract commercial/retail business into the area. 	<ul style="list-style-type: none"> ▪ Greener and more pedestrian friendly spaces and good community environment.
61	'Cindy'	<ul style="list-style-type: none"> ▪ - 	<ul style="list-style-type: none"> ▪ Unley is residential area. Should not be a nightlife area. ▪ Concerned of high turn-over apartments and developers taking advantage. 	<ul style="list-style-type: none"> ▪ - 	<ul style="list-style-type: none"> ▪ Shopping in Unley is already easy and enjoyable than the big centres.

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			<ul style="list-style-type: none"> Too expensive to match new buildings to character styles. Conserving existing character is fine but it should not be imposed on new development. Decentralisation has worked for Tea Tree Gully and Noarlunga. Not in favour of high rise. Not in favour of night time activities. 		
62	R Agnew Business	<ul style="list-style-type: none"> Artist impression. 	<ul style="list-style-type: none"> Cyclists. 	<ul style="list-style-type: none"> Open communities. Walking precinct. 	<ul style="list-style-type: none"> Calming experience.
63	Anonymous Resident	<ul style="list-style-type: none"> Protecting the character while allowing growth. Development needs to be environmentally sustainable with plants and gardens like Sturt St. 	<ul style="list-style-type: none"> No more money on parks. 	<ul style="list-style-type: none"> A regular market nearby like the Fullarton Park Market. 	<ul style="list-style-type: none"> More spaces for exhibitions and community workshops.
64	Anonymous Resident	<ul style="list-style-type: none"> The vision as an overall strategy. 	<ul style="list-style-type: none"> Mindful of impact of night time activities on residents. Traffic volumes will likely increase. 	<ul style="list-style-type: none"> Improved amenity and access to council assets and retail/leisure venues. 	<ul style="list-style-type: none"> Previous attempts to address traffic and street parking has deteriorated Unley. Residents and side streets need to be considered when dealing with traffic to make sure traffic does not increase in the residential areas.
65	Anonymous Resident	<ul style="list-style-type: none"> Village concept. 	<ul style="list-style-type: none"> Height of buildings should not restrict light. Future parking restrictions Developers should be required to contribute more to their developments so Council does not need to raise rates. 	<ul style="list-style-type: none"> Residential above shops will allow more people to use the shops and businesses. 	<ul style="list-style-type: none"> Parking is ok. Accessibility is ok. This needs to be maintained.
66	Anonymous Visitor	<ul style="list-style-type: none"> Mixed use residential above commercial. 	<ul style="list-style-type: none"> Waste management / litter. 	<ul style="list-style-type: none"> Need a big supermarket. Not enough permanent shops. 	<ul style="list-style-type: none"> Better trading shops.
67	R Harding	<ul style="list-style-type: none"> It is unclear what the ideas are. 	<ul style="list-style-type: none"> Over development. 	<ul style="list-style-type: none"> - 	<ul style="list-style-type: none"> -

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	Resident				
68	M Rumbold Resident	<ul style="list-style-type: none"> 10 storey not appropriate. 3-5 storeys only like Paris. 	<ul style="list-style-type: none"> High rise. 	<ul style="list-style-type: none"> More small businesses. 	<ul style="list-style-type: none"> Low rise is pleasing and creates village ambience.
69	H Philips Resident	<ul style="list-style-type: none"> Low rise. 	<ul style="list-style-type: none"> High rise. 	<ul style="list-style-type: none"> More businesses. 	<ul style="list-style-type: none"> Low rise.
70	L Pieraccini Res/Bus/Vis	<ul style="list-style-type: none"> - 	<ul style="list-style-type: none"> Lack of information to the public. Need a public display of information. 	<ul style="list-style-type: none"> - 	<ul style="list-style-type: none"> -
71	E Ellis Resident	<ul style="list-style-type: none"> Managing car parking and traffic flows. 	<ul style="list-style-type: none"> - 	<ul style="list-style-type: none"> Public transport hubs with appropriate parking. 	<ul style="list-style-type: none"> Better opportunities for shopping.
72	S Garson Visitor	<ul style="list-style-type: none"> Reduction of speed already happens. Need to prevent non-residents from rat-running. 	<ul style="list-style-type: none"> High rise. No more cost to residents or prevention of traffic flow in side streets for residents. Residents should not pay for parking in their own streets. Concerned with consultation method. Should ask community before this map had been made. 	<ul style="list-style-type: none"> - 	<ul style="list-style-type: none"> -
73	J Crowther Resident	<ul style="list-style-type: none"> - 	<ul style="list-style-type: none"> - 	<ul style="list-style-type: none"> - 	<ul style="list-style-type: none"> -
74	D Rayner Resident	<ul style="list-style-type: none"> Pedestrian areas, green areas, modern shopping facilities. Fully supportive of the concept. 	<ul style="list-style-type: none"> - 	<ul style="list-style-type: none"> Higher density housing, fewer cars passing through. 	<ul style="list-style-type: none"> Current precinct is tired, needs major refreshment and better use of space.
75	Anonymous Resident	<ul style="list-style-type: none"> Long open greenway. Edible landscaping. 	<ul style="list-style-type: none"> High density. Increased retail and commercial activity. Stop redevelopment of privately owned land. 	<ul style="list-style-type: none"> More green space and less business space. 	<ul style="list-style-type: none"> Keep Unley safe, green and fun. More art installations, water fountains, dog parks and events in the parks.
76	Anonymous Resident	<ul style="list-style-type: none"> - 	<ul style="list-style-type: none"> - 	<ul style="list-style-type: none"> - 	<ul style="list-style-type: none"> Happy with it. More undercover parking.
77	Anonymous	<ul style="list-style-type: none"> Big support of private residential high rise with appropriate green 	<ul style="list-style-type: none"> Redevelopment of private land. Social and affordable housing is 	<ul style="list-style-type: none"> Create an environment to attract buyers / affordability ie 	<ul style="list-style-type: none"> Have high expectations for what's on offer.

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	Resident	space, parking and access to public transport.	important but needs to be investigated to get the right density mix on private land.	Erskineville, Redfern and Stanmore in NSW.	
78	Anonymous Visitor	<ul style="list-style-type: none"> Village character. Shopping clusters. 	<ul style="list-style-type: none"> High density housing. Congestion. 	<ul style="list-style-type: none"> Varied shopping. 	<ul style="list-style-type: none"> Retail variety.
79	J Cseszko Resident	<ul style="list-style-type: none"> - 	<ul style="list-style-type: none"> - 	<ul style="list-style-type: none"> - 	<ul style="list-style-type: none"> -
80	P Livingston Visitor	<ul style="list-style-type: none"> Preserving Unley's character and village feel. Pedestrian environment. Lively streetscapes. Plantings. Less visible but plentiful car parking. 	<ul style="list-style-type: none"> Widening Unley Road. 	<ul style="list-style-type: none"> Making it an area that would attract a wide range of quality businesses. 	<ul style="list-style-type: none"> More trees in parking areas. Upgrade the look of the shops. Kids shops. Group shops together to improve accessibility.
81	Anonymous -	<ul style="list-style-type: none"> Improve footpath treatments. 	<ul style="list-style-type: none"> - 	<ul style="list-style-type: none"> - 	<ul style="list-style-type: none"> -
82	C Syrianos Visitor	<ul style="list-style-type: none"> Parking facilities. Later working hours. 	<ul style="list-style-type: none"> High density housing next to shops. 	<ul style="list-style-type: none"> Shops closing down (?). Fish and chip shop (or takeaway). Yoghurt shop. 	<ul style="list-style-type: none"> Facility is used daily and the range of services it offers is appreciated.
83	P Turnbull -	<ul style="list-style-type: none"> - 	<ul style="list-style-type: none"> - 	<ul style="list-style-type: none"> - 	<ul style="list-style-type: none"> -
84	A Whish Visitor	<ul style="list-style-type: none"> - 	<ul style="list-style-type: none"> - 	<ul style="list-style-type: none"> - 	<ul style="list-style-type: none"> -
+85	Anonymous Resident	<ul style="list-style-type: none"> Reduce car congestion to improve Unley Rd safety. 	<ul style="list-style-type: none"> No height limits in District Centre Zone. Unley should not allow high-rise. 	<ul style="list-style-type: none"> Safe and convenient bike and pedestrian corridors. 	<ul style="list-style-type: none"> Safe and convenient bike and pedestrian corridors.
+86	I Smith Resident	<ul style="list-style-type: none"> Higher density living. Healthy transport. 	<ul style="list-style-type: none"> Restricting Unley Rd will not solve congestion. Developers should not be facilitated if collective groups of residents also are not facilitated. Tram on Unley Rd. 	<ul style="list-style-type: none"> Focus on humanising King William Rd instead of Unley Rd. Tram on King William. 	<ul style="list-style-type: none"> Reduce use of cars. Promote use of bikes and walking. Encourage residents to pool their land to take advantage of this opportunity as a collective.

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+87	M Paneras Resident	<ul style="list-style-type: none"> Forward thinking and planning for the future. 	<ul style="list-style-type: none"> - 	<ul style="list-style-type: none"> Supporting small business. 	<ul style="list-style-type: none"> Being close to the services we need.
+88	T Thompson Resident	<ul style="list-style-type: none"> Modernising the central precinct is better to make it vibrant and engaging. High rise and high density should be focused to the arterial roads. Public transport and trams. 	<ul style="list-style-type: none"> Use of bike lanes - keep them off arterial roads. 	<ul style="list-style-type: none"> Create a visually stunning venue full of shops. Business incentives for tenants. Plenty of space for vibrant retain and commercial and resident environment. Outdoor dining and cafes. Easy car and bike parking. Pedestrian bridge/underpass. 	<ul style="list-style-type: none"> Unley central is currently tired. Has no street appeal. Needs to be pedestrian friendly and activated.
+89	Anonymous Resident	<ul style="list-style-type: none"> Modernise the existing buildings, eg council chambers and Unley shopping centre. 	<ul style="list-style-type: none"> - 	<ul style="list-style-type: none"> - 	<ul style="list-style-type: none"> -
+90	V Georgiadis Resident	<ul style="list-style-type: none"> More attractive parks, social centres. More night life. 	<ul style="list-style-type: none"> High rise apartments with retain underneath. 	<ul style="list-style-type: none"> Apartment living. 	<ul style="list-style-type: none"> Unley needs an update.
+91	Anonymous Resident	<ul style="list-style-type: none"> - 	<ul style="list-style-type: none"> - 	<ul style="list-style-type: none"> - 	<ul style="list-style-type: none"> -
+92	Anonymous Business	<ul style="list-style-type: none"> The brochure is ambiguous and the questions do not provide key information. 	<ul style="list-style-type: none"> Traffic issues addressed to avoid rat-runners . High rise not supported. 	<ul style="list-style-type: none"> Traffic issues addressed to avoid rat-runners . High rise not supported. 	<ul style="list-style-type: none"> -
+93	S Hunt Resident	<ul style="list-style-type: none"> Higher density living around village and transport hubs. Open piazza areas. Encourage sense of community, identity. Reduces urban sprawl. 	<ul style="list-style-type: none"> Time taken to make this happen and approval process. Power of naysayers. Cost implications and how this will be funded. 	<ul style="list-style-type: none"> Increased population density increases rates but need infrastructure to attract the population. Change the zoning as a first step but sourcing initial finance for the required infrastructure will be difficult. 	<ul style="list-style-type: none"> Large and vibrant open style piazza spaces.
+94	M Canny Visitor	<ul style="list-style-type: none"> Higher density with mixed use will encourage the night time activities to make pedestrians feel safe. Linking east and west. Traffic calming. 	<ul style="list-style-type: none"> - 	<ul style="list-style-type: none"> - 	<ul style="list-style-type: none"> Removing car parks lining Unley Rd will allow redevelopment opportunities, improve the streetscape, help build stronger identity and make area people friendly.

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		<ul style="list-style-type: none"> Public realm improvements. 			
+95	Anonymous Resident	<ul style="list-style-type: none"> Centralised area rather than clusters. 	<ul style="list-style-type: none"> North-south traffic flows. 	<ul style="list-style-type: none"> Centralised retail area and open spaces for community events. 	<ul style="list-style-type: none"> More community events. Better parking.
+96	Anonymous Resident	<ul style="list-style-type: none"> More intense housing. 	<ul style="list-style-type: none"> More retail. 	<ul style="list-style-type: none"> Calming vehicle traffic. 	<ul style="list-style-type: none"> Better pedestrian and cycling access. Fewer cars.
+97	P Stewart -	<ul style="list-style-type: none"> - 	<ul style="list-style-type: none"> - 	<ul style="list-style-type: none"> - 	<ul style="list-style-type: none"> -
+98	J Hamara Resident	<ul style="list-style-type: none"> Improving cycle ways. Traffic improvements will have limited impact so focus on bikes. 	<ul style="list-style-type: none"> Tramway as there's no room on Unley Rd. 	<ul style="list-style-type: none"> Ease of access/parking. 	<ul style="list-style-type: none"> Remove clutter.
+99	Anonymous Resident	<ul style="list-style-type: none"> Focus on public transport, cycling and walking. 	<ul style="list-style-type: none"> Height limits are too high, 5 storeys better. Consider self-driving cars will impact parking requirements. 	<ul style="list-style-type: none"> More cycle friendly. Don't allow fake reproductions of traditional home styles- allow high quality architectural homes. 	<ul style="list-style-type: none"> Less car dependency.
+100	D McNamara Resident	<ul style="list-style-type: none"> - 	<ul style="list-style-type: none"> - 	<ul style="list-style-type: none"> Unley Rd as one way road. 	<ul style="list-style-type: none"> Lower rates.
+101	Anonymous Resident	<ul style="list-style-type: none"> - 	<ul style="list-style-type: none"> - 	<ul style="list-style-type: none"> - 	<ul style="list-style-type: none"> -
+102	A Carr Resident	<ul style="list-style-type: none"> - 	<ul style="list-style-type: none"> - 	<ul style="list-style-type: none"> - 	<ul style="list-style-type: none"> -
+103	B Spiers Resident	<ul style="list-style-type: none"> - 	<ul style="list-style-type: none"> - 	<ul style="list-style-type: none"> - 	<ul style="list-style-type: none"> -
+104	M Malandris Resident	<ul style="list-style-type: none"> Improved pedestrian access and public transport. Improved cycling infrastructure. Quieten traffic. 	<ul style="list-style-type: none"> Medium-high density housing- should remain on arterial roads only, not in suburbs. Parking. 	<ul style="list-style-type: none"> Better night-life to attract people into the centre. Increasing businesses along the arterials. 	<ul style="list-style-type: none"> Improved bike tracks. More markets.
+105	P Bubner Resident	<ul style="list-style-type: none"> Philosophy is good. 	<ul style="list-style-type: none"> Cost of the concept. 	<ul style="list-style-type: none"> Reduce council debt to keep rates low. 	<ul style="list-style-type: none"> Rates should not increase.

