COUNCIL AGENDA

Council Meeting

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

Monday 26 October 2026 7:00 PM

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



Chief Executive Officer

OUR VISION 'TOWARDS 2050'

A connected, progressive, and resilient City.

COUNCIL IS COMMITTED TO

- Ethical, open honest behaviours
- Efficient and effective practices
- Building partnerships
- Fostering an empowered, productive culture – "A Culture of Delivery"
- Encouraging innovation – "A Willingness to Experiment and Learn"

KAURNA ACKNOWLEDGEMENT

Ngadlurlu tampinthi, ngadlu Kaurna yartangka inparrinthi. Ngadlurlu parnuku tuwila yartangka tampinthi.

*Ngadlurlu Kaurna Miyurna yaitya yarta-mathanya Wama Tarntanyaku tampinthi. Parnuku yailtya, parnuku tapa purruna yalarra puru purruna.**

We would like to acknowledge this land that we meet on today is the Traditional Lands for the Kaurna people and that we respect their spiritual relationship with their Country.

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

*Kaurna Translation provided by Kaurna Warra Karrpanthi

PRAYER AND SERVICE ACKNOWLEDGEMENT

We pray for wisdom to provide good governance for the City of Unley in the service of our community.

Members will stand in silence in memory of those who have made the Supreme Sacrifice in the service of their country, at sea, on land and in the air.

Lest We Forget.

WELCOME

ORDER OF BUSINESS

ITEM **PAGE NO**

1. ADMINISTRATIVE MATTERS

1.1 APOLOGIES

Nil

1.2 LEAVE OF ABSENCE

Nil

1.3 CONFLICT OF INTEREST

Members to advise if they have any material or general conflict of interest in any Items in this Agenda.

1.4 MINUTES

1.4.1 Minutes of the Ordinary Council Meeting held Monday, 28 September 2026

1.5 DEFERRED / ADJOURNED ITEMS

Nil

2. PETITIONS/DEPUTATIONS

Nil

3. REPORTS OF COMMITTEES

Nil

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Nil

5.2 MOTIONS WITHOUT NOTICE

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7.2 Internal Review Request - Section 270 373

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Community Grants – 2026 Round 1
Glen Osmond Road Precinct
Draft Unley City Plan – for Public Consideration
Sponsorship Policy for Adoption
Shaping Unley – Community Climate Action Plan

UPCOMING ELECTED MEMBER BRIEFING TOPICS

Precinct Prioritisation
Ridge Park
Tree Offset Scheme
Leases and Licences

NEXT MEETING

Monday 23 November 2026 - 7:00 PM

Council Chambers, 181 Unley Road Unley

DECISION REPORT

REPORT TITLE:	GEORGE STREET AND DUTHY STREET PEDESTRIAN IMPROVEMENTS
ITEM NUMBER:	4.1
DATE OF MEETING:	26 OCTOBER 2026
AUTHOR:	TANYA BACIC, TRANSPORT LEAD
DIVISION:	CITY INFRASTRUCTURE
ATTACHMENTS:	1. DUTHY STREET AND FAIRFORD STREET CONSULTATION LETTER 2. PREFFERED DUTHY STREET AND FAIRFORD STREET PEDESTRIAN CROSSING IMPROVEMENT DESIGN 3. GEORGE STREET AND GLEN OSMOND TRAIL CONSULTATION LETTER 4. PREFERRED GEORGE STREET AND GLEN OSMOND TRAIL PEDESTRIAN CROSSING IMPROVEMENT DESIGN

1. PURPOSE

This report summarises the consultation feedback relevant to the proposed pedestrian crossing improvements at Duthy Street immediately north of Fairford Street, and George Street at the Glen Osmond Trail crossing and, accordingly, seeks Council's endorsement to progress to detailed design.

2. RECOMMENDATION

That:

1. The report be received.

2. The Duthy Street and Fairford Street pedestrian crossing improvement, as set out in Attachment 2 to this report (Item 4.1, Council Meeting 26 October 2026), be endorsed and progressed to detailed design.

3. The George Street and Glen Osmond Trail pedestrian crossing improvement, as set out in Attachment 4 to this report (Item 4.1, Council Meeting 26 October 2026), be endorsed and progressed to detailed design.

3. RELEVANT CORE STRATEGIES – COMMUNITY PLAN 'TOWARDS 2050'

4. Places and Spaces
4.3 We design our streets with people in mind to increase accessibility, active transport and alternative modes of travel.

4. BACKGROUND

The Local Area Traffic Management (LATM) Plan for Zone 2 in the Parkside area was completed in 2017/18 and contains two recommendations for pedestrian improvements. These are at Duthy Street and George Street.

The recommendations are summarised as follows:

1. **Duthy Street Pedestrian Refuge (Recommendation 1)** – Install a pedestrian refuge on Duthy Street at, or between, the intersections of Edmund Avenue/Duthy Street and Fairford Street/Duthy Street.
2. **George Street / Glen Osmond Trail Refuge Widening (Recommendation 8)** – Investigate and implement options to improve bicycle storage and accessibility at the George Street/Glen Osmond Creek Path pedestrian refuge.

Improvements were made to the George Street and Glen Osmond Trail refuge in 2020 however, concerns continue to be raised regarding the safety of pedestrians and cyclists crossing at this point.

These two recommendations form part of the 31 actions identified in the LATM Plan for Zone 2. To date, 19 recommendations have been completed, with a further 9 either underway or on hold pending the delivery of related projects or developments.

Recommendations 1 and 8 have been the subject of ongoing community requests and safety concerns and are therefore considered priority projects for implementation under the LATM Plan.

To support the progression of these projects, Council allocated funding in its 2025/26 Annual Business Plan and Budget to undertake consultation and concept design development.

5. DISCUSSION

Duthy Street and Fairford Street Pedestrian Crossing Improvement (Recommendation 1)

This recommendation proposed the investigation of an improved pedestrian crossing facility on Duthy Street between Edmund Avenue and Fairford Street. Following an assessment of pedestrian movements and surrounding land uses, the preferred location was identified immediately north of Fairford Street, adjacent to the shopping precinct, where an established pedestrian desire line exists.

A pedestrian count undertaken mid-week in May 2026 assessed crossing activity on Duthy Street, immediately north of Fairford Street within the shopping precinct. A total of 148 pedestrian crossings were recorded during the survey period (7am-7pm). The importance of this location as a key pedestrian crossing point is evident and as such, Council needs to ensure safety within this neighbourhood.

Council has also received feedback from local businesses highlighting the need for safer and more convenient pedestrian access across Duthy Street within the shopping precinct. This further demonstrates community support for crossing improvements at this location.

In response, Council developed a concept design for a new pedestrian refuge island on Duthy Street, immediately north of Fairford Street. The proposed refuge builds on the existing kerb build-out and pedestrian ramps, providing a safer and more convenient crossing point for people walking within the shopping precinct and surrounding area. To improve sight lines for both pedestrians and motorists, the proposal includes the removal of two on-street parking spaces adjacent to the crossing.

The project is a recommendation of an endorsed LATM Plan and supports the objectives of Council's Walking and Cycling Plan and Places and Spaces Strategy. Consultation was targeted to residents, businesses, and property owners on Duthy Street between Edmund Avenue and Cremorne Street, being those considered most directly affected by the proposal.

The proposed design and consultation approach was discussed with the Ward Members (Unley and Parkside), who supported the approach.

The proposed concept design and consultation letter are contained in Attachment 1.

Attachment 1

A three-and-a-half-week consultation period was provided to enable stakeholders an opportunity to review the proposal and submit feedback.

Six formal responses were received.

A summary of the feedback received is provided below:

- **Four responses were received from business owners within the shopping precinct,** all of whom expressed strong support for the project. They highlighted concerns about near misses involving pedestrians attempting to cross Duthy Street to access the shops. Businesses also reported receiving customer feedback regarding the lack of a safe and convenient crossing facility, with some customers reportedly avoiding the precinct as a result. Respondents emphasised the importance of providing a safer crossing facility, particularly for people with mobility impairments, people walking with prams and school-aged children. They also noted that Duthy Street can become particularly busy in both directions during peak periods, making it difficult for pedestrians to find a safe gap to cross.

- **One response was received from a local resident with a vision impairment**, who raised concerns that the proposed crossing would not adequately meet their needs. The resident advised that they rely on signalised crossings to safely cross busy roads such as Duthy Street. They also raised concerns regarding the loss of on-street parking associated with the proposal.
- **One response was received from a property owner of several shops within the Duthy Street precinct,** who supported the proposal and suggested extending the kerb build-out on Fairford Street, with planters and/or bollards to improve pedestrian safety and provide more space for outdoor dining.

Based on the feedback received, the design has been amended to extend the kerb build-out on Fairford Street, improving pedestrian safety while providing additional space for outdoor dining and landscaping within this popular local shopping precinct.

It should be noted that the original design assumed the Department for Infrastructure and Transport (DIT) would support reducing the speed limit on Duthy Street to 40km/h. However, in July 2026, DIT confirmed that it does not support the proposed reduction at this location at this time. As a result, the sight distance requirements associated with the existing 50km/h speed limit has increased the loss of on-street parking from two spaces to four spaces.

Given the additional loss of on-street parking on the western side adjacent to the small Fairford Street pocket park, it is recommended that the kerb build-out be extended to incorporate additional landscaping and tree planting. This would improve greening, amenity, and the overall streetscape outcome.

The proposed final updated concept design is contained in Attachment 2.

Attachment 2

George Street and Glen Osmond Trail Pedestrian Crossing Improvement (Recommendation 8)

Council upgraded the pedestrian refuge on George Street at the Glen Osmond Trail in 2020 to increase waiting space for people crossing the road. Due to the limited road width available, the refuge could only be extended longitudinally and was unable to achieve the preferred width required to comfortably accommodate bicycles and other wheeled users.

A pedestrian/cyclist count was undertaken mid-week in May 2026. The count recorded more than 555 people walking, wheeling, or riding bicycles who crossed at this location during the survey period (7am-7pm). Due to traffic volumes on George Street, some users were required to wait in the refuge for up to 40 seconds before they could safely complete their crossing.

Council has continued to receive community feedback regarding the safety and accessibility of the crossing. In response, Council is proposing to upgrade the existing refuge to a raised priority ("wombat") crossing, providing a safer, more accessible, and more convenient crossing point for people walking, wheeling, and cycling along the Glen Osmond Trail.

The proposed crossing has been designed to accommodate bus movements while maintaining existing driveway access and on-street parking.

One tree will need to be removed to facilitate the proposed works. To offset this loss, the Administration is proposing the planting of a replacement tree and/or additional landscaping in front of No. 57 George Street, subject to confirmation of suitable underground service clearance.

Consistent with the Duthy Street and Fairford Street pedestrian crossing improvement project, consultation was targeted to residents, businesses, and property owners on George Street between Leicester Street and Maud Street, being those considered most directly affected by the project.

The proposed concept design and consultation letter are contained in Attachment 3.

Attachment 3

A three-and-a-half-week consultation period was provided to enable stakeholders to review the proposal and submit feedback.

Three formal responses were received.

A summary of the feedback received is provided below:

- **The resident at 57 George Street supported the project** but asked whether Council could consider realigning the kerb as part of the works to provide an additional on-street parking space. The resident also referred to previous discussions with Council, during which support had been indicated for providing an on-street parking space in front of their property. However, this was not achievable due to the road alignment required to accommodate the pedestrian refuge and the need to maintain an accessible footpath.
- **One other nearby resident supported the project**, noting that it would provide a positive improvement from a safety and access perspective.
- **One nearby resident did not support the project**, raising concerns about potential noise associated with the raised platform for the priority (wombat) crossing.

Based on the feedback received, the design has been amended to realign the kerb on the eastern side to facilitate an additional on-street parking space, while retaining the proposed new landscaping and maintaining an accessible footpath adjacent to the property at no. 57.

The realigned kerb will also reduce the traffic lane width on the approach to the proposed priority 'wombat' crossing, helping to create a lower-speed environment.

The final updated concept design is contained in Attachment 4.

Attachment 4

Next Steps

Should Council endorse the preferred concept designs, the Administration will seek funding through the 2027/28 Annual Business Plan and Budget process to undertake the detailed design. Funding for construction will be considered in future financial years.

6. POLICY IMPLICATIONS

6.1 Financial/budget implications

- No funding has been allocated in the 2026/27 Annual Business Plan and Budget for the preparation of detailed designs.
- The Administration will seek funding through the 2027/28 Annual Business Plan and Budget process to undertake the detailed design.

6.2 Risk Management (identification and mitigation)

- The designs for both pedestrian crossing improvement projects have been developed in accordance with the necessary and required standards, codes and guidelines to ensure that Council meets the appropriate legislative requirements and mitigates its risks accordingly.
- The designs have been refined in response to feedback received through the targeted community consultation process, where appropriate.

6.3 Staffing/Work Plans/Additional Resource Impact

- Should funding be approved to undertake the detailed design in the 2027/28 financial year, an external consultant will be engaged to prepare the detailed design and associated documentation. Council staff work plans for the following financial year will be updated accordingly to accommodate the required project management and coordination activities.

6.4 Climate/Environmental Impact

- The pedestrian crossing improvement projects aim to enhance east–west connectivity across the busy Duthy Street and George Street corridors by providing safer crossing facilities along key pedestrian desire lines. The projects will improve safety, accessibility and convenience for people walking, wheeling and cycling, supporting better connections throughout the Unley area and encouraging more people to choose walking and cycling for transport and recreation.

6.5 Social/Economic

- The Glen Osmond Creek Trail is one of Unley's most popular walking and cycling routes, providing a continuous shared-use path between King William Road and Henry Codd Reserve. The delivery of this proposed pedestrian crossing improvements at George Street would significantly enhance the route by improving safety, accessibility, and connectivity, encouraging more people of all ages and abilities to walk, wheel, and ride for both transport and recreation.
- The Duthy Street and Fairford Street pedestrian crossing improvement is a recommendation identified in the Parkside Area (Zone 2) LATM adopted in 2019. Over the past couple of years, the local business community has raised concerns regarding the lack of a safe crossing point to support access to the Duthy Street shopping precinct. The delivery of this proposed pedestrian refuge would improve access to local businesses and services for residents and visitors alike.

7. ANALYSIS OF OPTIONS

Option 1 –

1. The report be received.

2. The Duthy Street and Fairford Street pedestrian crossing improvement, as set out in Attachment 2 to this report (Item 4.1, Council Meeting 26 October 2026), be endorsed and progressed to detailed design.

3. The George Street and Glen Osmond Trail pedestrian crossing improvement, as set out in Attachment 4 to this report (Item 4.1, Council Meeting 26 October 2026), be endorsed and progressed to detailed design.

This option enables Council to endorse the concept plans as proposed to progress to detailed design and for funding to be sought next financial year. All stakeholders notified during the initial consultation process will be advised of Council's decision regarding the project.

Option 2 –

1. The report be received.

2. Subject to the following amendments, the Duthy Street and Fairford Street pedestrian crossing improvement, as set out in Attachment 2 to this report (Item 4.1, Council Meeting 24 August 2026), be endorsed and progressed to detailed design.

   — *[Amendments to be determined by Council]*

3. Subject to the following amendments, the George Street and Glen Osmond Trail pedestrian crossing improvement, as set out in Attachment 4 to this report (Item 4.1, Council Meeting 26 October 2026), be endorsed and progressed to detailed design.

    — *[Amendments to be determined by Council]*

    — *[Etc]*

Council may wish to make amendments and/or additions to the concept plans. This option enables Council to do so and for the design to be finalised without the matter being brought back to Council to approve the amended plans. Any changes that Council may wish to make will need to be articulated as part of its resolution. All stakeholders notified during the initial consultation process will be advised of Council's decision regarding the project.

Option 3 –

1. The report be received.
2. The Duthy Street and Fairford Street pedestrian crossing improvement, as set out in Attachment 2 to this report (Item 4.1, Council Meeting 26 October 2026), be further amended as outlined below and returned to Council for consideration.

    — *Amendments to be determined by Council*

3. The George Street and Glen Osmond Trail pedestrian crossing improvement, as set out in Attachment 4 to this report (Item 4.1, Council Meeting 26 October 2026), be further amended as outlined below and returned to Council for consideration.

    — *Amendments to be determined by Council*

Under this option, Council would request more substantive changes be made to either or both plans and for the matter to be brought back to Council for its determination. Should Council decide on this option, the matter will be brought back to Council in late 2026 or early 2027.

8. RECOMMENDED OPTION

Option 1 is the recommended option.

9. REPORT AUTHORISERS

Name	Title
Claude Malak	General Manager City Infrastructure

Duthy Street and Fairford Street
Proposed pedestrian refuge island

THE CITY of Unley

Dear Resident / Property Owner,

The City of Unley is seeking feedback on proposed improvements to the walking environment along Duthy Street between Edmund Avenue and Fairford Street. The project aims to make it safer and easier for people of all ages and abilities to walk within the area.

This project forms part of the Local Area Traffic Management Plan for zone 2 in the Parkside area (Recommendation 1), which recommended investigating improved pedestrian crossing facilities on Duthy Street between Edmund Avenue and Fairford Street.

A pedestrian count undertaken on a Wednesday in May 2026 assessed crossing activity on Duthy Street, north of Fairford Street near the shopping precinct. A total of 148 pedestrian crossings were recorded during the survey period, demonstrating the importance of this crossing location and the need for improved facilities to support a safer, more connected, and more walkable neighbourhood.

Project location



Council has also received requests from local businesses for safer and more convenient pedestrian access across Duthy Street within the shopping precinct.

In response, Council is proposing a new pedestrian refuge island on Duthy Street, just north of Fairford Street. The refuge will build on the existing kerb build-out and pedestrian ramps, providing a safer and more convenient crossing point for people walking in the area.

The proposal will require the removal of two on-street parking spaces to improve sight lines for people crossing and driving.

Council is seeking your feedback to help finalise the concept design before a report is presented for consideration of the next project stage, including detailed design and future construction, subject to budget availability.

The proposed improvements are shown on the following page.

Please share your feedback by filling out the attached form and returning it to the Council.

Feedback closes on Friday 26 June 2026.

If you require any additional information, or would like to discuss the project further, please contact the Transport Team:

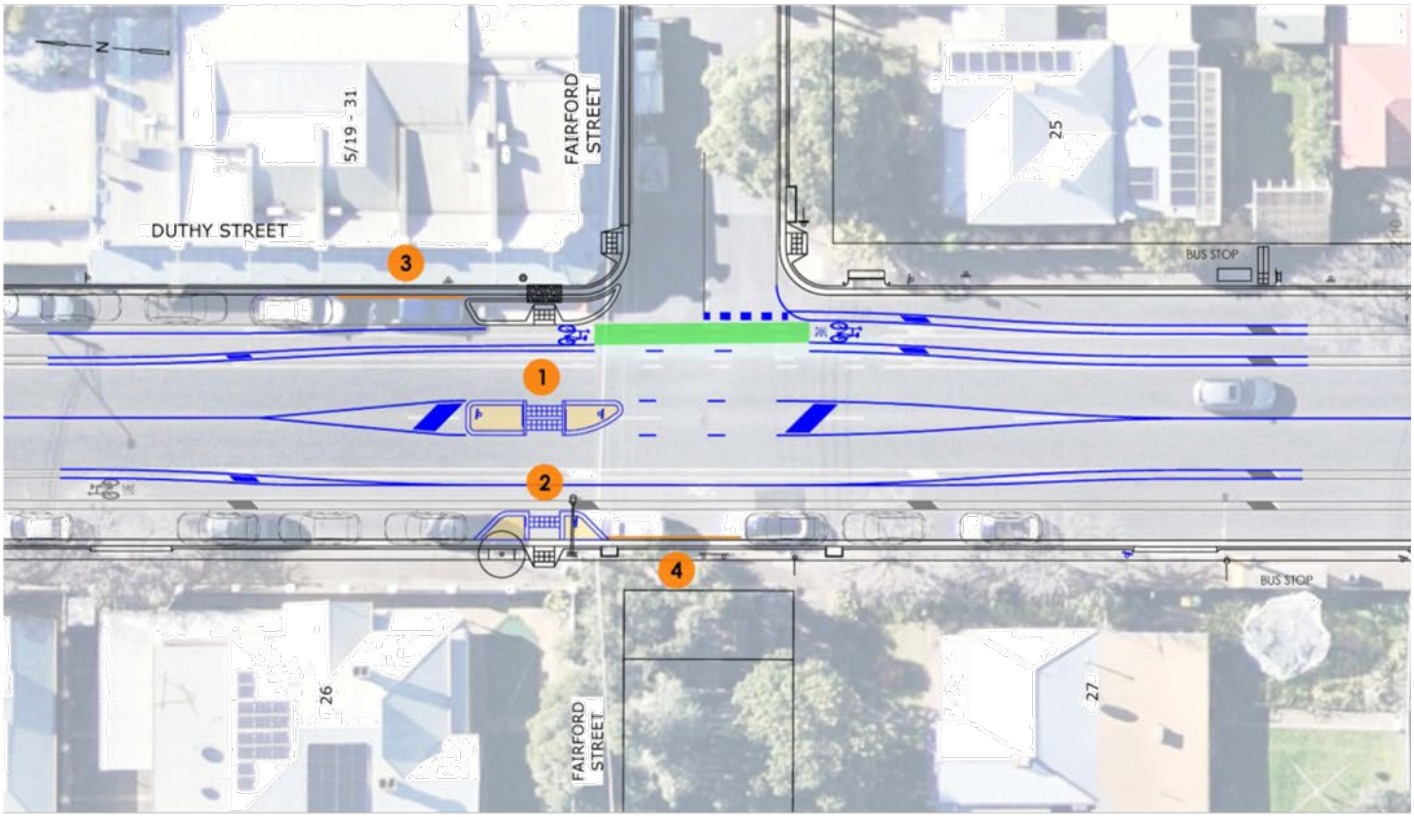
Email: pobox@unley.sa.gov.au
Phone: 8372 5111.

Civic Centre 181 Unley Road Unley, South Australia 5061
Postal address: PO Box 1, Unley, South Australia 5061

Telephone: (08) 8372 5111
Email: pobox1@unley.sa.gov.au
Website: www.unley.sa.gov.au

Duthy Street and Fairford Street
Proposed pedestrian refuge island

THE CITY of Unley



1	Pedestrian refuge island
2	Kerb extension
3	One parking space removed to improve sight lines for people crossing and driving
4	One parking space removed to improve sight lines for people crossing and driving

Civic Centre 181 Unley Road Unley, South Australia 5061
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Website: www.unley.sa.gov.au

Duthy Street and Fairford Street
Proposed pedestrian refuge island

THE CITY of Unley

Feedback form

Please share your feedback by filling out the attached form and returning it to the Council.

Feedback closes on Friday 26 June 2026.

Name

E-mail

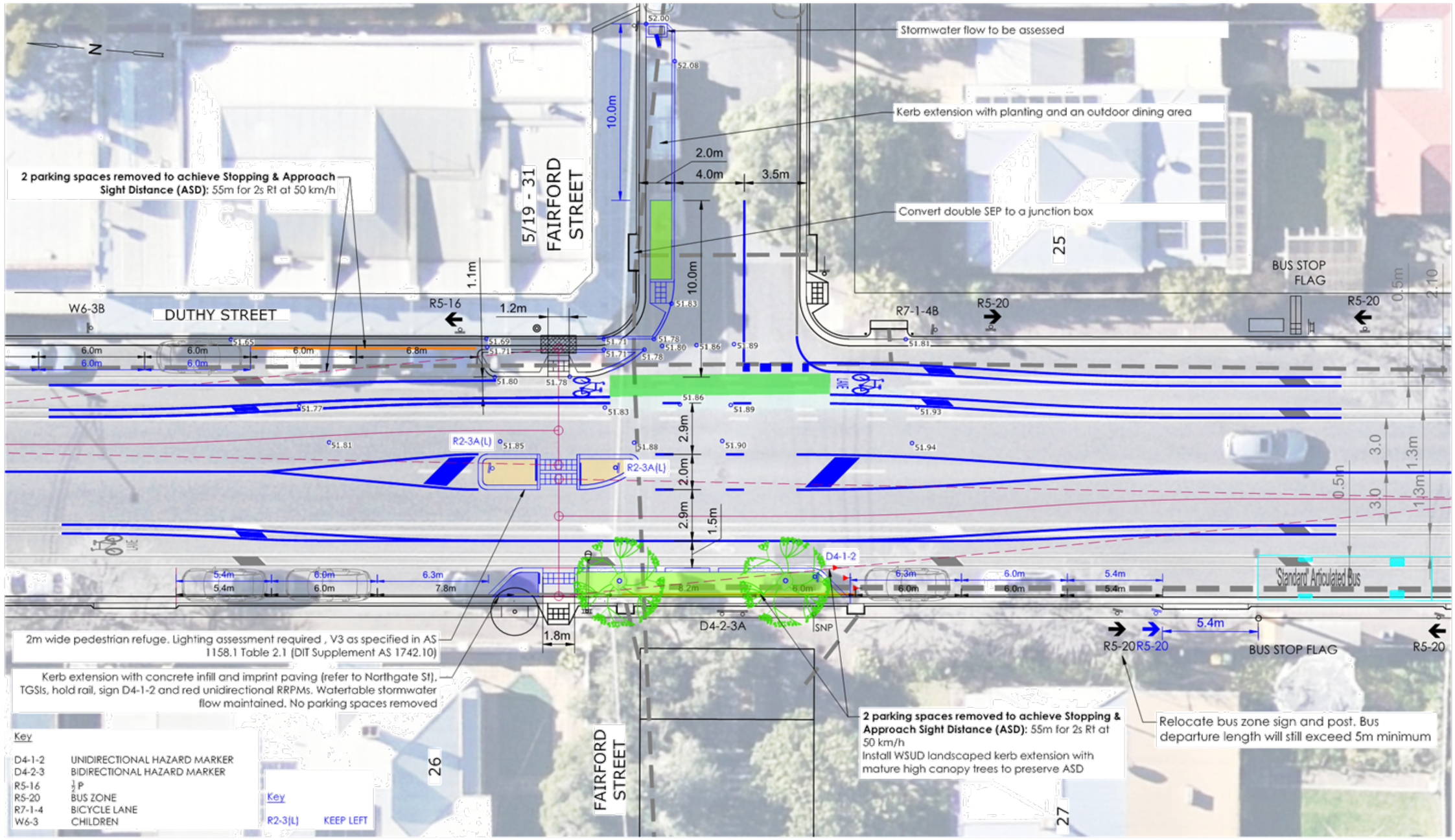
Address

Are you a... ☐ Resident ☐ Property owner ☐ Business owner/staff

Do you have any comments or feedback on the proposed improvements?

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Postal address: PO Box 1, Unley, South Australia 5061

Telephone: (08) 8372 5111
Email: pobox1@unley.sa.gov.au
Website: www.unley.sa.gov.au



Duthy Street Fairford Street Crossing

THE CITY of Unley
Civic Centre
181 Unley Road
Unley SA 5061

Telephone (08) 8372 5111

Postal address:
PO Box 1
Unley SA 5061

Email pobox1@unley.sa.gov.au
Website www.unley.sa.gov.au

Notes
1. Design vehicle: Passenger Vehicle.
2. Check vehicle: Service Vehicle.
3. 4 parking spaces removed.
4. 2 additional trees.

DRAWN BY: C. Hardman
DATE: 20 August 2026
SCALE: 1:200
SHEET SIZE: A3
EDITION: 7

General Arrangement Pedestrian refuge

George Street and Glen Osmond Trail
Proposed priority "wombat" crossing

THE CITY of Unley

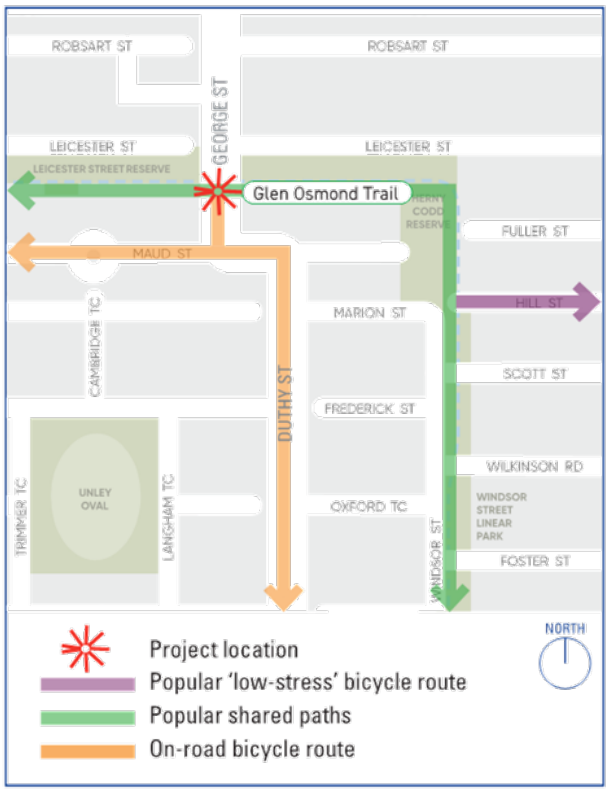
Dear Resident / Property Owner,

The City of Unley is seeking feedback on proposed improvements to walking and cycling infrastructure at the George Street crossing of the Glen Osmond Trail. The project aims to enhance safety and accessibility of the shared path for people of all ages and abilities.

This project forms part of the Local Area Traffic Management Plan for zone 2 in the Parkside area (Recommendation 8).

In 2019, Council upgraded the George Street/Glen Osmond Trail pedestrian refuge to increase storage space for people crossing. Due to the limited road width, the refuge could only be extended in length to the desired width needed to comfortably accommodate bicycles.

Project location



A recent count undertaken on a Wednesday in May 2026 found that more than 555 people walking or riding a bicycle cross at this location each day. Some users are required to wait in the refuge for up to 40 seconds before they can safely complete their crossing.

Council has continued to receive community feedback about the safety and accessibility of the crossing. In response, Council is proposing to upgrade the existing refuge to a raised priority ("wombat") crossing to provide a safer and more accessible crossing point for people walking, wheeling and cycling along the Glen Osmond Trail.

The proposed crossing has been designed to accommodate bus movements while maintaining existing driveway access and on-street parking.

One tree will need to be removed as part of the project. Council will investigate opportunities for replacement planting near property No. 57, subject to underground service constraints.

Council is seeking your feedback to help finalise the concept design before a report is presented for consideration of the next project stage, including detailed design and future construction, subject to budget availability.

The proposed improvements are shown on the following page.

Please share your feedback by filling out the attached form and returning it to the Council.

Feedback closes on Friday 26 June 2026.

If you require any additional information, or would like to discuss the project further, please contact the Transport Team:

Email: pobox@unley.sa.gov.au
Phone: 8372 5111.

Civic Centre 181 Unley Road Unley, South Australia 5061
Postal address: PO Box 1, Unley, South Australia 5061

Telephone: (08) 8372 5111
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Website: www.unley.sa.gov.au

George Street and Glen Osmond Trail
Proposed priority "wombat" crossing

THE CITY of Unley



1	Raised "wombat" crossing
2	Landscaped area with tree(s) Full scope is subject to underground service assessment
3	On-road bicyle lanes extended
4	One tree removed

What is a "wombat" crossing?

A "wombat" crossing is a raised pedestrian crossing that sits at the same level as the footpath. The raised crossing helps slow vehicle speeds and provides a safer, more accessible crossing point for people walking, wheeling and cycling.

Photo of a wombat crossing



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Website: www.unley.sa.gov.au

George Street and Glen Osmond Trail
Proposed priority "wombat" crossing

THE CITY of Unley

Feedback form

Please share your feedback by filling out the attached form and returning it to the Council.

Feedback closes on Friday 26 June 2026.

Name

E-mail

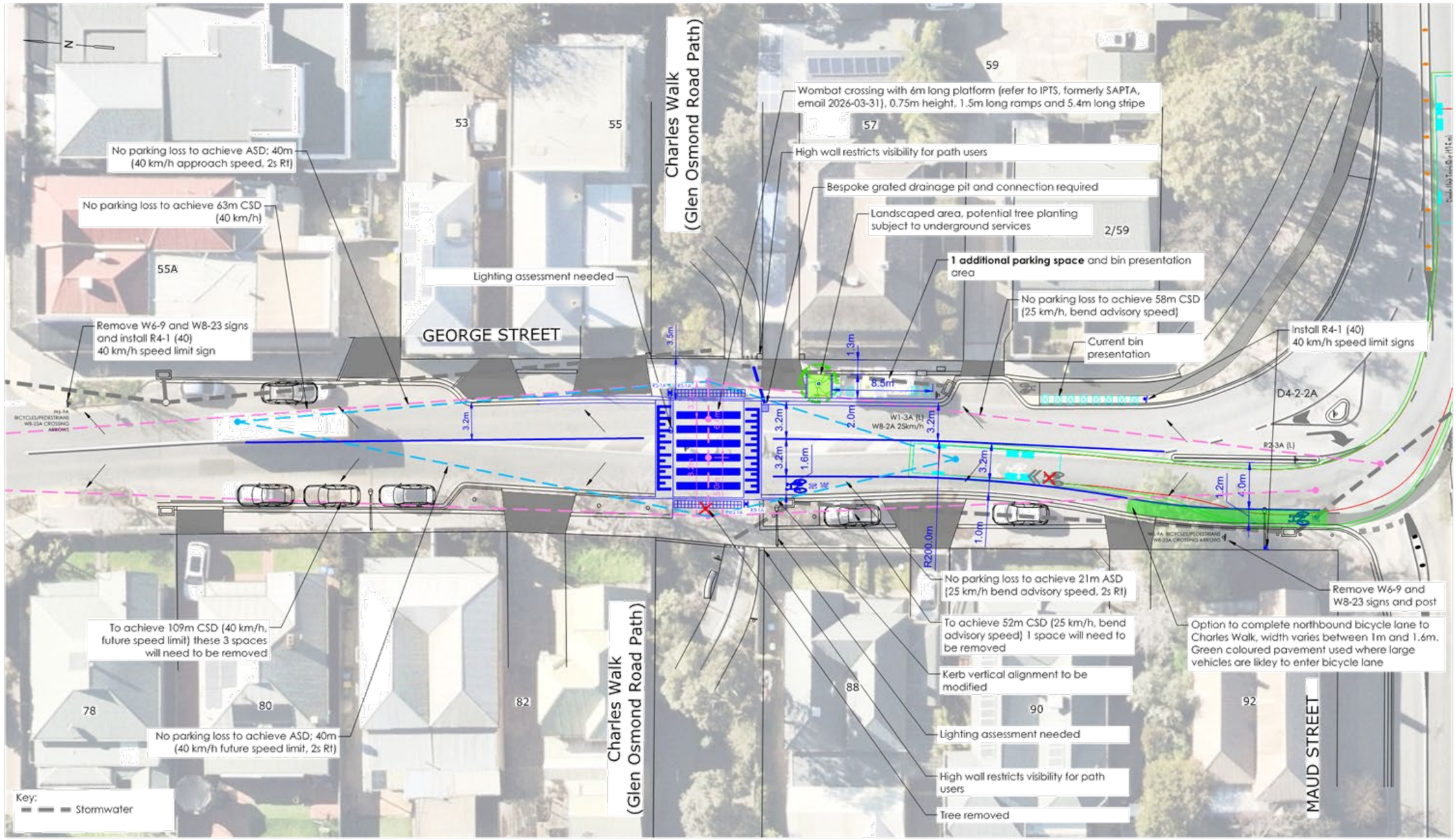
Address

Are you a... ☐ Resident ☐ Property owner ☐ Business owner/staff

Do you have any comments or feedback on the proposed improvements?

Civic Centre 181 Unley Road Unley, South Australia 5061
Postal address: PO Box 1, Unley, South Australia 5061

Telephone: (08) 8372 5111
Email: pobox1@unley.sa.gov.au
Website: www.unley.sa.gov.au



George Street Glen Osmond Road Path Crossing

Wombat

THE CITY of Unley
Civic Centre
181 Unley Road
Unley SA 5061

Telephone (08) 8372 5111

Postal address:
PO Box 1
Unley SA 5061

Email pobox1@unley.sa.gov.au
Website www.unley.sa.gov.au

Notes
1. Design vehicle: Service Vehicle.
2. Check vehicle: Single Unit Truck/Bus.
3. 1 additional on-street parking space.
4. 1 additional tree.

DRAWN BY:	C. Hardman
DATE:	28 July 2026
SCALE:	1:300
SHEET SIZE:	A3
EDITION:	4

DECISION REPORT

REPORT TITLE:	KING WILLIAM ROAD STREETSCAPE UPGRADE (STAGE 3) (SIMPSON PARADE TO MIKE TURTUR BIKEWAY).
ITEM NUMBER:	4.2
DATE OF MEETING:	26 OCTOBER 2026
AUTHOR:	TANYA BACIC, TRANSPORT LEAD
DIVISION:	CITY INFRASTRUCTURE
ATTACHMENTS:	1. KING WILLIAM ROAD STREETSCAPE UPGRADE (STAGE 3) (SIMPSON PARADE TO MIKE TURTUR BIKEWAY) CONCEPT DESIGN

1. PURPOSE

This report presents Council with the proposed concept design for King William Road Streetscape Upgrade (Stage 3) (Simpson Parade to Mike Turtur Bikeway) which forms part of the Wood-Weller Bikeway (Stage 4) project and seeks Council's endorsement to undertake community consultation.

2. RECOMMENDATION

That:

1. The report be received.

2. The preferred concept design for King William Road Streetscape Upgrade (Stage 3) (Simpson Parade to Mike Turtur Bikeway), as set out in Attachment 1 to this report (Item 4.2, Council Meeting 26 October 2026), be endorsed by Council for the purpose of undertaking community consultation.

3. A further report be presented to Council summarising the feedback received and proposed next steps for the project.

3. RELEVANT CORE STRATEGIES – COMMUNITY PLAN 'TOWARDS 2050'

4. Places and Spaces
4.3 We design our streets with people in mind to increase, accessibility, active transport, and alternative modes of travel.

4. BACKGROUND

As part of Council's Walking and Cycling Plan 2022–2027, funding was allocated in the 2021/22 Annual Business Plan and Budget to undertake a concept design options study for the Wood-Weller Bikeway (Stage 4) along King William Road, between Simpson Parade and the Mike Turtur Bikeway. The study explored options for both short-term interim buffered bicycle lanes and a longer-term separated bikeway.

The short-term interim buffered bicycle lanes were implemented as part of the Walking and Cycling Implementation Plan, funded in 2024/25 by Council and supported by a State Bicycle Fund grant.

In the 2025/26 financial year, Council secured grant funding through the National Road Safety Program and Special Local Roads Program, supplemented by Council asset renewal funding, to deliver the King William Road Streetscape Upgrade (Stage 1 & Stage 2) between the Mike Turtur Bikeway and Greenhill Road.

The project was completed in September 2026 and comprises of:

- Upgraded 4m shared walking and cycling path along the western side of the railway corridor.
- Improved 1.5m southbound bicycle lane with 0.5m buffers.
- Two new pedestrian refuges, including one south of Park Lane and one at the bend opposite the Church of Resurrection.
- Upgraded footpath on the eastern side.
- New road pavement and kerbs.
- New landscaping and new trees.

As part of Council's capital renewal program, the next section of King William Road (Simpson Parade to Mike Turtur Bikeway) has been identified for upgrade in the coming three-five years. This section, referred to as the King William Road Streetscape Upgrade (Stage 3), also forms part of the Wood-Weller Bikeway (Stage 4).

Council allocated funding in its 2026/27 Annual Business Plan and Budget, under the funding for Walking and Cycling Plan Implementation projects to develop a concept design for Stage 3 of the project and undertake community consultation on a preferred design, including consideration of a separated bikeway option.

5. DISCUSSION

Design Intent

The design intent for the project is to:

- Provide a separated bicycle facility that enables people of all ages and abilities to ride safely and comfortably, including people who do not feel comfortable riding alongside traffic.
- Improve access, connectivity and safety for people walking.
- Upgrade kerb ramps and crossing points to provide accessible and equitable access.
- Identify opportunities to make it easier and safer for people walking and riding to cross King William Road.
- Minimise the loss of on-street parking.
- Minimise impacts on existing street trees.
- Explore opportunities for additional tree planting, greening and improved streetscape amenity for people using the road and footpaths.
- Improve safety and access for people walking, riding and driving at the Young Street and King William Road intersection.
- Maintain safe and appropriate access for people travelling by car and accessing properties.
- Maximise opportunities to improve the streetscape and experience for people using King William Road as part of the significant investment in footpath and road renewal.

Two-way Separated Bikeway

A separated bikeway along this section of King William Road, which also forms part of the Wood-Weller Bikeway, is considered appropriate given traffic volumes of up to 15,000 vehicles per day. A separated facility would provide a safer and more comfortable environment for people of all ages and abilities, including those who would like to ride a bicycle but may not feel comfortable riding alongside higher-volume traffic.

A two-way separated bikeway on the western side of the street was identified as the preferred option as it:

- **Provides a more direct connection** between Simpson Parade and the new shared path along King William Road, connecting the Wood-Weller and Mike Turtur Bikeways with the Adelaide Park Lands and the City.
- **Minimises impacts on on-street parking and access.** Providing a separated bikeway on both sides of the road would result in the complete loss of on-street parking on one side of the road and greater impacts on driveway access, bus stops and side streets.

- **Improves safety and navigation.** While separated bikeways on both sides of the road would provide a good outcome, this arrangement would be less intuitive and require people riding south to cross King William Road at Simpson Parade to connect with the Wood-Weller Bikeway. A two-way separated bikeway on the western side provides a more direct, intuitive and continuous connection between the two bikeway networks, reducing the need for people riding to cross the road.

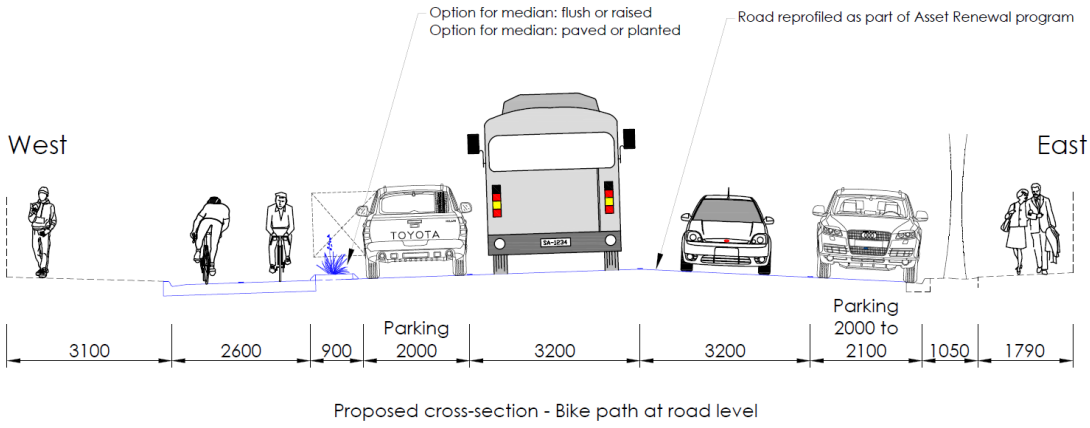
Although two-way separated bikeways are not yet common in Adelaide, they are an established treatment in other Australian cities, including Sydney and Newcastle, and are identified in cycling network planning guidance for constrained road corridors.

The preferred concept design for the project is presented in Attachment 1.

Attachment 1

A typical cross-section of the proposed two-way separated bikeway is shown in Figure 1.

Figure 1 – Typical cross-section of the preferred streetscape improvement for King William Road between Simpson Parade and Mike Turtur Bikeway



Proposed cross-section - Bike path at road level

The preferred concept design includes the following key elements:

- **Two-way, at-grade separated bikeway** - A 2.6m wide two-way separated bikeway on the western side of King William Road between Simpson Parade and the Mike Turtur Bikeway.
- **Parking buffer** - A 0.9m wide buffer between the bikeway and on-street parking. The buffer would incorporate a combination of flush/paved sections and physical median treatments to provide separation between people riding and parked vehicles, while also providing opportunities for stormwater management.
- **Narrower traffic lanes** - Traffic lanes approximately 3.2m wide (minimum), providing sufficient width for buses and other larger vehicles.

- **On-street parking** - Parking would be retained on both sides of the road, with an estimated net reduction of 12 spaces: eight spaces on King William Road and four spaces on Young Street.
- **Trees** - Six existing trees would need to be removed to accommodate the required removal of six kerb buildouts (five are on the western side of the street). The trees are not recorded as being regulated trees, 5 x Liquid Ambers (juvenile to semi-mature) and 1 x Chinese Pistachio (juvenile).
- **Memorial and bench** - The existing memorial commemorating the laying of the first paving block on 24 April 1985 and bench would need to be relocated to an appropriate nearby location.
- **New landscaping and tree planting** - Opportunities for additional tree planting, including 10 or more new trees, and up to 250m² of new low-level landscaping along the corridor.
- **Young Street intersection improvements** - Significant improvements at the Young Street intersection, including a wombat crossing across Young Street to prioritise people walking and riding along the two-way separated bikeway, and a new zebra crossing on the northern side of the intersection. These treatments would provide safer and more direct crossing opportunities, particularly for people using the Young Street neighbourhood bicycle route.
- **Driveway access** - Eight existing driveways on the western side would cross the two-way bikeway. These conflict points would be highlighted with green bicycle pavement markings, bicycle symbols and signage to improve visibility and alert people entering or exiting driveways to people riding along the bikeway.
- **Bus stops** - All existing bus stops would be retained, with improvements at each stop and/or minor relocation where required. A priority crossing and passenger waiting platform would also be provided at Stop 2 on the western side of King William Road to improve safety and accessibility for people crossing the proposed two-way bikeway.
- **Pedestrian improvements** – An upgraded pedestrian refuge adjacent to Eldercare Lodge and a new priority zebra crossing at the location of the existing refuge north of Simpson Parade. The new crossing forms part of the Glen Osmond Trail/Charles Walk and would provide a safer and more accessible connection for people walking.
- **Bin presentation zones** – Dedicated bin presentation zones would be provided to accommodate waste collection. At some locations, this may temporarily effect on-street parking on waste collection days to allow bins to be safely placed and accessed by waste collection vehicles.

Consultation

Should Council endorse the preferred concept design community consultation is proposed to be undertaken in November/December 2026. Council has allocated funding for this to be undertaken in the current financial year.

Wider community consultation, as well as engagement with local residents and property owners that are directly impacted, will be undertaken regarding the preferred concept design as endorsed by Council, in accordance with Council's Community Engagement Policy.

The consultation measures to invite feedback will comprise the following:

- Your Say Unley webpage information.
- Corflutes installed along the street.
- Promotion via the City of Unley and Unley BUG social media platforms.
- Letters to residents and property owners directly impacted, to ensure they appropriately understand the proposal and associated impacts.
- Drop-in sessions to enable members of the community to engage 'one-on-one' with Council staff regarding the proposal.

Following the conclusion of community consultation, a further report will be presented to Council for its consideration summarising the feedback received and seek confirmation regarding the way forward for the project. The timing of the further report being considered by Council will depend on the extent and nature of feedback received. In the event significant review of the concept design is required to consider the feedback received, then this will take time. On the other hand, if the feedback requires minor adjustments to the concept design, then this can be undertaken promptly.

6. POLICY IMPLICATIONS

6.1 Financial/budget implications

- Council has allocated $15,000 in its 2026/27 Annual Business Plan and Budget, through the Walking and Cycling Plan Implementation Project, to review the 2021/22 concept design, undertake community consultation on the preferred concept design, and update the design to reflect the feedback received.

6.2 Risk Management (identification and mitigation)

- The concept design has been prepared in accordance with the necessary and required standards, codes and guidelines to ensure that Council meets the appropriate legislative requirements and mitigates its risks accordingly.

6.3 Staffing/Work Plans/Additional Resource Impact

- Council staff will be responsible for undertaking the community consultation process which has been incorporated into workplans.

6.4 Climate/Environmental Impact

- This project forms part of the north–south Wood-Weller Bikeway through the City of Unley and aims to encourage more people of all ages and abilities to walk and ride for transport and recreation. Once completed, the bikeway will provide a safe and accessible walking and cycling connection between the City of Mitcham and the City of Adelaide.
- The preferred concept design, including a separated bikeway and priority crossings, aims to create a safer and more comfortable environment that encourages more people to walk and bike ride for transport and recreation.
- The design includes opportunities for additional tree planting, with 10 or more new trees and up to 250m² of new low-level landscaping proposed along the corridor.

6.5 Social/Economic

- The eventual on ground delivery of this project will improve the community's health, well-being and safety making our City more socially inclusive and connected.
- Coordinating the works associated with the Wood-Weller Bikeway (Stage 4) with the works to be undertaken as part of the King William Road Streetscape Upgrade (Stage 3) provides an opportunity for a significant streetscape and amenity upgrade. A more attractive and accessible corridor will support local businesses, increase pedestrian and cycling activity, and enhance opportunities for future development.
- A connected and separated bikeway would provide a genuine alternative to travelling by car and complement nearby walking and public transport connections. This would support the corridor's anticipated population growth by providing people with a greater choice of safe, convenient and sustainable transport options.

7. ANALYSIS OF OPTIONS

Option 1 –

1. The report be received.

2. The preferred concept design for King William Road Streetscape Upgrade (Stage 3) (Simpson Parade to Mike Turtur Bikeway), as set out in Attachment 1 to this report (Item 4.2, Council Meeting 26 October 2026), be endorsed by Council for the purpose of undertaking community consultation.

3. A further report be presented to Council summarising the feedback received and proposed next steps for the project.

This option enables Council to endorse the preferred concept design as recommended by the Administration and proceed with community consultation to be undertaken in November/December 2026.

A further report will be presented to Council outlining the community consultation outcomes, any updates to the design which are made, taking into account the feedback to be received, and seek confirmation from Council regarding the way forward for the project.

Option 2 –

1. The report be received.

2. The preferred concept design for King William Road Streetscape Improvements between Simpson Parade and Mike Turtur Bikeway, as set out in Attachment 1 to this report (Item 4.2, Council Meeting 26 October 2026), be endorsed by Council for the purpose of undertaking community consultation, subject to the following changes:

   - *Changes required to be inserted here*

3. A further report be presented to Council summarising the feedback received on the preferred concept design and outlining the proposed next steps for the project.

This option enables Council to make adjustments or amendments to the preferred concept design before going out to community consultation. Council will need to specify any changes it may deem warranted prior to the commencement of consultation.

A further report will present the community consultation outcomes, any resulting design updates, and seek Council's confirmation on the project's next steps.

Option 3 –

4. The report be received.

5. The preferred concept design for King William Road Streetscape Improvements between Simpson Parade and Mike Turtur Bikeway, as set out in Attachment 1 to this report (Item 4.2, Council Meeting 26 October 2026), be further changed as outlined below and returned to Council for consideration.

   - *Changes required to be inserted here*

Council may wish to request more substantive changes be made to the preferred concept design, with a revised version to return to Council for adoption.

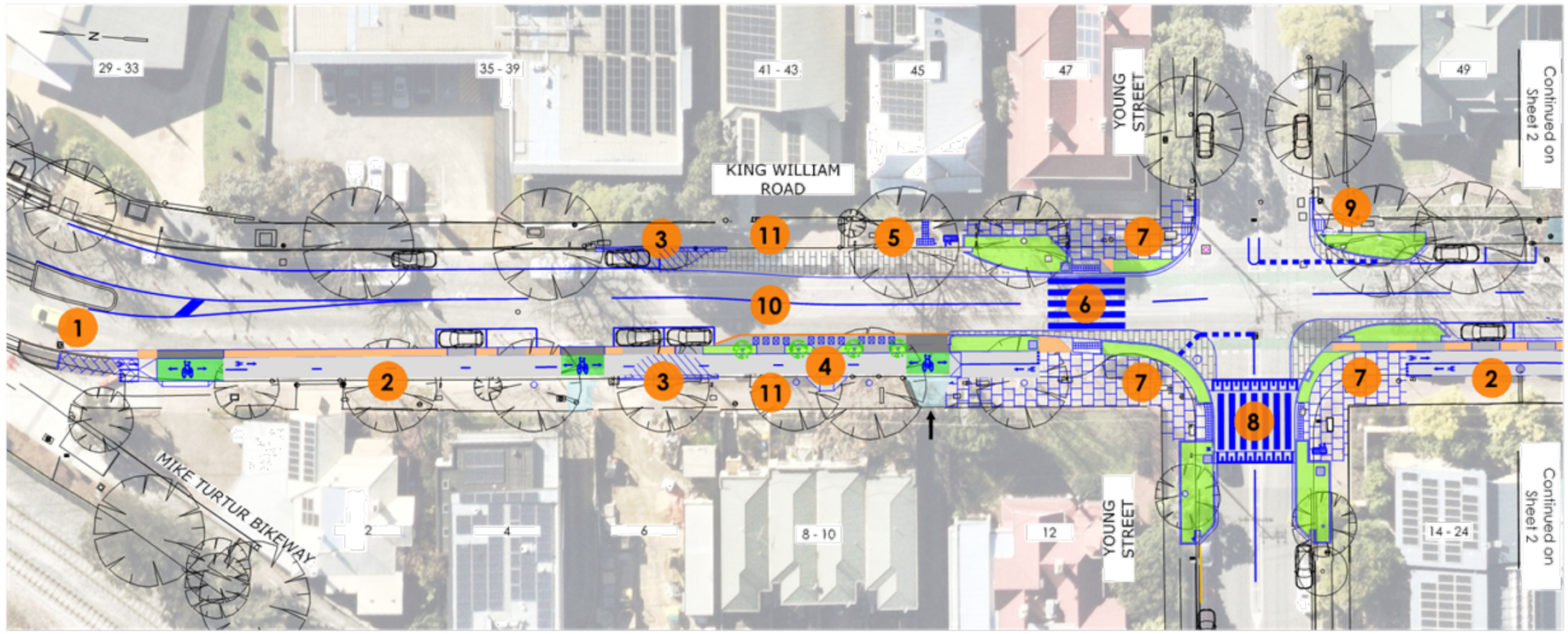
This option enables the concept design to be amended as specified by Council and subsequently returned for further review and consideration.

8. RECOMMENDED OPTION

Option 1 is the recommended option.

9. REPORT AUTHORISERS

Name	Title
Claude Malak	General Manager City Infrastructure



1. Connection to recently completed King William Road shared path upgrade
2. Two-way bicycle path 0.9m buffer
3. Kerb extensions with plantings removed. 3 extra parking spaces
4. Bin presentation area. 3 parking spaces removed
5. Relocated bus stop with patterned road pavement treatment (flush). 4 parking spaces removed
6. Priority pedestrian 'Zebra' crossing (flush). 2 parking spaces removed
7. Footpath widened and landscaped areas
8. Priority pedestrian 'Wombat' crossing (raised). 4 parking spaces removed
9. New kerb ramp and landscaped areas
10. Road block pavement renewed
11. Footpath block pavement renewed

Key:

Green coloured surfacing with bicycle markings and warning signs at driveway crossovers

Propose tree planting

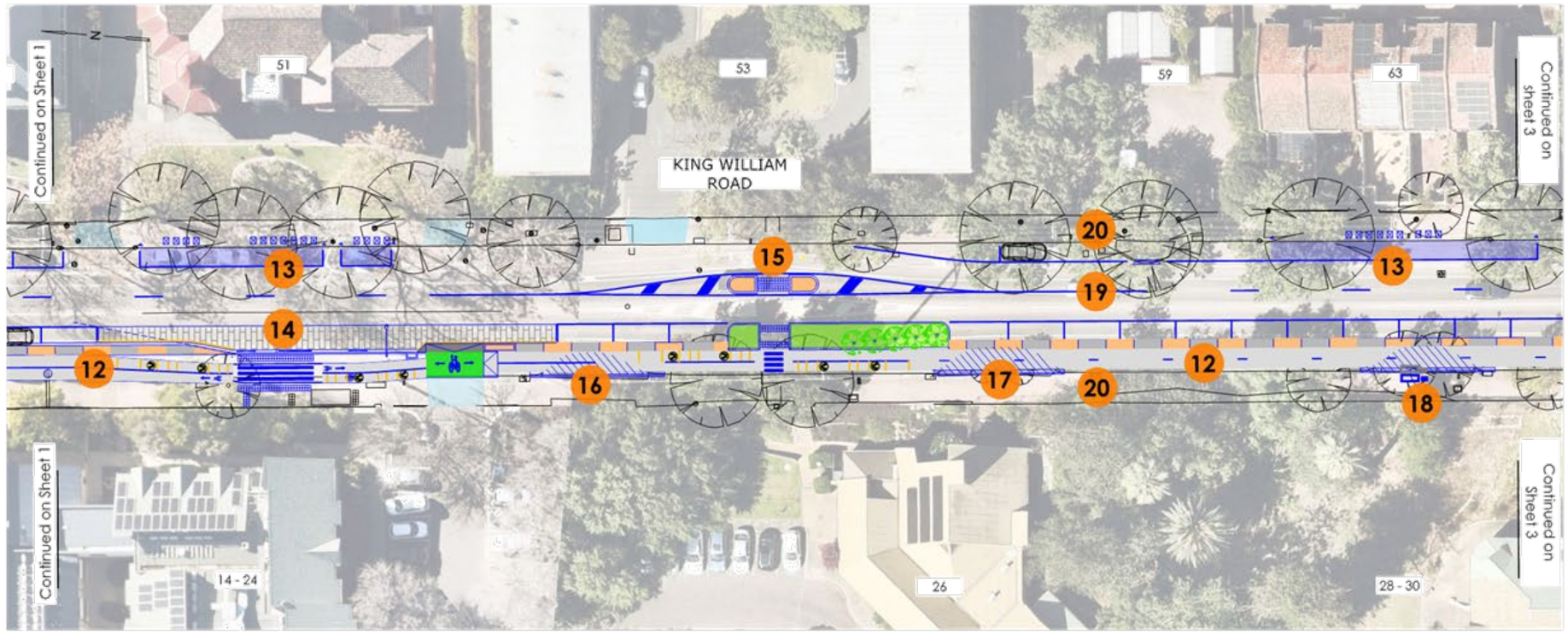
Parking with a part-time no stopping restriction during bin collection times

Patterned road pavement

THE CITY of Unley

King William Road Streetscape Upgrade (Stage 3)
Simpson Parade to Mike Turtur Bikeway

Sheet 1



12 Two-way bicycle path with 0.9 buffer

13 Parking with a part-time no stopping restriction during bin collection times

14 Bus stop with boarding area, bicycle path zebra crossing an patterned road pavement treatment(flush)

15 Pedestrian refuge island. 1 parking space removed

16 Kerb extension removed. 2 extra parking spaces

17 Kerb extension with two trees removed. 2 extra parking spaces

18 Kerb extension with two tress removed and memorials relocated. 2 extra parking spaces

19 Road block pavement renewe

20 Footpath block pavement renewed

Key:

Green coloured surfacing with bicycle markings and warning signs at driveway crossovers

Propose tree planting

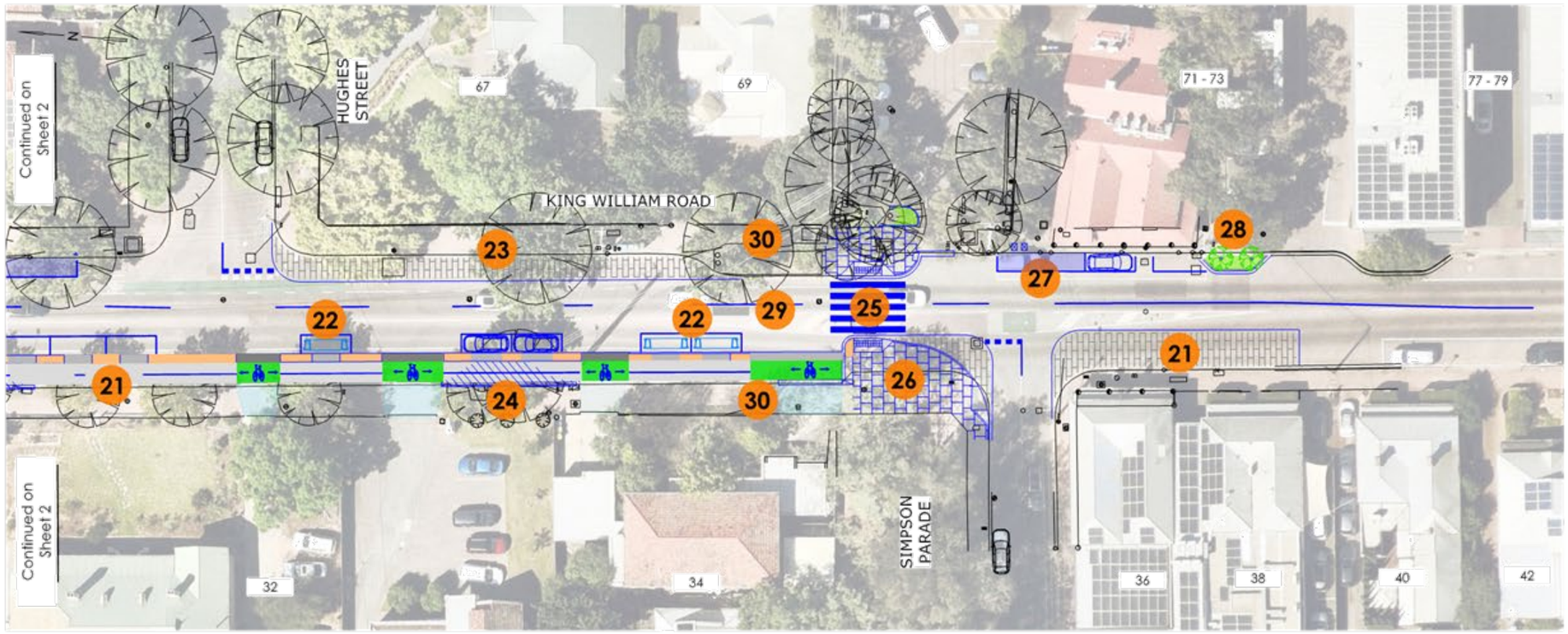
Parking with a part-time no stopping restriction during bin collection times

Patterned road pavement

THE CITY of Unley

King William Road Streetscape Upgrade (Stage 3)
Simpson Parade to Mike Turtur Bikeway

Sheet 2



21 Two-way bicycle path with 0.9m buffer

22 Bin presentation area within parking spaces. No Stopping 6pm - 12 midnight Tue and 12 midnight - 6pm Wed

23 Bus stop with patterned road pavement treatment (flush)

24 Kerb extension and two trees removed. 2 extra parking spaces

25 Priority pedestrian 'Zebra' crossing (flush)

26 Footpath widened

27 Parking with a part-time no stopping restriction during bin collection times

28 New kerb extension with planting. 1 parking space removed

29 Road block pavement renewed

30 Footpath block pavement renewed

Key:

Green coloured surfacing with bicycle markings and warning signs at driveway crossovers

Proposed tree planting

Parking with a part-time no stopping restriction during bin collection times

Patterned road pavement

THE CITY of Unley

King William Road Streetscape Upgrade (Stage 3)
Simpson Parade to Mike Turtur Bikeway

Sheet 3

INFORMATION REPORT

REPORT TITLE:	CITY INFRASTRUCTURE PROJECT STATUS UPDATE 202627 FY (SEPTEMBER QUARTER)
ITEM NUMBER:	4.3
DATE OF MEETING:	26 OCTOBER 2026
AUTHOR:	AARON WOOD, MANAGER CITY ASSETS
DIVISION:	CITY INFRASTRUCTURE
ATTACHMENTS:	1. CAPITAL (NEW) AND CAPITAL (RENEWAL) PROJECT SUMMARY

1. PURPOSE

This information report provides Council with a status update on the delivery of Council's City Infrastructure Capital (New) and Capital (Renewal) projects for the first quarter of the 2026/27 financial year.

2. RECOMMENDATION

That:

1. The report be received.

3. RELEVANT CORE STRATEGIES – FOUR YEAR DELIVERY PLAN

3. Economy
3.5 We drive strong economic, cultural, environmental, and social outcomes through strategic investments in property, technology, facilities, and infrastructure.

4. BACKGROUND

Council's 2026/27 Annual Business Plan & Budget incorporates the delivery of 99 City Infrastructure projects, namely 25 Capital (New) and 74 Capital (Renewal) projects.

This information report provides Council with a status update regarding the delivery of these projects, as at the end of September 2026 quarter, as contained in Attachment 1.

Attachment 1

5. DISCUSSION

Capital (New) Projects

Of the 25 projects included in the program, 2 have been completed, 19 have commenced and 4 are yet to commence. Of the 19 projects currently underway, 7 are multi-year initiatives that have either commenced in 2025/26 and are to be completed in 2026/27 or are commencing in 2026/27 and scheduled for completion in 2027/28.

Currently there are not any identifiable risks that will prevent the successful delivery of each project in accordance with the current project schedules. The outliers to this are projects that are awaiting confirmation of external funding contributions as identified in the summary report attached.

Capital (Renewal) Projects

Of the 75 projects included in the program, 17 projects have been completed, 38 projects have commenced, 18 projects are yet to commence, and 1 project has been removed from this year's program.

- Unley Swimming Centre – Full replacement of Sand Filters

  This is the 1 project to be removed from the program. The replacement of the existing sand filters (8 in total) was earmarked to coincide with the Heat Pump Electrification project.

  As the design of the heat pump electrification project has progressed it was identified that a like for like replacement of the sand filters was not the most viable option. The current sand filters which consist of 8 large units and take up considerable area are considered old technology and can be replaced with a single unit that is technologically advanced with regard to improved water quality treatment and requires a reduced footprint.

  The new advanced technology single filter unit uses an ultra-fine filter that will considerably improve the pool water quality. In addition, it will ensure compliance with legislative standards for public swimming pools. It will also reduce maintenance costs, improve water efficiency with reduced backwashing volumes and will free up valuable floor space in the pump room to enable other uses. However, the new filter comes with an increased cost that was not budgeted for originally, it is therefore proposed to defer the project to the 2027/28 FY whereby an appropriate budget allocation can be assigned to the filter replacement in the 2027/28 Annual Business Plan and Budget.

- Renewal Projects Carried Forward from 2025/26FY

  The following projects were carried forward from the 2025/26FY program:

  - *Beaconsfield Street*, the project has commenced and is due for completion in December 2026
  - *Glen Osmond Road Streetscape Design,* to be completed end of October 2026. Kerbing construction works are scheduled to commence in November 2026.
  - *Unley Road Streetscape Upgrade,* is progressing well with staging being amended to coincide with 2026/27 works to facilitate business needs and assist with contractor availability and scheduling:
  - *Whittam Street to Marion Street - Eastern Side* –
    February 2027 Completion
  - *Greenhill Road to Hughes Street (Western Side)* –
    April 2027 Completion
  - *Simpson Parade and Palmer Avenue Flood Mitigation Designs* – Completed.
  - *Short Street (Young Street – Rose Terrace) Construction Works* – Completed.
  - *Goodwood Library Bathroom Amenities Design* – Completed.
  - *Leicester Street Playground Renewal* – Currently out to tender with completion expected in the second half of the financial year subject to tender schedules received. Play equipment purchase long lead times have dictated works being completed in the later part of the financial year.

Overall Program

The overall program is currently on track to be completed as scheduled. Quarterly updates will continue to be provided throughout the year.

6. REPORT AUTHORISERS

Name	Title
Claude Malak	General Manager City Infrastructure

City Infrastructure Projects 2026/27

Capital (New) Projects

Yet to Commence/Delayed
Scheduled/Commenced/On Track
Completed
Not to Proceed

Overall Project Dashboard

Total Number of Projects	Projects Yet to Commence / Delayed	Projects Commenced / Scheduled / On Track	Projects Completed	Projects Not to Proceed
25	4	19	2	0

Project Name	Deliverable	Status	Scheduled Start	Scheduled Completion	Comment
Brownhill Keswick Creeek (BHKC) Contribution	Contribute to the BHKC Regional Subsidiary delivery of flood mitigation works		NA	NA	
City Wide Flood Mitigation Plan Implementation	Upgrade Beaconsfield St Stormwater Management		Apr-26	Nov-26	Works commenced
City Wide Flood Mitigation Plan Implementation	Fisher St Catchment upgrade works		Feb-27	Jun-27	Design Completed, commencing procurement of contractor
Sturt Bowling Club Redevelopment	Redevelopment and refurbishment of club rooms		Apr-27	Sep-27	Multiple year project
Millswood Bowling Club Redevelopment	Redevelopment, refurbishment and extension of exisitng club rooms		Mar-27	Sep-27	Multiple year project
Collector Roads 40km/h Speed Limit Implementation	Implement a lower 40km/h speed limits along Council collector roads		Jul-25	Jun-27	DIT have endorsed the 40km/h speed limit on selected roads, currently procuring signage contractors to roll out the signage upgrade to be completed by the end of the financial year.
Ridge Park Redevelopment Detailed Design (Stage 1)	Detailed design of nature wild play area		Jan-26	Mar-27	Multiple year project. Project split into 4 stages, Design consultant engaged to document the Wilding & Nature Play area (Stage 1)
Unley Museum & Galleries Redevelopment	Construct a new Unley museum and galleries facility		Nov-25	Dec-26	Multiple year project: Second year of project and is expected to be completed as scheduled.
King William Road Streetscape Upgrade (Stage 1 & Stage 2)	Construct new footpaths, kerbing, road paving and landscaping (property boundary to property boundary), from Greenhill Road to the bend at Mike Turtur Bikeway		Feb-26	Sep-26	Multiple year project: Completed
Unley Swimming Centre Heat Pump Electrification	Replace existing gas boilers with electrical heat pumps		Jan-26	Apr-27	Multiple year project: Second year of project, Design completed and currently procuring a lead contractor for delivery within grant funding timeframes.
Accessible Streets Design	Construct new footpaths, kerbing, drainage and landscaping (property boundary to property boundary) in Greer St		May-26	Nov-26	Multiple year project: Second year of project and is expected to be completed as scheduled.
Accessible Streets Design	Leicester St		Jul-26	Jun-27	Design has commenced
Lyons Parade Improvement Plan	Plan to identify greening opportunities, improve traffic flow and management of cycling		Sep-26	Jun-27	Engineering Survey completed, concept design in draft
Business Precinct Management Plan	Glen Osmond Rd Streetscape upgrade		Jul-26	Jun-27	Design Completed, kerbing works to commence in November with footpath upgrade commencing in March 2027.
Walking & Cycling Plan Implementation (Year 4 of 5)	Wilberforce Walk (Stage 4)		TBC	TBC	*Currently liasing with DIT T2D funding agreement and project scope.
	Young St Neighbourhood Bicycle Route (Stage 2)		TBC	TBC	*Awaiting confirmation of 50% funding from State Bicylce Fund
	Wattle St Neighbourhood Bicycle Route (Stage 3)		Mar-27	Jun-27	
	Duthy St/Winchester Intersection Walking and Cycling Improvements (Construction)		Mar-27	Jun-27	
	Jellicoe-Ningana Ave Neighbourhood bicyle Route (Design and Consult)		Jul-26	Jun-27	Concept design currently in progress, community consultation scheduled for early to mid 2027
	Wood-Weller Bikeway Stage 4 Sepearated Bike Lanes		Jul-26	Jun-27	Concept design completed
	Leader St/Railway Crossing (Feasibility Design study)		TBC	TBC	*Awaiting confirmation of 50% funding from DIT
	Permanent Bicycle Counter				Counter installed in Heywood Park in September 2026
Local Area Traffic Management Implementation (LATM)	Florence St - Speed humps (Construction)		Apr-27	Jun-27	Contractor has been engaged
	Wooltana and Glenrowan Ave Intersection pedestrian improvements (Construction)		Sep-26	Nov-26	Works 90% complete
	Design of endorsed High Priority Actions (R3, R5 and R6) (Detailed Design)		Aug-26	Mar-27	Design commenced

City Infrastructure Projects 2026/27

Capital (Renewal) Projects

Yet to Commence/Delayed
Scheduled/Commenced/On Track
Completed
Not to Proceed

Overall Project Dashboard

Total Number of Projects	Projects Yet to Commence / Delayed	Projects Commenced / Scheduled / On Track	Projects Completed	Projects Not to Proceed
74	18	38	17	1

Project Name	Site	Scope of Works	Status	Scheduled Start	Scheduled Completion	Update
Road Renewal Program	Beaconsfield St (Unley Rd - End)	Permeable Pavers		Sep-26	Dec-26	Works commenced
	Greer Street, Hyde Park - Commercial Road / Commercial Road	Reseal (Streetscape Upgrade / Street print)		Aug-26	Nov-26	
	Duthy Street, Malvern - Cross Road / Dover Street	Reseal and pavement patching		Feb-27	May-27	
	Esmond Street Private Lane, Hyde Park - South Extent / Esmond Street	New laneway construction - subject to adjacent property owner agreement		Mar-27	Apr-27	
	Charles Lane, Unley - Mary Lane / Unley Road	Laneway modification works following Apartment Development completion		Apr-27	May-27	
	SASMEE Laneway, Millswood - Railway Crossing / Millswood Crescent	Reseal		Oct-26	Nov-26	
	Various	Minor reseals / heavy patching		Sep-26	Jun-27	
Footpath Renewal Program	Unley Road (Whittam St - Marion St) Stage 3 - East Side	Reconstruct footpath		Dec-26	Feb-27	
	Unley Road (Greenhill Rd - Hughes St) Stage 4 - West Side	Reconstruct footpath		Mar-27	Apr-27	Greenhill Rd Corner Only
	Greer Street, Hyde Park - Commercial Road / Commercial Road	Streetscape renewal		Aug-26	Nov-26	
	Unley Road, Unley / Malvern - Edmund Street / Wattle Street	Footpath renewal / upgrade		TBC	TBC	**Scope to be reduced to fit budget allocation**
	Glen Osmond Road, Parkside - Kenilworth Road / Fullarton Road	Footpath renewal / upgrade		Feb-27	Apr-27	
	Unley Road, Unley - Hughes Street, Charles Lane	Footpath renewal / upgrade		Oct-26	Nov-26	
	Lloyd Avenue, Millswood - Millswood Crescent / Ormonde Avenue	Lift and relay				Completed
	Ravensthorpe Avenue, Millswood - Millswood Crescent / Ormonde Avenue	Lift and relay				Completed
	Pine Street, Parkside - End / Ella Street	Lift and relay		Nov-26	Dec-26	
	Rogers Street, Goodwood - Albert Street / Albert Street	Lift and relay				Completed
	Various Locations	Shared Path/bikeways heavy patching		Sep-26	Jun-27	Shared path surface repairs in progress
	Pram Ramps, Various	DDA upgrades		Jul-26	Jun-27	
Kerb & Water Table Renewal Program	Unley Rd (Whittam St - Marion St) Stage 3 - East Side	Renew kerb				Completed
	Short St (Young St - Rose Tce)	Renew kerb				Completed
	Unley Road, Unley/Malvern - Edmund Street/ Wattle Street	New kerbing		TBC	TBC	**Scope to be reduced to fit budget allocation**
	Glen Osmond Road, Parkside - Kenilworth Road/ Fullarton Road	New kerbing		Nov-26	Dec-26	
	Unley Road, Unley - Charles Lane/ Hughes Street	New kerbing				Completed
	Beaconsfield Lane, Hyde Park - Unley Road / End	New spoon drain		Sep-26	Nov-26	
	Davey Street, Parkside Macklin Street/ Glen Osmond Road	New kerbing		Feb-26	Apr-27	
	Duthy Street, Malvern Austral Terrace/ Dover Street	New kerbing		Feb-27	May-27	
	Clifton Street, Millswood - Goodwood Road/ Hardy Street	Tree well installation (Full Length)				Completed
	Esmond Laneway (Private), Hyde Park Esmond Street	*New spoon drain – subject to adjacent property owner agreement		Mar-27	Apr-27	
	Oxford Street, Hyde Park - Jasper Street/ Mitchell Street	New kerbing				Completed
	Ella Street, Parkside - Pine Street/ Porter Street	New kerbing		Oct-26	Dec-26	
	Pine Street, Parkside - Dunks St/ Pine Street	New kerbing		Oct-26	Nov-26	
	Birdwood Avenue, Unley - Austell Street/ End	New kerbing				Completed
	Ormonde Avenue, Millswood - Ellesmere Terrace/ Millswood Crescent	New kerbing		Oct-26	Dec-26	
	Raventhorpe Avenue, Millswood - Ormonde Avenue/ Millswood Crescent	New kerbing		Sep-26	Oct-26	
	Lloyd Avenue, Millswood - Ormonde Avenue/ Millswood Crescent	New kerbing				Completed
	Third Avenue, Forestville - Norman Terrace/Orchard Ave	New kerbing		Feb-27	May-27	
	Orchard Avenue, Forestville - South Road/ Third Avenue	New kerbing		Feb-27	May-27	
	Parish Court, Millswood - End/ Avenue Street	Kerb patching		Jul-26	Jul-26	Completed
	SASMEE Laneway, Millswood - Railway Crossing/ Millswood Crescent	New spoon drain		Oct-26	Nov-26	
	Various	Future survey & design 2027/28 Financial Year		Jul-26	Jun-27	
		Minor kerb repairs		Jul-26	Jun-27	
Stormwater & Drainage Renewal Program	Beaconsfield St (Unley Rd - End)	Install new drainage system (permeable paving and subsoil drainage)		Sep-26	Dec-26	
	Simpson Pde (New 450mm pipe to Channel-Sep Upgrade with Flutes)	Renew SEP, flood management		Feb-27	Mar-27	Design Completed
	Palmer Ave	Flood Protection works due to limited S/W pipe capacity		Feb-27	Mar-27	Design Completed
	Jaffrey Street Parkside	Design of pipe upgrade and flood mitigation opportunities				Completed
	Joslin Street Wayville	Remove and replace culvert headwall		Apr-27	Jun-27	
	St Helen Street Parkside	Design of pipe upgrades		Aug-26	Dec-26	Design in progress
	Various	Minor side entry pit/pipe upgrades		Jul-26	Jun-27	
		Stormwater Pipe condition CCTV inspections		Jul-26	Jun-27	
Open Space Renewal Program	Wayville Reserve (Renewal of Playground and Softfall)	Renew playground and softfall		Apr-26	Nov-26	
	Soutar Park (Renewal of Play Equipment)	Renew playground and softfall		Apr-26	Nov-26	
	Soldiers Memorial Gardens Unley	Military Cannon refurbishment		Sep-26	Nov-26	To be completed prior to Remembrance Day
	Soldiers Memorial Gardens Unley	Water fountain - bottle fill station				Completed
	Dora Guild Reserve Clarence Park	Renewal of playground and soft fall		Mar-27	May-27	
	Leicester Reserve Parkside	Playground renewal			Jun-27	Tenders Received - currently evaluating
	Princess Margaret Reserve	Various play equipment renewal and sand pit reconstruction		Mar-27	May-27	
	Orphanage Park Millswood	Play equipment renewal & soft fall repairs		Mar-27	Jun-27	Assessing public consultation feedback on proposed play equipment upgrade
Property - Civic Community Building Renewal	Fullarton Park CC	Timber flooring replacement				Awaiting delivery of product
	Goodwood Library	Goodwood Library / Community Centre fire indicator panel, security and				Completed
	Unley Swimming Centre	Full replacement of Sand Filters				Deferred to 2027/28 FY following Heat Pump Upgrade
	Unley Library	Elevator: Replace & Upgrade electrical components			Jun-27	RFQ Completed
	Civic Centre	Elevator: Replace & Upgrade electrical components			Jun-27	RFQ Completed
		First Floor Reconfiguration				Completed
	Civic Buildings	Security/Access system upgrade - 10 Council sites		Sep-26	Mar-27	
		Disability access and inclusion plan DDA works		Sep-26	Jun-27	FPCC DDA compliant toilet design completed, other DDA upgrade designs progressing
		New digital screen for the Council Chambers		Nov-26	Dec-26	
		Office Furniture renewal – various sites		Jul-26	Jun-27	
	39 Oxford Terrace Unley	New carpet: EFM gym and foyer				Completed
	Building Condition Audit	All building assets		Sep-26	Dec-26	
	Various	Toilets and Fixture Renewals (Swimming Pool)				Completed
		Minor/Unplanned building works		Jul-26	Jun-27	
Traffic Facilities Renewal Program	Young Street, Unley	3x Roundabout Upgrades (Roberts/Palmerston/Salisbury)		Jan-27	Apr-27	Design currently being finalised
	Young Street, Wayville	2x Roundabouts Upgrade Designs (Joslin/Clark)		Sep-26	Jun-27	Designs commenced

DECISION REPORT

REPORT TITLE:	PLANNING FOR GROWTH
ITEM NUMBER:	4.4
DATE OF MEETING:	26 OCTOBER 2026
AUTHOR:	DON DONALDSON, MANAGER PLANNING AND DEVELOPMENT
DIVISION:	CITY SHAPING
ATTACHMENTS:	1. DRAFT PLANNING FOR GROWTH: SETTING THE DIRECTION

1. PURPOSE

This report seeks Council endorsement of the *Planning for Growth: Setting the Direction,* following community consultation and subsequent testing and refinement.