Appendix B – Summary of Public Submissions – Survey Part B Questions

#	Name	From the Brochure which ideas were:		What would make the most positive difference to:	
		liked and why?	of concern and why?	economic performance	experience as a user
+106	Anonymous Resident	<ul style="list-style-type: none"> Community engagement plans. Consideration of aging population. Public space concepts. Reducing vehicle traffic. Improved public transport. 	<ul style="list-style-type: none"> Medium-high density living. Losing Unley's unique and quirky appeal. Increase in population. Increase in traffic and parking. Bike riders on footpaths. 	<ul style="list-style-type: none"> - 	<ul style="list-style-type: none"> -
+107	D Cox Resident	<ul style="list-style-type: none"> Bikeways. Improved carparking. Traffic calming. 	<ul style="list-style-type: none"> High density and 7+ storeys is too much. 5 storeys better. 	<ul style="list-style-type: none"> Inexpensive retain rent. Greater diversity of shopping and eating places. 	<ul style="list-style-type: none"> Improved carparking. More outside pedestrian areas. Outdoor cafes.
+108	W Edwards Resident	<ul style="list-style-type: none"> More public transport (tram). Improved street furniture. More trees. 	<ul style="list-style-type: none"> Calm traffic on Unley Rd is unfeasible. Maintain Unley Rd as arterial road. 	<ul style="list-style-type: none"> Outdoor café away from the main roads. Keep the library where it is. 	<ul style="list-style-type: none"> More deciduous trees. Upgrade the Soldiers Memorial toilets.
+109	G K Resident	<ul style="list-style-type: none"> Prioritising road and footpath repairs. 	<ul style="list-style-type: none"> - 	<ul style="list-style-type: none"> Other parts of Unley need funding for assistance too. 	<ul style="list-style-type: none"> Ok as it is.
+110	A Ryder Resident	<ul style="list-style-type: none"> Night time activities. Tram on Unley Rd. Median strip on Unley Rd. Improve crossing of Unley Rd. 	<ul style="list-style-type: none"> Impact on Mary St due to traffic issues. All streets should be treated the same to discourage traffic. 	<ul style="list-style-type: none"> Tram . Mixed use shopping and leisure. 	<ul style="list-style-type: none"> Priorities pedestrians over cars\make easier walking between areas, more pleasant areas for walking and sitting. Outdoor spaces.
+111	J Gasper Visitor	<ul style="list-style-type: none"> Pedestrian friend precinct. High quality, socially engaging and human scale spaces. Lively streetscapes connecting nearby activities and places. Integrate environmental sustainability into design. Prioritise public transport and car alternatives. Calm traffic. 	<ul style="list-style-type: none"> Concentrate on leisure, entertainment and cultural activities rather than retail which is affected by internet shopping. 	<ul style="list-style-type: none"> Leisure, entertainment and cultural activities with residential development with easy access to transport to the city.. 	<ul style="list-style-type: none"> Galleries, cinemas, concert halls, meeting spaces (restaurants, pubs and cafes, sporting venues.
+112	K O'Callaghan Resident	<ul style="list-style-type: none"> Sense of space and safety. Increased colour. Better landscaping of garden areas. Oxford Tce parking concept. Tram. Child play area akin to the 	<ul style="list-style-type: none"> Oxford Tce one way could work but it will be terrible for school drop of etc. Memorial Gardens needs to remain available for events. 	<ul style="list-style-type: none"> Cafes with spacious outdoor area. Good transport and parking. 	<ul style="list-style-type: none"> With more comfortable pedestrian facilities and shopping variety, spending time in the precinct will increase.

Appendix B – Summary of Public Submissions – Survey Part B Questions

#	Name	From the Brochure which ideas were:		What would make the most positive difference to:	
		liked and why?	of concern and why?	economic performance	experience as a user
		fountain in Burnside Village.			
+113	Anonymous Visitor	▪ -	▪ -	▪ -	▪ -
+114	T Tysoe Resident	<ul style="list-style-type: none"> ▪ Better integration of the precinct. ▪ Economic viability. 	<ul style="list-style-type: none"> ▪ Canyon caused by Unley Rd separating key parts of the centre- need a direct pedestrian linkage above or below grade. ▪ Safe cycling routes. 	<ul style="list-style-type: none"> ▪ Better integration of facilities and flow of people around the precinct. ▪ Connection is key. ▪ People friendly accessible centre. 	<ul style="list-style-type: none"> ▪ Easy walking/cycling between different parts of the centre. ▪ Better oriented facilities akin to Mitcham.
+115	C Rich Resident	▪ -	▪ -	<ul style="list-style-type: none"> ▪ Outdoor cinema screen akin to Argyle Square, Lygon St, Carlton. 	▪ -
+116	M Conway Resident	▪ -	<ul style="list-style-type: none"> ▪ Proposal has little regard to existing residents who will be impacted by overshadowing, overlooking and loss of amenity. 	<ul style="list-style-type: none"> ▪ Keep the focus on Unley Rd. 	▪ -
+117	B Schultz Resident	<ul style="list-style-type: none"> ▪ Conserving heritage areas, maintaining village feel. ▪ Link green spaces. ▪ Maintain views to the hills. ▪ Increase night time activities in the precinct. ▪ Increasing urban density. ▪ Enhancing the village green. 	<ul style="list-style-type: none"> ▪ High-medium density around Oxford Tce needs to be managed very carefully and may be inappropriate. ▪ Cheaply built buildings. ▪ Traffic congestion for Oxford Tce. ▪ Plane trees cause leaf litter and asthma. 	<ul style="list-style-type: none"> ▪ Upgrading Unley Rd by removing parked cars and busy traffic. 	<ul style="list-style-type: none"> ▪ Upgrade Unley Rd. ▪ Maintain verandahs along Unley Rd for shelter.
+118	N Roach Resident	<ul style="list-style-type: none"> ▪ Activation. ▪ Reduce car traffic. ▪ Improve pedestrian and cycle infrastructure. 	<ul style="list-style-type: none"> ▪ Bad quality cheap apartment buildings with high volume of car parking. ▪ Congestion of traffic/roads. 	<ul style="list-style-type: none"> ▪ Develop a clear identity that keeps Unley unique. ▪ High quality, high density housing emphasising public transport. 	<ul style="list-style-type: none"> ▪ Better pedestrian flow across Unley Road to improve the village feel.
+119	M Pfahl Resident	<ul style="list-style-type: none"> ▪ Not desirable to widen Unley Rd. 	<ul style="list-style-type: none"> ▪ Medium-high density residential. ▪ Unemployment will mean residential complexes remain empty. ▪ Developments will likely not age well and may attract a high-turnover population with no 	<ul style="list-style-type: none"> ▪ Minimising traffic on Unley Rd. ▪ Removing front car park of Unley shopping centre- replace with open air businesses and green space. ▪ Better link to Unley Oval. 	▪ -

Appendix B – Summary of Public Submissions – Survey Part B Questions

#	Name	From the Brochure which ideas were:		What would make the most positive difference to:	
		liked and why?	of concern and why?	economic performance	experience as a user
			desire to reach out to community.		
+120	'Trish' Resident	<ul style="list-style-type: none"> A safe, people-friendly community. 	<ul style="list-style-type: none"> - 	<ul style="list-style-type: none"> - 	<ul style="list-style-type: none"> -
+121	S Ayton Resident	<ul style="list-style-type: none"> Protecting Unley's character while allowing for business growth. Focus on foot traffic, shops and nightlife. Slowing traffic and removing on-street parking on Unley Rd. 	<ul style="list-style-type: none"> Traffic and congestion. 	<ul style="list-style-type: none"> Shops that appeal to people. No chain stores, keep businesses local and unique. Underground / hidden parking. 	<ul style="list-style-type: none"> More interesting shops and restaurants.
+122	R Mitchell Business	<ul style="list-style-type: none"> More development. 	<ul style="list-style-type: none"> None. 	<ul style="list-style-type: none"> Tram to Wattle St along Unley Rd. 	<ul style="list-style-type: none"> More commercial experiences.
+123	Anonymous -	<ul style="list-style-type: none"> - 	<ul style="list-style-type: none"> - 	<ul style="list-style-type: none"> - 	<ul style="list-style-type: none"> -
+124	Netpenthe Resident	<ul style="list-style-type: none"> More high-rise. Fewer cars. More cycling. 	<ul style="list-style-type: none"> - 	<ul style="list-style-type: none"> More high-rise. 	<ul style="list-style-type: none"> More cycling.
+125	Anonymous Resident	<ul style="list-style-type: none"> - 	<ul style="list-style-type: none"> - 	<ul style="list-style-type: none"> - 	<ul style="list-style-type: none"> -
+126	Anonymous Resident	<ul style="list-style-type: none"> Concept is clearly presented. 	<ul style="list-style-type: none"> Balance of all forms of transport. 	<ul style="list-style-type: none"> Sufficient business activity to maintain diversity of services. 	<ul style="list-style-type: none"> Ability to shop and meet.
+127	L Haegi Resident	<ul style="list-style-type: none"> Redevelopment on a human scale. Pedestrian friendly environments. Open space. Cycling links. Traffic calming. Design approach. Link across Unley Road. Removing the car park out the front of Unley Shopping Centre. 	<ul style="list-style-type: none"> 7 storeys is too high, keep it to 5. Road traffic impact of increased demand/congestion. 	<ul style="list-style-type: none"> Greater diversity of businesses. A more appealing, inviting area to live, visit and do business. Underground or multi-storey car parking. 	<ul style="list-style-type: none"> Pedestrian friendly area. Open space. Sustainability principles. Encourage night time activities.
+128	E Mayer	<ul style="list-style-type: none"> Concentrated activity area. 	<ul style="list-style-type: none"> Unley Road should not be 	<ul style="list-style-type: none"> Increased vibrancy to encourage 	<ul style="list-style-type: none"> Greater choice of cafes, small

Appendix B – Summary of Public Submissions – Survey Part B Questions

#	Name	From the Brochure which ideas were:		What would make the most positive difference to:	
		liked and why?	of concern and why?	economic performance	experience as a user
	Resident	<ul style="list-style-type: none"> Increased public transport. Traffic calming. 	<ul style="list-style-type: none"> widened. Congestion and increased traffic flows. On street parking. 	a younger demographic.	bars, shopping in walking distance.
+129	B Curtis Visitor	<ul style="list-style-type: none"> Water feature. Transport stop incorporated into the concept. 	<ul style="list-style-type: none"> Hard surfaces. More shade. Ridged building form skirting the development. 	<ul style="list-style-type: none"> Integrated open space supported by a good public transport service. Multi use destination. 	<ul style="list-style-type: none"> A reason to come to the destination.
+130	G Smith -	<ul style="list-style-type: none"> - 	<ul style="list-style-type: none"> - 	<ul style="list-style-type: none"> - 	<ul style="list-style-type: none"> -
+131	T Love Resident	<ul style="list-style-type: none"> The brochure lacks detail. 	<ul style="list-style-type: none"> High density living is not Unley village style. Providing for a tram is inappropriate for the site. 	<ul style="list-style-type: none"> Encourage visitors to use multi-level car parking and link them to premises on Unley Rd. Re-route commuter traffic to Glen Osmond Rd and South Road. Unley access should be for residents and centre visitors. 	<ul style="list-style-type: none"> Encourage low-medium density residential and 2 storeys.
+132	'Jane' Resident	<ul style="list-style-type: none"> Increased access for pedestrians and cyclists. Landscaped walkways ie Keswick Creek path. Lowered speed limits. Vibrant town centre. 	<ul style="list-style-type: none"> Higher density housing may make the area generic. 	<ul style="list-style-type: none"> Access to the precinct. Reliable and safe public transport. Inviting for all to visit. Continue the business hours to late. Variety of shops and businesses`. 	<ul style="list-style-type: none"> Remove car park behind Target. Native landscaped areas. Child friendly. Nicer streetscapes. Police vandalism.
+133	Anonymous Resident	<ul style="list-style-type: none"> - 	<ul style="list-style-type: none"> - 	<ul style="list-style-type: none"> - 	<ul style="list-style-type: none"> -
+134	'Pamela' Resident	<ul style="list-style-type: none"> - 	<ul style="list-style-type: none"> - 	<ul style="list-style-type: none"> - 	<ul style="list-style-type: none"> -
+135	B Pattersson Visitor	<ul style="list-style-type: none"> Increase street plantings and treatments to soften the environment and increase comfort. 	<ul style="list-style-type: none"> None really. 	<ul style="list-style-type: none"> Increased day and night time activities. More plantings. Wider footpaths. 	<ul style="list-style-type: none"> Variety, easy access and parking options.
+136	K Bibbons	<ul style="list-style-type: none"> - 	<ul style="list-style-type: none"> Assumes elderly want to get out 	<ul style="list-style-type: none"> A better Australian policy is the 	<ul style="list-style-type: none"> More jobs, less taxes,