The Plan will inform the development of the Council's Local Area Plan, a State Government requirement, as well as City Plan 2050.

2. RECOMMENDATION

That:

1. The report be received.

2. The Planning for Growth: Setting the Direction (Attachment 1, Item 4.4, Council Meeting 26 October 2026) be adopted.

3. The Chief Executive Officer be authorised to make minor editorial or formatting amendments as required to finalise the Plan.

4. The Chief Executive Officer distribute the Plan to relevant Ministers and Government Agencies, local Members of Parliament and adjoining councils.

3. RELEVANT CORE STRATEGIES – COMMUNITY PLAN 'TOWARDS 2050'

4. Places and Spaces
4.4 We plan for future population growth with a City Master Plan that guides innovative and well-designed housing and development in the right places.

4. BACKGROUND

The following strategic context has influenced and shaped the development of *Planning for Growth: Setting the Direction (*the Plan):

Greater Adelaide Regional Plan (GARP) is the State Government's 30-year blueprint to guide the growth of metropolitan Adelaide. The GARP has set a dwelling target for the City of Unley of 3,440 new additional dwellings (between 2021 and 2051, with individual housing targets for each decade).

Local Area Plan, is a requirement of the GARP, for each local council to demonstrate how a council will meet their projected housing targets, taking into consideration:

- specific housing needs and challenges of their local communities
- consideration of local character and context
- infrastructure capacity
- implementation of Living Locally principles
- alignment with other strategic directions of the GARP.

The endorsed Plan will inform the preparation of the Local Area Plan.

City of Unley Community Plan – Towards 2050 (the Community Plan)*,* sets out the Council's long-term strategic vision for the City. Its outcomes are framed under four 10-year lead strategies, translated into a progressive four-year Delivery Plan.

Unley City Plan 2050 (the City Plan) is intended to be the spatial expression of the Community Plan vision, with the integration of growth targets, to plan for changing needs of future communities, while building on the attributes and existing character and capacity of local neighbourhoods.

Development of the Plan

The Plan has been a 24-month commitment of the Council, developed through a set of collaborative steps to inform the final document and its recommendations. These steps include:

- *City Plan Scoping Report (September 2024)* – This report sought endorsement of set of Guiding Principles that would inform the development of Planning for Growth. The Report was prepared for the purpose of purposes of circulation to the public, government agencies, interested community groups, and key stakeholders.
- *Draft Planning for Growth* (October 2025) – this report sought endorsement of a draft document for public consultation that aligned the aspirations of the Council's Community Plan *Towards 2050,* with the targets and policies of the State Government's Greater Adelaide Regional Plan (GARP). It demonstrated the application of these objectives, with the guiding principles across the City, including 10 identified precincts.

- *Draft Planning for Growth Engagement Report* (April 2026) – This report provided a summary of the 10-week community consultation approach and the 1300 comments received on the draft *Planning for Growth.*

The feedback from the consultation identified issues and opportunities relating to the City as a whole or focused on particular precinct impact. The common themes from feedback relate either:

- *directly*, to the general approach or specific precinct proposals within the Plan; and
- *indirectly*, highlighting the larger role State Government or Council may need to play in development of policy, standards or services in response to forward planning and anticipation of future needs arising from growth.

The key themes arising from consultation were summarised as:

Height of development – preference for low to mid-rise development.

Congestion and parking – concern that increased density will lead to more traffic and congestion.

Loss of heritage and local character – concern of development impacting buildings of heritage and historic character. There was also a view that a greater number of heritage buildings should be recognised and protected.

Housing diversity – support for more diverse options, but not at the loss of character dwellings.

Green space and trees – concern that new developments did not sufficiently provide for trees or landscaping.

Planning process and design outcomes –distrust of the planning system and the poor level of design quality that it produces.

Public and active transport – desire for improved public and active transport options essential for increased density.

Infrastructure capacity – concern that infrastructure (e.g. stormwater) and supporting facilities (e.g. local schools) will not keep up with increased demands from growth.

The April 2026 Report provided a contextual response addressing the direct and indirect impact of each theme to the Plan.

Since consultation concluded, and report was presented to Council, the staff have undertaken further detailed investigations and held additional workshops, briefings and meetings as required, to further refine the recommendations within the final Plan.

The recommendations included:

- undertaking further investigations in response to community and elected member feedback
- attending meetings organised by local community groups, to outline the draft Plan and respond to questions
- responding to numerous customer requests for clarification and information
- holding a workshop with the Council's Business and Economic Development Committee (BEDAC) to review the Plan and seek advice to inform the final Plan
- leading a bus tour of contemporary medium density development sites across inner Adelaide with Elected Members (May 2026)
- holding a workshop with Elected Members to refine precinct planning to reflect bus tour observations with community feedback (May 2026)
- holding public Elected Member Briefings to update Members with development of the draft Plan on 29 June 2026 and 21 September 2026
- updating senior officers of the Department of Housing and Development (DHUD) on the directions and likely outcomes of the Plan.

5. DISCUSSION

This report seeks endorsement of the Plan (Attachment 1) to enable the preparation of a Local Area Plan as required by the State Government (for DHUD review by the end of 2027 and State Planning Commission approval prior to 30 June 2028).

Attachment 1

The following summarises the key changes to the final Plan (generally):

Dwelling Targets

The Plan retains an estimated dwelling capacity greater than the GARP housing target for the City (5,300 compared to 3,440 additional dwellings).

Importantly, the Plan demonstrates that the City has sufficient capacity to meet the State Government's housing target for the City of Unley by focusing on growth in appropriate precincts, centres, and along established transport corridors that support the concept of 'living locally'.

This growth can be achieved through medium density development, without needing to:

- impact on established residential areas of character
- resort to much higher densities or building heights than put forward
- compromise on existing interface measures (such as the 30-degree building envelope plane) between corridor development and adjoining residential properties.

Existing Historic Area Overlay

The existing Historic Area Overlay across the City is to be retained in the majority of precinct locations. Where previously shown as proposed areas for increased housing diversity, these zones have been significantly reduced in response to community feedback, as well as further investigations that demonstrated the minimal dwelling gains likely.

Main Street Heritage and Character

Recommendations have been included to better identify and protect the heritage and character features in key activity and main street precincts, as well as to ensure new development is complimentary to the established character of an area or streetscape.

Proposed Corridor Building Heights and Interface

Additional testing was undertaken to confirm the suitability of nominated building heights along each of the corridors. Investigations were undertaken to determine if typical site footprints along corridors could accommodate the proposed height of development within the desired of the 30-degree building envelop plane.

Quality Planning and Design Advocacy

A greater emphasis has been placed on the established City of Unley planning values relating to design quality, sustainability, landscaping and tree canopy cover, and interface measures for corridor developments abutting established residential areas.

These values are understood by the community and expected within new development. The Plan elevates the roles and responsibilities for the Council to undertake on behalf of the community when engaging with developers and the State Government regarding future development in support of the aims of the Plan. This includes:

- advocating for improved policy settings in the Code
- the provision of infrastructure and services to support future growth needs
- attempting to play a more active role in influencing the built form of major developments in the City determined by SCAP
- establishing a Local Design Review Panel to provide greater guidance and review for development proposals that remain the responsibility of Council to approve.

The following summarises the key changes to each of the final Precincts from the draft Plan:

Precinct 1: Wayville (combined with Keswick)

- Housing diversity areas have been removed from the Plan, except for the southern frontage to Leader Street.

- Goodwood Road frontage, between Rose Terrace and Young Street, previously identified for Commercial Mixed Use, is now proposed for Living Mixed Use (with the unchanged height of 7 levels).
- The Goodwood Road building height for the Living Mixed Use south of Le Hunte Street and Leader Street (to the tram line) has been reduced from 7 levels to 5 levels.

Precinct 2: Goodwood

- Housing diversity areas have been removed from the Plan, except for a small pocket of land adjoining the Council community centre on Florence Street.
- The area north of Goodwood Primary, fronting Railway Terrace South and Hampton Street South, proposed for Living Mixed Use up to 4 levels.
- Proposed review of the heritage and character features of buildings to strengthen the traditional built form elements of the centre.
- Master planning of the Goodwood Community Centre for a wider range of services, civic plaza, and affordable housing for key workers up to 7 levels.

Precinct 3: King William Road (North)

- Housing diversity areas have been removed from the Plan.
- Potential Mixed-Use development for the Latvian Community Centre and land east of Annesley College has not been included in the Plan.
- Land fronting King William Road from Greenhill Road and Young Street proposed as an Activity Centre has been differentiated into components of Commercial Mixed Use (as an extension of existing Greenhill Road zoning), activity centre, and Commercial Mixed Use, up to 7 levels and 5 levels south of the Catholic Church to Young Street.

Precinct 4: King William Road Main Street

- Housing diversity areas have been removed from the Plan, except for the area west of Harley Street, between Opey Street and Park Street.
- Proposed review of the heritage and character features of buildings to strengthen the traditional built form elements of the centre.
- Revised maximum building heights to better reflect the existing character of the area and the application of the 30-degree building envelope interface measure.

Precinct 5: Unley Central Precinct

- Housing diversity areas have been removed from the plan, except for between Maud Street and Marion Street.
- The existing suburban activity centre extended northwards along Unley Road to Charles Lane/Culvert Street, with revised maximum building heights to better reflect development opportunities on the western side of Unley Road and the application of the 30-degree building envelope interface measure.

- Proposed review of the heritage and character features of buildings to strengthen the traditional built form elements of the centre.
- Commercial, community, and above ground residential development fronting Oxford Terrace to Rugby Street up to 5 levels.

Precinct 6: Clarence Park

- Reduced areas proposed for housing diversity, with incentives to amalgamate sites.
- Local commercial and retail services remaining focused on existing facilities.
- The area bounded by Mills Street, East Avenue, Frederick Street, north of 16 Frederick Street, proposed for Living Mixed Use (medium density) up to 5 levels (that meets the 30-degree building envelope interface measure).

Precinct 7: Highgate Precinct

- Expanded activity centre with above ground residential development up to 5 levels.
- Small housing diversity area proposed along Fisher Street opposite Fullarton Park Centre.

Precinct 8: Fullarton Precinct

- Reduced areas proposed for housing diversity, with incentives to amalgamate sites.

Precinct 9: Arkaba Precinct

- Housing diversity areas have been removed from the plan.
- Proposed Living Mixed Use (medium density) up to 5 levels along Fullarton Road frontages, within 400 metres walking distance of the Arkaba Centre and public transport along Glen Osmond Road, and subject to 30-degree building envelope interface measure.
- The suburban activity centre (up to 7 levels) being expanded to cover all properties on the northern side of Gladstone Street, with the 30-degree building envelope interface measure applied from Gladstone Street.

<u>Final Plan</u>

From the original draft Plan released in November 2025, the final document now includes:

- What community feedback (broad themes and precinct based) was received on the draft;
- How the Plan has been revised in response to feedback and further investigations;
- Refinements to the Plan from feedback received at Elected Member briefings;

- A refined City Growth Plan and revised Precinct Plans with new associated actions intended to be taken by the Council; and
- The estimated dwelling and population growth by 2050 for each of the precincts, and for areas outside of the precincts.

Next Steps

The Plan provides a clearer timeframe of the next steps to be taken by the Council in progressing associated work that will be informed by the Plan, once adopted by the Council.

The Plan will inform the development of the Council's Local Area Plan, a requirement of the State Government as well as provide the basis for the future advancement of City Plan 2050. The Plan also provides insight into future population changes within local precincts which should be factored into the long-term provision of community services and infrastructure management.

The City Plan will integrate growth with the changing needs of future communities, while building on the attributes and existing character and capacity of local neighbourhoods.

Future of Growth

The Plan sets out a balanced approach for development across the City of Unley to achieve the State Government's housing target, informed by the local community and in alignment with the vision and objectives of the Community Plan.

Endorsement of the Plan will not, in and of itself, result in changes to the Planning and Design Code (the Code), which establishes the planning rules used to assess development applications under the *Planning, Development and Infrastructure Act 2016*.

The Plan will, however, guide Council's approach to future Code Amendments. Any proposed changes to zoning or planning policy must be progressed through the legislated Code Amendment process, which includes a number of steps before changes can be implemented. Further information on this process is available on the PlanSA website.

A Code Amendment can be led by the State Government, private landowners or by the Council, and needs to be supported with more detailed precinct or site-specific investigations, further community consultation. A code amendment can only be initiated with the Minister's approval and direction and authorised by the Minister before coming into effect.

As a long-term plan, the proposals outlined in Planning for Growth will be subject to the political priorities of the State Government of the day and the impact of market demands and other future economic pressures that may require future planning policy changes that differ over time from the land uses or heights anticipated in the final Plan.

Importantly, the Plan demonstrates that the State's housing targets can be accommodated within the City of Unley. It does not propose changes to the targets themselves but identifies a range of opportunities to create the capacity required to meet the growth target.

6. POLICY IMPLICATIONS

6.1 Financial/budget implications

- The Council's 2026/2027 budget contains provision for the finalisation of the Plan and progressing the Local Area Plan and City Plan it will inform.
- The endorsement of the Plan does not create immediate budget commitments.
- An Implementation and Priorities Plan will be subsequently presented to the Council to assist in informing the timing and future financial implications of required work.

6.2 Risk Management (identification and mitigation)

- Discussions have been held with senior officers of the Department of Housing and Urban Development (DHUD) throughout the development of the Plan
- Investigations underway and proposed by the State Government will influence its response to the Plan and the preparation of the Local Area Plan.

6.3 Staffing/Work Plans/Additional Resource Impact

- The Plan will not influence the short-term resourcing of development assessment functions of the Council
- Any future resource requirements associated with specific projects identified through implementation will be considered through normal budget and workforce planning processes.

6.4 Climate/Environmental Impact

- The Plan is founded on the aims and objectives of the Community Plan and the City Plan Guiding Principles
- The Plan places weight on responding to existing and future environmental challenges to be faced by the City's communities.
- The Plan is based on growth being tailored to the concept of 'living locally' and acknowledges the need for development to achieve sustainable design outcomes, increased landscaping and tree canopy cover.

6.5 Social/Economic

- The Plan identifies where growth for housing, services, and employment is most appropriately located, while retaining the character, heritage, amenity and lifestyle qualities valued by its community.
- The Plan seeks to build upon the established social attributes of the City, for current and future generations.
- The Plan seeks to foster new development and population growth to support local economic conditions, for current and future generations.

7. ANALYSIS OF OPTIONS

Option 1

1. The report be received.

2. The Planning for Growth: Setting the Direction (Attachment 1, Item 4.4, Council Meeting 26 October 2026) be adopted.

3. The Chief Executive Officer be authorised to make minor editorial or formatting amendments as required to finalise the Plan.

4. The Chief Executive Officer distribute the Plan to relevant Ministers and Government Agencies, Local Members of Parliament and adjoining councils.

This option is framed on the basis that the Council is satisfied that the Plan (as outlined in Attachment 1) adequately responds to community feedback on the draft Plan, meets the State Government's policy directions and housing targets contained in the *Greater Adelaide Regional Plan* and aligns with the ambition of the Community Plan.

Option 2

1. The report be received.

2. The Planning for Growth: Setting the Direction (Attachment 1, Item 4.4, Council Meeting 26 October 2026) be adopted, subject to:

   - *As determined by the Council*

3. The Chief Executive Officer be authorised to make minor editorial or formatting amendments as required to finalise the Plan.

4. The Chief Executive Officer distribute the Plan to relevant Ministers and Government Agencies, Local Members of Parliament and adjoining councils.

This option anticipates that the Council may wish to amend elements of the Plan, and if so, would enable Administration to revise the report in accordance with those amendments, with the CEO authorised to ensure that the content of the Plan reflects the resolution of the Council.

Option 3

1. The report be received.

2. The Planning for Growth: Setting the Direction (Attachment 1, Item 4.4, Council Meeting 26 October 2026) be adopted, subject to:

   - *As determined by the Council*

3. The revised Plan be presented to a future meeting of the Council for further consideration.

This option anticipates that Council amendments to the Plan are of a substantial nature that would require the revised Plan to be presented again to the Council for its consideration for adoption.

8. RECOMMENDED OPTION

Option 1 is the recommended option.

9. REPORT AUTHORISERS

Name	Title
Ben Willsmore	General Manager City Shaping


THE CITY of Unley
PLANNING FOR GROWTH
SETTING THE DIRECTION
October 2026

ACKNOWLEDGMENT

We would like to acknowledge that the City of Unley sits on the Traditional Lands of the Kaurna people and that we respect their spiritual relationship with their country.

We also acknowledge the Kaurna people as the Traditional Custodians of the Adelaide region and that their culture and heritage beliefs are still important to the living Kaurna people today.

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WHAT WOULD BE REQUIRED TO IMPLEMENT PLANNING CHANGES
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MAJOR DEVELOPMENT APPLICATIONS CONSIDERED BY SCAP


The Aims of Planning
Planning should be something more than the imposition of prohibitions and controls – a positive activity leading to the best development of all land and enjoyment of the community.
Professor Denis Winston,
President Royal Australian Planning Institute 1951
Planning is about enabling better outcomes. It helps communities manage growth and change. It connects housing with infrastructure, jobs with transport, and development with environmental responsibility. It gives governments the tools to make choices in the public interest. It helps us think not only about what is possible today, but what will be needed tomorrow. At its best, planning is hopeful work. It is based on the belief that places can be improved, that competing interests can be reconciled, and that future generations deserve the benefit of decisions made with care.
Emma Riley, National President,
Planning Institute of Australia 2026
P
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EXECUTIVE SUMMARY

A draft *Planning for Growth: The Approach and Opportunities* was released for consultation from 20 November 2025 to 1 February 2026, receiving feedback from the community and various stakeholders. The feedback and further investigations resulted in the draft Plan being revised and finalised as *Planning for Growth: Setting the Direction*.

The purpose of the Plan remains the same; to establish the City of Unley's strategic approach to managing growth and change to 2050 to meet the State Government's objectives outlined in the Greater Adelaide Regional Plan (GARP) that includes a housing target for the City of at least an additional 3,440 dwellings by 2051. The Plan identifies where growth is most appropriately located, how future housing and employment opportunities can support the concept of *living locally*, and the actions Council will pursue to retain the character, heritage, amenity and lifestyle qualities valued by its community, ensuring the City remains an attractive, sustainable and prosperous place for current and future generations.

The Plan has been informed by various investigations and data, Council's adopted City Plan Guiding Principles, and feedback on the draft Plan from the community, local businesses and key stakeholders, government agencies, and neighbouring councils. Community feedback consistently highlighted the importance of protecting neighbourhood character, maintaining tree canopy, managing traffic and parking impacts, improving design quality, and ensuring growth is supported by infrastructure and services.

In response, the Plan has been substantially revised:

- areas proposed for housing diversity have been significantly reduced
- the Historic Area Overlay has been retained in many locations
- proposed development opportunities have been refined
- proposed maximum building heights have been clarified
- expectations relating to design quality, landscaping, sustainability, and interface treatment have been strengthened, and
- further analysis has been undertaken to ensure growth can occur while respecting established neighbourhoods.

The Plan focuses future growth within identified precincts, activity centres, main streets and transport-served corridors where residents can more easily access jobs, services, shops, community facilities and public transport. This approach supports the creation of more connected, convenient, cohesive and climate-smart neighbourhoods while strengthening local economic activity and housing choice.

EXECUTIVE SUMMARY

The areas identified in the Plan have the potential capacity for approximately 5,300 additional dwellings and 10,800 additional residents by 2050. Importantly, this does not represent an increase to the State Government's housing target. Rather, it indicates to the State Government that its housing target can be met:

- without the need for widespread impact on the established character, amenity, and attributes of the City
- by modest increases in density and building heights
- with sufficient development capacity and flexibility to ensure the City has a realistic opportunity to meet the required target over time, recognising that not all available development opportunities will be taken up by the market.

The Plan now provides greater clarity through the identification of maximum building heights and strengthened expectations relating to design quality, landscaping, sustainability, and interface treatment.

The Plan focuses future growth within identified precincts, activity centres, main streets and transport-served corridors where residents can more easily access jobs, services, shops, community facilities and public transport. This approach supports the creation of more connected, convenient, cohesive and climate-smart neighbourhoods while strengthening local economic activity and housing choice.

Modelling indicates the areas identified in the Plan have the potential capacity for approximately 5,300 additional dwellings and 10,800 additional residents by 2050. Importantly, this does not represent an increase to the State Government's housing target. Rather, it provides sufficient development capacity and flexibility to ensure the City has a realistic opportunity to meet the required target over time, recognising that not all available development opportunities will be taken up by the market.

The Plan does not change planning controls, rezone land, or result in compulsory acquisition of properties. Instead, it provides a strategic framework that will inform preparation of the Local Area Plan and Unley City Plan 2050, while guiding Council's advocacy to the State Government for planning policy reforms, infrastructure investment, improved design quality outcomes, enhanced landscaping and tree canopy requirements, and public transport improvements necessary to support sustainable growth.

A key element of the Plan is Council's commitment to advocating for maintaining the established character of the City through expanded planning provisions that enable higher quality development outcomes. An important component in achieving such outcomes is the retention of the 30-degree building envelope as the primary interface control between higher density corridor development and adjacent residential neighbourhoods. This approach seeks to appropriately manage building bulk and scale, limit overshadowing impacts, and protect residential amenity while still enabling growth in suitable locations.

Due to the overview and management of the planning system by the State Government, the Council cannot ensure that all the proposals and actions included in the Plan will be implemented or not change over time. However, its commitment to proactively plan for growth of the City while striving to meet the aspirations of its community as articulated in the Unley Community Plan Towards 2050 and feedback on the draft Plan, remains steadfast.



INTRODUCTION

PURPOSE OF THE PLAN

The preparation of the Plan, its stages and components, and the process followed in its development is illustrated opposite.

Initially, the Plan was commenced to inform the Unley City Plan as a spatial expression of the aims and objectives of the *Unley Community Plan Towards 2050*. Release by the State Government of the Greater Adelaide Regional Plan (GARP) setting a strategic framework for growth of metropolitan Adelaide up to 2051, that included a housing target for the City and a requirement to prepare a Local Area Plan by the end of 2027 demonstrating how the Council would meet its target, resulted in the Plan being focused on the identification of sustainable housing and commercial growth for the City up to 2050, and titled *Planning for Growth*.

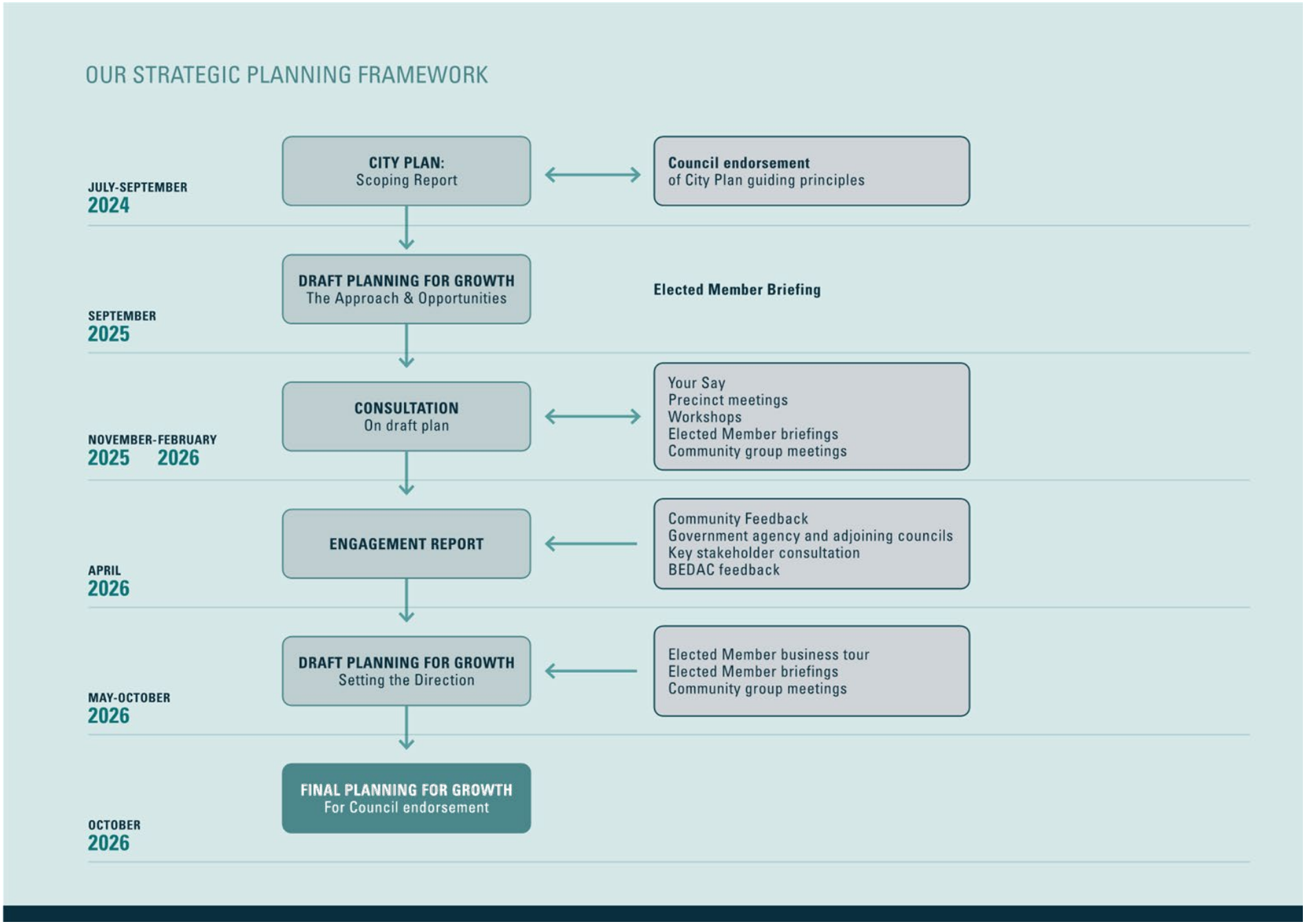
The Plan will be a key input to the development of the Local Area Plan.

Community feedback on a draft Plan highlighted the need for the Plan to be inclusive of broader policy settings that would support growth while ensuring that the qualities and attributes of the City remain key factors in influencing the built form of that growth.

The Plan now includes actions (detailed in Next Steps) that will be taken by the Council in advocating to the State Government for such matters as:

- improved planning provisions incorporated into the Planning and Design Code to reinforce the ability to achieve higher quality and more sustainable development.
- Improved public transport services and infrastructure to better support an increased population living locally.
- An increased role for the independently appointed Unley Council Assessment Panel to determine planning applications currently considered by the State Commission Assessment Panel.

The Plan also includes actions the Council intends to undertake in its own capacity to achieve the outcomes sought.


OUR STRATEGIC PLANNING FRAMEWORK
JULY-SEPTEMBER 2024
CITY PLAN: Scoping Report
Council endorsement of City Plan guiding principles
SEPTEMBER 2025
DRAFT PLANNING FOR GROWTH The Approach & Opportunities
Elected Member Briefing
NOVEMBER-FEBRUARY 2025 2026
CONSULTATION On draft plan
Your Say
Precinct meetings
Workshops
Elected Member briefings
Community group meetings
APRIL 2026
ENGAGEMENT REPORT
Community Feedback
Government agency and adjoining councils
Key stakeholder consultation
BEDAC feedback
MAY-OCTOBER 2026
DRAFT PLANNING FOR GROWTH Setting the Direction
Elected Member business tour
Elected Member briefings
Community group meetings
OCTOBER 2026
FINAL PLANNING FOR GROWTH For Council endorsement

WHAT THE PLAN AIMS TO ACHIEVE

While the purpose of the Plan is to broadly indicate the growth areas and built form of new housing up to 2050 that would meet the State Government's housing target for the City, key aims of the Council are for that growth to:

- build upon three important characteristics of the evolution of the City, as shown opposite.
- promote the concept of living locally by encouraging a greater number of people to live, work, and access services within their neighbourhood.
- create a population that can sustain a strong and vibrant local economic and employment base for the City.
- accommodating a greater diversity of housing choice to meet the changing needs of its communities.
- maintain and enhance the City's unique character, built form, and lifestyle attributes of its residential areas, including measures to provide an appropriate transition between new higher density development and established neighbourhoods.
- aligned with the long-term goals of the *Unley Community Plan* by creating neighbourhoods that are:

Connected: easy to get around, with a high degree of tree canopy and quality public realm.

Convenient: daily needs are close to home, underpinned by greater local employment and services based on the historic village-style main streets and centres of activity.

Cohesive: with a strong sense of local community, with increased and more diverse housing to meet the changing needs of its existing and future community while protecting the established character of the City and the quality of life that the community value.

Climate-smart: high quality designed sustainable development supported by public and active transport, with new and improved green spaces.

INTRODUCTION

Planning for growth and the promotion of living locally builds on three important characteristics of the City of Unley:

Stronger main streets and village centres

Unley's historic village-style main streets will continue to be the heart of community life, supporting more shops, services, and local job opportunities while keeping their unique character.

Emerging Precincts

Growth in existing and new employment areas, especially along major roads, will support a broader range of businesses, professional services and jobs.

More resilient neighbourhoods

Residential areas will adapt to changing housing needs and respond to climate change by offering more diverse housing choices, improving green spaces, and supporting sustainable living.







Figure 1 refers to key features to remain.

PART ONE:
DRIVERS OF CHANGE



PART ONE:
DRIVERS OF CHANGE

STATE GOVERNMENT PLANNING REFORM

Since 2013, successive State Governments have driven an agenda of reforming the planning system, lead by two expert panels reviewing legislation, systems and processes. The initial (2013-2015) review resulted in the Planning, Development and Infrastructure Act 2016 and an e-planning platform incorporating the Planning and Design Code. A further review (2022-2023) evaluated the newly enacted planning system and recommended some fine-tuning of the system. The aims of the reviews are summarised below.

Aims of 2013 - 2015 Review	**Refinements of 2022 – 2023 Review** (113 recommendations – 63 fully supported)
greater consistency and certainty (by implement a single 'rulebook' across the state, the Planning and Design Code, and moving towards independent assessment panels and accredited professionals)	Placed a stronger emphasis on urban design quality and local context by recommending infill policies to encourage medium density housing proposals to consider the existing character of an area.
greater efficiency and speed (by pro-growth and defined development assessment pathways and establishing a centralised planning portal)	Recommending the creation of clearer pathways for councils to implement character area and historic area overlays to protect character or historic streetscapes.
improved sustainability and quality design (by encouraging medium and high density housing close to transport hubs, services and employment and introducing policies for combatting climate change and vegetation protection)	Recommended stronger protections for regulated and significant trees and higher green infrastructure requirements.
meaningful community engagement (by early public input into regional strategies and policies rather than at the development application stage).	Recommended improvements to the e-planning platform to improve public use and accessibility to information.

PART ONE:
DRIVERS OF CHANGE

The emphasis of successive State Governments on facilitating a planning system that gives greater certainty and speed in development assessment, while moving away from prescriptive quantitative requirements to performance outcomes that can be satisfied in a number of ways, continues to evolve but cannot be expected to fundamentally change in the foreseeable future. Likewise, the centralised control and direction by a State Government is also unlikely to change.

This report therefore includes a detailed list of actions and policy settings related to improving the quality of development (refer The Next Steps) that the Council will pursue and advocate for on behalf of the community's aspirations for the City.



PART ONE:
DRIVERS OF CHANGE

GREATER ADELAIDE REGIONAL PLAN

The State Government's 30-year plan for the growth and development of metropolitan Adelaide is set out in *The Greater Adelaide Regional Plan* (GARP), which requires councils to plan for growth aligned to its strategies (such as 'living locally'), actions, and housing targets. The GARP sets a housing target of an additional 3,440 dwellings to be built in the City between 2021 and 2051 (from a base of approx. 17,000 dwellings in 2021).

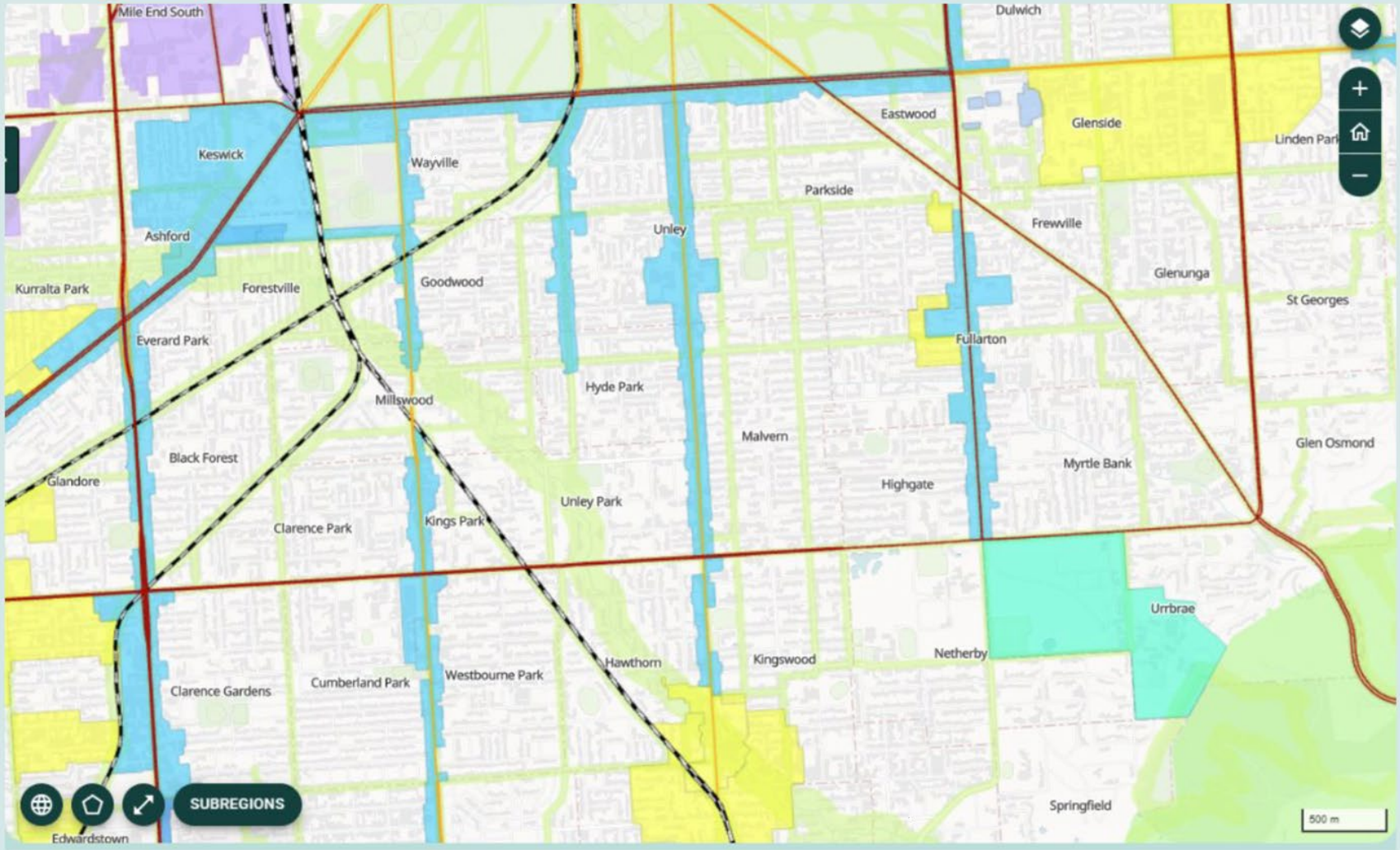


Figure 2: GARP annual housing targets by decade

The concept of 'living locally' places greater reliance on in-fill developments of a more sustainable built form that integrates mixed-use medium to high density housing with employment and services, with high levels of accessibility supported by improved multiple modes of transport and active travel.

The GARP identifies areas of state significant infill and areas for local infill investigation by councils (see opposite). The areas of state significant infill provide the greatest opportunities for coordinated mixed-use or higher density housing and employment outcomes. Areas along main road corridors through the City and the area subject of the Inner South-West Masterplan (containing the Keswick Barracks, the Forestville - former LeCornu site - development, the Showgrounds, and the area north to Greenhill Road), are designated state significant areas.

The local infill investigation areas are required to be further investigated by councils in the preparation of Local Area Plans. These areas in the City are identified in proximity to Fullarton Road and adjacent to the Glen Osmond/Fullarton Road intersection. Planning for Growth has taken a broader investigation of areas that may accommodate greater housing diversity, based on the Council's adopted *City Plan Guiding Principles*.



Local infill investigation areas

State significant infill areas

PART ONE:
DRIVERS OF CHANGE

Local Area Plan

The Council is required by the State Government to prepare a *Local Area Plan* identifying how the Council intends to meet its housing targets, that considers local housing and infrastructure needs, as well as satisfying the concept of living locally and other strategic directions set out in the GARP. Local area plans will need to specifically:

- Identify local housing priorities in response to local issues, constraints and opportunities
- Establish clear, holistic and sustainable strategies for residential development
- Detail the requirements and timing for local infrastructure and services
- Inform updates to the GARP and infrastructure planning through precinct structure plans and infrastructure schemes
- Inform amendments to the GARP and the Code, including the Local Infill Investigations Areas.

Preparation of the Local Area Plan will require engagement with the community, endorsement by the Department of Housing and Urban Development by the end of 2027, and approved by the State Planning Commission by 30 June 2028. This Plan will significantly form the strategic direction and basis of the Local Area Plan.

Planning and Design Code

The *Planning and Design Code* was brought into force across metropolitan councils by the State Government in March 2021 (a summary of key Code provisions relevant to the Plan is contained in the Background section). The Code outlines policies and procedures that guide the planning assessment of development across the State. It uses a hierarchy of planning provisions – overlays, zones, subzones and general planning principles - to guide the type of development that can occur in different areas. Importantly, the policies are required to be interpreted as advisory in nature rather than mandatory in application.

Proposed changes to the Code (known as Code Amendments) require approval of the Minister for Planning to initiate, engage in consultation, and to finalise and approve the changes (as outlined in the Background Information section). At this stage, any Code Amendment(s) proposing changes to the planning controls in the City would likely be initiated once the Council has undertaken an Implementation Plan that sets out actions and priorities once the *Local Area Plan* is finalised.

PART ONE:
DRIVERS OF CHANGE

CHALLENGES FACED BY THE CITY

The challenges faced by the Council and its residents and business communities are often societal, technological or environmental in nature and of a global or national scale (refer to the Background Information section for a more complete outline). For the City of Unley, examples include:

Housing affordability and availability

- rental and house price increase
- lack of social and community housing supply
- lack of greenfield or brownfield land

Demographic change

- declining fertility rates
- changing household types
- ageing population
- young workers moving away from Unley

Climate Change

- higher temperatures
- more intense rainfall events
- rise in drought events

Local Economy

- impact of AI
- costs of doing business including energy transition
- increasing online shopping trends
- Increasing costs of living

Housing Diversity

- lack of diverse housing options
- changing household types
- lack of missing middle housing

The Council can play a role in responding to these matters but is likely to do so in collaboration or in partnership with others. For example, it could facilitate affordable housing by partnering with housing providers to achieve a local response, or it may advocate to the State Government for planning controls to enable developments of higher quality and more sustainable design.

The major challenges faced in delivering the State Government's housing targets, in a manner that achieves the broader aims of the Council set out in the Plan, are outlined below.

PART ONE:
DRIVERS OF CHANGE

Housing Affordability and Availability

Over the past five years, the City has seen an uncharacteristically large increase in dwelling prices and rents - the largest increase being an 86% increase in the median unit price.

Housing in the City for households on low or moderate incomes, has become increasingly difficult to secure. In 2024-2025, of dwellings listed for sale, only:

- 10 dwellings were affordable for persons/households on low incomes
- 30 dwellings were affordable for persons/households on moderate incomes (compared to 152 in 2019-20).

Demographic Change

The City's demographic profile has gradually changed over time. In comparison to metropolitan Adelaide, Unley has a smaller proportion in age cohorts below 34 years of age, and a higher proportion in age cohorts above 35 years of age. These discrepancies increased between 2016 and 2021 with:

- stronger growth in retirement aged persons than metropolitan Adelaide (with the 70-74 years age bracket recording the largest change; a 46% increase).
- a decline in the number of youths and young workers compared to metropolitan Adelaide (which by contrast experienced growth in these age brackets).

Consequently, the number of households with children in the City has increased at a slower rate than the metropolitan Adelaide rate.


PART ONE:
Why we need a plan
COMMUNITY PROFILE
UNLEY'S POPULATION IS GROWING
PRIMARY DUE TO OVERSEAS MIGRATION
(0.9%)
DECLINE IN RESIDENTS AGED 15-34
CONTRARY TO METROPOLITAN ADELAIDE TRENDS
(5.95% 2016-2021)
INCREASE IN RESIDENTS AGED 65-79
HIGHER THAN THE METROPOLITAN AVERAGE
(24.56% 2016-2021)
THE INCREASING UNAFFORDABILITY OF HOUSING IN THE CITY
MEDIAN PRICE INCREASE IN LAST 5 YEARS
HOUSE 59%
UNITS 86%
MEDIAN RENT INCREASE IN LAST 5 YEARS
HOUSE 41%
UNITS 49%
PLANNING FOR GROWTH 21

PART ONE:
DRIVERS OF CHANGE

Climate Change

By 2050, metropolitan Adelaide will likely experience a climate similar to that of Port Augusta at present, resulting in:

- a doubling of summer days of 40-degrees or more.
- Longer duration and increasing frequency of heatwaves.
- A 7% decrease in rainfall, coupled with a 10% increase in intensity of heavy rain events.

Such a climate will impact on lifestyles and activities, particularly for older residents of Unley and people with health conditions impacted by heat stress. Considerable emphasis is being placed by the Council on addressing climate change, particularly in respect to achieving increased tree canopy cover (for both public and private land), increased open space provision, and in the provision of suitable active transport options through the City.

The Council is also of the opinion that there is a need for the Planning and Design Code to achieve higher-quality design and sustainability outcomes, with greater weight and attention being given to such matters in the assessment of proposed developments.

Local Economy

Local main streets, activity centres, and business precincts, are under pressure from changing cost structures, customer behaviour, online competition, and shifting retail formats. Their long-term sustainability will depend on a stronger and more reliable local catchment of residents, workers and visitors, supported by good access, improved public realm quality and amenity (eg tree canopy cover), activation, and a targeted business mix.

Population density is an important lever in supporting local economic endeavour, but it needs to be planned in the right locations and connected to main streets, public transport and daily services.

PART ONE:
DRIVERS OF CHANGE

Housing diversity

Housing stock across metropolitan Adelaide is primarily in the form of detached houses. Whilst the City of Unley compares relatively better than other metropolitan councils, its dwelling stock is still dominated by detached dwellings.

Housing diversity aims to provide versatile housing options (commonly referred to as the 'missing middle') that fill the gap between single-family homes and apartments above 4 levels. Forms of missing middle housing, illustrated opposite, are either available, or can be constructed, in some areas of the City (for example, the State Government, supported by the Council, introduced co-housing options in the City in 2025). Policy introduced by the State Government in 2025, supported by the Council, encouraged co-housing options in the City. However, greater locational opportunity and an increase in other forms of housing (such as low-rise apartments and manor houses, up to 3 storeys) are not currently facilitated by the *Planning and Design Code* for many areas of the City that meet the characteristics for 'living locally'.

It is acknowledged that the design outcomes of missing middle housing under the Code have been mixed in quality and design outcomes. These shortcomings are addressed later in the Plan. The benefits of a greater range and location of missing middle housing include:

Greater choice and flexibility: providing options for households that want smaller living spaces with less upkeep, suiting different life stages and lifestyles (eg retirees, single parents, young couples).

Increased supply: allotments that currently contain only one dwelling can be replaced by multiple dwellings, increasing availability and choice of housing.

More affordable housing: diverse housing forms are typically more affordable than detached dwellings due to smaller size of the dwellings, reduced land cost per dwelling, and economies of scale in construction.

Sustainability: providing multi-unit housing in proximity to services and public transport encourages active travel and reduction in the use of a vehicle.

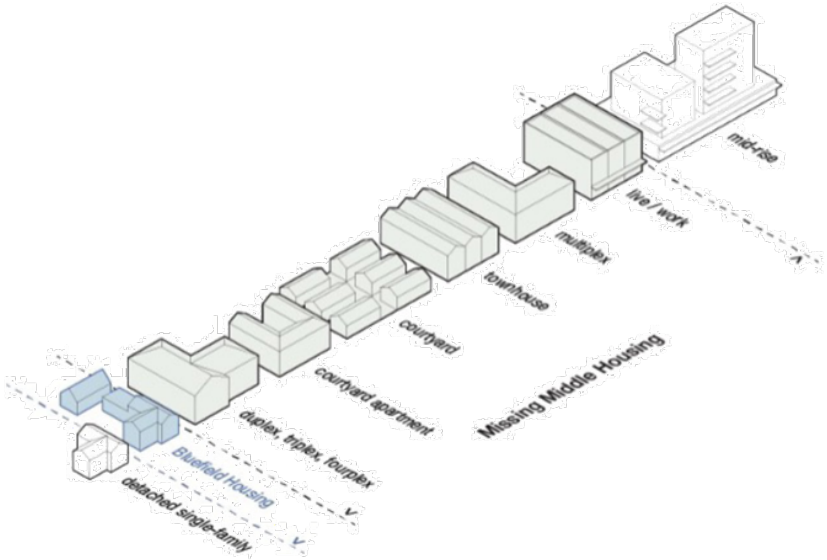


Figure 3: Missing Middle Housing. Source Damian Madigan

PART TWO:
COUNCIL'S STRATEGIC SETTINGS



PART TWO:
COUNCIL'S STRATEGIC DIRECTION

COUNCIL'S ESTABLISHED STRATEGIC PLANNING DIRECTION

Over the past 20-odd years, the Council's strategic approach to managing development and growth of the City has been increasingly focused on:

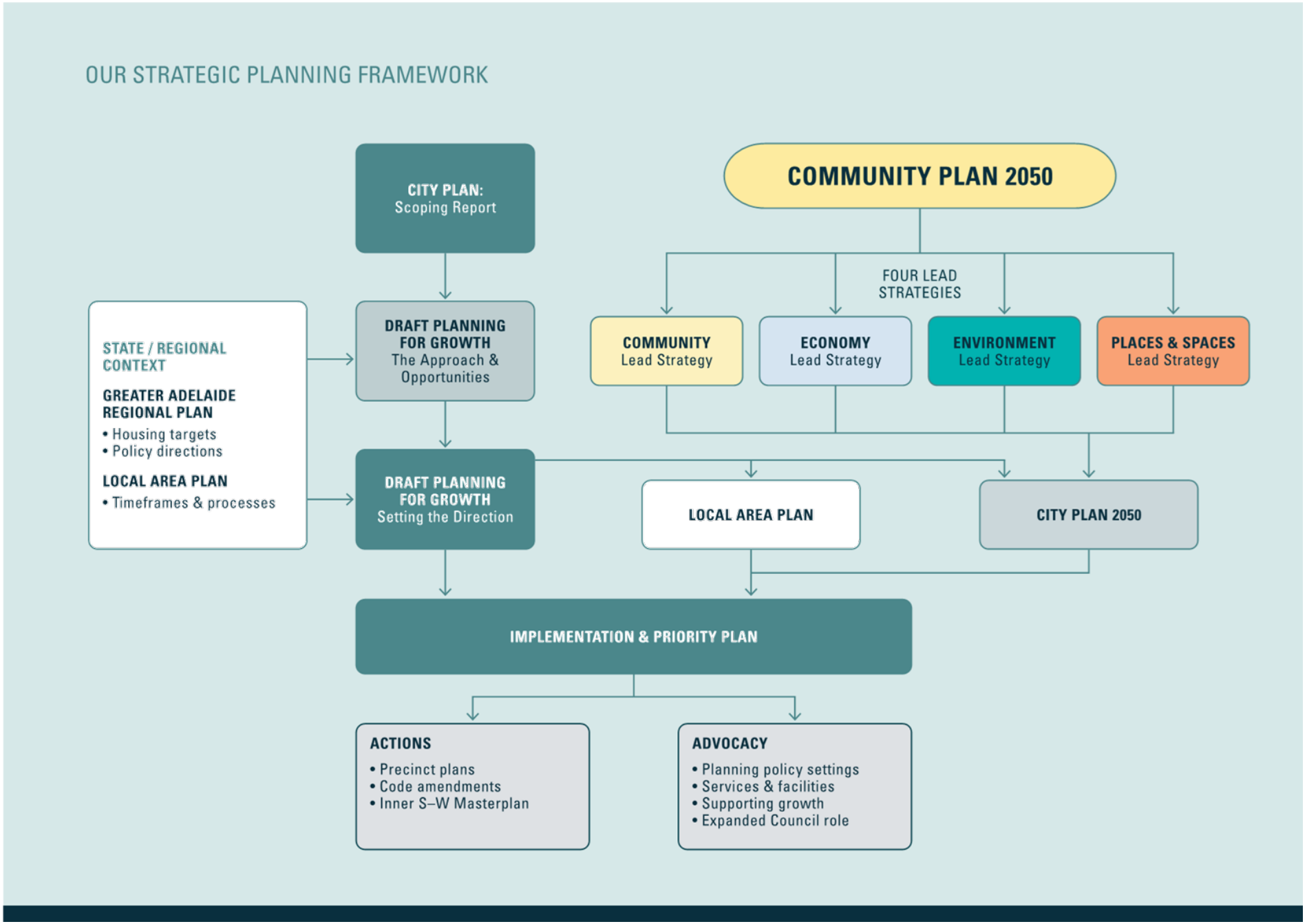
- identification of suitable areas for selective infill, with corresponding protection of character neighbourhoods
- major growth directed to suitable strategic infill areas and along main road corridors.

This approach was reflected in the Unley Strategy Plan 2018 (included in Background Information), that projected (at that time) an increase in dwellings of approx. 4,800 and a total population in the order of 47,000 by 2050.

The Council's integrated strategic planning framework to deliver the community's aspirations for the City and the State Government's housing targets and policy directions for metropolitan Adelaide, is illustrated opposite. The framework, which builds on the Council's strategic approach over the last two decades, includes:

Unley Community Plan Towards 2050

The Plan sets out the Council's long-term strategic vision of a connected, progressive, and resilient city, structured around four lead strategies translating the vision into measurable actions to monitor progress and ensure transparency and accountability. Each lead strategy (Community, Economy, Environment and Places and Spaces) sets out the goal of the strategy, and objectives, measures, and targets to be developed in a coordinated and integrated manner through a Four-Year Delivery Plan).


OUR STRATEGIC PLANNING FRAMEWORK
CITY PLAN:
Scoping Report
COMMUNITY PLAN 2050
FOUR LEAD
STRATEGIES
STATE / REGIONAL
CONTEXT
GREATER ADELAIDE
REGIONAL PLAN
• Housing targets
• Policy directions
LOCAL AREA PLAN
• Timeframes & processes
DRAFT PLANNING
FOR GROWTH
The Approach &
Opportunities
COMMUNITY
Lead Strategy
ECONOMY
Lead Strategy
ENVIRONMENT
Lead Strategy
PLACES & SPACES
Lead Strategy
DRAFT PLANNING
FOR GROWTH
Setting the Direction
LOCAL AREA PLAN
CITY PLAN 2050
IMPLEMENTATION & PRIORITY PLAN
ACTIONS
• Precinct plans
• Code amendments
• Inner S–W Masterplan
ADVOCACY
• Planning policy settings
• Services & facilities
• Supporting growth
• Expanded Council role

PART TWO:
COUNCIL'S STRATEGIC DIRECTION

Unley City Plan Guiding Principles

The Council adopted a set of Guiding Principles to give an early strategic direction to the development of the Unley City Plan, and what became the draft Planning for Growth due to the introduction of the State Government requirement of preparing a Local Area Plan.

A summary of the Principles is shown opposite (with a full set of the Principles included in Background Information of the Plan).

The *Unley City Plan* will be a spatial expression of the *Community Plan 2050*. It will demonstrate the local application of the vision, goals and objectives of the Plan and its four lead strategies. It will integrate growth and the future needs of the community, with the existing character and capacity of local neighbourhoods in greater detail. This Plan will inform the preparation of the Local Area Plan and the City Plan in terms of the general location, form, and nature of land uses and activities for the overall City and for precincts identified to accommodate the major growth up to 2050.



PART TWO:
COUNCIL'S STRATEGIC DIRECTION

Foster living locally:

Foster the concept of living locally based on the historic and cultural pattern of the original villages of the City.

Build a resilient and inclusive community:

Work to expand the urban green infrastructure network; community facilities and social mix.

Encourage residential diversity:

Protect the character of established historic areas, whilst enabling greater housing diversity in strategic areas.

Build the local economy:

Continue to build the local economy and range of available services and facilities to strengthen the competitive advantage of the City.

Improve transport and movement within the City:

Facilitate walking and cycling networks across the City to provide safe and efficient access to local services, employment nodes, schools and recreation.

Increase open space and improve areas in the public realm:

Continue to grow the open space network, prioritising additional open space in areas of undersupply and future growth.

Ensure high-quality outcomes:

Promote provisions in the Planning and Design Code which deliver high-quality planning and design outcomes.

PART THREE:
COMMUNITY TESTING OF THE PLAN



PART THREE:
COMMUNITY TESTING OF THE PLAN

CONSULTATION ON THE DRAFT PLAN

The extensive consultation undertaken on the draft Plan and the feedback received in response, is detailed in the Engagement Report (refer Background Information). The consultation resulted in a total of 655 responses under the following categories:

Participation method	Respondents
Drop-in sessions	168
Your Say (number of people that contributed)	442
Individual submissions (emails, letters)	30
Community Group submissions	8
Meetings with adjoining councils	2
Meetings and submissions from DIT and DEW	2
Submissions from key landowners/developers	3
Total	**655**

Regarding the responses received via the YourSay portal:

- 5,367 people visited the portal
- 1,200 people downloaded the document
- 442 people contributed approx. 1,300 comments in response to the proposed actions or ideas in the precincts identified in the draft Plan.



PART THREE:
COMMUNITY TESTING OF THE PLAN

FEEDBACK FROM THE COMMUNITY

Consultation on the draft Plan was intended to gain local community insight and awareness to help inform and shape the strategic high-level approach being taken by the Council. The Engagement Report (in Background Information) is a summary of feedback received on the draft Plan. The feedback falls under eight key themes (shown opposite).

There was some acknowledgement from community responses of the importance in undertaking planning for the next 25 years and understanding (if not always supported) of concentrating higher density development along transit corridors, in activity centres, and precincts.

Overall, the common themes arising from feedback relate either:

- directly, to the general approach or specific precinct proposals within the Plan
- indirectly, to the draft Plan by highlighting the larger role State Government or Council may need to play in development of policy, standards or services in response to forward planning and anticipation of future needs arising from growth.

The feedback, as is common in such matters, raised tension between the immediate concerns and personal interests of residents, with the obligations of the Council to plan for the City, not only to meet the policy directions and requirements of the State Government, but for the longer-term needs of future residents and businesses of the City.

Some feedback covered matters outside the scope of the draft Plan. Where applicable, these matters have been documented in the Plan to highlight the matters the Council will advocate to the State Government to improve the quality of new development, and the necessary infrastructure investments required to successfully integrate growth within the City.

Height of development - An expressed preference for low- to mid-rise development.

Congestion and parking - Concern that increased density will lead to more traffic and congestion.

Loss of heritage and local character - Concern of development impacting buildings of heritage and historic character. There was also a view that a greater number of heritage buildings should be recognised and protected.

Housing diversity - There was support for more diverse options, but not at the loss of character dwellings.

Green space and trees - Concern that new developments did not sufficiently provide for trees or landscaping.

Planning process and design outcomes - There is a distrust of the planning system and the poor level of design quality that it produces.

Public and active transport - Improved public and active transport options were considered essential for increased density.

Infrastructure capacity - There is concern that infrastructure (e.g. stormwater) and supporting facilities (e.g. local schools) will not keep up with increased demands from growth.

PART THREE:
COMMUNITY TESTING OF THE PLAN

FEEDBACK FROM KEY STAKEHOLDERS

There was general support on the draft Plan from the adjoining councils, government agencies, and key stakeholders that responded to the consultation, with some responses pointing to the:

- desire to work together for mutually beneficial outcomes.
- importance of considering climate resilience in planning for the future.
- question of the timing of implementation.

FEEDBACK FROM LOCAL BUSINESS REPRESENTATIVES

The Council has two key bodies to inform and provide it with local business perspectives and advice; the Business & Economic Development Advisory Committee (BEDAC) and the Business Precinct Leadership Group. The two bodies provided a combined response to the draft Plan, with the aim of providing an economic, employment and place-based perspective into the Plan.

Advice on the overall strategic growth of the City, is summarised opposite. Advice relating to each of the precincts is summarised later in the Plan.

PART THREE:
COMMUNITY TESTING OF THE PLAN

- Supported the strategic direction and approach of the Plan on the basis that the attraction and prosperity of the City is strongly aligned with:
  - population growth will generate increased local economic and employment opportunities necessary for long term sustainability of active and vibrant precincts.
  - housing forms that suit a wide cross-section of the community, increasing opportunities for a greater diversity of new housing types, while retaining protection of establish homes that provide the valued character of Unley's local neighbourhoods.
  - retention and ongoing enhancement of the City's lifestyle attributes and character.
- Recommended that the Council adopt a proactive role in economic growth of the City by:
  - taking a tailored and 'curated' approach to strengthen the attraction of individual key precincts.
  - positioning itself as an active participant and advocate for quality development outcomes through the planning, design and construction processes that make a positive contribution to individual precincts and neighbourhoods.
  - positioning itself as an active participant and advocate for new or improved infrastructure and services that promote population and economic growth.
  - implementing mechanisms that provide guidance and confidence to the market in support of investment in the City.
  - stimulating and facilitating desirable development outcomes by strategic use of its landholdings or future acquisitions.
  - encouraging aged care and adaptable housing in appropriate locations, aligned to a high employment growth sector.
  - continuing to review localised opportunities for locations for housing diversity
- Suggested that the Council consider further the opportunity existing smaller nodes of commercial activity can play in local activation and service delivery as part of a broader growth strategy. Examples of such nodes include along Duthy Street, at Millswood Station, along East Avenue, and at the Leah Street/tramline crossing.
- Corridor areas targeted for growth outside of precincts should be reinforced as true mixed-use destinations, with both sides of the street functioning cohesively. This was particularly seen as important for Glen Osmond Road and Unley Road.

PART THREE:
COMMUNITY TESTING OF THE PLAN

HOW THE PLAN HAS BEEN REVISED

Feedback on the draft Plan highlighted that growth should be accommodated in a balanced manner across the City and across individual precincts. The feedback has been reviewed in the context of:

- **alignment and context with the Unley Community Plan 2050 and the strategic direction of the City Plan Guiding Principles.**
  While the community feedback has placed emphasis on residential growth opportunities, the principles also seek to broaden and strengthen the local economic and employment base for the City. The review of feedback has been undertaken in consideration of this business sector context, particularly as provided by BEDAC.
- **further modelling of realistic market conditions to better ascertain the scope of properties financially viable for redevelopment for areas identified for housing diversity.**
  Modelling of the 'realistic' market uptake for redevelopment of existing residential properties has resulted in refining and reducing the areas previously identified for housing diversity (these are outlined in the Precincts section that follows).
- **the capacity to meet the GARP housing target of an additional 3,440 dwellings by 2050.**
  Considerable feedback questioned why the draft Plan allowed for growth more than the State Government's housing target for the City. The estimated capacity of dwelling and population increase identified in the Plan remains greater than the above housing target, given:
  - the benefits of greater population to the local economy and employment, and corresponding liveability of the City.
  - development will occur gradually over a considerable time.
  - development opportunities should be available in various locations across the City.
  - not all development opportunities are taken up by owners due to personal choices and circumstances, market fluctuations, planning and building code requirements, and commercial feasibility (with some studies suggesting that as little as 1% of theoretical development capacity for new housing is built each year).
- **meeting other strategic policy outcomes set out in the GARP.**
  Together with placing considerable weight on the concept of 'living locally' as sought by the GARP, consideration has also been given to identifying portions of main road corridors outside of the precincts where existing planning provisions unreasonably limit appropriate scale, land use and intensity, result in poor built design outcomes, or do not align with a greater focus on medium to higher density living.

PART THREE:
COMMUNITY TESTING OF THE PLAN

- **Giving greater clarity to the proposals being put forward.**
  The Plan now nominates a maximum building height for a locality, rather than outlining a range of possible building heights. In addition, some indication has been included in the Plan of the policy settings that would operate in conjunction with building height and land use to give a better understanding of the overall intent of the proposals.

  In broad terms, the stipulated maximum building heights should be considered in the context of requirements for design outcomes such as podium levels, interface provisions to mitigate impacts of mass and scale on abutting residential areas, street, side and rear boundary setbacks, car parking requirements, privacy and overlooking treatments, and overshadowing from a proposed building.

- **City of Unley planning principles.**
  The Council, aligned with its Community Plan and as reinforced by community feedback on the draft Plan, is committed to improving the design quality and sustainability of development in the City. In respect to this Plan, the Council is seeking to entrench a set of planning principles that have emerged in response to community aspirations for a sustainable and green City with buildings of high quality (as outlined on the following page).

PART THREE:
COMMUNITY TESTING OF THE PLAN

CITY OF UNLEY LOCAL PLANNING PRINCIPLES

Achieving a more consistent and appropriate interface between corridor development and established residential areas

Unley's established character is one of the City's defining strengths and a key reason why people choose to live and invest in the City. The Plan supports housing growth to meet the objectives of the GARP, while ensuring that growth is appropriately located and responds to Unley's established urban context.

Council supports the retention and strengthening of the application of the 30-degree building envelope at the interface between Corridor Zones and established residential areas. This interface can provide a consistent and appropriate transition between higher density development along main road corridors and adjoining established neighbourhoods, helping to mitigate impacts of higher-rise development in terms of bulk and scale, overshadowing, sunlight access and privacy, while maintaining the established character and residential amenity of adjoining areas. Council is of the view that the 30-degree interface should also apply where Corridor and residential zones are separated by a road or rear laneways

Achieving greater tree canopy cover.

The Council is seeking Ministerial approval to establish a Tree Canopy Offset Incentive Scheme to help meet the City's 31% tree canopy target. The Scheme that would require all new developments that increase the built footprint of the property to maintain or achieve 15% on-site tree canopy or pay a fee (equivalent to 10% additional rates) until that canopy target is reached.

Achieving higher quality design outcomes.

The use of a local design review process is being piloted by Council's administration. The pilot is being managed by the Office of Design and Architecture SA and involves a panel of independent experts in design and architecture appointed to work with a component's consultant team in helping to shape the design of a development from its design concept before an application is lodged by which time, the commitment of resources and approach tends to discourage exploring alternative design options.

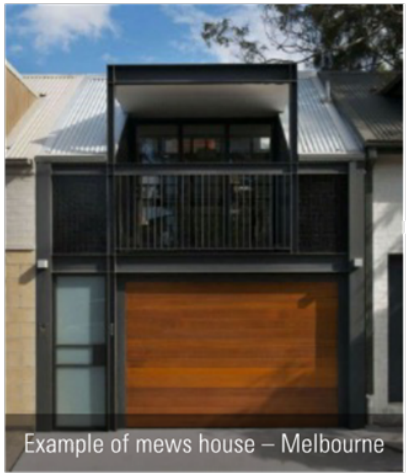
PART THREE:
COMMUNITY TESTING OF THE PLAN

CHANGE TO DEVELOPMENT OPPORTUNITIES

Development opportunities outlined in the draft Plan have been significantly revised. In general terms:

- Changes to established neighbourhoods to achieve greater housing diversity have been significantly reduced (given the findings of further market analysis of those areas and impacts on existing character of some of the areas).

  The opportunity has also been taken to facilitate the potential use of existing laneways for 'mews' housing which would enable greater diversity in housing while retaining character housing fronting respective streets.


Example of mews house – Melbourne

- Feedback seeking greater clarity in respect to the range of maximum building heights has been acknowledged by:
  - The Plan now only indicating one maximum building height level where required.
  - Proposing that buildings over those limits should undergo a 'restricted development' assessment pathway under the Code, that would require public notification of the application, representations being considered by the planning authority, and appeal rights available to an aggrieved representor.
- The potential for post-1945 housing sites greater than 1,200 sq metres within an Historic Area Overlay, having greater development potential than surrounding character housing, has been deleted due to the conflict in planning intent between such an option and the provisions of the Overlay.

  Greater development potential on sites greater than 1,200 sq metres in the General Neighbourhood and Suburban Neighbourhood Zones (that are not subject to Historic Area Overlay provisions) has been included in the Plan.
- Existing large sites of aged care homes or community/social housing having greater development potential than surrounding areas in the same zone has been deleted from the Plan.

  Since release of the draft Plan, the Council reached a position preferring that such sites should undergo the preparation of a master plan with local design review input to determine the development potential of a site (which would inform a Code Amendment).
- The opportunity of nominating development sites over 1,500 sq metres in precincts as 'catalyst sites' for added development potential has been deleted given that the Code has existing provisions allowing for 'significant sites' along corridor zones and urban renewal zones (see the summary of Code extracts in the Background Information section).

The Plan now includes an action to initiate a review of key activity centres and main street areas of high character and heritage value (namely, the King William Road main street, the Unley Centre Activity Zone, the Goodwood Village main street, and the Eastwood main street) to ensure adequate policy settings for the retention of heritage buildings and design responses that interpret the traditional character elements of each area.

PART FOUR:

THE PLAN FOR GROWTH



PART FOUR:
THE PLAN FOR GROWTH

THE PROPOSED CITY GROWTH PLAN

The revised City Growth Plan opposite identifies generalised areas having the greatest scope for population growth, greater housing choice, and local economic activity to achieve a connected, progressive, and resilient City. Those areas are identified for broad land use descriptions as set out below.

City Heart: The major concentration of retail/commercial services and community/civic facilities serving the City (and beyond), with residential developments integrated above ground levels.

Activity Centres: A focus on retail, commercial, and local services and facilities that provide the ability for living locally within the neighbourhood. Activity centres will provide local employment opportunities for the wider area and be easily accessible by active transport and enhanced with public realm improvements. Residential development will generally be above ground level commercial or other activities.

Main Street: Vibrant, compact and active retail and commercial main streets that retain their historic fine-grain built-form, with complementary residential development, either above or behind main street activities. Main streets will have an active day and evening economy providing shopping, dining and entertainment land uses that attract visitors from the local and wider area.

Local Nodes: Small scale neighbourhood facilities that act as a local node for services and a gathering place for surrounding residents and workers.

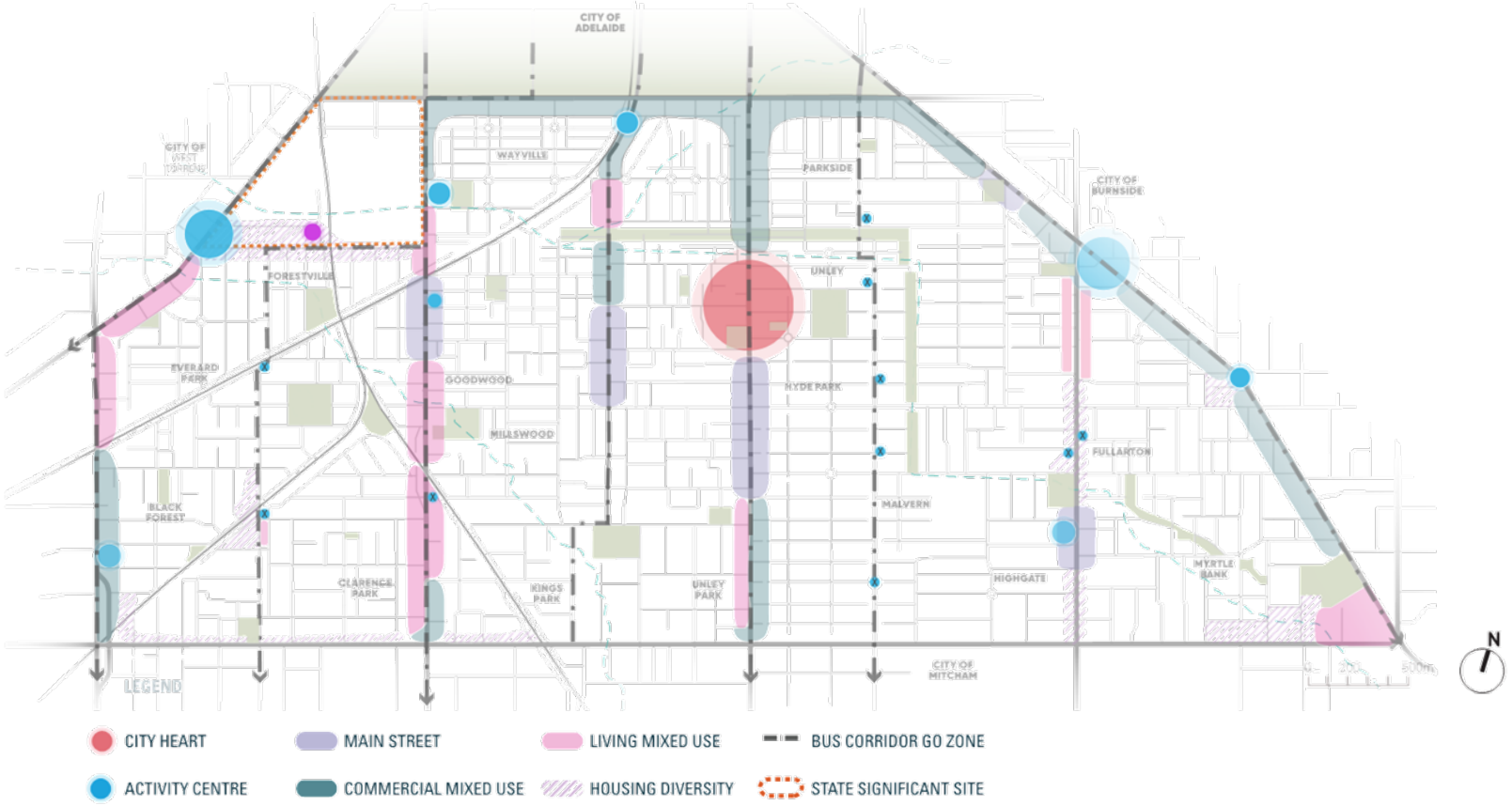
Commercial Mixed Use: A mixed-use area with a focus on commercial and business uses on multiple levels that provide services for the surrounding district and create local employment opportunities. Residential land uses on upper levels or as standalone developments will support commercial uses. Development will ensure a vibrant and accessible public realm with active frontages to corridors and side streets.

Living Mixed Use: A focus on multiple level residential development that provides for diverse housing options with complementary commercial land uses on ground level, that support the concept of living locally and create active street frontages and enhance the amenity of the area.

Housing Diversity: Areas that can accommodate a greater diversity in housing options, including low-rise (up to 3 levels) apartment buildings.

Community Facilities: Provision for a range of community, educational, recreational and health care facilities serving the community, with some ancillary small-scale commercial uses complementing the community facilities.

CITY GROWTH PLAN MAP



The areas of the map not highlighted are generally those of well established residential character not intended for significant policy change.
All highlighted areas are not intended to be definitive and are only indicative of the broad nature and spread of greater development potential.
Not all local activity clusters or areas are shown on the City Growth Plan. Only locations of activity centres with the opportunity for some greater capacity in land uses and services are included.

PART FOUR:
THE PLAN FOR GROWTH

PRECINCTS

The opportunities for greater population and economic growth have been identified within each of the designated precincts (see opposite), reflecting the Council's aims of:

- balancing the potential growth of the City with preserving and enhancing the intrinsic qualities and characteristics of Unley's neighbourhoods.
- applying the concept of living locally (see Background Information) in identifying the precincts with the greatest opportunity to integrate a variety of mixed uses to suit each of the areas.
- creating a strong and vibrant local economy and employment base for the City supported by a greater resident, worker, and visitor base
- entrenching established City of Unley planning principles, such as the 30-degree building envelope interface measure and 15% tree canopy cover, as planning policy for future developments.

On the following pages, the future nature of growth for each precinct is outlined, with a description of:

Existing Character and Zoning: A statement summarising the precinct's character, local features, and an indication of existing development capacity in the precinct.

Consultation Feedback: A summary of feedback on the draft Plan relating to the precinct.