Appendix B – Summary of Public Submissions – Survey Part B Questions

#	Name	From the Brochure which ideas were:		What would make the most positive difference to:	
		liked and why?	of concern and why?	economic performance	experience as a user
	Resident		<ul style="list-style-type: none"> of their house. Being densely populated means reduction of green space per capita. On street parking for residents creates congestion. 	most positive.	escalating electricity and water charges.
+137	Anonymous Resident	<ul style="list-style-type: none"> - 	<ul style="list-style-type: none"> Lack of concrete ideas. 	<ul style="list-style-type: none"> Improved public spaces, ie outdoor gym or water park, somewhere the residents would actually go. 	<ul style="list-style-type: none"> The artist impression does not look enticing.
+138	A James Visitor	<ul style="list-style-type: none"> Conversion of Unley shopping centre and adjacent retail area into medium density mix use area. Improved connection across Unley Rd. 	<ul style="list-style-type: none"> Strategy for keeping heritage buildings intact is lacking. How will the transition occur between heritage items and new tall buildings? 	<ul style="list-style-type: none"> Increased connectivity across Unley Rd. Improved pedestrian amenity along Unley Rd. 	<ul style="list-style-type: none"> Reducing car movements around the precinct.
+139	Anonymous Resident	<ul style="list-style-type: none"> - 	<ul style="list-style-type: none"> Medium-high density mixed use developments will increase the pressure on existing outdoor spaces and add more vehicles. 	<ul style="list-style-type: none"> Affordable rents. 	<ul style="list-style-type: none"> Happy with what we've already got.
+140	D Strain Resident	<ul style="list-style-type: none"> Diversity of building form. Improved integration of community/public space. Traffic calming. Improved transport interface. Public space activation. 	<ul style="list-style-type: none"> How do we get community 'buy in'? Unite the councils in leadership and fund progression of the development. 	<ul style="list-style-type: none"> Unley council embracing a 'can do' attitude and being a technological leader. A leading edge. 	<ul style="list-style-type: none"> Improve place activation. More walking, less cars.

* Late submission after nominated closing date

** Provided attachment letter and further detail

+ On-line "Your-Say-Unley" feedback

Appendix C – Unley Central Precinct DPA - Summary of Design Lab



City of Unley
2015-0207
24 May 2016

A large, solid green rectangular area occupies the lower half of the page. It features a large, stylized circular graphic composed of many overlapping, slightly offset green lines, similar to the URPS logo, but much larger and more prominent. The text is centered within this green area.

Unley Central Precinct DPA Summary of Design Lab



Unley Central Precinct DPA

Summary of Design Lab

24 May 2016

Lead consultant	URPS
In association with	WAX Design
Prepared for	City of Unley
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1.0 Introduction

As part of the investigations associated with the Unley Central Precinct Development Plan Amendment (DPA), a Design Lab was facilitated on 13 April 2016. It was attended by 21 people, including residents, members of community groups, landowners, independent members of Council's s41 committees, Council staff and Elected Members (observers).

The Design Lab was facilitated by consultants URPS and Wax Design with assistance from Council staff. Elected members were observers of the process and offered concluding remarks based on what they heard.

The purpose of the Design Lab was to bring together local stakeholders such as landowners and residents with design professionals and planners to explore development options for the precinct, as well as to understand the impacts of different development scenarios.

At the Design Labs, participants worked together to explore the best ways to accommodate the population and dwelling targets for the precinct in the context of other urban design and planning issues, such as the provision of open space, built form, infrastructure, heritage conservation, movement and relationship with surrounding areas.

The Design Lab had a strong focus on debate and critique, with the ideas developed through the process evaluated and reevaluated by participants to refine the concepts.

This report summarises the outcomes of the Design Lab and will help to inform the preparation of the draft DPA. It summarises the outcomes of collaborative work associated with the main Design Lab activity (section 2), as well as the individual activities and reflection (sections 3 and 4). The views expressed in this report do not necessarily represent the policy position of the City of Unley or the consultants assisting Council with the preparation of the DPA, and form one input into the DPA alongside other planning and technical investigations.



2.0 Design Lab Outcomes

2.1 Design Lab Method

During the Design Lab, participants worked in two groups, each of which had a diverse mix of local landowners, residents and representatives of community groups. Each group was asked to consider the following key questions:

- What are the best ways to accommodate an additional 500 dwelling within the Unley District Centre?
- What are the best ways to provide an additional 2 hectares of open space within the precinct?

The parameter of 500 dwellings was based upon the targets for the precinct, responding to the 30 Year Plan targets for population and dwelling growth. For the purpose of the Design Lab, these targets were represented as follows:

- 17 x 4 storey buildings, each accommodating 7 dwellings and measuring 5m x 25m
- 19 x 4 storey buildings, each accommodating 12 dwellings and measuring 20m x 22m
- 8 x 6 storey buildings, each accommodating 20 dwellings and measuring 20m x 32m.

During the Design Lab, each group was provided with scale blocks to explore different ways to achieve the 500 dwelling target based on the configurations described above. Participants were encouraged to move the blocks around, stack them up and/or spread them over a large scaled aerial photo. This process both helped to understand the physical capacity of the precinct to accommodate the dwelling targets, as well as to identify the impacts and opportunities afforded by different built form typologies. A range of tools were provided to help this analysis, including torches to demonstrate shadowing, and transparent sheets with angles marked to consider the 30 degree angled setbacks from adjoining zones.

In this way, the design lab is an interactive process designed to provoke debate, discussion and consideration of high level issues and opportunities through spatial planning. The uses a range of scaled (but not accurate) tools provides a straightforward process and allows participants to focus on design principles rather than measurements.



The question regarding open space was based upon contemporary open space planning trends of providing open space based on the size and demands of the population, rather than percentage of land area, especially in a high density urban environment. The best practice guideline for open space provision is approximately 3 hectares per 1,000 people¹.

The Unley design lab aimed to provoke discussion regarding the provision of additional open space to cater for an increase in residential population of 1,000 people and how this could be provided. Based on best practice guidelines, as the Unley District Centre already has approximately 1 hectare of open space, it was estimated that an additional 2 hectares would be required. To consider this spatially within the precinct, participants were given green squares that were scaled to represent the required 2 hectares of open space and were encouraged to cut and move these around the precinct.

During the Design Lab, the two groups worked simultaneously. After approximately one hour, each group offered critique and comment on the other group's outcome. Key outcomes are summarised below.

2.2 Group A

The key directions proposed by Group A are summarised below, with the more detail provided about the key points of discussion.



1. Expand Zone boundary
2. Retain and enhance open space
 - Increase at grade open space across the zone.
 - Consolidated open space parcels.
 - Green infrastructure (roof garden).
3. Retain heritage
 - Good interface with adjacent development.
4. Key development zone
 - Minimal at grade car parking - incorporate into built form.
5. Development potential for Council land.
 - Retain heritage
 - Retain Village Green size/shape may change.
6. 4-6 storey development across the zone - higher development to the core.
 - Support infill development.
7. Pedestrian and vehicle management at intersection

¹ For further information regarding open space provision in higher density developments for South Australia please refer to the following report: South Australian Government (2012) Best Practice Open Space in Higher Density Developments Project Summary Report available at https://www.sa.gov.au/_data/assets/pdf_file/0016/17530/Best_Practice_Open_Space_in_Higher_Density_Developments_Project_Summary_Report_June_2012.pdf

Precinct boundary

Group A suggested that an expanded zone boundary (i.e. allowing additional development in the residential zones surrounding the study area) was important to achieving the dwelling targets. Opportunities to widen the boundary, as marked above, include Marion and Fredrick Streets as far as Rugby Street, and Oxford Terrace extending as far east as Unley Oval, and in the north west of the study area.

Built form and distribution

This group focused on providing most of the 500 dwellings in 4-6 storey buildings, generally close to Unley Road and the existing shopping centre. The retention of existing heritage buildings was identified as important, and this group considered that there should be generally similarly scaled built form on both sides of Unley Road, but with upper levels set back further from the road to create a podium appearance.



Looking south down Unley Road (left image) and looking north east from Thomas Street (right image).

Open Space

Group A considered that existing open spaces should be retained and that new development in the north west component of the precinct would result in the need for new at grade open spaces in that area.

It was identified that the Shopping Centre carpark should be returned to open space, and that increased development above the shopping centre could overlook this space. In addition, participants identified that there could be commercial uses fronting Soldiers Memorial Gardens (on shopping centre land and well set back so as to not impose of the gardens) to provide a better interface than the current blank wall.

This group also identified the importance of providing open space links to link the different destinations in the precinct, and improve north-south movement.

Council land

Group A considered that Council land has considerable development potential, and that development of this land is not inconsistent with the retention of key heritage sites. While the Village Green was identified as being highly valued, Group A considered that its size and shape could potentially change.

Community Centre

The Community Centre was identified as being an important land use on Arthur Street, and that its function should continue and be better integrated into the civic function of the precinct.

Traffic and movement

Group A identified that the Arthur Street/ Unley Road/ Oxford Street intersections need some realigning to function better, and that Arthur Street is too narrow for the vehicles servicing the shopping centre.

2.3 Group B

The key directions proposed by Group B are summarised below, with more detail provided about the key points of discussion.



1. Retain existing open space.
2. Provide additional open space through alternative options (roof garden).
3. Develop open space links - potential contribution from multiple developers.
4. Higher density development core.
5. Low-medium density development transition to surrounding areas.
6. Build at Unley Road street frontage.
7. Retain heritage.
 - *Good interface with adjacent development.*
8. Links over Unley Road critical.
9. Development potential for Council land:
 - *Lower heights*
 - *Retain heritage*
 - *Retain village green*
 - *Size/shape/road frontage may change*
10. Reduce at grade car parking across the zone.

Land use

Group B identified that the precinct has the capacity to comfortably accommodate 500 additional dwellings based on the scaled blocks provided, especially given the amount of space currently used for car parking.

Participants identified that the study area also has the potential to accommodate commercial/office uses, and that Unley Central offers a more preferable location than Greenhill Road for offices given the available amenities. Others offered a different view, noting that Unley is not the same as the Adelaide CBD and future land uses should seek to retain a more village character. Office land uses were identified as being more appropriate land use above the Unley Shopping centre than residential.

During the critique, Group A indicated that Group B's plan provides a long term approach in accommodating more than 500 dwellings – and that it may be appropriate to stage the development, given the likelihood of another DPA in 10-15 years time.

Built form

A range of views were expressed about built form – some considered that design, plot ratio and appropriate interface/transition with surrounding residential areas are more important built form considerations than height limits, while others indicated that 5 stories is a suitable height limit for Unley.

Participants identified that landmark buildings will be important to the future identity of the precinct and for this reason planning policy needs to retain a degree of flexibility. This flexibility was argued as being particularly important on the 'superblocks' that face Unley Road and located away from residential areas, where design innovation could result in tall but appropriate development.

During the critique, Group A thought that this approach to heights was too flexible, that 11-14 storeys as initially modelled was too tall and that Unley needs to retain a village character, and not replace this with a 'CBD' character.

There was considerable conversation about built form massing, with participants identifying the importance of the space around the buildings for landscaping and to create pleasant public spaces, the value of avoiding long, wide and uninterrupted frontages, and the benefits of laneways and other linkages between buildings. This, along with upper level setbacks of taller buildings, was identified as important to avoiding a 'canyon' effect along the Unley Road corridor.

Participants also discussed building heights on both sides of Unley Road – while some thought that balanced heights on either side of the road is desirable, the consensus was that it may be appropriate in this instance to allow significantly taller buildings on the western side compared with the eastern side. Doing so was identified as an important way to distinguish Unley from other inner metropolitan main streets, as well as recognise the different opportunities and constraints that each side of Unley Road present.



Looking north east across the existing Unley Shopping Centre and towards Unley Road.

Linkages

Group B emphasised the value of improving linkages across Unley Road. It was identified that this could be achieved through buildings that provide physical links or pedestrian bridges, as well as by remodelling the public realm and providing better pedestrian connections.

North-South links were also identified as important, and the group suggested that a pedestrian open space link could be provided behind future higher rise development fronting Unley Road, as a pedestrian walkway parallel to but separated from Unley Road. This point was challenged by Group A during the critique process, who suggested that improving the pedestrian conditions along Unley Road is a more preferable approach.

Council land and village green

Group B proposed significant development of Council land in the east of the precinct while also retaining the village green as an important area of open space. During the critique, Group A indicated that while they support the general concept, development is not core business for Council, and that while it is appropriate for Council to own and bank land, it should not embark on commercial development projects.



Looking west along Oxford Street

Transport

Group B discussed movement along Unley Road, expressing a range of views about the appropriateness of car parking, and the benefits, consequences and practicalities of the proposed tram. It was also suggested that the Oxford-Arthur connection will worsen if a tram is developed along Unley Road.

Much of Group B's design response, including the location of open space linkages, was identified based upon the observation of the generally poor conditions for pedestrians currently along Unley Road.

Open Space

Additional open spaces were identified as important in creating new destinations, and making it easier for people to move around the precinct. It was identified as being particularly important given the higher density development proposed. Some participants suggested that developers could contribute to consolidated open space (not necessarily on their site) in exchange for the development potential unlocked through the DPA. Group B also identified that roof gardens may provide an alternative way to achieve additional open space in the precinct.

**Heritage**

Group B identified that heritage buildings are not only worthy of preservation for their heritage significance but because they draw people to Unley, and contribute to the more intangible character and experience of the precinct. Some participants thought that taller buildings could exist behind or adjacent to the heritage facades – but only if the interface is carefully managed.

Making it happen

Group B discussed the limitations of a rezoning process to implement desired development in the Unley Central Precinct, and that certain outcomes would only be possible through more detailed master planning and helping individual landowners to work together. It was also emphasised that Council needs to champion the vision for Unley Central through the way it develops its own land, to set an example for private developers and landowners.

During the critique, Group A suggested that incentives would be required to turn Group B's bold development vision into reality, and to achieve good design outcomes in the development of key sites.



3.0 Image Wall

The Design Lab included an image wall activity that allowed participants to individually reflect on a large number of photos showing built form, public spaces, transport and urban experiences more generally. Participants were asked to consider the images in their own time, and physically move them to identify what they did and did not like. There were two copies of each image, meaning that it was possible for a single image to be both liked and not liked.

3.1 What we like?

The images moved towards the “what we like” area on the Image Wall typically showed:

- Trees, landscape, green space mixed with built form
- Green infrastructure
- A mixture of spaces
- Mixed use development
- 4-6 storey residential development
- Buildings with active street frontages, for example, outdoor dining
- People using tables, chairs and play spaces
- Good examples of adaptive re-use and interface with heritage buildings.







3.2 What we don't like?

The images moved towards the "what we don't like" area on the Image Wall typically showed:

- Harsh urban environments lacking greenery
- Large impersonal design statements
- Public spaces without users
- At grade car parking
- Buildings with poor integration of new development and built heritage
- Large block developments
- High rise apartments lacking adequate setbacks or articulation.





4.0 Response to the process

The final activity involved participants reflecting upon the Design Lab, and the possible future development of the Unley Central Precinct, recording an individual response to the following questions:

- What are you excited about?
- What are you concerned about?
- What do you now understand better?
- What will need more explanation?

Responses to each question are summarised below.

4.1 What are you excited about?

Some participants identified that they are excited about the fact that there is **agreement that something needs to happen** in the Unley Central Precinct, and the prospect of a coordinated approach to planning and development. Similarly, some people commented that they are excited about the development potential that exists in the precinct, and the fact that there appears to be **many ways to accommodate an additional 500 additional dwellings**. Others are excited about the **development of Council land**, and improving the **streetscapes and public spaces** in the precinct.

4.2 What are you concerned about?

Some participants commented that they are concerned about **conservatism, lack of Council leadership** and plans being guided by those who don't want development.

Others expressed concern about the influence of those with a vested interest, which could result in **too many apartments** and a loss of the **village character**.

Some people expressed concern about **poor design** of both buildings and the public realm, failing to properly improve **linkages across Unley Road**, and the impacts of additional development on **infrastructure**, such as schools.

4.3 What do you now understand better?

As a result of the Design Lab process, several participants identified that they now understand that there are many ways to accommodate 500 additional dwellings in the precinct, the **density targets are achievable** and that it is possible to **reach a "middle ground"**.

Some participants also suggested that because there are multiple ways to accommodate 500 dwellings in the precinct, there is **no need for building height limits in excess of 7 storeys**.

For other people, the Design Lab helped them understand that it is possible for a coordinated approach where different **landowners work together**.



4.4 What will need more explanation?

Some participants expressed that **infrastructure and servicing** are the key topics that they feel need further explanation. This is particularly true in the areas of transport, traffic management and car parking.

Many people also identified that they feel that the **public realm** aspects need more explanation, including the amount of **open space** and how it will be provided. Others expressed that they would like more detail about the actual **planning policies that will be used to assess new development**, especially as it relates to design, allotment sizes and building heights.

5.0 Summary and next steps

5.1 Summary

The purpose of the Design Lab was to bring together local stakeholders such as landowners, residents and representatives of community groups with design professionals and planners to explore development options for the precinct, as well as to understand the impacts of different development scenarios.

Some key messages arising from the Design Lab include:

Land use and built form

- There is some interest in modifying the Unley District Centre zone boundary to follow the road layout
- There is value in planning for a gradient of development across the zone building from the residential edges to a dense central core
- At grade parking areas were seen as potential development sites
- Height limits of around 4-6 storeys were identified by some as appropriate and able to provide the required number of dwellings to provide the desired village heart
- Others, however, emphasised that good design is more important than quantitative parameters and that the DPA should provide flexibility to allow multiple design responses
- There was support for staggered setbacks from Unley Road to help avoid the urban canyon effect
- Some people consider it important that building heights are balanced either side of Unley Road, while others identified that height limits should reflect the different development opportunities and constraints on either side of the road

Open Space and public realm

- Existing open space, especially the Soldier's Memorial Garden and the Village Green, are highly valued
- There is support in changing the size and shape of the Village Green provided the space remains or is enhanced
- Strong support for improved linkages across Unley Road, and improved north-south linkages west of Unley Road
- There are significant opportunities to develop Oxford Terrace and Arthur Street as mainstreet destinations, and in reinforcing the connection to Unley Oval

Heritage

- There is strong support for the retention of heritage buildings (albeit with discussion around removing some heritage buildings on the eastern side of Unley Road) and an openness to well-designed development around these buildings

**Movement**

- Possible realignment of Arthur Street to connect with Oxford Terrace
- The transport planning of the precinct was highlighted as an issue that people did not know how to resolve
- Mixed views about the proposed tram along Unley Road – about its impact on vehicle flows and what it may mean for development in the Precinct

Making it happen

- Council has an important role to play in realising the development vision as a key landowner, leader and a facilitator, as well as through the DPA
- Some major landowners were keen to collaborate with local and state government and get a master plan process happening for this area.

5.2 Next Steps

The information gathered through the Design Lab will be pulled together with the other project investigations to be considered in the preparation of the draft Unley Central Precinct DPA and Public Infrastructure Plan. Council intends to facilitate wider public consultation on the draft DPA.

Development Plan Amendment

By the Council

The City of Unley

Unley Central Precinct DPA

The Amendment

For Consultation

Amendment Instructions Table				
Name of Local Government Area: The City of Unley				
Name of Development Plan: Unley (City) Development Plan				
Name of DPA: Unley Central Precinct DPA				
<p><i>The following amendment instructions (at the time of drafting) relate to the Council Development Plan consolidated on 5 May 2016.</i></p> <p><i>Where amendments to this Development Plan have been authorised after the aforementioned consolidation date, consequential changes to the following amendment instructions will be made as necessary to give effect to this amendment.</i></p>				
Amendment Instruction Number	Method of Change	Detail what in the Development Plan is to be amended, replaced, deleted or inserted. If applicable, detail what material is to be inserted and where. Use attachments for large bodies of material.	Is Renumbering required (Y/N)	Subsequent Policy cross-references requiring update (Y/N) if yes please specify.
COUNCIL WIDE / GENERAL SECTION PROVISIONS (including figures and illustrations contained in the text)				
Amendments required (Yes/No): Yes				
General Section				
1.	Replace	PDC 48(c) with: "bicycle parking facilities provided at the rate set out in <u>Table Un/6</u> – Off-street Bicycle Parking requirements for Mixed Use, Corridor and District Centre Zones."	N	N
2.	Replace	The section heading following PDC 64 with: "Vehicle parking for Mixed Use, Corridor and District Centre Zones"	N	N
3.	Replace	The words "customer and service vehicles." in PDC 197 with the words "service vehicles and customer vehicles, pedestrians and cyclists."	N	N
4.	Replace	The section heading following PDC 264 with: "Advertising in Mixed Use, Corridor and District Centre Zones"	N	N
ZONE AND/OR POLICY AREA AND/OR PRECINCT PROVISIONS (including figures and illustrations contained in the text)				
Amendments required (Yes/No): Yes				
District Centre Zone				
5.	Replace	All text associated with the District Centre Zone with Attachment A – includes new Concept Plans	N	N

TABLES				
Amendments required (Yes/No): Yes				
Table Un/2				
6.	Insert	"/ ZONE" after "ROAD" in Column 1.	N	N
7.	Insert	"(except that portion within the District Centre Zone)" immediately after "Unley Road" in Column 1.	N	N
8.	Insert	Attachment B immediately after the last row in the Table.	N	N
Table Un/5				
9.	Delete	Reference to "a District Centre Zone or" from the Number of Vehicle Parks Required column.	N	N
Table Un/5A				
10.	Delete	Current reference to "District Centre Zone" in Designated Area column in Clause 2.	N	N
11.	Insert	Reference to "District Centre Zone" in Designated Area column above "Urban Corridor Zone" and "None" in the corresponding Conditions column.	N	N
12.	Insert	Attachment C immediately after Table 1.	N	N
Table Un/6				
13.	Replace	Table Un/6 heading with "Off-street Bicycle Parking Requirements for Mixed Use, Corridor and District Centre Zones."	N	N
14.	Replace	Reference to "Mixed Use and Corridor Zones" in the opening sentence with "Mixed Use, Corridor and District Centre Zones."	N	N
15.	Replace	Current table with table in Attachment D.	N	N
MAPPING (Structure Plans, Overlays, Enlargements, Zone Maps, Policy Area & Precinct Maps)				
Map(s)				
16.	Replace	Structure Plan Map Un/1 (Overlay 1) with map in Attachment E.	N	N
17.	Replace	Noise and Air Emissions Map Un/1 (Overlay 3) with map in Attachment F.	N	N
18.	Replace	Affordable Housing Map Un/1 (Overlay 5) with map in Attachment G.	N	N
19.	Replace	Zones Map Un/5 with map in Attachment H.	N	N
20.	Replace	Policy Areas Map Un/14 with map in Attachment I.	N	N

<i>Version</i>	<i>Description</i>	<i>Author(s)</i>	<i>Reviewed</i>	<i>Date</i>	<i>Approved</i>
1.0	Final draft for Council review	GM & GB	DB	10 08 2016	Council 22 08 2016

Attachment A

District Centre Zone

Black text denotes SAPPL and/or current District Centre Zone policies.

Blue text indicates policies from the Urban Corridor Zone.

Green text indicates additional proposed policies.

Refer to [Map Un/5](#) that relates to this zone.

OBJECTIVES

- 1 A centre that accommodates a range of retail facilities, offices, consulting rooms, and cultural, community, public administration, entertainment, educational, religious and residential facilities to serve the community and visitors within the surrounding district.
- 2 Development of a visually and functionally cohesive and integrated district centre.
- 3 A centre accommodating medium to high-density residential development in conjunction with non-residential development.
- 4 A mix of land uses that enable people to work, shop and access a range of services close to home.
- 5 Adaptable and flexible building designs that can accommodate changes in land use and respond to changing economic and social conditions.
- 6 A built form that provides a transition down in scale and intensity at the zone boundary to maintain the amenity of residential properties located within adjoining zones.
- 7 Ground and lower floor level uses that create active and vibrant streets with only residential development along peripheral local streets.
- 8 A safe, comfortable and appealing street environment for pedestrians that is sheltered from weather extremes, is of a pedestrian scale and optimises views or any outlook onto spaces of interest.
- 9 Noise and air quality impacts mitigated through appropriate separation of land uses, building design and orientation.
- 10 A high quality contemporary built form promoting medium to high rise development while addressing internal and external amenity issues.
- 11 Development that contributes to the desired character of the zone.

DESIRED CHARACTER

Land Use

The zone will function as the dominant mixed use centre within the Council area and will contain an integrated mix of retail, office, commercial, civic, recreational, community and residential land uses in accordance with the nature of the areas designated in [Concept Plan Map Un/X – Connections & Key Areas](#). Mixed use developments will be supported on both sides of Unley Road and comprise non-residential development in association with medium to high density residential living, and medium density residential development to peripheral local residential streets.

Retail developments, including specialty shops and cafes with narrow frontages that promote greater pedestrian activity and shopping variety for visitors, will be the focus of land use at ground level. Above ground level, business uses such as offices, consulting rooms, gyms and other commercial land uses, as well as residential uses, will be developed. The development of large floor plate retailing will be focussed on the western side of Unley Road, and will be 'sleeved' by smaller specialty shops in order to provide a 'high street' village character and vibrancy similar to other frontages along the eastern side of Unley Road, Arthur Street and Oxford Terrace.

Outdoor dining, which is complementary to existing businesses, is encouraged along Unley Road frontages and, on corner sites, may extend into side streets if it can be accommodated without disruption to convenient and safe pedestrian and vehicular movements. Opportunities to create upper level outdoor dining spaces, which overlook Unley Road, Oxford Terrace, Arthur Street or open spaces, will be encouraged where they contribute to the vibrancy of the area.

Development which incorporates a significant residential component (more than 20 dwellings) will provide a range of dwelling sizes and a minimum of 15 per cent affordable housing suitable for a range of ages and lifestyles. Short term residential accommodation, in the form of serviced apartments and tourist accommodation, is also desired as part of the overall mix of accommodation in the zone.

Entertainment venues, such as cinemas, theatres, small bars and small live entertainment venues, are envisaged within the zone. Larger venues which offer night-time entertainment may also be appropriate. All such venues will be suitably designed and separated/buffered from residential development, including in adjacent residential zones, to ensure an appropriate level of amenity is provided.

Design / Built Form

New buildings will be recognised for their design excellence. A range of building heights is anticipated within the zone, with sensitive consideration of transitional arrangements at the street frontages, to open space and zone interfaces as depicted on *Concept Plan Map Un/X – Indicative Building Heights* to promote a human-scale streetscape.

The scale and massing of taller building elements within the zone will be designed to maximise access to natural light to these buildings and avoid large uniform building bulk and mass. Building designs will carefully manage overlooking and overshadowing impacts on residential land uses and private and public open spaces, both within the zone and in adjacent residential zones. Development in proximity to a State or Local Heritage Place will maintain key public vistas, an appropriate curtilage and a suitable setting to the Heritage Place, including in relation to building height.

The character of street frontages will be reinforced by a well-defined low to medium scale built form edge, continuing the established width, rhythm and pattern of facades that generally support a variety of tenancies with narrow frontages along Unley Road and continuous active side street frontages. In areas of longer commercial side streets away from Unley Road, and residential street frontages, buildings will have side setbacks, scale and articulation to reflect their differing nature.