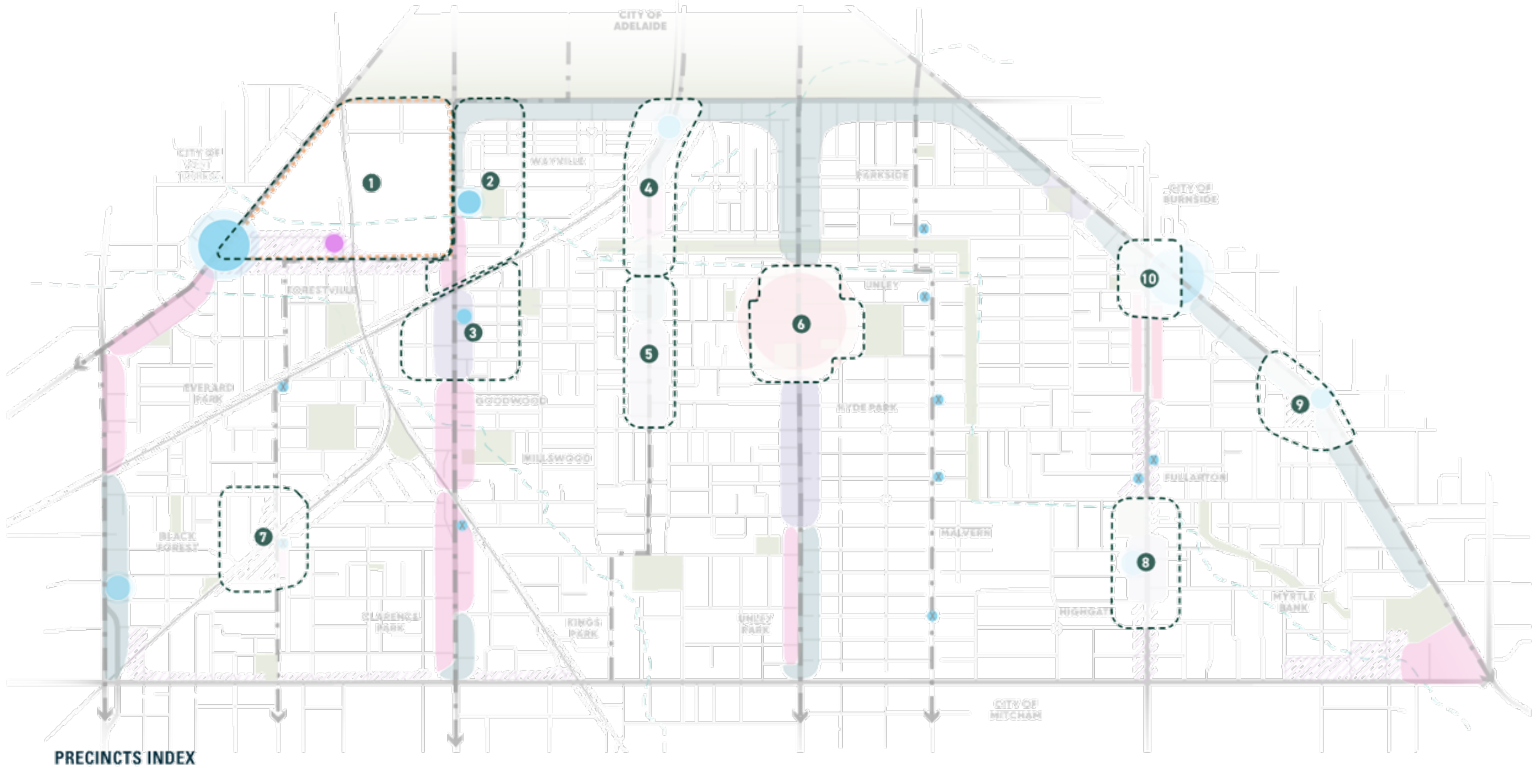
Revised Plan: A summary of the main changes made from the draft Plan.

Future Growth: A plan of key land use and development actions proposed for the precinct.

Estimated Precinct Capacity: The estimated population growth and increased dwelling numbers anticipated in the precinct by 2050.

The area subject to the State Government's Inner South-West Masterplan has been excluded (although some commentary of the Council's strategic directions for the area to date has been included).

PROPOSED PRECINCTS



PRECINCTS INDEX

1. INNER SOUTH-WEST MASTERPLAN
2. WAYVILLE
3. GOODWOOD
4. KING WILLIAM NORTH
5. KING WILLIAM MAIN STREET
6. UNLEY CENTRAL
7. CLARENCE PARK
8. HIGHGATE VILLAGE
9. FULLARTON
10. ARKABA

The areas identified on the Precincts Index Plan are not intended to be definitive and are only indicative of the broad nature and spread of development potential proposed.

PART FOUR:
THE PLAN FOR GROWTH

INNER SOUTH-WEST MASTER PLAN

The preparation of a master plan by the State Government for the Inner South-West Precinct (covering the area shownopposite) provides a generational opportunity to significantly contribute to the economic base of the City, its population growth, diversity of housing, and new open space. The area primarily comprises the Keswick Barracks, the RAHS Showgrounds, and the Forestville (former LeCornu) development, which were identified in the Keswick and Wayville Precincts in the draft Plan. The precinct plans for these areas have been altered to exclude them from the Plan, with the findings of the Masterplan to directly inform future strategic planning initiatives of the State Government and the Council.

The Council is represented on the Inner South-West Precinct Master Planning Committee (ISWC) together with representatives from the Royal Adelaide Horticultural Society (RAHS), the Department for Housing and Urban Development (DHUD), Department for Infrastructure and Transport (DIT), and Renewal SA (RSA). The primary purpose of the ISWC is to drive coordination and collaboration among key stakeholders to ensure that the:

- future development and use of the precinct is well-planned and results in a vibrant and connected community
- coordinated "transformation" of public transport, roads and community infrastructure plans.



PART FOUR:
THE PLAN FOR GROWTH

The area is identified in the GARP as a state significant infill site. Indications are that the Keswick Barracks could become available for redevelopment in the early-2030s. The RAHS has been active in preparing a master plan for the long-term development of the Showgrounds, that has been followed up with a Code Amendment for its land fronting Rose Terrace, to facilitate commercial and residential outcomes. The Forestville development under construction has been reduced in development capacity from the original approved plans.

The significant opportunities the area can contribute to the economic base of metropolitan Adelaide and to the City has been long recognised, with a study of the Keswick Barracks and surrounds undertaken jointly by the Cities of Unley and West Torrens some 15 years ago (and updated in 2020).

The Council's aspirations for the area, articulated through various submissions (such as GARP Discussion Paper, GARP, State Government strategies and policy directions, and Code Amendments), have sought:

- The Keswick Barracks land contributing to state's innovation ecosystem driving high value jobs, integrated with diverse sustainable housing, community and recreation facilities with strong neighbourhood connections, while preserving its key heritage features.
- Integrating existing commercial/industrial sites along Maple Avenue (other than as noted below) into the redevelopment of the Barracks (through the actions of RSA).
- Retention and integration of the major heritage elements of the Barracks into the overall development.
- Possible restoration of the Keswick Creek in a public, natural landscaped public open space setting.
- Strong pedestrian and active transport links based on existing cycling/ pedestrian networks through the area and across the railway line, to surrounding neighbourhoods and the Adelaide Park Lands.
- Retention of the existing node of commercial uses along Leader Street/Maple Avenue, adjacent to the railway.
- The proposed activity centre in the Forestville development (corner Anzac Highway and Leader Street) serving as the primary centre of services and facilities for the area.
- Supporting higher density mixed-use development of up to 10 storeys for the area bounded by the railway line, Goodwood Road, Rose Terrace, and Greenhill Road.
- Supporting the rezoning of the bakery site (Leader Street) for medium density residential accommodation.
- Encouraging RAHS development with greater active frontages along Leader Street and Rose Terrace.

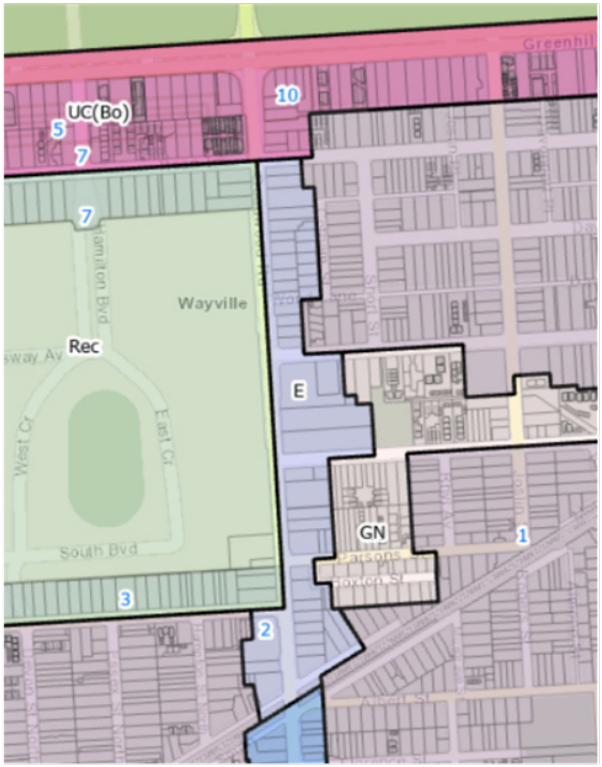
1 WAYVILLE PRECINCT

EXISTING CHARACTER AND ZONING

Goodwood Road, north of the tram, is characterised by large car yards, showrooms and other commercial uses with mid-rise office buildings fronting onto Greenhill Road. Behind the busy arterial roads, the neighbourhood is valued for its leafy, residential streets of character homes, which fall within the Established Neighbourhood Zone with the Historic Area Overlay encouraging the protection of character dwellings.

The precinct benefits from strong public transport connections and with its proximity to the future development opportunities of the Inner South-West Masterplan area and to the Adelaide Park Lands and CBD, the scale of existing development along Greenhill Road and Goodwood Road does not yet reflect the area's potential.

The existing zoning of the precinct (and maximum number of storeys) is shown opposite.



ZONE (INDICATING CORRESPONDING MAX BUILDING LEVELS)	
Established Neighbourhood (EN)	General Neighbourhood (GN)
Business Neighbourhood (BN)	Urban Corridor (Boulevard) (UC(Bo))
Employment (E)	Recreation (Rec)

PART FOUR: THE PLAN FOR GROWTH
WAYVILLE PRECINCT

CONSULTATION FEEDBACK

Community feedback (173 respondents) expressed concern from the impacts of growth on the amenity and character of the residential neighbourhood, as well as increased pressure on traffic and parking.

Feedback from BEDAC highlighted the opportunity of the precinct to develop as a mixed-use urban area, leveraging its existing commercial base and proximity to the CBD and public transport.

REVISED PLAN

The Plan has been updated to reflect the following changes:

- Majority of proposed housing diversity has been removed and the existing Historic Area Overlay retained.
- Separate areas of high (5-7 levels) and medium (3-5 levels) density mixed uses has been combined and reduced to medium density Living Mixed Use of up to 5 levels.
- Areas of the precinct included in the Inner South-West Master Plan have been excluded.

FUTURE GROWTH

The future vision for Wayville is to continue to protect the existing character of residential streets, with new quality development concentrated along Greenhill Road and Goodwood Road, supporting added residents, business, retail and other services along these busy arterial corridors.

1 PART FOUR: THE PLAN FOR GROWTH
WAYVILLE PRECINCT

ACTIONS

The Precinct's growth will be shaped by the following key actions:

Action 1:

Living Mixed Use up to 7 levels, south of Rose Terrace. (previously Commercial Mixed Use).

Action 2:

Local Activity Centre, expanded up to and including Wayville Reserve. Allow for above ground residential development up to 7 levels fronting Goodwood Road and transitioning to 3 levels at interface with Wayville Reserve.

Action 3:

'Mews housing' fronting suitable laneways.

Action 4:

Living Mixed Use to 5 levels (previously up to 7 levels).

ESTIMATED PRECINCT CAPACITY

The Precinct's growth by 2050 is estimated to be

1,400

additional residents in

670

new dwellings.



WAYVILLE PRECINCT

LEGEND

- COMMERCIAL MIXED USE - HIGH DENSITY (UP TO 7-10 LEVELS)
- ACTIVITY CENTRE (UP TO 7 LEVELS)
- LIVING MIXED USE - HIGH DENSITY (UP TO 7 LEVELS)
- LIVING MIXED USE - MEDIUM DENSITY (UP TO 5 LEVELS)
- HOUSING DIVERSITY
- TRANSIT URBAN CORRIDOR
- LOCAL LINKS
- BUS CORRIDOR GO ZONE
- DESIRED PEDESTRIAN LINK
- PEDESTRIAN CROSSING
- EXISTING TRAIN CORRIDOR
- EXISTING TRAM CORRIDOR
- EXISTING BUS STOP
- EXISTING TRAM STOP
- EXISTING OFF - ROAD BIKE PATH
- EXISTING ON - ROAD BIKE PATH
- DESIRED OFF - ROAD BIKE PATH
- EXISTING CHURCH

PRECINCT LOCATION



2 GOODWOOD VILLAGE PRECINCT

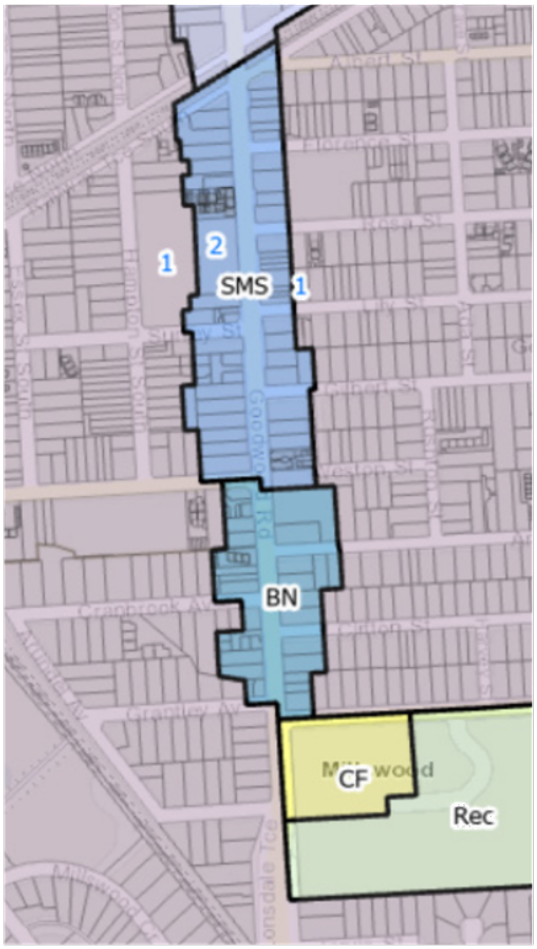
EXISTING CHARACTER AND ZONING

The historic Goodwood Village Main Street, extending from the tram to Victoria Street, has a strong sense of local community and identity of place. The precinct boasts a wide variety of local services and facilities, cultural and educational establishments, and evening and entertainment outlets. Public art reinforces the sense of community and place.

A key feature is its traditional strip of one and two-storey shopfronts, many with verandahs over the footpath, creating an appealing main street. Most homes in the surrounding streets are interwar and pre-war character houses, contributing to the area's suburban charm.

The existing zoning of the precinct (and maximum heights and levels of buildings) is shown opposite.

ZONE (INDICATING CORRESPONDING MAX BUILDING LEVELS)	
Established Neighbourhood (EN)	General Neighbourhood (GN)
Business Neighbourhood (BN)	Community Facilities (CF)
Suburban Main Street (SMS)	Recreation (Rec)



PART FOUR: THE PLAN FOR GROWTH

GOODWOOD VILLAGE PRECINCT

CONSULTATION FEEDBACK

Community feedback (216 respondents) reflected the importance placed on preserving the distinctive historic character of the main street (eg traditional shopfronts) and surrounding residential streets, with concern that poorly controlled development could cause the area to lose what makes it special.

BEDAC viewed the area as a 'creative industries' precinct, supported by hospitality, a business hub and creative uses, with potential to strengthen day and night activities, including business offerings on side streets to Goodwood Road. BEDAC also supported the redevelopment of the Council's Community Centre land to act as a catalyst for such outcomes.

REVISED PLAN

The Plan has been updated to reflect the following changes:

- areas proposed for housing diversity have been removed from the Plan, except for a pocket of land abutting the Community Centre on Florence Street.
- the traditional Goodwood village main street area being recognised as a suburban activity centre to strengthen its future function and development as an integrated centre, with new activity primarily focused behind its traditional main street frontages.
- the area north of the Goodwood Primary School, fronting Railway Terrace South and Hampton Street South, being designated for medium density residential development up to 4 levels.

FUTURE GROWTH

The vision for Goodwood Village is to have well designed development that respects the character of the main street while adding to the area's range of local services and community facilities, supplemented by evening activities. The attributes of the precinct and its proximity to wider employment and attractions, make it ideal for a greater number of residents 'living locally'. Growth is encouraged around the heart of the main street to support its ongoing vitality and sustainability in recognition of increasing competition from emerging centres in surrounding neighbourhoods.

The area would benefit from ongoing upgrades of the public realm, including along side streets, and its open lot carparking areas.

2 PART FOUR: THE PLAN FOR GROWTH
GOODWOOD VILLAGE PRECINCT

ACTIONS

Action 1:

Include the zoned SMS into the Suburban Activity Centre.

Action 2:

Develop a longer-term master plan of Goodwood Community Centre/Library site, with consideration for:

- a wider range of community services
- a civic plaza for community events and gatherings
- above ground levels for affordable housing of up to 7 levels.

Action 3:

Medium density housing up to 4 levels.

Action 4:

Housing diversity up to 3 levels.

Area wide action:

Review the heritage listing and noteworthy character features of buildings in the activity centre to strengthen the traditional built form elements of the centre.

ESTIMATED PRECINCT CAPACITY

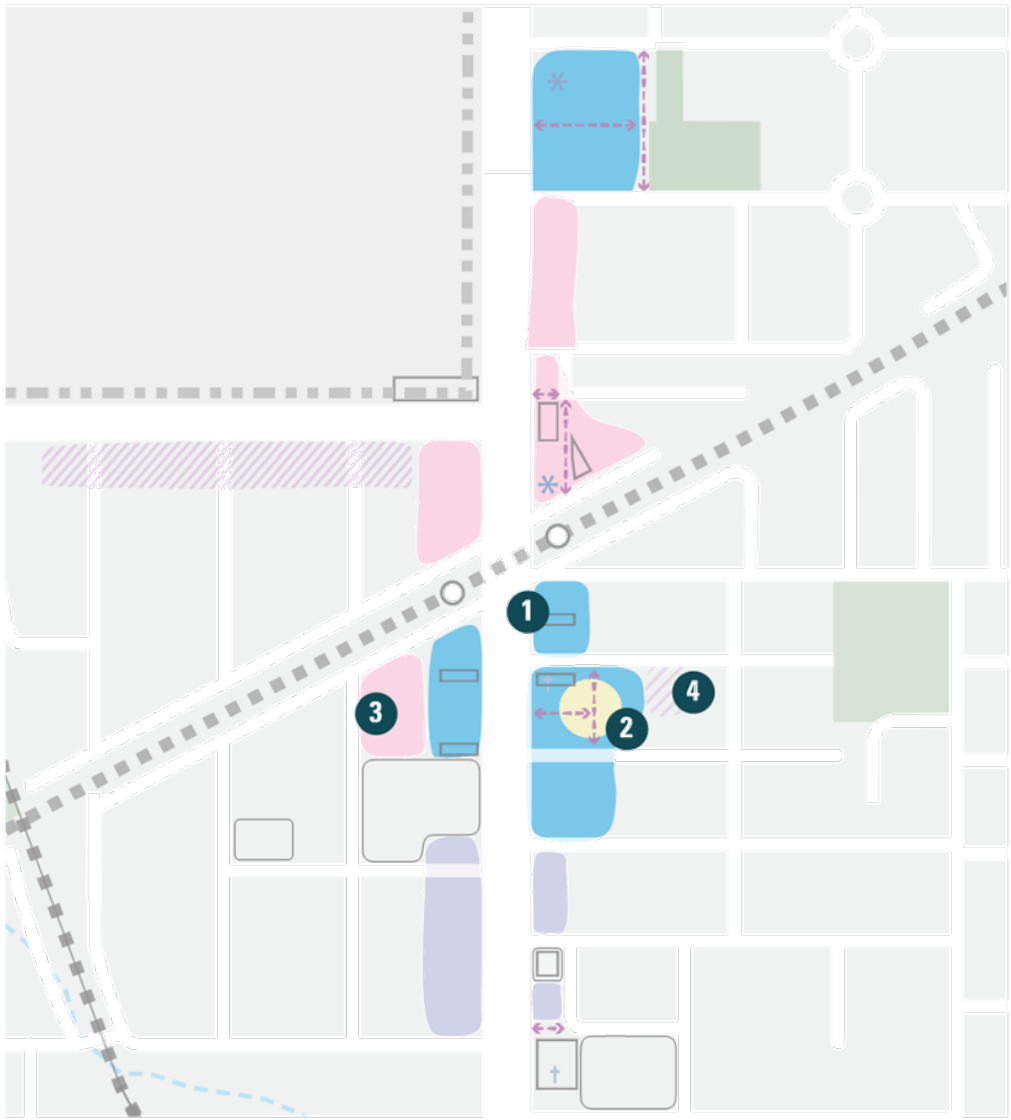
The Precinct's growth by 2050 is estimated to be

170

additional residents in

80

new dwellings.



GOODWOOD PRECINCT

LEGEND

- LIVING MIXED USE - MEDIUM DENSITY (UP TO 5 LEVELS)
- MAIN STREET - MEDIUM DENSITY (UP TO 5 LEVELS)
- COMMUNITY FACILITIES
- HOUSING DIVERSITY
- DESIRED PEDESTRIAN LINK
- EXISTING TRAIN CORRIDOR
- EXISTING TRAM CORRIDOR
- EXISTING BUS STOP
- EXISTING TRAM STOP
- EXISTING CHURCH

PRECINCT LOCATION



3 KING WILLIAM ROAD NORTH PRECINCT

EXISTING CHARACTER AND ZONING

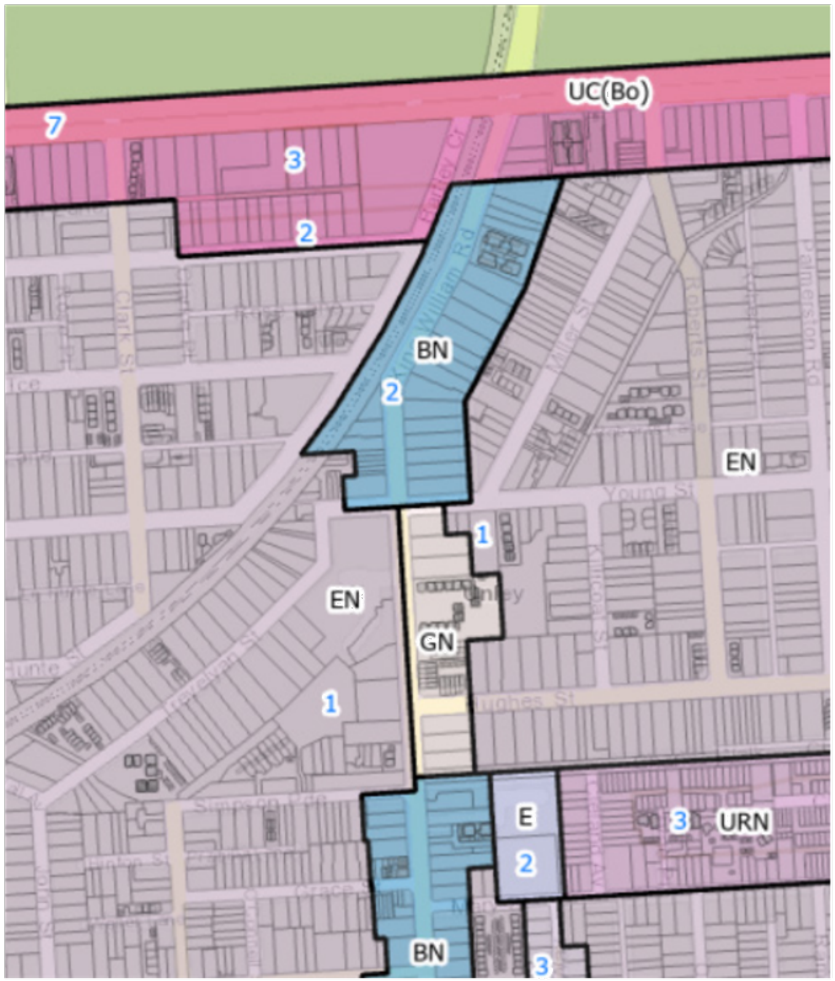
The precinct benefits from its proximity to the Adelaide CBD and Park Lands, with excellent transport connections via the Glenelg tram line, a Go Zone along King William Road, and designated pedestrian/cycle routes.

The precinct features well established office buildings along Greenhill Road, together with low-rise commercial buildings along King William Road extending to Young Street. Existing services and shops form the basis of an emerging activity centre for surrounding residents and workers. The area is also well served by churches, a school, aged care facilities, and 2 social organisations.

Leafy side streets branching off King William Road and Greenhill Road contain well-preserved historic homes, contributing to a quiet, attractive neighbourhood feel, although vehicle circulation and parking associated with commercial uses is evident.

The existing zoning of the precinct (and maximum heights and levels of buildings) is shown opposite.

ZONE (INDICATING CORRESPONDING MAX BUILDING LEVELS)	
Established Neighbourhood (EN)	General Neighbourhood (GN)
Urban Renewal Neighbourhood (URN)	Urban Corridor (Boulevard) UC(Bo)
Business Neighbourhood (BN)	Employment (E)



PART FOUR: THE PLAN FOR GROWTH
KING WILLIAM ROAD NORTH PRECINCT

CONSULTATION FEEDBACK

Community feedback (142 respondents) generally sought retention of character dwellings and existing neighbourhood identity, with particular concern for removal of the Historic Area Overlay for areas identified for housing diversity.

BEDAC supported the continued opportunity for higher development along Greenhill Road, with development on King William Road focused on mixed residential and commercial development to take advantage of the attributes of the area.

REVISED PLAN

The Plan has been updated to reflect the following changes:

- proposed areas for housing diversity have been removed from the Plan.
- King William Road (from Greenhill Road to Young Street) is now identified for:
  - Commercial Mixed Use (up to 7 storeys) north of the Catholic Church.
  - Commercial Mixed Use (Medium Density of up to 5 storeys) south of the Catholic Church to Young Street.
- Catering for mews housing fronting onto suitable laneways as a means of introducing a new form of housing without impacting on existing character.

Existing maximum building heights along Greenhill Road of 7 levels are not proposed to be changed, except for the site on the corner of Bartley Crescent and Greenhill Road, as was proposed in the draft Plan.

FUTURE GROWTH

There is significant opportunity for this precinct to evolve into a vibrant, mixed-use commercial and residential destination, supported by local services that builds on its Park Lands edge, transit options, and proximity to the CBD.

3 PART FOUR: THE PLAN FOR GROWTH
KING WILLIAM ROAD NORTH PRECINCT

ACTIONS

The Precinct's growth will be shaped by the following key actions:

Action 1:

Mixed Use development up to 10 storeys on the corner of Greenhill Road and Bartley Crescent.

Action 2:

Extend Greenhill Road zoning (up to 7 storeys) into King William Road, north of the Catholic church.

Action 3:

Living Mixed Use up to 5 levels.

Action 4:

'Mews housing' fronting onto laneways while retaining character housing on respective streets.

ESTIMATED PRECINCT CAPACITY

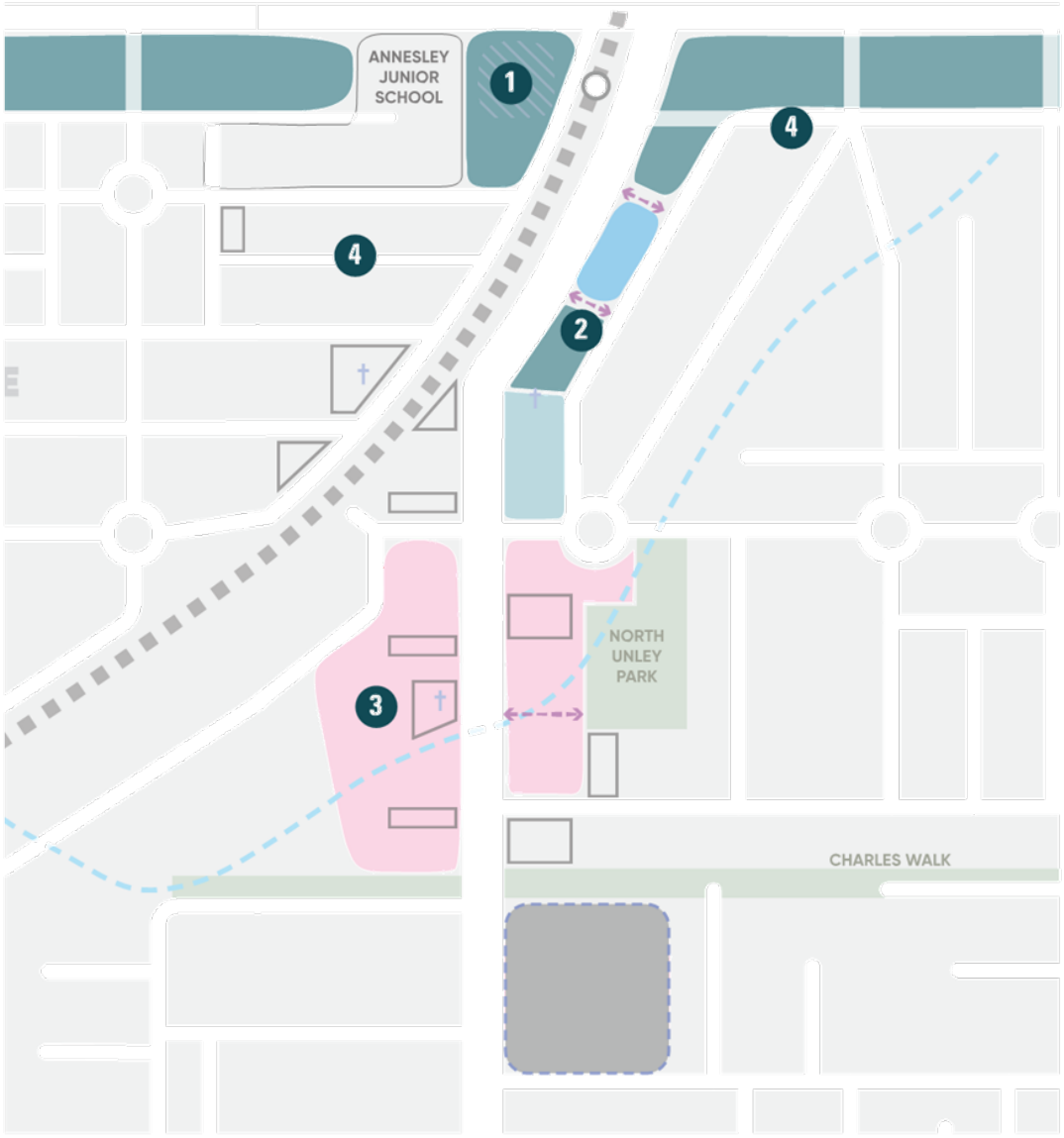
The Precinct's growth by 2050 is estimated to be

520

additional residents in

250

new dwellings.



KING WILLIAM ROAD NORTH PRECINCT

LEGEND

- COMMERCIAL MIXED USE - HIGH DENSITY (UP TO 10 LEVELS)
- COMMERCIAL MIXED USE - HIGH DENSITY (UP TO 7 LEVELS)
- COMMERCIAL MIXED USE - MEDIUM DENSITY (UP TO 5 LEVELS)
- LIVING MIXED USE - MEDIUM DENSITY (UP TO 5 LEVELS)
- ACTIVITY CENTRE (UP TO 7 LEVELS)
- DESIRED PEDESTRIAN LINK
- PEDESTRIAN CROSSING
- EXISTING TRAM CORRIDOR
- EXISTING BUS STOP
- EXISTING TRAM STOP
- EXISTING CHURCH

PRECINCT LOCATION



4 KING WILLIAM ROAD PRECINCT

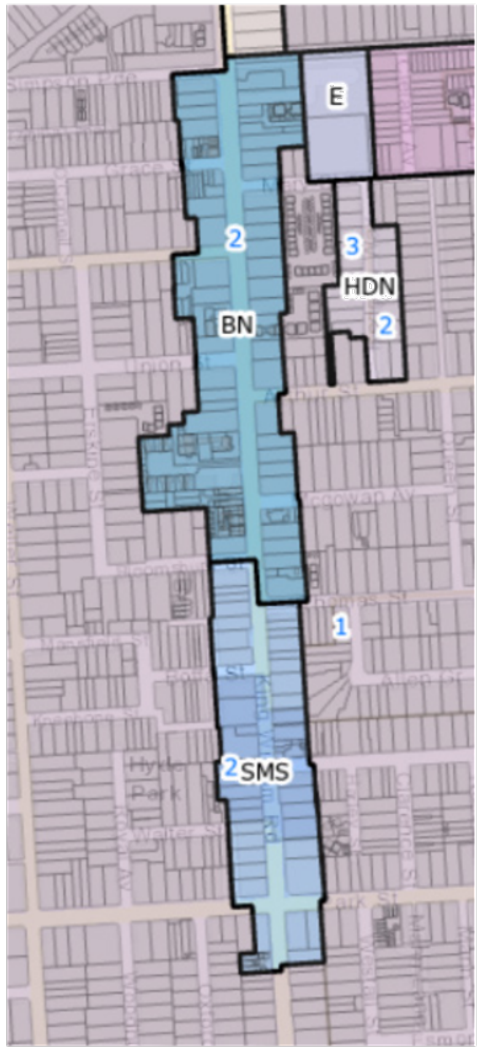
EXISTING CHARACTER AND ZONING

The KWR Main Street is one of Unley's prime destinations; recognised for its boutique shops and hospitality venues in a high quality and well landscaped pedestrian environment. Most of the buildings are single storey, with narrow frontages and verandahs that create a continuous, shaded footpath perfect for walking, browsing, and outdoor dining.

The portion of the precinct north of Thomas Street and Bloomsbury Street, provides commercial and professional services, mixed in with some low scale retailing. This section of the precinct tends to lose some of the uniform character of the retail core of the Main Street.

The existing zoning of the precinct (and maximum heights and levels of buildings) is shown opposite.

ZONE (INDICATING CORRESPONDING MAX BUILDING LEVELS)	
Established Neighbourhood (EN)	Suburban Main Street (SMS)
Urban Renewal Neighbourhood (URN)	Housing Diversity Neighbourhood (HDN)
Business Neighbourhood (BN)	Employment (E)



KING WILLIAM ROAD PRECINCT

CONSULTATION FEEDBACK

Most feedback raised concerns that increased development could impact the village character, historic shopfronts, and existing identity of the precinct, particularly for the area south of Thomas Street/Bloomsbury Street. There was also concern of added traffic compounding parking issues and compromising pedestrian safety.

BEDAC feedback was that the precinct should maintain its village character and strong retail identity, while accommodating sensitive growth that retains a fine-grain, walkable character to the area. BEDAC was also supportive of the area north of the retail core to provide for commercial/residential mixed uses that would help to activate the street for both day and evenings.

REVISED PLAN

The Plan has been updated to reflect the following changes:

- areas identified for housing diversity have been removed from the Plan (noting retention of the housing area between Charles Walk and Mary Street that is zoned for housing up to three levels).
- Building heights within the precinct reflecting existing character and capacity to meet an adequate interface with neighbouring residential properties based on a 30-degree building envelope plane.

FUTURE GROWTH

The portion of the precinct, between Park/ Mitchell Streets to Thomas/Bloomsbury Streets, should continue to be enhanced and strengthened as the retail heart of the main street precinct, with the opportunity for further main street commercial mixed-use activities extending to Union Street/Arthur Street. New commercial and medium density residential development of up to 2 levels should be setback above or behind existing character and heritage buildings.

To support the long term sustainability of the precinct, several sites in consolidated ownership, above 1,200 sq metres in area, could accommodate higher-rise residential development above ground level commercial uses, subject to retention of character and heritage building frontages, meeting the interface provision of a 30-degree building envelope from the residential zone boundary, incorporating podiums of 2 levels, ensuring activation of the King William Road public realm, and achieving a design that complements the street's traditional setting.

4 PART FOUR: THE PLAN FOR GROWTH
KING WILLIAM ROAD PRECINCT

ACTIONS

The Precinct's growth will be shaped by the following key actions:

Action 1:

Development in the main-street south of Bloomsbury Street and Thomas Street up to 2 levels (other than for consolidated sites above 1,200 sq metres).

Action 2:

Development north of Thomas Street to Arthur Street (eastern side of King William Road) for Commercial Mixed-Use up to 3 levels.

Action 3:

Development on King William Road north of Union Street and Arthur Street for Commercial Mixed Use up to:

- 5 levels on eastern side
- 3 levels on western side

Action 4:

Housing diversity up to 3 levels.

Area wide action:

Review the heritage listing and noteworthy character features of buildings in the main-street to strengthen the traditional built form elements of the precinct core.

Area wide action:

Encourage coordinated access to off-street car parking areas at the rear of premises.

ESTIMATED PRECINCT CAPACITY

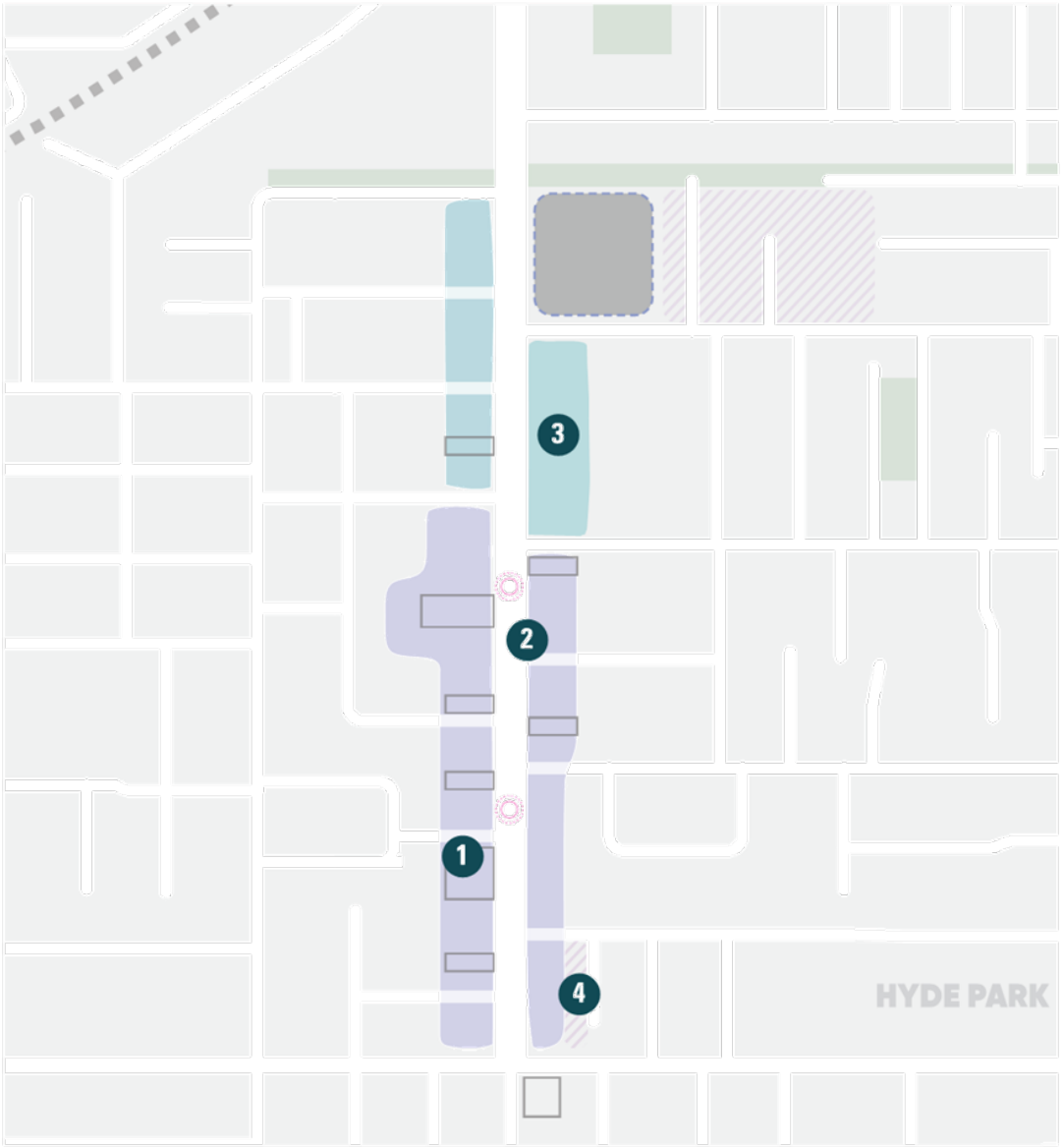
It is estimated that the development potential in the precinct by 2050 would be in the order of

270

dwellings, generating an approx. additional

540

persons.



KING WILLIAM ROAD PRECINCT

LEGEND

- COMMERCIAL MIXED USE - MEDIUM DENSITY (UP TO 5 LEVELS)
- MAIN STREET - MEDIUM DENSITY (UP TO 2 LEVELS)
- KING WILLIAM ROAD NORTH CODE AMENDMENT (UP TO 7 LEVELS)
- HOUSING DIVERSITY
- TRANSIT URBAN CORRIDOR
- LOCAL LINKS
- DESIRED PEDESTRIAN LINK
- PEDESTRIAN CROSSING

PRECINCT LOCATION



5 UNLEY CENTRE PRECINCT

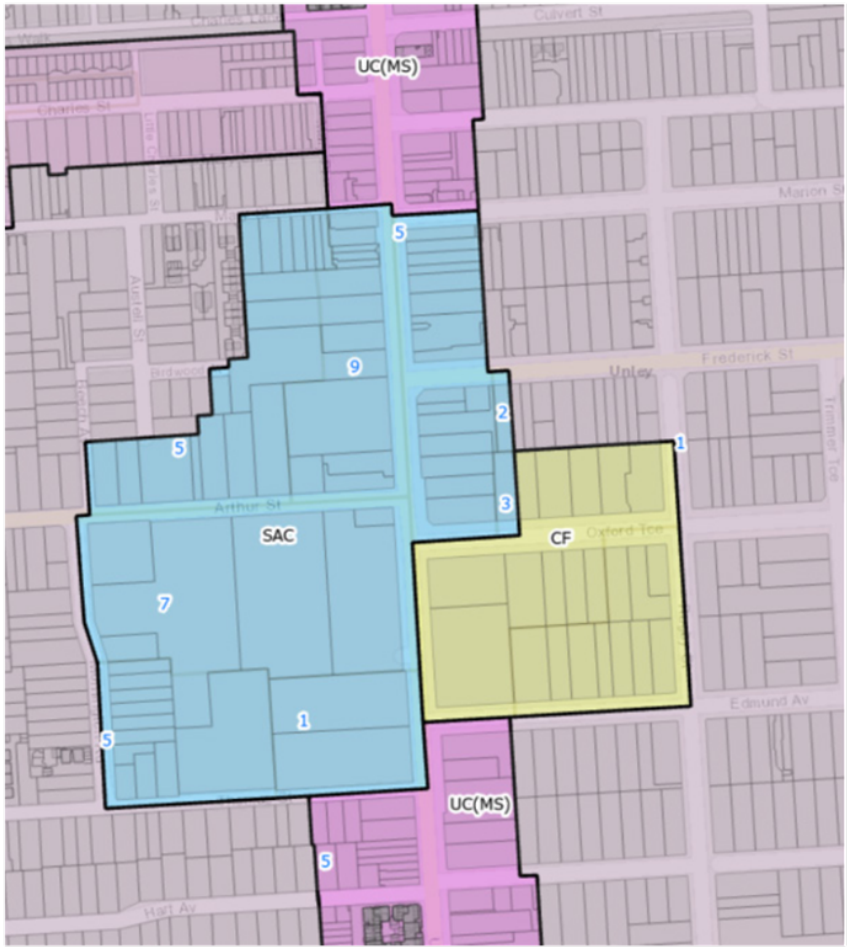
EXISTING CHARACTER AND ZONING

The precinct is the heart of the City, bringing together a concentrated mix of shops, commercial and professional services, and civic facilities. The opportunity for a more integrated retail centre for the City will be reinforced by the Unley Central proposal that will introduce a strong residential component to the precinct together with a greater variety of attractions integrated with pedestrian spaces and links, coordinated with under-cover parking.

Unley Road is a mixed-use corridor, with recent development tending to replace older low-rise buildings with buildings up to 7 storeys with commercial uses on the ground floor and residential apartments above. The surrounding residential streets are leafy and well-established, with historic single-storey homes and mature street trees.

The existing zoning of the precinct (and maximum heights and levels of buildings) is shown opposite.

ZONE (INDICATING CORRESPONDING MAX BUILDING LEVELS)	
Established Neighbourhood (EN)	Urban Corridor Main Street (UC(MS))
Urban Renewal Neighbourhood (URN)	Community Facilities (CF)
Suburban Activity Centre (SAC)	



PART FOUR: THE PLAN FOR GROWTH
UNLEY CENTRE PRECINCT

CONSULTATION FEEDBACK

While many of the 157 community respondents recognised the need for growth and revitalisation, particularly around the Unley Shopping Centre and along key commercial frontages, there was consistent feedback relating to the impact of high-rise development on existing character (eg historic shopfronts), visual scale/'village feel', and overshadowing.

BEDAC saw the precinct as strongly positioned as the "civic, cultural and commercial heart" of the City, with potential to evolve into a higher-performing centre that integrates retail, commercial, entertainment, short-stay accommodation and residential uses. A key point raised was that both sides of Unley Road should function cohesively as a single centre.

BEDAC also supported targeted uplift of up to 10 storeys and higher in specific locations of the precinct, identifying the opportunity for:

- A wider range of commercial and community attractions such as a hotel/accommodation, sporting facilities, and business hub to reinforce its function as the 'heart' of the City.
- The Unley Shopping Centre offering a more varied and intense development.
- Creating a unified and well-defined pedestrian and public realm links between the Unley Shopping Centre and the Unley Central development.

REVISED PLAN

The Plan has been updated to reflect the following changes:

- Areas identified for housing diversity have been removed from the Plan, other than for an area between Maud Street and Marion Street.
- Recognition of Unley Road, between Park/Wattle Street to Charles Walk/Culvert Street, functioning as the primary activity centre of the City and being enhanced for such purposes.

FUTURE GROWTH

The vision for the precinct is to create a vibrant, inclusive and well-connected 'city heart'— serving residents, businesses, and visitors alike as the major focus of retail, commercial, and community services in the City. Redevelopment of key properties should strengthen the precinct's attractions and increase the number of residents in the area, while prioritised public transport services along Unley Road would give the precinct greater attraction, convenience, and development uplift.

5 PART FOUR: THE PLAN FOR GROWTH
UNLEY CENTRE PRECINCT

ACTIONS

The Precinct's growth will be shaped by the following key actions:

Action 1:
Extend Suburban Activity Centre to Charles Lane and Culvert Street for commercial mixed uses:

- min. height 5 storeys, max. height 11 storeys, 2 level podiums between Mary Street and the Soldiers Memorial Gardens
- min. height 4 storeys, max. height 7 storeys, 2 level podiums between Marion Street and Council's Civic Centre

Action 2:
Long term redevelopment of the Unley Shopping Centre that:

- reactivates Unley Road frontage, retaining existing significant trees
- increases range of facilities, greater undercover/basement carparking, and residential development above commercial uses.

Action 3:
Encourage master planned redevelopment of Mornington walk-up flats that living mixed use that provides for:

- Restoration of original Mornington House with exposure to Memorial Gardens.
- Activation of frontage to Memorial Gardens with ground level commercial/retail activation and residential uses above.
- 2 storey residential fronting Thomas Street with higher development up to 7 levels behind, sited and designed to respect Mornington House.
- Potential pedestrian/cycle access through the site to redeveloped Unley Shopping Centre.

Action 4:
Commercial, community, and above ground residential development up to 5 storeys fronting Oxford Terrace to Rugby Street, to create a stronger built form edge and a greater sense of place and gathering.

Action 5:
St John's site incorporated into main street zone (with retention of local heritage controls over the land).

Action 6:
Housing diversity area up to 3 levels between Maud Street and Marion Street, up to the Salvation Army site of up to 3 levels.

Area wide action:
Review of character and heritage controls applying in the activity centre of the precinct, so that:

- all buildings of heritage value are protected
- traditional features of buildings (eg verandahs over footpaths, pattern and style of shopfronts) are reflected in redevelopment of sites.

ESTIMATED PRECINCT CAPACITY

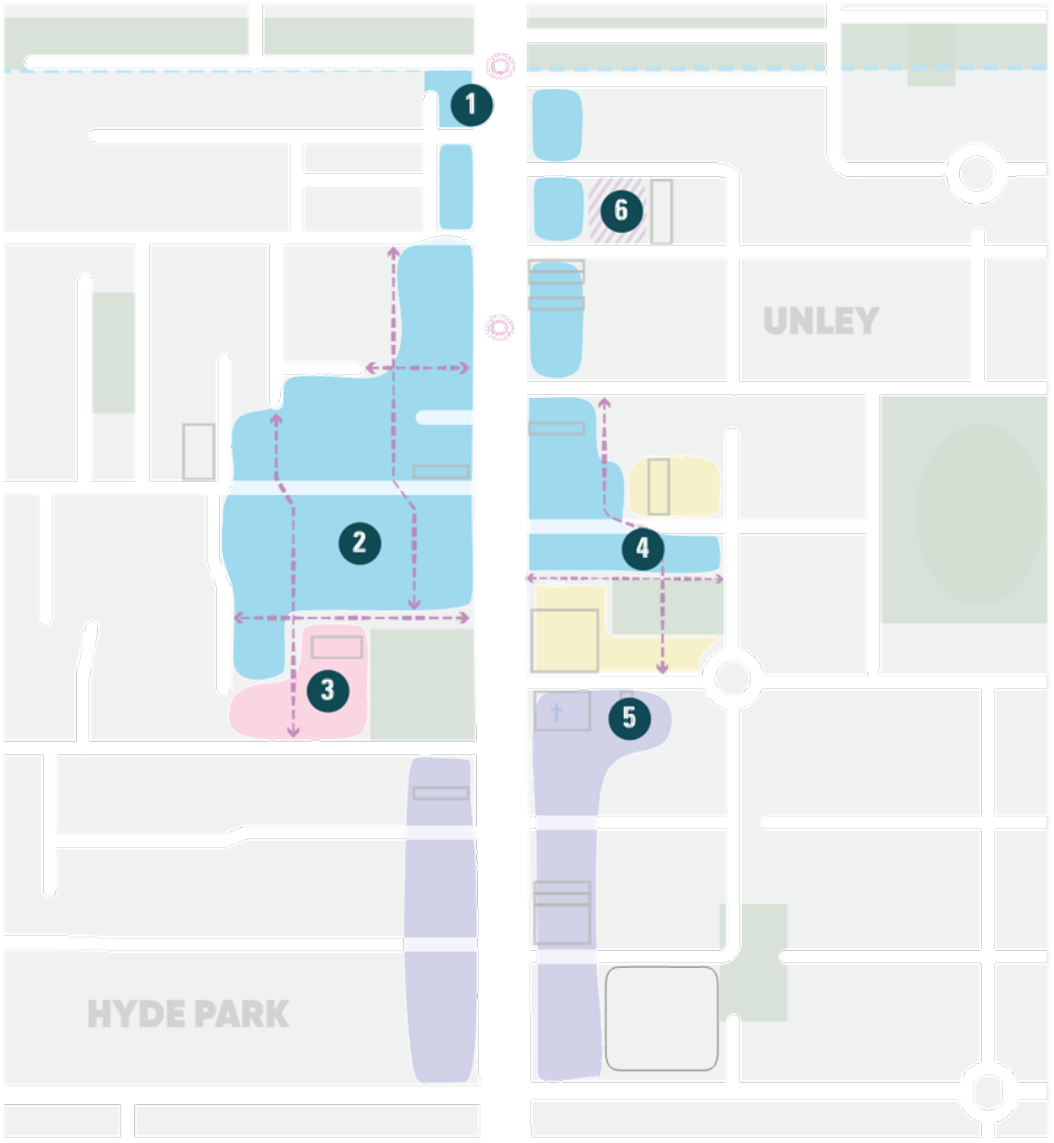
It is estimated that the degree of development potential, population growth and increase in dwellings in the Unley precinct up to 2050, will be in the order of

620

dwellings, generating an approx. additional

1,300

residents.



UNLEY CENTRE PRECINCT

LEGEND

- MAIN STREET - MEDIUM DENSITY (UP TO 7 LEVELS)
- ACTIVITY CENTRE (UP TO 11 LEVELS)
- COMMUNITY FACILITIES
- LIVING MIXED USE - MEDIUM DENSITY (UP TO 7 LEVELS)
- HOUSING DIVERSITY
- DESIRED PEDESTRIAN LINK
- PEDESTRIAN CROSSING
- EXISTING CHURCH

PRECINCT LOCATION



6 CLARENCE PARK PRECINCT

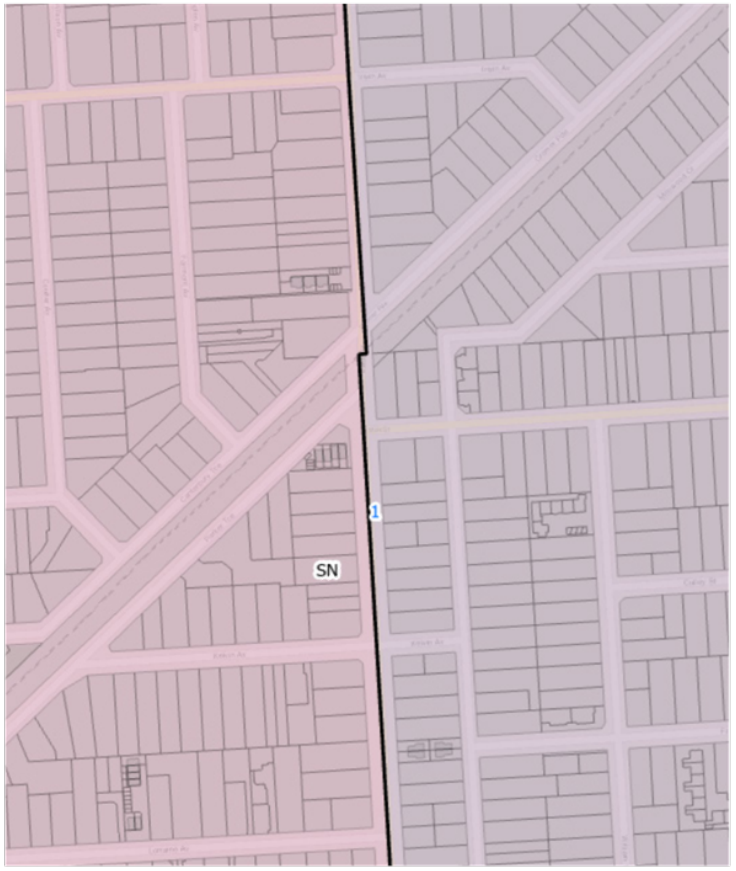
EXISTING CHARACTER AND ZONING

The precinct is centred around the Clarence Park Community Centre, a collection of local shops, and the Clarence Park train station. These features, together with the nearby community kindergarten, give the precinct a strong sense of neighbourhood identity and local connection. The availability of the train service is supplemented by a Go Zone along East Avenue, giving the area very favourable public transport options and supported by popular cycling routes.

The area comprises a mix of single storey homes, mostly built in the interwar period, with some two-storey flats adjacent to the community centre.

The existing zoning of the precinct (and maximum heights and levels of buildings) is shown opposite.

ZONE (INDICATING CORRESPONDING MAX BUILDING LEVELS)	
Established Neighbourhood (EN)	Suburban Neighbourhood (SN)



PART FOUR: THE PLAN FOR GROWTH
CLARENCE PARK PRECINCT

CONSULTATION FEEDBACK

Feedback (from 240 respondents) highlighted existing impacts from traffic/rat-running, infrastructure limitations, and past infill development. The strong sentiment was for:

- Retention of neighbourhood character and the village atmosphere of the local shops.
- Objection to multi storey development (especially 4-5 storeys) in residential streets and the impact of the proposed activity centre on existing businesses.
- Fear of tree loss and reduced green space, and inadequate environmental protections.

BEDAC recognised a key opportunity to deliver greater housing diversity and population growth, close to public transport and local community facilities. It also considered that the former motor repair site on the corner of Mill Street and East Avenue (purchased by the Council) could be a demonstration of well-designed affordable housing.

REVISED PLAN

The Plan has been updated to reflect the following changes:

- The area designated for housing diversity has been reduced in extent.
- The area for Living Mixed Use (of up to 5 levels) being bounded by Mills Street, East Avenue, Frederick Street (to the northern boundary of 16 Frederick Street, a local heritage place).
- The existing row of shops, together with future local services in the Living Mixed Use area, being adequate for the needs of the local community.

FUTURE GROWTH

The strong sense of neighbourhood identity and connection should be strengthened by encouraging more diverse housing options, such as affordable housing for young families and key workers, who can take advantage of local services and the very favourable availability of public transport.

6 PART FOUR: THE PLAN FOR GROWTH
CLARENCE PARK PRECINCT

ACTIONS

The Precinct's growth will be shaped by the following key actions:

Action1:
Local commercial and retail services focused on existing shops.

Action 2:
Reduced area for housing diversity up to 3 storeys.

Action 3:
Living mixed-use development of up to 5 levels in height along East Avenue.

ESTIMATED PRECINCT CAPACITY

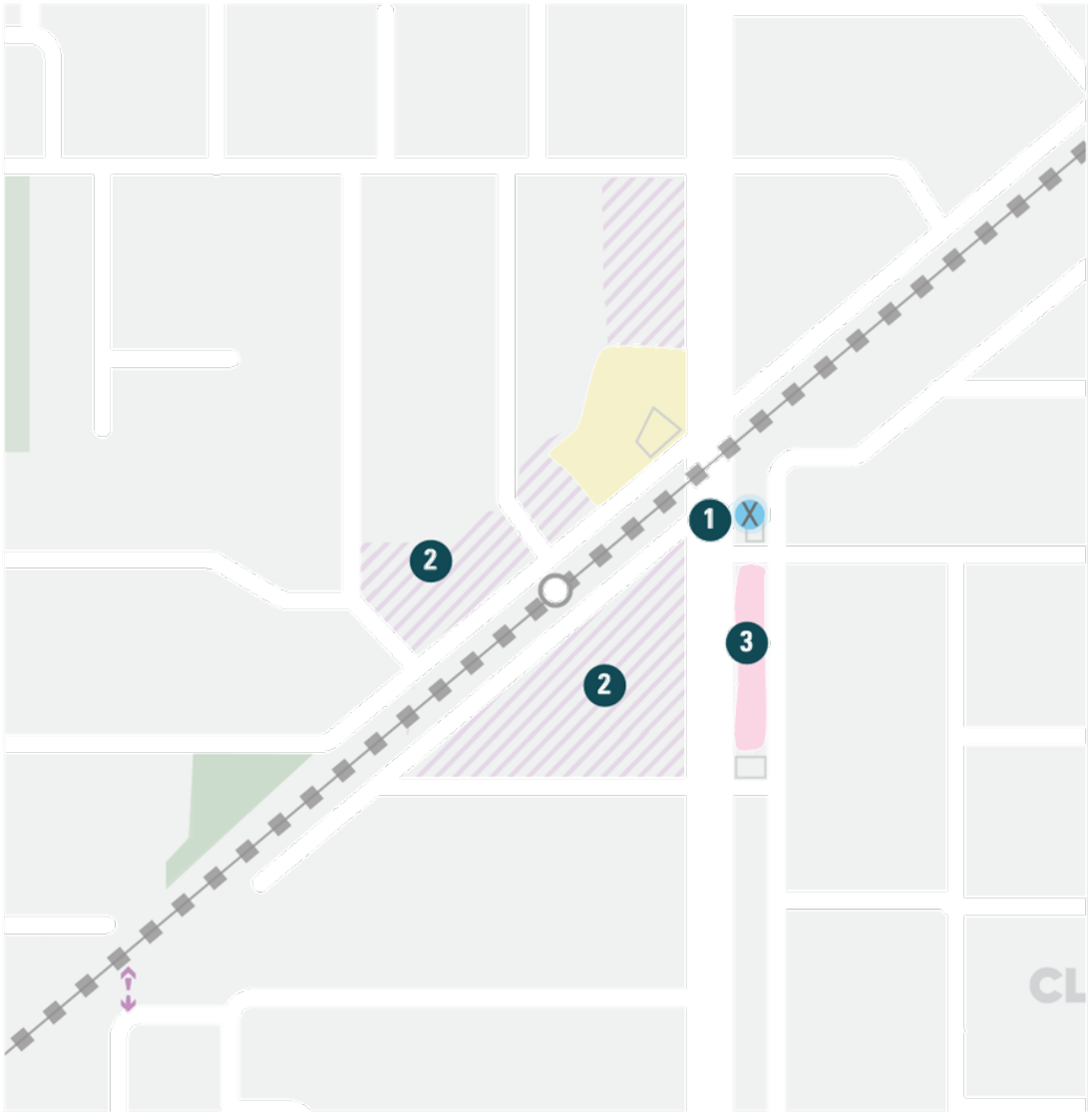
It is estimated that the degree of development potential, population growth and increase in dwellings in the Clarence Park precinct up to 2050, will be in the order of

60

dwellings, with an increase of approx.

120

residents.



CLARENCE PARK PRECINCT

LEGEND

- LOCAL NODE
- COMMUNITY FACILITIES
- HOUSING DIVERSITY
- EXISTING TRAIN CORRIDOR
- EXISTING TRAIN STOP

PRECINCT LOCATION



7 HIGHGATE PRECINCT

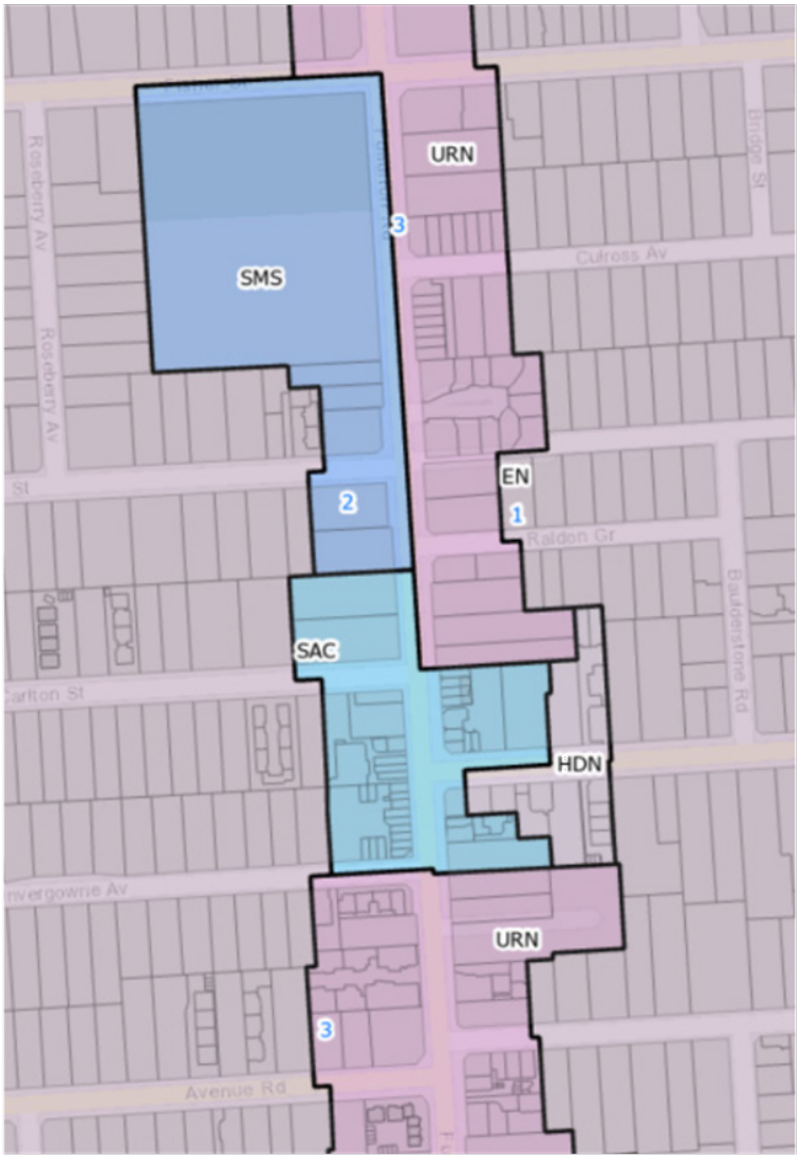
EXISTING CHARACTER AND ZONING

The precinct straddles both sides of Fullarton Road, centred around the established Highgate Village group of shops, offices and consulting rooms, and local community services.

Older single dwellings in the broader area along Fullarton Road, are being replaced with medium density housing, often with limited landscaping and poor streetscape design. Fullarton Road is a key arterial road through the City, although not a designated Go Zone, like the others traversing the City.

The existing zoning of the precinct (and maximum heights and levels of buildings) is shown opposite.

ZONE (INDICATING CORRESPONDING MAX BUILDING LEVELS)	
Established Neighbourhood (EN)	Suburban Main Street (SMS)
Urban Renewal Neighbourhood (URN)	Housing Diversity Neighbourhood (HDN)
Suburban Activity Centre (SAC)	



PART FOUR: THE PLAN FOR GROWTH
HIGHGATE PRECINCT

CONSULTATION FEEDBACK

Feedback (from 59 respondents) sought modest change with protection of historic characteristics and 'leafy' suburban identity, improved transport links, and careful management of congestion and amenity, with the majority view reflecting:

- Resistance to multi storey development (4-7+ levels) along Fullarton Road, citing the poor design quality of recent developments and loss of tree canopy along Fullarton Road.
- A desire for a greater variety of shops, outdoor spaces, greenery and local amenity.

While retaining its local neighbourhood role, BEDAC supported the growth of the Highgate Village Centre with a focus on amenity, character and smaller-scale mixed-use outcomes. It supported greater housing diversity in support of the activation of the centre.

REVISED PLAN

The Plan has been updated to reflect the following changes:

- Opportunities for greater housing diversity have been focused on existing areas zoned for medium density housing and several large properties on the northern side of Fisher Street, adjacent to Fullarton Road (that will require retention of a heritage building).
- The extent of the activity centre along Fullarton Road being extended up to the Fullarton Park Community Centre (western side) and Raldon Grove (eastern side), with development potential remaining up to 5 building levels.

FUTURE GROWTH

The future vision of the precinct is to offer a greater mix of local shops and services, with an improved public realm, supporting an increased population living along Fullarton Road. Uplift in development potential along Fullarton Road should demonstrate improved design, greater amenity, and increased landscaping.

7 PART FOUR: THE PLAN FOR GROWTH
HIGHGATE PRECINCT

ACTIONS

The Precinct's growth will be shaped by the following key actions:

Action 1:
Expanded activity centre with residential development above existing or new retail and commercial uses up to 5 storeys.

Action 2:
Investigate development potential above public car parking on Council owned land.

Action 3:
Advocate for a Go Zone, prior to any uplift in development potential.

Action 4:
Work with the Uniting Church on its landholdings to provide housing to meet specific community needs.

Action 5:
Housing diversity up to 3 levels.

ESTIMATED PRECINCT CAPACITY

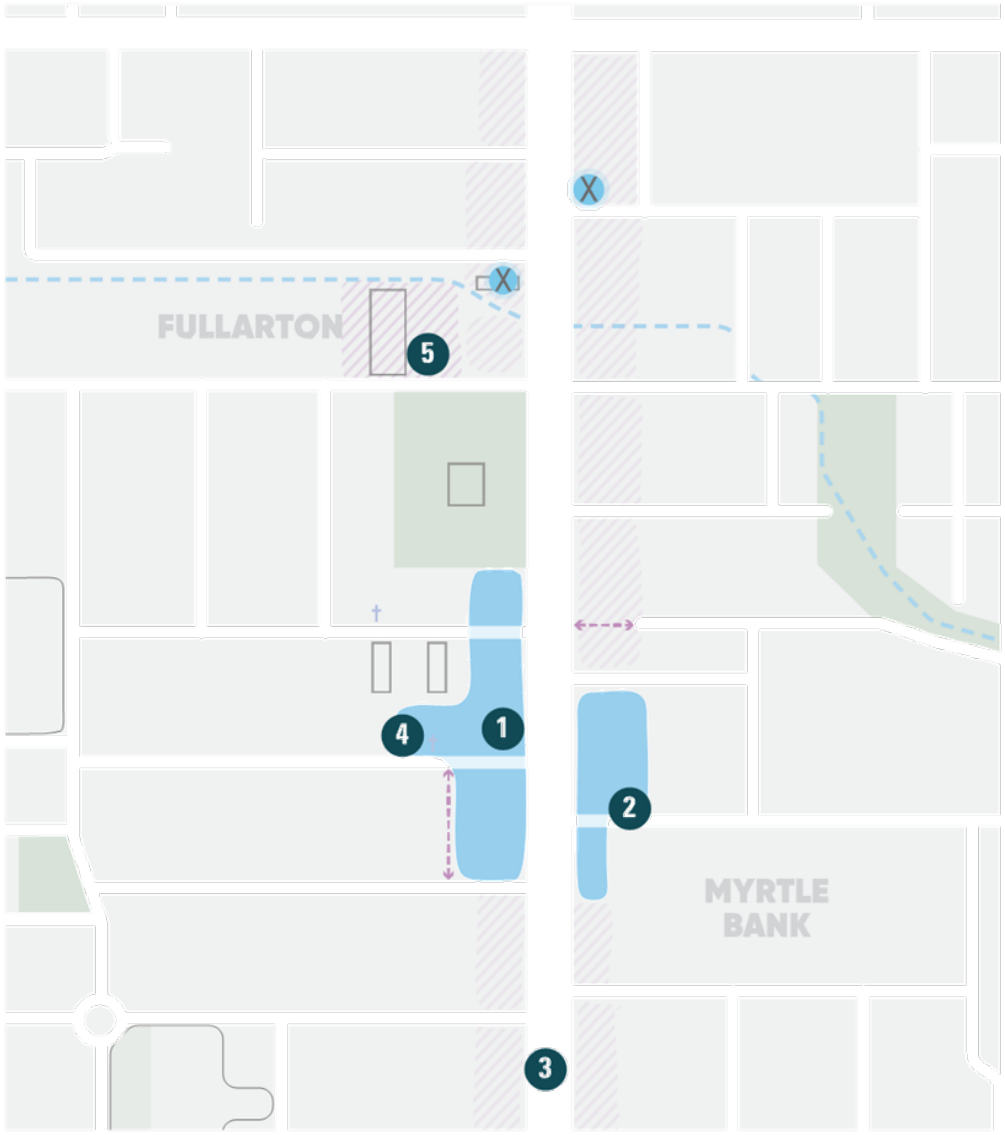
It is estimated that the degree of development potential, population growth and increase in dwellings in the Highgate precinct up to 2050, will be in the order of

75

additional dwellings, adding approx.

160

residents.



HIGHGATE PRECINCT

LEGEND

- LOCAL NODE
- ACTIVITY CENTRE (UP TO 5 LEVELS)
- HOUSING DIVERSITY
- DESIRED PEDESTRIAN LINK
- EXISTING CHURCH

PRECINCT LOCATION



8 FULLARTON PRECINCT

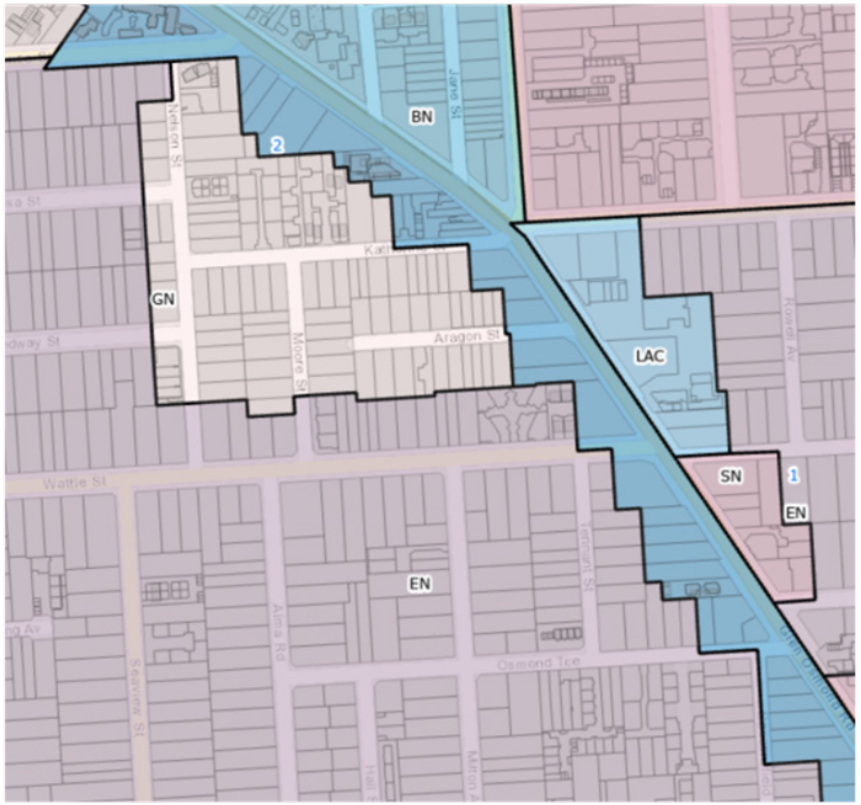
EXISTING CHARACTER AND ZONING

The precinct is focused on the Katherine Street–Bevington Road intersection and a small activity centre on the eastern side of Glen Osmond Road, located in the City of Burnside. The area includes a mix of commercial uses along Glen Osmond Road, with many businesses (e.g. car yards, offices, and a hotel) of mixed character, catering to a much wider catchment than the local community.

Older building stock and larger sites offer opportunities for revitalisation of the area. The amenity of Glen Osmond Road is impacted by significant heavy vehicle traffic. By contrast, the side streets off Glen Osmond Road have good residential character and provide an environment with potential to support future growth. The elevated precinct offers opportunity for views north and west across the City.

The existing zoning of the precinct (and maximum heights and levels of buildings) is shown opposite.

ZONE (INDICATING CORRESPONDING MAX BUILDING LEVELS)	
Established Neighbourhood (EN)	Business Neighbourhood (BN)
General Neighbourhood (GN)	Housing Diversity Neighbourhood (HDN)
Suburban Neighbourhood (SN)	Local Activity Centre (LAC)



PART FOUR: THE PLAN FOR GROWTH
FULLARTON PRECINCT

CONSULTATION FEEDBACK

Most feedback from the 80 respondents emphasised:

- a preference for a maximum of 2-3 storey development that retained historic homes, character streetscapes and established neighbourhood identity.
- frustration with recent poor-quality developments along Fullarton Road and Glen Osmond Road, with inadequate off-street car parking and lack of landscaping.

BEDAC highlighted the opportunity to revitalise under-utilised land along Glen Osmond Road with smaller-scale mixed use developments, while retaining the neighbourhood's amenity and character with some provision for housing diversity.

It also supported the Council continuing to work with Burnside Council and the Department of Infrastructure and Transport for upgrades of the public realm, improved pedestrian safety, and activation of the precinct.

REVISED PLAN

The Plan has been updated to reflect the following changes:

- Reduction in the extent of area identified for housing diversity.
- Commercial Mixed Use (Medium Density) up to 5 levels (rather than 4-6 levels in the draft Plan) along Glen Osmond Road.

FUTURE GROWTH

Glen Osmond Road should evolve into a mixed-use commercial corridor with improved design and pedestrian access, supported by local neighbourhood services remaining focused on the existing shops south of Bevington Road (in the City of Burnside).

8 PART FOUR: THE PLAN FOR GROWTH
FULLARTON PRECINCT

ACTIONS

The Precinct's growth will be shaped by the following key actions:

Action 1:
Commercial mixed-use development that activates Glen Osmond Road (and immediate side streets) of up to 5 levels.

Action 2:
Development of up to 3 levels in remaining housing diversity area.

Area wide action:
Coordinate with Burnside Council and Department of Transport and Infrastructure so that:

- Development is integrated in terms of land use, access, and density of development
- public realm improvements are of high quality and coordinated in design
- safer pedestrian and active transport access is provided across the main road.

Area wide action:
Collaborate with Burnside Council on the preparation of individual local area plans to ensure an integrated approach.