Varied ground level setbacks will be provided, as depicted on *Concept Plan Map Un/X Ground Level Setbacks*, to create a reflection of the Unley Road heritage churches setting and distinguish the core of the precinct, provide an adequate sense of space in narrow streets and allow room for outdoor pedestrian activated places along key road frontages, public open spaces and areas of interest.

To maintain the character and a human-scale at street level, the upper levels of buildings will be recessed behind the dominant 2 and 3 storey podium/street wall heights. Upper level setbacks will be increased progressively and variably to reflect the desired nature, features and scale of the respective road corridors, opposite street frontages and an openness and sunlight access for public spaces.

These buildings will establish an interesting pedestrian environment and human-scale at ground and lower levels, through building setbacks as designated in *Concept Plan Map Un/X – Indicative Building Heights* and *Concept Plan Map Un/X Ground Level Setbacks*, articulation and fenestration, verandas, balconies, canopies and landscaping.

Well-designed landscaping integrated with the building design (including roof top gardens and green walls) will assist to visually soften large building façades, screen and buffer parking/service areas/zone interface areas, and provide amenity, biodiversity and micro-climate benefits.

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

Movement Systems and Parking

The zone will be characterised by permeable pedestrian access networks (in private or public ownership) of appropriate widths, flanked by speciality shops and cafes to provide street interest at ground and lower levels and promotion of crime prevention through environmental design principles. These networks, as designated in *Concept Plan Map Un/X – Connections & Key Areas*, will provide integrated linkages to adjacent activity nodes, public transport stops and public spaces. Access for people with disabilities, signage, seating, shade and street lighting will be provided along key walking routes between activity nodes and to service public transport stops.

Development on public and private land will consider the needs of cyclists, in terms of providing secure bicycle parking and storage facilities and creating linkages through the zone which can be shared safely by both pedestrians and cyclists. Larger scale commercial developments will also provide appropriate end of journey facilities such as showers and change rooms.

The function of Unley Road as a peak hour major transport corridor will be recognised by consolidating and minimising vehicle access points and providing vehicular access to developments from secondary road frontages and rear integrated access ways where possible. This function will be balanced with the need to primarily calm traffic, provide convenient and safe pedestrian and cycle crossings and other attributes as an active people place. The creation of new vehicle access points from Unley Road is not desired. Parking areas will be consolidated, shared and screened from the street or public spaces.

Open Space

Open space will be considered as an integral part of development of the zone with its ability to improve the liveability, amenity and sustainability of the area. Existing key areas of open space, the Soldiers Memorial Gardens and the informal 'Village Green' (albeit in a potentially modified form), are to be retained and enhanced. With increased residential densities within the zone, opportunities to increase the overall amount of open space will be pursued through innovative measures such as plazas, forecourts, green walls and publicly accessible roof top gardens. Any upgrading of Oxford Terrace will provide improved accessibility to the open space facilities at Unley Oval and the Village Green.

Environmental Design

Water sensitive urban design for the harvest, treatment, storage and reuse of stormwater, and environmentally sustainable design for reduction in energy consumption through passive design, construction and operation is envisaged with development.

Green infrastructure elements, including vegetation in streetscapes, green roofs, green walls, green facades and rain gardens, will be established. Some of the benefits of successfully establishing and maintaining these elements will be improved liveability and amenity for residents, workers and visitors, reduced urban heat island effects and energy requirements, and re-use of water on-site. Green roofs can also provide additional open space for residents and the opportunity for food or other gardens.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 The following forms of development are envisaged in the zone:
 - affordable housing
 - aged persons' accommodation
 - bank
 - child care centre
 - civic centre
 - community centre

- consulting room
- discount department store
- dwelling in conjunction with non-residential development
- educational establishment
- emergency services facility
- entertainment venue
- health facility
- hospital
- hotel
- indoor games centre
- library
- licensed premises
- motor repair station
- office
- place of worship
- pre-school
- primary school
- recreation area/facility
- residential flat building in conjunction with non-residential development
- retirement village
- restaurant
- service industry
- shop
- small bar and live music venues
- supermarket
- supported accommodation
- tourist accommodation.

- 2 Development listed as non-complying is generally inappropriate.
- 3 Development comprising a variety of medium to high-density residential (including affordable housing) and non-residential uses should be developed only if it does not prejudice the operation of existing or future non-residential activity within the zone through separation, building design or orientation.

Form and Character

- 4 The Key Areas designated on *Concept Plan Map Un/X Connections & Key Areas* should have a scale of development and range of functions and land uses as designated below:
 - (a) West (Unley Road)
 - (i) Large scale development and building floor areas, with larger development sleeved with small premises to street frontages at ground level
 - (ii) Shop, showroom, entertainment venue, licensed premise, restaurant/cafe, office, consulting room and the like land uses with residential above
 - (b) Residential (Morningside Road, Thomas Street, Rugby Street)
 - (i) Smaller scale residential development and buildings, respecting the context and nature of development opposite and providing an attractive street frontage
 - (c) East (Unley Road)
 - (i) Modest scale development and small individual premises to street frontages at ground level

- (ii) Shop, restaurant/cafe, office, consulting room and the like land uses at ground and lower levels, with residential above
- (d) Community (Oxford Terrace, Edmund Avenue)
 - (i) Modest scale development with smaller premises with direct access to street frontages at ground level
 - (ii) Larger scale development, including community centre, library, educational establishment, places of worship, office, consulting room and the like land uses, with residential above
 - (iii) Retention (although possibly in a reconfigured form) and enhancement of the 'Village Green' as open space.
- 5 Development should not be undertaken unless it is consistent with the desired character for the zone.
- 6 Residential development should achieve a minimum net residential site density of 75 dwellings per hectare.
- 7 Development should be sited and designed to promote linkages between the various developments within the centre and adjoining roads, public places and open space.
- 8 Facilities within the centre should be sited and designed with a view to promoting after-hours use to reinforce the centre as the focus of social activity in the district.
- 9 Vehicle parking should be located to the rear of development or not be visible from public land along the primary road frontage.
- 10 Undercroft or semi-basement car parking areas should not project above natural or finished ground level by more than 1 metre.
- 11 Dwellings should be located only behind or above non-residential uses on the same allotment, other than where in a solely residential development in the Residential Key Area or where fronting peripheral local residential streets.
- 12 Development should occur in accordance with *Concept Plan Maps Un/X, X and X*.

Design and Appearance

- 13 Buildings on sites with a frontage greater than 10 metres should be well articulated through variations in form, materials, openings and colours.
- 14 Buildings should be designed and sited to:
 - (a) address the primary facing public road
 - (b) face other public thoroughfares (other than rear laneways) and open spaces
 - (c) enable suitable sunlight access to public and communal private open space
 - (d) enable suitable sunlight access to habitable room windows of dwellings.
- 15 Development affecting State and Local Heritage Places, including landmark church, civic and community places, and public open spaces, should result in:
 - (a) maintenance of key public vistas to the Heritage Place
 - (b) retention of an appropriate curtilage around the Heritage Place

- (c) provision of a suitable setting for the Heritage Place, which may be wider than the curtilage.
- 16 To maintain sight lines between buildings and the street, and to improve safety through passive surveillance, solid fencing should not be constructed between the front building line and the primary or secondary street.
- 17 Pedestrian permeability paths of appropriate widths should be established through the zone and major development areas in accordance with *Concept Plan Map Un/X Connections & Key Areas* to provide:
- (a) convenient and safe crossing of roads
 - (b) convenient access to public transport stops and open spaces
 - (c) spaces to stop and experience the place (i.e. at roadways, path junctions, key activity nodes and points of interest).
- 18 Development at the pedestrian level should:
- (a) create active frontages by avoiding blank walls along pedestrian paths by incorporating narrow frontage speciality shops and their entry points
 - (b) use design elements including, but not limited to, varying building heights, articulated wall treatments, changes in façade plane, large windows, awnings, canopies, marquees, and prominent pedestrian entrances to highlight building corners
 - (c) integrate weather protection systems including awnings, canopies, pergolas, marquees and/or landscaping to mitigate the effects of rain, wind, glare, shadow, reflection, and sunlight on the external public footpath and internal circulation pedestrian environments
 - (d) define public places, such as road reserves and open space, with continuous and solid-built form thereby creating and maintaining a sense of urban enclosure
 - (e) orient building elements such as main entries, lobbies, windows, and balconies to face streets, public parks, plazas, open spaces and pedestrian and cycle paths
 - (f) develop visual and physical connections into buildings and active interior space from adjacent pedestrian paths
 - (g) create active plaza, promenade, outdoor dining, display, entertainment, seating spaces within the prescribed ground level road frontage setbacks along Unley Road and the Soldiers Memorial Gardens
 - (h) include lit water features, significant trees, landmark buildings and/or public art to enhance the public area.
- 19 Development should:
- (a) include verandas, wide eaves, breezeways and pergolas to minimise energy consumption used for lighting, heating, cooling and ventilation
 - (b) incorporate good passive building design to optimise climate comfort within buildings and minimise use of mechanical climate systems
 - (c) demonstrate high levels of energy-efficiency and provide a comfortable internal environment.
- 20 Development should include artist-designed elements utilising local materials and local imagery which acknowledge surroundings, provides a unique sense of place, reflects cultural identity and generates a sense of community pride.

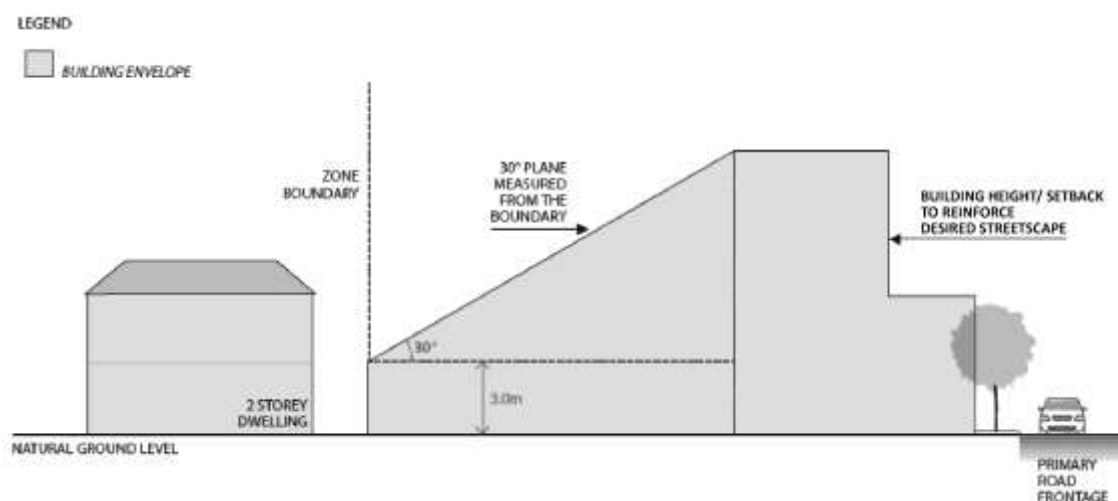
- 21 Exterior lighting should:
 - (a) be integrated with the overall design concept for buildings
 - (b) highlight the development's architectural elements, landscaping and public art
 - (c) enhance the pedestrian environment
 - (d) include the use of integrated identification advertisements, and pedestrian oriented night-lighting systems that offer safety, interest, and diversity to pedestrians.
- 22 Development should consolidate and minimise the number of vehicle access points onto Unley Road, and where possible access points should be:
 - (a) from side streets (including rear lane access)
 - (b) shared between developments.
- 23 Vehicle access points on side streets and rear access ways should be located and designed to:
 - (a) avoid non-residential activity usage adjacent to residential zones
 - (b) minimise the impacts of headlight glare and noise on nearby residents
 - (c) avoid excessive traffic flows into residential streets.

Building Envelope

Building Height

- 24 Except where airport building height restrictions prevail or the interface height provisions require a lesser height, building heights (excluding any rooftop mechanical plant or equipment) should be consistent with those shown on *Concept Plan Map Un/X Indicative Building Heights*.
- 25 Except where for residential uses, the ground floor of buildings should be built to dimensions including a minimum floor to ceiling height of 3.5 metres to allow for adaptation to a range of land uses including retail, office and residential without the need for significant change to the building.
- 26 To minimise building massing and over shadowing impacts on development outside of the zone, buildings should be constructed within a building envelope provided by a 30 degree plane, measured from a height of 3 metres above natural ground level at the zone boundary (except where this boundary is a primary road frontage, as illustrated in Figure 1).

Figure 1



- 27 To minimise building massing and overshadowing impacts on development outside of the zone, where the zone boundary is on the north facing boundary of a site, buildings should be constructed within a building envelope provided by a 40 degree plane, measured from a height of 2 metres above natural ground level at the zone boundary, providing a reasonable outlook and articulation of mass is presented to the adjoining residential property.
- 28 Where allotments have rear boundaries adjoining residential zones:
- (a) new development should not be sited on the rear boundary
 - (b) the rear boundary should be fenced
 - (c) a 2 metre wide irrigated landscape buffer, incorporating ground covers, shrubs, and trees with an expected mature high of at least 6 metres, should be established on the rear boundary to minimise visual intrusion into the adjoining residential area.

Setbacks from Road Frontages and Public Spaces

- 29 Buildings (excluding verandas, porticos and the like) should be setback from the primary road frontage (exclusive of any land required under the Metropolitan Road Widening Act) and public open spaces:
- (a) relative to the nature, character and scale of development in Key Areas and to Landmarks designated on *Concept Plan Map Un/X Connections & Key Areas*
 - (b) to provide:
 - (i) a human scale at ground level
 - (ii) distinctive places and spaces
 - (iv) pedestrian active forecourts
 - (v) a landscaped amenity
 - (vi) a sense of enclosure while maintaining access to sunlight
 - (c) to minimise:
 - (i) overshadowing of adjacent residential areas and public open spaces
 - (ii) the effect of building mass on adjacent residential areas and public open spaces
 - (d) in accordance with the following parameters for Designated Areas:

Designated Area	Up to 2 storeys (or 8.0 metres)	Up to 3 storeys (or 11.5 metres)	Up to 5 storeys (or 18.5 metres)	Up to 8 storeys (or 29.0 metres)	Up to 11 storeys (or 39.5 metres)
Unley Road between Arthur Street and Soldiers Memorial Gardens / Oxford Terrace and Edmund Avenue	5	5	8	8	13
Unley Road (remainder)	0	0	3	3	8
Arthur Street northern side up to 50 metres from Unley Road alignment	0	0	3	3	8
Arthur Street - northern side west of 50 metres from Unley Road alignment	3	6	6	15	15

Designated Area	Up to 2 storeys (or 8.0 metres)	Up to 3 storeys (or 11.5 metres)	Up to 5 storeys (or 18.5 metres)	Up to 8 storeys (or 29.0 metres)	Up to 11 storeys (or 39.5 metres)
Arthur Street - southern side	3	3	6	6	11
Oxford Terrace up to 50 metres from Unley Road alignment	0	0	3	3	8
Oxford Terrace from 50 metres from Unley Road alignment	0	3	3	6	8
Beech Avenue Birdwood Avenue Mornington Road Thomas Street Edmund Avenue Rugby Street	5	15	15	30	45
Mary Street up to 35 metres from Unley Road alignment	0	0	3	3	8
Mary Street from 35 metres from Unley road alignment	5	15	15	30	45
Marion Street	0	0	3	3	8
Frederick Street up to 55 metres from Unley Road alignment	0	0	3	3	8
Frederick Street from 55 metres from Unley road alignment	5	15	15	30	45
Soldiers Memorial Park outer boundary Village Green outer boundary	5	5	15	30	30

Other Setbacks (Side and Rear)

- 30 Buildings (excluding verandas, porticos and the like) should have side and rear setbacks to:
- (a) provide for separation and reasonable soft screening from development to the rear
 - (b) create continuous active building frontages to Unley Road and proximate portions of side streets
 - (c) create separation and articulation of larger building mass along commercial side streets
 - (d) minimise the effect of building mass on adjacent residential areas and public open spaces
 - (e) be in accordance with the following parameters:

Road/Street	Minimum setback from rear allotment boundary	Minimum setback from side allotment boundary (where not on a road boundary)
Unley Road Mary Street Marion Street Frederick Street Oxford Terrace (northern side, western end)	5 metres where the subject land abuts an allotment in a different zone 3 metres in all other cases, except where the development abuts the wall of an existing or simultaneously constructed building on the adjoining land	0 metres 3 metres where the subject land abuts an allotment in a different zone
Arthur Street and Oxford Terrace (northern side, eastern end; southern side)	5 metres where the subject land abuts an allotment in a different zone 3 metres in all other cases, except where the development abuts the wall of an existing or simultaneously constructed building on the adjoining land	For allotments with a frontage width of: (a) 20 metres or less: no minimum to one boundary but at least 3 metres to the other side boundary (b) More than 20 metres: 3 metres 3 metres where the subject land abuts an allotment in a different zone
Beech Avenue Birdwood Avenue Mornington Road Thomas Street Edmund Avenue Rugby Street	5 metres	For allotments with a frontage width of : (a) 20 metres or less: no minimum to one side boundary but at least 3 metres to the other side boundary (b) More than 20 metres: 3 metres 3 metres where the subject land abuts an allotment in a different zone

Vehicle Parking

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

Land Division

- 29 Land division in the zone is appropriate provided new allotments are of a size and configuration to ensure the objectives of the zone can be achieved.

PROCEDURAL MATTERS

Complying Development

- 30 Complying developments are prescribed in schedule 4 of the *Development Regulations 2008*.

In addition, the following forms of development (except where the development is non-complying) are complying:

- (a) subject to the conditions contained in [Table Un/1 - Conditions for Complying Development](#) and other than in respect to a Heritage Place identified in [Table Un/3](#) and [Table Un/4](#):
 - (i) those kinds of development listed in [Table Un/7](#);
 - (ii) advertisement.
- (b) A change of use to a shop, office, consulting room or any combination of these uses where all of the following are achieved:
 - (i) the area to be occupied by the proposed development is located in an existing building and is currently used as a shop, office, consulting room or any combination of these uses;
 - (ii) the building is not a State heritage place;
 - (iii) it will not involve any alterations or additions to the external appearance of a local heritage place as viewed from a public road or public space;
 - (iv) if the proposed change of use is for a shop that primarily involves the handling and sale of foodstuffs, it achieves either (A) or (B):
 - (A) all of the following:
 - (i) areas used for the storage and collection of refuse are sited at least 10 metres from any Residential Zone boundary or a dwelling (other than a dwelling directly associated with the proposed shop);
 - (ii) if the shop involves the heating and cooking of foodstuffs in a commercial kitchen and is within 30 metres of any Residential Zone boundary or a dwelling (other than a dwelling directly associated with the proposed shop), an exhaust duct and stack (chimney) exists or is capable of being installed for discharging exhaust emissions
 - (B) the development is the same or substantially the same as a development, which has previously been granted development approval under the *Development Act 1993* or any subsequent Act and Regulations, and the development is to be undertaken and operated in accordance with the conditions attached to the previously approved development;
 - (v) if the change in use is for a shop with a gross leasable floor area greater than 250 square metres and has direct frontage to an arterial road, it achieves either (A) or (B):
 - (A) the primary vehicle access (being the access where the majority of vehicles access/egress the site of the proposed development) is from a road that is not an arterial road;
 - (B) the development is located on a site that operates as an integrated complex containing two or more tenancies (and which may comprise more than one building) where facilities for off-street vehicle parking, vehicle loading and unloading, and the storage and collection of refuse are shared;
 - (vi) off-street vehicular parking is provided in accordance with the rate(s) specified in [Table Un/5 - Off Street Vehicle Parking Requirements](#) or the desired minimum in rate in [Table Un/5A - Off Street Vehicle Parking Requirements for Designated Areas](#) (whichever table applies) to the nearest whole number, except in any one or more of the following circumstances:
 - (A) the building is a local heritage place;
 - (B) the development is the same or substantially the same as a development, which has previously been granted development approval under the *Development Act 1993* or any

subsequent Act and Regulations, and the number and location of parking spaces is the same or substantially the same as that which was previously approved;

- (C) the development is located on a site that operates as an integrated complex containing two or more tenancies (and which may comprise more than one building) where facilities for off-street vehicle parking, vehicle loading and unloading, and the storage and collection of refuse are shared.

Non-complying Development

31 The following kinds of development (including combinations thereof, or more than one of a particular kind) are **non-complying** in the District Centre Zone, with the exception of alterations and additions to an existing building or structure on its existing site:

Detached Dwelling
Industry, **except service industry and light industry**
Transmitting Station above 30 metres in height.

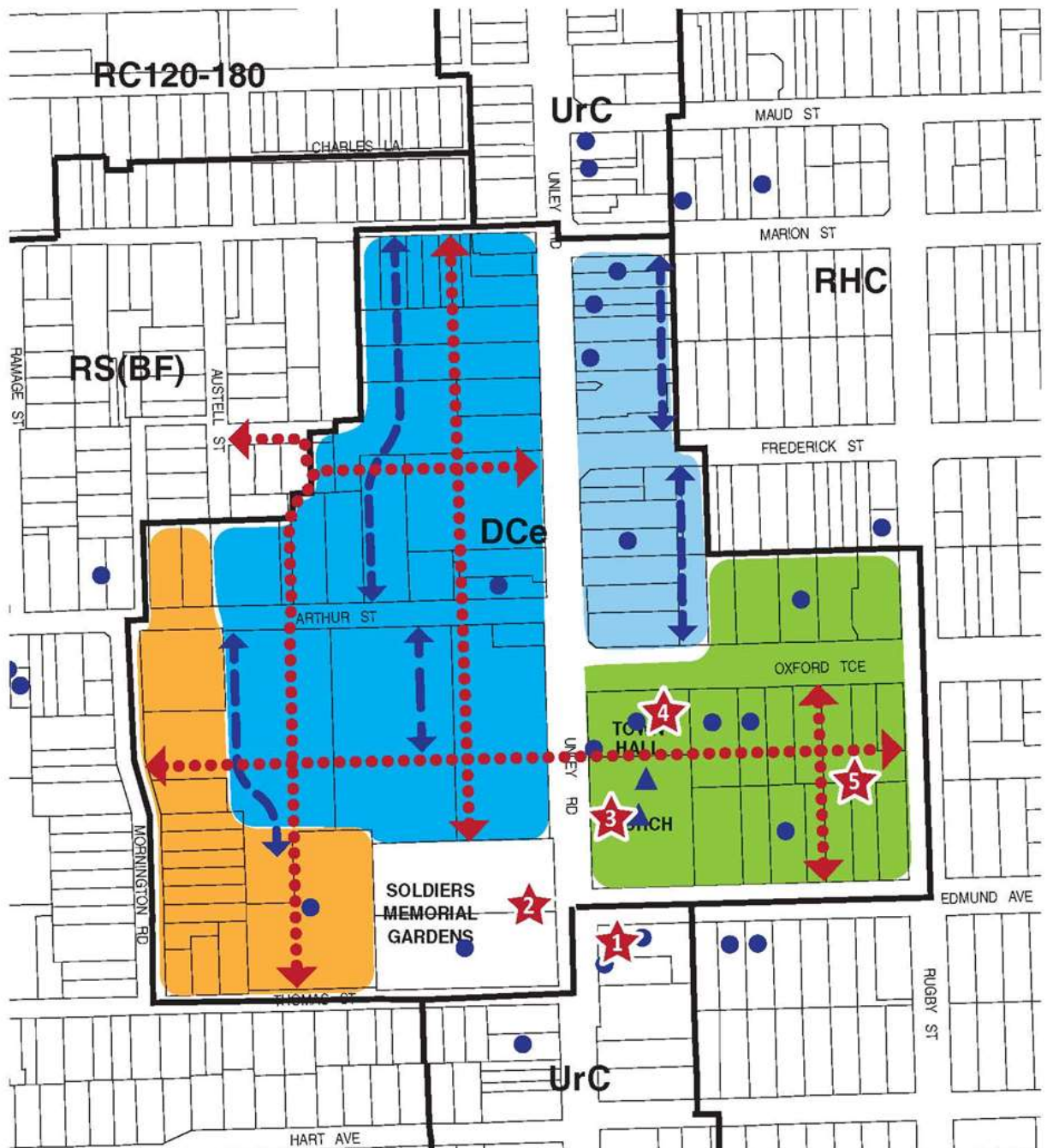
Public Notification

32 All kinds of development are assigned as **Category 1 Development** in the District Centre Zone, except:

- (a) where the development meets **any** of the following criteria:
- (i) the proposed development **includes the following land uses within** 60 metres or less from a residential zone boundary;
 - (a) **entertainment venue**; or
 - (b) **indoor games centre**; or
 - (c) **industry**; or
 - (d) **hotel**; or
 - (e) **motor repair station**;
 - (ii) **any proposed building**:
 - (a) **is three stories or more**; or
 - (b) **is located within 5 metres of a residential site in a residential zone**; or
 - (c) **exceeds building envelope principles of development control**; or
 - (d) **exceeds overall building heights as designated on *Concept Plan Map Un/X***
 - (iii) the development involves the demolition of a Local Heritage Place (other than demolition of any part of a Local Heritage Place not contributing to the heritage value of the Place);

in which case it is assigned as **Category 2 Development** (other than minor development as defined in Part 1 of [Table Un/8](#)); and

- (b) development involving the demolition of a State Heritage Place (other than demolition of any part of a State Heritage Place not contributing to the heritage value of the Place); and
- (c) non-complying development (other than minor non-complying development as defined in Part 1 of [Table Un/8](#)).