ESTIMATED PRECINCT CAPACITY

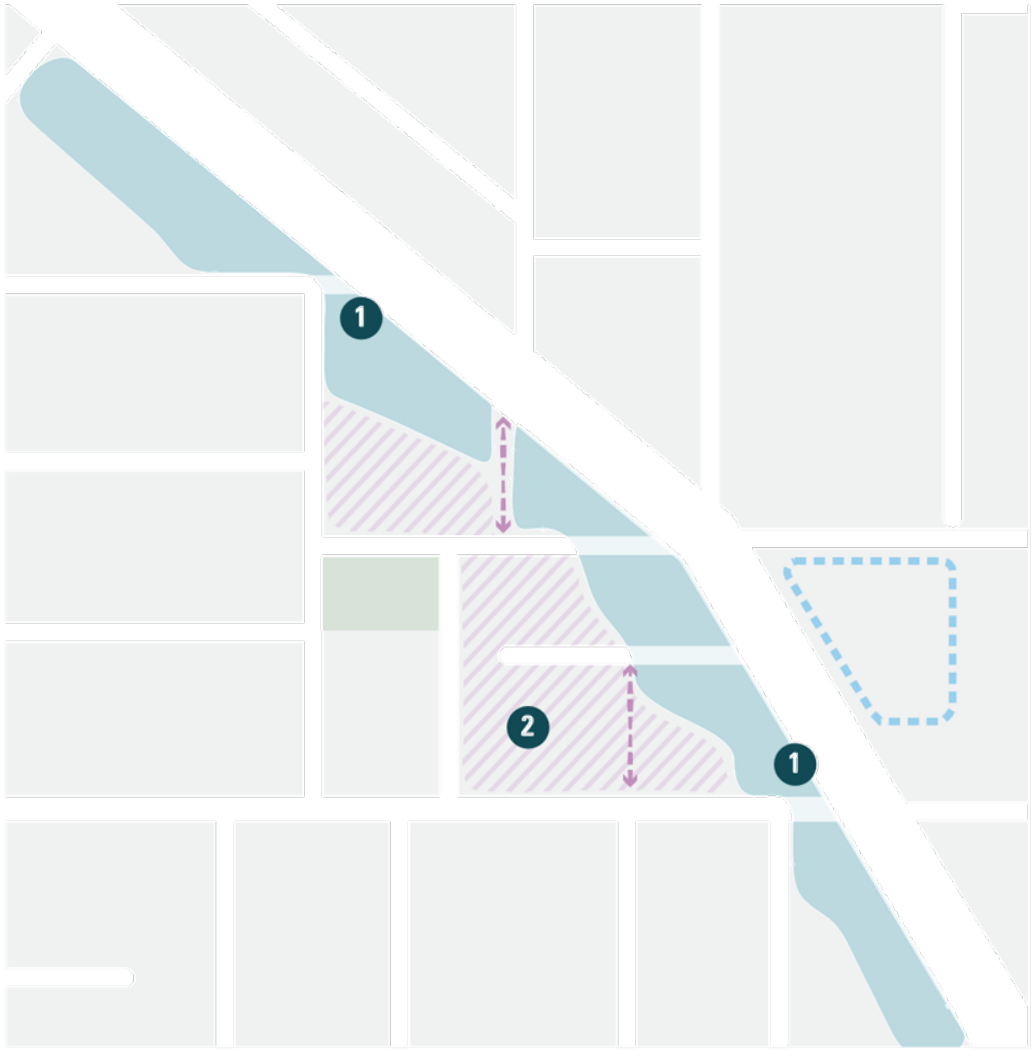
It is estimated that the degree of development potential, population growth and increase in dwellings in the Fullarton precinct up to 2050, will be in the order of

30

additional dwellings, and an approx. increase of

60

residents.



FULLARTON PRECINCT

LEGEND

- COMMERCIAL MIXED USE - MEDIUM DENSITY (UP TO 5 LEVELS)
- ACTIVITY CENTRE
- HOUSING DIVERSITY

PRECINCT LOCATION



9 ARKABA PRECINCT

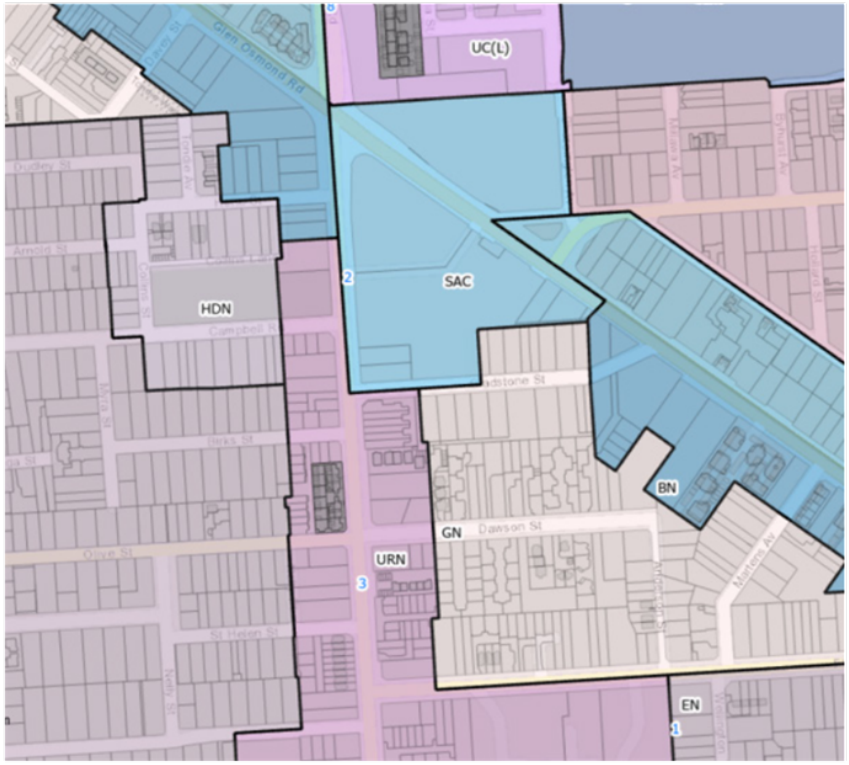
EXISTING CHARACTER AND ZONING

The precinct is visually dominated by the Arkaba Hotel of seven storeys and the adjacent shopping centre. The activity centre extends into the City of Burnside, with the Frewville Shopping Centre also serving the neighbourhoods of Parkside and Fullarton. Long standing tourist accommodation along Glen Osmond Road reflects its proximity to the South-East Highway and the CBD. Commercial uses generally are of mixed character and tend to under-utilise the development potential of the land. The Glenside development will substantially increase the population catchment for the precinct.

Glen Osmond Road is a high frequency public transport route, but Fullarton Road lacks that level of service.

The current planning provisions for development along Glen Osmond Road and extending into Fullarton Road, are generally below what would be expected along a main road corridor. The design quality of development along Fullarton Road has been generally poor.

The existing zoning of the precinct (and maximum heights and levels of buildings) is shown opposite.



ZONE (INDICATING CORRESPONDING MAX BUILDING LEVELS)	
Established Neighbourhood (EN)	Business Neighbourhood (BN)
General Neighbourhood (GN)	Housing Diversity Neighbourhood (HDN)
Urban Renewal Neighbourhood (URN)	Urban Corridor (Living) (UC(L))

PART FOUR: THE PLAN FOR GROWTH
ARKABA PRECINCT

CONSULTATION FEEDBACK

Community feedback (from 82 respondents) recognised that the precinct holds opportunities for renewal and improved amenity along Glen Osmond Road. Elsewhere, feedback reflected:

- Concern about medium density development/housing diversity extending into quiet residential streets with loss of neighbourhood character and pre-1940s housing.
- Desire for development to incorporate better quality design, increased greening and tree canopy cover.
- Mixed but cautious support for revitalising Glen Osmond Road and the Arkaba site, at a reduced scale to that indicated and at the interface with residential development.

BEDAC highlighted the potential of the precinct for significant commercial and residential mixed-use growth, that would require an integrated strategic approach and master planning with the City of Burnside, the Department of Infrastructure and Transport, and surrounding residents.

REVISED PLAN

The Plan has been updated to reflect the following changes:

- Areas identified for housing diversity have been removed from the Plan, relying on existing zoning (not subject to an Historic Area Overlay) to provide a greater choice in housing.
- The extent of the activity centre taking up the land contained within Fullarton Road, Glen Osmond Road, and Gladstone Street, subject to centre development fronting Gladstone Street being limited to 2 levels and setback to enable adequate landscaping along the frontage.
- Development along Fullarton Road, within a convenient walking distance of 400 metres to Glen Osmond Road and facilities, being designated for Living Mixed Use up to 5 levels.

FUTURE GROWTH

The existing range and mix of commercial, medical, and retail facilities should be supplemented by tourist accommodation or residential development above ground floor activity centre uses, taking advantage of proximity to the CBD, public transport access along Glen Osmond Road, and the services immediately available for living locally.

Improved pedestrian and active transport access across Fullarton Road and Glen Osmond Road should be catered for, together with upgraded and landscaped public realm areas. Fullarton Road should have improved public transport to serve the increased population potential of the area, with development subject to added requirements for improved design, greater amenity, and increased landscaping.

9 PART FOUR: THE PLAN FOR GROWTH
ARKABA PRECINCT

ACTIONS

The Precinct's growth will be shaped by the following key actions:

Action 1:
Commercial mixed use up to 5 storeys, designed to activate Glen Osmond Road.

Action 2:
Living mixed use up to 5 levels.

Action 3:
Master Plan to guide future redevelopment of the centre based on:

- expanded and upgraded retail and commercial offering, with provision for open space/landscaping and pedestrian/active travel links.
- above ground residential development up to 7 storeys
- well-designed residential interface to Gladstone Street of a maximum of 2 levels, with higher built form behind.

Area wide action:
Coordinate with Burnside Council and Department of Transport and Infrastructure so that:

- Development is integrated in terms of land use, access, and density of development
- public realm improvements are of high quality and coordinated in design
- safer pedestrian and active transport access is provided across the main roads.

Area wide action:
Collaborate with Burnside Council on the preparation of individual local area plans to ensure an integrated approach.

ESTIMATED PRECINCT CAPACITY

It is estimated that the degree of development potential, population growth and increase in dwellings in the Arkaba precinct up to 2050, will be in the order of

180

dwellings, with an increase of approx.

380

residents.



ARKABA PRECINCT

LEGEND

- COMMERCIAL MIXED USE - MEDIUM DENSITY (UP TO 5 LEVELS)
- ACTIVITY CENTRE (UP TO 7 LEVELS)
- LIVING MIXED USE - MEDIUM DENSITY (UP TO 5 LEVELS)
- DESIRED PEDESTRIAN LINK

PRECINCT LOCATION



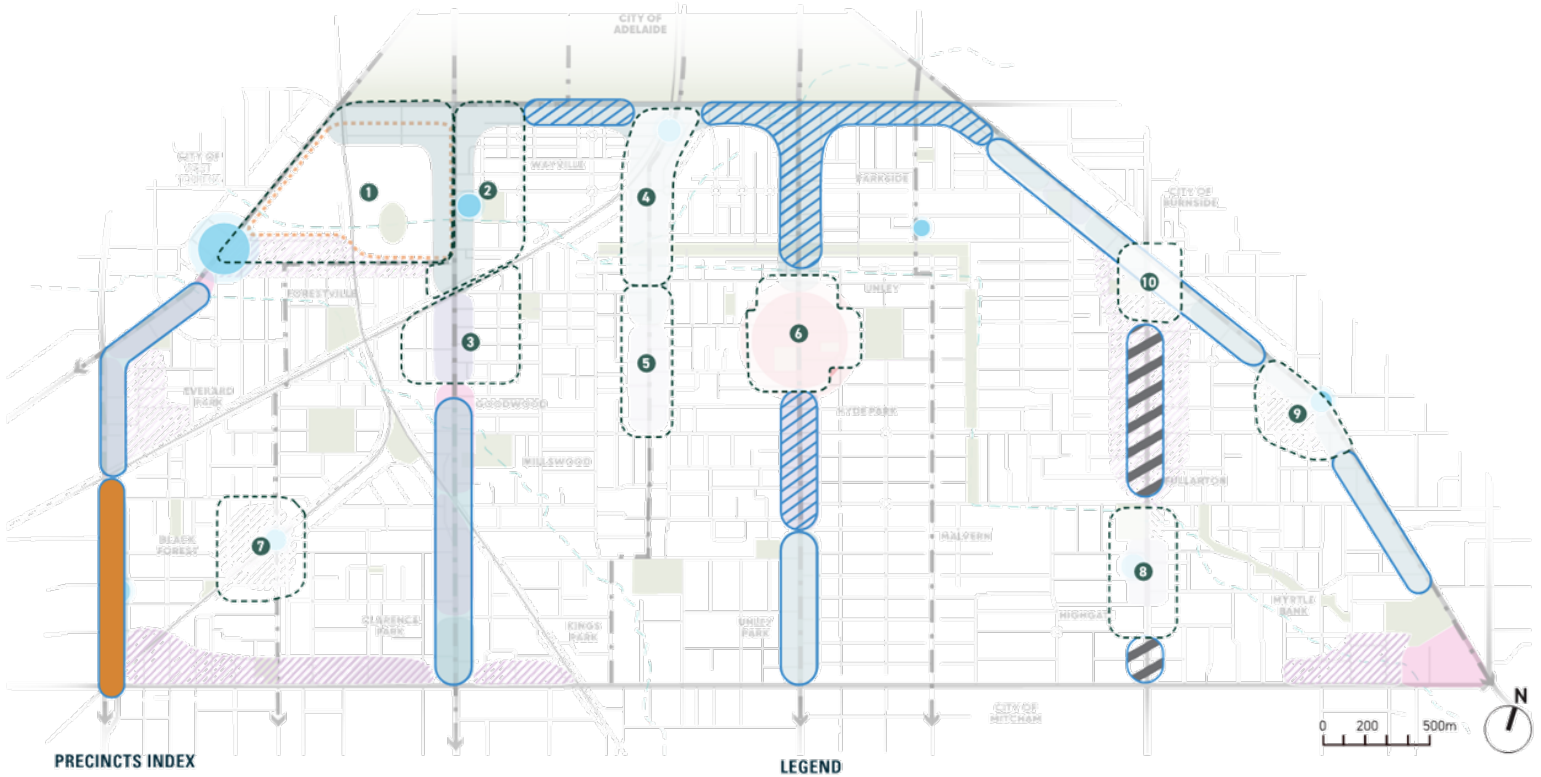
PART FOUR:
THE PLAN FOR GROWTH

MAIN ROAD CORRIDORS (OUTSIDE OF PRECINCTS)

Main road corridors outside of the precincts have been reviewed to ascertain whether existing zoning along the corridors allow for an appropriate scale, intensity or mix of development that could be expected in the next 25 years. The Plan opposite indicates sections of existing zoning along corridors that:

- allow an appropriate scale and land use
- unreasonably limits development of a scale, intensity, and mix of land uses that could be expected along the corridor
- require some degree of rationalisation of planning provisions to place greater emphasis on the concept of living locally
- result in poor built design outcomes due to the lack of planning provisions for the zone
- are not serviced by a level of public transport to support the current or potential scale and intensity of development.

MAIN ROAD CORRIDORS: OPPORTUNITIES OUTSIDE PRECINCTS



PRECINCTS INDEX

1. INNER SOUTH-WEST MASTERPLAN
2. WAYVILLE
3. GOODWOOD
4. KING WILLIAM NORTH
5. KING WILLIAM MAIN STREET
6. UNLEY CENTRAL
7. CLARENCE PARK
8. HIGHGATE VILLAGE
9. FULLARTON
10. ARKABA

LEGEND

- POTENTIAL AREA FOR GROWTH AND LIVING LOCALLY AFTER T2D PROJECT COMPLETED
- POTENTIAL HOUSING DIVERSITY AREA ALONG CORRIDORS
- CORRIDORS WITH EXISTING ACCEPTABLE PROVISIONS
- CORRIDORS WITH EXISTING ZONING, LIMITING GROWTH AND LIVING LOCALLY OPPORTUNITIES
- AREAS WITHOUT GOOD PUBLIC TRANSPORT AND POOR DESIGN OUTCOMES

PART FOUR:
THE PLAN FOR GROWTH

FORECAST CAPACITY

Modelling of the potential development outlined on the City Growth Plan and Precincts is estimated to add in the order of 5,300 additional dwellings (10,800 residents) in the City by 2050 as shown on the table opposite. The table compares the estimated population and dwellings of the Plan with the GARP target set by the State Government of 3,440 additional dwellings (from 2021 to 2051).

The estimated capacity of existing zoning would not meet the State Government housing target; preliminary work indicates a shortfall in the order of 650 dwellings by 2050. In comparison, the City Plan 2018 (refer to Background Information) would have resulted in a capacity of 4,800 additional dwellings to 2050.

The State Government target has been viewed as a minimum to be achieved, while the estimated 5,300 additional dwellings can be considered a maximum that could be realised.

Importantly, the Plan demonstrates that the City has sufficient capacity to exceed its housing target through growth focused on appropriate precincts, centres and transport corridors, without needing to:

- impact on established residential areas of character
- resort to much higher densities or building heights than put forward
- compromise on existing interface measures (such as the 30-degree building envelope plane) between corridor development and adjoining residential properties.



PART FOUR:
THE PLAN FOR GROWTH

Existing Base (Est. 2026)		Planning for Growth (Est. max. capacity by 2050)		GARP Housing Target (by 2051)	
Drop-in sessions	**Population**	**Drop-in sessions**	**Population**	**Drop-in sessions**	**Est. Population**
17,700 Est. to increase to approx. 20,500 by 2050 under current zoning	40,000 Est. to increase to approx. 45,500 by 2050 under current zoning	5,300 (average 215/year)	10,800 people	3,440 (average 115/year)	6,200 people
		23,000 **total**	**50,800** **total**	**21,150** **total**	**46,200** **total**

Of the potential 5,300 additional dwellings, it is estimated that growth will occur within the following locational categories:

Within Precincts			Out of Precincts				
Total Dwellings	**Housing Diversity**	**Corridors**	**Total Dwellings**	**Housing Diversity**	**Corridors**	**Established Residential Areas**	**Significant Sites (eg aged care sites)**
2,300	100	2,200	3,000	350	2,100	320	240

Note:

Population estimates are based on the average number of Unley residents living in various residential types as recorded in the 2021 Census.

The estimated capacity of additional dwellings and population excludes the redevelopment of Keswick Barracks

As a guide only, previous estimates of dwelling numbers for Keswick Barracks have ranged from 800 to 1,500 dwellings, corresponding to an increase of approx. 1,700 to 3,100 people to the estimated figures above.

PART FIVE:

THE NEXT STEPS



PART FIVE:
THE NEXT STEPS

ACHIEVING THE PLAN

Concerns raised through consultation (as noted under *Feedback from the Community*) has highlighted the need for *Planning for Growth* to address broader policy settings, relating either to:

- **Directly,** to the general approach or specific precinct proposals within the Plan
- **Indirectly,** highlighting the larger role State Government or Council need to play in development of policy, standards or services in response to the quality of development and anticipation of future needs arising from growth.

The table opposite highlights the different roles Council can play and action it can take in support of quality growth outcomes across the City of Unley.

ROLE	COUNCIL ACTIONS
Policy Maker	Creating and implementing plans and solutions on local matters that are within the scope of control and influence of Council.
Partner	Work with others to partly fund or deliver a desired outcome.
Owner/ Custodian	Manage and develop Council owned land for community needs and strategic outcomes.
Regulator	Fulfill legislated roles, particularly relating to the Planning, Development and Infrastructure Act and the Local Government Act.
Advocate	Speak on behalf of the community and stakeholders to state or federal government, seeking change that will benefit the City and its community.
Facilitate	Bring parties together to find or deliver a solution of benefit to the City.

PART FIVE:
THE NEXT STEPS

Advocate:

Advocacy can be Planning focused – addressing the policy settings in the Planning & Design Code or Growth focused - highlighting the need for services and infrastructure to respond to the future needs arising from growth anticipated by this Plan.

Key policy settings and other measures to support these outcomes are detailed in following tables.



PART FIVE:
THE NEXT STEPS

Planning Focused:

PLANNING POLICY SETTING	OUTCOME SOUGHT
Applying minimum building height/levels for development and minimum density in areas intended for growth (for example, new detached dwellings being discouraged in precinct areas).	Avoid underdevelopment of sites to encourage outcomes desired in specific precincts. Advocate for the policy in response to the State Government *Urban Corridors – Review and Code Amendment*
Greater provision for landscaping and more appropriate plantings, strengthened tree legislation to achieve a minimum tree canopy cover of 15% of a development proposal.	Protection and retention of existing trees and contribution to Unley's tree canopy target. Advocate for the policy in response to the State Government *Infill Design Quality - Code Amendment and Missing Middle Housing – Investigation.*
The production of design guidelines (eg NSW's *Missing Middle Housing Reforms*) and 'pattern book designs' (as proposed by the State Government) to demonstrate well-designed infill medium density housing, including measures to facilitate co-housing outcomes.	Increase diversity of housing options in the Council whilst ensuring appropriate design outcomes. Advocate to the State Government *Infill Design Quality - Code Amendment and Missing Middle Housing – Investigation.* Continue discussions with the State Planning Commission on support for the co-housing initiative (such as a dedicated state-funded resource to assist people through the design options and process).
Retention of the 30-degree building envelope for the interface between corridor and residential zones, including where the zones are separated by a road.	Ensure the interface between higher density along main road corridors and established residential areas is managed appropriately. Many of the Corridor Zones in the City have rear laneways that exclude the application of the building envelope. Advocate for the policy in response to the State Government *Urban Corridors – Review and Code Amendment*
Strengthening requirements in the Code or regulations for affordable housing to be included in high density residential or mixed-use corridor development or in significant master planned developments.	Allow greater numbers and certainty of affordable housing options in the area. Advocate for the policy in response to the State Government *Affordable Housing - Code Amendment*

PART FIVE:
THE NEXT STEPS

Planning Focused (cont.):

PLANNING POLICY SETTING	OUTCOME SOUGHT
Greater emphasis on new development responding to local context such as the existing character and pattern of long-established corridor commercial areas and main streets.	Development that better responds to local context and of higher design quality.
Strengthened or new policies in the Code for proposed 'significant sites' along corridor zones.	Unlock greater development potential in key areas to support growth, while achieving high quality design outcomes. Advocate for the policy in response to the State Government *Urban Corridors – Review and Code Amendment*
Introduction of tailored 'Significant Development Sites' type provisions in the Code into activity centre areas that incorporate a master plan/local design review process for individual sites that achieve improved environmental outcomes (eg 15% tree canopy cover) and high-quality design outcomes (eg 30-degree building envelope to adjacent residential properties).	For consideration in the preparation of the Unley City Plan and the Local Area Plan.
Introduction of provisions in the Code for large or amalgamated sites over 1,200 sq metres in General Neighbourhood and Suburban Neighbourhood Zones to enable greater development subject to tailored design outcomes and linked to a local design review process.	For consideration in the preparation of the Unley City Plan and the Local Area Plan.
Proposed buildings over nominated maximum height to follow a 'restricted development' assessment pathway.	To enable greater community input and opportunity for court review for developments that are proposed higher than the maximum height in the zone.

PART FIVE:
THE NEXT STEPS

Growth Focused:

TOPIC	OUTCOME SOUGHT
Advocate for expanded public transport infrastructure and services.	Without meaningful investment in alternate transport services, developments will remain highly dependent on the use of private vehicles. Advocate for the measure in response to the State Government *Public Transport Strategy*
Advocate for additional community services to meet the needs of growing communities.	There is concern that infrastructure (e.g. stormwater) and supporting facilities (e.g. local schools) will not keep up with increased demands from growth.
Advocate for greater retention of existing trees, new tree provisions and open space contributions from development	Concern that new developments do not sufficiently provide for trees or landscaping.

PART FIVE:
THE NEXT STEPS

Facilitator:

The Council can also bring parties together to support greater built environment, proactively and constructively engaging with developers, design teams and state assessment panels, to ensure early consideration is given to design qualities appropriate to the City of Unley.

PLANNING POLICY SETTING	OUTCOME SOUGHT
Advocate for the Unley CAP (or a separate panel for specific types of applications) to determine under delegation matters that currently are considered by the SCAP.	Greater role in determining proposals that fall outside the Unley CAP but are not of state significance in nature (eg proposals that fall into restricted development due to height of building proposed).
Active participation in SCAP determinations through: • lodgement of representations (where appropriate) • State Design Review processes (for relevant zones or development over a prescribed value). • Reg 23 referrals	Greater influence on design outcomes determined by the SCAP.
Implementation of a Local Design Review process (for developments that fall to Council as the planning authority).	A Local Design Review process would be a collaboration between the applicant, Council Administration and independent experts, to provide planning, architectural, and urban design advice prior to lodgement of a proposal for assessment by the Unley CAP.
A Council initiated review of planning policy settings and listings of key activity centres and main street areas of high character and heritage value as noted in Planning for Growth (King William Road main street, Unley Centre, Goodwood Village main street, and Eastwood main street)	Protection of heritage buildings and strengthened consideration of character features in key precincts.

PART FIVE:
THE NEXT STEPS

Policy Maker:

The Council has established a strategic planning framework, led by *Unley Community Plan 2050* and four supporting lead strategies. The direction of the strategies and the secondary action plans should be aligned to the growth targets identified within Planning for Growth and where appropriate, respond to the existing and future needs of the City's communities, such as the provision of additional open space, walking and cycling infrastructure, business precinct attraction, local area traffic management planning, and the provision of community facilities.

These strategic policy directions will be integrated into the *Local Area Plan* and the *Unley City Plan 2050* to be developed following the endorsement of *Planning for Growth*.

Custodian:

Similarly, the Council is responsible for the construction, renewal, maintenance and management of a diversity of community infrastructure that is central to the quality of 'living locally'. The implementation of these works and actions should be aligned to the growth targets identified within Planning for Growth and anticipate the future provision of infrastructure and services for the community, and management of Council assets.

These actions will be informed by the directions of the *Local Area Plan* and the *Unley City Plan 2050* following the endorsement of *Planning for Growth*.

PART FIVE:
THE NEXT STEPS

NEXT STEPS

Planning for Growth will inform the preparation of

- Local Area Plan (required by the State Government) indicating how the Council will meet the projected GARP housing target for the City and the extent it has applied the concept of Living Locally and other strategic directions set out in the GARP. The Plan will also be subject to separate public consultation.
- *Unley City Plan 2050* strategies for the four key themes of the Unley Community Plan
- An Implementation Plan to prioritise future Code Amendments and other actions of the Plan.

These initiatives are expected to broadly follow the timeline opposite.

TIMEFRAME	NEXT STEPS
OCT–NOV 2026	**Planning for Growth** Endorsed by Council.
LATE 2026 - EARLY 2027	**Precinct Prioritisation Plan** Endorsed by Council.
FIRST HALF 2027	**Local Area Plan / City Plan** Preparation commenced.
SECOND HALF 2027	**Precinct Implementation Plan** Endorsed by Council.
DEC 2027	**Local Area Plan / City Plan 2050** Local Area Plan: review by DHUD City Plan 2050: Council endorsement
JUN 2028	**Local Area Plan** Approved by State Planning Commission.
2028+	**Initiation of Code Amendment(s)** Minister for Planning approval; investigations commenced including consultation.

BACKGROUND INFORMATION

BACKGROUND INFORMATION

This section provides the background information and data that helped inform the development of the Planning for Growth strategy, some of which was contained in the draft Plan. The information outlines the:

- the Guiding Principles adopted by Council to set the strategic direction of the Plan.
- the concept of 'living locally' and the assessment criteria used in designating the precincts for growth and areas of housing diversity.
- factors and data, such as demographic trends, land use patterns, housing needs assessments, and spatial analysis, that have influenced the Planning for Growth strategy.
- summary of feedback received from consultation on the draft Plan.
- Analysis of interface considerations between growth areas and existing residential areas.
- Further market realistic analysis undertaken for housing diversity areas as initially outlined in the draft Plan.
- Extracts from the Planning and Design Code that assist in understanding the basis of the final Plan.
- Measures necessary to implement zoning changes.
- Council's response to influence developments assessed by the State Commission Assessment Panel (SCAP).



GUIDING PRINCIPLES (ADOPTED BY COUNCIL SEPTEMBER 2024)

1 Foster Living Locally

Foster the concept of living locally* based on the historic and cultural pattern of the original villages of the City to provide a strong local economy with a wide range of services and facilities convenient to the community.

2 Build a Resilient and Inclusive Community

Build greater resilience into Unley's neighbourhoods through:

- an expanded urban green infrastructure network that supports more biodiverse, greener, and more liveable places for all
- improved access to green spaces; safe walking and cycling routes; increased tree canopy and urban biodiversity; and preservation of remnant vegetation
- the provision of a range of community facilities that meet the needs of future generations
- fostering a community that facilitates social mix so that people from all 'walks of life' can be part of the Unley community.

3 Encourage Residential Diversity

Protect the low-density streetscape of areas and buildings of original character and heritage by:

- identifying all representative buildings in the City (in a future Code Amendment)
- reviewing portions of Black Forest and Clarence Park (between South Road and East Avenue) to ascertain if these areas should fall within the Established Neighbourhood Zone (and Historic Area Overlay)
- retaining existing character housing and streetscapes and focusing replacement dwellings on sites that do not contribute to the original character and heritage of the area.

Enable medium-density residential development (subject to adequate infrastructure capacity) which focuses on:

- large or amalgamated sites within residential areas that have the capacity for substantial redevelopment while respecting the built form and streetscape
- reflecting the features of the locality
- areas that can serve as a transition between high-density residential corridor zones and neighbourhood type zones
- interface areas between existing residential development and strategic infill sites or areas undergoing significant development.

Enable high-density residential development (subject to adequate infrastructure capacity) which focuses on:

- strategic infill sites that can accommodate integrated multi-use master planned outcomes which include additional community facilities and open space
- existing corridor zones and additional main road frontages that are within convenient walking distance of Go-Zones or train/tram stations, and a range of services.

Support the master planning of the Keswick Barracks (and adjoining land) as a strategic Transport Oriented Development (TOD) site, incorporating the retention of the heritage fabric on the site; the provision of public open space and linkages to the broader neighbourhood; the delivery of high-density residential development; and the provision of an innovation hub that brings together the functions of tertiary institutions and research, invention and prototyping, and advanced manufacturing.

4 Build the Local Economy

Continue to build the local economy and range of available services and facilities to strengthen the competitive advantages of the City by:

- fully utilising the residential capacity/development potential of the City, supported by a greater range of community services and facilities, including open spaces
- increasing the diversity of land uses, services, facilities, and attractions within main street precincts, commercial boulevards, and activity centres to increase the competitiveness of local businesses
- protecting the long-term viability of activity centres/ main street precincts, and employment-generating uses, particularly along portions of South Road, Glen Osmond Road, King William Road, Goodwood Road, Fullarton Road, and the business precinct on Leader/ Maple Street in the consideration of new corridor zones, as well as in any review of the existing corridor zones along Unley Road and Greenhill Road
- investigating redevelopment opportunities within the Unley Civic Precinct and the Goodwood Community Precinct as a means of supporting the two activity centres, strengthening the delivery of renewed community facilities, and diversifying housing options.
- these activity centres, strengthening the delivery of renewed community facilities, and diversifying housing options
- supporting future, emerging or established local neighbourhood services/ clusters (such as along Duthy Street, Fullarton Road, and East Ave) that can support the provision of convenient local services and add vibrancy to the City
- providing the opportunity for the delivery of affordable housing for lower-paid workers in occupations considered important to the effective functioning of the City.

5 Improve transport and movement within the city

Facilitate walking and cycling networks across the City to provide safe and efficient access to local services, employment nodes, schools and recreation.

Continue to expand the local walking and cycling network across the City, prioritising:

- expansion of separated bikeway routes and other initiatives to encourage safer bike riding
- improved walking and cycling connections through strategic, master-planning development sites
- coordinated regional commuter and recreational routes with neighbouring councils. Advocate and support investment in public transport infrastructure within the City (including east-west routes) to encourage the sustainable movement of people and generate economic development up-lift along corridor zones.

GUIDING PRINCIPLES *continued.*

6 Increase Open Space and Improve Areas in the Public Realm

Continue to grow the open space network, prioritising additional open space in:

- areas of significant under-supply
- proposed residential growth areas
- strategic infill sites that can accommodate open space, including through private partnerships, as part of integrated multi-use master frameworks
- existing open spaces.

Add to tree canopy cover in the public realm by 'reclaiming' areas of hard surfaces or under-utilised land such as along walkways and laneways, in sections of closed roads, and along wide verges.

7 Ensure High-Quality Outcomes

Promote provisions in the Planning and Design Code which deliver high-quality planning and design outcomes that:

- respond to the future needs and challenges of the City's community
- maximise the opportunities for growth and diversity to support a strong local economy
- enable greater sustainable outcomes
- incorporate Technical Numeric Variations (TNVs)* to reflect the local context of a development
- require a minimum as well as maximum heights or levels for development in designated areas to prevent under-development
- apply the concept of catalyst sites* for defined strategic development sites to maximise development potential and diversity in housing through a design review process
- incorporate requirements or incentives to amalgamate sites to improve outcomes in design, function, amenity, open space or green infrastructure
- protect and enhance the intrinsic characteristics and features that define the City
- Rationalise the number and application of existing (non-Established Neighbourhood) residential zones that deal with medium density development.

*Technical Numeric Variations (TNVs) are provisions within Plan regulations that allow for modifications to the technical or numeric requirements of a Planning code. They are designed to recognise and adapt to the unique characteristics of specific areas, ensuring that development can proceed in a manner that respects local conditions and attributes.

*Catalyst site policies allow development on larger sites to be higher than would normally be allowed in a zone.

BACKGROUND INFORMATION

LIVING LOCALLY

The concept of Living Locally is a policy direction included in the Greater Adelaide Regional Plan (GARP) and one that was adopted by the Council in its set of Guiding Principles (see previous pages). Its underlying aim is to build a more sustainable City with residents having convenient access to local jobs and to most of their daily services and facilities (such as shops, schools, parks) close to where they live. It means creating neighbourhoods where people can walk, ride a bike, or catch public transport instead of relying on cars for everyday trips.

The United Nations – Habitat organisation has also highlighted that the concept should also consider issues of social and economic equity and inclusion to ensure that:

- essential workers can locate close to their place of employment rather than having to commute long distances to work.
- existing affordable housing is not displaced
- low-income residents or retirees, are not priced out of the neighbourhood.

These broader considerations will be more closely examined as the Unley City Plan and Local Area Plan are prepared.

Assessment Criteria

A set of criteria (of qualitative and quantitative factors) was developed to assist in applying the concept of living locally in identifying the precincts designated for growth in the Plan (see page 104).



LIVING LOCALLY

Assessment Criteria

Precincts were assessed on criteria (qualitative and quantitative) considered to enable Living Locally, which included:

Character of an area
- Heritage places
- Character dwellings in Historic Area Overlays

Existing degree of climate resilience
- Urban heat island hotspots
- Tree canopy cover

Proximity to community facilities
- % within 1km of facilities (community centres, libraries etc.)

Capacity of the local street network
- Vehicles per day

Presence of pedestrian/cycling network
- Bike lanes and crossings
- Pedestrian crossings and traffic-calming measures
- Designated bike ways

Proximity to open space
- % within 500m, 700m, 1km of Local, Neighbourhood, and District Parks

Proximity of employment opportunities
- Diversity of business
- Distance from business precincts

Available public transport options
- % within 400m of Go Zone stop
- % within 800m of train/tram stop

Development potential in an area
- Significant sites (>1000m2)
- Concentrated land holdings

Availability and range of services in the area
- % within 1km of an Activity Centre
- % within 1km of a supermarket
- % within 1km of a medical centre

Proximity to government and educational services
- % within 800m of a pre-school
- % within 1600m of primary and secondary schools
- Proximity to Service SA centre, post office

DEMOGRAPHICS

An ageing population and declining youth numbers

The Greater Adelaide Region is predicted to increase its population by between 304,500 - 672,400 by 2050, with annual growth rates over the next decade expected to be between 0.85% and 1.55% (compared to the 1% average annual population growth in the past 10 years).

Given the size, development pattern, and characteristics of the City of Unley, our contribution to this growth will be relatively minor. Demographic projections from Plan SA predict the City's population to increase by 44,370 to 45,420 by 2041; potentially a 5,490 increase from 2021.

The City's demographic profile has gradually changed over time. In comparison to metropolitan Adelaide, Unley has a smaller proportion in age cohorts below 34 years of age, and a higher proportion in age cohorts above 35 years of age. These discrepancies have increased between 2016 and 2021 with:

- stronger growth in retirement aged persons than metropolitan Adelaide (with the 70-74 years age bracket recording the largest change; a 46% increase).
- a decline in the number of youths and young workers compared to metropolitan Adelaide which by contrast experienced growth in these age brackets.

Subsequently the number of households with children in the City has increased at a slower rate than the metropolitan Adelaide rate.

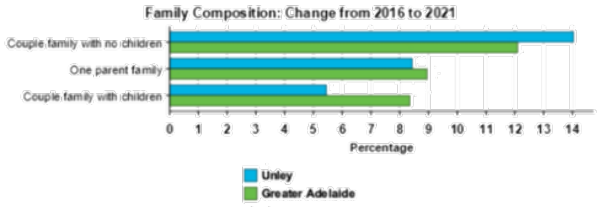


Figure 4: Family Composition – Change 2016-2021. Source: REMPLAN

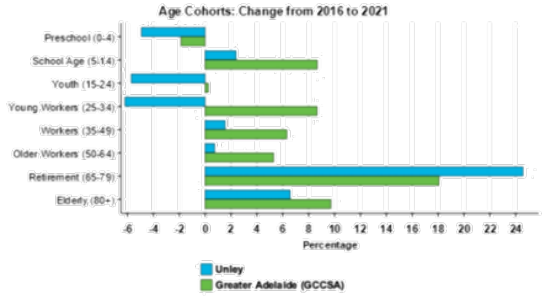


Figure 4: Change in age cohorts 2016-202. Source: REMPLAN

HOUSING

Rental and dwelling price increase

Over the past five years, the City has seen larger increases in both dwelling prices and rents than in earlier periods:

- the median house price has increased 59%, whilst median rents have increased 41%
- the median unit price has increased 86%, whilst median unit rents have increased 49%.

This has been an overall trend across Australia with Adelaide now one of the world's most unaffordable housing markets, with a price to income ratio of 10.9 (greater than San Francisco, London and Melbourne). The City of Unley has historically been a more affluent area than some metropolitan council areas, and therefore the price increase has exacerbated what was already a difficult housing market for middle- and low-income households living in the City.

With such substantial increases in housing rents and prices in the City, the provision of affordable housing stock is important to ensure lower-income households and key workers can stay in the close to jobs and services.

Lack of diverse housing options

The City currently has a higher proportion of non-detached housing stock than metropolitan Adelaide, for the categories of 'flats, units or apartments in a 1 or 2 storey block'. Despite this, the predominate form of housing stock is still detached houses (see below).

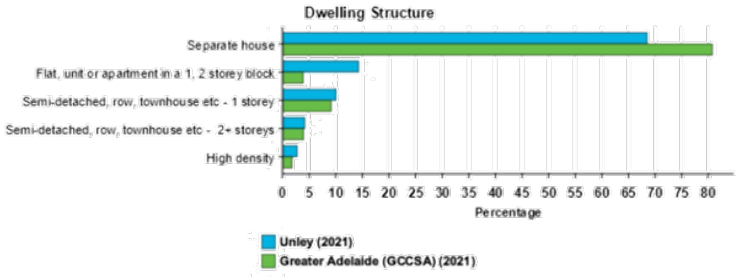


Figure X: Dwelling types. Source: REMPLAN

With greater need for housing choice across metropolitan Adelaide, and the optimal location of the City to areas of employment and services, providing more of housing diversity and greater opportunity for affordable housing will be important for the future of the City and metropolitan Adelaide in general.

CLIMATE CHANGE

Climate adaptation

Councils will be expected to plan for climate adaptation and pursue emissions reductions in line with the federal government's commitment to achieving net zero greenhouse gas emissions by 2050. The Unley Council has already committed to achieve carbon neutrality for its corporate emissions by December 2030. Building on this, the City plans to respond to these challenges though the ***Unley Community Plan: Towards 2050***. The plan envisages the creation of an Environment Strategy covering: Sustainable Water Management, Urban Forest & Biodiversity, Climate Action, and Sustainable Waste Management.

Global action on climate change is falling behind what is required. Predictions based on current trajectories of emissions mean that at least one 'climate tipping point' is likely to be passed within the next 10 years, with the world likely to pass an increase of 1.5C in the early 2030s compared to pre-industrial levels.

If this comes to pass, by 2050 the City will experience a climate similar to that of Port Augusta now, transitioning from a Mediterranean, to a semi-arid climate. This would result in:

- a doubling of summer days of 40C or over
- longer duration and increasing frequency of heatwaves
- a decrease of 7% in rainfall
- a 10% increase in the intensity of heavy rain events.

Older residents (aged 65 and older) are especially vulnerable to be hospitalised with heat stress due to underlying health conditions exacerbated by heat. Other than age, people with poor health or low-income level, are other vulnerable factors.
A recent report from the Australia Institute, using ABS data for statistical areas on a spectrum of low to high risk, identified the number of vulnerable people in the City of Unley (covered by two statistical areas) vulnerable to intensifying heat because of age, illness, or income level (shown below).

SA2 REGION	VULNERABILITY CLASSIFICATION	% VULNERABILITY POPULATION	NUMBER OF VULNERABLE PEOPLE
Unley-Parkside	High	**13%**	**2,732**
Goodwood-Millswood	Medium high	**12%**	**2,056**

Table x: Vulnerability to Extreme Heat source: Australia Institute

Mitigating the effect of heatwaves and higher temperatures will require greater attention to climate responsive urban design and greater emphasis on sustainability provisions for development in the Planning and Design Code (giving higher weight to such matters as higher tree canopy cover and open space, permeable surfaces, lighter-coloured roofing materials, retention of established tree canopy, and greater attention to passive sustainable design).

THE ECONOMY

A shifting economic landscape

Employment in the City of Unley is dominated by three sectors: health care and social assistance; professional, scientific and technical services; and retail trade, with a higher proportion of employment in the first two compared to the state average. The first two sectors continue to grow and there is no indication that this will change. The healthcare sector will likely continue to expand given the aging population of Unley and South Australia generally.

Retail trade however decreased in total employment between 2016 and 2021. With the rise in online shopping, and competition from other retail precincts in the inner metropolitan area (particularly the CBD, Norwood Parade, Burnside), this sector will continue to face challenges. Large mixed-use developments such as the Unley Central and Locale developments will likely serve to compensate for these trends, as will increased residential uplift along transit corridors.

Some challenges to businesses in the City include:

- increases in commercial rents
- rising energy costs
- fragmented retail precincts

Despite these challenges, overall, the City is well placed to due to its:

- strategic location relative to the CBD
- highly educated population
- diverse business ecosystem
- emerging dense, walkable, mixed use areas with ready access to active travel and public transport options
- existing and emerging mixed-use precincts, with ready access to active travel and public transport options
- Council owned strategic assets providing the ability to lead specific economic development outcomes in the City
- ability to leverage the Keswick Barracks for future development to provide strategic employment of state wide significance

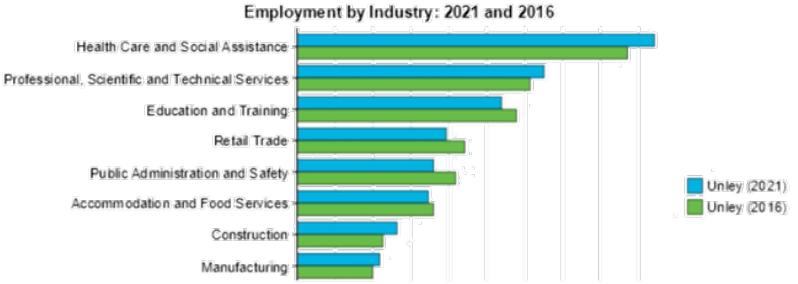


Figure X: Employment by sector. Source: REMPLAN

Globally, artificial Intelligence (AI) is expected to increasingly disrupt traditional job practices over the next 10 years and beyond. The International Monetary Fund (IMF) predicts that in advanced economies, about 60% of jobs may be impacted by AI.

Australia is undergoing an energy transition, moving from a reliance on fossil fuels to renewable energy sources, with the aim of reaching net zero emissions by 2050. The transition will require large public and private investment creating opportunities in some sectors. Innovation will be required in fields currently characterised by low productivity and innovation (such as transport and building construction methods) Productivity in these areas may also assist in delivering quicker and cheaper housing outcomes.

INFRASTRUCTURE CAPACITY

A preliminary analysis of the potential impact of estimated additional dwellings on infrastructure has been undertaken. An estimate of 5,500 additional dwellings (taken as an average of the range in modelling of the draft Plan) represents approx. a 25% increase in dwellings. The density of new development (dwellings/ hectare) is also forecast to increase, as well as the extent of impervious surfaces in some areas, meaning peak flows from new developments and the volume of discharge can be expected to increase.

Stormwater generated from new developments will need to be carefully managed to ensure the discharge matches pre-development conditions, otherwise significant strain will be placed on existing infrastructure, some of which is already at capacity. The following outflow characteristics will need consideration:

- total volume of outflows would grow due to the increase in impervious areas. Retention and re-use can help to alleviate this and Water Sensitive Urban Design (WSUD)* would also be useful in this respect, as infiltration can be utilised.
- the peak flow rate generated from new developments would need to be managed in the relevant Annual Exceedance Probability (AEP) events, as downstream infrastructure has not been designed to cater for anything larger than current levels
- outflows would be discharged over a longer period as the peak flow would be limited relative to the volume of stormwater generated. Design of on-site stormwater management systems would need to consider how the timing of discharge influences the hydraulic performance of the existing stormwater network
- the frequency of stormwater flows from new development sites would increase relative to the pre-development condition. This would have an impact on scour/ erosion of downstream networks.

In addition, the location of the development in relation to existing downstream infrastructure may influence capacity, depending on how closely the predevelopment conditions of the site can be met. Additional strain on downstream natural watercourses, in the form of increased pollutants (suspended solids, phosphorous and nitrogen), will also be a factor. WSUD features would be required to reduce these loads in line with EPA standards. This is of particular importance for larger developments with car parks and roads, as they have a relatively high pollutant load. In some zones, the pollutant level may decrease due to a change in land use, but it is unclear what the pollutant reduction performance in existing non-residential areas is, so additional measures will likely still be required.

The key opportunities are large sites of highly impervious areas. While there will certainly be an impact on stormwater infrastructure capacity, the mitigating measures above, and the potential to introduce open space/ WSUD measures to future developments in current highly impervious areas would serve to reduce this impact. A fundamental factor is the timing of peak flows entering the system, which will require to be carefully addressed during the design and planning assessment of any proposed development.

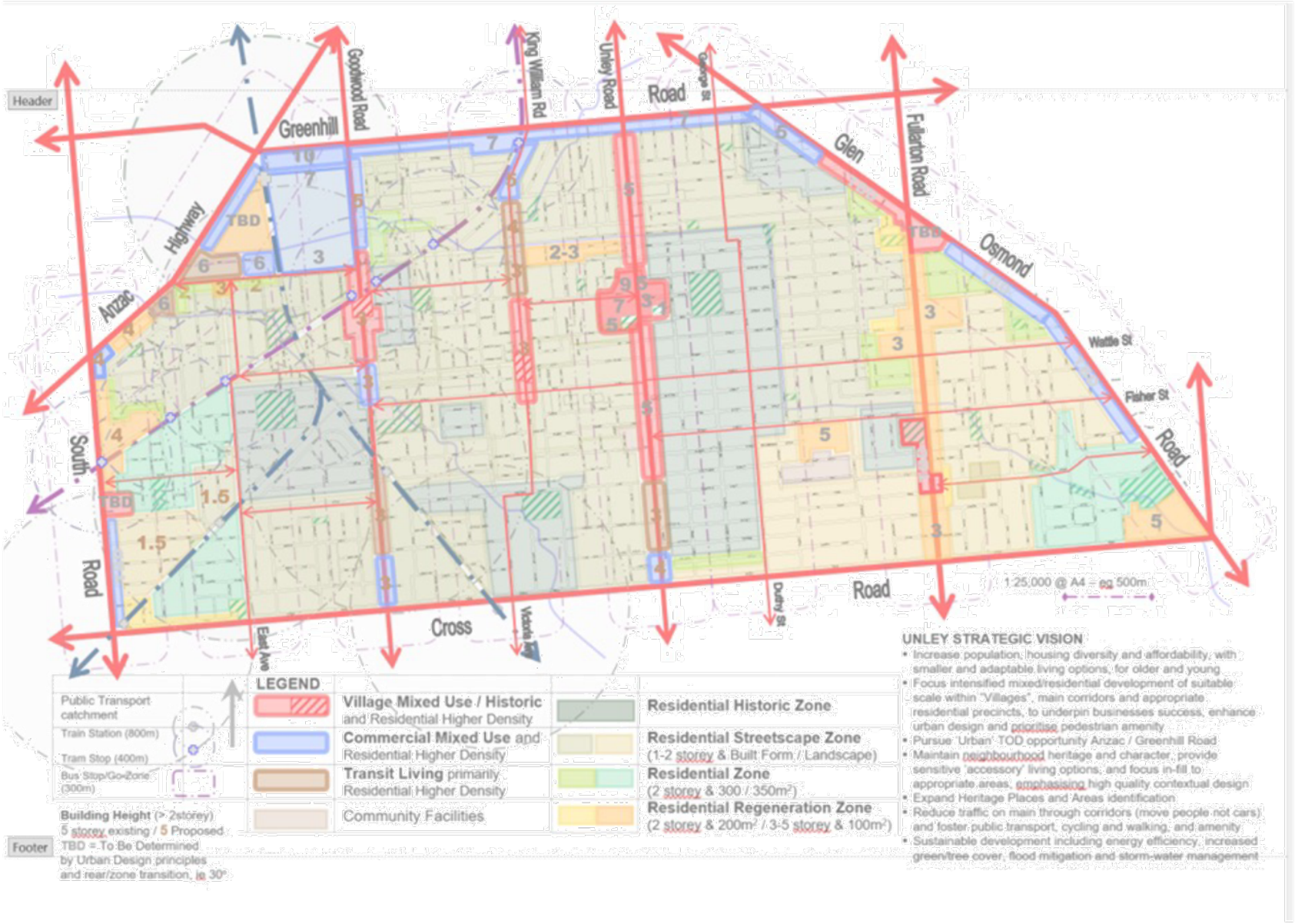
**Water Sensitive Urban Design (WSUD) is a planning and design approach that incorporates the sustainable management and integration of stormwater, groundwater, wastewater and water supply into our urban and built form to achieve water and environmental outcomes as well as better places for the community through aesthetic/urban amenity, liveability and urban cooling outcomes.*

BACKGROUND INFORMATION

CITY PLAN 2018

That 2018 Plan estimated dwelling and population increases by 2050 in the order of:

GROWTH AREAS	ADDITIONAL DWELLINGS	ADDITIONAL POPULATION
Infill areas	1,000	2,100
Main road corridors	3,000	6,300
Keswick Barracks	800	1,700
SUB-TOTAL	**4,800**	**10,100**
TOTALS by 2050 (estimated)	**22,500 dwellings**	**47,000 people**


Header
Greenhill
Goodwood Road
King William Rd
Unley Road
Road
George St
Glen
Fullarton Road
Osmond
Wattle St
Fisher St
Road
Highway
Anzac
South
Road
Cross
Road
East Ave
Victoria Pde
Duthy St
TBD
1:25,000 @ A4 = eg 500m
LEGEND
Public Transport catchment
Train Station (800m)
Tram Stop (400m)
Bus Stop/Go-Zone (300m)
Building Height (> 2storey)
5 storey existing / 5 Proposed
TBD = To Be Determined by Urban Design principles and rear/zone transition, ie 30°
Village Mixed Use / Historic and Residential Higher Density
Commercial Mixed Use and Residential Higher Density
Transit Living primarily Residential Higher Density
Community Facilities
Residential Historic Zone
Residential Streetscape Zone (1-2 storey & Built Form / Landscape)
Residential Zone (2 storey & 300 / 350m²)
Residential Regeneration Zone (2 storey & 200m² / 3-5 storey & 100m²)
UNLEY STRATEGIC VISION
• Increase population, housing diversity and affordability, with smaller and adaptable living options, for older and young
• Focus intensified mixed/residential development of suitable scale within 'Villages', main corridors and appropriate residential precincts, to underpin businesses success, enhance urban design and prioritise pedestrian amenity
• Pursue 'Urban' TOD opportunity Anzac / Greenhill Road
• Maintain neighbourhood heritage and character, provide sensitive 'accessory' living options, and focus in-fill to appropriate areas, emphasising high quality contextual design
• Expand Heritage Places and Areas identification
• Reduce traffic on main through corridors (move people not cars) and foster public transport, cycling and walking, and amenity
• Sustainable development including energy efficiency, increased green/tree cover, flood mitigation and storm-water management
Footer

BACKGROUND INFORMATION

SUMMARY OF CONSULTATION FEEDBACK

Summary of Community Feedback

on the

DRAFT Planning for Growth – the Approach and Opportunities

March 2026

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INTRODUCTION

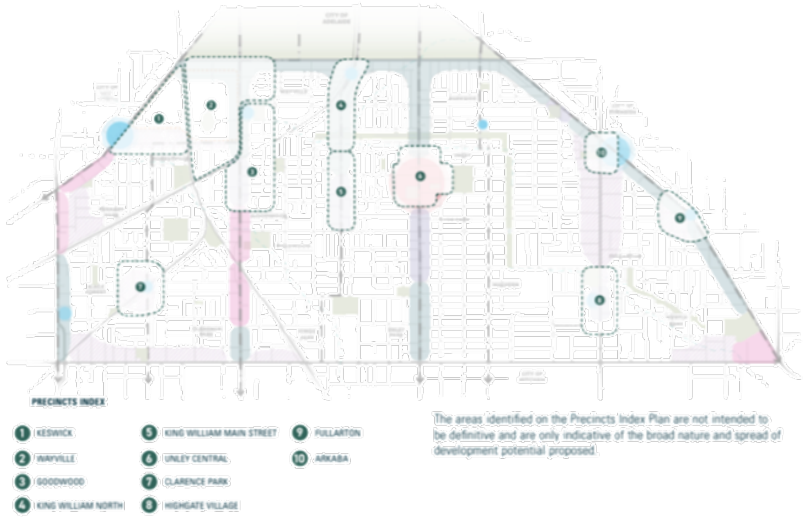
The Council released for consultation a draft *Planning for Growth – the Approach and Opportunities*. The Plan was to inform future Council strategies (including the Unley City Plan) and the Council's preparation of a Local Area Plan as required by the State Government in response to meeting its housing target (3,440 new homes by 2051) of the Greater Adelaide Regional Plan (GARP).

The draft Plan outlined a framework as to how:

- the City could grow to meet the GARP housing target
- neighbourhood character and lifestyle attributes of the City could be protected
- limited housing choice, affordability pressures, and changing community and demographic needs could be addressed
- a more balanced population can strengthen local businesses and create more vibrant main streets and activity centres
- housing outcomes could achieve higher design quality.

The plan identified ten areas, known as precincts, that were considered best placed to accommodate new housing and a more diverse range of homes over the next 25 years in response to the above factors. This was in addition to continuing to focus medium-high density housing along main road corridors running through the City.

PROPOSED PRECINCTS



The areas identified on the Precincts Index Plan are not intended to be definitive and are only indicative of the broad nature and spread of development potential proposed.

CONSULTATION METHODOLOGY

The Nature of the Consultation

Consultation on the draft Plan, in accordance with the Council's engagement policy, was intended to gain local community insight and awareness to help inform and shape the Council's strategic level decision making. Consultation material and in face-to-face contact with community members noted that the draft Plan was to inform other bodies of work which in turn would be consulted on and that if any subsequent proposals to rezone land (known as a Code Amendment) eventuated, it would undergo formal and statutory engagement and consultation processes.

The feedback received, as is common in such matters, raises tension between the immediate concerns and personal interests of community members with the obligations of a local government authority to plan for the longer-term needs of future residents and businesses in alignment with the policy directions and requirements of the state government.

While a balance needs to be sought between these competing interests, not all feedback can be expected to be met.

Some feedback covered topics or matters outside the scope of the draft Plan. These have been collated and internally distributed to other relevant sections of administration to inform ongoing work.

Feedback received on the consultation process has also been taken on board to improve future consultation processes and methodology.

Community Engagement Approach

Consultation on the draft Plan took place from 20 November 2025 until 1 February 2026 (initially the consultation period was planned to close pre-Christmas but was extended to allow more time for community contributions to be made). Community engagement was designed to provide residents, businesses, and stakeholders with opportunities to understand the draft Plan and provide feedback verbally and on-line.

The consultation process encouraged community members to first review the *Planning for Growth* document to understand Council's proposed direction for accommodating future growth. Nine precincts (identified on page 1) and the City Growth Plan Map were presented for community feedback. The Keswick precinct, which largely comprises the Barracks land, was excluded from this stage of consultation and is being reviewed separately by Council due to the proposed longer-term redevelopment of the land by the State Government. (for which the state government recently announced a master planning study for the area, that includes the Showgrounds and the former LeCornu site development).

This combination of digital and in-person engagement methods was designed to encourage participation, support informed feedback, and enable a broad range of community perspectives to be captured as part of the consultation process.

Council used its digital platform *Your Say Unley* ("Your Say") to reach subscribers from across the City, who were sent a notification about the consultation when it opened.

Community members were invited to explore a series of digital Precinct Boards that outlined potential opportunities within identified areas of the City (displayed as Actions). People were asked to consider whether they supported the proposed opportunities within each precinct, whether growth areas were in appropriate places and at an appropriate scale, and whether there was a suitable mix of housing and commercial uses.

The Your Say tool enabled participants to "like" actions or others' comments and to leave their own publicly displayed comments.

Council also invited key stakeholders, such as relevant State agencies, adjoining councils, and housing providers in the City, to provide their feedback in relation to the draft Plan.

In-person Drop-in Sessions

A series of in-person drop-in sessions were held across the City to provide opportunities for face-to-face discussion about the draft Plan.

These sessions were promoted via different Council networks, including emails to *Your Say* subscribers and other groups, and advertising with flyers and posters in libraries and community centres during the consultation period.

The drop-in sessions were intentionally unstructured conversations enabling community members to explore the draft Plan document and maps, ask questions and provide their feedback. A consultant from community engagement firm GouldThorpe Planning joined Council staff at each of the sessions to help facilitate meaningful conversations.

A total of 12 public drop-in sessions were held between 24 November and 11 December across the different Precincts. Sessions were held at a variety of community facilities, shopping centres, libraries and outdoor locations. Most public sessions were held between 11am-2pm, except for the evening session at Goodwood Library and a Saturday session at Unley Shopping Centre.

In addition, a workshop was held with members of the Friends of the City of Unley Society (FOCUS) and one meeting held with the Council's Living Young Reference Group at their 3 December 2025 meeting.

At the time of writing this report, two information sessions had also been held with residents of Wayville in response to the level of interest generated by the draft Plan. Additional precinct information sessions may also take place in future, although it has been made clear at the sessions that consultation on the draft Plan has closed.

COMMUNITY PARTICIPATION

Overview of Participation

A total of 655 respondents (648 community groups or individuals and 7 key stakeholders) shared their feedback during the consultation period, both online through the Your Say portal, face-to-face at drop-in sessions, targeted meetings and submissions.

The table on the right summarises the numbers of people using the different methods of participation.

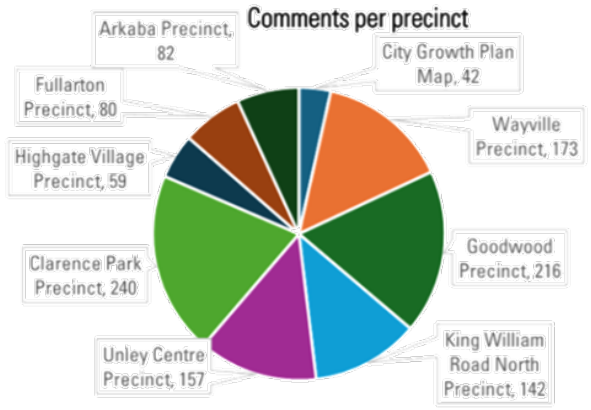
Participation method	Respondents
Drop-in sessions	168
Your Say (number of people that contributed)	442
Individual submissions (emails, letters)	30
Community Group submissions	8
Meetings with adjoining councils	2
Meetings and submissions from Government agencies	2
Submissions from key landowners/developers	3
Total	**655**

Your Say Responses

A total of 5,367 people visited the Your Say portal with:

- 442 people contributing almost 1,300 comments (shown by precinct at right)
- 421 "likes" across the 9 precincts and City-wide plan map
- 1,200 downloads of the *Planning for Growth - for consultation* document.

Late submissions were accepted but have not been included in the above figures.



In-person Drop-in Sessions

Twelve public sessions were held across the City across the different precincts, with participation level totalling almost 170 people across locations, as shown in the table below.

Session date	Session location	Attendance estimate
Monday, 24 November 2025	Clarence Park Community Centre	12
Wednesday 26 November 2025	Clarence Park Community Centre	3
Monday, 1 December 2025	Goodwood Library	10
Tuesday, 2 December 2025	King William Road (outside Tonino)	8
Tuesday, 2 December (evening) 2025	Goodwood Library	20
Thursday, 4 December 2025	Highgate Shops	6
Friday, 5 December 2025	Fullarton Community Centre	7
Saturday, 6 December 2025	Unley Shopping Centre	12
Monday, 8 December 2025	Arkaba Shopping Centre	31
Tuesday, 9 December 2025	Unley Shopping Centre	36
Wednesday, 10 December 2025	Unley Library	13
Thursday, 11 December 2025	King William Road (outside Tonino)	10
Total participants		**168**

Analysis of the Data

The analysis of the data in the following sections uses qualitative responses from all sources, including Your Say, face-to-face consultations, meetings, and written submissions. The qualitative responses were thematically analysed to identify common concerns and ideas expressed by participants.

Responses have been collated under feedback that relate to city-wide feedback and those responses that relate to specific precincts identified in the draft Plan.

GOVERNMENT FEEDBACK

Specific feedback on the draft Plan received from State Government agencies and adjoining councils, is summarised below.

Department for Infrastructure and Transport (DIT)	▪ **Supportive of concentrating density around transit stops.**
Department for Environment and Water (DEW)	▪ Feedback from DEW emphasises the need to integrate climate resilience into urban planning, addressing increased stormwater runoff, intense rainfall, and potential localised flooding. DEW observes that opportunities exist to combine water-sensitive urban design with greening initiatives to enhance tree canopy, biodiversity, and public open space. ▪ DEW supported exceeding the 15% tree canopy target, preserving heritage buildings and character areas, and advancing sustainable urban outcomes through the Council's guiding principles on resilience, active transport, public realm improvements, and high-quality development. ▪ It is recommended that building performance be linked to climate resilience, and that urban heat and tree canopy mapping guide precinct planning and greening priorities. Green Adelaide encourages exploring biodiversity-sensitive urban design as an emerging approach and highlights the importance of identifying State Heritage Places on precinct plans in or adjacent to growth areas to protect their heritage values.
City of West Torrens (CWT)	▪ Feedback from CWT supported the Plan. CWT noted the opportunity to improve connectivity between council areas, particularly around the Keswick precinct, to support coordinated investment, land use, and transport outcomes along Anzac Highway.
City of Adelaide (CoA)	▪ The City of Adelaide's feedback highlights the shared interest between CoU with CoA's strategic priorities, emphasising the importance of improving connections and access to the Adelaide Park Lands, coordinating public realm and infrastructure planning along the Greenhill Road corridor, and jointly addressing stormwater, transport, and design considerations. ▪ CoA encouraged stronger focus on pedestrian and cycling links, shared investment in Park Lands facilities, and ecological connectivity, particularly given CoU's limited open space and reliance on Park Lands amenities. ▪ CoA also noted opportunities to align approaches to catalyst site policy, housing diversity, climate adaptation, key worker housing, mixed-use development, and heritage protection. ▪ CoA expressed interest in ongoing collaboration, specifically on Keswick Barracks planning, Park Lands partnerships, Greenhill Road interface planning, and enhanced active transport and public transit connections.

CITY-WIDE FEEDBACK

Community feedback revealed a clear and consistent set of priorities reflecting residents' strong attachment to Unley's heritage and village character, its 'liveability' and natural environment.

While people acknowledged the need to accommodate population change and diversify housing options, they also stressed that development must be supported by appropriate infrastructure, thoughtful design, and a strong commitment to preserving what makes Unley unique.

The feedback received on city-wide responses has been grouped under 10 themes (in no order of priority), outlined as follows.

Height of Development

Summary:

A strong community preference for low to mid-rise building forms with concerns that taller buildings will overpower neighbourhood character.

Commentary:

Feedback strongly favoured maintaining Unley's low- to mid-rise character, with:

- particular concern of 7-10 storey buildings
- development of 2-5 storeys generally supported in most precincts
- taller buildings considered acceptable in locations along major arterial roads where impacts can be appropriately managed through high-quality design, materials, and setbacks.

Suggested locations suitable for growth were:

- near tram stops, train stations
- Goodwood Road north of the tram line
- parts of Greenhill Road
- underdeveloped commercial land
- strategic sites such as Keswick Barracks or the Showgrounds precinct.

Where support for increased height was expressed, it was supported based on high-quality design, greening, activation, and a scaled transition to adjacent housing, with emphasis on:

- clear and consistent transitions between development of increased height and adjacent heritage neighbourhoods
- ensuring visual harmony
- limiting overlooking and overshadowing of yards and solar panels.

Congestion and Parking

Summary:

Concern that increased density will worsen already heavy traffic and parking pressures, especially on narrow residential streets.

Commentary:

Consistent feedback was raised about traffic congestion and parking on local roads, particularly in the areas of Goodwood, Clarence Park, Wayville, and in proximity to the Arkaba Centre, with concerns of:

- local roads operating at or above capacity, with narrow road widths and cars parked on both sides
- frequent bottlenecks near schools, shops, and major intersections
- congestion worsened by through traffic, especially during peak times
- unsafe conditions for pedestrians and cyclists.

Feedback also expressed concern that increased housing density would worsen traffic congestion on congested main roads such as Unley Road, Goodwood Road, Fullarton Road, East Avenue, Leader Street, would compound:

- congestion and through traffic in local streets
- long queues, particularly near schools, train crossings, the Showgrounds, and major intersections.
- existing bottlenecks, reduce safety, and slow emergency vehicle access
- negatively impact local amenity.

Parking issues were commonly raised for many neighbourhoods experiencing:

- on-street parking, exacerbated by school and hospital overflow, commercial activity, and existing high-density developments
- insufficient carparking provision in new developments.

Feedback emphasised the need for:

- higher requirements for on-site parking, improved management of commercial parking demand, and greater enforcement of parking controls
- improved traffic management, safer intersections, better pedestrian and cycling networks, enhancements to public transport reliability, and coordinated planning to reduce car dependence, commensurate with higher density developments.

Housing Diversity

Summary:

Support for more diverse and affordable housing options but higher density located in the right places and scaled appropriately.

Also, consistent feedback of wanting greater explanation and clarity of 'housing diversity'.

Commentary:

There was broad support for increased housing choice, particularly affordable housing for key workers, downsizing residents, and young families, subject to:

- not replacing character homes
- not reducing property values
- high-quality built form and amenity outcomes
- traffic capacity of the road
- delivering genuine housing affordability
- modest density increases (e.g. townhouses or small apartments), that did not impact existing neighbourhood character.

Feedback largely supported higher density development along main road corridors that managed its interface with established residential areas.

Other varied concerns associated with housing diversity and higher densities are covered under other themes.

Heritage and Local Character

Summary:

High value is placed by the community on the retention of heritage buildings and historic streetscapes of the City, and the village character of its main streets.

Commentary:

Feedback consistently raised concerns of higher density housing impacting the established character of neighbourhoods and the unique identity and intimate village atmosphere of main streets such as Goodwood Road, Unley Centre and King William Road. Concerns related to loss of amenity and character, overshadowing and visual intrusion from higher buildings.

Some feedback also called for:

- stronger heritage protections, including expanded identification of historic buildings
- new or strengthened historic area overlays with clearer demolition controls
- retention of heritage façades with sensitively scaled development behind them
- new development to be limited to low-rise building forms in keeping with the existing architectural character.

Similar feedback related to 'housing diversity' areas identified in the draft Plan that were within existing established neighbourhoods with a historic area overlay protecting demolition of character buildings. Several comments referred to the need for strengthened policy settings in the planning system to better protect historic character and buildings.

Green Space and Trees

Summary:

There is strong community support for the protection of mature trees and increased greenery, and an increase in tree canopy cover to counter climate change.

Commentary:

Feedback consistently raised the incompatibility of higher density development with:

- the limited open space in the City
- the need to preserve and increase tree canopy cover
- higher urban heat effect and diminished biodiversity.

With suggestions for improved outcomes covering:

- higher minimum landscaping and soil volume requirements
- lower site coverage requirements
- stronger controls on tree protection
- consideration of rooftop and vertical greening.

Feedback beyond the scope of the draft Plan included:

- acquiring land for open space
- converting short side streets into micro-parks
- planting shade trees along active transport routes
- improving access to the Adelaide Park Lands.

Planning Process and Design Outcomes

Summary:

A desire to see higher-quality, design-led development with better standards for landscaping, materials, and environmental sustainability.

Commentary:

Feedback commonly raised the sentiment that existing planning rules do not achieve developments complementary with neighbourhood character or community expectations, often citing development along Fullarton Road as examples of buildings lacking active street frontage, insufficient landscaping, minimal articulation, and inadequate setbacks.

Mandatory high quality and robust planning policies and design standards were generally sought for:

- landscaping and canopy requirements
- passive design features to enhance environmental performance of buildings
- biodiversity and water sensitive urban design.

Public Transport and Active Travel

Summary:

Recognition of the need for more reliable transport services to support higher densities, safer walking and cycling routes, and better connections across the City.

Commentary:

Feedback acknowledged that major roads and public transport corridors present opportunities for transit-oriented development. However, the feedback also indicated concerns with:

- infrequent or indirect bus routes
- existing congestion of the road network
- the lack of public transport integrated with key destinations, such as schools and commercial centres.

Some responses noted that walking and cycling conditions vary greatly across the City, expressing a desire for:

- safer, better-connected routes that support local trips by foot or bicycle
- align with green corridors
- are comfortable to use year-round through improved shading and streetscaping.
- crossings not conducive to encouraging active transport.

Traffic Movements

Summary:

Current through traffic, increased traffic volumes, and pedestrian safety highlight the need for traffic calming, safer streets, and improved pedestrian public realm.

Commentary:

Feedback consistently expressed concerns with increasing traffic volumes, changing traffic patterns, and unsafe conditions created by congestion and through traffic, with support for:

- safer intersections, better traffic management, and restrictions on through traffic using local roads
- traffic calming measures, including reduced speed limits, additional speed humps, chicanes, one-way systems, and better intersection design
- improved pedestrian safety, especially near schools, parks, and high-pedestrian-use areas.

Infrastructure Capacity

Summary:

Concern that essential infrastructure and services will not support increases in population and development without upgrades.

Commentary:

Feedback regularly raised concerns with:

- the capacity of existing networks, particularly stormwater, sewer, public transport, and road systems
- stormwater and flooding in low-lying or historically flood-prone areas
- development with higher site coverage would increase runoff and heighten local flooding risks.
- a reduction in the provision of utility services (eg lower water pressure)., sewer capacity, and the ability of underground services to accommodate higher-density living without degradation of service quality
- the capacity of existing schools, open spaces, community centres and recreational facilities

These concerns extended to services infrastructure as well which residents felt may struggle to meet demand if density increases are not carefully planned and supported by investment. Residents frequently raised concerns about existing already operating at capacity.

Planning and Consultation Approach

Summary:

Concerns were expressed at two levels:

- the draft Plan and consultation process gave insufficient opportunities for meaningful input
- higher-density development should proceed in conjunction with broader neighbourhood improvements (to local road and active transport networks, greening and open space) and supporting infrastructure and services.

Concern was generally expressed at the timing (near end of year), the period (initial 3 weeks), and the extent of community notification of the consultation.

Feedback raised some concerns with the approach taken in the draft Plan, noting that the document:

- was complicated to navigate and difficult to interpret (particularly the precinct maps in terms of the nature of development and building heights)
- provided insufficient details (eg likely built-form outcomes) or justification of proposals (eg how areas were identified and heights were determined) or explanation (eg examples of housing diversity/missing middle)
- did not adequately reflect existing character, heritage values, and environmental constraints of the proposed precincts
- placed disproportionate development pressure on the areas identified as precincts
- relied on uncertain long-range population forecasts and density assumptions that were not clearly justified
- did not consider the impact on infrastructure requirements of the anticipated growth.

In a broader context, some feedback highlighted the need for infrastructure upgrades and measures to counter the demands of an increased population (eg open space provision, expanded active transport networks, local area traffic management initiatives, and public realm upgrades) should occur in conjunction with any increase in housing supply.

PRECINCT-BASED FEEDBACK

Written feedback from Your Say, verbal feedback noted at drop-in sessions, and written submissions for each precinct have been collated by:

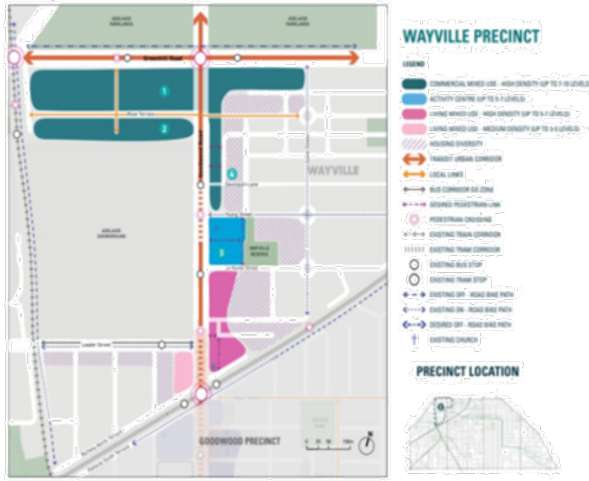
- Summary of the main themes covered by the feedback
- Summary of responses to the stated Precinct opportunities and actions

The feedback also raised:

- Themes or concerns that were beyond the scope of the Planning for Growth document. These have been directed to other strategic initiatives or operations of the Council so they can inform other relevant considerations of the Council.
- Comments seeking clarification or greater detail on the draft Plan. This was particularly the case for what was meant by the term 'housing diversity' which is being addressed in preparing the final draft of the Plan.
- Concerns that many respondents did not fully appreciate the development potential, particularly along corridors and in activity centres, of existing planning controls. This was particularly the case of the anticipated height of buildings along corridor zones (eg Greenhill Road) that already allowed development of 7 or more storeys.

The Precinct map for each area is included for ease of reference.

Wayville Precinct



Summary of Feedback

Feedback on the Wayville Precinct reflects:

- An increasing concern of the impacts of growth on amenity, heritage character, traffic and parking, and liveability.
- A strong sense of shared community connection and identity.
- A desire for future planning to be more holistic that balances growth with protection of neighbourhood character, improved infrastructure, and safer, greener streets.

While some respondents acknowledge the need for additional housing in well-located areas close to public transport, the main concerns were:

- Building heights, particularly 7-10 storeys impacting on overshadowing, privacy, and neighbourhood character.
- Higher-density development will compound existing congestion, vehicle movements and parking pressure in the area, especially during events at the Showgrounds.
- Concerns about concentrating higher-density development when the area has an existing high proportion of such housing.
- Loss of trees and diminished greenery as higher-density developments replace traditional housing.
- Distinct identity of the area's tree-lined streets, character housing and streetscapes, and 'village feel' will be eroded by proposed medium-high rise development.

Wayville Precinct – Feedback on Precinct Opportunities

Precinct opportunities	Summary of response
Action 1: Do you support mixed use development of up to 10 storeys (currently up to 7 storeys), for the land north of Rose Terrace (between Goodwood Road and rail line)?	Strong community opposition to increasing heights to 10 storeys, with most residents citing severe traffic congestion, overshadowing of existing homes, soil movement concerns, and loss of neighbourhood character. A smaller group supports higher density due to proximity to transport and services but typically prefers 5-7 storeys at most and only with setbacks, greening, and improved active-transport links.
Action 2: Do you support residential and commercial uses fronting Leader Street and Rose Terrace?	Many responses expressed concern that commercial uses and increased density would worsen existing parking shortages, peak-hour traffic, event-related congestion, and overshadowing, particularly on the eastern side of Goodwood Road. Supporters note the area's excellent transport access and potential for better use of land but generally prefer lower heights (3-5 storeys) with strong pedestrian and cycling upgrades, and sensitive integration with existing residential streets.
Action 3: Do you support the potential increase in height and mix of uses in the emerging activity centre along Goodwood Road between Young Street and LeHunte Street, that links through to the adjacent Wayville Reserve?	Most responses do not support increased height in this area, arguing that taller buildings (7+ storeys) would overshadow residential backstreets, overwhelm the small Wayville Reserve, and worsen already severe traffic bottlenecks at Goodwood and Greenhill Roads. Some respondents see redevelopment potential, but emphasise that any uplift should be modest, context-sensitive, and paired with improved active transport and streetscape design.
Action 4: Do you support housing fronting Davenport Lane between Goodwood Road and Short Street?	Predominantly negative responses, with concerns that Davenport Lane is narrow, heavily used for event parking and vehicle movements, and unsuitable for additional dwellings due to safety, congestion, and amenity issues. A small number of responses supported exploring housing if carefully designed, but even supportive submissions emphasised that the lane's width, traffic role, and interfaces make residential development challenging.

Goodwood Precinct



Summary of Feedback

Feedback for the Goodwood Precinct reflects a deeply engaged and invested community with a strong attachment to the area's heritage character, village-scale identity, green spaces, and walkability. Community feedback for the Goodwood Precinct reflects a strong and emotionally invested community that deeply values the area's heritage character, walkability and village-scale identity.