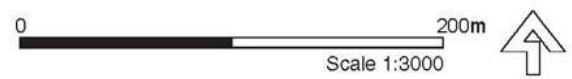


- RHC Residential Historic Conservation
- RS(BF) Residential Streetscape (Built Form)
- DCe District Centre
- RC120 - 180 Residential C120 - 180
- Urc Urban Corridor

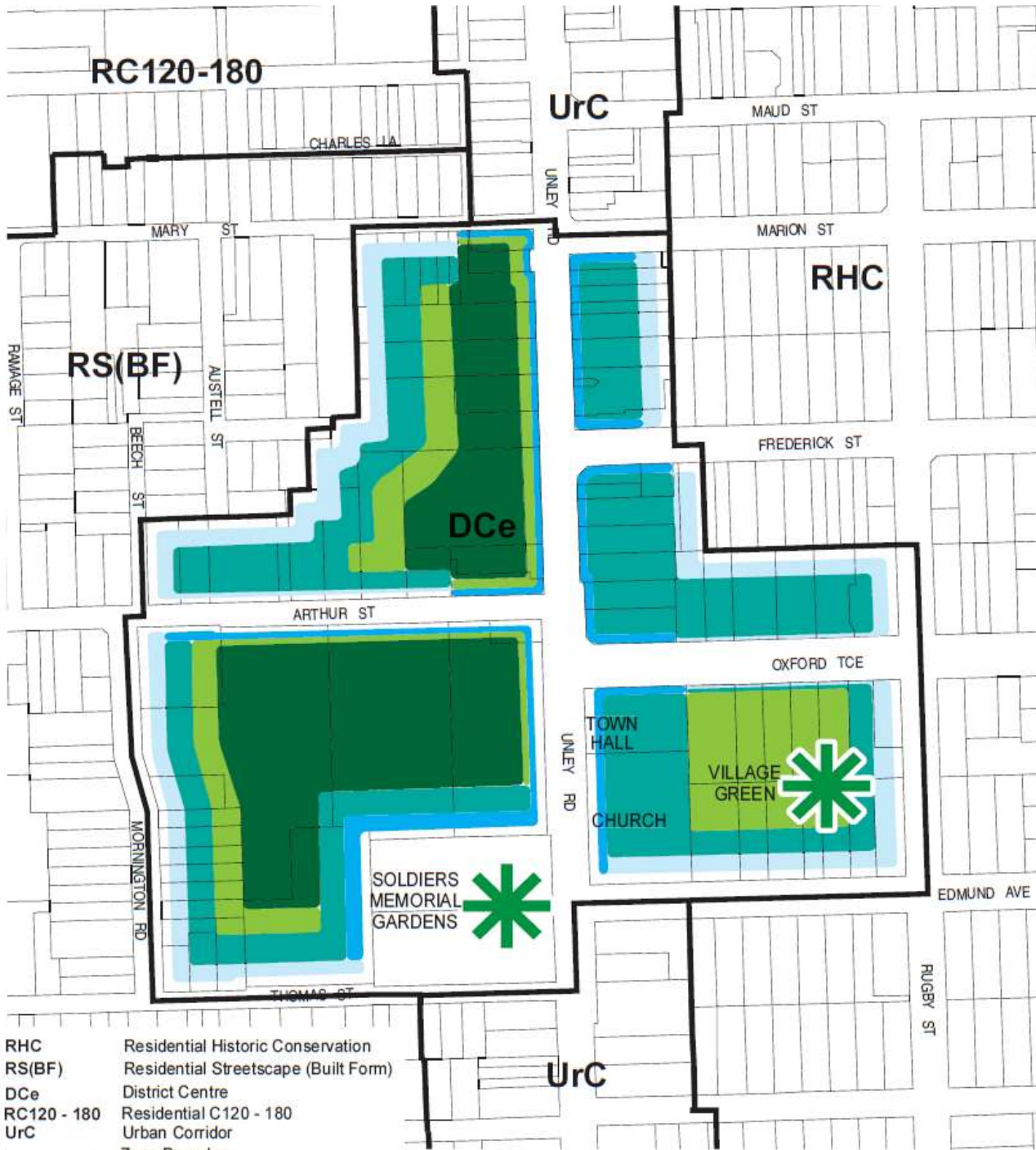
- Zone Boundary
- Residential - residential land uses
- West (Unley road) - Larger scale shops/commercial/entertainment/residential land uses
- East (Unley Road) - Modest scale shops/commercial/residential land uses
- Community - Civic/ community/ commercial/residential/village green land uses

- Desired Key Vehicle link
- Possible Pedestrian Link (Private/Public)
- State Heritage Place
- Local Heritage Place

- Landmarks**
- Unley Uniting Church
 - Soldiers Memorial Gardens
 - St Augustine's Anglican Churches/Hall
 - Unley Town Hall/Library
 - Village Green



UNLEY (CITY) CONCEPT PLAN MAP CONNECTIONS & KEY AREAS



RHC	Residential Historic Conservation
RS(BF)	Residential Streetscape (Built Form)
DCe	District Centre
RC120 - 180	Residential C120 - 180
UrC	Urban Corridor
	Zone Boundary

Legend

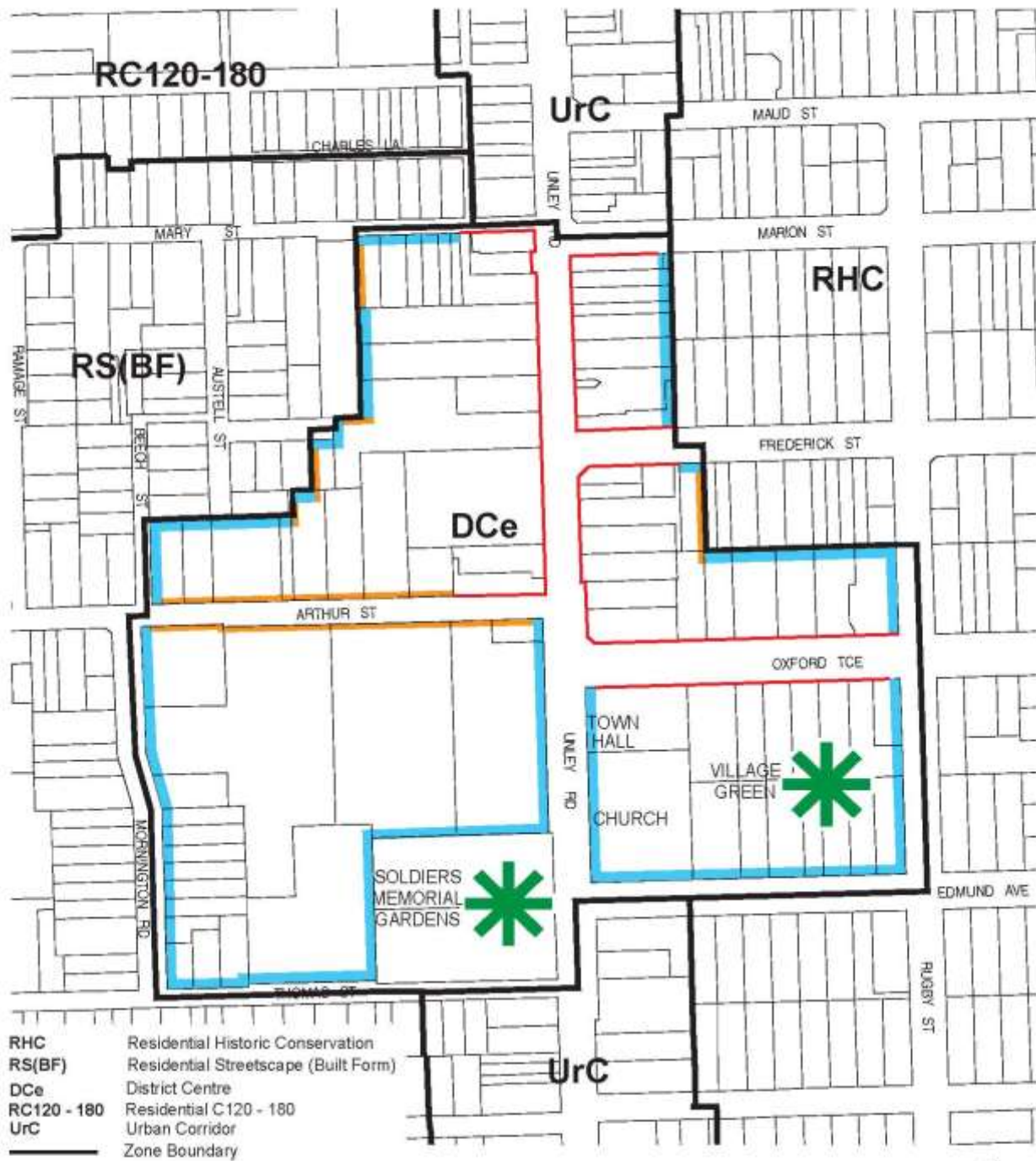
Indicative Building Heights

- Up to 2 storeys
- Up to 3 storeys
- Up to 5 storeys
- Up to 8 storeys
- Up to 11 storeys

- Soldiers Memorial Gardens to be retained
- Village Green to be retained/reconfigured



**UNLEY (CITY)
 CONCEPT PLAN MAP
 INDICATIVE BUILDING HEIGHTS**



RHC	Residential Historic Conservation
RS(BF)	Residential Streetscape (Built Form)
DCe	District Centre
RC120 - 180	Residential C120 - 180
UrC	Urban Corridor
	Zone Boundary

Legend

Ground Level setback (metres)

- 0 metres
- 3 metres
- 5 metres

- Soldiers Memorial Gardens to be retained
- Village Green to be retained/reconfigured

**UNLEY (CITY)
 CONCEPT PLAN MAP
 GROUND LEVEL SETBACKS**

Attachment B

District Centre Zone	All roads within the District Centre Zone.	As per policies for the District Centre Zone
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Attachment C

Table Un/5A

Off-street Vehicle Parking Requirements for Designated Areas

Add Table 2 set out below following existing Table 1.

Table 2: Residential development excluding tourist accommodation

Location of development	Desired minimum number of vehicle parking spaces
District Centre Zone	<p>Detached, semi-detached, group and row dwellings:</p> <ul style="list-style-type: none">(a) 1.00/1 or 2 bedrooms(b) 2.00/3+ bedrooms <p>Residential flat buildings:</p> <ul style="list-style-type: none">(a) 0.25/studio(b) 0.75/1 bedroom(c) 1.00/2 bedrooms(d) 1.25/3+ bedrooms(e) 0.25 visitor space/dwelling. <p>Spaces should be separately identified from the non-residential use car park.</p> <p>Visitor spaces are only required if visitors do not have access to the non-residential use car park.</p> <p>One space per dwelling should be undercover.</p> <p>Residential flat building spaces should be an average with the total rounded up to the nearest whole number.</p>

Attachment D

TABLE Un/6

Off-street Bicycle Parking Requirements for Mixed Use, Corridor and District Centre Zones

Replace existing table with the following.

Form of development	Employee/resident (bicycle parking spaces)	Visitor/shopper (bicycle parking spaces)
Residential component of multi-storey building/residential flat building	1 for every 2 dwellings	1 for every 6 dwellings
Office	1 for every 150 square metres of gross leasable floor area	2 plus 1 per 500 square metres of gross leasable area
Shop	1 for every 300 square metres of gross leasable floor area	1 for every 600 square metres of gross leasable floor area
Tourist accommodation	1 for every 20 employees	2 for the first 40 rooms plus 1 for every additional 40 rooms
Other non-residential development	1 for every 150 square metres of gross leasable floor area	2 plus 1 per 500 square metres of gross leasable floor area

Attachment E



- Historic Character Residential
- Streetscape Character Residential
- Higher Intensity Residential
- Other Residential
- Local Neighbourhood and Specialty Goods Centres
- Special Use
- Mixed Use (Medium - High Density)

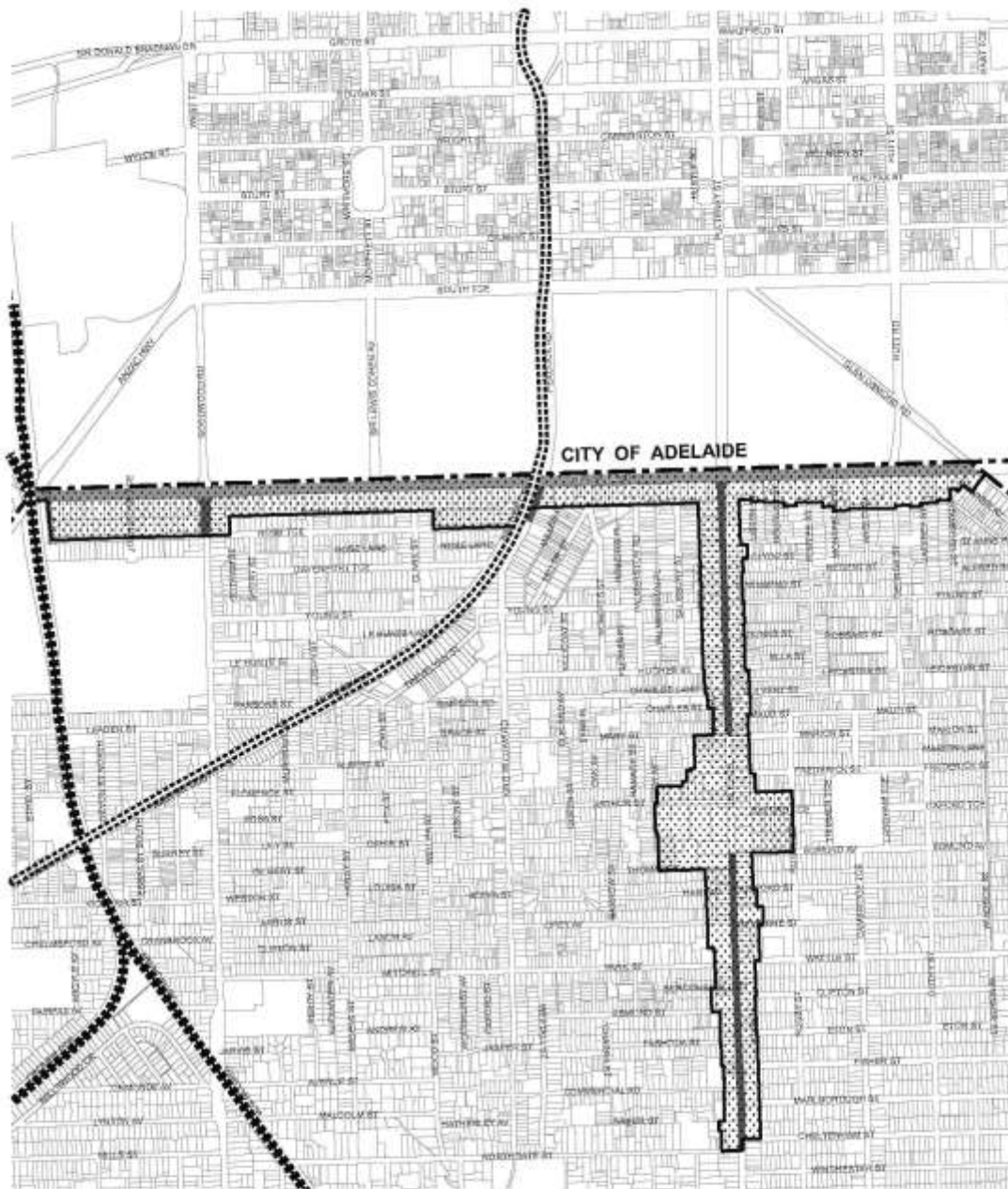
- Institutional
- Industrial
- Office/Mixed Use
- District Centre
- Excluded

- Railway
- Guided Public Transportation Route
- Local Collector Road
- Major Collector Road
- Secondary Arterial Road
- Primary Arterial Road
- Development Plan Boundary



**CITY OF UNLEY
 STRUCTURE PLAN
 MAP Un/1 (Overlay 1)**

Attachment F



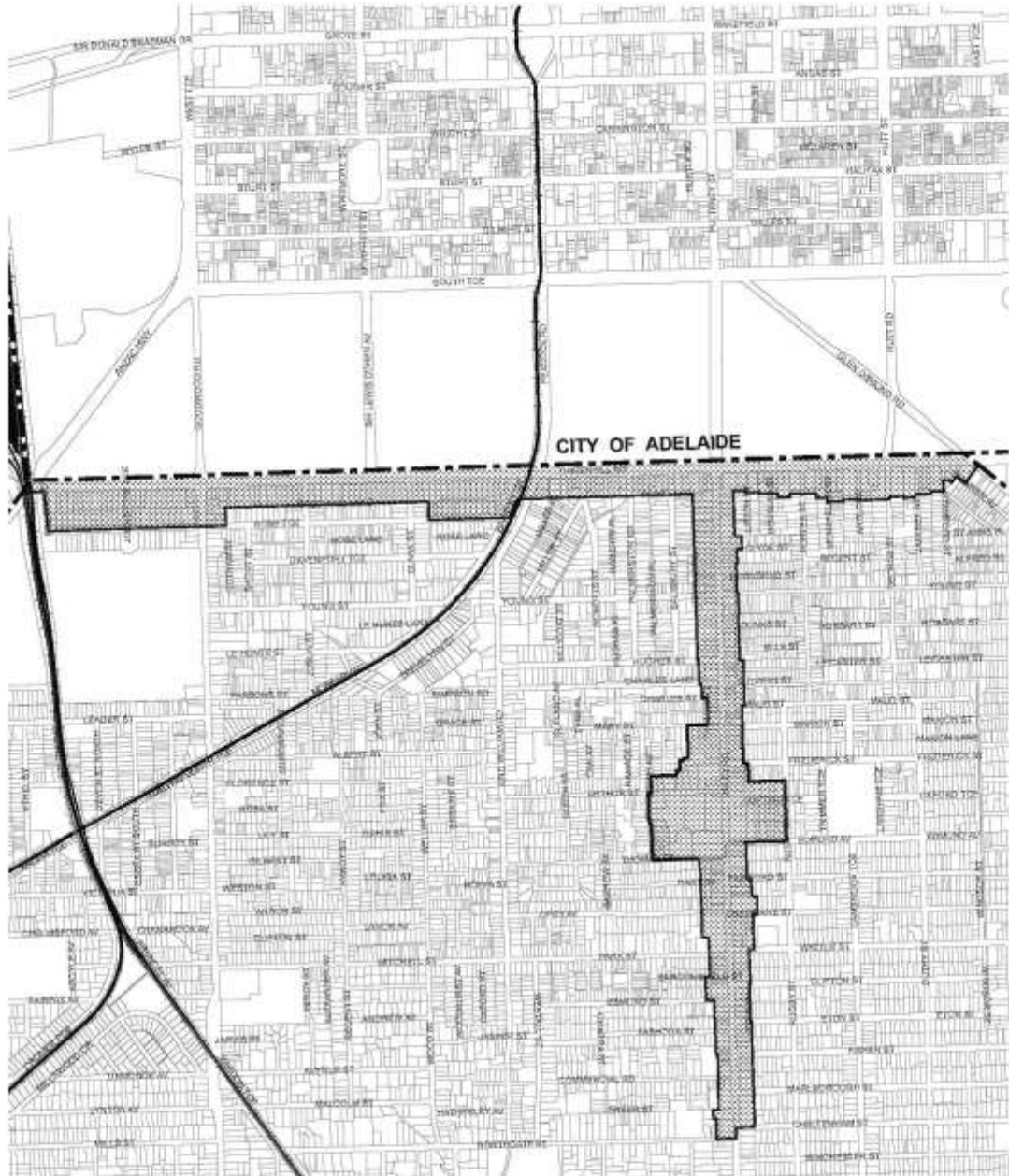
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-  Train Corridor
-  Train Corridor
-  Designated Road: Type A road
-  Designated Road: Type B road
-  Designated Area
-  Development Plan Boundary

**UNLEY (CITY)
 NOISE AND AIR EMISSIONS
 MAP Un/1 (Overlay 3)**

Attachment G



 Designated Area within which Affordable Housing applies
 Development Plan Boundary

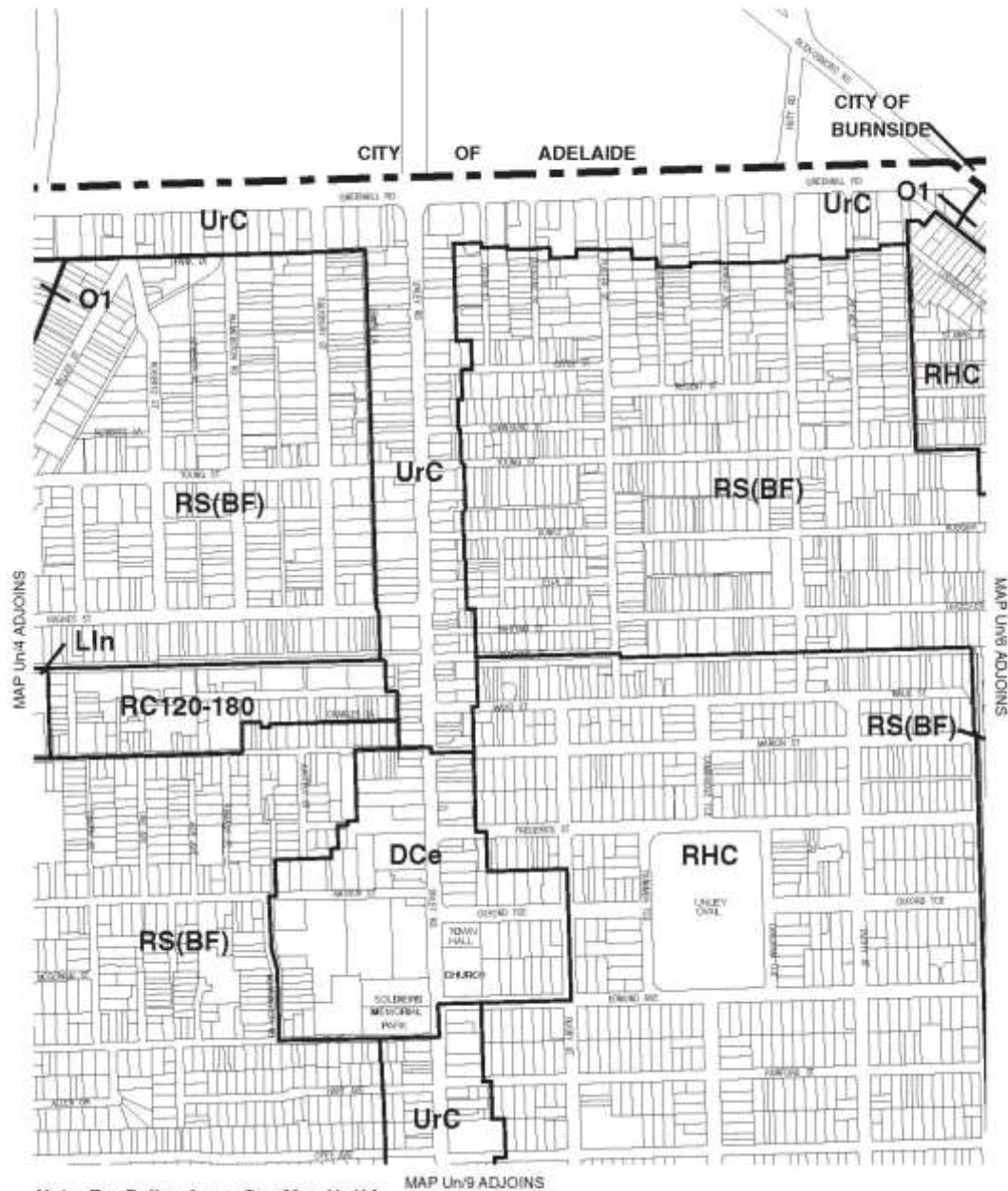
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0 0.2 0.4 0.6 0.8 1 km

**UNLEY (CITY)
AFFORDABLE HOUSING
MAP Un/1 (Overlay 5)**

Attachment H



Note: For Policy Areas See Map Un/14

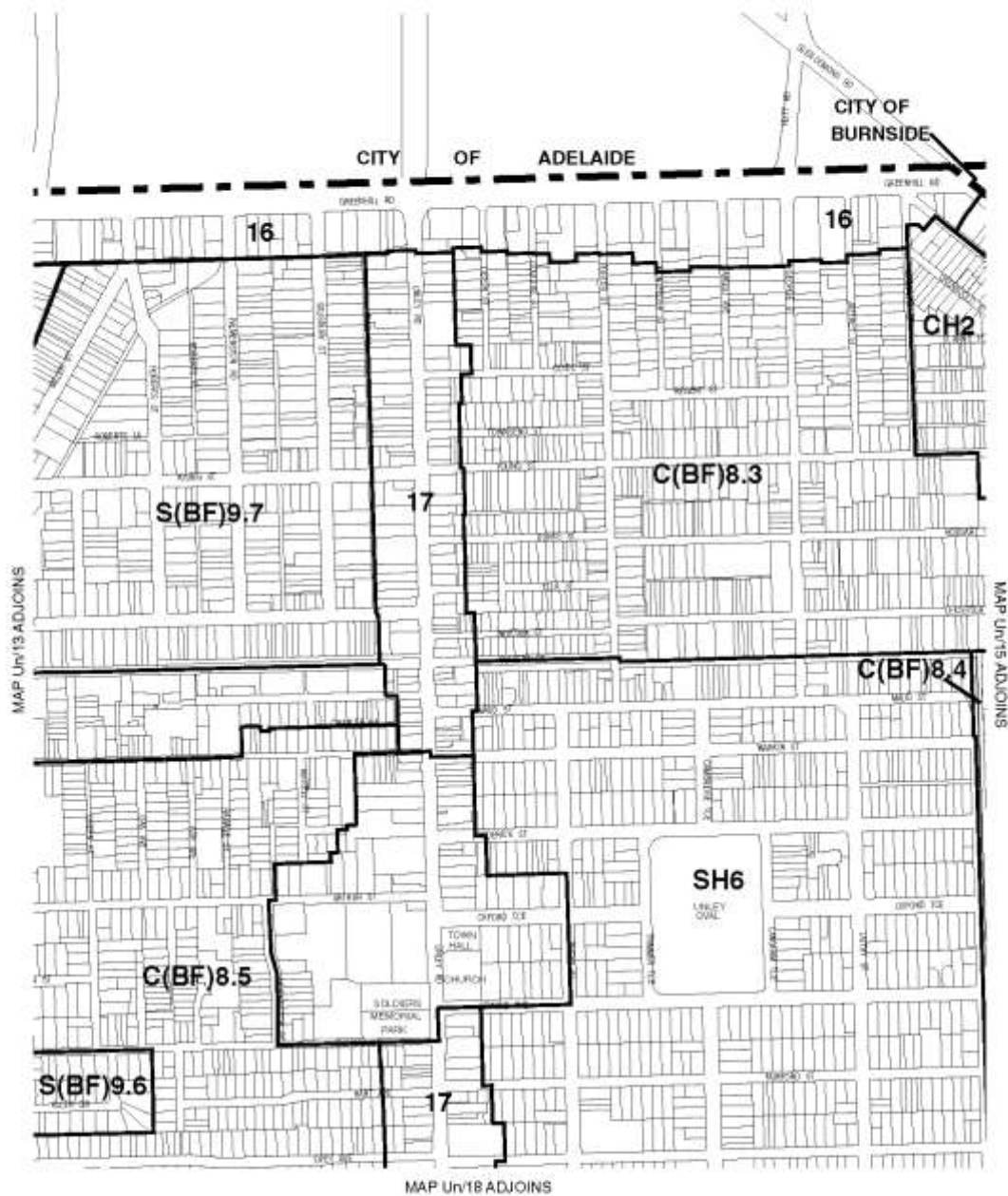
- RHC Residential Historic Conservation
- RS(BF) Residential Streetscape (Built Form)
- DCe District Centre
- LIn Light Industry
- O1 Office 1
- RC120 - 180 Residential C120 - 180
- UrC Urban Corridor

-  Zone Boundary
-  Development Plan Boundary



**UNLEY (CITY)
 ZONES
 MAP Un/5**

Attachment I



- | | |
|-----------------|--|
| CH2 | Policy Area 2 - Compact Historic Parkside St. Ann's Estate |
| SH6 | Policy Area 6 - Spacious Historic Unley and Malvern Trimmer Estate |
| C(BF)8.3 | Policy Area 8 - Compact (Built Form) Precinct 8.3 |
| C(BF)8.4 | Policy Area 8 - Compact (Built Form) Precinct 8.4 |
| C(BF)8.5 | Policy Area 8 - Compact (Built Form) Precinct 8.5 |
| S(BF)9.6 | Policy Area 9 - Spacious (Built Form) Precinct 9.6 |
| S(BF)9.7 | Policy Area 9 - Spacious (Built Form) Precinct 9.7 |
| 16 | Policy Area 16 - Boulevard (Greenhill Road) |
| 17 | Policy Area 17 - High Street (Unley Road) |
| | Policy Area Boundary |
| | Development Plan Boundary |



**UNLEY (CITY)
 POLICY AREAS
 MAP Un/14**