Residents consistently emphasise the importance of preserving Goodwood's historic shopfronts, traditional residential streets and distinctive sense of place, expressing concern that poorly controlled redevelopment could cause the area to lose what makes it special.

While views differed on the extent and type of growth appropriate for this location, responses consistently raised the themes of:

- Strong concern that increased density and building heights would result in overshadowing, loss of amenity, privacy impacts, wind effects, and an emerging "tunnel" effect along Goodwood Road.
- Traffic congestion and parking pressure is already being experienced in the area's narrow streets, particularly around Goodwood Road and Greenhill Road.
- Goodwood's historic main street, its 'village feel', older homes and traditional shopfronts are highly valued and should be protected.
- Wanting green/open space preserved and expanded, and fear loss of trees through redevelopment.
- Inadequate capacity of school, public services, and broader infrastructure if growth proceeds without matching investment.

Goodwood Precinct – Feedback on Precinct Opportunities

Precinct opportunities	Summary of response
Action 1: Do you support increased housing and mixed-use development in proximity to the Goodwood Tram stop?	- Generally opposed by respondents, with many citing traffic/parking constraints, tram crowding, overshadowing, and loss of village/heritage character. Support appears only for lower heights (generally 3–4 storeys) and primarily north of the tram line. Supporters emphasise transit-oriented benefits and local business viability, but still call for strict design quality, greening, and active-transport prioritisation over more car parking.
Action 2: Do you support opportunities to accommodate affordable and key worker housing above a redeveloped Goodwood Community Centre and Library?	Feedback was generally negative or "not enough detail," with recurring concerns about loss of green/open space and trees, inadequate parking/traffic management, unclear "affordable/key worker" definitions, and risks to the precinct's civic role. A minor level of support for the idea if civic amenity is retained/enhanced, heights moderated, and active-transport links improved. Several respondents questioned the feasibility and past delivery of "affordable" housing outcomes and calling for clear eligibility and tenure settings.
Action 3: Do you support the sensitive adaptation and re-use of key buildings along Goodwood Road that retain their heritage features and complement the general historic character of the area?	Majority support for the principle of adaptive reuse that genuinely retains heritage fabric and scale, but would want clear design controls, setbacks, height limits (often ≤3–4 storeys), and solutions for parking and walking/cycling access. A minority expressed concern that the existing character would be lost if multi-storey additions visually dominate the road.
Action 4: Do you support greater housing diversity options in areas of mixed housing character?	Mixed responses with numerous requests for clarity on what "diversity" means, and many opposed to higher-density forms in constrained residential streets. Support for the action was subject to: - high quality design (eg preserves character, mitigates overlooking, provides off-street parking) - provision of landscaping and green space - moderate forms of density and height - expanded models of inclusive housing (co-housing/shared living).

King William Road North Precinct



Summary of Feedback

Feedback for the King William Rd North Precinct reflected:

- Strong concern about the scale and nature of proposed growth, particularly where it interfaces with long-established residential streets, heritage buildings, and narrow road networks.
- Community value of its walkable, village-like character and sees the area as an important gateway between the Park Lands and the leafy neighbourhoods of Unley.

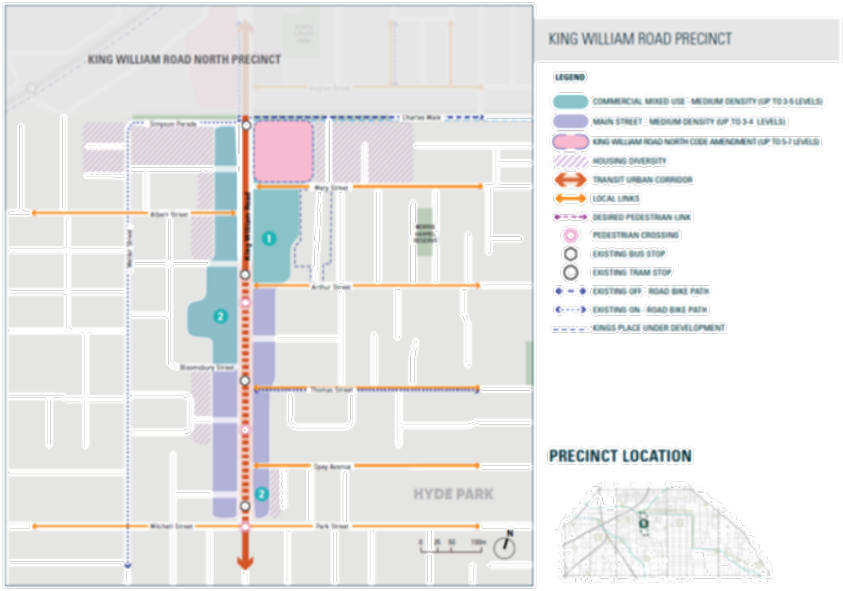
While there was some acknowledgement that the precinct offers opportunities for renewed housing and mixed-use activity, the general view was:

- Strong opposition to 10-storey development, with most preferring a much lower height limit.
- Strong desire to retain heritage homes, character cottages, and existing neighbourhood identity.
- Deep concern about traffic congestion, narrow streets, and limited parking capacity.
- Preference for keeping higher-density development on Greenhill Road, not within residential streets.
- Desire for more greenery, tree canopy retention, and heat-mitigation measures.
- Interest in active travel improvements and public-realm upgrades, e.g., safer pedestrian crossings, bike lane facilities.
- Ensuring any development is sensitive, sustainable, and aligned with the precinct's existing identity.

King William Road North Precinct – Feedback on Precinct Opportunities

Precinct opportunities	Summary of response
Action 1: Do you support the identification of the identified 'landmark' mixed-use development site, that can leverage its unique location to maximise development potential (up to 10 storeys instead of up to 7 storeys along Greenhill Road)?	Feedback indicated strong opposition to 10-storey development, with most residents arguing such height is excessive, out of character, and likely to overshadow nearby homes, damage heritage streetscapes, worsen traffic and parking, and contribute to heat-island effects. A smaller number supported taller development only on Greenhill Road frontages with a preference of a maximum of 5-7 storeys with setbacks, tree retention, and high-quality design.
Action 2: Do you support development along King William Road up to 7 storeys from Greenhill Road, transitioning in height to 5 storeys north of Young Street?	Most feedback did not support 5-7 storey development along King William Road, citing concerns about traffic bottlenecks, narrow street conditions, overshadowing, loss of heritage cottages, and erosion of the area's village character. A minority supported some additional housing or mixed-use development in the location but generally favoured heights of 2-4 storeys, with emphasis on sensitive design, greenery, and avoiding impacts on neighbouring residential streets.
Action 3: Do you support housing fronting onto the laneways behind King William Road and Greenhill Road?	Feedback was predominantly negative, with many responses stressing that the laneways are extremely narrow, used for garage access, service vehicles, parking and waste collection, and cannot safely or practically accommodate dwellings. Those offering conditional support emphasised that if laneway-facing housing were ever considered, it would need to be low-scale, carefully designed, have its own parking solutions, and avoid creating further congestion or amenity conflicts.
Action 4: Do you support buildings for shops and cafes fronting onto King William Road being built to the footpath to create a more active and vibrant precinct?	Most feedback did not support building shops and cafés directly to the King William Road frontage because: - pedestrian movement would be impaired, given existing footpaths are narrow and heavily used - it would remove space for greenery/shade trees and on-site outdoor dining - it would reduce amenity rather than improve vibrancy. Some support exists for outdoor seating or activation if it preserves pedestrian space and greenery.

King William Road Precinct



Summary of Feedback

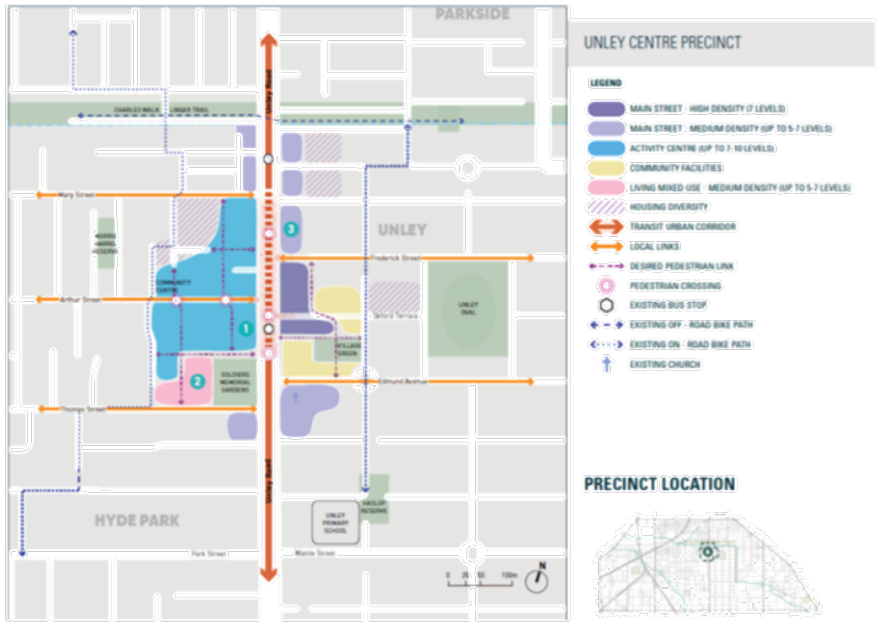
While some respondents acknowledged the opportunity for limited growth (particularly at the northern end of the precinct), many respondents believed that poorly scaled growth risked undermining the qualities that make the precinct valued and successful, with feedback primarily expressing:

- Strong desire to protect the village character, heritage façades, and low-rise identity of King William Road, including retention of historic shopfronts.
- Concern that higher-rise proposals would destroy local charm, create a "canyon effect," overshadow homes and businesses, and impact sunlight and amenity in adjacent side streets.
- Concern that intensification will worsen traffic flow, strain parking supply, and compromise pedestrian safety on the narrow main street and connecting side streets.
- Preference for growth to occur on major corridors (e.g., Greenhill Road, Unley Road) rather than on King William Road.
- Desire for setbacks, greening, and tree canopy to soften any redevelopment and maintain amenity.

King William Road Precinct – Feedback on Precinct Opportunities

Precinct opportunities	Summary of response
Action 1: Do you support the opportunities on underutilised sites for additional housing and commercial development at the northern extent of the precinct?	Feedback was highly mixed in opinion, with: - many concerned that additional housing and commercial development, even if confined to the northern end, would undermine the village character, intensify traffic and parking pressures, and create overshadowing or "canyon-like" effects. - A smaller group supported carefully scaled redevelopment (often 3-4 storeys, occasionally up to 5) where strong design quality, tree canopy, setbacks, and sustainability measures were ensured,
Action 2: Do you support retaining the character of historic shopfronts, with residential accommodation at the rear or above existing premises?	Strongest support was expressed for development behind, not above, existing facades, with height limits remaining low (typically 2-3 storeys) and the village atmosphere, heritage streetscape, and privacy of adjacent homes protected. Development above existing premises raised concerned of visual dominance, loss of charm, overshadowing, parking overflow, and further traffic congestion.

Unley Centre Precinct



Summary of Feedback

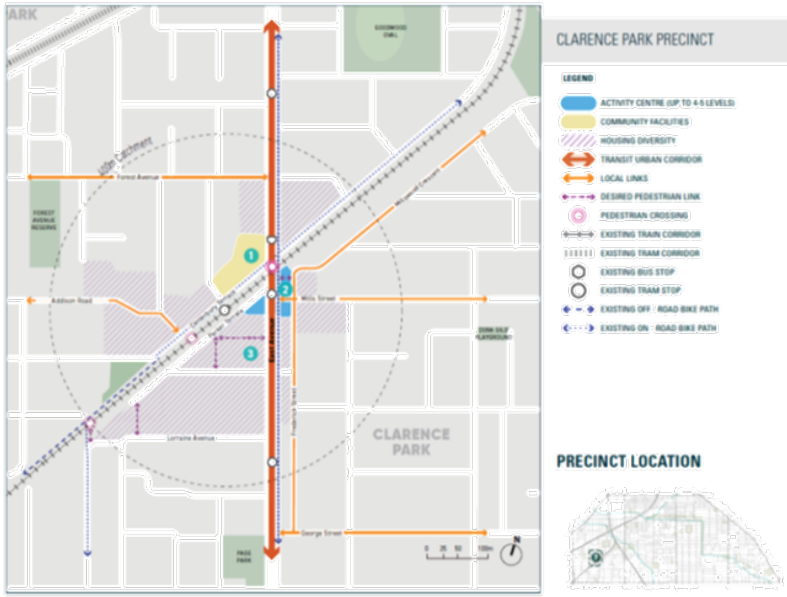
While many respondents recognised the need for growth and revitalisation, particularly around the Unley Shopping Centre and along key commercial frontages, there was consistent feedback relating to:

- Impact of 7-10 storey development on existing character, visual scale, and overshadowing.
- Persistent worry about traffic congestion, narrow local streets, and inadequate parking supply.
- Value placed on heritage buildings, historic shopfronts, and Unley's 'village feel'.
- Concerns about loss of tree canopy, green space, and the urban heat-island effect.
- Desire for improved public and active transport amenities.

Unley Centre Precinct – Feedback on Precinct Opportunities

Precinct opportunities	Summary of response
Action 1: Do you support opportunities for long-term redevelopment of the Unley Shopping Centre with residential development above lower-level commercial uses (potentially up to 10 storeys) and replacing existing carparking fronting Unley Road with shopfronts (that retain existing trees)?	Many respondents concerned with 7-10 storey buildings, with some support for: - Incorporating residential development above commercial developments - better use of the Unley Road frontage (for the Unley Shopping Centre) - building heights of 5–7 storeys - strong tree protection, building setbacks, and guaranteed underground parking to avoid further pressure on local streets.
Action 2: Do you support opportunities for the redevelopment of the Mornington walk-up flats (Thomas Street), with the restoration and re-use of Mornington House, and new development that provides greater activation of the adjacent Soldiers Memorial Gardens (2-3 storey residential development to Thomas Street, with higher 5-7 storey development set further back)?	Overall support for the restoration of Mornington House, with: - 2–3 storey replacement of the flats (rather than higher development) - Concern that 'activation' would impact on the contemplative nature and interface with the Memorial Gardens.
Action 3: Do you support further redevelopment of underutilised sites along Unley Road for commercial and residential development up to 7 storeys?	Mixed feedback, with the majority concerned that 7-storey development will create a 'canyon effect' along Unley Road, reduce tree canopy, overshadow neighbouring streets, and intensify traffic and parking pressure. Support for the action advocated for heights of 3–5 storeys, setbacks for trees and wider footpaths, and integration with heritage shopfronts to retain Unley's village-scale identity.

Clarence Park Precinct



Summary of Feedback

Feedback reflected existing pressure from traffic, parking demand, infrastructure limitations, and past infill development. There was also feedback that the proposals as presented lacked sufficient detail for informed decision-making.

While some respondents expressed support for moderate growth and housing choice, the overwhelming sentiment was:

- Concern about traffic congestion, parking pressure and rat-running.
- Strong desire to preserve neighbourhood character, heritage homes and the village atmosphere.
- Objection to multi-storey development (especially 4-5 storeys) in residential streets.
- Fear of tree loss and reduced green space, and inadequate environmental protections.
- Concerns about safety for pedestrians, cyclists and emergency vehicles.
- Opposition to the proposed Activity Centre and uncertainty about impacts on existing businesses.

Clarence Park – Feedback on Precinct Opportunities

Precinct opportunities	Summary of response
Action 1: While respecting the heritage value of the Clarence Park Community Centre (CPCC), do you support the opportunity for a greater range of community services with housing for key workers above?	Strong opposition to redevelopment of the CPCC to include housing, due to concerns about parking and traffic congestion, impact on the existing character of the area, and heritage impacts.
Action 2: Do you support opportunities for local shops and offices adjacent the train station, to enhance the attraction and convenience of the precinct?	Feedback was predominantly opposed to additional shops or offices near the train station, particularly anything 3–5 storeys, due to: - current congestion, parking shortages, narrow streets - ample retail already exists nearby on Goodwood, South, and Cross Roads - existing corner businesses (Sublime, East Ave Books) already provide a valued village feel. A minority supported low-scale mixed-use development, provided it did not diminish neighbourhood amenity or increase strain on local streets.
Action 3: Do you support Council providing incentives to encourage the amalgamation of sites on East Avenue to enable well designed medium density affordable housing?	Feedback was generally unsupportive of the area being identified for medium density housing, largely due to: - concerns about being further overburdened by traffic and parking pressures - potential impacts on neighbourhood character and trees - incentives would encourage overdevelopment, leading to multi-storey buildings inconsistent with established character, reduce property values, and pressure residents to sell. Only a small number expressed support for medium density if strictly limited in height (2–3 storeys), with strong design controls and adequate green space.

Highgate Precinct



Summary of Feedback

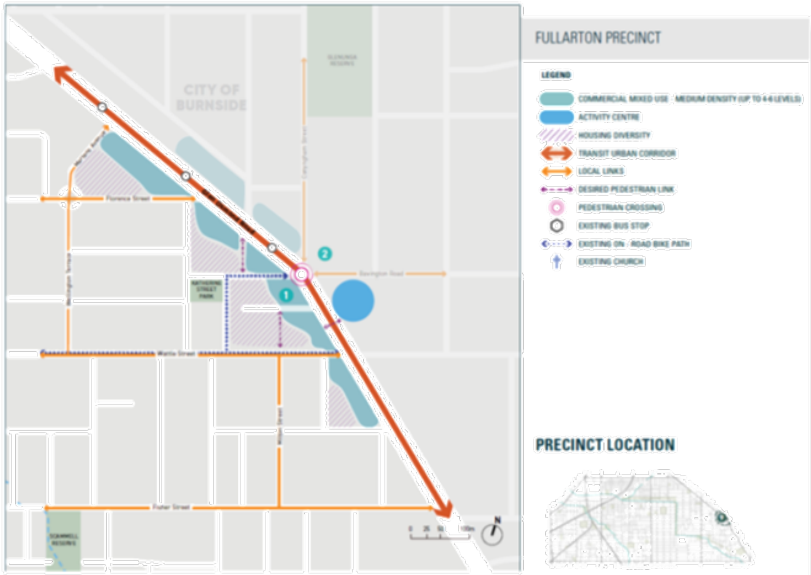
Much of the feedback emphasised that any future planning must balance modest change with protection of heritage characteristics, improved transport links, and careful management of congestion and amenity, with the majority view reflecting:

- Widespread concerns about parking shortages, congestion on Ferguson Avenue and surrounding streets, and unsafe traffic conditions.
- Strong resistance to multi-storey development (4-7+ levels), particularly on Fullarton Road and near existing homes.
- Desire to enhance Highgate Village with better shops, outdoor spaces, greenery and local amenity—without residential development above.
- Strong emphasis on preserving local character, heritage overlays and the area's "leafy" suburban identity.
- Concerns about poor design quality of recent developments and loss of tree canopy along Fullarton Road.

Highgate Precinct – Feedback on Precinct Opportunities

Precinct opportunities	Summary of response
Action 1: Do you support an expanded Highgate Village with residential development above?	Mixed feedback, with the majority view of: - not supporting residential development above Highgate Village or multi-level residential buildings of 4–7 storeys - supporting expanding the village's shops, public spaces, greenery, and general amenity A smaller number supported 2–3 storey housing if carefully designed and accompanied by improved parking, traffic management, tree canopy, and preservation of nearby historic assets.
Action 2: Do you support more diverse and affordable housing within easy walking distance of the local facilities and public transport?	Most respondents did not support this action, believing that affordable housing was unrealistic in Highgate given high land values, and leading to undesirable built-form outcomes or changes to community character. A small number acknowledged the need for housing diversity and options for different household types, but most felt that "affordable" housing would not be compatible with Highgate's established residential fabric.
Action 3: Do you support opportunities to provide additional key-worker housing development above the existing Highgate Village public car park fronting Ferguson Avenue?	Feedback did not support this action, with many respondents raising concerns about: - losing already scarce parking and worsening congestion on Ferguson Avenue - overshadowing or overlooking of nearby homes - unclear definitions of "key-worker housing." Comments reflected strong sentiment that building over the car park would harm local amenity, reduce accessibility to village services, and further erode the historic character and quiet feel of the area.

Fullarton Precinct



FULLARTON PRECINCT

LEGEND

- COMMERCIAL MIXED USE - MEDIUM DENSITY (UP TO 4-6 LEVELS)
- ACTIVITY CENTRE
- HOUSING DIVERSITY
- TRANSIT URBAN CORRIDOR
- LOCAL LINKS
- DESIRED PEDESTRIAN LINK
- PEDESTRIAN CROSSING
- EXISTING BUS STOP
- EXISTING ON - ROAD BIKE PATH
- EXISTING CHURCH

PRECINCT LOCATION

Summary of Feedback

Some respondents acknowledged the need for well-planned growth and improved commercial activity, but the majority feedback emphasised:

- Strong opposition to 4-7 storey development, with a preferred maximum of 2-3 storeys to protect amenity.
- Strong desire to maintain historic homes, character streetscapes and established neighbourhood identity.
- Widespread frustration with poor-quality recent developments along Fullarton Road and Glen Osmond Road.
- Persistent concerns about traffic congestion, safety issues, and intensifying rat-running on narrow local streets.
- High levels of concern about parking shortages and inadequate off-street parking in new developments.
- Desire for significantly more tree canopy, landscaping, and climate-sensitive design.

Fullarton Precinct – Feedback on Precinct Opportunities

Precinct opportunities	Summary of response
Action 1: We're proposing zones for local businesses and services up to 5 storeys, to support jobs and housing in the same area. What do you think?	A strong preference for a maximum of 2–3 storeys to maintain amenity, avoid overshadowing, and protect nearby character streets, while a small number supported mixed-use development if well-designed, set back with greenery, and provided with sufficient underground parking. Many respondents cited parking shortages, congestion on narrow streets, and the poor quality of recent medium-density developments as reasons why higher commercial buildings would negatively impact liveability. A
Action 2: What do you think about having shops or services on the ground floor, with homes above, up to 7 storeys?	Feedback overwhelmingly did not support 7-storey mixed-use development along Glen Osmond Road, with most respondents supporting 2–3 storeys and others supporting up to 5-storeys along major road frontages with strong landscaping and setbacks. Concerns also focus on inadequate parking, environmental impacts, and poor design of recent buildings.
Action 3: What types of housing suit the Housing Diversity zone? Do you want to see detached houses, townhouses or units? What about a minimum number of bedrooms or requirements for off-street parking?	Most respondents supported detached homes or townhouses, with strong opposition to high-rise units and boundary-to-boundary townhouses that removed green space and worsen congestion. Many respondents expressed the need for off-street parking, minimum two-bedroom dwellings, and mandatory landscaping to retain tree canopy and neighbourhood character. Several noted that the area is undergoing redevelopment and called for careful planning to ensure that new housing fits existing context and does not further strain narrow streets or local amenities.

Arkaba Precinct





Summary of Feedback

There was broad recognition that the precinct holds opportunities for renewal and improved amenity along Glen Osmond Road, but elsewhere in the precinct, redevelopment should be lower-scale, better-designed, and greener.

Overall, the feedback expressed:

- Strong concern about excessive building heights and loss of neighbourhood character, with reluctance to extend medium-density development into quiet residential streets.
- Concern for traffic congestion, rat-running and parking pressures, especially around Fullarton/Glen Osmond Road.
- Greater protection of historic streets and pre-1940s housing
- Desire for better quality design, greening, tree canopy and climate-responsive development.
- Mixed but cautious support for revitalising Glen Osmond Road and the Arkaba site, at a reduced scale to that indicated.

Arkaba Precinct– Feedback on Precinct Opportunities

Precinct opportunities	Summary of response
Action 1: Do you support well-designed mixed-use commercial and residential development that activates Glen Osmond Road?	Most residents supported improvement and activation of Glen Osmond Road, on the proviso of: - development is genuinely well-designed, limited in height (generally 3–5 storeys) - includes significant greening - resolves existing traffic, parking, and pedestrian safety issues. Many comments highlighted the poor quality of recent developments along Fullarton/Glen Osmond Road, with inadequate landscaping, overshadowing, and "hot box" designs.
Action 2: Do you support medium density residential development along Fullarton Road, south of the Howard Foley Reserve and Gladstone Street?	There was some support for medium density on Fullarton Road, but only at reduced heights (typically 3 storeys) with mandatory off-street parking, greening, and clear transition to established neighbourhoods. There was no support to extend medium-density development into surrounding residential streets such as Gladstone Street, Dudley Street, Arnold Street and others, which were described as narrow and already congested, and of long-established character.
Action 3: Do you support redevelopment of the Arkaba Village to provide an expanded and upgraded activity centre with residential development above existing and new retail and commercial uses?	Feedback showed little support for the proposed 7-storey scale, with most respondents describing it as: - out of character with surrounding areas - likely to cause major traffic, parking and overshadowing impacts - inappropriate given existing infrastructure—stormwater, pedestrian safety, intersection design, local streets—requires upgrading. A minority supported redevelopment at a significantly reduced height (3-5 storeys), with strong design controls, mandatory landscaping, and careful transition to nearby homes.

NEXT STEPS

The draft *Planning for Growth* document is being reviewed in light of the feedback. The *City Plan Guiding Principles* adopted by the Council to give strategic direction to the preparation of the draft Plan remains a strong basis to review and contextualise the feedback received to date. The principles reflect the desire for:

- more sustainable growth of the City
- improved design quality and built form outcomes
- providing a greater range of housing diversity to meet the changing needs of future residents
- building the local economy and range of services and facilities available
- retention of established residential character areas.

The State Government's GARP parameters (for housing targets, greater housing diversity, implementing living locally principles) will also give a broader context for reviewing feedback on the draft Plan.

The revised draft Plan will also identify other measures the Council may take in responding to the feedback, particularly for advocating to the state government for matters that impact on local growth factors (such as expanded public transport services) and improved policy provisions in the Planning and Design Code (to achieve higher quality design outcomes).

Once finalised, the *Planning for Growth* document will be used to inform other strategic planning outcomes being pursued or required by Council, particularly for the preparation of:

- strategies for the four key themes of the Unley Community Plan
- the Unley City Plan 2050, that will give a spatial and integrated expression to the Unley Community Plan
- a Local Area Plan (required by the State Government) indicating how the Council will meet the projected GARP housing target for the City and the extent it has applied the principles of Living Locally and other strategic directions set out in the GARP.

These documents will undergo further consultation in accordance with the Council's consultation policy or as required by other authorities (eg the Local Area Plan). Any subsequent proposals to implement changes in zoning would require further consultation.

BACKGROUND INFORMATION

HOUSING ANALYSIS

David Snoswell Property Advisory

Report prepared for:
City of Unley

May, 2024

City of Unley Capacity Report

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Executive Summary

Introduction

The purpose of this report is to estimate the potential residential capacity within the City of Unley Local Government Area. The report identifies key residential development opportunities on a site by site basis in the City of Unley.

In order to identify development opportunities, we have considered the following:

Factor	Comment
Land Use Zone	The current land use zone provides desired outcomes for land within the zone, together with an indication of residential density expected, where residential is a desired land use.
Recent Development Activity	We have identified recent development applications, including projects under consideration, approved, under construction and completed. Where details of such projects are known, the residential yield on these sites is used. The residential yields of recent projects also provide an indication of likely yield (dwellings per hectare) for similarly located sites.
Existing improvements	Development is most likely to occur on sites where there is limited value in the existing improvements. We have focussed on sites where the ratio of capital value to site value is 1.3 or less. These sites are more likely to be developed in the time frame to 2050. We note that Plan SA's Land Supply Report for Greater Adelaide uses similar analysis to identify likely infill residential development.
Heritage Character Overlay	Large scale residential development at significantly higher density than prevailing densities is difficult within the areas of the City of Unley covered by the Heritage Character Overlay. This is effectively the entire Established Neighbourhood Zone, which covers approx. 80% of Unley's residential land.
Planning Code Amendments	Land that is subject to existing Planning Code Amendments or likely to go through a Planning Code Amendment has been identified. The residential capacity for such sites has taken into account the likely development potential of the land once rezoned.
Key sites	Key development sites have been identified in consultation with City of Unley staff. Potential residential outcomes for such sites have considered residential densities achieved on similar sites. Some of these sites are owned by Council or have been subject to discussions with Council.
Large sites	Large sites have been identified from property data held by the City of Unley and through discussions with Council. The focus was initially sites of 2,000sqm and over. However, we have considered sites of 1,000sqm and over as there is considerable potential on these smaller sites that need to be taken into account.
Site amalgamation potential	We have also considered the potential for site amalgamation of adjoining sites where existing improvements suggest that redevelopment in the next 25 years is likely.
Residential Demolitions	We have made an allowance for demolition of existing residential dwellings on existing residential development sites. The residential capacity aims to estimate net growth in residential dwellings and population.
Population per dwelling	We have considered the number of residents typically living in various residential types as at the 2021 Census in order to estimate the population growth due to new residential development.
Vacant dwellings	A small allowance is also made to account for unoccupied dwellings

Factor	Comment
Development probabilities	Once all development opportunities have been identified, the probability of development occurring by 2050 is considered. This assumption can have a significant impact on the final residential capacity within the City of Unley. Projects that are well advanced or sites that have been specifically earmarked for residential / mixed use development in the future have high probabilities (up to 100%) of happening. In locations such as Urban Corridor zoned land, it is likely that some identified sites will be developed for non-residential use and other sites will not be redeveloped. Lower probabilities are employed in these locations.
Capacity Range	For each Zone, a capacity has been estimated. This takes into account known developments as well as possible redevelopments on under-developed sites within the Zone. There are many assumptions made. We have therefore provided a Capacity Range for each zone. This typically assumes + or – 10% and is subject to rounding to the nearest 10 dwellings.

1. Opportunities by Zone

1.1 Business Neighbourhood Zone

Name	Business Neighbourhood
Desired Outcomes	A variety of housing and accommodation types and compatible employment-generating land uses in an environment characterised by primarily low-rise buildings. Buildings of a scale and design that complements surrounding built form, streetscapes and local character and provide for landscaping and open space.
Is residential use a desired use?	Yes
Code Amendment Opportunity	n.a.
Key Locations of interest	Major road frontages including: • Goodwood Road • King William Road • Unley Road • Glen Osmond Road
Max. Building Height	2 storey
Minimum site area	n.a.
Density	Low - residential is secondary to non-residential uses

Key opportunity

Mary Street and City of Unley Depot Code Amendment – Site Area is approx. 1.5 hectares.

This code amendment has the potential for residential development behind King Wiliam Street frontages of 3-4 storeys. Assuming zoning and density achieved is similar to Urban Renewal Neighbourhood, this would provide for density of approx. 70 dwellings per hectare density, or 106 dwellings (104 dwellings net given two existing dwellings at 86 and 90 Mary Street.

Other opportunities

19 development opportunities identified on sites of greater than or equal to 1,000 sqm

Total site area: 24,695sqm

Assume 50% uptake. 24 additional dwellings

Assume residential is secondary to non-residential uses and either first floor or behind non-residential uses. Therefore, dwelling density achieved is generally low.

Total Capacity

128 dwellings

Capacity range: 120-140

1.2 Commonwealth Facilities Zone

Name	Commonwealth Facilities
Desired Outcomes	A zone accommodating nationally significant aviation and defence-related activities.
Is residential use a desired use?	No
Code Amendment Opportunity	Yes - Keswick Barracks long-term future is for mixed use development.
Key Locations of Interest	Keswick Barracks
Max. Building Height	n.a.
Minimum Site Area	n.a.
Density	n.a.

Key opportunity

Keswick Barracks

Site Area: 12.7 hectares

The site is earmarked for mixed use redevelopment. It benefits from good public transport access and close proximity to the Adelaide CBD.

By comparison, the nearby Lecornu site is approved for 290 dwellings across 3.6 hectares (81 dwellings per hectare). Both sites are expected to provide mixed use environments. Keswick density may be constrained to a greater degree than the Lecornu site due to the requirement to retain heritage buildings on the site. However, it is closer to the Adelaide CBD and has excellent access to the CBD by bus, road and rail.

Assuming a similar density to Lecornu (~80 dwellings per hectare) would yield 1,014 dwellings, or approx. 1,000 dwellings. We note that Bowden Village is expected to yield 2,300 dwellings across 16 hectares, or 144 dwellings per hectare. But Keswick has greater heritage constraints. A yield of between 80 and 100 dwellings per hectare may be achieved.

Assumed probability of this site being developed by 2050 is 100%.

Total Capacity

Capacity (at 90 dwellings per hectare): 1,141

Capacity range: 1,000 – 1,300 dwellings (reflecting a range between 80 and 100 dwellings per hectare (rounded).

1.3 Employment Zone

Name	Employment
Desired Outcomes	A diverse range of low-impact light industrial, commercial and business activities that complement the role of other zones accommodating significant industrial, shopping and business activities.
Is residential use a desired use?	No
Code Amendment Opportunity	Goodwood Road, Wayville. However, there is limited supply of Employment zoned land in City of Unley to support local services for a growing community. Mary Street Code Amendment includes some Employment zoned land.
Key Locations of Interest	Mary Street, Unley
	Goodwood Road, Wayville (north of tramline)
	South Road, Black Forest
Max. Building Height	2 storey
Minimum Site Area	n.a.
Density	n.a.

Key opportunity

Mary Street and King William Road Code Amendment is proceeding. This includes for land within the Employment Zone and Business Neighbourhood Zone.

Capacity accounted for in Business Neighbourhood Zone analysis.

Other opportunities

Goodwood Road frontages. Many of the land uses within this Employment Zone north of the tramline are low rise and not typical uses found within Employment Zones. Should this area be rezoned to provide multi-storey mixed use development, some residential development may occur in the future.

Sites fronting South Road are less conducive to residential development and better placed for business use, given traffic volumes and amenity.

Five development opportunities identified on sites of greater than or equal to 1,000 sqm

- Located on Goodwood Road in Wayville and Goodwood.
- Total site area: 9,263sqm
- Assume 50% uptake
- Assume Urban Corridor or similar zoning, providing opportunity for multi-storey apartments.
- Typical density: 200 dwellings per hectare.

Total Capacity

93 dwellings

Capacity range: 80-100 dwellings

1.4 Established Neighbourhood Zone

Name	Established Neighbourhood
Desired Outcomes	A neighbourhood that includes a range of housing types, with new buildings sympathetic to the predominant built form character and development patterns. Maintain the predominant streetscape character, having regard to key features such as roadside plantings, footpaths, front yards, and space between crossovers.
Is residential use a desired use?	Yes
Code Amendment Opportunity	Yes - Bakery site in Forestville is proceeding Goodwood Community Centre is a large site that could be subject to a code amendment to increase development outcome
Key Locations of Interest	Large non-residential sites including Bakery site at 4 Leah Street Forestville
	Large sites in single ownership with minimal character constraints
Max. Building Height	1-2 storey
Minimum Site Area	300-500sqm Higher in many areas Generally reflects existing land division pattern
Density	Modest increase in density only, with the zone the subject of heritage character overlay restricting redevelopment at increased densities.

Key opportunities

Bakery Site Code Amendment at Leah Street Forestville. Assuming 70 dwellings per hectare would yield 51 dwellings.

79-85 Mary Street is proposed to be developed for 19 dwellings

SAHA site – Robsart Street Parkside. Significant long term potential but earmarked for upgrade to existing buildings.

Other Opportunities

Future redevelopment of Goodwood Community Centre. Assuming 70 dwellings per hectare as part of a mixed-use, medium density scheme would yield 43 dwellings.

Non-residential sites – e.g. 15 Lyons Parade is a 2,400sqm site that could achieve 8 dwellings based on minimum site area of 300sqm per dwelling. However, there are examples of development nearby that have achieved higher density.

Ad-hoc subdivision of large lots to create two lots from one is a common form of development in both the EN zone and SN Zone.

On-going subdivision / two for one projects:

- 5-10 per annum net within EN Zone and SN Zone over next 26 years (to 2050)
- 130 - 260 dwellings. Say 200 dwellings

Total Capacity

- Identified Sites: 121 dwellings
- Small subdivisions: 200 dwellings (net growth of 10 dwellings per annum for 26 years to 2050)
- Total: 321 dwellings

Capacity range:300-350 dwellings

1.5 General Neighbourhood Zone

Name	General Neighbourhood
Desired Outcomes	Low-rise, low and medium-density housing that supports a range of needs and lifestyles located within easy reach of services and facilities. Employment and community service uses contribute to making the neighbourhood a convenient place to live without compromising residential amenity
Is residential use a desired use?	Yes
Code Amendment Opportunity	n.a.
Key Locations of Interest	Small pockets of Unley Park, Parkside and Fullarton
Max. Building Height	Low rise
Minimum Site Area	300sqm 250sqm for row dwelling
Density	Low to medium density

Key opportunities

2 White Avenue Fullarton – 3 dwellings under construction

7 Aragon Street Fullarton – 6 dwellings under construction.

Other Opportunities

Aveo Kings Park at 291-297 Goodwood Road – 50 retirement living units on site of 9,500sqm. Likely to be at capacity given current zoning.

A further 20 sites identified with strong development opportunities with total site area of 23,273sqm.

- Including Unley Road frontages between Northgate Street and High Street with potential for site amalgamation.
- Assume 50% uptake and one dwelling per 300sqm site area
- Assume loss of some existing dwellings

Total Capacity

- Under construction: 9 dwellings
- Other opportunities (with assumptions): 34 dwellings
- Total Capacity: 43 dwellings

Capacity range: 40-50 dwellings

1.6 Housing Diversity Neighbourhood Zone

Name	Housing Diversity Neighbourhood
Desired Outcomes	Medium density housing supports a range of needs and lifestyles, located within easy reach of a diversity of services and facilities. Employment and community service uses contribute to making the neighbourhood a convenient place to live without compromising residential amenity.
Is residential use a desired use?	Yes
Code Amendment Opportunity	n.a.
Key Locations of Interest	Everard Park, Anzac Highway and South Road frontages
	Parkside, near Fullarton Road
	Cross Road, Clarence Park
Max. Building Height	3 storeys South Road 2 storeys Cross Road 2-3 storeys Mary Street
Minimum Site Area	150sqm per dwelling to 600sqm per dwelling, depending on location. 200sqm Cross Road
Density	Low to medium density

Key opportunities

38 Anzac Highway – 37 dwellings proposed

66 Anzac Highway – 6 dwellings proposed

Other Opportunities

Aveo Ackland Park

- 30 units on site of 11,271sqm. Minimum site area per dwelling is 150sqm allows significantly higher density

10 Randolph Avenue Parkside:

- site area 1,299sqm. Minimum site area per dwelling of 230sqm

Assume 50% uptake of these opportunities with development reflecting minimum site area per dwelling.

Total Capacity

- Proposed: 43 dwellings
- Other opportunities (with assumptions): 25 dwellings
- Total Capacity: 68 dwellings

Capacity range: 60 - 70 dwellings

1.7 Local Activity Centre Zone

Name	Local Activity Centre
Desired Outcomes	A range of small-scale shops, offices, business, health and community facilities to provide daily services to and support walkable neighbourhoods.
Is residential use a desired use?	Primarily at upper levels of mixed use building
Code Amendment Opportunity	n.a.
Key Locations of Interest	Goodwood Road, Kings Park
	Corner Anzac Highway & South Road, Everard Park
Max. Building Height	2 storey
Minimum Site Area	n.a.
Density	Low - residential is secondary to non-residential uses

Key opportunities

n.a.

Other Opportunities

Goodwood Road Kings Park

Anzac Highway Everard Park

Three sites identified in above areas with total site area of 5,132sqm

- Assume low density of 20 dwellings per hectare (given residential opportunities primarily behind retail or on second level)
- Assume 50% uptake.

Total Capacity

- 5 dwellings

Capacity range: 5-10 dwellings

1.8 Recreation Zone (Adelaide Showgrounds Subzone)

Name	Recreation (Adelaide Showgrounds Subzone)
Desired Outcomes	Multifunctional showground facilities and spaces catering to a wide range of cultural, agricultural, recreational, sporting and business events, conferences, shows, markets and exhibitions together with supporting administrative and visitor facilities. An area supporting transitional development between core showground facilities and adjacent areas along Leader Street and Rose Terrace achieve complementary land use and built form outcomes that support the multifunctional role of core showground facilities and spaces.
Is residential use a desired use?	No
Code Amendment Opportunity	Yes - should RAHSC choose to relocate the Adelaide Showgrounds
Key Locations of Interest	frontages to Leader Street and Rose Terrace
Max. Building Height	3 storey fronting Leader Street 7 storey fronting Rose Terrace
Minimum Site Area	n.a.
Density	n.a.

Key opportunity

Future relocation of the Adelaide showgrounds to enable a masterplanned redevelopment of the 28 hectare block bounded by Rose Terrace, Goodwood Road, Leader Street and the rail corridor. This is a game changer for the City of Unley, given the site is approx. 28 hectares.

Assuming the site continues to function as the Adelaide Showgrounds, the primary opportunities are existing open-lot parking areas. E.g.:

- Leader Street frontages – approx. 21,400sqm
- Rose Terrace frontages – approx. 27,700sqm
- Total area 49,100sqm

Assumptions

- Density of 70 dwellings per hectare to Leader Street; 200 dwellings per hectare to Rose Terrace (similar density to opportunities within Urban Corridor Zones)
- 50% take-up of land for residential purposes with the balance of land developed to support the continuing function of the Showground site (e.g. for multi-deck car parking)
- 75 dwellings to Leader Street
- 277 dwellings to Rose Terrace

Total Capacity

- 352 dwellings

Capacity range: 300-400 dwellings

1.9 Suburban Activity Centre Zone

Name	Suburban Activity Centre
Desired Outcomes	An active commercial precinct supporting neighbourhood-scale shopping, business, entertainment and recreation facilities to provide a focus for business and community life and most daily and weekly shopping needs of the community. Buildings and pedestrian areas create a high quality, activated public realm that is integrated with pedestrian and cycle networks and establish well-defined connections to available public transport services.
Is residential use a desired use?	Upper levels; behind non-residential uses
Code Amendment Opportunity	n.a.
Key Locations of Interest	Unley Road, Unley
	South Road, Black Forest
	Arkaba, Fullarton Road, Fullarton
	Fullarton Road, Highgate
Max. Building Height	Up to 9 storeys Unley Road 2 storeys Arkaba
Minimum Site Area	n.a.
Density	Medium to high density - Unley Road

Key opportunities

Unley Central, 166-168 Unley Road. ~170 apartments

Unley Community Centre

SAHA site at 10-12 Thomas Street: existing 25 units. Redevelopment of site at 70 dwellings per hectare (noting rear of site is heritage listed) may yield 36 dwellings – a net increase of 11 dwellings.

Other Opportunities

A further 10 sites identified with total site area of 13,424sqm.

- Black Forest, Myrtle Bank, Unley, Highgate
- Assume residential land uses will be secondary to retail / community uses and limited to upper levels
- With the exception of Unley Road sites in the central core, residential opportunities further limited by height restrictions.

Unley Shopping Centre has long-term potential for residential apartments above a redeveloped retail centre. Low priority under existing ownership.

Total Capacity

- Unley Central: approx. 170 apartments
- SAHA site: 11 dwellings
- Community Centre: approx. 11
- Other sites: 25 dwellings
- Total: 219 dwellings

Capacity range: 200-240 dwellings

1.10 Suburban Main Street Zone

Name	Suburban Main Street
Desired Outcomes	A mix of land uses including retail, office, commercial, community, civic and medium density residential development that supports the local area.
Is residential use a desired use?	Yes - medium density residential uses
Code Amendment Opportunity	n.a.
Key Locations of Interest	Goodwood Road, Goodwood
	King William Road, Hyde Park
	Fullarton Road, Highgate
Max. Building Height	2 storeys
Minimum Site Area	
Density	Low - residential is secondary to non-residential uses

Key opportunities

n.a.

Other Opportunities

Four sites identified with total site area of 4,854sqm.

- Mix of locations
- Minor residential opportunities given residential uses is not the primary anticipated use.
- Assume 50% up-take
- Assume 20 dwellings per hectare
- 5 dwellings

Total Capacity

5 dwellings

Capacity range: 5-10 dwellings

1.11 Suburban Neighbourhood Zone

Name	Suburban Neighbourhood
Desired Outcomes	Low density housing is consistent with the existing local context and development pattern. Services and community facilities contribute to making the neighbourhood a convenient place to live without compromising residential amenity and character.
Is residential use a desired use?	Yes - low density residential uses
Code Amendment Opportunity	n.a.
Key Locations of Interest	Myrtle Bank
	Black Forest
	Goodwood Road, Kings Park / Clarence Park
Max. Building Height	2 storeys
Minimum Site Area	350sqm
Density	Low density

Key opportunities

n.a.

Other Opportunities

Ad-hoc subdivision of large lots to create two lots from one is a common form of development in the EN zone and SN Zone.

On-going subdivision / two for one projects:

- 2-4 per annum net within over next 26 years (to 2050)
- 52-102 dwellings

Total Capacity

Capacity: 78 assuming 3 dwellings net increase per annum

Capacity range: 50-100 dwellings

1.12 Urban Corridor (Boulevard) Zone

Name	Urban Corridor (Boulevard)
Desired Outcomes	Buildings that achieve a consistent, tall, uniform facade to frame the primary road corridor (e.g., a State maintained road or a road with similar attributes) that are consistently well set back with areas of significant open space in front, other than in specified areas where a lesser or no setback is desired. Buildings accommodate a mix of compatible residential and non-residential uses including shops and other business activities at ground and lower floor levels with residential land uses above.
Is residential use a desired use?	Yes - medium to high density residential uses on upper levels
Code Amendment Opportunity	n.a.
Key Locations of Interest	Greenhill Road frontages
	Glen Osmond Road north of St Anns Place
Max. Building Height	Up to 7 storeys fronting Greenhill Road Up to 10 storeys at Goodwood Road intersection & west of Goodwood Road 5 storeys fronting Glen Osmond Road
Minimum Site Area	n.a.
Density	Medium to high density

Key opportunities

Five identified projects within UC (boulevard) Zone yielding 145 dwellings identified.

AEU site under assessment: Originally sought approval for 232 dwellings. Assume final approval for 20% less dwellings due to reduced density. i.e. 185 dwellings

Other Opportunities

A further 17 sites identified with total site area of 26,184sqm.

- Predominantly Greenhill Road frontages
- Assume multi-storey development at density of 200 dwellings per hectare (20 dwellings per 1,000sqm site)
- Assume 50% take-up.
- Additional 262 dwellings

Total Capacity

- Five existing projects: 145 dwellings
- AEU site: approx. 185 dwellings
- Other sites: 262 dwellings
- Total: 592 dwellings

Capacity range: 550-650 dwellings

1.13 Urban Corridor (Business) Zone

Name	Urban Corridor (Business)
Desired Outcomes	A medium rise mixed use zone with a strong focus on employment, which accommodates a diverse range of commercial and light industrial land uses together with compatible medium density residential development oriented towards a primary road corridor (e.g., a State maintained road or a road with similar attributes). Residential development that provides a pleasant amenity for residents without diminishing business opportunities on adjacent land.
Is residential use a desired use?	Yes - on upper levels / behind non-residential uses
Code Amendment Opportunity	n.a.
Key Locations of Interest	East of Lecornu site fronting north side of Leader Street and Maple Street
Max. Building Height	6 storeys
Minimum Site Area	n.a.
Density	Medium to high density

Key opportunities

n.a.

Other Opportunities

This is a relatively intact business zone. Only one site of 1,000sqm and over identified, although there may be larger sites on multiple titles in same ownership.

An important business / employment location. Such locations will become more important to retain for business purposes to serve a growing residential population.

There may be some appetite for residential mixed use development following the completion of the former Lecornu site development to the west.

Limited expected development in short-medium term.

Total Capacity

0 dwellings

Assumed to be maintained for employment generating businesses

1.14 Urban Corridor (Living) Zone

Name	Urban Corridor (Living)
Desired Outcomes	A mixed use area with a strong residential focus that provides a diverse range of medium density housing options primarily in multi-level medium rise buildings supported by compatible non-residential land uses oriented towards a primary road corridor (e.g., a State maintained road or a road with similar attributes), high frequency public transport route, activity centre or significant open space.
Is residential use a desired use?	Yes - medium to high density residential uses
Code Amendment Opportunity	n.a.
Key Locations of Interest	Lecornu Site
	Anzac Highway, Everard Park
Max. Building Height	6 storeys
Minimum Site Area	n.a.
Density	Medium to high density

Key opportunities

Lecornu site redevelopment – 290 dwellings.

26-28 Anzac Highway – apartment building under construction (33 dwellings)

22 Anzac Highway – apartment building approved (40 dwellings)

Other Opportunities

A further four sites identified with total site area of 5,520sqm.

- Anzac Highway and Maple Avenue
- Strong likelihood of being developed given area is transitioning
- Assume 75% take-up.
- Additional 83 dwellings

Total Capacity

- Lecornu: 290 dwellings
- 22 & 26-28 Anzac Highway: 73 dwellings
- Remaining opportunities: 83 dwellings
- Total: 446 dwellings

Capacity range: 430-480 dwellings

1.15 Urban Corridor (Main Street) Zone

Name	Urban Corridor (Main Street)
Desired Outcomes	A safe, walkable and vibrant shopping, entertainment and commercial main street precinct with an active day and evening economy supported by medium density residential development.
Is residential use a desired use?	Yes - on upper levels of mixed-use buildings
Code Amendment Opportunity	n.a.
Key Locations of Interest	Unley Road (north and south of main shopping precinct)
Max. Building Height	5 storeys
Minimum Site Area	n.a.
Density	Medium to high density

Key opportunities

Opey Avenue townhouse – under construction – 8 dwellings.

Unley 108 – Approved – 44 dwellings

Other Opportunities

A further 20 sites identified with total site area of 34,033sqm.

- Fronting Unley Road
- Expected difficulty with many properties providing steady income or owned by passive investors
- Assume 50% take-up
- Assume density of 150 dwellings per hectare (noting significantly higher density at Unley 108).
- Additional 255 dwellings

Total Capacity

- Approved and under construction: 52 dwellings
- Other opportunities: 255 dwellings
- Total: 307 dwellings

Capacity range: 300-330 dwellings

1.16 Urban Renewal Neighbourhood Zone

Name	Urban Renewal Neighbourhood
Desired Outcomes	Housing and other land uses which no longer meet community preferences are replaced with new diverse housing options. Housing density increases, taking advantage of well-located urban land. Employment and community services will improve access to jobs, goods and services without compromising residential amenity.
Is residential use a desired use?	Yes - in 2-3 storey buildings
Code Amendment Opportunity	n.a.
Key Locations of Interest	Highgate Park – 28,450sqm site purchased by Living Choice for residential, retirement and aged care
	Glen Osmond Road, Myrtle Bank
	Mary & Charles Street, Unley
	Fullarton Road, Fullarton
	Fullarton Road, Highgate / Myrtle Bank
	Randolph Ave, Parkside
	Norman Terrace, Everard Park
Max. Building Height	4 storeys Norman Street (large sites) 2-3 storeys Charles Street 3 storeys Fullarton Road
Minimum Site Area	n.a.
Density	70 dwellings per hectare. Potentially higher on sites of 1,200sqm and over

Key opportunities

Highgate Park: Potential development for:

- ~30 Townhouses fronting Fisher Street and Highgate Street
- ~70 retirement units in new five storey building
- Redevelopment of 28,000sqm building
    - ~180 aged care places
    - ~120 apartments (retirement or strata)

Corner of Cross Road and Fullarton Road is under construction for 18 dwellings

Auta developments:

- 322-324 Fullarton Road – under construction - 10 dwellings
- 308-310 Fullarton Road – under construction - 13 dwellings

Other Opportunities

A further 15 sites identified with total site area of 84,440sqm.

- SAHA Stow Court site at 328-338 Fullarton Road. Long-term potential redevelopment at higher density. However, this has previously been considered and no action taken.
- Three additional sites for development following Cross / Fullarton Road widening works. Expected to yield 15 dwellings.
- Seven retirement villages / aged care
- Four additional sites. Assume 50% uptake and development yield of 70 dwellings per hectare.

Two retirement villages were considered to have redevelopment potential, given relatively low existing yield for this zone. Assuming 50% probability and 70 dwellings per hectare, an additional 46 dwellings would be provided.

Total Capacity

- Approved and under construction: 41 dwellings
- Highgate Place
  - 150 dwellings
  - 70 retirement units
  - 180 aged care places
- Other retirement villages: 46 dwellings
- Other opportunities: 33 dwellings
- Total: 224 dwellings; 116 retirement dwellings; 180 aged care places

Capacity Range: 200-240 dwellings + 116 retirement dwellings + 180 aged care places

Note: This excludes additional yield from potential redevelopment of SAHA's Stow Court

2. Summary

Below is the summary residential capacity by zone.

Based on our analysis, there is capacity for an additional:

- 3,640 – 4,470 dwellings
- 139 retirement living units; and
- 280 aged care places.

Based on normal occupancy levels, this would provide capacity for an additional 7,000-8,500 residents.

As at June 30 2023, the estimated residential population of the City of Unley was 39,929. There was limited residential completions in 2023-24, so the population as at mid-2024 may not have grown considerable.

Assuming the population is circa 40,000 by mid-2024 and grows by 7,000-8,500 over the next 26 years, the population of the City of Unley would reach 47,000-48,500 residents by 2050. This equates to average growth per annum of 268-325 residents per annum (or around 300 additional residents per annum). This is only 0.7% per annum growth of the 26 year period, although still reflects higher growth than Unley's long-term average of 0.35% growth.

Key reasons for a spike in the long-term growth pattern are the large development opportunities that are almost certain to proceed over the period to 2050, namely:

- Lecornu site redevelopment: 290 dwellings
- Keswick Barracks redevelopment: 1,000 + dwellings
- Highgate Park redevelopment: over 200 apartments and retirement units; plus aged care
- Unley Central: ~ 170 dwellings

There are some exclusions that if developed for residential purposes, or redeveloped at significantly higher density, could change the overall capacity. These sites include the following:

- Royal Adelaide Showgrounds
- SA Housing Authority major sites:
    - Stow Court, 328-338 Fullarton Road, Fullarton
    - 91 Robsart Street, Parkside

Further consultation with the owners of these sites is recommended.

Additionally, some further rezoning of land fronting main roads may increase the development potential for residential purposes, including:

- Cross Road: Predominantly zoned *Established Neighbourhood.*
- Goodwood Road: Currently zoned *Employment* but the mix of existing land uses is not typical of Employment zoned land. Potential for multi-storey, mixed use development with rezoning.

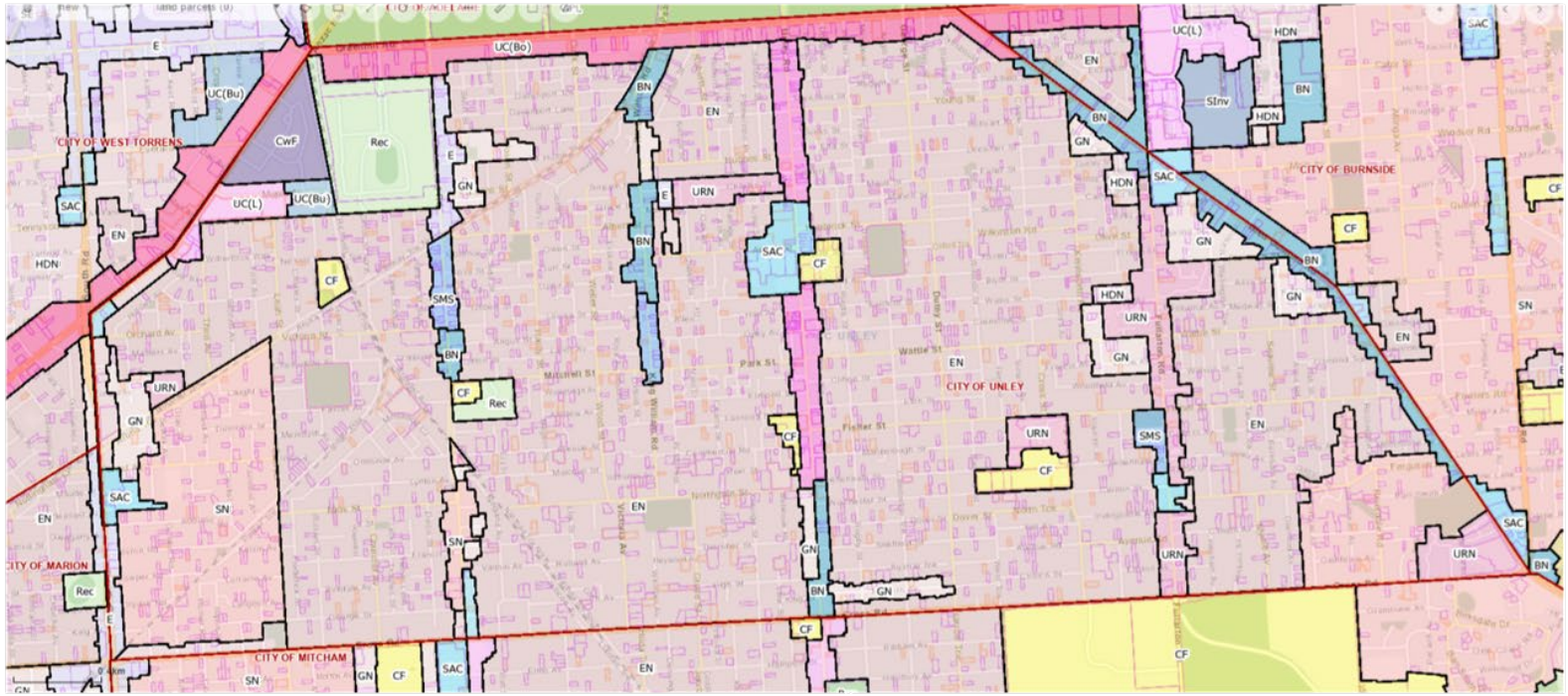
- Glen Osmond Road: Much of the frontages to Glen Osmond Road is *Business Zone* with building heights of just 2 storeys. Potential for multi-storey, mixed use development with rezoning, particularly for sites close to the Adelaide CBD (i.e. between Greenhill Road and Fullarton Road.
- Leader Street (south side): Zoned Established Neighbourhood. However, given the proposed redevelopment of the Lecornu site and rezoning of the former bakery site, other sites on the southern side of Leader Street may be suitable for multi-storey development, subject to appropriate rezoning.

A higher take-up of identified residential development sites would also increase the potential capacity. We have generally assumed 50% take-up of sites identified, with the exception of sites that have either approval for future development or are going through the process of master-planning for future residential development.

Summary Table: Residential Growth between 2024 and 2050 by Zone: City of Unley

	Additional Dwellings			Additional Retirement / Aged Care		
Zone	Additional Dwellings	Low	High	Retirement	Aged Care	Comment
Business Neighbourhood	128	120	140			Medium Density
Commonwealth Facilities	1,141	1,000	1,300			Primarily apartments
Employment	93	80	100			Primarily apartments - assumes rezoning
Established Neighbourhood	321	300	350		100	Primarily detached dwellings
General Neighbourhood	43	40	50			Primarily apartments
Housing Diversity Neighbourhood	68	60	70	23		Medium Density
Local Activity Centre	5	5	10			Medium Density
Recreation	352	300	400			Apartments
Suburban Activity Centre	219	200	240			Primarily apartments
Suburban Main Street	5	5	10			Medium Density
Suburban Neighbourhood	78	50	100			Included in EN Zone Analysis
Urban Corridor (Boulevard)	592	550	650			Primarily apartments
Urban Corridor (Business)	-	-	-			Primarily retained for business uses
Urban Corridor (Living)	446	430	480			Primarily apartments
Urban Corridor (Main Street)	307	300	330			Primarily apartments
Urban Renewal Neighbourhood	224	200	240	116	180	Medium Density
Dwellings	**4,021**	**3,640**	**4,470**	**139**	**280**	
Assume 10% vacancy	3,619	3,276	4,023	125	252	
Residents per dwelling	2.0	2.0	2.0	1.3	1.0	
Total Additional Residents (in dwellings)	7,239	6,552	8,046	**163**	**252**	
Total Additional Residents (in retirement living)	163	163	163			
Total Additional Residents (in aged care)	252	252	252			
Total Additional Residents	**7,654**	**6,967**	**8,461**			

Figure 1: Zones within City of Unley



3. Historic Area Overlay

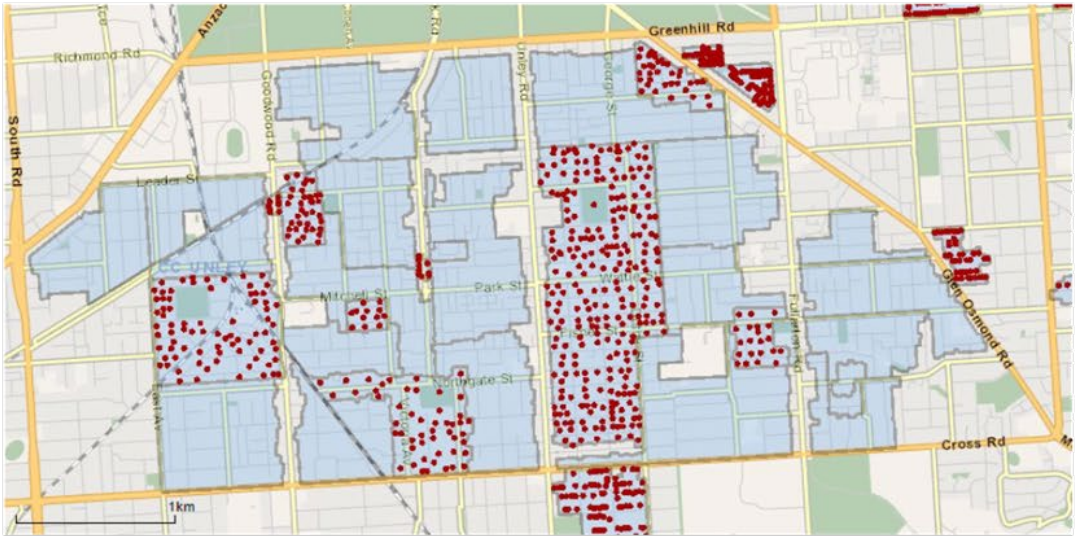
Around 80% of the City of Unley's residential zones are within the Historic Area Heritage Overlay. The main areas outside of the Historic Area Overlay include:

- Frontages to main roads; the exception being much of the Cross Road frontage and portions of Goodwood Road, Glen Osmond Road and Fullarton Road;
- The area bounded by East Avenue, Cross Road, South Road and south of the tram line within the suburbs of Black Forest and Clarence Park;
- Part of Myrtle Bank, being generally east of Urrbrae Avenue and south of Ferguson Avenue
- Parts of Fullarton and Parkside, including frontages to Fullarton Road, Glen Osmond Road, part of Wattle Street and some side streets;
- The former Julia Farr Centre (Highgate Park) and Concordia College in the suburb of Highgate.
- A small pocket of Wayville between Young Street and Parsons / Hoxton Street;
- The area bounded by Greenhill Road, Goodwood Road, Leader Street and Anzac Highway, including major development opportunities such as Keswick Barracks, the former Lecornu site at 10 Anzac Highway and the Wayville Showgrounds

The Historic Area Heritage Overlay generally aligns with the Established Neighbourhood Zone (EN). Other zones generally are not subject to the Heritage Overlay, including the higher density residential zones and zones earmarked for renewal; e.g.:

- Suburban Neighbourhood (SN)
- Urban Renewal Neighbourhood (URN)
- General Neighbourhood (GN)
- Housing Diversity Neighbourhood (HDN)
- Urban Corridor Zones (UC)

Figure 2: Historic Area Overlay and Representative Buildings



Source: SAPPA

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BACKGROUND INFORMATION

MARKET REALISTIC ANALYSIS OF HOUSING DIVERSITY AREAS

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PointData's Urban Policy Model:
Residential Infill Potential Assessment and Scenario Testing

For The City of Unley

THE CITY of Unley



Content

1. Introduction, Project Background and Defined Assessment Areas
2. Urban Policy Model Analysis: Methodology, Scenario Testing and Outputs
3. Scenario 1: Base Case
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5. Scenario 3: Controlled Density Housing Diversity (WITHOUT Affordable Housing Overlay)
6. Scenario 3a: Controlled Density Housing Diversity (WITH Affordable Housing Overlay)
7. Summary
8. Appendices



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Introduction, Project Background and Defined Assessment Areas

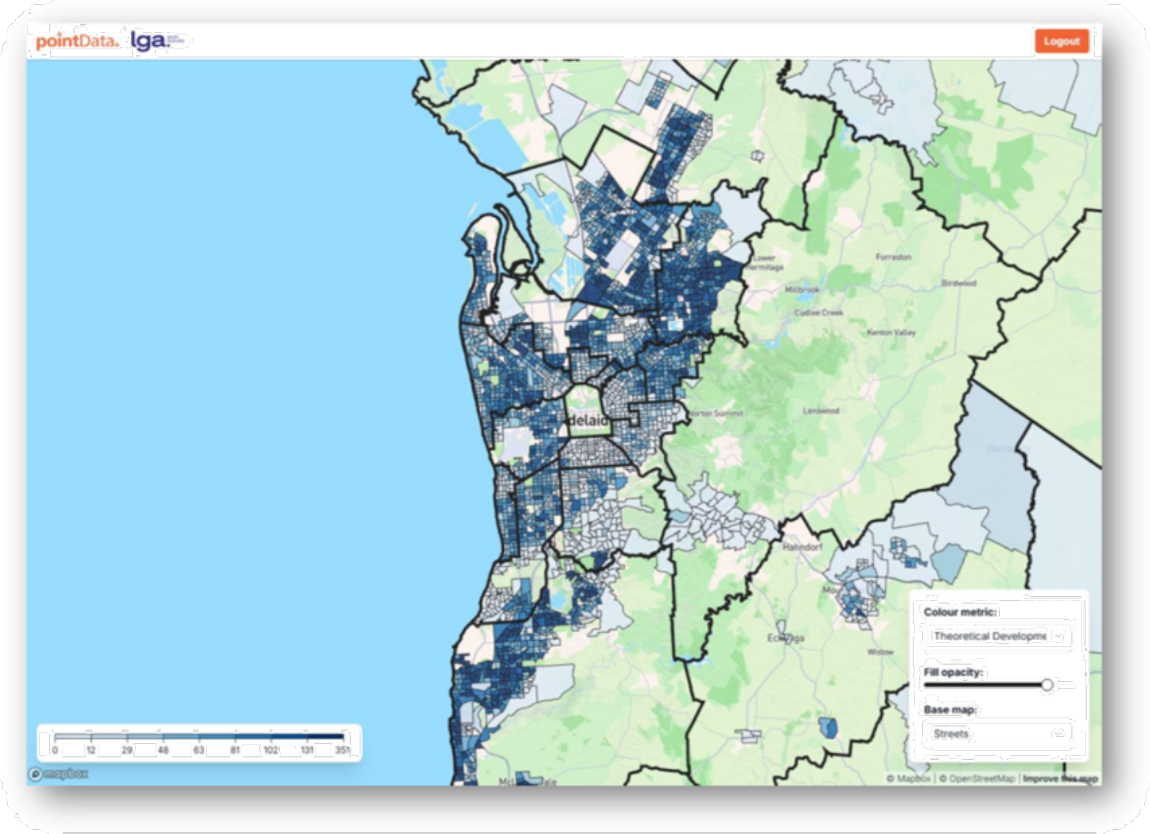
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Introduction

PointData is a South Australian technology firm specialising in advanced data and analytics. Built on decades of expertise in urban planning, demographics, and the property industry, our unique modelling platform provides new insights into development potential, property and land values, and land value uplift.

PointData works with local governments to create evidence-based strategic planning outcomes. By forecasting development outcomes under varying policy scenarios, our data allows Councils to plan proactively for future housing, infrastructure, and land-use requirements.



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Project Background

The City of Unley is progressing its *Planning for Growth* initiative and has identified several areas across the Local Government Area for potential rezoning to a Housing Diversity Zone. Council has engaged PointData to assess how these policy and zoning changes may influence both "theoretical" and "market-realistic" infill development outcomes.

These insights will establish an evidence base to support policy decisions and inform community consultation. The outputs and analysis presented in this report were generated using the Scenario Testing Tool within the PointData Urban Policy Model.



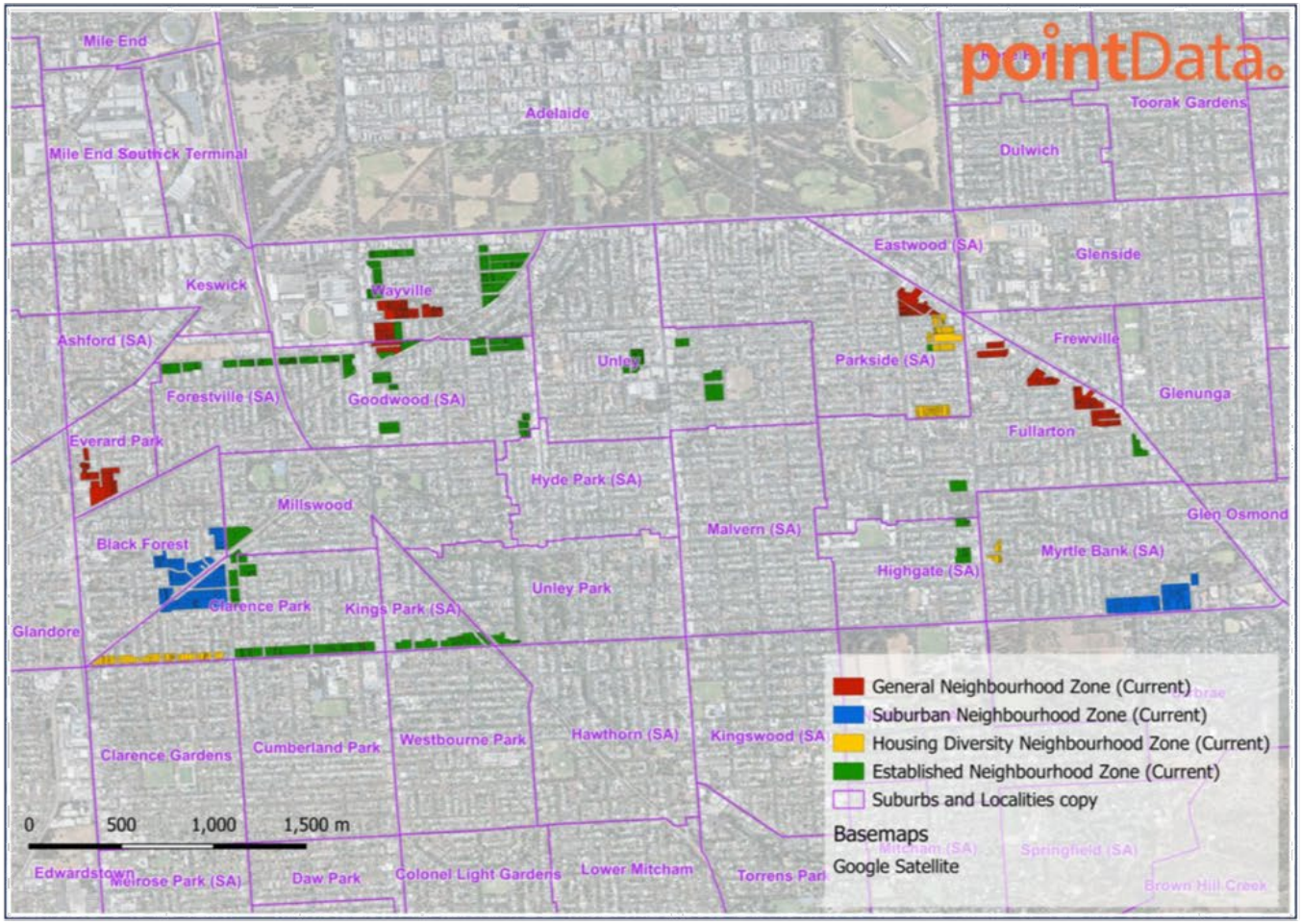
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Assessment Areas

The areas for investigation were identified through the *Planning for Growth* consultation draft and are distributed across the Council area.

Individual properties for assessment were defined by the City of Unley and provided to PointData.



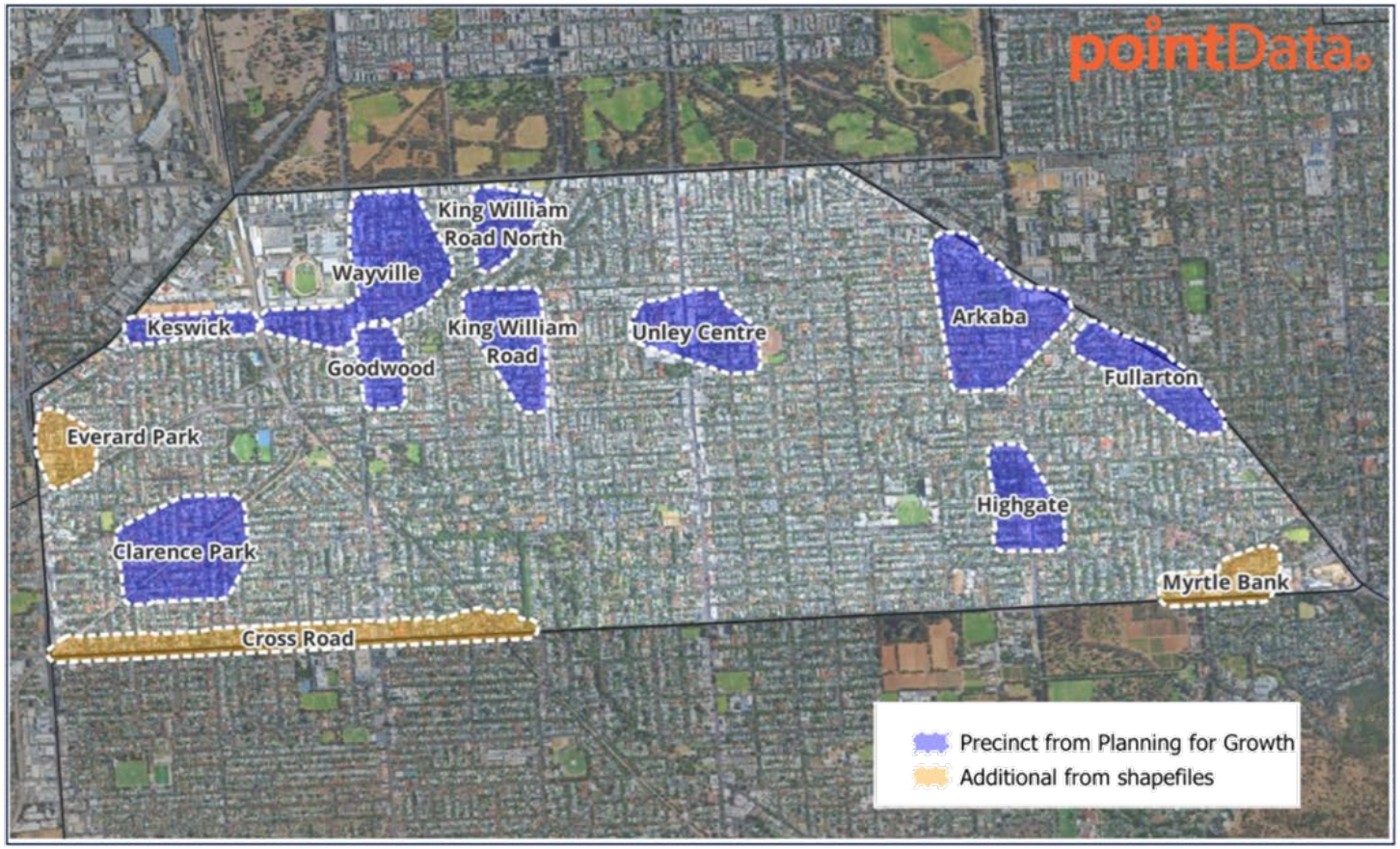
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Extent of Assessment Areas

PointData has aligned the assessment properties with the precincts identified in the *Planning for Growth* consultation document (Keswick, Wayville, Clarence Park, Goodwood, King William Road North, King William Road, Unley Centre, Arkaba, Fullarton, and Highgate).

However, three additional areas (Cross Road, Everard Park, and Myrtle Bank) contain properties that fall outside these precincts but are also included in the investigation.

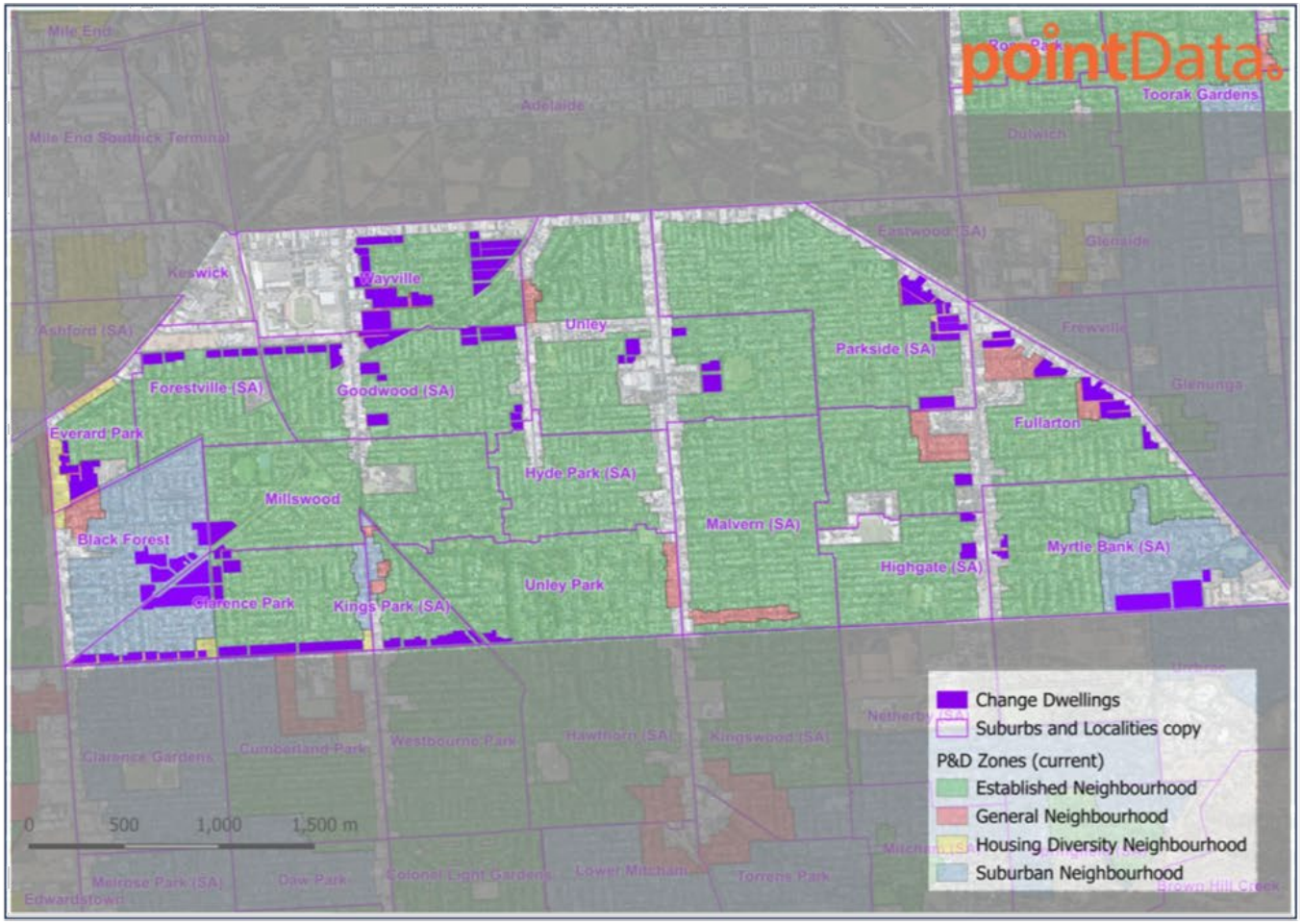


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Current Zoning

The assessment areas are currently zoned as General Neighbourhood, Suburban Neighbourhood, Housing Diversity Neighbourhood and Established Neighbourhood Zones.



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Urban Policy Model Analysis: Methodology, Scenario Testing and Outputs

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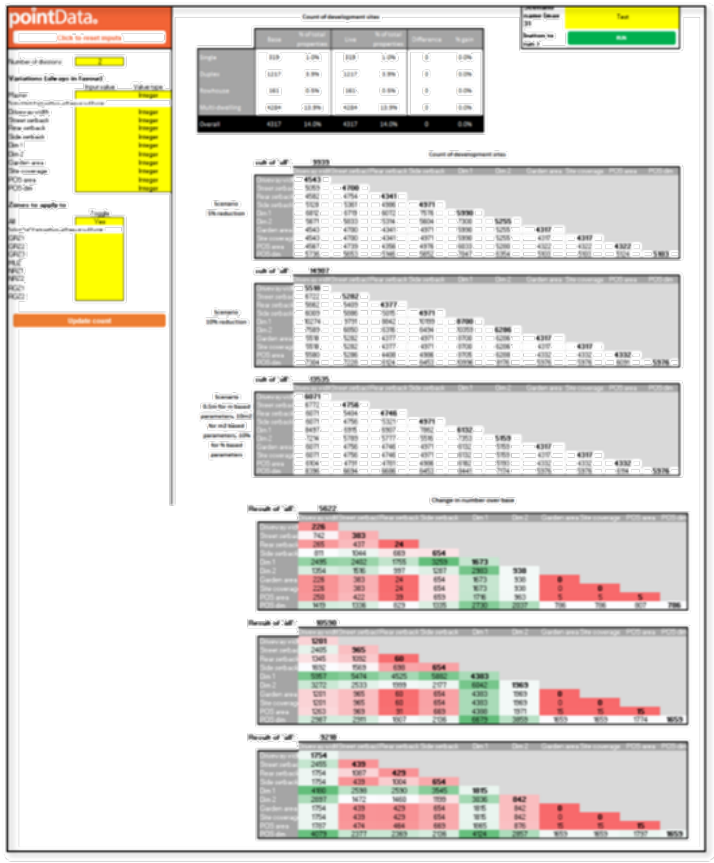
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PointData Urban Policy Model: Scenario Planning Tool

PointData's Urban Policy Model is an evidence-based scenario planning tool that allows testing of 'what if' scenarios under different zoning and policy settings. The model calculates potential infill yields and development typologies within Neighbourhood Zones, providing Council with robust evidence to inform housing strategies and population targets.

PointData analyses the infill potential of existing zoning and the impacts of rezoning or adjustments to policy criteria. This is done by scenario testing changes to Deemed-to-Satisfy Designated Performance Features or zone-specific Technical and Numerical Variations and reporting on their impacts on planning yield outcomes based.

Importantly the model outputs two sets of data: the '**Theoretical Planning Potential**' and the '**Market Realistic Potential**'.

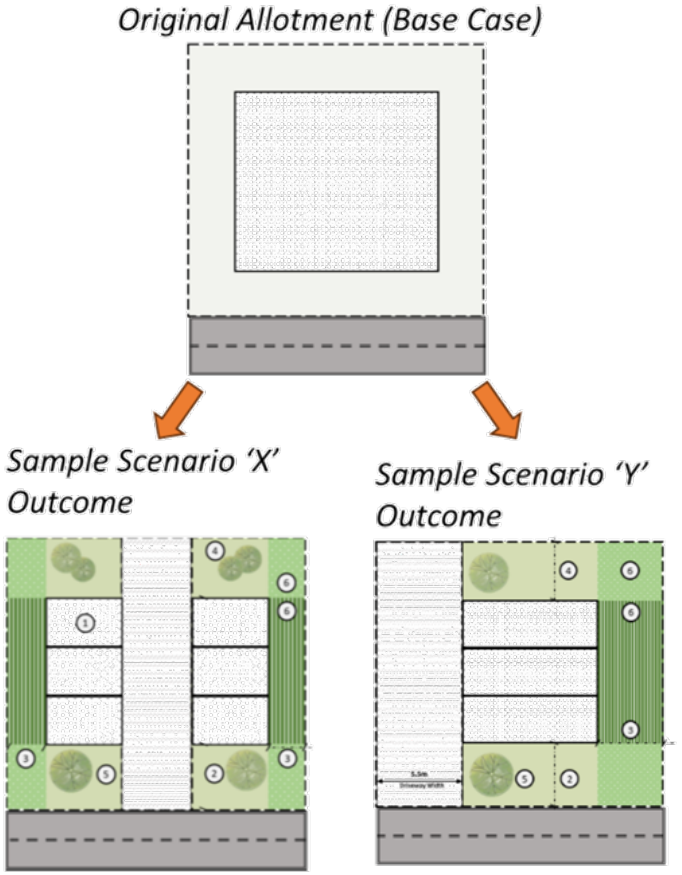


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Scenarios Assessed

Three policy scenarios have been developed to assess the theoretical and market-realistic development yield. The scenarios are outlined below:

- **Scenario 1 – Base Case (Current Zoning)**: Development yield under the existing planning policies applying the current zones, overlays and Technical and Numerical Variations for frontage and site area minimums.
- **Scenario 2 – Higher Density Housing Diversity**: A density-derived Housing Diversity Neighbourhood approach, applying a maximum density of 70 dwellings per hectare for 'Flats' (commonly reflected in Housing Diversity Neighbourhood Zones) and more relaxed Technical and Numerical Variations for frontage and site area minimums for Semi-detached, Row and Group dwellings. Detached Dwellings are discouraged.
- **Scenario 3 – Controlled Density Housing Diversity**: A variation of a typical Housing Diversity Neighbourhood Zone using calibrated and balanced Technical and Numerical Variations for frontage and site area minimums for Semi-detached, Row, Group and Flat dwelling types. Detached Dwellings are discouraged.
- **Scenario 3a – Controlled Density Housing Diversity WITH Affordable Housing Overlay Dispensation**. Building on Scenario 3 by applying the Affordable Housing Overlay to Group and Flat dwellings which allows for greater density.



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Theoretical Development Potential

For the **Theoretical Development Potential**, the model uses the zone specific Technical and Numerical Variations or Deemed-to-Satisfy Designated Performance Features for areas and frontages in the Planning and Design Code as the controlling planning criteria.

These planning criteria are applied to individual properties and cross-referenced with frontages and site areas to calculate the theoretical development potential yield.

Some overlays that restrict development (such as Local and State Heritage) are discounted and are not included in the outputs, however some overlays that control development outcomes (such as Character Areas, Hazard Risks for flooding or bushfires requiring specific building outcomes) are still included.

These outputs calculates all properties that can theoretically be subdivided by applying the P&D Code development criteria, and is therefore the Theoretical Development Potential Maximum.



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Market Realistic Development Potential

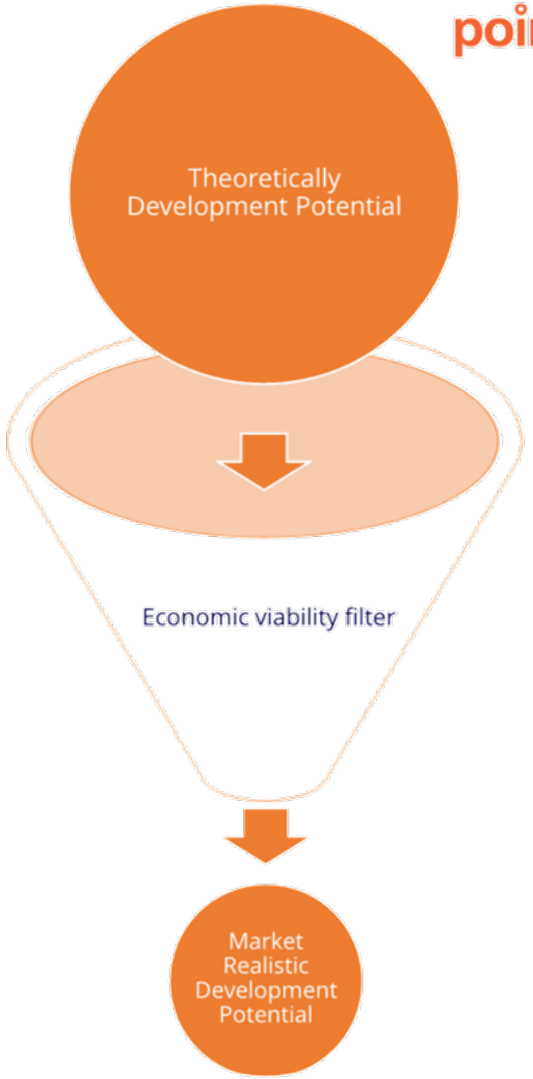
'Market Realistic Development Potential' is determined by identifying which theoretically developable properties also meet financial viability for redevelopment. This is done by taking into consideration property characteristics and land economics.

PointData use validated assumptions on the sale price/land price ratio, the expected return on investment and the year built of a property to determine which properties can be deemed financially viable or 'Market Realistic'. The algorithms which determine these outputs utilise proprietary data outputs (the specifics of which are commercial in confidence).

The propensity for a property to be development is key as is consumer preferences (location, housing type, affordability etc) and the profitability of land to attract developers/builders. These aspects are built into the probability model.

From the above methodology, Market Realistic Development Potential is provided.

Observations on the difference between 'Theoretical Development Potential' and 'Market Realistic Development Potential' should be considered as it demonstrates what subdivision activity is more likely to occur.



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Scenario 1: Base Case

Development yield under the existing planning policies applying the current zones, overlays and Technical and Numerical Variations for frontage and site area minimums.

The following outputs are calculations of all properties that can theoretically be subdivided by applying the current zones and development criteria of the P&D Code.

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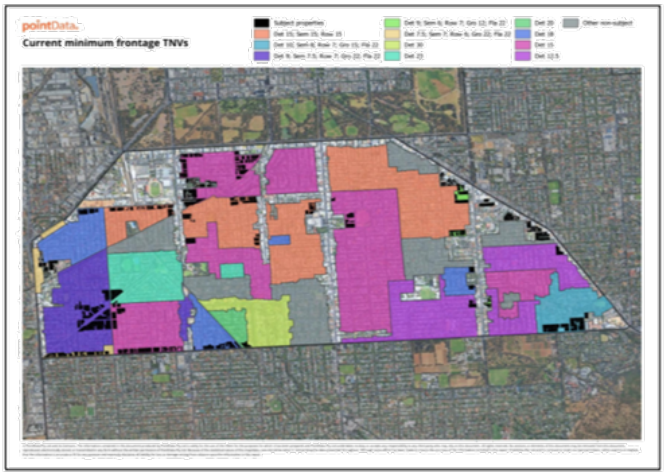
Scenario 1 (Base Case): Justification and Summary

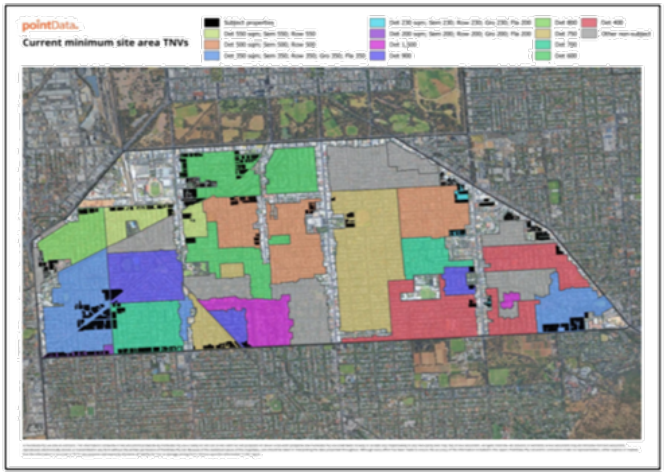
Scenario 1 (Base Case) is designed to quantify infill development potential under the existing planning framework. An assessment of current subdivision and infill opportunities provides a baseline for estimating the scale of development activity and associated dwelling yield that may be realised in the absence of policy change.

Under this scenario, **160 properties have been identified as having "Theoretical" subdivision or infill potential** (10.5% of the 1,530 assessed properties). These sites could yield up to 372 new dwellings, representing a net increase of 212 dwellings.

However, **only 39 (2.5% of the 1,530 assessed properties) assessed properties have "Market Realistic" subdivision or infill potential**. These sites could yield up to 117 new dwellings, representing a net increase of 78 dwellings.

The following sections of the report contain tables and maps which provide more detailed spatial and precinct outputs for Scenario 1 (Base Case).





See Appendices for larger scale maps

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Scenario 1: Outputs by precinct

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		Count of developable properties				Yield from developable properties		Gain from developable properties	
Precinct	Total properties	Theoretical	% of total properties	Market Realistic	% of total properties	Theoretical	Market Realistic	Theoretical	Market Realistic
Arkaba	158	22	13.9%	4	2.5%	53	16	31	12
Clarence Park	218	47	21.6%	3	1.4%	95	6	48	3
Cross Road	188	29	15.4%	16	8.5%	65	38	36	22
Everard Park	105	14	13.3%	2	1.9%	33	6	19	4
Fullarton	116	12	10.3%	2	1.7%	29	8	17	6
Goodwood	39	0	0.0%	0	0.0%	0	0	0	0
Highgate	36	3	8.3%	2	5.6%	10	8	7	6
Keswick	56	0	0.0%	0	0.0%	0	0	0	0
King William Road	81	0	0.0%	0	0.0%	0	0	0	0
King William Road North	80	0	0.0%	0	0.0%	0	0	0	0
Myrtle Bank	78	25	32.1%	9	11.5%	68	32	43	23
Unley Centre	55	0	0.0%	0	0.0%	0	0	0	0
Wayville	320	8	2.5%	1	0.3%	19	3	11	2
	1530	**160**	**10.5%**	**39**	**2.5%**	**372**	**117**	**212**	**78**

All figures represent the total number of unique development opportunities, accounting for overlap across dwelling types. For example, if a property is suitable for both 'Flat' and 'Group' dwelling types, it is counted only once. As such, this is not the sum of all dwelling type opportunities, but a consolidated total reflecting what could realistically be achieved.

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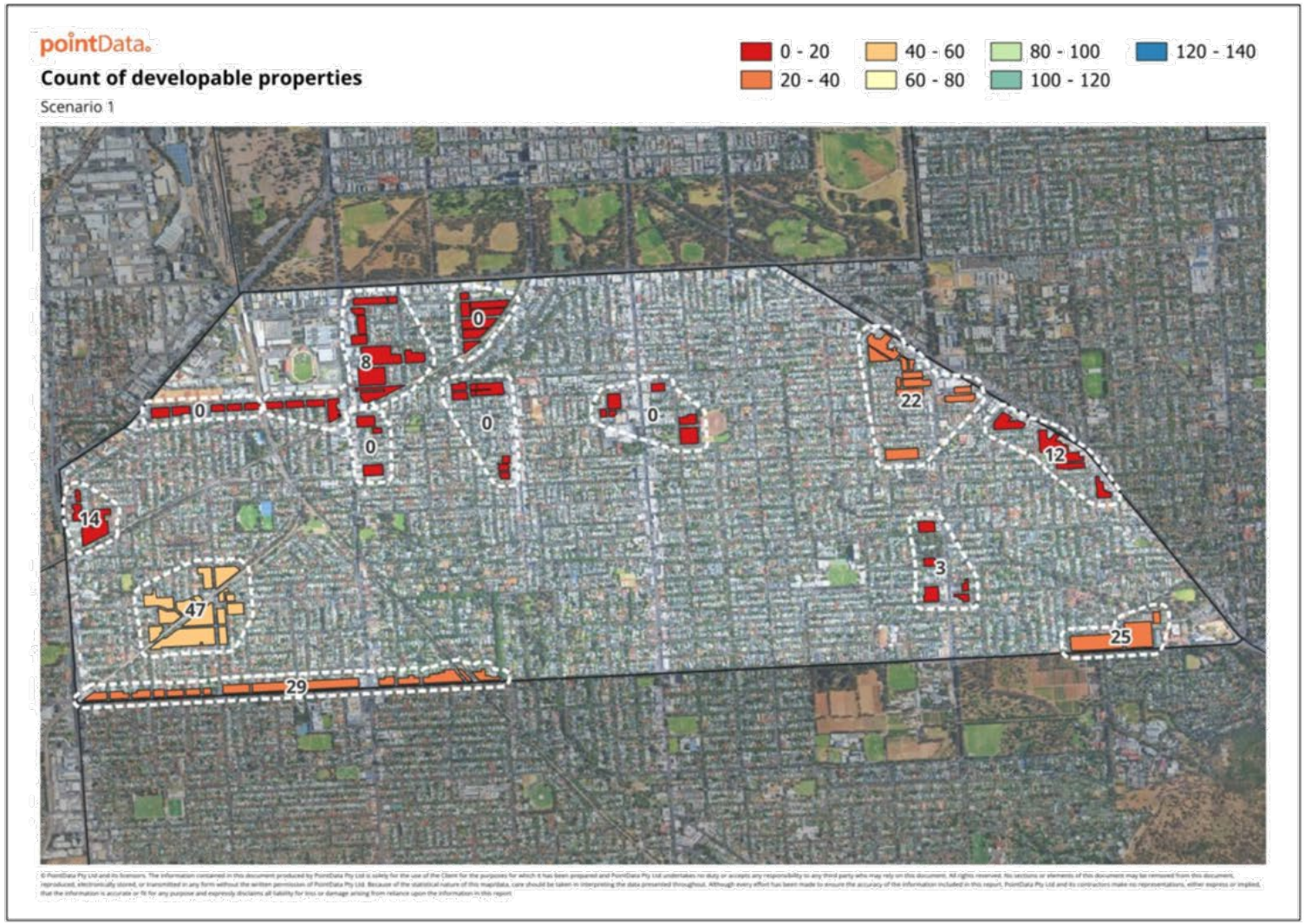
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Scenario 1: Outputs by dwelling type

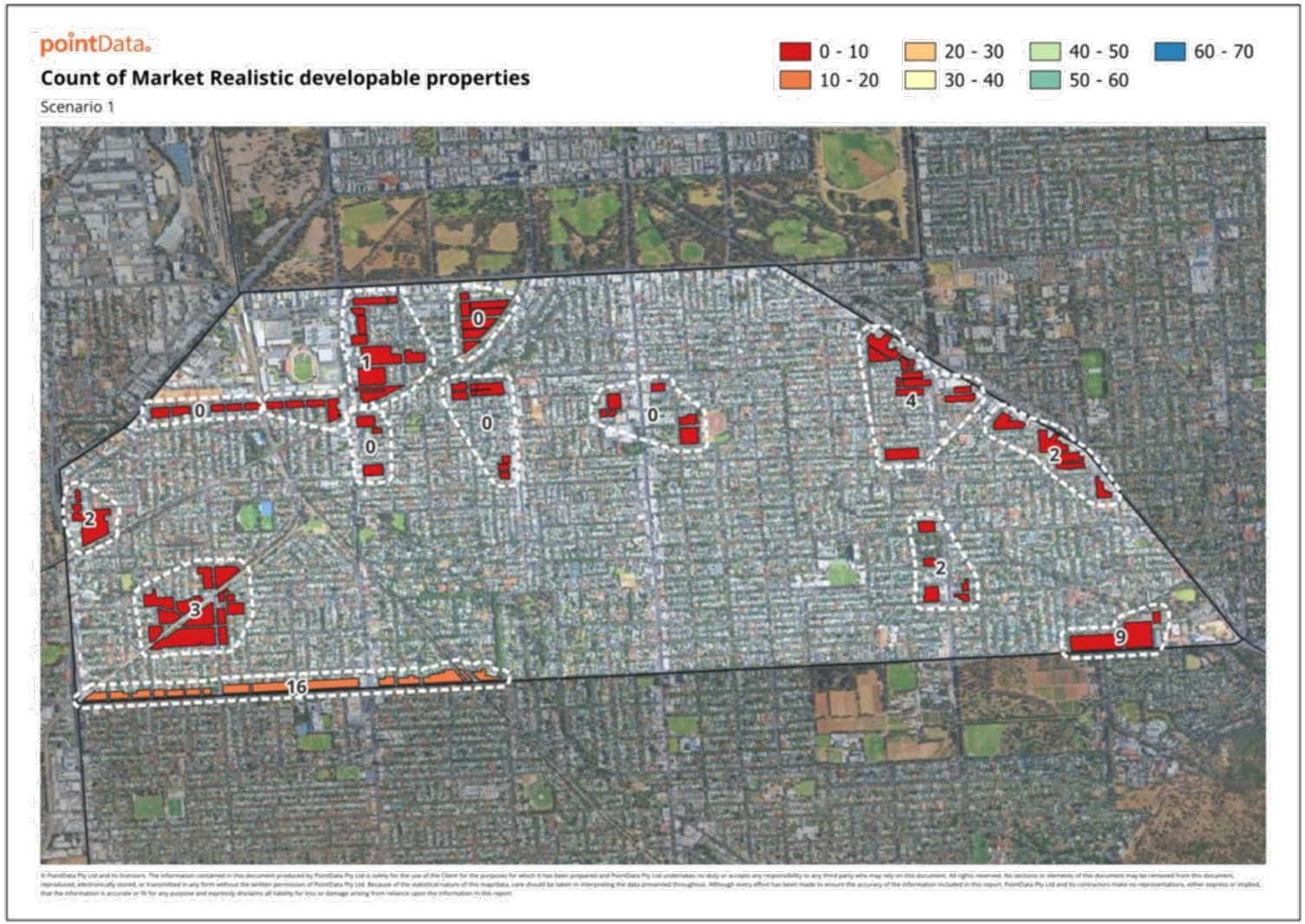
		Count of developable properties				Yield from developable properties		Gain from developable properties	
Dwelling type	Total properties	Theoretical	% of total properties	Market Realistic	% of total properties	Theoretical	Market Realistic	Theoretical	Market Realistic
Detached	1,530 in all precincts	94	6.1%	20	1.3%	198	48	104	28
Semi-detached		131	8.6%	23	1.5%	270	54	139	31
Row		25	1.6%	15	1.0%	84	53	59	38
Group		99	6.5%	23	1.5%	241	82	142	59
Flats		72	4.7%	14	0.9%	172	51	100	37
		160	**10.5%**	**39**	**2.5%**	**372**	**117**	**212**	**78**

All figures represent the total number of unique development opportunities, accounting for overlap across dwelling types. For example, if a property is suitable for both 'Flat' and 'Group' dwelling types, it is counted only once. As such, this is not the sum of all dwelling type opportunities, but a consolidated total reflecting what could realistically be achieved.

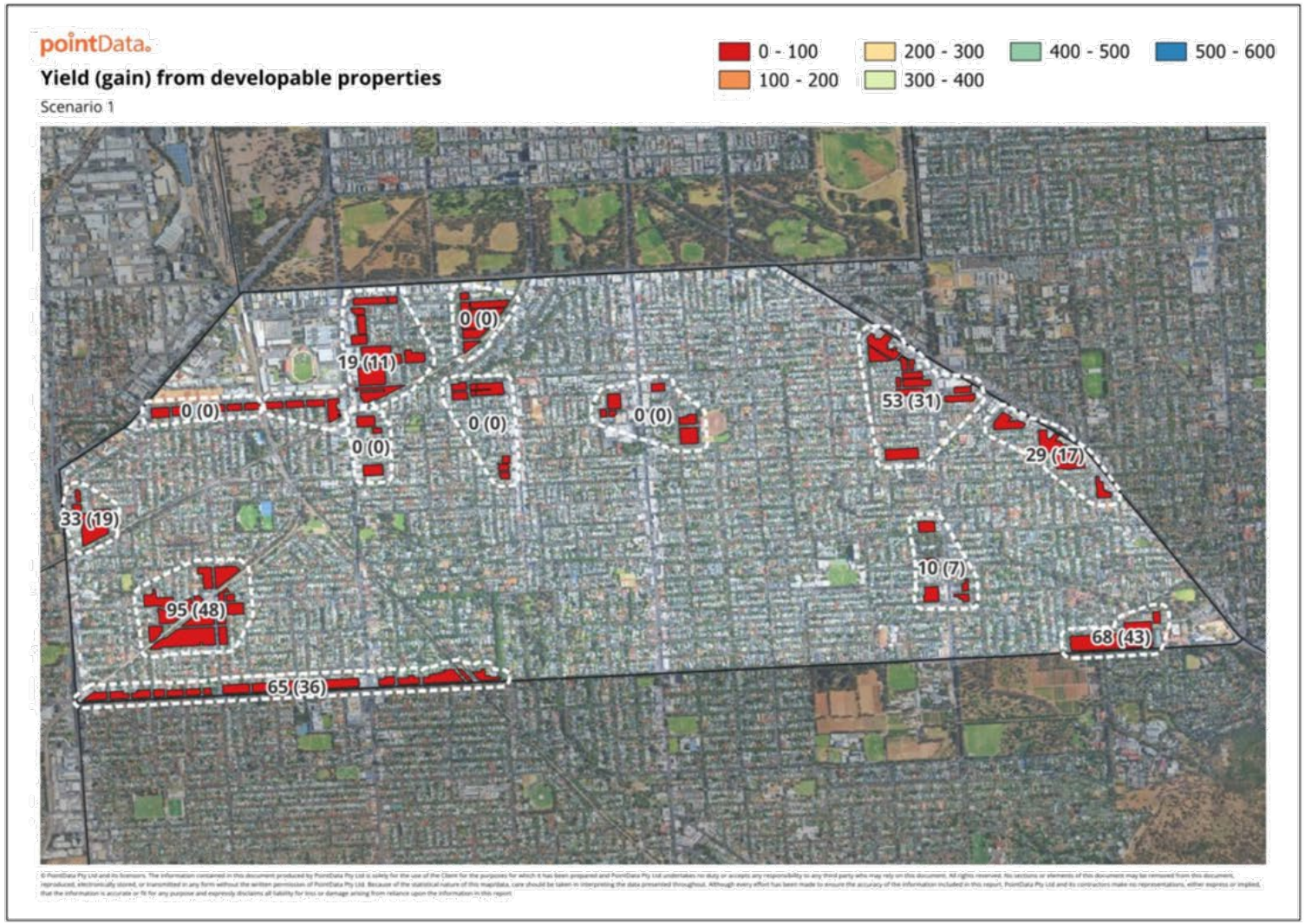
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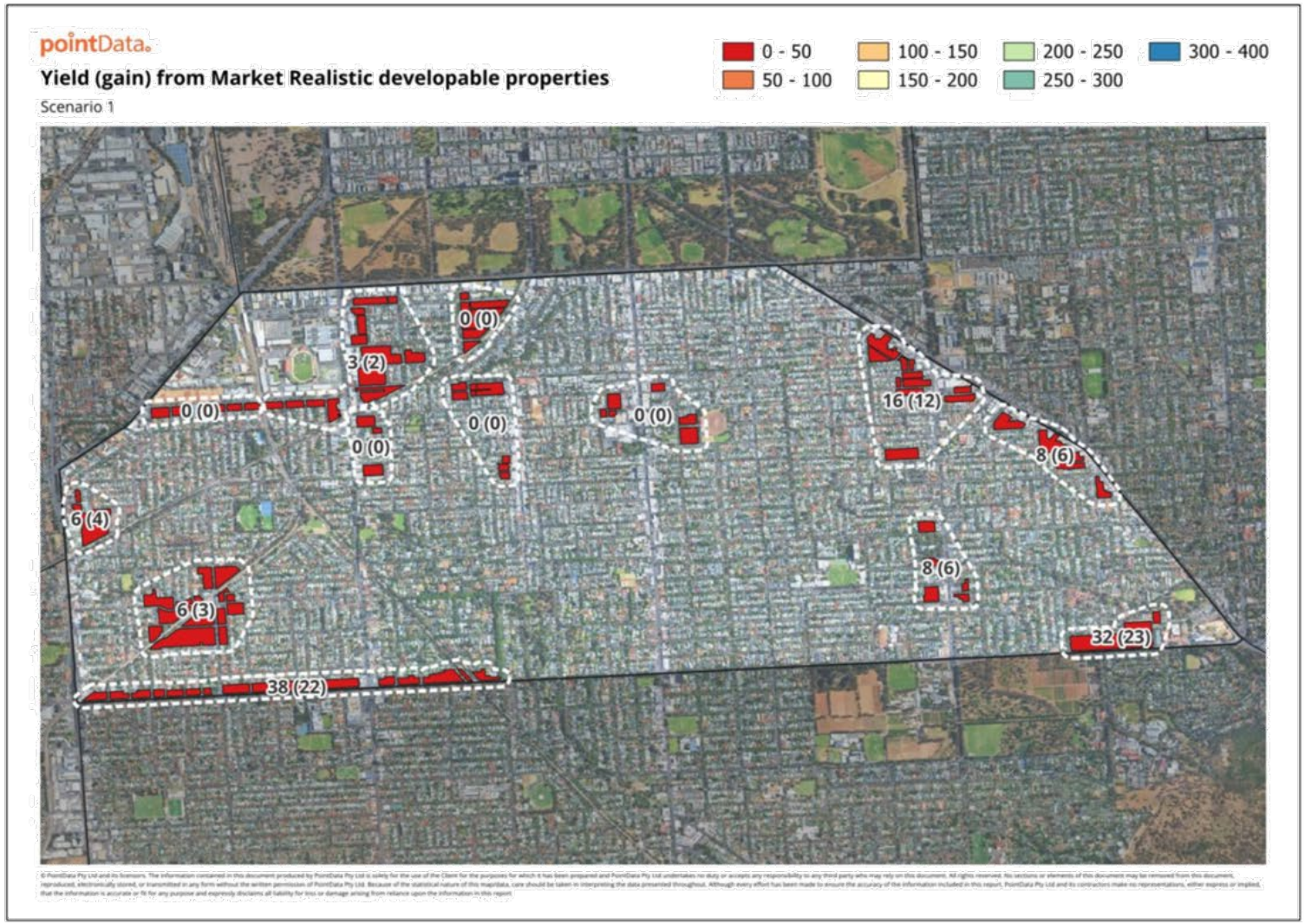
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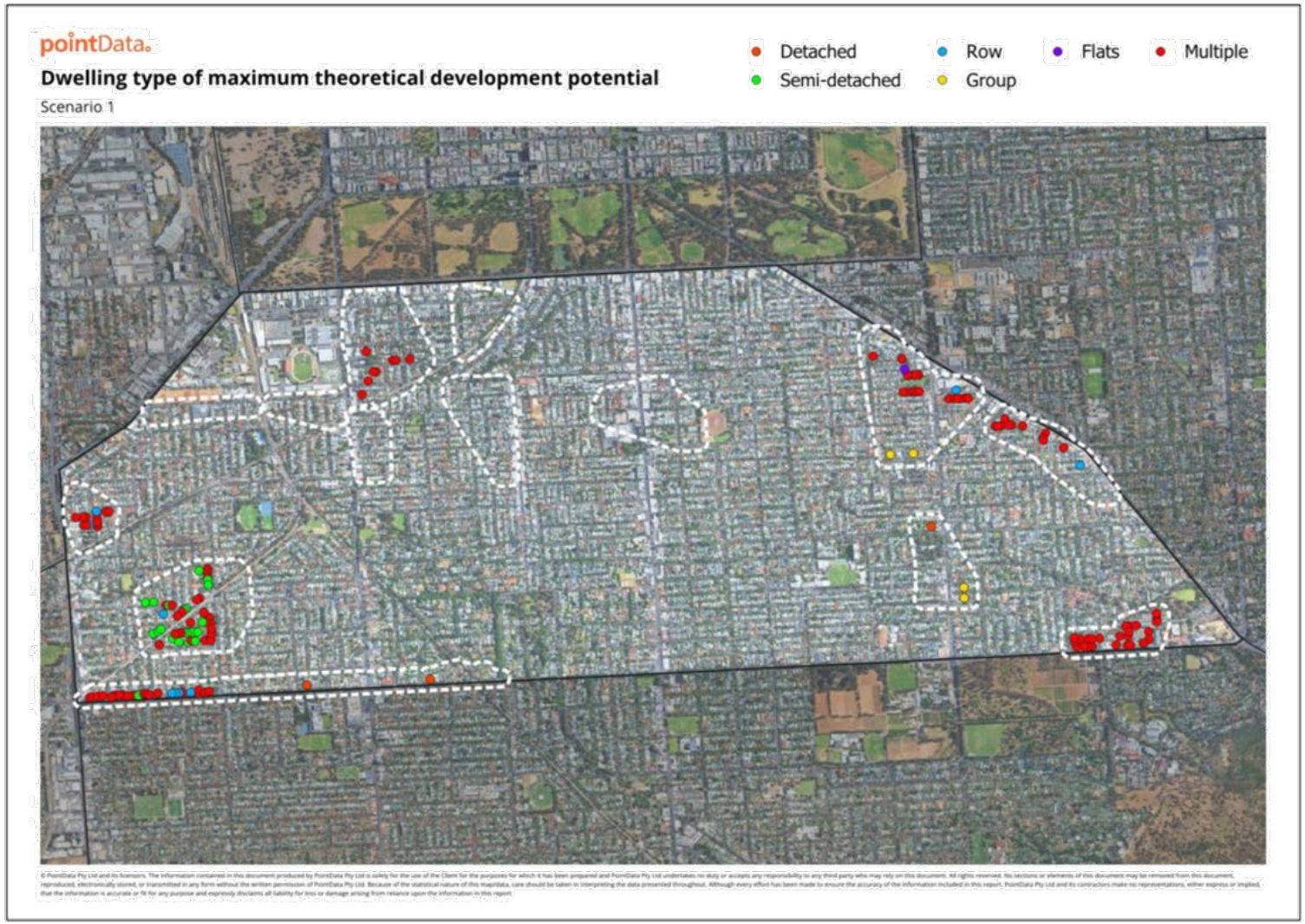
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Dwelling type of market realistic development potential

Scenario 1

Detached · Semi-detached · Row · Group · Flats · Multiple



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Scenario 2: Higher Density Housing Diversity

A higher-density Housing Diversity Neighbourhood approach, applying a maximum density of 70 dwellings per hectare for 'Flats' (which converts to 143m2 per dwelling and is a common criteria in Housing Diversity Neighbourhood Zones) and more relaxed Technical and Numerical Variations for frontage and site area minimums for Semi-detached, Row and Group dwellings. Detached dwellings are discouraged.

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Scenario 2 (Higher Density Housing Diversity): Justification and Summary

Scenario 2 (Higher Density Housing Diversity) is designed to demonstrate the infill potential of a higher density development outcome. Borrowing policy criteria from a sample of other Housing Diversity Neighbourhood Zones within the City of Unley this scenario is intended to achieve higher yields and test policies which activity encourage development outcomes.

Frontage and Site Area Minimums applied to Scenario 2

Minimum site area (m²)					Minimum frontage (m)				
Detached	Semi-detached	Row	Group	Flats	Detached	Semi-detached	Row	Group	Flats
Restricted	225	165	230	143	Restricted	6	6	15	15

Under this scenario, **572 properties have been identified as having "Theoretical" subdivision or infill potential** (37.4% of the 1,530 assessed properties). These sites could yield up to 2,336 new dwellings, representing a net increase of 1,764 dwellings.

However, **only 291 (19% of the 1,530) assessed properties have "Market Realistic" subdivision or infill potential**. These sites could yield up to 1,505 new dwellings, representing a net increase of 1,214 dwellings.

The following sections of the report contain tables and maps which provide more detailed spatial and precinct outputs for Scenario 2 (Higher Density Housing Diversity).

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Key Observations

- The smaller frontage minimum of 15m for flats and 70 dwellings per hectare (143m2 area minimum per dwelling) is yielding a significant amount of the development opportunities.
- Clarence Park sees the greatest increase of theoretical and market realistic sites over Scenario 1, jumping from 47 and 3 sites to 136 and 71 respectively. It also produces the greatest gain and yield, both in theoretical and Market Realistic.
- Also in the south-west of the LGA, Cross Roads has the second highest number of both theoretical and market realistic sites, yields and gains.
- The Market Realistic gain increases 15 fold over Scenario 1, largely owing to increased opportunities in Flats.
- Semi-detached and Flats are the predominant outcomes for theoretical development potential. However the increased yields offered for Flats result in a much higher proportion of them being Market Realistic.

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Scenario 2: Outputs by precinct

		Count of developable properties				Yield from developable properties		Gain from developable properties	
Precinct	Total properties	Theoretical	% of total properties	Market Realistic	% of total properties	Theoretical	Market Realistic	Theoretical	Market Realistic
Arkaba	158	35	22.2%	15	9.5%	138	76	103	61
Clarence Park	218	136	62.4%	71	32.6%	585	369	449	298
Cross Road	188	83	44.1%	63	33.5%	364	321	281	258
Everard Park	105	14	13.3%	8	7.6%	71	43	57	35
Fullarton	116	42	36.2%	14	12.1%	147	63	105	49
Goodwood	39	21	53.8%	11	28.2%	70	40	49	29
Highgate	36	13	36.1%	13	36.1%	85	85	72	72
Keswick	56	22	39.3%	9	16.1%	76	37	54	28
King William Road	81	20	24.7%	4	4.9%	54	15	34	11
King William Road North	80	34	42.5%	18	22.5%	151	98	117	80
Myrtle Bank	78	38	48.7%	23	29.5%	210	157	172	134
Unley Centre	55	27	49.1%	15	27.3%	102	77	75	62
Wayville	320	87	27.2%	27	8.4%	283	124	196	97
	1530*	572*	37.4%	291*	19.0%	2336*	1505*	1764*	1214*

All figures represent the total number of unique development opportunities, accounting for overlap across dwelling types. For example, if a property is suitable for both 'Flat' and 'Group' dwelling types, it is counted only once. As such, this is not the sum of all dwelling type opportunities, but a consolidated total reflecting what could realistically be achieved.

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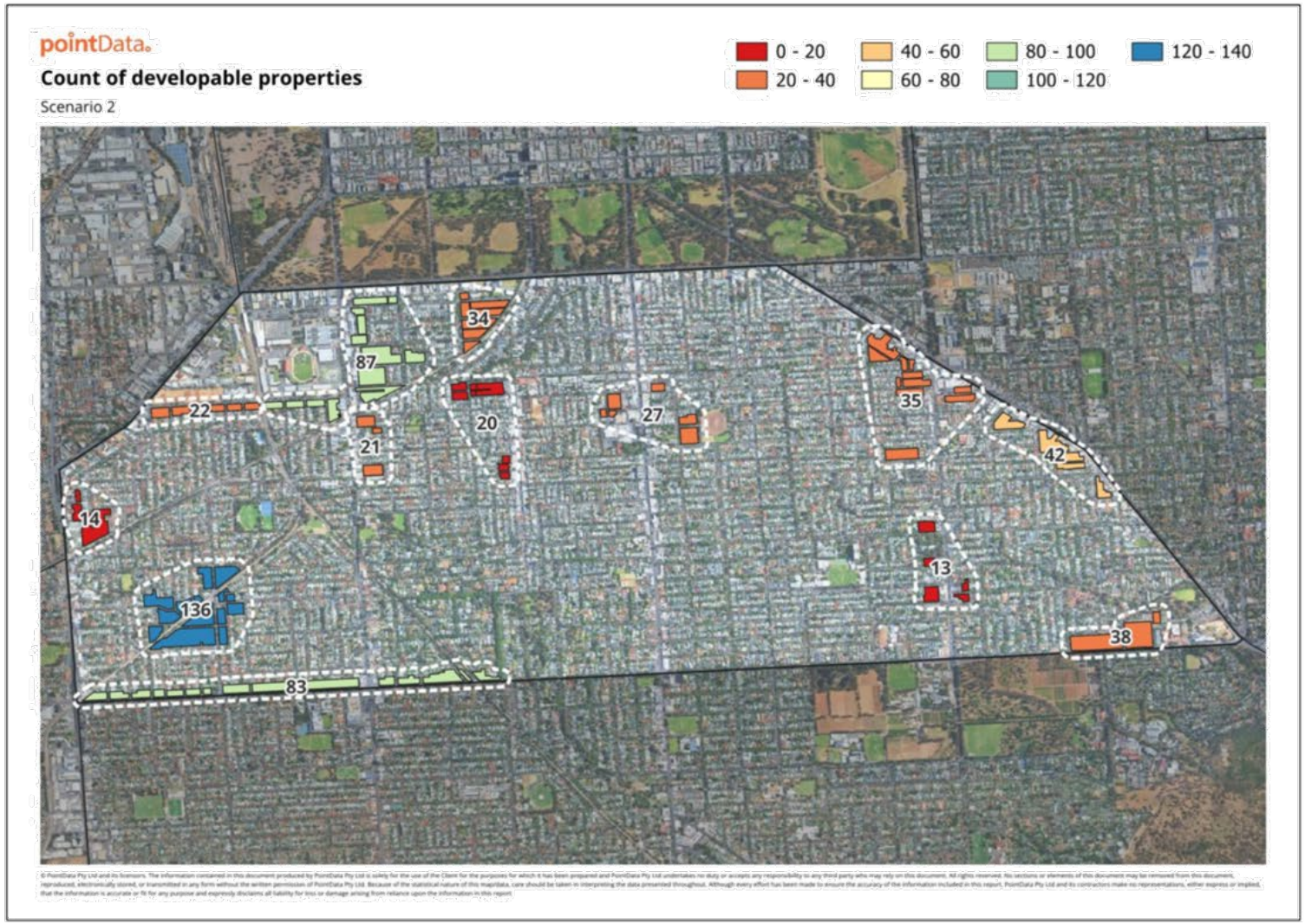
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Scenario 2: Outputs by dwelling type

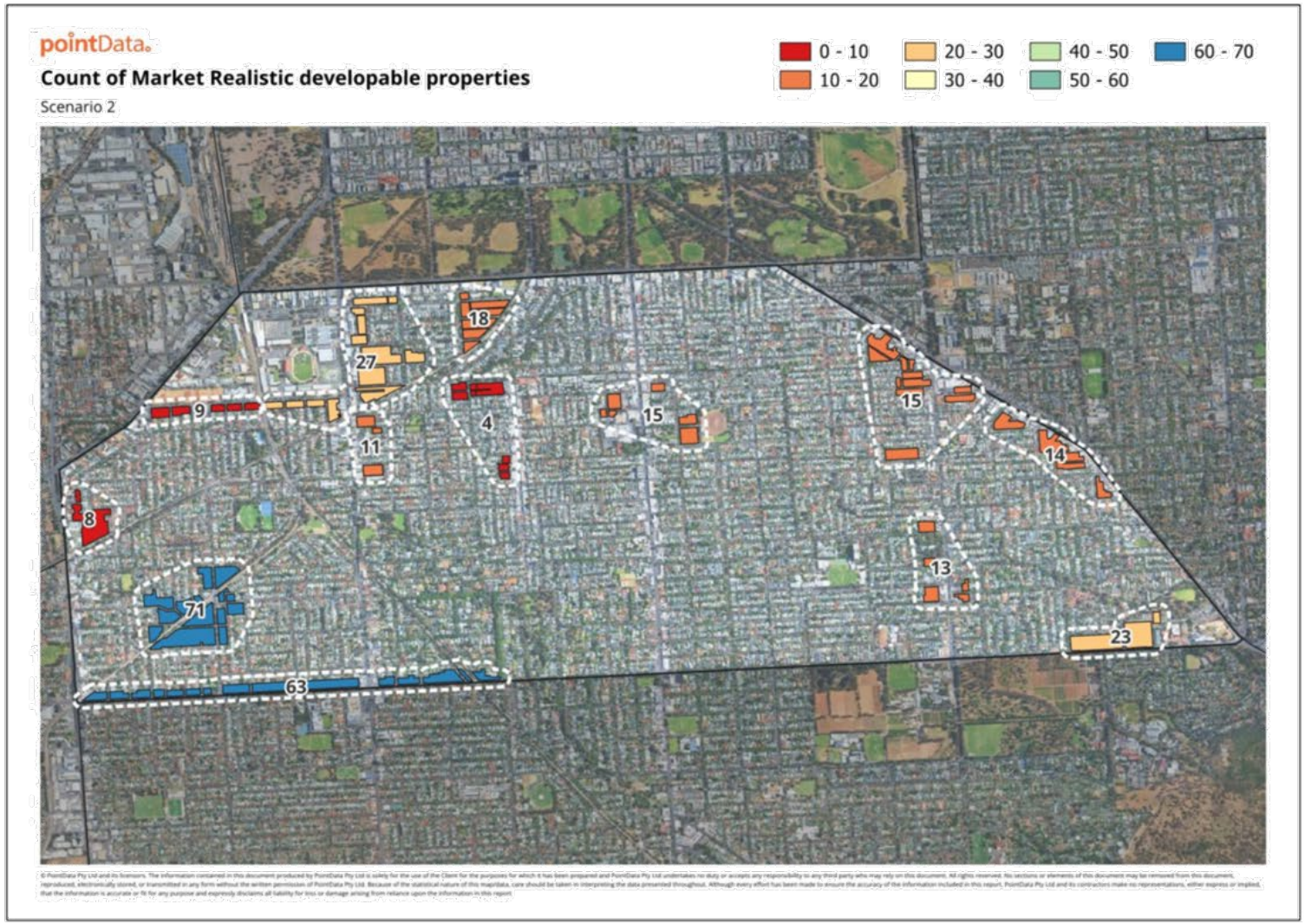
		Count of developable properties				Yield from developable properties		Gain from developable properties	
Dwelling type	Total properties	Theoretical	% of total properties	Market Realistic	% of total properties	Theoretical	Market Realistic	Theoretical	Market Realistic
Detached	1,530 in all precincts	0	0.0%	0	0.0%	0	0	0	0
Semi-detached		495	32.4%	97	6.3%	1054	250	559	153
Row		186	12.2%	91	5.9%	652	348	466	257
Group		389	25.4%	151	9.9%	1160	555	771	404
Flats		477	31.2%	277	18.1%	2146	1477	1669	1200
		572	**37.4%**	**291**	**19.0%**	**2336**	**1505**	**1764**	**1214**

All figures represent the total number of unique development opportunities, accounting for overlap across dwelling types. For example, if a property is suitable for both 'Flat' and 'Group' dwelling types, it is counted only once. As such, this is not the sum of all dwelling type opportunities, but a consolidated total reflecting what could realistically be achieved.

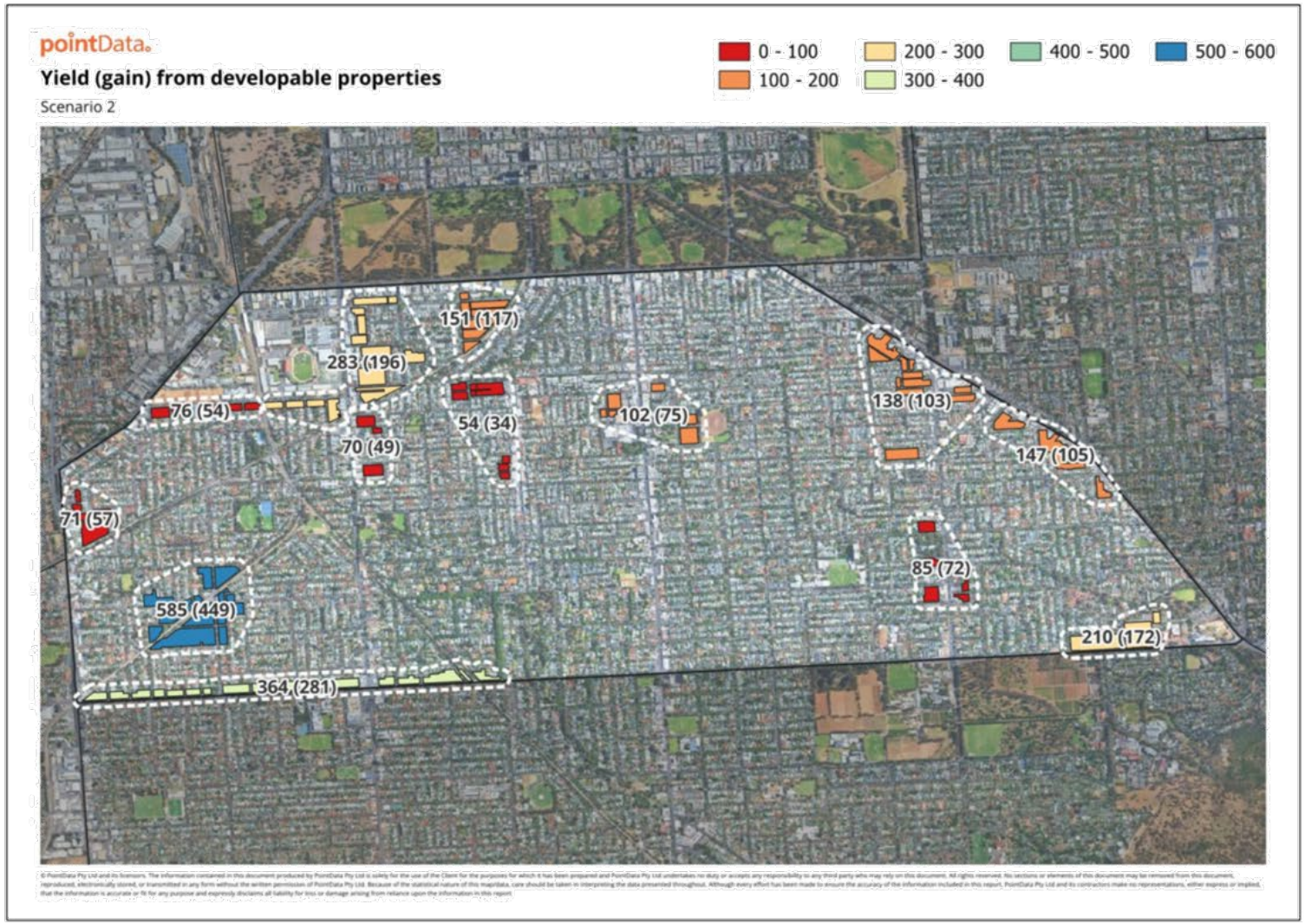
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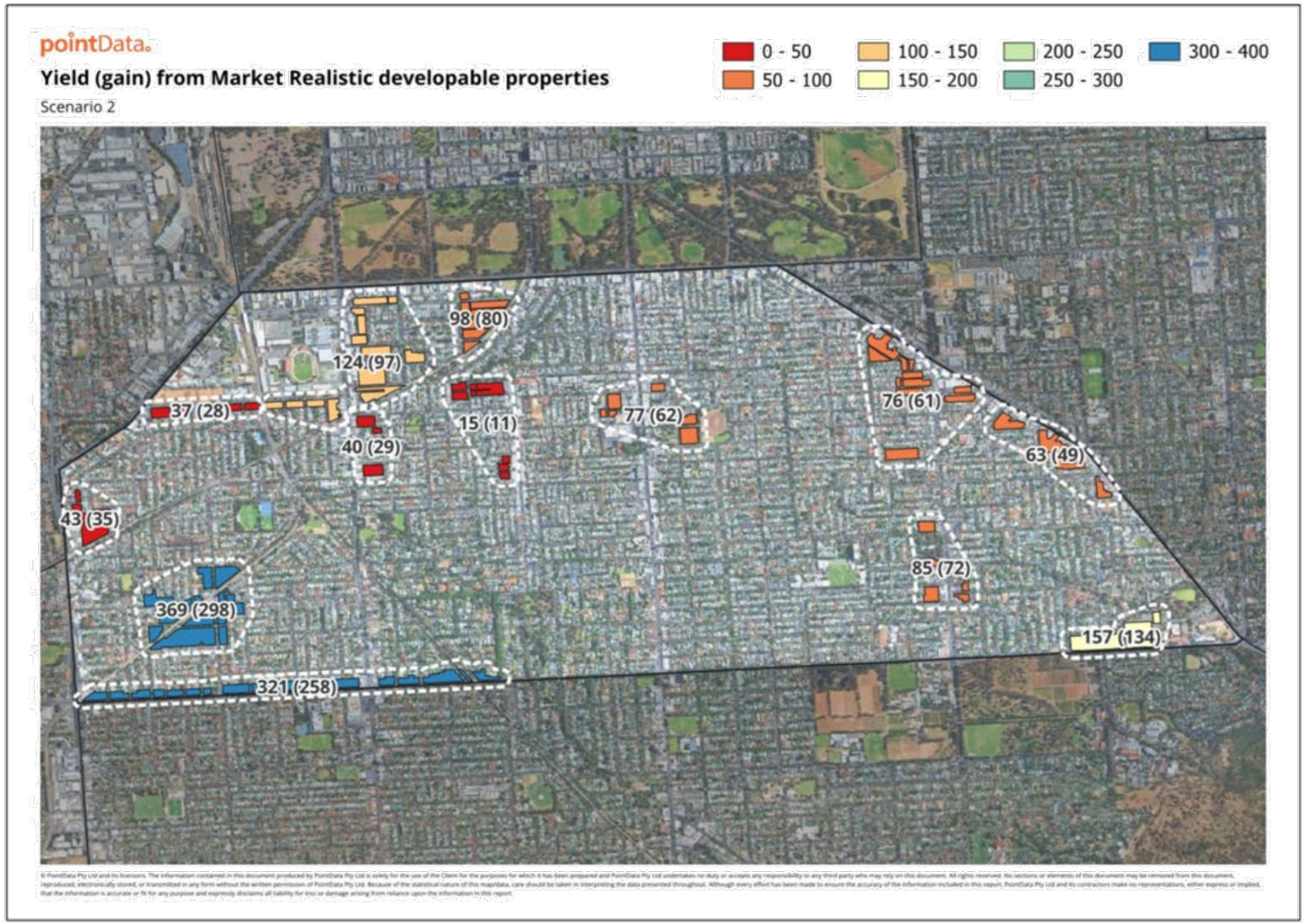
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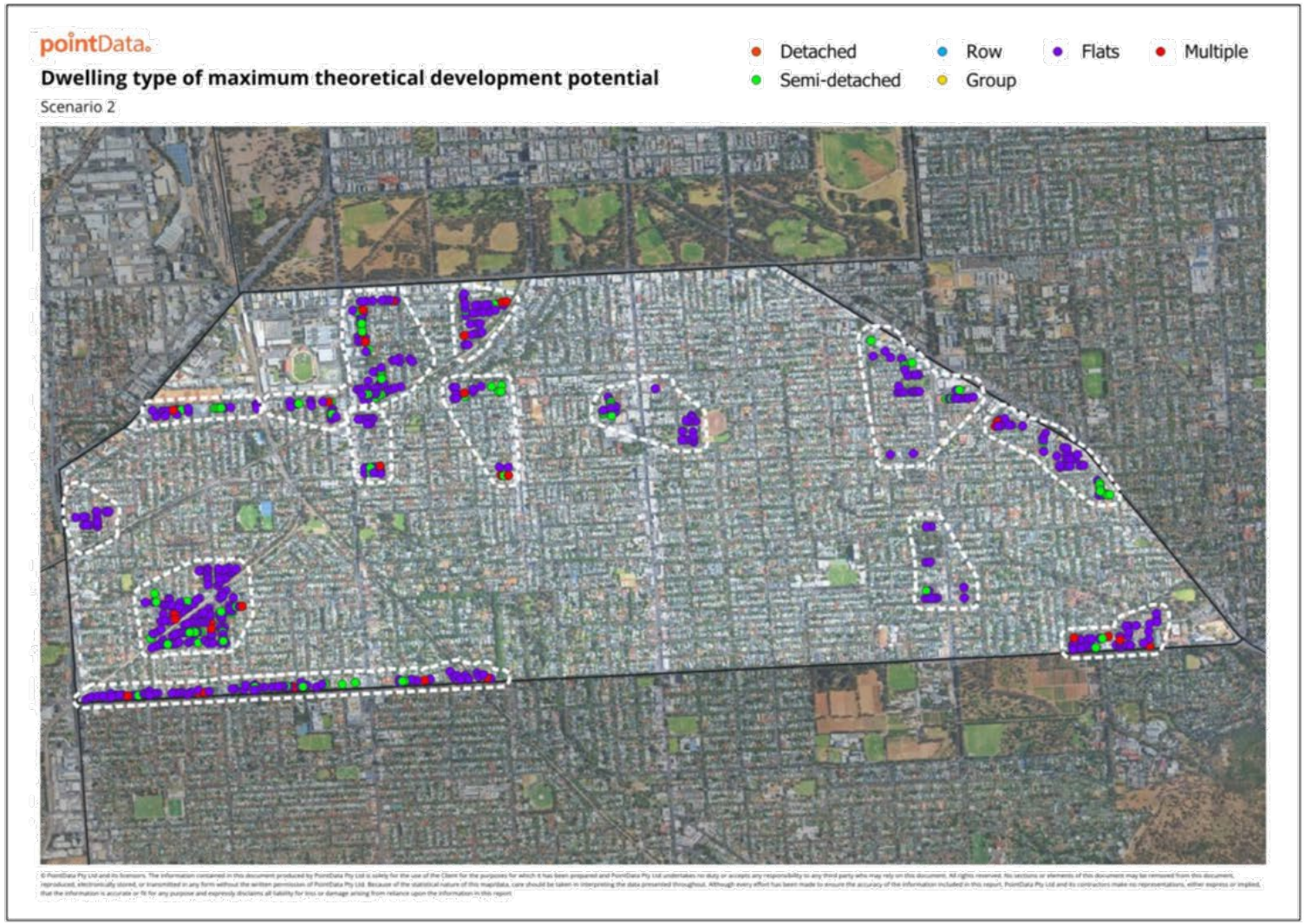
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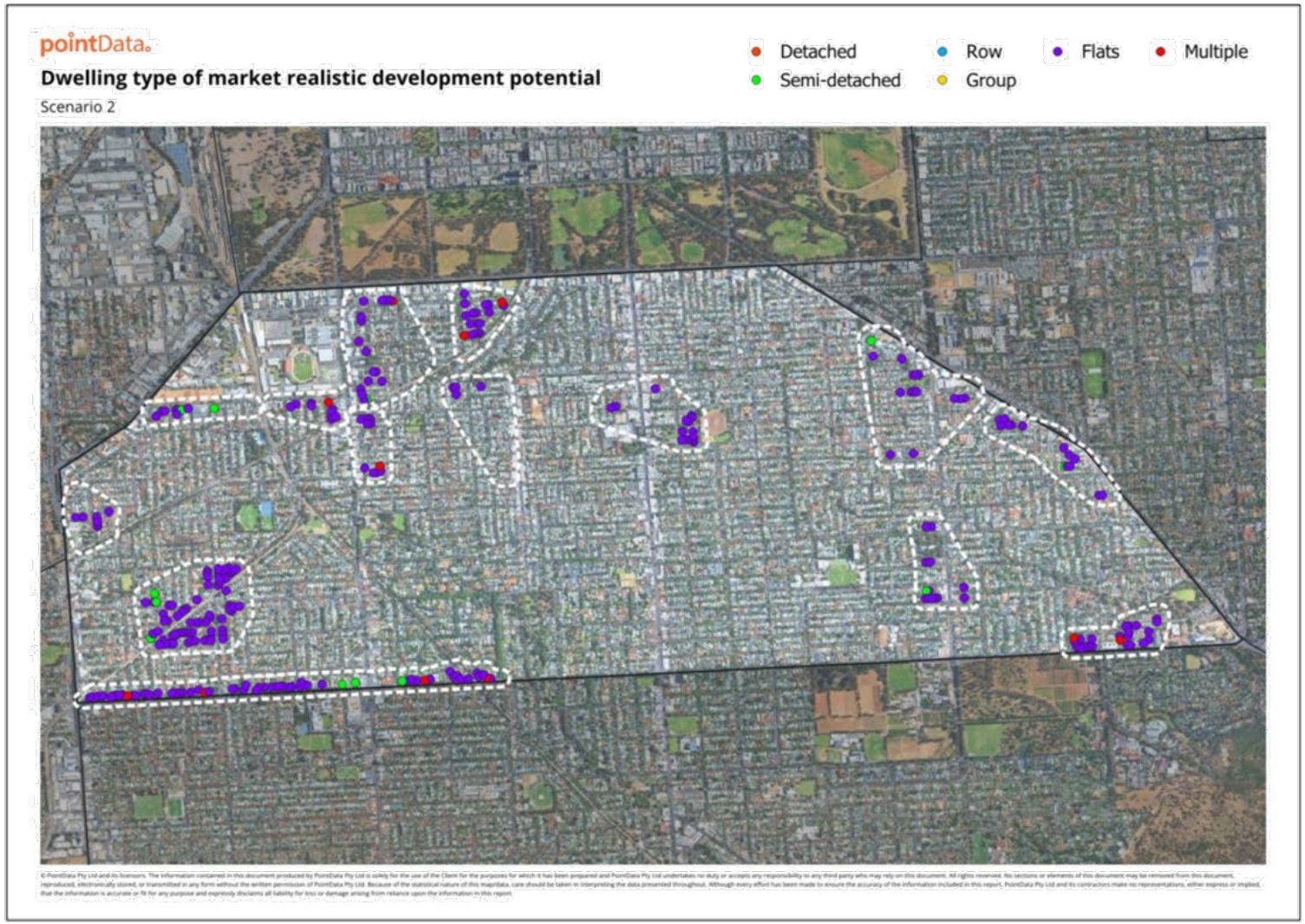
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Scenario 3 (and 3a): Controlled Density Housing Diversity

A variation of a typical Housing Diversity Neighbourhood Zone using calibrated and balanced Technical and Numerical Variations for frontage and site area minimums for Semi-detached, Row, Group and Flat dwelling types. Detached dwellings are discouraged.

This Scenario includes outputs WITHOUT (Scenario 3) and WITH (Scenario 3a) application of the Affordable Housing Overlay. This Overlay is a mechanism within the Planning and Design Code which effectively enables higher density development by allowing more dwellings to be delivered on a site than would otherwise be permitted under base zoning provisions, provided affordable housing outcomes are achieved.

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Scenario 3: Controlled Density Housing Diversity WITHOUT Affordable Housing Overlay

Scenario 3 (Controlled Density Housing Diversity WITHOUT Affordable Housing Overlay): Justification and Summary

Scenario 3 is designed to demonstrate the infill potential of a more controlled density development outcome. Using similar policy criteria to Scenario 2 but with increases to the minimum frontage of flat, row and semi-detached dwelling types, and the minimum site areas of row and flat dwellings. This is intended to deliver a more balanced development outcome that can deliver better design and interface integration. Albeit this scenario is still is intended to achieve higher yields that the existing Base Case (Scenario 1) and actively encourage development outcomes.

Frontage and Site Area Minimums applied to Scenario 3

Minimum site area (m²)					Minimum frontage (m)				
Detached	Semi-detached	Row	Group	Flats	Detached	Semi-detached	Row	Group	Flats
Restricted	225	200	230	150	Restricted	7	7	15	18

Under this scenario, **502 properties have been identified as having "Theoretical" subdivision or infill potential** (32.8% of the 1,530 assessed properties). These sites could yield up to 1,781 new dwellings, representing a net increase of 1,279 dwellings.

However, **only 217 (14.2% of the 1,530) assessed properties have "Market Realistic" subdivision or infill potential**. These sites could yield up to 1,028 new dwellings, representing a net increase of 811 dwellings.

The following sections of the report contain tables and maps which provide more detailed spatial and precinct outputs for Scenario 3 (Controlled Density Housing Diversity WITHOUT Affordable Housing Overlay).

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Key Observations

- Larger frontage of 18m for flats (compared to Scenario 2) reduces development opportunities, but is likely to result in better opportunities for design and interface integration.
- Similar to Scenario 2, Clarence Park and Cross Road are the top two precincts across all theoretical and market realistic yield increases.
- While the proportion of properties which are developable and Market Realistic drops from 19% in Scenario 2 to 14.2% in Scenario 3, it is still significantly higher than 2.5% of Scenario 1. This indicates that amendments to planning minimums don't necessarily have to be bullish.
- Arkaba and Goodwood see a significant reduction across all metrics when compared to Scenario 2.
- The highest Market Realistic yields and gains are available in Group and Flats, with Semi-detached also supplying a moderate contribution.

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Scenario 3: Outputs by precinct

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		Count of developable properties				Yield from developable properties		Gain from developable properties	
Precinct	Total properties	Theoretical	% of total properties	Market Realistic	% of total properties	Theoretical	Market Realistic	Theoretical	Market Realistic
Arkaba	158	32	20.3%	6	3.8%	94	32	62	26
Clarence Park	218	128	58.7%	56	25.7%	455	254	327	198
Cross Road	188	79	42.0%	54	28.7%	290	235	211	181
Everard Park	105	14	13.3%	8	7.6%	55	33	41	25
Fullarton	116	33	28.4%	6	5.2%	97	27	64	21
Goodwood	39	21	53.8%	2	5.1%	46	7	25	5
Highgate	36	13	36.1%	12	33.3%	72	69	59	57
Keswick	56	18	32.1%	6	10.7%	57	22	39	16
King William Road	81	11	13.6%	0	0.0%	27	0	16	0
King William Road North	80	30	37.5%	16	20.0%	125	82	95	66
Myrtle Bank	78	33	42.3%	23	29.5%	188	147	155	124
Unley Centre	55	21	38.2%	11	20.0%	73	51	52	40
Wayville	320	69	21.6%	17	5.3%	202	69	133	52
	1530	**502**	**32.8%**	**217**	**14.2%**	**1781**	**1028**	**1279**	**811**

All figures represent the total number of unique development opportunities, accounting for overlap across dwelling types. For example, if a property is suitable for both 'Flat' and 'Group' dwelling types, it is counted only once. As such, this is not the sum of all dwelling type opportunities, but a consolidated total reflecting what could realistically be achieved.

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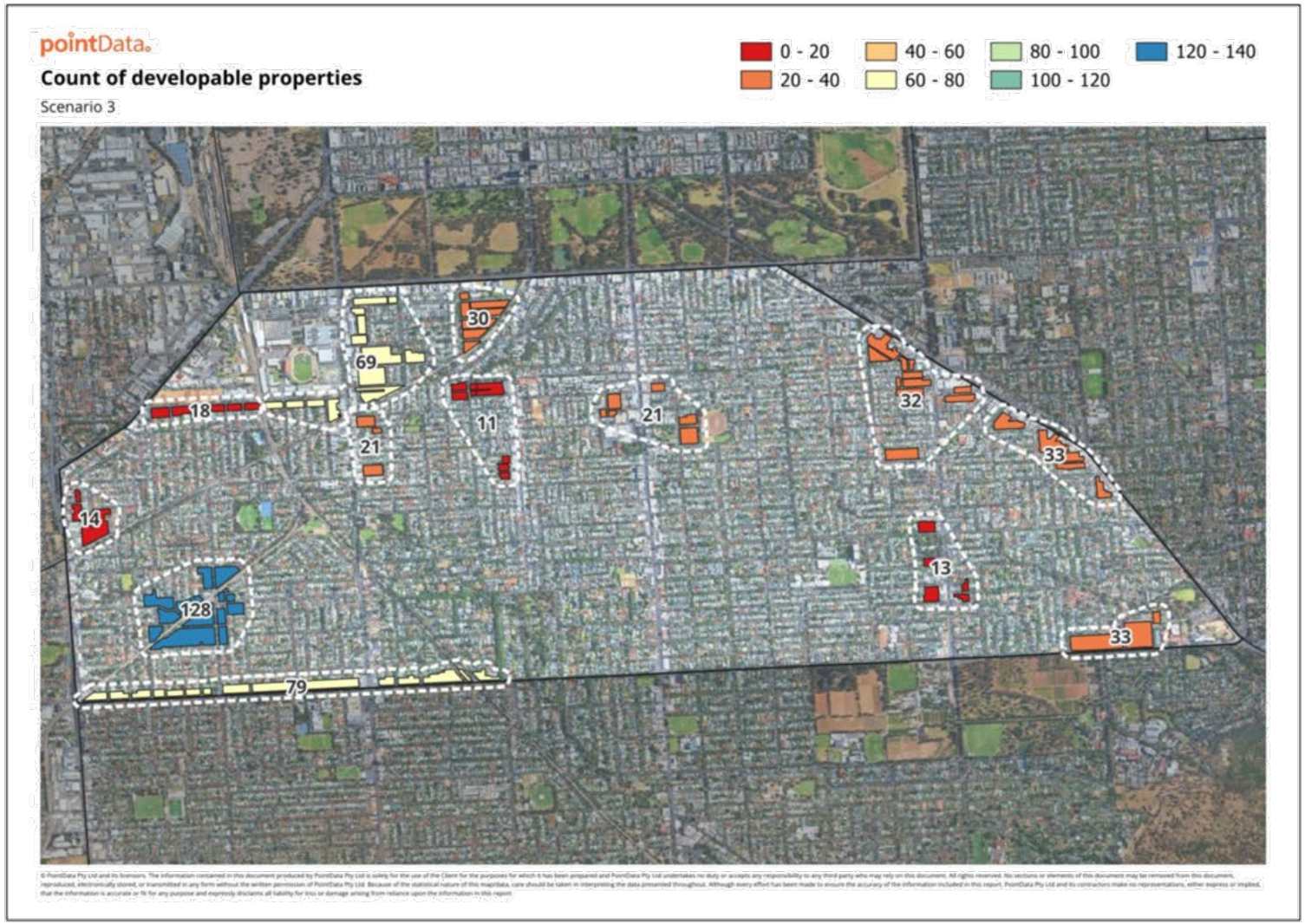
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Scenario 3: Outputs by dwelling type

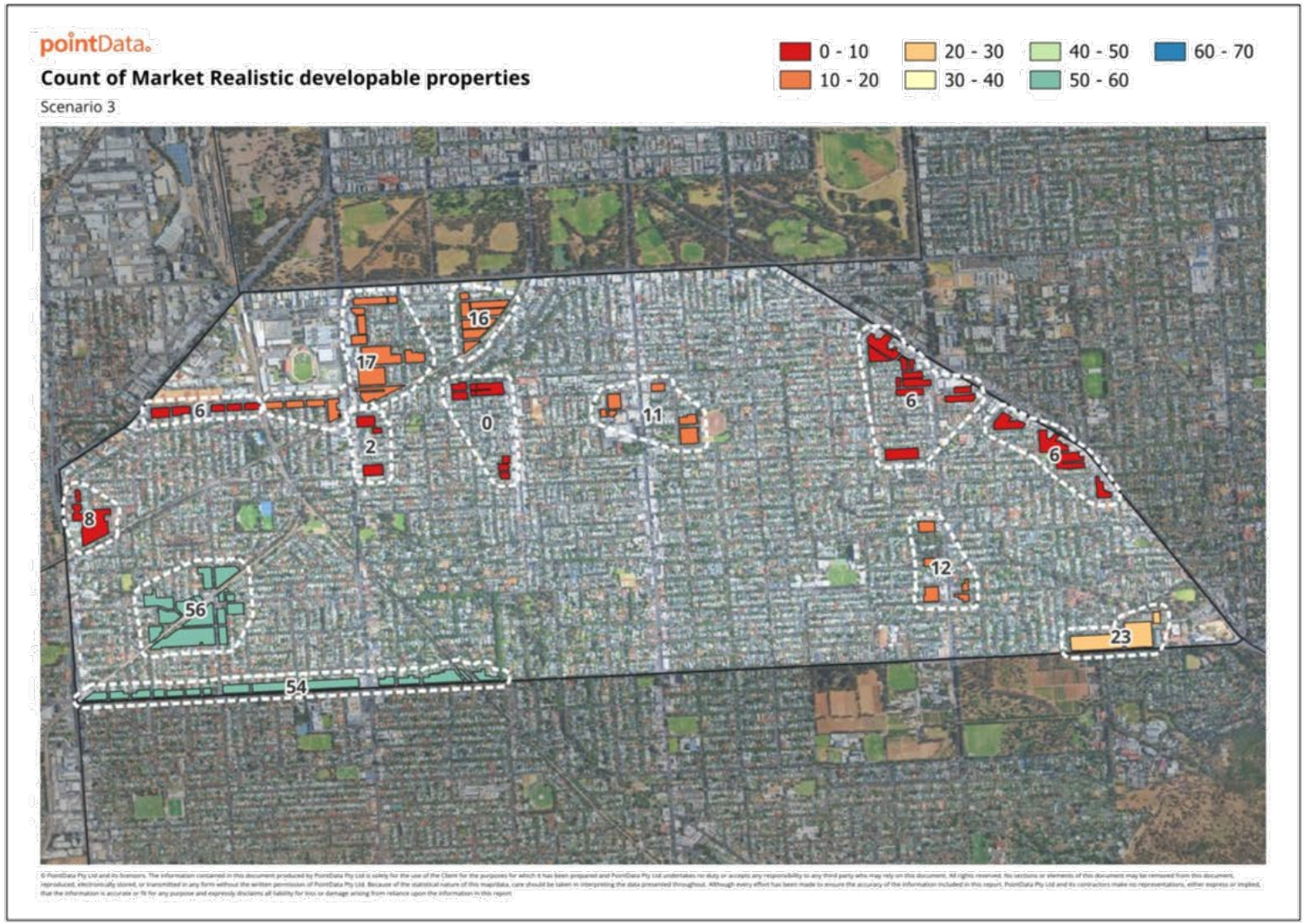
		Count of developable properties				Yield from developable properties		Gain from developable properties	
Dwelling type	Total properties	Theoretical	% of total properties	Market Realistic	% of total properties	Theoretical	Market Realistic	Theoretical	Market Realistic
Detached	1,530 in all precincts	0	0.0%	0	0.0%	0	0	0	0
Semi-detached		458	29.9%	87	5.7%	962	216	504	129
Row		87	5.7%	53	3.5%	305	198	218	145
Group		389	25.4%	151	9.9%	1160	555	771	404
Flats		245	16.0%	139	9.1%	1133	792	888	653
		502	**32.8%**	**217**	**14.2%**	**1781**	**1028**	**1279**	**811**

All figures represent the total number of unique development opportunities, accounting for overlap across dwelling types. For example, if a property is suitable for both 'Flat' and 'Group' dwelling types, it is counted only once. As such, this is not the sum of all dwelling type opportunities, but a consolidated total reflecting what could realistically be achieved.

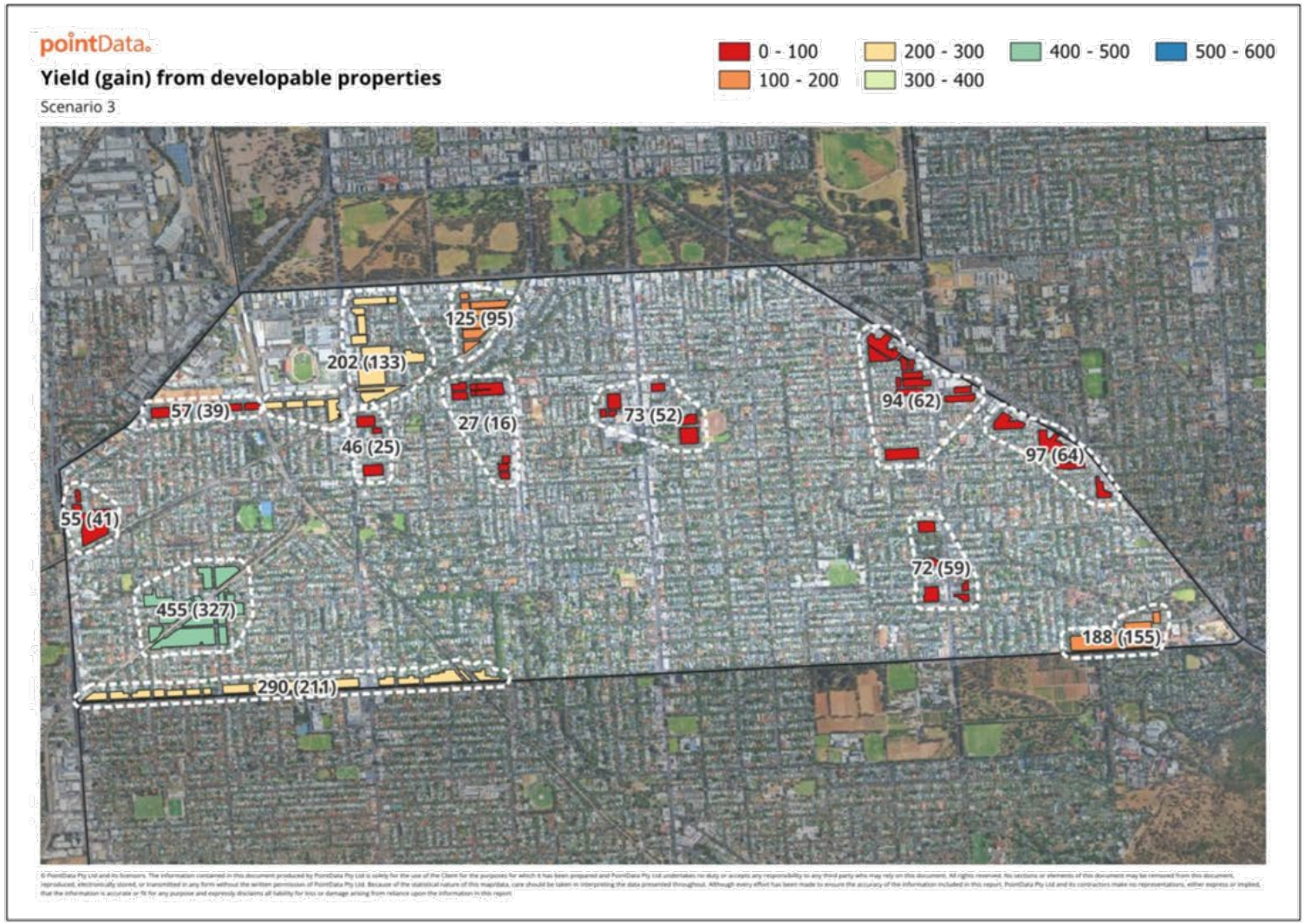
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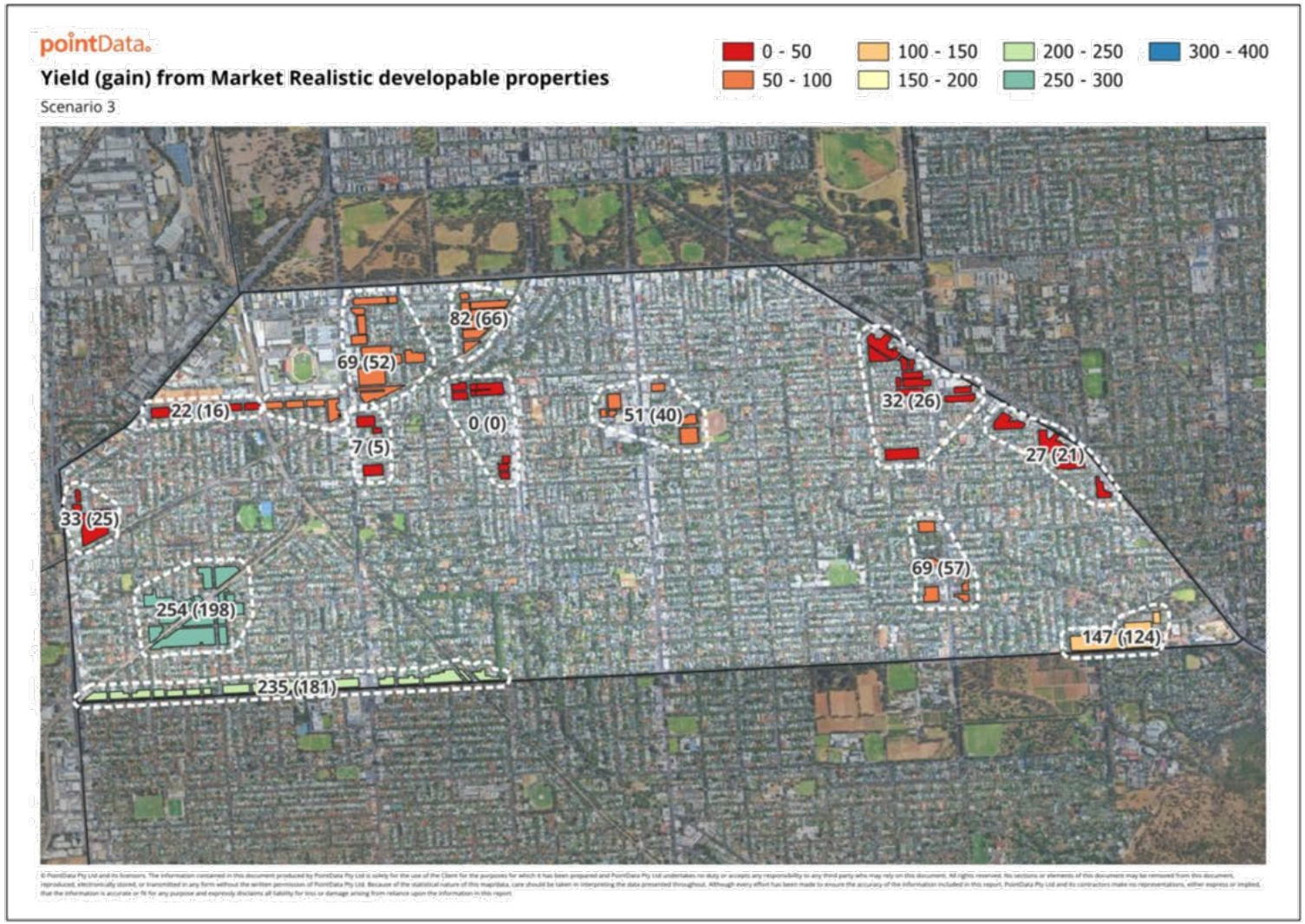
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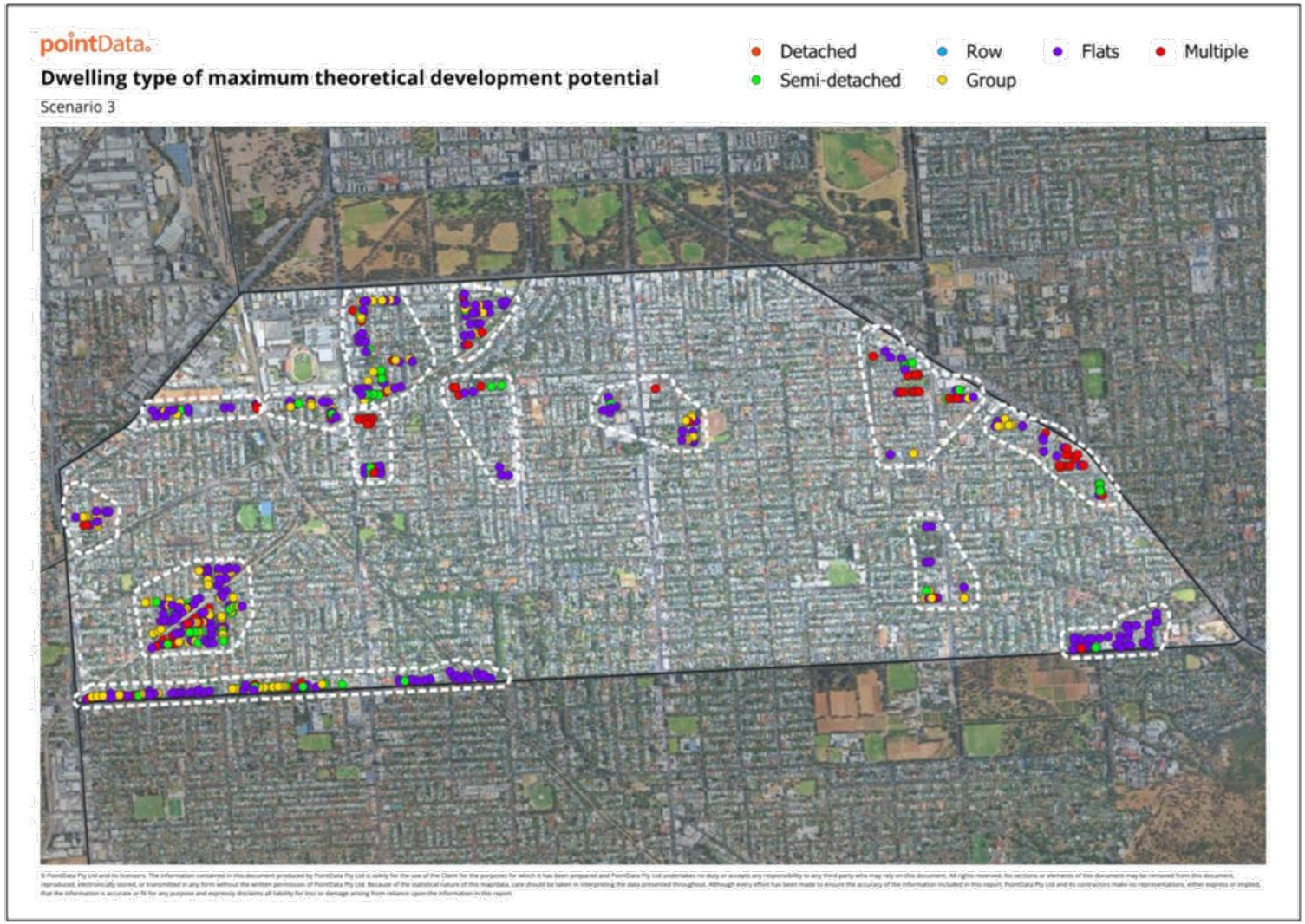
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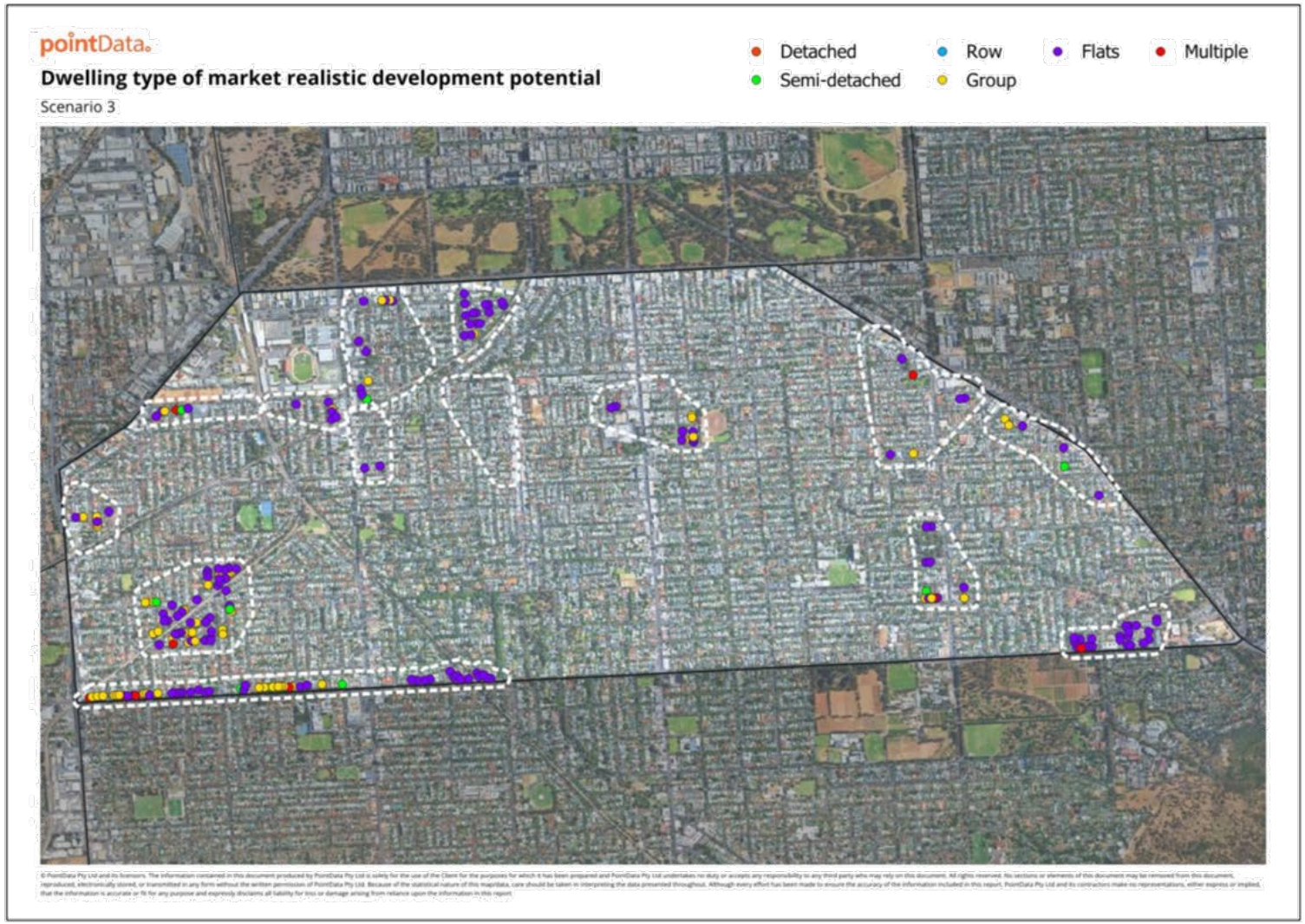
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Scenario 3a: Controlled Housing Diversity WITH Affordable Housing Overlay

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Scenario 3a (Controlled Density Housing Diversity WITH Affordable Housing Overlay): Justification

Scenario 3a (Controlled Density Housing Diversity with Affordable Housing Overlay) builds on Scenario 3 and achieves a higher density due to the application of the Affordable housing overlay. The Affordable Housing Overlay in the South Australian Planning and Design Code is designed to facilitate the delivery of affordable housing within new developments.

To incentivise this, the Overlay provides planning concessions that enable increased development yield. These include variations to standard planning controls such as reduced minimum site areas. As a result, the Overlay effectively enables higher density development by allowing more dwellings to be delivered on a site than would otherwise be permitted under base zoning provisions, provided affordable housing outcomes are achieved. For the purpose of this assessment PointData have only applied the Affordable Housing Overlay dispensation of 20% reduction in minimum site area for Group and Flat dwellings as these are realistically the only dwelling types that would achieve an 'affordable' dwelling outcome (as opposed to Torrens Titled detached, semi-detached, or row).

Frontage and Site Area Minimums applied to Scenario 3a

Minimum site area (m²)					Minimum frontage (m)				
Detached	Semi-detached	Row	Group	Flats	Detached	Semi-detached	Row	Group	Flats
Restricted	225	200	184	120	Restricted	7	7	15	18

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Key Observations

- Reduction of minimum site areas for Group and Flats only compared to Scenario 3 represent a minimal change in absolute values, but result in significant changes in yields and gains. The count of development sites compared to Scenario 3 only increases by 29, but the yields and gains increase by 491 and 462 respectively.
- The number of sites which are Market Realistic only increase moderately, but the resultant yield and gain increase circa 50%.
- While the south-western precincts of Clarence Park and Cross Roads still dominate, this scenario represents a moderate balance across other precincts.
- King William Road offers no Market Realistic outcomes under this scenario (nor in Scenario 3).
- Group and Flats are unsurprisingly the predominant dwelling typologies.

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Scenario 3a (Controlled Density Housing Diversity WITH Affordable Housing Overlay): Summary

Under this scenario, **531 properties have been identified as having "Theoretical" subdivision or infill potential** (34.7% of the 1,530 assessed properties). These sites could yield up to 2,272 new dwellings, representing a net increase of 1,741 dwellings.

However, **only 273 (17.8% of the 1,530) assessed properties have "Market Realistic" subdivision or infill potential**. These sites could yield up to 1,512 new dwellings, representing a net increase of 1,239 dwellings.

The following sections of the report contain tables and maps which provide more detailed spatial and precinct outputs for Scenario 3a (Controlled Density Housing Diversity WITH Affordable Housing Overlay).

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Scenario 3a: Outputs by precinct

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		Count of developable properties				Yield from developable properties		Gain from developable properties	
Precinct	Total properties	Theoretical	% of total properties	Market Realistic	% of total properties	Theoretical	Market Realistic	Theoretical	Market Realistic
Arkaba	158	34	21.5%	13	8.2%	127	64	93	51
Clarence Park	218	130	59.6%	66	30.3%	560	355	430	289
Cross Road	188	83	44.1%	63	33.5%	372	326	289	263
Everard Park	105	14	13.3%	9	8.6%	69	47	55	38
Fullarton	116	37	31.9%	8	6.9%	126	43	89	35
Goodwood	39	21	53.8%	4	10.3%	61	15	40	11
Highgate	36	13	36.1%	13	36.1%	91	91	78	78
Keswick	56	19	33.9%	9	16.1%	72	42	53	33
King William Road	81	14	17.3%	0	0.0%	40	0	26	0
King William Road North	80	31	38.8%	19	23.8%	159	119	128	100
Myrtle Bank	78	35	44.9%	25	32.1%	243	197	208	172
Unley Centre	55	22	40.0%	14	25.5%	91	73	69	59
Wayville	320	78	24.4%	30	9.4%	261	140	183	110
	1530	**531**	**34.7%**	**273**	**17.8%**	**2272**	**1512**	**1741**	**1239**

All figures represent the total number of unique development opportunities, accounting for overlap across dwelling types. For example, if a property is suitable for both 'Flat' and 'Group' dwelling types, it is counted only once. As such, this is not the sum of all dwelling type opportunities, but a consolidated total reflecting what could realistically be achieved.

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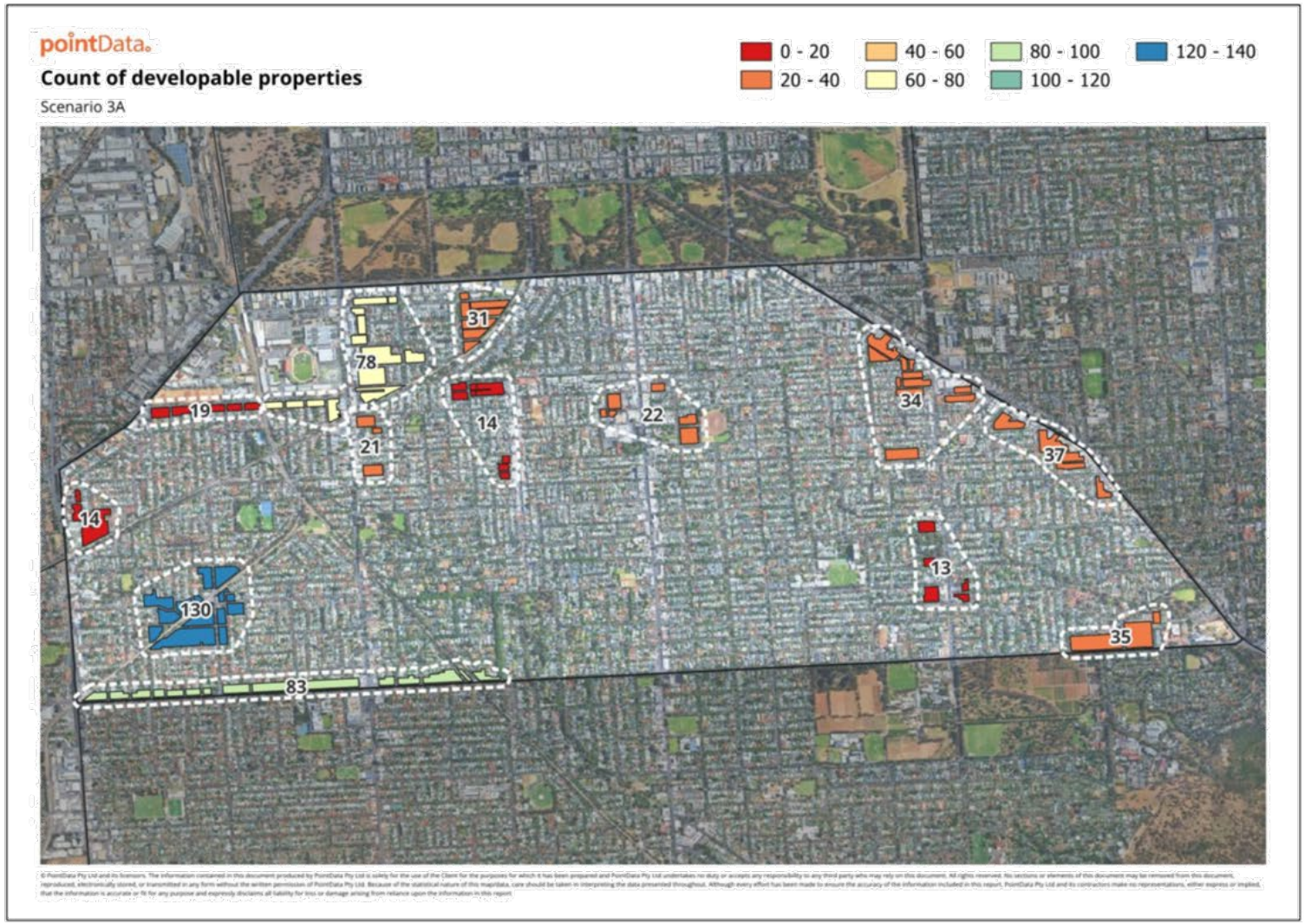
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Scenario 3a: Outputs by dwelling type

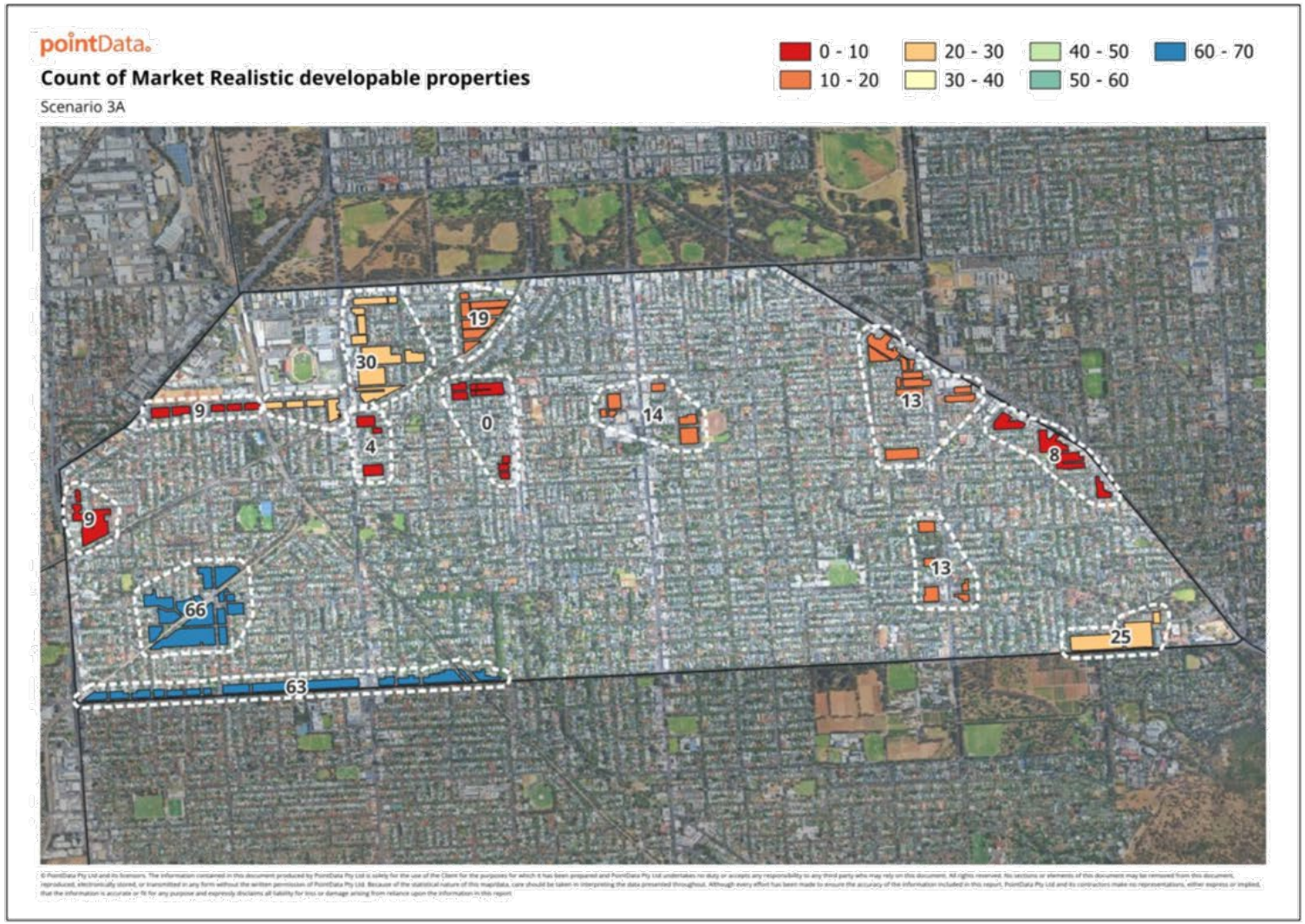
		Count of developable properties				Yield from developable properties		Gain from developable properties	
Dwelling type	Total properties	Theoretical	% of total properties	Market Realistic	% of total properties	Theoretical	Market Realistic	Theoretical	Market Realistic
Detached	1,530 in all precincts	0	0.0%	0	0.0%	0	0	0	0
Semi-detached		458	29.9%	87	5.7%	962	216	504	129
Row		87	5.7%	53	3.5%	305	198	218	145
Group		440	28.8%	205	13.4%	1571	894	1131	689
Flats		258	16.9%	166	10.8%	1457	1121	1199	955
		531	**34.7%**	**273**	**17.8%**	**2272**	**1512**	**1741**	**1239**

All figures represent the total number of unique development opportunities, accounting for overlap across dwelling types. For example, if a property is suitable for both 'Flat' and 'Group' dwelling types, it is counted only once. As such, this is not the sum of all dwelling type opportunities, but a consolidated total reflecting what could realistically be achieved.

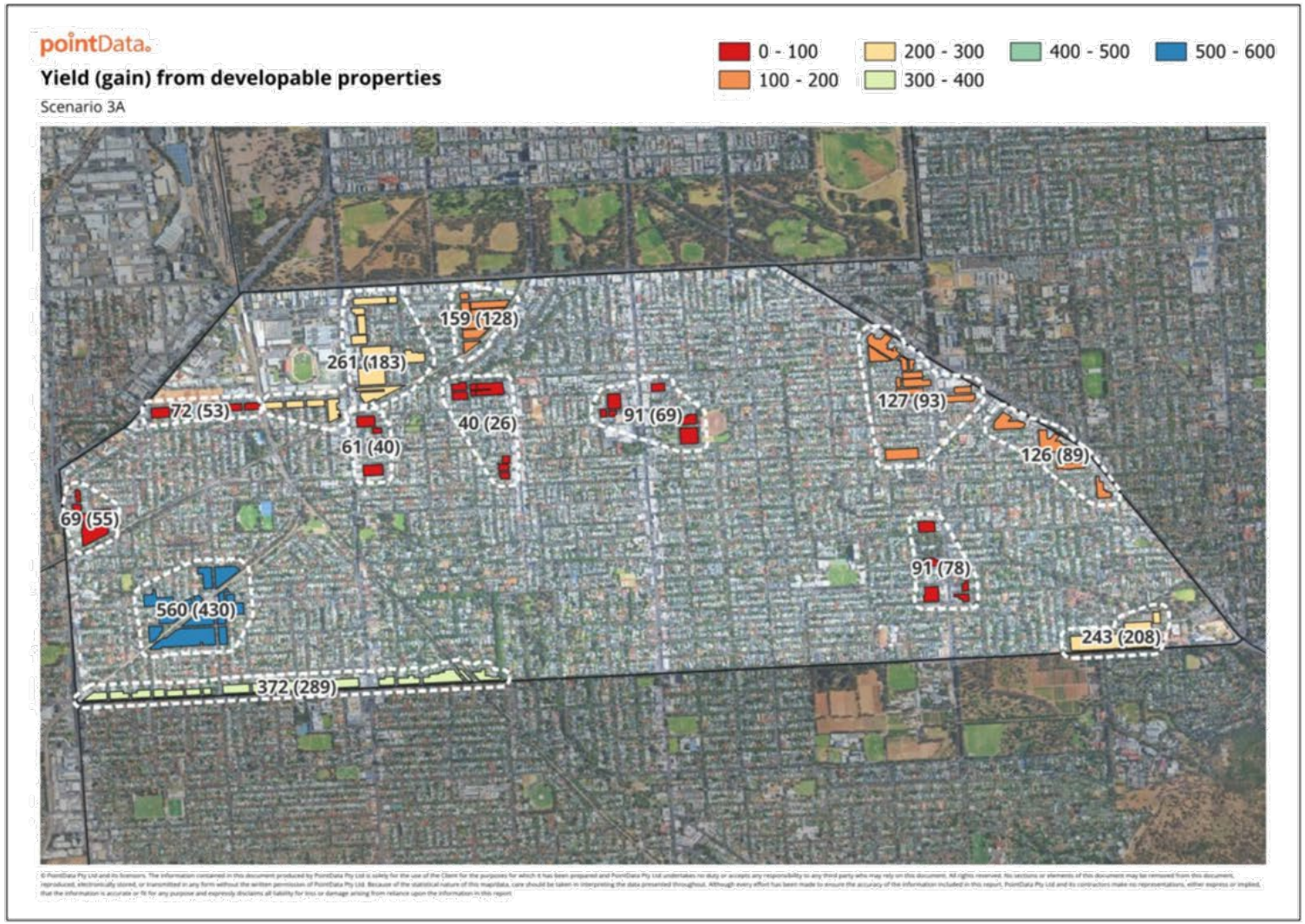
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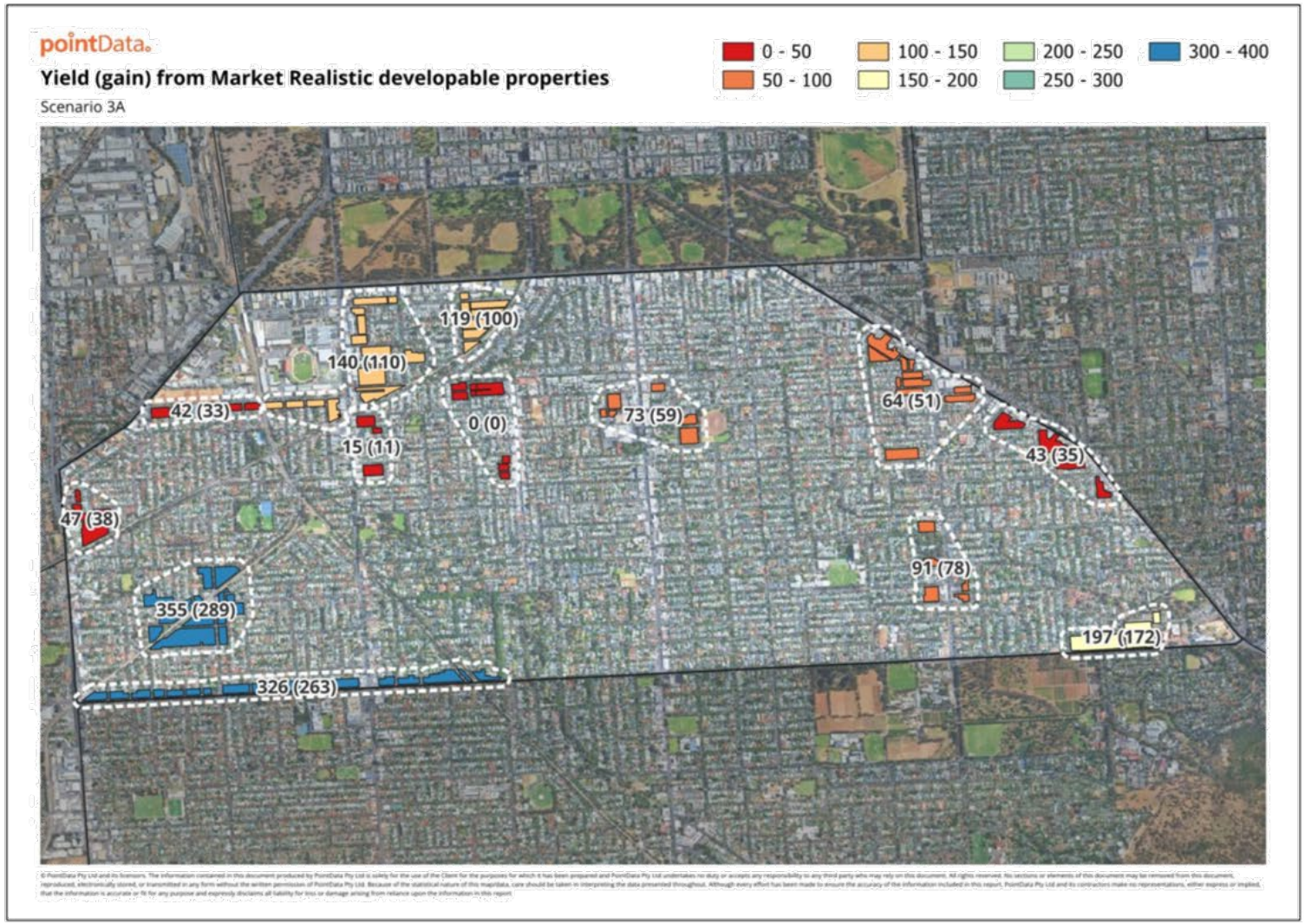
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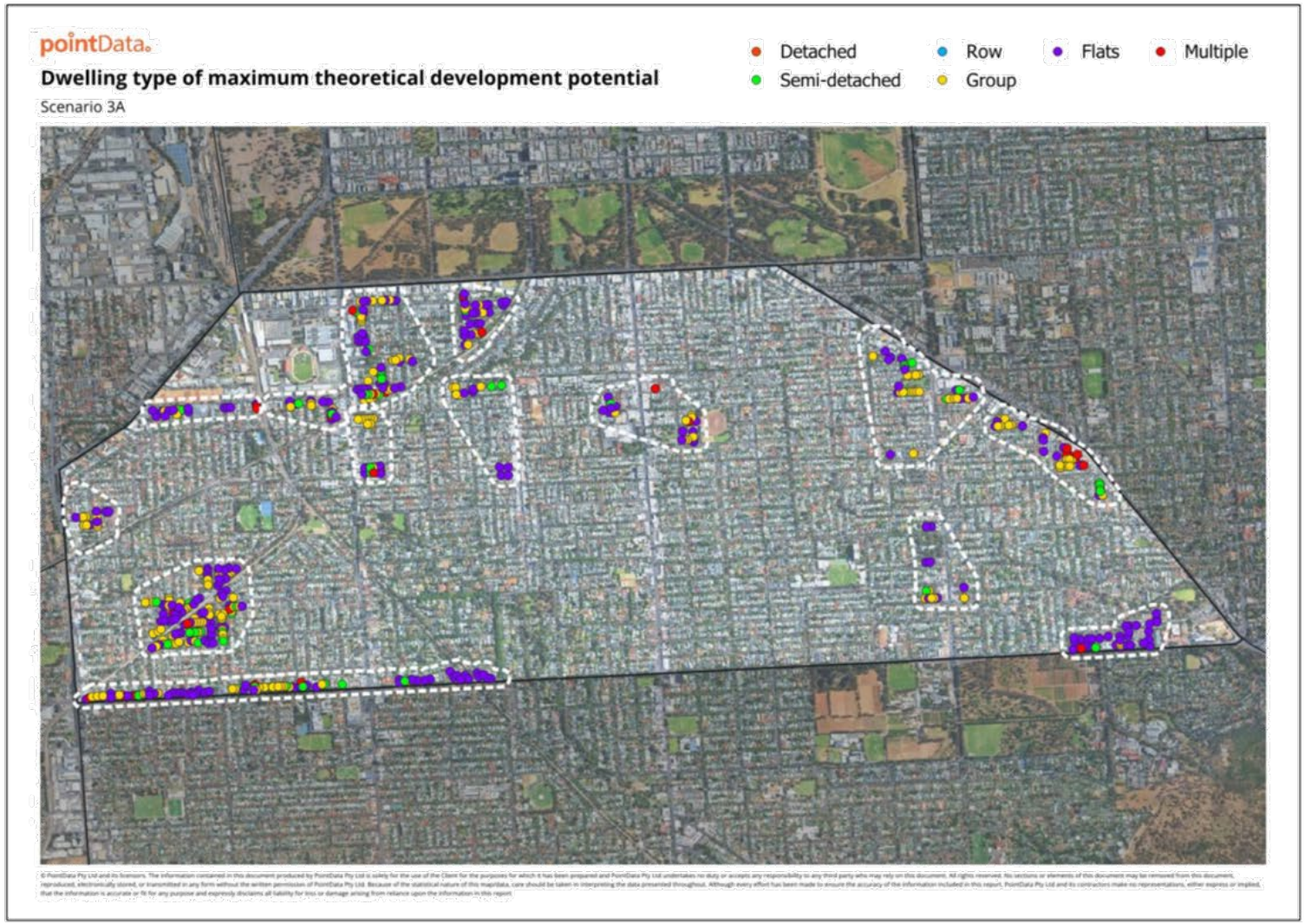
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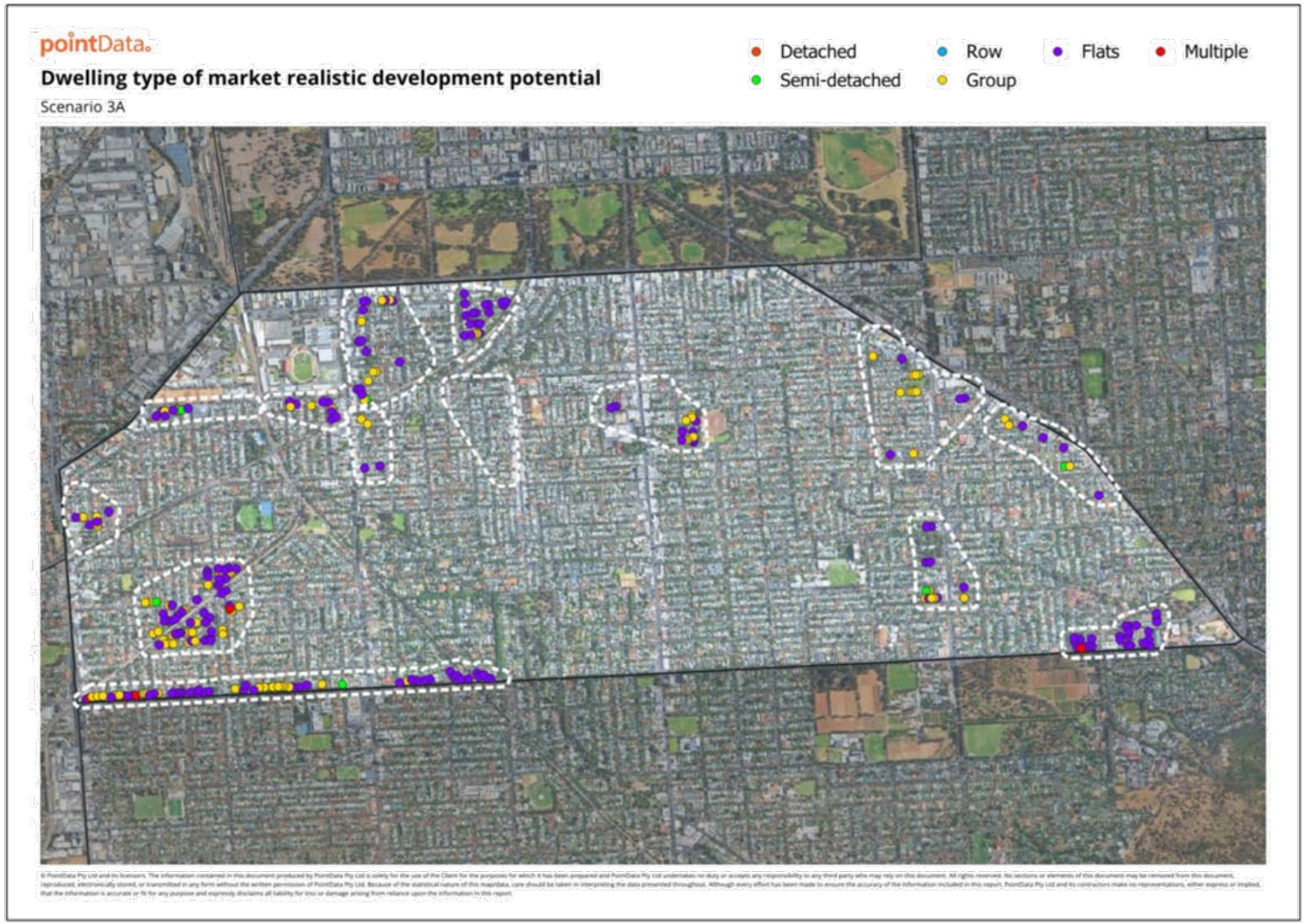
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Summary

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Policy Criteria Per Scenario: Frontage and Site Area Minimums

Scenario	Minimum site area (m²)					Minimum frontage (m)				
	Detached	Semi-detached	Row	Group	Flats	Detached	Semi-detached	Row	Group	Flats
1: Base Case	As specified in Planning and Design Code					As specified in Planning and Design Code				
Scenario 2: Higher Density Housing Diversity	Restricted	225	165	230	143	Restricted	6	6	15	15
Scenario 3: Controlled Density Housing Diversity (WITHOUT Affordable Housing Overlay)	Restricted	225	200	230	150	Restricted	7	7	15	18
Scenario 3a: Controlled Density Housing Diversity (WITH Affordable Housing Overlay)	Restricted	225	200	184	120	Restricted	7	7	15	18

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Outputs by scenario

		Count of developable properties				Yield from developable properties		Gain from developable properties	
Scenario	Total properties	Theoretical	% of total properties	Market Realistic	% of total properties	Theoretical	Market Realistic	Theoretical	Market Realistic
1: Base Case	1,530	160	10.5%	39	2.5%	372	117	212	78
Scenario 2: Higher Density Housing Diversity		572	37.4%	291	19.0%	2336	1505	1764	1214
Scenario 3: Controlled Density Housing Diversity (WITHOUT Affordable Housing Overlay)		502	32.8%	217	14.2%	1781	1028	1279	811
Scenario 3a: Controlled Density Housing Diversity (WITH Affordable Housing Overlay)		531	34.7%	273	17.8%	2272	1512	1741	1239

All figure represents the total number of unique development opportunities, accounting for overlap across dwelling types. For example, if a property is suitable for both 'Flat' and 'Group' dwelling types, it is counted only once. As such, this is not the sum of all dwelling type opportunities, but a consolidated total reflecting what could realistically be achieved.

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Appendices

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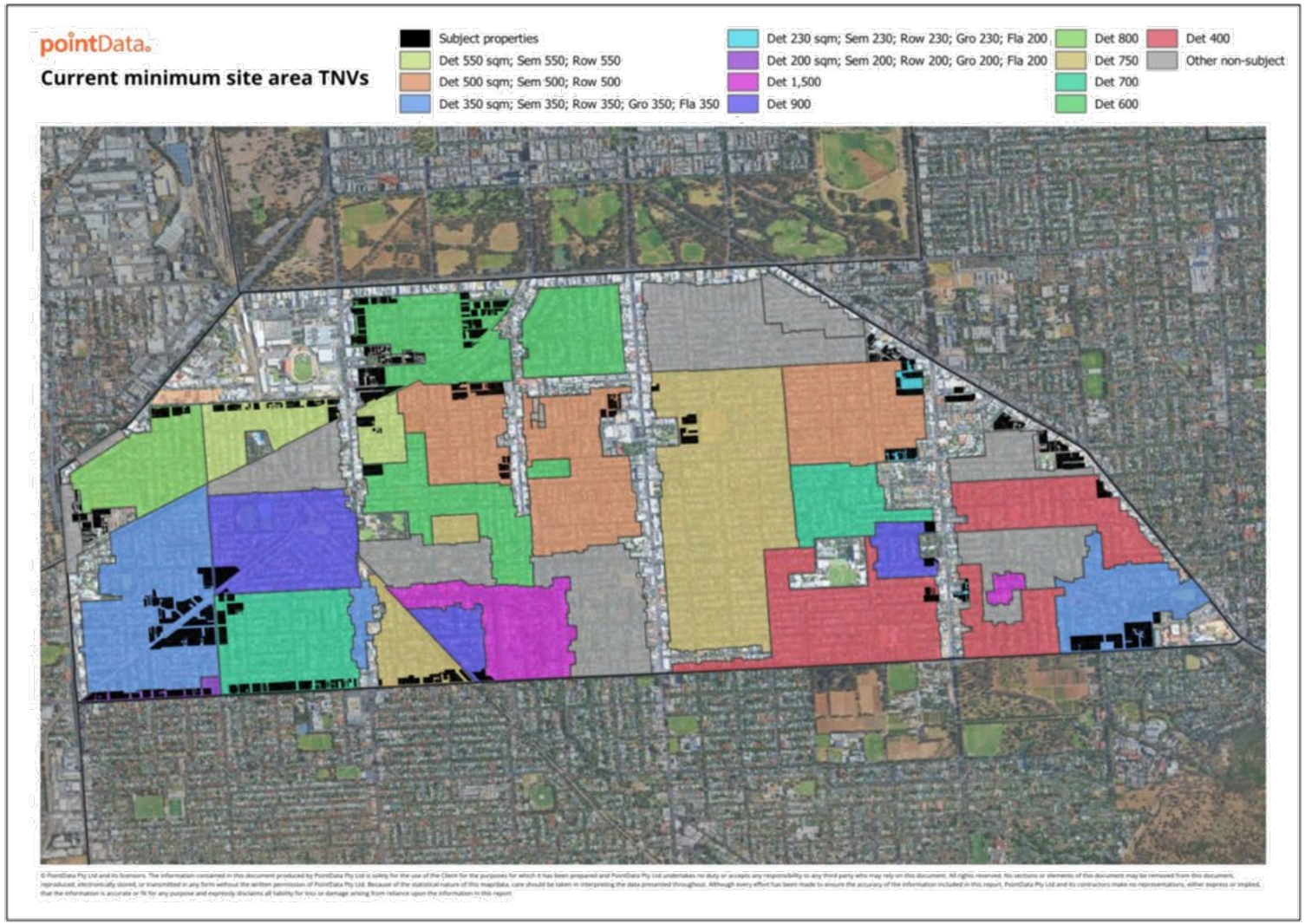
Current Planning and Design Code zones

Subject properties
Business Neighbourhood
Employment
Established Neighbourhood
General Neighbourhood
Housing Diversity Neighbourhood
Suburban Neighbourhood
Other non-subject

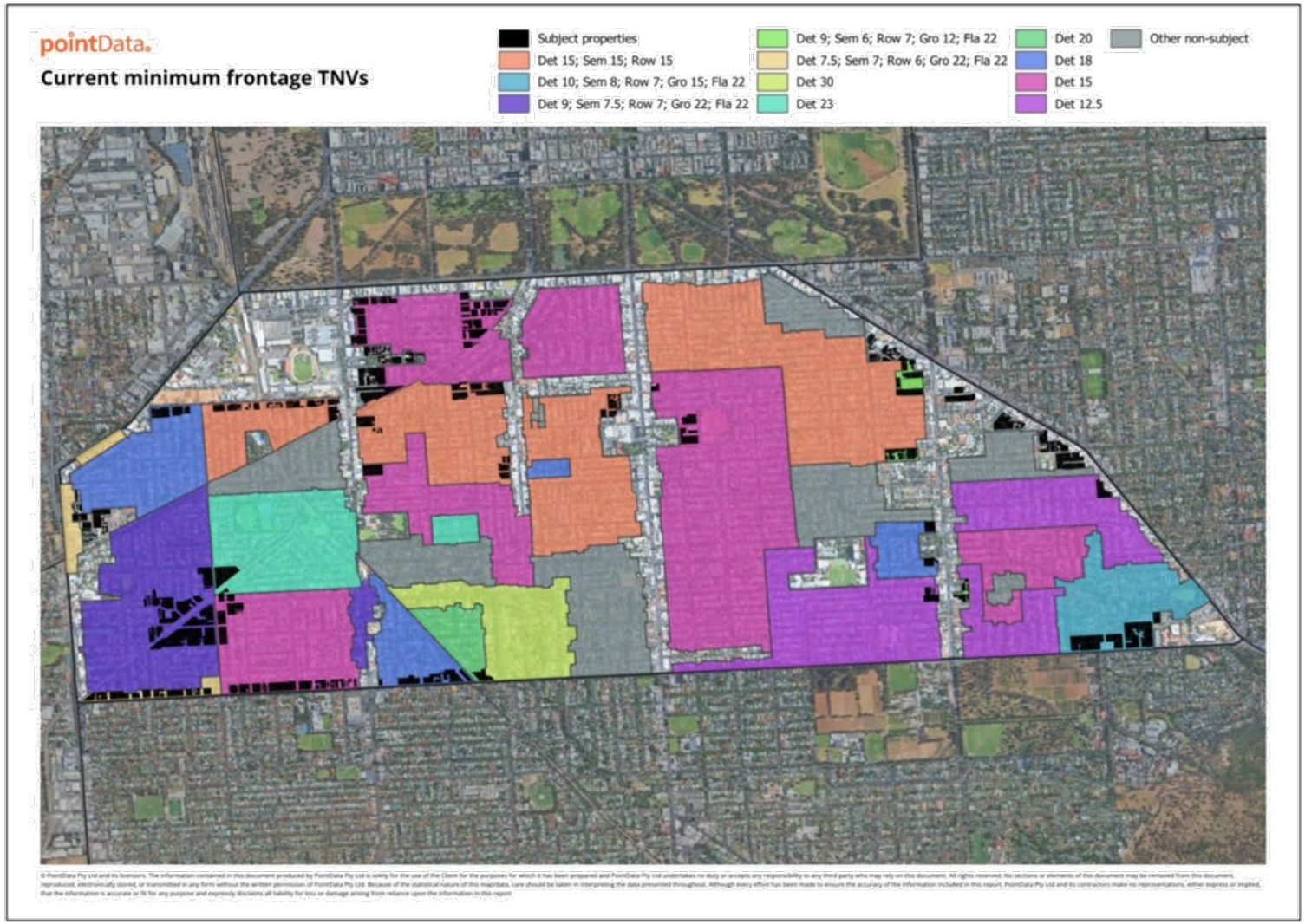


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A nominal subdivision cost of $25,000 per newly created allotment has been subtracted from the land value uplift to calculate the net land profit.

Lot dimensions and subdivisions have been calculated using cadastre supplied by a 3rd party provider. While every effort has been made to ensure the accuracy of the lot dimensions, detailed surveys have not been undertaken and some minor discrepancies may exist in the assumed areas, frontages and depths.

The assumed datasets from the Planning and Design Code have been applied to the sites to provide initial planning guidance for the subdivisions. No threshold allowances in frontages and areas have been allowed to obtain the maximum yield for site subdivision – a planner's professional judgement on some properties would result in a different yield outcome.

PointData's hedonic and land value models have been used to predict the ROI based on land size, build size including rooms, bedrooms, bathrooms, and other attributes. The model has been developed based on surrounding local observations. PointData's AiVM has then been applied to index property values (market sale price) to May 2025 dollars. Any estimated value or value ranges and target sales prices in the Report are based on public sales history (which has not been independently checked or verified) and may not include all sales. You acknowledge and agree that sales history and past performance is not indicative of future performance.

The Report does not guarantee any particular investment return, sale price, financial performance, or saleability of a particular property or development. The Report is not a professional appraisal of the subject property by a professional valuer, builder, architect or sales agent, and should not be relied upon as such.

Any information in the Report relating to the development of the property is subject always to council consent and approval.

Any information in the Report relating to estimated development costs are indicative only and based on the Company's reasonable estimates of likely development costs. It should not be relied upon as certain or fixed costs, and should not be considered an exhaustive list of all types of development costs. Other development costs may apply.

The information contained in this dataset is extracted from records of land status and cadastral boundary definition held by the Government of the State of South Australia (the "State"). The information is not represented to be accurate, current, complete, or suitable for any purpose, at the time of its supply by the State, and may have changed since the date of supply by the State.

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SUMMARY OF DEVELOPMENT INTENT OF EXISTING ZONES

The following is a summary of each of the zones applying to the City contained in the Planning and Design Code. The table summarises the provisions in the Code relating to the land use and built form (including the density, maximum building height/levels) outcome sought in the zone, whether the zone facilitates residential development, and the opportunity to apply added development potential to sites meeting land area and frontage stipulations.

ZONE	BUILDING HEIGHT (max)			DENSITY Sq m / dwg (min)	DESIRED OUTCOME	RESIDENTIAL OPPORTUNITY
	Metres	Levels	Significant Site Provisions			
EN Established Neighbourhood	5.7m	1	-	500	A neighbourhood that includes a range of housing types, with new buildings sympathetic to the predominant built form character and development patterns.	Dwellings and ancillary dwellings with complementary non-residential activities
SN Suburban Neighbourhood	9m	2	-	350	Low density housing is consistent with the existing local context and development pattern. Services and community facilities contribute to making the neighbourhood a convenient place to live without compromising residential amenity and character.	Dwelling, ancillary accommodation, and supported accommodation
GN General Neighbourhood	9m (7m wall height)	2	-	300	Low-rise, low and medium-density housing that supports a range of needs and lifestyles located within easy reach of services and facilities. Employment and community service uses contribute to making the neighbourhood a convenient place to live without compromising residential amenity.	Dwellings with complementary non-residential activities

SUMMARY OF DEVELOPMENT INTENT OF EXISTING ZONES

ZONE	BUILDING HEIGHT (max)			DENSITY Sq m / dwg (min)	DESIRED OUTCOME	RESIDENTIAL OPPORTUNITY
	Metres	Levels	Significant Site Provisions			
URN Urban Renewal Neighbourhood	18.5m	5 Julia Farr site 4 Norman Street (large sites) 2-3 Charles St 3 Fullarton Road	DPF net residential density over 70 dwellings/ha on sites over 1200 sq m and frontage of over 35 m	Medium density - up to 70 dwellings per ha	Housing and other land uses which no longer meet community preferences are replaced with new diverse housing options. Housing density increases, taking advantage of well-located urban land. Employment and community services will improve access to jobs, goods and services without compromising residential amenity.	Dwellings, ancillary dwellings, residential flat buildings, retirement facilities, student accommodation, supported accommodation
BN Business Neighbourhood	9m	2	-	NA	A variety of housing and accommodation types and compatible employment-generating land uses in an environment characterised by primarily low-rise buildings	Yes
UC (Bo) Urban Corridor (Boulevard)	36m (+ 30%)	7 Greenhill (10 Goodwood Rd intersection & west of Goodwood Road) 5 Glen Osmond Road	Frontage: over 25 m to a primary road Site area: over 2500 sq m	NA	Buildings that achieve a consistent, tall, uniform facade to frame the primary road corridor (e.g., a State maintained road or a road with similar attributes) that are consistently well set back with areas of significant open space in front, other than in specified areas where a lesser or no setback is desired. Buildings accommodate a mix of compatible residential and non-residential uses including shops and other business activities at ground and lower floor levels with residential land uses above.	Dwellings, residential flat buildings, retirement facilities, supported accommodation, student accommodation, tourist accommodation
UC (Bu) Urban Corridor (Business)		6	Frontage: over 25 m to a primary road Site area: over 2500 sq m	NA	A medium rise mixed use zone with a strong focus on employment, which accommodates a diverse range of commercial and light industrial land uses together with compatible medium density residential development oriented towards a primary road corridor (e.g., a State maintained road or a road with similar attributes).	Dwellings, residential flat buildings, retirement facilities, student accommodation, supported accommodation, tourist accommodation (above ground level)

SUMMARY OF DEVELOPMENT INTENT OF EXISTING ZONES

ZONE	BUILDING HEIGHT (max)			DENSITY Sq m / dwg (min)	DESIRED OUTCOME	RESIDENTIAL OPPORTUNITY
	Metres	Levels	Significant Site Provisions			
UC (L) Urban Corridor (Living)	22m	6 Min 3	Frontage: 25 m to a primary road Site area: 2500 sq m	NA	A mixed-use area with a strong residential focus that provides a diverse range of medium density housing options primarily in multi-level medium rise buildings supported by compatible non-residential land uses oriented towards a primary road corridor (e.g., a State maintained road or a road with similar attributes), high frequency public transport route, activity centre, or significant open space.	Dwellings, retirement facilities, student accommodation, supported accommodation, tourist accommodation
UC (MS) Urban Corridor (Main Street)	18.5m	5 Min 3	Frontage: over 25 m to a primary road Site area: over 1500 sq m	NA	A safe, walkable and vibrant shopping, entertainment and commercial main street precinct with an active day and evening economy supported by medium density residential development.	dwellings, residential flat buildings, retirement facilities, student accommodation, supported accommodation, tourist accommodation. (on upper levels or behind non-residential uses)
HDN Housing Diversity Neighbourhood	9m	2-3	-	200 rfb 230 other forms	Medium density housing supports a range of needs and lifestyles, located within easy reach of a diversity of services and facilities. Employment and community service uses contribute to making the neighbourhood a convenient place to live without compromising residential amenity.	Dwellings, with complementary non-residential activities
SMS Suburban Main Street	9m	2	-	NA	A mix of land uses including retail, office, commercial, community, civic and medium density residential development that supports the local area	Dwellings & tourist accommodation on upper levels or behind non-residential uses

SUMMARY OF DEVELOPMENT INTENT OF EXISTING ZONES

ZONE	BUILDING HEIGHT (max)			DENSITY Sq m / dwg (min)	DESIRED OUTCOME	RESIDENTIAL OPPORTUNITY
	Metres	Levels	Significant Site Provisions			
SAC Suburban Activity Centre		9	-	NA	An active commercial precinct supporting neighbourhood-scale shopping, business, entertainment and recreation facilities to provide a focus for business and community life and most daily and weekly shopping needs of the community. Buildings and pedestrian areas create a high quality, activated public realm that is integrated with pedestrian and cycle networks and establish well-defined connections to available public transport services.	Dwellings, residential flat buildings, retirement facilities, supported accommodation, tourist accommodation
E Employment	9m	2	-	NA	A diverse range of low-impact light industrial, commercial and business activities that complement the role of other zones accommodating significant industrial, shopping and business activities.	No
CF Community Facilities	NA	1	-	NA	Provision of a range of community, educational, recreational and health care facilities.	No
Rec Recreation			-		Provision of a range of accessible recreational facilities.	No but ancillary tourism accommodation possible
CwF Commonwealth Facility	NA	NA	-	NA	A zone accommodating nationally significant aviation and defence-related activities.	NA

EXTRACT OF CODE PROVISIONS APPLYING TO CONSERVATION OF CHARACTER IN COMMERCIAL AREAS OF THE CITY

Centres Conservation - Goodwood, King William and Fullarton Roads Historic Area Statement (Un1)

The Historic Area Overlay identifies localities that comprise characteristics of an identifiable historic, economic and / or social theme of recognised importance. They can comprise land divisions, development patterns, built form characteristics and natural features that provide a legible connection to the historic development of a locality.

These attributes have been identified in the below table. In some cases State and / or Local Heritage Places within the locality contribute to the attributes of an Historic Area.

The preparation of an Historic Impact Statement can assist in determining potential additional attributes of an Historic Area where these are not stated in the below table.

HISTORIC AREAS AFFECTING CITY OF UNLEY		
UN1	Eras, themes and context	1880 to 1940's built development.
	Allotments, subdivision and built form patterns	Goodwood Road - prominent original imposing buildings, homogeneous historic nature and intrinsic features formed by the close-knit development to the street alignment, open balconies and verandahs extending over the footpath. King William Road - early era buildings and quaint unique close-knit character formed by the parade of buildings of narrow fronted shops to the street alignment, with simple continuous series of ornate parapet facades and verandahs over the footpath and some open balconies above. Fullarton Road - significant and early era residential forms of buildings with appropriate setbacks, low-key commercial uses adaptation and substantial landscaped frontages north of Cheltenham Street and small scale simple straight facade shopfronts to south. Prevailing and coherent rhythm of building siting, street setbacks, side boundary setbacks and spacing between buildings and garden landscape setting.
	Architectural styles, detailing and built form features	Victorian. Turn-of-Century. Inter-War. Complementary main street shopfronts, parapet walls and verandahs over footpaths and residential forms.
	Building height	Maximum two storey street presentation.
	Fencing	Fencing forward of the front façade of the building on Fullarton Road, of a form associated with the building and generally of low masonry pier and plinth, cast iron, brush, timber or similar nature.

BACKGROUND INFORMATION

HISTORIC AREAS AFFECTING CITY OF UNLEY		
	Setting, landscaping, streetscape and public realm features	Limited street trees, except Fullarton Road with dominant, well-established street trees. Goodwood Road - early commercial centre from the late nineteenth century comprising large imposing buildings, including landmark two-storey State Heritage Place, two-storey Local Heritage Place and Church buildings, and smaller narrow fronted premises. King William Road - early commercial centre from the late nineteenth century comprising some larger buildings and primarily small narrow fronted premises. Fullarton Road - residential buildings, some converted to community and commercial uses, and low-key, well landscaped gardens and State Heritage significant mansion 'Hughes Estate'.
	Representative Buildings	Identified - refer to SA planning database.



King William Road Main Street



Goodwood Road Main Street



Highgate Centre

WHAT WOULD BE REQUIRED TO IMPLEMENT PLANNING CHANGES

Any potential changes to the current zoning and planning provisions applying to a specific area of the City will require extensive and detailed investigations and identification by the Council in support of the proposed change. Such investigations and proposals need to follow a State Government process for the preparation and consultation of what is called a Code Amendment to the Planning and Design Code.

The process requires the Council (or another proponent eg a landowner or Minister) to follow the steps set out below.

STAGES OF A CODE AMENDMENT	COUNCIL ACTIONS	DECISION MAKING
Proposal to Initiate a Code Amendment	The Council endorses a proposal to initiate a Code Amendment for a defined purpose.	Minister for Planning determines whether to approve the proposal to initiate (with or without conditions).
Preparation of the Code Amendment and Engagement Plan (if approved by Minister)	The Council undertakes detailed investigations and drafts a proposed Code Amendment, including how it will engage with the community.	Department for Housing and Urban Development (DHUD) approves proposed Code Amendment for consultation purposes.
Consultation	The Council undertakes consultation with the community, affected residents and landowners, and designated state government agencies (for a minimum period of 2 months) inviting submissions on the proposed Code Amendment.	
Finalising Proposed Code Amendment	A hearing for people/organisations that have lodged submissions on the proposed Code Amendment to is held by the Council.	The Council finalises the proposed Code Amendment and submits it to DHUD for review and recommendation to the Minister for a decision to adopt (or not) the Code Amendment. **If the Minister approves the Code Amendment it comes into effect on a date determined by the Minister.**
Scrutiny of the Code Amendment (if adopted by Minister) by the ERD Committee of Parliament		ERDC reviews and advises Minister of its position to the Code Amendment (may object, not object, or suggest amendments). The Minister determines their position to that advice.

BACKGROUND INFORMATION

INTERFACE ANALYSIS

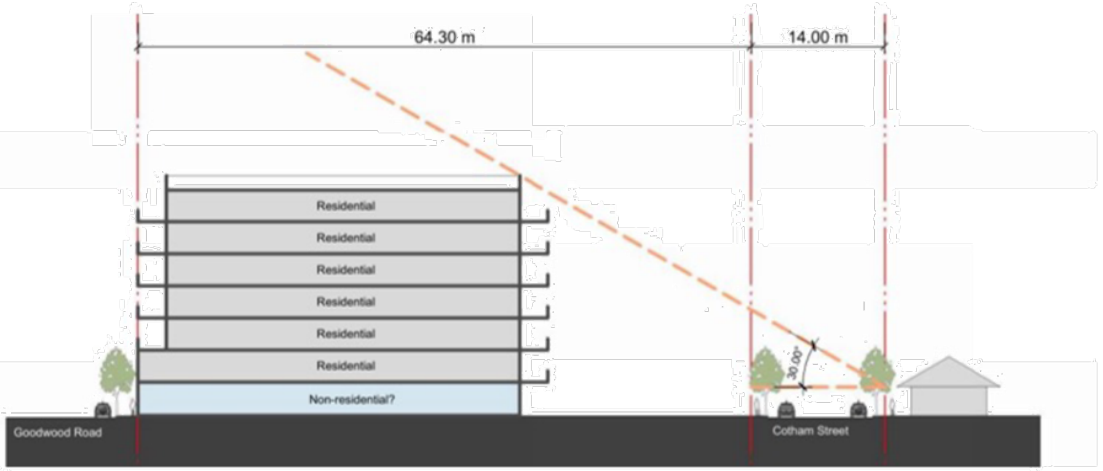
The Council's policy position that higher-rise developments along main road corridors should incorporate a 30-degree building envelope as an interface measure to mitigate the impacts of massing and scale between that development and adjoining established residential areas of low density. Further work has been undertaken since the draft Plan was consulted to ensure that maximum building heights proposed are able to satisfy such a design outcome.



BACKGROUND INFORMATION

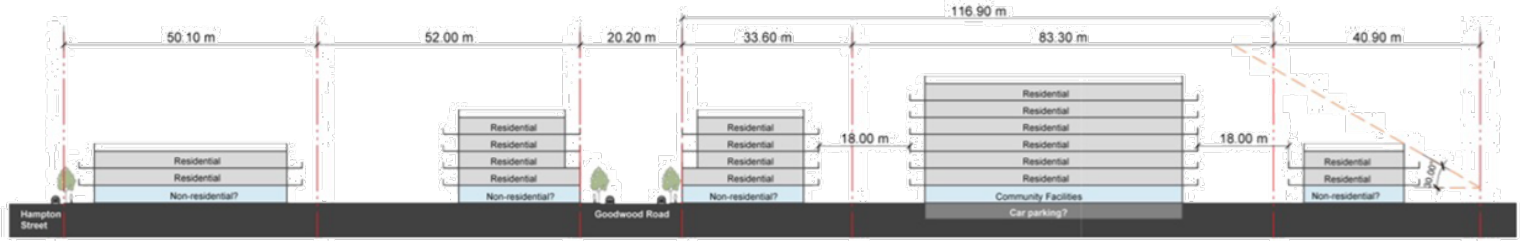
GOODWOOD ROAD, WAYVILLE



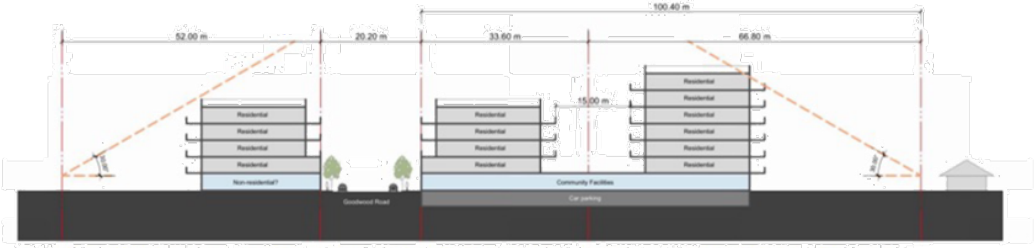


Goodwood Road looking North – Living Mixed Use (up to seven levels) between Rose Terrace and Young Street

GOODWOOD ROAD, GOODWOOD

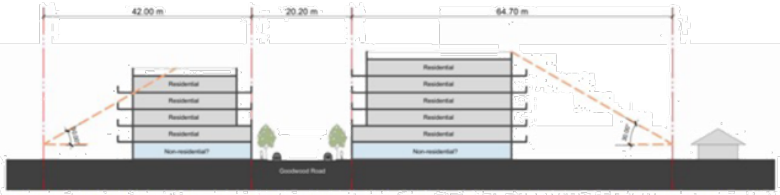


Dd: Activity Centre (up to seven levels)



Ee: Activity Centre (up to seven levels) between Florence and Rosa Streets

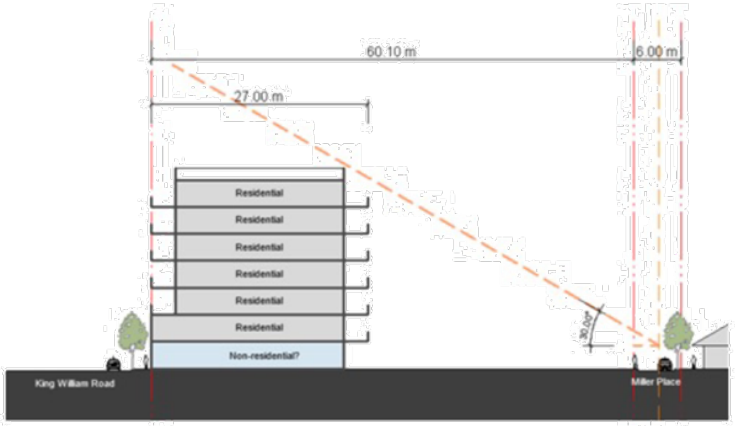




Ff: Activity Centre (up to six levels) between Rosa and Lily Street

BACKGROUND INFORMATION

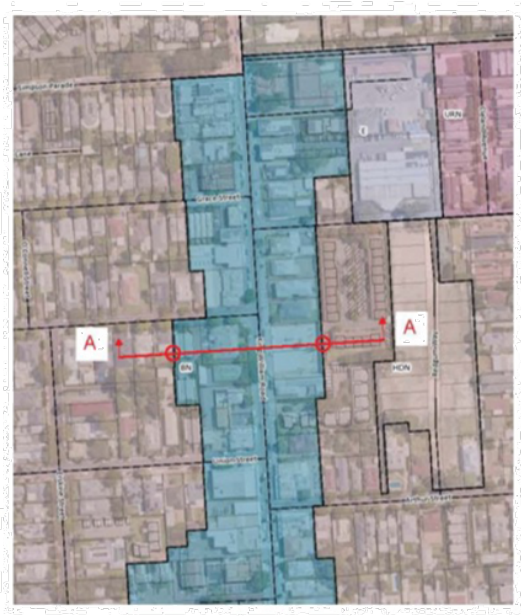
KING WILLIAM ROAD (NORTH)

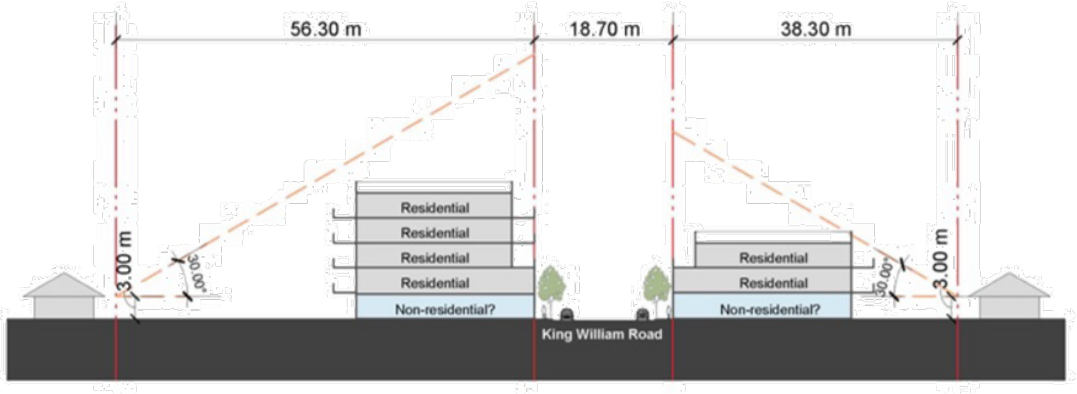




King William Road looking North – Commercial Mixed Use (up to seven levels) North of Catholic Church

KING WILLIAM ROAD MAIN STREET

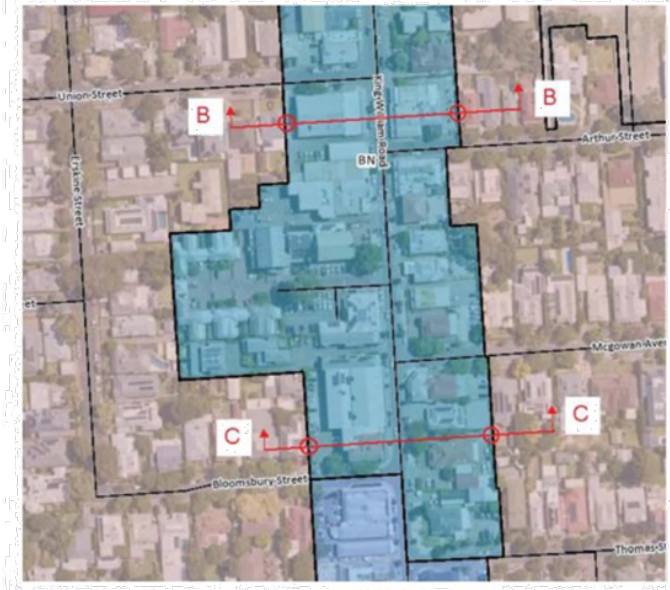


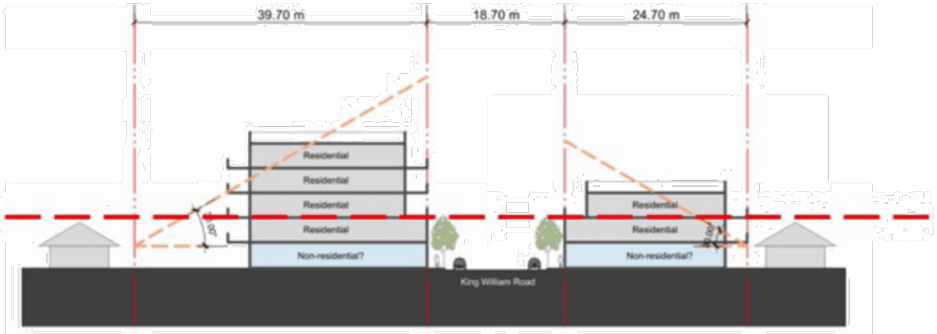


Aa: King William Road looking North – Main Street (up to five levels - west)

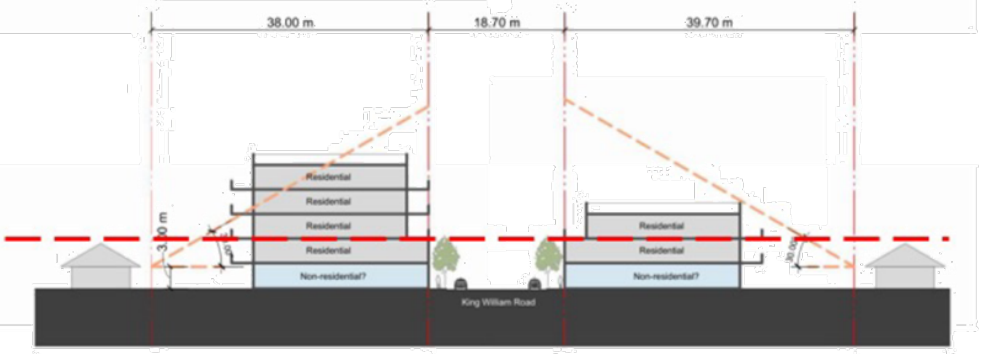
BACKGROUND INFORMATION

KING WILLIAM ROAD MAIN STREET





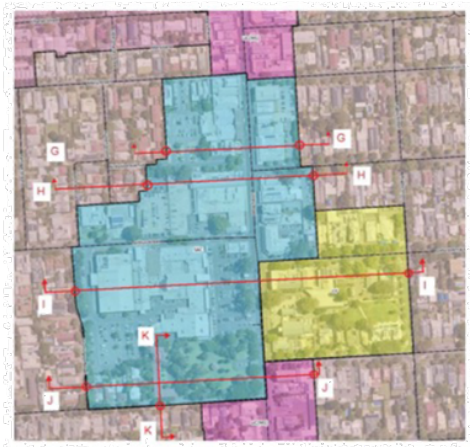
Bb: King William Road looking North – Main Street

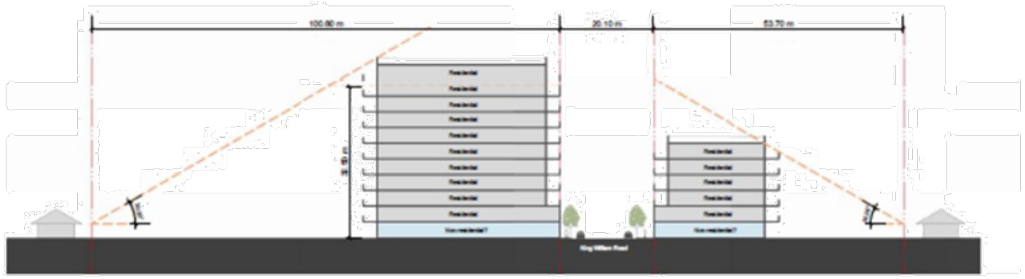


Cc: King William Road looking North – Main Street

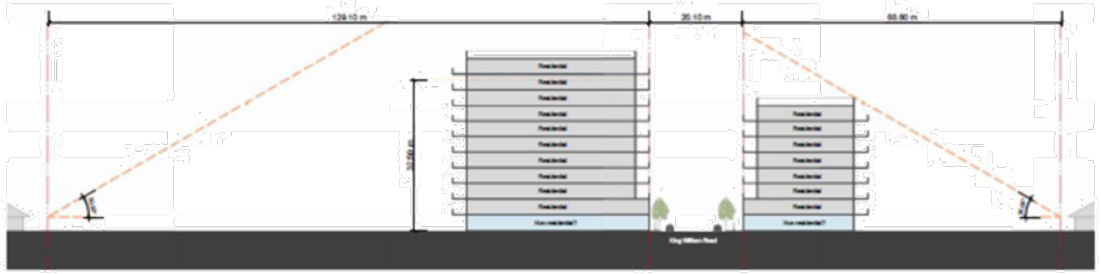
BACKGROUND INFORMATION

UNLEY CENTRE





Gg: Unley Road looking North – Activity Centre



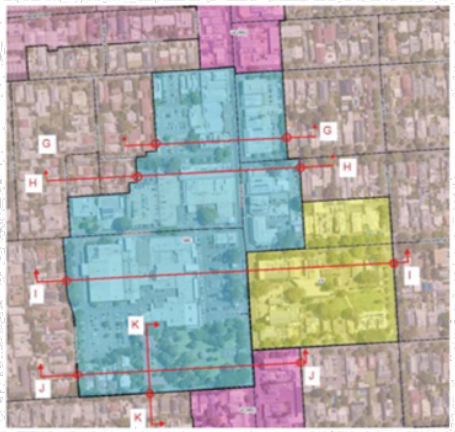
Hh: Unley Road looking North – Activity Centre

BACKGROUND INFORMATION

UNLEY CENTRE

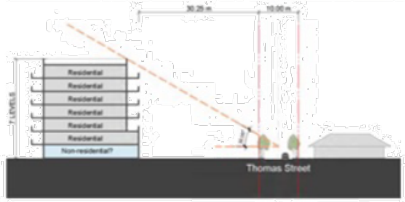


Ii: Unley Shopping Centre – Unley Civic





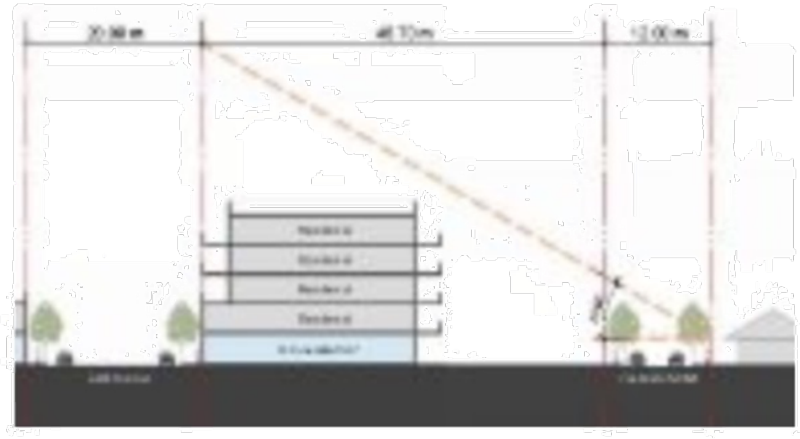
Jj: Mornington House – Soldiers Memorial Gardens interface



Kk: Thomas Street interface

BACKGROUND INFORMATION

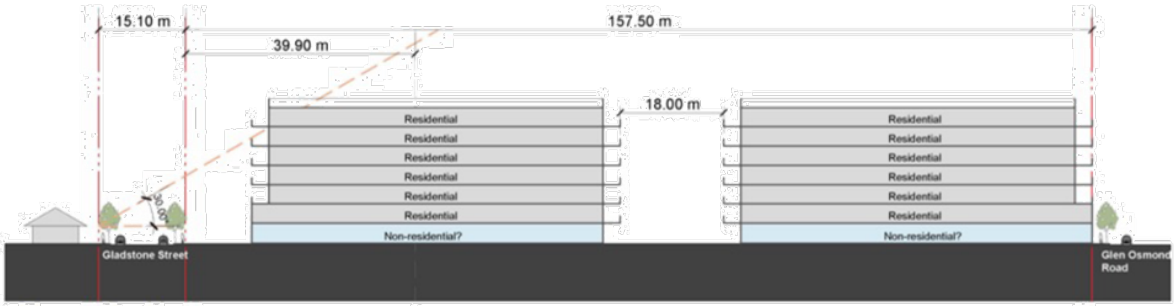
CLARENCE PARK



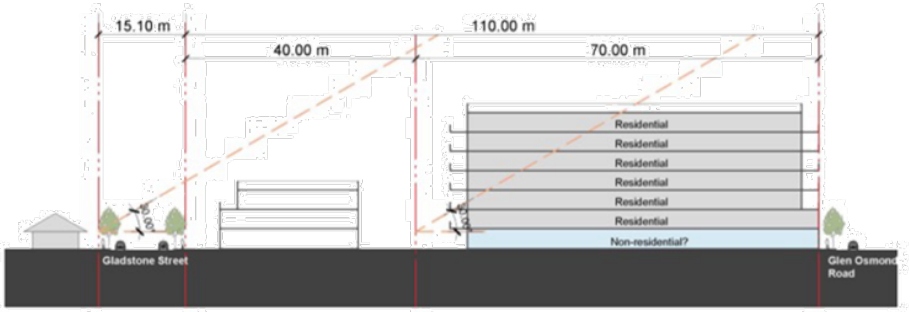
BACKGROUND INFORMATION

ARKABA





Oo: Arkaba



Pp: Gladstone Street interface

MAJOR DEVELOPMENT APPLICATIONS CONSIDERED BY SCAP

Current Arrangements

Certain planning applications under the Planning, Development and Infrastructure (PDI) Act are designated 'major development application' that fall to the State Commission Assessment Panel (SCAP) to determine.

The PDI Act and Regulations affords the Chief Executive Officer of a council the opportunity to provide a report on behalf of the Council within 15 business days. The Regulations (Reg 23) specifies that Council's comments are limited to local technical and infrastructure matters in respect to the impact of the proposal at the local level on traffic, waste management, stormwater and other local infrastructure, open space, or on a local heritage item.

The practice of Administration has been to also provide observations in relation to key planning policy from a local perspective to highlight key issues for further analysis and consideration by assessing officers and SCAP.

Elected members receive a copy of such advice for their information.

New Arrangements

In the City of Unley, these applications (in the order of 75%) are subject to public notification, with the opportunity for the public or other interested parties to lodge a written representation on the proposal and being heard by the SCAP on those matters of concern.

Consultation on the draft Planning for Growth and in general feedback from residents indicates that the quality of medium-high rise development taking place in the City is of concern to the local community. It has become clear that the Council, while remaining within the constraints of the PDI Act, needs to more actively attempt to influence the built form outcomes of developments given public notification by the SCAP.

While the PDI Act (Reg 23) anticipates that a council's involvement in the assessment of major development applications by the SCAP is limited to technical and infrastructure matters, the Act does not prevent an officer of the Council from lodging a representation when the proposal is subject to public notification. That officer should be a duly qualified and experienced planner who forms a professional opinion that a proposal displays shortcomings in respect to provisions of the Planning and Design Code (the Code).

BACKGROUND INFORMATION

In those circumstances, the officer (ordinarily, the person filling the role of Manager Planning and Development) will lodge a representation on the application in their capacity of fulfilling their role. The representation will express matters that the officer can substantiate as professional planning opinion (and as informed by input from other relevant officers of the Council) relating to the Code, particularly in respect to how a proposal responds to:

- local context
- interface with existing established housing areas
- impact on the local road network
- the quality of the design (including sustainability considerations).

At the time of lodging a representation, contact will be made with the applicant's planning consultant to see if the concerns expressed in the representation can be resolved prior to the matter being determined by the SCAP.
A copy of the representation will be circulated to elected members once lodged.
Other officers of Administration will continue to provide technical (Reg 23) advice to SCAP on behalf of the CEO.



THE CITY of Unley

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DECISION REPORT

REPORT TITLE:	KAURNA NAMING OF UNLEY OVAL COMMUNITY HUB
ITEM NUMBER:	4.5
DATE OF MEETING:	26 OCTOBER 2026
AUTHOR:	MATTHEW IVES, COORDINATOR CULTURAL DEVELOPMENT
DIVISION:	COMMUNITY & ORGANISATIONAL DEVELOPMENT
ATTACHMENTS:	1. THE PRINCIPLES OF INDIGENOUS NAMING - OFFICE OF THE SURVEYOR-GENERAL GEOGRAPHICAL NAMES UNIT

1. PURPOSE

This report provides an update on Item 4.1.3 of the 12 December 2022 Council meeting concerning the investigation of a Kaurna name or co-name for the Unley Oval Community Hub and seeks Council's direction on the next steps to finalise the matter.

2. RECOMMENDATION

That:

1. The report be received.
2. The current facility name Unley Oval Community Hub be retained.

3. RELEVANT CORE STRATEGIES – COMMUNITY PLAN 'TOWARDS 2050'

1. Community

4. BACKGROUND

At its meeting on 12 December 2022, Council considered the report *Unley Oval Community Hub Hire - Fees and Facility Name*. The report initially recommended naming the facility the Trimmer Room in recognition of Edmund Trimmer, who gifted the land for Unley Oval in 1881.

Subsequently and following an amendment at the Council Meeting held on 12 December 2022, Council resolved that:

> *4.1.3 In the interim the Unley Oval Community Hub facility is named the 'Unley Oval Community Hub' and Administration is authorised to investigate, in consultation with Kaurna Elders and Sturt Football Club, a singular Kaurna name or a co-name for this facility with a further report back to Council for consideration. Subject to the contents of the report, a singular Kaurna name or a co-name for this facility is intended to be chosen.*
>
> *Resolution No. C0923/22*

Since that time, Administration has undertaken preliminary discussions with Kaurna representatives and organisations connected with Kaurna community interests, including Kaurna Yerta Aboriginal Corporation and Kaurna Warra Karrpanthi. These discussions were intended to better understand contemporary protocols relating to Indigenous place naming and opportunities for cultural recognition within the City of Unley.

It is noted that Sturt Football Club commonly refers to the space as the Thomas Room, recognising club founder Arthur C. Thomas. The facility's formal public name, however, remains Unley Oval Community Hub.

5. DISCUSSION

Place names are an important expression of Indigenous cultural identity, history and connection to Country. While there is strong support for recognising and celebrating Kaurna culture within the City of Unley, consultation undertaken to date has highlighted that naming proposals require careful consideration and the support of the appropriate cultural authorities and Elders.

Discussions with Kaurna representatives have demonstrated that there are differing perspectives across the community regarding the use of traditional names, the creation of new names and the naming of contemporary infrastructure. However, a consistent theme has been the importance of meaningful consultation and endorsement by recognised cultural knowledge holders and Elders before any naming proposal proceeds.

The work undertaken has also highlighted the benefit of considering naming opportunities as part of a broader understanding of Kaurna cultural connections, stories and language across the municipality rather than assessing a single facility in isolation.

To support this approach, Council allocated funding across the 2024/25 and 2025/26 financial years for the Connection to Country: Unearthing the Past project. This project is currently progressing and is helping to build an evidence base regarding Kaurna history, language, cultural stories and connections to place across the City of Unley.

The project will assist Council in identifying future opportunities for cultural recognition that are informed, respectful and supported by appropriate cultural consultation processes.

State Government guidance relating to Indigenous naming provides additional context for Council's consideration.

The South Australian Government's *Guidelines for Naming Geographical Places* (https://www.sa.gov.au/topics/housing/planning-and-property/suburb-road-and-place-names/place-names-proposals/geographical-names-guidelines) encourage the use of indigenous names where appropriate and where they reflect the history, heritage or cultural significance of a place. The guidelines also emphasise that indigenous words should represent the language and heritage of the original inhabitants of the area.

The Office of the Surveyor-General's *Principles of Indigenous Naming* further states that not every feature associated with an infrastructure project requires naming and that naming should generally occur where there is a clear public or historical purpose. The guidelines (Attachment 1) emphasise consultation with the local indigenous community and consideration of the cultural significance of the location to Traditional Owners.

Attachment 1

Importantly, State Government guidance distinguishes between Indigenous naming and dual naming. The guidance notes that dual naming is generally applicable to natural geographical and topographical features such as forests, rivers, hills, lakes and mountain ranges. Modern infrastructure is generally expected to have a single name rather than a dual or co-name because there is not a dual indigenous and non-indigenous history associated with the infrastructure itself.

Based on consultation undertaken and the guidance available, Administration has not identified a suitable Kaurna name for the Unley Oval Community Hub that has broad cultural support or a demonstrated connection to the facility itself. Similarly, current guidance indicates that a dual or co-naming approach for this type of modern community facility would not align with contemporary Indigenous naming principles.

Administration's assessment is that continuation of this specific naming investigation is unlikely to produce a culturally supported outcome at this time. Future opportunities for indigenous cultural recognition would be better informed through the completion of the Connection to Country project and any recommendations arising from that work.

6. POLICY IMPLICATIONS

6.1 Financial/budget implications

- N/A

6.2 Risk Management (identification and mitigation)

- Any Kaurna naming within the City of Unley should be following contemporary, cultural protocols related to Indigenous naming across the State.

6.3 Staffing/Work Plans/Additional Resource Impact

- All research and implementation of associated actions can be undertaken within existing human resources.

6.4 Climate/Environmental Impact

- Nil

6.5 Social/Economic

- The ongoing actions of the Reflect RAP and the Connection to Country: Unearthing the Past projects will better inform the use of Kaurna naming in any appropriate spaces and places in the City of Unley in the future.

7. ANALYSIS OF OPTIONS

Option 1 –

1. The report be received.

2. The current facility name Unley Oval Community Hub be retained.

This option acknowledges that the investigation requested by Council has been completed, that current consultation and available evidence do not support identifying an appropriate Kaurna name for the facility, and that a dual naming approach is not consistent with current State Government guidance for modern infrastructure. Future naming or cultural recognition opportunities could be considered separately should new information emerge.

Option 2 –

1. The report be received.

2. The Unley Oval Community Hub be renamed the Trimmer Room

This option would implement the naming recommendation originally presented to Council in December 2022 in recognition of Edmund Trimmer's historical contribution to the Unley Oval site.

Option 3 –

1. The report be received.

2. Administration continue to undertake further investigation and present further options in the future.

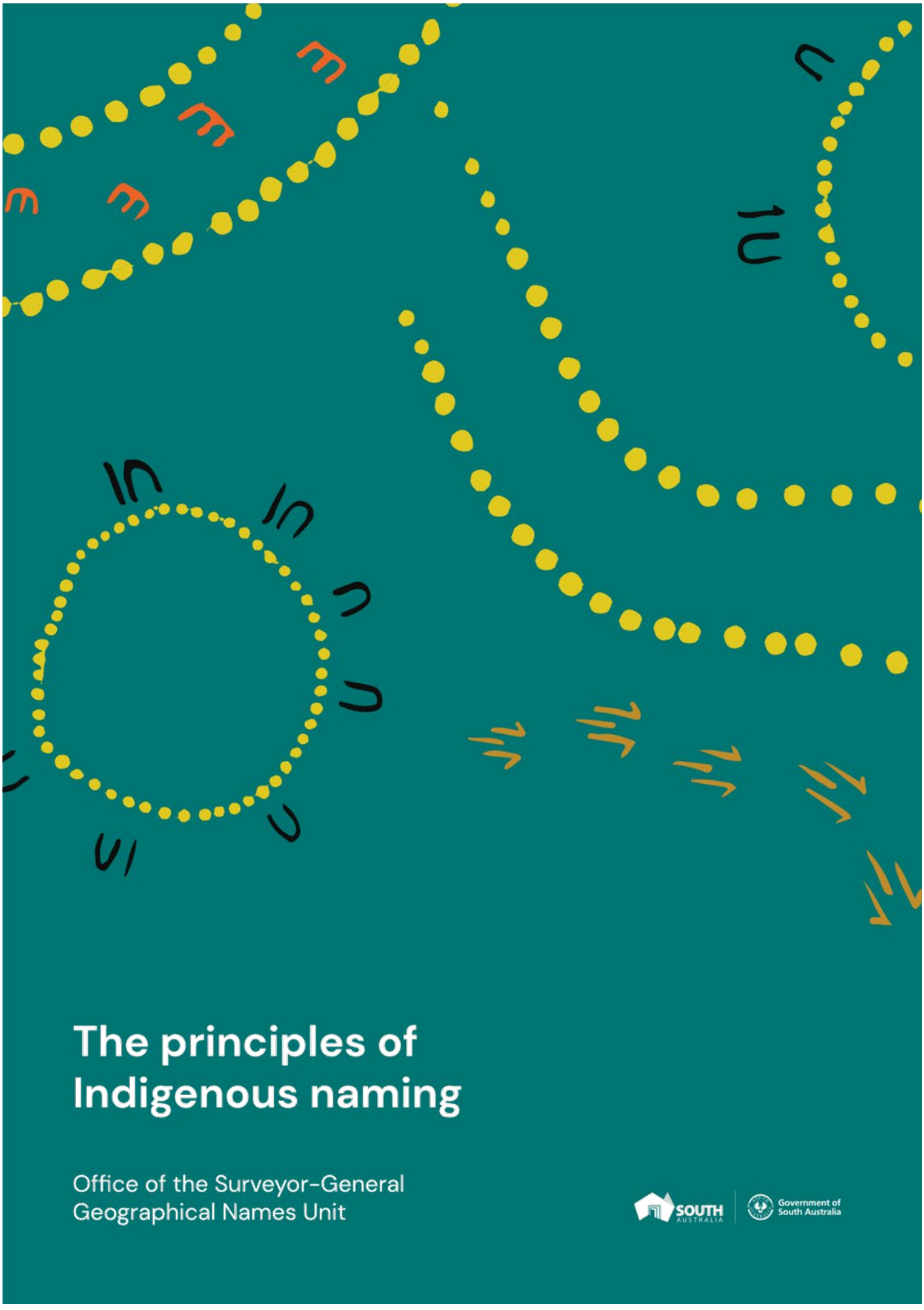
This option would allow additional consultation and continued research on an appropriate Kaurna or other name. However, no clear pathway has been identified to achieve a culturally endorsed naming outcome, and the ongoing Connection to Country project is not currently expected to identify a suitable Kaurna name specifically for the facility.

8. RECOMMENDED OPTION

Option 1 is the recommended option.

9. REPORT AUTHORISERS

Name	Title
Yelaina Eaton	Manager Community Connections
Vanessa Godden	General Manager Community & Organisational Development


The principles of
Indigenous naming
Office of the Surveyor-General
Geographical Names Unit
SOUTH AUSTRALIA
Government of South Australia

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Introduction

The Indigenous naming process promotes the recognition of Indigenous history and recognises that Indigenous names were used for the places in South Australia prior to European settlement.

Indigenous naming of natural features and major infrastructure creates increased community awareness around the importance of connection Indigenous peoples have with place and country.

Purpose

This document is written with the intention of including the most important principles and most common circumstances and situations that occur within the Indigenous naming process. However, it is understood that many other circumstances exist that are not included within this document. If a situation has not been covered in this document, please contact the Geographical Names Unit as detailed below to discuss an alternative pathway to gaining approval for an Indigenous place name.

What should be named

Not every feature associated with an infrastructure project needs to be named. *The Geographical Names Act 1991,* refers to 'places that are or likely to be of public or historical interest', and this can be a deciding factor on the need to name.

The major consideration in giving a place a name is the need for effective general communication relating to a location. If such communication is not required, then the feature should not be named.

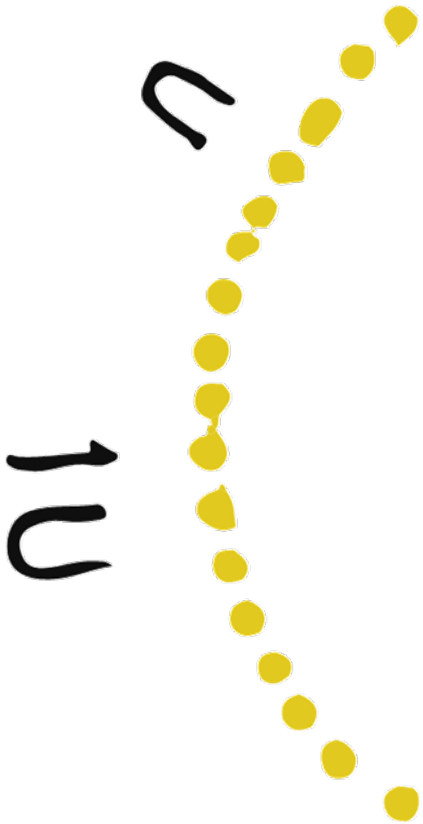
Therefore, it is only recommended that names are assigned to infrastructure that is considered to be major infrastructure. Anything that is considered to be minor infrastructure will not be eligible for a name. Examples of minor features are culverts, drains, walkways and footbridges.

Preparing a name

Indigenous place names will be preferred as the name to be used for any feature that does not already have a name assigned to that feature. Through this process, it is acknowledged that there are places in Australia that were named by Indigenous people long before the arrival of European settlers.

By implementing Indigenous place names, it creates recognition and awareness of the cultural and historical context that Indigenous people have to certain places throughout South Australia. This process is also important in preserving Indigenous culture, language and connection to country.

During the process of deciding an Indigenous name, there are several principles that need to be met. These will be detailed in the following sections of this document.



Consultation with the local Indigenous community

A naming request can come from a person, company, or organisation.

In the case of Indigenous place naming, use of names of Indigenous origin is only appropriate and acceptable following consultation with the relevant recognised Indigenous community group.

Therefore, in the initial stages of the Indigenous naming process, the first step is consultation with the local Indigenous community about the project and naming opportunities that are available from the project.

Engagement with the Indigenous community as early as possible is encouraged to ensure that the naming process will progress efficiently. This allows more time to assist in managing any potential risks that may present themselves (such as a name change by the community during the middle of the naming process). It is strongly suggested that the naming process is started as soon as possible in conjunction with the construction phase of the relevant infrastructure project.

Assess the Native Title Values of the community

The recognition of Native Title has seen over 75 per cent of the state being applied for by Indigenous communities. Given this, it will be highly likely that a naming opportunity will be within an area that is subject to either a determined Native Title claim area, an application of Native Title or an Indigenous Land Usage Agreement (ILUA).

If there exists a determined Native Title claim over the proposed area being named, then the Recognised Native Title Body Corporate (RNTBC) must be the representatives that are consulted for the proposed naming opportunity in accordance with the *Native Title Act 1993*.

If no determination is within the area, it is most likely that there is either an application for Native Title (an active court process that is deciding whether Native Title is to be determined) or an ILUA over the area. In this case, the Prescribed Body Corporate (PBC) that has the ILUA or Native Title application claim over the area, must be consulted with the naming opportunity.

If there is no Native Title or ILUA in place, or if there exists an area with overlapping claims of an area where new major infrastructure is being built, it is recommended that there be a collaborative approach between surrounding groups that have heritage interests in the area. If this cannot be achieved, then it is recommended that an Indigenous place name is **not** assigned to the infrastructure.

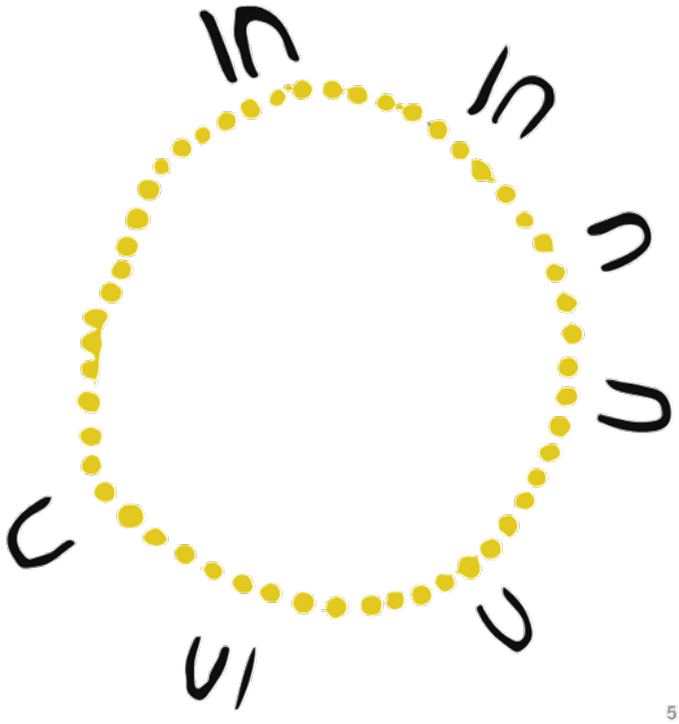
When a naming opportunity exist on the border of two claim areas, consideration should be given to consulting with both Indigenous community groups.

Spelling and pronunciation of the name

Gaining knowledge of Native Title is essential in the naming process. One of the key principles is that any proposed Indigenous naming is to be representative of the vocabulary of the traditional owners/original inhabitants of the area of the infrastructure.

If a written system has existed for a number of years (eg Pitjantjatjara) any previously established name will be recorded in the form dictated by that established writing system. Note that the proposed Indigenous name must be representative of the vocabulary of the recognised traditional owners of the area, and the meaning of the selected word must be appropriate for the intended use.

English pronunciation of the name must be provided in the submission for naming so it can be correctly pronounced as close as possible to the original Indigenous pronunciation. This is important to ensure that the proposed Indigenous place name is not subject to mispronunciation by the wider community.



Significant meaning behind the name

Another key principle in the naming process is determining the significant meaning the geographical location of the infrastructure has to the traditional owners. For any Indigenous name to be considered acceptable, the name must have significant meaning to the area in question. The Indigenous community must provide information that shows the culturally significant connection that they have to the land that the infrastructure is being built on.

An Indigenous name for a particular piece of infrastructure must be relevant to the location of the infrastructure project. Each name should have a clearly stated meaning and expanded historical back story citing reasons for the suitable use of the name.

The traditional owners will discuss the historical and cultural context of the area to determine suitable names and associated meaning and historical background of the names.

For example, the name may be based on flora or fauna that is significant to the area and the local community. Another option is proposing a name that is based on a significant event or story that is associated with the area of the infrastructure. The Indigenous name must have a connection to the site. **If a suitable name cannot be agreed upon, it is recommended not to proceed with the proposal.**

Education is a crucial factor for increasing community awareness of knowledge and correct pronunciation of names of historical Indigenous places. Indigenous naming of infrastructure provides an ongoing opportunity to remind and educate the community in the Indigenous history of the land. For this reason, generic names with no specific connection to place, should be avoided.

It is noted that some Indigenous languages are currently being rediscovered and that historical meaning behind words and phrases is not necessarily obtainable at the time of the naming proposal. This does not prevent the naming proposal from being administered. If additional information is discovered later, it can be added to the State Gazetteer as required (the State Gazetteer is a database of place names in South Australia).

It is also noted that some significant meaning relating to the area being named may not be culturally appropriate to be available for the general public, and should remain knowledge that is solely for the traditional owners. This will be taken into account by Indigenous groups when naming proposals are being assessed. In these instances, alternative names may be proposed by the Indigenous community.

The acknowledgment and celebration of prominent Indigenous community members is an important aspect of reconciliation and names of individuals may be considered for naming opportunities. It should be noted, however, that the use of individual's names in the naming of infrastructure and places should be applied posthumously. It is also generally accepted that only the surname of the person is used. For more information on this topic, please visit ICSM *Principles for Consistent Use of Place Names Section 4.6*



Use of themed names

Where there is an infrastructure project that offers multiple naming opportunities, use of a themed naming approach should be considered for the project in its entirety.

If there are other already named similar type features within the area, keeping a consistent theme that is already established within that area is strongly recommended.

An example of an area with an Indigenous naming theme is the Northern Connector project, an expressway that uses the names from Kaurna language to name different overpasses and shared use pathways.

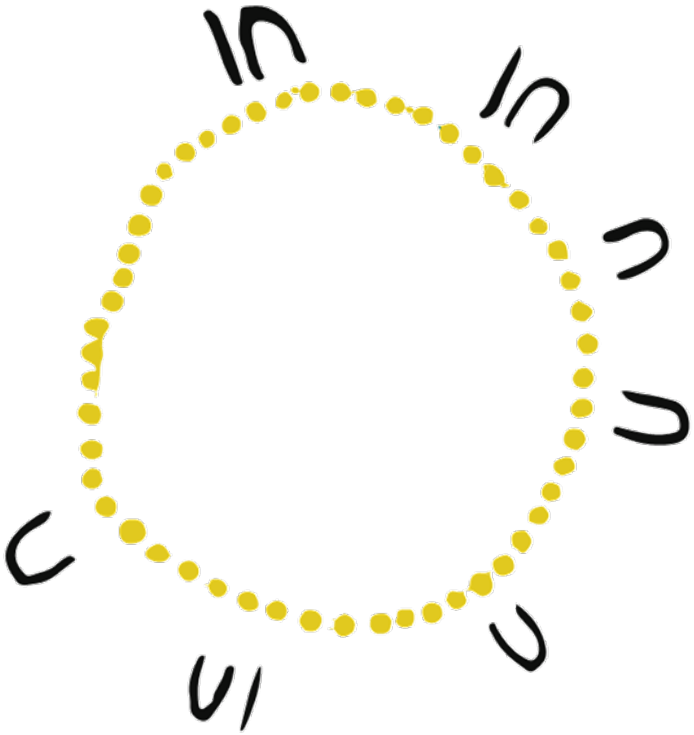
An example of an area with a non-Indigenous naming opportunity is the Gallipoli underpass that was developed on Anzac Highway, with the theme related to the Australian Defence Force.

Confirmation letter of approval required

As all Indigenous naming proposals require the approval and support of the traditional owners of the land, it is important to obtain a letter of written approval from the local Indigenous community giving permission to use the proposed name. The letter should include the appropriate pronunciation and correct spelling of the name, as well as the direct translation and phrasing of the proposed name.

If multiple names are proposed, it is suggested that those names are listed in order of priority.

This is the first step in the approval process in applying for an Indigenous place name, dual name or co-name. Please refer to the 'Approval Process for Indigenous Naming Proposals' document for the full approval process.



Dual naming

Dual naming is another naming method that was introduced in South Australia in 1991 to provide a legislated method of reintroducing and retaining traditional Indigenous place names for natural features, many of which had been given Anglo-Saxon names during European settlement. This creates recognition and awareness of the cultural and historical context that Indigenous people have to certain places.

The concept of dual naming enables two or more distinct names to be applied to a single feature, effectively representing the names from different languages.

Indigenous dual naming is only applicable to natural geographical and topographical features. These features can include forests, hills, lakes, and rivers.

Dual naming of a natural feature using both established names encapsulate the histories and importance of both Indigenous and non-Indigenous communities. Examples of dual names:

- River Torrens / Karrawirra Parri
- Ngarutjaranya / Mount Woodroffe.

The recording and depiction of dual naming on official mapping products, reports, documents and signage must conform to the following:

- Both approved dual names are to be represented as Name space / space Name.
- Where English is the predominately used language, present as Non-Indigenous name / Indigenous name.
- Where Indigenous language is predominantly used, present as Indigenous name / Non-Indigenous name.
- Both names are to be presented in the same font, type, size and colour.

The same principles as described in the previous sections apply when determining dual naming scenarios.

Dual naming generally does not apply to features that already have an existing and established name associated with them. **Note that dual naming proposals for infrastructure is not appropriate.**

Unlike natural geographical and topographical features, Indigenous naming of infrastructure will only be supported in the form of a single Indigenous place name, not in a dual naming capacity.

Dual naming of modern infrastructure is considered inappropriate as there is no dual Indigenous/non-Indigenous history of the infrastructure, therefore it only requires one name.

The concept of dual naming cities and towns has recently gained momentum with unofficial dual names for cities being adopted; for example Adelaide being referred to as the traditional Kaurna name of Tarndanya. South Australia follows national policy at this time and does not officially apply dual names to cities and towns.



Co-naming

Co-naming is another option for naming geographical and topographical features. Unlike dual naming, co-naming is limited to naming National and Conservation Parks in South Australia that are co-managed by the recognised Indigenous group of the area and state park management. Co-naming incorporates both Indigenous and English language to create a single name.

Examples of co-naming:
- Ikara – Flinders Ranges National Park
- Dhilba Guurnda – Innes National Park

The recording and depiction of dual naming on official mapping products, reports, documents and signage must conform to the following:
- Both approved co-names are to be represented as Name – Name
- Where English is the predominately used language, present as Non-Indigenous name – Indigenous name
- Where Indigenous language is predominantly used, present as Indigenous name – non-Indigenous name
- Both names are to be presented equally, using the same font, size and colour.

Like dual naming, co-naming does not apply to modern infrastructure.

The same principles as described in the previous sections that apply to determining Indigenous place naming and dual naming, also apply to Indigenous co-naming.

Reference documents

1. *Geographical Names Act 1991*
2. Geographical Names Board of NSW Policy
3. Naming Rules for Places in Victoria
4. ICSM – Principles for the Consistent Use of Place Names
5. Indigenous Place Names Forums Outcomes Reports
6. DIT Policy – Naming of State Maintained Roads, Bridges and Rail Infrastructure
7. Naming Features and Landmarks as part of the 'Buthera' Agreement
8. NT Place Naming Process for Registered Names
9. *Native Title Act 1993 (Cwth)*

Document Approval

Approved by	Bradley Slape – Surveyor-General
Approval Date:	2 August 2022
Review Date:	August 2024
Author:	Office of the Surveyor-General, Geographical Names Unit
Department:	Department for Trade & Investment

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Current as at September 2022

DECISION REPORT

REPORT TITLE:	LOCAL GOVERNMENT FINANCE AUTHORITY OF SOUTH AUSTRALIA - ELECTIONS FOR THE POSITION OF REPRESENTATIVE MEMBERS OF THE BOARD OF TRUSTEES
ITEM NUMBER:	4.6
DATE OF MEETING:	26 OCTOBER 2026
AUTHOR:	HOPE SARRE, GOVERNANCE SUPPORT OFFICER
DIVISION:	OFFICE OF THE CEO
ATTACHMENTS:	1. LGFA ELECTIONS - CANDIDATE INFORMATION

1. PURPOSE

In July 2026, the Local Government Finance Authority (LGFA) called for nominations to fill two (2) positions for Representative Members of the Board of Trustees.

2. RECOMMENDATION

That:

1. The report be received.

2. The City of Unley indicate the following nomination of candidates for positions of Representative Members of the Board of Trustees.

City of Unley Nominated Candidates
• XX
• XX

3. The Chief Executive Officer be authorised to complete and submit all required documentation to the LGFA on behalf of the City of Unley.

3. RELEVANT CORE STRATEGIES – COMMUNITY PLAN 'TOWARDS 2050'

1. Community
1.5 We foster meaningful opportunities for all people to participate in community and civic life.

4. BACKGROUND

The LGFA is administered by a Board of Trustees and works for the benefit of Councils and other Local Government Bodies within South Australia.

The LGFA bring finance solutions to South Australian Councils and other Local Government Bodies and offer a range of competitive loans and investment products to their members.

Nominations were called to fill the positions provided by Section 7(1)(a) of the *Local Government Finance Authority Act 1983* (Act) which are currently held by Mr Grant Piggot (City of Norwood, Payneham & St Peters) and by Mr Michael Sedgman (City of Adelaide).

The current members of the Board are:

- Michael Sedgman (Chair)
- Andrew Wroniak (LFGA Audit & Risk Committee Chair)
- Victoria MacKirdy (Trustee)
- Belinda Merrett (Trustee | Appointee of the Treasurer)
- Lisa Smith (Trustee | Appointee of the Treasurer)
- Grant Piggott (Trustee)
- Rebecca Baines (Trustee)
- Nicolle Rantanen-Reynolds (Co-opted Trustee)

Seven (7) nominations have been received for the two (2) positions, and the election will be conducted by postal ballot.

5. DISCUSSION

In July 2026 the LGFA called for nominations to fill the two (2) representative board positions provided by Section 7(1)(a) of the Act. These positions are currently held by Mr Grant Piggot (City of Norwood, Payneham & St Peters) and by Mr Michael Sedgman (City of Adelaide).

Seven (7) nominations were received; therefore, an election will now be conducted by a postal ballot with the ballot paper to be received by the Returning Officer no later than 5.00 pm on 20 November 2026.

The candidates are (listed in the order of the ballot paper):

- COWLEY, C
- GRIEVE, S
- PIGGOT, G
- SEDGMAN, M
- SMEDLEY, J
- WOODWARD, J
- ZBIERSKI, S

The profiles of candidates eligible for appointment are attached to this Report as Attachment 1.

Attachment 1

To comply with the rules of the Authority, the casting of the vote by Council must be conducted by ballot paper which has all the candidates listed in alphabetical order together with the closing date for the election. Council must by resolution determine which candidates, being not more than two (2) they wish to elect.

All votes must be received by the Returning Officer by 5.00 pm on Friday 20 November 2026.

6. POLICY IMPLICATIONS

- Nil

7. REPORT AUTHORISERS

Name	Title
Natasha Jones	Executive Manager Strategy, Risk and Governance

BOARD NOMINATION RESUMES 2026

Local Government Finance Authority

NAME	CHRIS COWLEY
OCCUPATION	Chief Executive Officer
QUALIFICATIONS & AWARDS	Bachelor of Commerce – University of South Australia Graduate Diploma of Strategic Leadership Diploma Australian Institute of Company Directors
CURRENT POSITION IN LOCAL GOVERNMENT	Chief Executive Officer Town of Gawler
PERIOD IN LOCAL GOVERNMENT	31 years

OTHER COMMITTEES/ BODIES OF LOCAL GOVERNMENT INVOLVEMENT

Past

Board Memberships
- Eastern Region Alliance Water
- Highbury Landfill Authority
- Goulburn Valley Regional Library Corporation
- Great Ocean Road Regional Tourism

Audit Committees
- Cobram Hospital
- Moira Health Care Alliance

Present

Board Membership
- Northern Park Lands Trust
- Northern Adelaide Waste Management Authority
- Regional Development Australia Barossa Gawler Light
- Adelaide Plains

INTERNAL

BOARD NOMINATION RESUMES 2026

Local Government Finance Authority

NAME	SAMANTHA GRIEVE
OCCUPATION	Finance Manager
QUALIFICATIONS & AWARDS	Chartered Accountant Bachelor of Commerce
CURRENT POSITION IN LOCAL GOVERNMENT	Manager Finance and Procurement City of Port Adelaide Enfield
PERIOD IN LOCAL GOVERNMENT	7.5 years

OTHER COMMITTEES/ BODIES OF LOCAL GOVERNMENT INVOLVEMENT

Past

City of Playford
- Senior Manager City and Corporate Planning, 2022 – 2025
- Strategic Finance Analyst, 2021 – 2022
- Senior Manager Finance, 2019 – 2021
- Manager Finance, 2018 – 2018

Century Group
- Chief Financial Officer, 2018 – 2019

Present

SALGFMG
- Executive Committee Member, 2025 – current

INTERNAL

BOARD NOMINATION RESUMES 2026

Local Government Finance Authority

NAME	GRANT PIGGOTT
OCCUPATION	Business & Financial Management Consultant
QUALIFICATIONS & AWARDS	Bachelor of Economics, University of Adelaide Qualified Chartered Accountant Graduate of Institute of Company Directors Graduate Diploma of Financial Planning
CURRENT POSITION IN LOCAL GOVERNMENT	Councillor City of Norwood Payneham & St Peters
PERIOD IN LOCAL GOVERNMENT	16 years

OTHER COMMITTEES/ BODIES OF LOCAL GOVERNMENT INVOLVEMENT

Past

Eastern Waste Services
- Board Member, 2010 —2019

City of Burnside
- Council Member, 2010 — 2022
- Development Assessment Panel 2011-2014,2016
- Audit & Risk Committee 2015-2016, 2021
- CEO Performance & Appraisal Committee 2013-2014, 2017, 2019

Highbury Landfill Authority
- Board Member, 2022 - 2025

Present

City of Norwood Payneham & St Peters
- Council Member, 2022 - Current
- Audit & Risk Committee, 2022 — Current
- Business & Economic Development Advisory Committee, 2022 – Current

ERA Water
- Board Member, 2022- Current

Eastern Waste Authority
- Board Member, 2025- Current

Local Government Finance Authority of South Australia
- Board Trustee since January 2025

INTERNAL

BOARD NOMINATION RESUMES 2026

Local Government Finance Authority

NAME MICHAEL SEDGMAN

OCCUPATION Chief Executive Officer

QUALIFICATIONS & AWARDS
Master of Commercial Law (Deakin) 2007
Master of Business Administration (Deakin) 2005
Bachelor of Commerce (Deakin) 1987
Fellow of CPA Australia - FCPA
Fellow of Governance Institute of Australia - FGIA
Fellow of Chartered Governance Institute - FCG

CURRENT POSITION IN LOCAL GOVERNMENT
Chief Executive Officer
City of Adelaide

PERIOD IN LOCAL GOVERNMENT 27 years

OTHER COMMITTEES/ BODIES OF LOCAL GOVERNMENT INVOLVEMENT

Past

- Local Government Professionals SA 2019-2023
- Local Government Association Workers Compensation Scheme 2011-15
- Local Government Association Mutual Liability Scheme 2009-2015
- Waste Care SA 2010-2013
- South Australian Local Government Consulting 2006-2009
- Inner Northern Group Training Limited 2000-2004
- Yarra-Melbourne Regional Library Corporation 1999-2004 and 2006
- Local Government Finance Authority of SA Audit and Risk Committee member 2019-20

Present

Local Government Finance Authority of South Australia
- Board Trustee since January 2019
- Board/Chair/Presiding Member since February 2021

Overview Committees of
- LGFA Asset Mutual Fund since 2017, Chair since 2019
- LG Income Protection Fund since 2017

INTERNAL

BOARD NOMINATION RESUMES 2026

Local Government Finance Authority

NAME	JOHN SMEDLEY
OCCUPATION	**Elected Member** Somerton Ward, City of Holdfast Bay **Smedley Finance Solutions Pty Ltd** Self Employed Corporate/Property Finance Specialist
QUALIFICATIONS & AWARDS	Master of Business Administration (University of Adelaide) Fellow of Financial Services Institute of Australasia Diploma in Banking & Finance Diploma in Accounting Diploma in Mortgage & Finance Broking
CURRENT POSITION IN LOCAL GOVERNMENT	Councillor & Deputy Mayor Somerton Ward
PERIOD IN LOCAL GOVERNMENT	12 years

OTHER COMMITTEES/ BODIES OF LOCAL GOVERNMENT INVOLVEMENT

Past

Adelaide Airport Consultative Committee
- Member

Glenelg Oval Consultative Committee
- Member

Transforming Jetty Road Committee
- Member

Present

Holdfast Bay Audit and Risk Committee
- Presiding Member

Southern Regional Waste Resource Authority
- Board Member

Executive Committee
- Member

Adelaide Coastal Councils Network
- Acting Chair

INTERNAL

BOARD NOMINATION RESUMES 2026

Local Government Finance Authority

NAME	JOHN WOODWARD
OCCUPATION	**Program Manager, Non-Executive Director** Alinta Energy
QUALIFICATIONS & AWARDS	Master of Business Administration Technology of Adelaide Fellow – Australian Institute of Company Directors Graduate – Australian Institute of Superannuation Trustees Graduate Certificate – Cyber Security
CURRENT POSITION IN LOCAL GOVERNMENT	Councillor City of West Torrens
PERIOD IN LOCAL GOVERNMENT	12 years
OTHER COMMITTEES/ BODIES OF LOCAL GOVERNMENT INVOLVEMENT	

Past

Statewide Super
- SAPN Consultative Committee

Present

N/A

INTERNAL

BOARD NOMINATION RESUMES 2026

Local Government Finance Authority

NAME	SIMON ZBIERSKI
OCCUPATION	**Manager Finance** Corporation of the City of Campbelltown
QUALIFICATIONS & AWARDS	Bachelor of Accountancy Certified Practicing Accountant
CURRENT POSITION IN LOCAL GOVERNMENT	Manager Finance Corporation of the City of Campbelltown
PERIOD IN LOCAL GOVERNMENT	28 years

OTHER COMMITTEES/ BODIES OF LOCAL GOVERNMENT INVOLVEMENT

Past

South Australian Local Government Finance Management Group
- Vice President 2012-2014
- President 2014-2016

Present

South Australian Local Government Finance Management Group
- Executive Committee Member 2016-present

INTERNAL

DECISION REPORT

REPORT TITLE:	REQUEST TO FLY PRIDE FLAG FROM 1-30 NOVEMBER 2026
ITEM NUMBER:	4.7
DATE OF MEETING:	26 OCTOBER 2026
AUTHOR:	HOPE SARRE, GOVERNANCE SUPPORT OFFICER
DIVISION:	OFFICE OF THE CEO
ATTACHMENTS:	NIL

1. PURPOSE

This report provides Council with an opportunity to consider a request received from The SA Rainbow Advocacy Alliance in partnership with Feast Festival for the City of Unley to once again fly the Pride Flag at the Unley Civic Centre for "Pridevember" (November) 2026.

Under Council's Flag Management Policy, Council may approve the flying of flags other than those contained in the 'standard display'. This report seeks a decision from Council in response to the request from the Feast Festival.

2. RECOMMENDATION

That:

1. The report be received.

2. The Pride Flag be flown from the fifth flagpole situated at the Civic Centre on Unley Road from 1-30 November 2026 in support of the "Pridevember" initiative of the Feast Festival.

3. RELEVANT CORE STRATEGIES – COMMUNITY PLAN 'TOWARDS 2050'

1. Community
1.1 We foster a community where all people can feel safe, welcomed, and included.

4. BACKGROUND

The City of Unley has a long history and reputation of working with major festivals and events that promote Unley as a place that embraces state-wide initiatives in arts and culture.

This includes the Adelaide Fringe, Adelaide Cabaret Festival, Guitar Festival, Zest Fest, SALA and Feast Festival. Feast Festival is a lesbian, gay, bisexual, transgender, intersex, queer (LGBTIQ+ communities) festival held annually in South Australia. The outcomes of the Feast Festival align to Council's strategic Cultural Plan 2021-2026 objective:

> *The Culture of Us; provide voices for all communities with an inclusivity lens on specific programs*

Feast began in 1997, providing a safe and inclusive platform for the LGBTIQ+ communities to share and express themselves through art and culture. The Feast Festival is Adelaide's only not-for-profit LGBTIQ+ Queer Arts and Cultural Festival that celebrates pride and diversity.

The City of Unley has supported the Feast Festival since 2008, and this has included flying the Rainbow Flag outside of the Civic Centre since 2019, and the Progress Pride Flag since 2021.

5. DISCUSSION

A request has been received from The SA Rainbow Advocacy Alliance in partnership with Feast Festival to fly the Pride flag for the whole month of November 2026, to coincide with "Pridevember", a month-long celebration of inclusivity and diversity in South Australia. The initiative aims to increase visibility and awareness of the Feast Festival and how it supports South Australian LGBTIQ+ communities. A copy of the request is included as Attachment 1 to this report.

Attachment 1

There are five flag poles at the Civic Centre on Unley Road. Council's Flag Management Policy (Policy) currently provides that the standard flag display at the City of Unley Civic Centre will comprise of:

- The Australian National Flag;
- The South Australian Flag;
- The Aboriginal Flag;
- The Torres Strait Islander Flag; and
- The City of Unley Ensign (bearing the City of Unley logo).

Subject to Council approval, other flags may be flown.

When requests to fly flags are approved by Council, the City of Unley Ensign is the flag that is removed to accommodate the approved flag.

The Policy requires that requests to fly a flag must be made in writing and include:

- A colour example of the design;
- Preferred dates of display;
- Detail the relevance or significance of the flag to the City of Unley; and
- Contact details of the person responsible for the supply and the collection of the flag.

The request from the Feast Festival presents an opportunity for Council to show ongoing support for LGBTIQ+ communities by endorsing flying the Pride Flag during Feast Festival.

As one of the inaugural councils supporting the Feast Festival, the City of Unley has consistently had good media coverage and been positively acknowledged for participation. Over the years, the Feast Festival has been promoted on City of Unley social media, around Council facilities on the website, and by inclusion on the Feast Festival website and in their program.

If Council was to support the request to fly the Pride Flag, the flags on display for November 2026 would comprise the following:

- The Australian National Flag;
- The South Australian Flag;
- The Aboriginal Flag;
- The Torres Strait Islander Flag; and
- Pride Flag

Council has also approved a request to fly the National flag of Latvia at the Civic Centre on Unley Road on 18 November 2026 in recognition of Latvia's Independence Day.

Should this request be approved, like previous years, the City of Unley Ensign would be replaced with the Progress Pride Flag from 1 November 2026 until 30 November 2026 (inclusive), in celebration of the Feast Festival. With the exemption of 18 November 2026, where the Flag display would be changed to include the Latvian flag in place of the Progress Pride Flag for the day, with placement of the flags managed in accordance with the required DPMC protocols. This approach will allow both community groups to receive recognition and support from Council.

6. POLICY IMPLICATIONS

6.1 Financial/budget implications

- Nil

6.2 Risk Management (identification and mitigation)

- Flags must be displayed in accordance with the requirements of the protocols from the Department of Prime Minister and Cabinet (DPMC).

6.3 Staffing/Work Plans/Additional Resource Impact

- The actions associated with this report require no additional work outside of staff's existing work plans.

6.4 Climate/Environmental Impact

- Nil

6.5 Social/Economic

- The recommendation is consistent with Council's Flag Management Policy. The actions from the report have no impact on any other policies. This report provides visibility and awareness of a part of our community and celebrates the general diversity of our community.

7. ANALYSIS OF OPTIONS

Option 1 –

1. The report be received.

2. The Pride Flag be flown from the fifth flagpole situated at the Civic Centre on Unley Road from 1-30 November 2026 in support of the "Pridevember" initiative of the Feast Festival.

This option will result in the Pride Flag being flown on the fifth flagpole at the Civic Centre on Unley Road from 1 to 30 November 2026. It will publicly convey Council's support for the Feast Festival in 2026.

Option 2 –

1. The report be received.

2. The request from the Feast Festival to fly the Pride Flag for the month of November 2026 be declined.

This option declines the request to fly the Pride Flag. In considering this option it should be noted that there may be reputational risk for Council having flown such flags in support of the Feast Festival since 2019 and a missed opportunity for Council to demonstrate support for and celebrate diversity.

8. RECOMMENDED OPTION

The matter is for Council to determine.

9. REPORT AUTHORISERS

Name	Title
Natasha Jones	Executive Manager Strategy, Risk and Governance

COUNCIL ACTION REPORT

REPORT TITLE:	COUNCIL ACTION RECORDS
ITEM NUMBER:	4.8
DATE OF MEETING:	26 OCTOBER 2026
AUTHOR:	DANIELLE EDWARDS, PRINCIPAL GOVERNANCE AND POLICY OFFICER
DIVISION:	OFFICE OF THE CEO
ATTACHMENTS:	1. COUNCIL OUTSTANDING ACTION REPORT - OCTOBER 2026

1. PURPOSE

To provide an update to Members on information and actions arising from resolutions of Council.

2. RECOMMENDATION

That:

1. The report be noted.

COUNCIL ACTION REPORTS - ACTIONS TO OCTOBER 2026

Meeting Date	Item #	Subject and Council Resolution	Responsible ELT Member.	Status/Progress	Expected Completion Date
12/12/22	4.1	**UNLEY OVAL COMMUNITY HUB HIRE - FEES AND FACILITY NAME** 3. In the interim the Unley Oval Community Hub facility is named the "Unley Oval Community Hub" and Administration is authorised to investigate, in consultation with Kaurna Elders and Sturt Football Club, a singular Kaurna name or a co-name for this facility with a further report back to Council for consideration. Subject to the contents of the report, a singular Kaurna name or a co-name for this facility is intended to be chosen.	General Manager Community & Organisational Development	A report providing an update on this resolution and seeking Council's direction on the next steps to finalise the matter is on the agenda of the 26 October 2026 Council meeting.	~~June 2026~~ June 2027
09/09/24	4.3	**MAIN COLLECTOR ROADS 40 KM/H SPEED LIMIT REDUCTION** 2. The Administration be authorised to proceed with the application process to the Department for Infrastructure and Transport (DIT) to reduce the speed limit of all Council-owned collector roads from 50 km/h to 40 km/h. 3. The Administration be authorised to allocate the $30,000 from the 2024/25 Annual Business Plan and Budget to implement the 40 km/h speed limit on all collector roads in the City of Unley to conduct the recommended additional studies to support the DIT application process. 4. Notes that Elected Members will be updated on the outcomes of the DIT application process and additional studies through the Elected Member portal. 5. Subject to DIT's approval, a further budget bid will be sought as part of the 2025/26 Annual Business Plan and Budget to inform the community and to implement the speed limit reduction on the approved roads.	General Manager City Infrastructure	The Administration lodged Council's application with the Department of Infrastructure and Transport (DIT) on 2 June 2025. Updates have been provided to Elected Members as they have been received. Council received a letter from DIT on 21 July 2026. In the letter, DIT provided in-principle support for 7 of the 11 roads nominated by Council and requested an updated Traffic Impact Statement and a signage plan be submitted. On 7 August 2026, the Administration submitted to DIT the additional information it has requested and Council now awaits its final approval. The Administration is currently developing an implementation plan to roll out the lower speed limit subject to receiving DIT final approval and a communication plan to ensure all stakeholders are informed of the proposed changes.	TBC
24/11/25	4.1	**ROAD CLOSURE - 10 ROBERTS STREET, UNLEY** 6. Notice of Council's resolution regarding the closure of the subject parcel of public road known as Rober Street, Unley be published in the Government Gazette, pursuant to Section 193(6)(a) of the Local Government Act 1999. 7. At the conclusion of the required process, the disposal of the subject parcel of public road known as Roberts Street, Unley be completed through the Lands Titles Office. 8. At the conclusion of the required process, payment in the amount of $85,000 (plus GST if required) as per the valuation dated 5 August 2024, be received by Council from the owner of 10 Roberts Street, Unley.	General Manager City Infrastructure	The required plans have been lodged with the Lands Titles Office (LTO) and are awaiting approval. Once approval is granted by the LTO, the sale of the property will be finalised. Timing on the approval from the LTO is unknown.	~~April 2026~~ ~~May 2026~~ TBC
08/12/25	4.2	**PRIVATE LANEWAY OWNERSHIP (OFF ESMOND STREET, HYDE PARK)** 2.The Council agrees to commence steps to transfer legal ownership of the Private Laneway, off Esmond Street, Hyde Park subject to adjacent residential and commercial property owners contributing to actual construction costs via negotiated agreement. 3. That Council agrees to contribute to a total construction cost of no greater than $100,000, subject to 50% of the actual construction costs being borne by the adjacent residential and commercial property owners via negotiated agreement. 4. The CEO (or his delegate) be authorised to negotiate agreement regarding contributions with adjacent landowners of the Private Laneway, off Esmond Street, Hyde Park. 5. Administration report back to Council with the outcomes of the negotiated agreement and next steps with respect to potential transfer of ownership of the Private Laneway, off Esmond Street, Hyde Park	General Manager City Infrastructure	A proposed cost contribution model was developed by the Administration for negotiation with affected property owners. All affected property owners were invited to attend a meeting held on 27 May 2026, at which the details of the proposed model was presented. Approximately half of the property owners attended the meeting. The model has been amended based on the feedback received at the meeting. A letter has been sent to all property owners. The letter outlined Council's formal position and requested confirmation of their contribution by no later than 31 August 2026. A further report will be presented to Council once the negotiations with affected property owners have been finalised. It is unclear what the timeframe for this will be as it depends on the responce to the letters which have been sent to property owners.	TBC
27/01/26	4.1	**TREE CANOPY OFFSET INCENTIVE SCHEME** 3.Administration notify all residents undertaking development after 1 February 2026, of the Council's intent to introduce a tree offset scheme to promote the retention and planting of trees on private land. 4.A future report be presented to Council, should the scheme be approved by the Minister for Planning.	General Manager City Shaping	Pre-planning information updated to advise of Council's intent to introduce a tree offset scheme to promote the retention and planting of trees on private land.Complete Report subject to the Minister's approval.	Completed Late 2026

Document Set ID 3075117

COUNCIL ACTION REPORTS - ACTIONS TO OCTOBER 2026					
Meeting Date	**Item #**	**Subject and Council Resolution**	**Responsible ELT Member.**	**Status/Progress**	**Expected Completion Date**
23/02/26	4.2	**SIGNIFICANT TREE REMOVAL REQUEST - 34 FOSTER STREET, PARKSIDE** 3.The Local Government Mutual Liability Scheme be advised of Council's resolutions regarding this matter.	General Manager City Infrastructure	A letter was sent on 25 February 2026 to the Local Government Mutual Liability Scheme.	Completed
		4. The property owners of 34 Foster Street, Parkside be advised of Council's resolutions regarding this matter.		A letter was sent on 25 February 2026 to the owners of the property.	Completed
		5. In addition to adopting Option 2, the Mayor write to SA Water and to Hon. Lucy Hood MP, Minister for Climate, Energy and Water, urging them to prioritise the upgrade and relining of the ageing sewer main in Foster Street, Parkside, to modern standards so that both residents and our urban forest are properly protected from future incidents.		The mayor sent a letter on 26 February 2026 to the Minister and a copy was provided to the Chief Executive Officer of SA Water.	Completed
		6. The Mayor issues a media statement about this matter and a further report be provided to Council by May 2026.		A media statement was released on 23 February 2026. Council are awaiting formal advice from the Minister's Office as for their response to the Mayor's request.	TBC
27/04/26	4.1	**ROAD CLOSURE - PORTION OF MARY PLACE, UNLEY** 3. Pursuant to the requirements of the Roads Opening and Closing Act 1991, the subject parcel of public road known as Mary Place, Unley and as outlined in Attachment 1 of this report, be closed as a public road, with the cost for this process being met by the owner of 110-120 Unley Road, Unley.	General Manager City Infrastructure	The relevant legislative process was undertaken and a report summarising the outcome was considered by Council at its meeting held on 27 April 2026. SA Water has revised its initial position and has now advised it no longer requires a sewer easement over the parcel of land. SA Water will disconnect the connection and will provide the required approvals to finalise the sale of the land. The Lands Titles Office (LTO) will provide final approval once this has occured. Following this, the sale of the land will be finalised. Timing on the approval from the LTO is unknown. This has not affected the price of the land. A Purchase Order was sent on 13 August 2026 to SA Water to decomission the serwer connection. Council has already received the funds from the property owner and will in turn pay SA Water for these works.	TBC
		4. The subject parcel of public road known as Mary Place, Unley be excluded from Council's classification of Community Land.			
		5. Notice of Council's resolution regarding the closure of the subject parcel of public road known as Mary Place Unley be published in the Government Gazette, pursuant to Section 193(6)(a) of the Local Government Act 1999.			
		6. At the conclusion of the required process, the disposal of the subject parcel of public road known as Mary Place, Unley be completed through the Lands Titles Office.			
		7. At the conclusion of the required process, payment in the amount of $765,000 (plus GST if required) as per the valuation dated 19 June 2025, be received by Council from the owner of 110-120 Unley Road, Unley (Regent Pty Ltd and Zaka Pty Ltd).			

COUNCIL ACTION REPORTS - ACTIONS TO OCTOBER 2026

Meeting Date	Item #	Subject and Council Resolution	Responsible ELT Member.	Status/Progress	Expected Completion Date
11/05/26	4.1	**GOODWOOD OVAL PRECINCT RESULTS OF COMMUNITY CONSULTATION AND WAY FORWARD** 4.1 Council approves the proposed redevelopment of the Millswood Tennis Complex as presented by Tennis SA and as outlined in Attachment 1 of this report. 4.2 Council notes that Tennis SA has lodged a development application seeking approval for its proposal and that this statutory process is yet to be finalised. 4.3 Council reaffirms its funding commitment of $400k towards the construction of the new courts and notes that the funding will need to be carried forward to the 2026/27 financial year to enable the delivery of the project. 4.4 Tennis SA be advised of Council's resolutions regarding this matter.	General Manager City Infrastructure	The Administration will ensure that Council's contribution of $400k allocated in the 2025-26 financial year will be carried forward to the 2026-27 financial year to enable the delivery of the project. The Administration has sent a letter to Tennis SA informing it of Council's resolutions regarding this matter.	Completed
		5.1Council approves, in principle, new cricket practice pitches as proposed by the Goodwood Cricket Club. 5.2The new cricket practice pitches are to consist of 15 in total, namely 10 turf and 5 concrete, with each being no longer than 25m in length and no wider than 3.6m in width with retractable netting for the turf pitches. 5.3The new cricket practice pitches are to be located within the (former) hockey pitch of the Goodwood Oval Precinct, immediately south of the new footprint of the new tennis courts to be constructed by Tennis SA associated with the Millswood Tennis Complex Redevelopment. The concrete pitches are to be on the eastern side of this location. 5.4Council will consider the matter of a financial contribution to this project once the Goodwood Cricket Club has secured grant funding. 5.5The Goodwood Cricket Club be requested to engage a suitable consultant, at its cost, to develop the required drawings to confirm the proposal as approved by Council and in finalising all relevant details. 5.6The Goodwood Cricket Club be advised of Council's resolutions regarding this matter.		The Administration will inform Council once confirmation is received from the Goodwood Cricket Club that it has secured grant funding so that Council can decide regarding what financial contribution it will provide towards the project. The Administation has sent a letter to the Goodwood Cricket Club informing it of Council's resolutions regarding this matter.	Completed
		6.1Council notes the existing use of the (former) hockey pitch within the Goodwood Oval Precinct by the Goodwood Primary School for its various sports activities. 6.2Council continues to make available to the School, the remaining open space areas of the hockey pitch, noting a reduction in the size of this area, to accommodate the approved Tennis SA and Goodwood Cricket Club proposals. 6.3Any use of the hockey pitch by the School is subject to the required booking of facilities process through the Council. 6.4The Goodwood Primary School be advised of Council's resolutions regarding this matter.		The Administration has sent a letter to the Goodwood Primary School informing it of Council's resolutions regarding this matter.	Completed
		7.1 The Administration hold a workshop for Elected Members to discuss potential enhancements of the remaining open space areas throughout the Goodwood Oval Precinct and the next steps.	General Manager City Shaping	A workshop will be held with Elected Members as a priority to the to discuss options for the remainder of the open space at Goodwood Oval.	~~August 2026~~ December 2026
22/06/26	4.14	**REQUEST TO FLY ARMENIAN FLAG ON 21 SEPTEMBER 2026** 2. The request to fly the National Flag of Armenia at the Unley Civic Centre in recognition of Armenian Independence Day, be approved with the flag to be raised at 4pm Monday 21 September 2026 and lowered in the morning on Tuesday 22 September 2026.	Executive Manager Strategy, Risk & Governance	Arrangements have been organised for the flag to be flown in September 2026 as per recommendation.	September 2026
27/07/26	4.3	**DRAFT PUBLIC HEALTH PLAN FOR CONSULTATION** 2. The draft City of Unley Public Health Plan 2026–2030 (Attachment 1, Item 4.3, Council Meeting 27 July 2026 be endorsed for submission to the South Australian Minister for Health and Wellbeing for review and approval prior to community consultation.	General Manager Community & Organisational Development	The draft Public Health Plan was provided to the Public Health Office in late July following Council endorsement. Initial feedback was positive and minor in nature, and the updated draft has since been submitted to the Minister for formal review and feedback.	Completed
		3. Subject to approval from the South Australian Minister for Health and Wellbeing, the draft City of Unley Public Health Plan 2026–2030 be endorsed for community consultation through Your Say Unley.		Community Consultation on the Public Health Plan commenced on Monday 12 October 2026 and will be open for 21 days.	~~October /2026~~ November 2026
		5. Following the completion of community consultation, a final Public Health Plan be presented to Council for endorsement.		Given community consultation has commenced, it is anticipated that a final Public Health Plan could be presented to Council for endorsement in January 2027.	January 2027

COUNCIL ACTION REPORTS - ACTIONS TO OCTOBER 2026

Meeting Date	Item #	Subject and Council Resolution	Responsible ELT Member.	Status/Progress	Expected Completion Date
24/08/26	4.4	**DOUBLE SHOT COFFEE FESTIVAL 2027** 2. Option B in the Double Shot Coffee Festival 2027 project plan as set out (Attachment 1, Item 4.4, Council Meeting 24 August 2026) be endorsed. 3. Council allocates a total of $140,000 in the 2026/2027 budget to deliver the Double Shot Coffee Festival 2027.	General Manager Community & Organisational Development	Planning has commenced to deliver the Double Shot Coffee Festival together with an integrated Unley Museum and Galleries Community Opening celebration as endorsed by Council, in May 2027. The first Project Control Group meeting was held on 18 September 2026. The additional budget required to deliver the Double Shot Coffee Festival will be addressed in the Quarter 1 Budget Review.	May 2027 ~~October 2026~~ November 2026
24/08/26	4.9	**REQUEST TO FLY LATVIAN FLAG ON 18 NOVEMBER 2026** 2. The request to fly the National flag of Latvia at the Unley Civic Centre, in recognition of Latvia's Independenc Day (18 November), be approved with the flag to be raised at 10.00am on Wednesday 18 November 2026 and lowered at the end of the day.		Arrangements have been organised for the flag to be flown in November 2026 as per recommendation.	November 2026
24/08/26	4.12	**CITY OF UNLEY GAROC NOMINATION ENDORSEMENT** 3. Council endorses Mayor Michael Hewitson as the City of Unley's nominee for election as a member of GAROC for the 2026-2028 term. 4. The Chief Executive Officer be authorised to complete and submit all required nomination documentation to the LGA on behalf of the City of Unley.		Actioned as required	Completed
24/08/26	5.2.1	**MOTION WITHOUT NOTICE FROM COUNCILLOR J GAFFEY RE: ROTARY CLUB FUNDING** 1. Approves additional sponsorship of $5,000 to the Rotary Club of Unley Inc. to support the delivery of the 2026 Christmas Carols, presented as part of the Christmas at the Rotunda event at Soldiers' Memorial Gardens, in addition to the $4,000 sponsorship awarded by Council on 27 July 2026 (Item 4.1, Community Event Sponsorship 2026–2027). 4.Authorises the Administration to amend the sponsorship agreement with the Rotary Club of Unley Inc. to give effect to Council's decision, including recording that the additional funding supports the delivery of the Christmas Carols and that the event is to be delivered in collaboration with the Unley Road Association Inc. and the City of Unley.	General Manager Community & Organisational Development	Planning has commenced for the now named Christmas in Unley event with representatives from Rotary, the Unley Road Association and City of Unley staff. The event will take place on Saturday 5 December. As above	December 2026 December 2026
26/09/26	4.1	**UNLEY COUNCIL ASSESSMENT PANEL ANNUAL REPORT AND ASSOCIATED MATTERS** 3. Applications for five (5) Independent Member positions on the Council Assessment Panel, including Presiding Member, and additionally one (1) Deputy Independent Member, be sought from appropriately qualified Level 2 Planning Accredited Professionals. 4. A Council Assessment Panel Selection Committee comprising: • Chief Executive Officer • Cr Russo • Cr Bonham • Cr Gaffey • Cr Palmer be appointed to conduct interviews of a shortlist of suitably accredited applicants, prepared by the General Manager City Shaping and Manager Planning and Development. 5. The CEO present to the 7 December 2026 Council Meeting a confidential report with recommendations for the appointment of members to the Council Assessment Panel for a 2-year term commencing 1 March 2027.	General Manager City Shaping	The Expression of Interest has been published, closing on 30 October 2026.	March 2027
26/09/26	4.2	**CONSERVATION GRANTS 2026/27** 2. Conservation Grants be funded from the 2026/27 allocated budget, for a total of $34,831 as presented in Minutes. 3. The Council resolve the allocation of remaining funds as a second round of grant funding in 2026/27.	General Manager Community & Organisational Development	Actioned as required	Completed
26/09/26	4.3	**CITY OF UNLEY CIVIC CENTRE, FRONT COUNTER OPERATING HOURS** 2. Council endorse a change to the public operating hours of the Unley Civic Centre from 8:30am-5:00pm to 9:00am-5:00pm, Monday to Friday, effective from 2 November 2026	Manager, Customer Experience & Communications	A communications plan for this change has been prepared and commenced in preparation for a 2 November effective date.	November 2026

COUNCIL ACTION REPORTS - ACTIONS TO OCTOBER 2026					
Meeting Date	**Item #**	**Subject and Council Resolution**	**Responsible ELT Member.**	**Status/Progress**	**Expected Completion Date**
26/09/26	4.5	**DETRMINATION OF TIME AND PLACE OF ORDINARY MEETINGS OF COUNCIL FOR 2026/27** 2. In accordance with regulation 21 of the Local Government (Procedures at Meetings Regulations) 2013 the Chief Executive Officer amends previous resolution (C1693/25) from 30 November 2026 to 23 November 2026.	Executive Manager Strategy, Risk and Governance	Actioned as required	Completed
		3.The Council meet on the fourth Monday of every month (except December 2026) with appropriate adjustments to accommodate public holidays, for the remainder of the current Council term, in accordance with the meeting schedule outlined below: •Monday23 November 2026 •Monday7 December 2026 •Wednesday 27 January 2027 •Monday 22 February 2027 •Monday 22 March 2027 •Monday 5 April 2027			
26/09/26	5.1	**NOTICE OF MOTION FROM COUNCILLOR J GAFFEY RE: COMMUNITY CHRISTMAS EVENTS** 1. Administration provides a report to Council, no later than the January 2027 ordinary meeting, on community Christmas events delivered by similar metropolitan Adelaide councils. The report should include where possible a) the nature of the event (for example community parade, concert, carols, illumination or precinct activation); b) the total event budget, identifying Council's direct financial contribution separately from sponsorship, grant or in-kind funding; c) Council's role in the event (organiser, delivery partner, or funder only); d) The scale of the event, including estimated attendance; and e) The staffing and in-kind resources committed by Council to deliver or support the event. The report should further identify any options or opportunities arising from this review that the City of Unley may wish to consider for future community Christmas events	General Manager Community & Organisational Development	Work has commenced on this report which will be presented to Council no later than the January 2027 Council meeting.	January 2027
26/09/26	7.2	**CLARENCE PARK COMMUNITY CENTRE - GOVERANCE AND PARTNERSHIP REVIEW** 2. Administration commences planning and negotiations required to transition the Clarence Park Community Centre to a Council-led operating model based on Option 3 - Council-Led Operating Model, upon expiry of the current agreements. 3. Administration work with Clarence Park Community Centre Incorporated (CPCC) to develop appropriate arrangements for ongoing community participation and provide a further report to Council outlining transition arrangements prior to implementation.	General Manager Community & Organisational Development	Planning and negotiations for the transition of the Clarence Park Community Centre to a Council-led operating model have commenced, with the first transition meeting held with the CPCC Board Chair and Treasurer held on Tuesday 13 October.	April 2027
26/09/26	7.6	**SECTION 184 PROCEEDINGS - LONG TERM OUTSTANDING RATES** 2. Pursuant to Section 184 of the Local Government Act 1999, Council authorises the Chief Executive Officer to commence the process for sale of land for non-payment of rates by issuing a Final Notice for the property located at 2 King Street, Unley Park – assessment no. 2515 (5) 3. If amounts payable remain outstanding, Council authorises the Chief Executive Officer to take all steps necessary to give effect to the sale of the property listed in paragraph 2 above (a sale will occur for a property unless the outstanding amount and the costs incurred by the Council in proceeding under Section 184 of the Local Government Act 1999 are paid to the Council), including (but not limited to) setting the auction date and a reserve sale price in line with current market trends.	Acting Chief Financial Officer	Council's solicitors have issued a pre-Section 184 letter to the ratepayer. The ratepayer has contacted Council's solicitors and negotiations are ongoing. Elected Members will be advised of the outcome, noting Council will issued a final notice and proceed with sale if an appropriate arrangement is not achieved.	January 2027

COUNCIL ACTION REPORTS - ACTIONS TO OCTOBER 2026					
Meeting Date	**Item #**	**Subject and Council Resolution**	**Responsible ELT Member.**	**Status/Progress**	**Expected Completion Date**
26/09/26	4.6	**LGA PRESIDENT NOMINATION AND VOTING** 2. The City of Unley indicate their nomination preference of candidates for the position of President of the Local Government Association of South Australia to commence from the conclusion of the 2026 LGA Annual General Meeting and to remain in office until the conclusion of the 2028 LGA Annual General Meeting. 3. The Chief Executive Officer be authorised to complete and submit all required documentation to the LGA on behalf of the City of Unley.	Executive Manager Strategy, Risk and Governance	City of Unley vote submitted as required.	Completed
26/09/26	4.7	**LGA GAROC MEMBER NOMINATION AND VOTING** 2. The City of Unley indicate their nomination of candidates for positions on the Greater Adelaide Regional Organisation of Councils (GAROC) to commence from the conclusion of the 2026 LGA Annual General Meeting and to remain in office until the conclusion of the 2028 LGA Annual General Meeting. 3. The Chief Executive Officer be authorised to complete and submit all required documentation to the LGA on behalf of the City of Unley.	Executive Manager Strategy, Risk and Governance	City of Unley vote submitted as required.	Completed

QUESTIONS OF WHICH NOTICE HAS BEEN GIVEN

REPORT TITLE:	QUESTIONS ON NOTICE FROM COUNCILLOR J GAFFEY RE: CARD PAYMENT SURCHARGES AND MERCHANT FEES
ITEM NUMBER:	5.3.1
DATE OF MEETING:	26 OCTOBER 2026
ATTACHMENTS:	NIL

The following Questions on Notice have been received from Councillor J Gaffey and the answers are provided:

QUESTIONS

1. Prior to 1 October 2026, what surcharge did the City of Unley apply to card payments for rates and other fees, and in 2025/26 how much surcharge revenue did it collect and how much did it pay in total merchant fees?

2. In 2025/26, how many rate payments, and what share of total rate revenue by value, were made by credit card, debit card, BPAY, direct debit and other methods?

3. With surcharging no longer permitted, what is the estimated net annual cost to Council of absorbing merchant fees? Please include any savings from the RBA's lower interchange caps, and say whether this cost is already in the development for the 2026/27 budget.

4. What percentage rate increase would be needed to recover that net cost, and what is it in dollars for the average residential ratepayer?

5. Does the City still surcharge any payment types the ban doesn't cover, such as American Express? What is the City doing to move payers to lower-cost channels like direct debit, BPAY or PayTo? Will Council ban payment by credit cards or absorb the cost?

ANSWERS

1. **Prior to 1 October 2026, what surcharge did the City of Unley apply to card payments for rates and other fees, and in 2025/26 how much surcharge revenue did it collect and how much did it pay in total merchant fees?**

   The City of Unley did not apply a surcharge to card payments prior to 1 October 2026 and therefore did not receive any surcharge revenue during the 2025/26 financial year.

The City of Unley incurred $89,902 in card merchant fees during the 2025/26 financial year. These costs were absorbed by Council.

2. **In 2025/26, how many rate payments, and what share of total rate revenue by value, were made by credit card, debit card, BPAY, direct debit and other methods?**

   The City of Unley's receipting data does not separately identify payment methods for rates. The available data is aggregated across all receipts including rates, fees and charges, debtor invoices and community centre bookings. Card payments are also reported collectively and cannot be separated between credit card and debit card transactions.

   The table below provides a breakdown of Council payments by payment method based on the total value of payments received.

Payment Method	Share
BPAY	64.9%
Card Payments*	16.7%
Direct Deposit	13.1%
Australia Post	3.7%
Cash	1.5%

   * Card payments include website payments, over-the-counter EFTPOS payments, phone payments and other card payment facilities.

3. **With surcharging no longer permitted, what is the estimated net annual cost to Council of absorbing merchant fees? Please include any savings from the RBA's lower interchange caps, and say whether this cost is already in the development for the 2026/27 budget.**

   The City of Unley absorbed card merchant fees prior to 1 October 2026 as it did not surcharge customers. Therefore, the removal of card surcharging has not created a new cost to the City of Unley.

   The Reserve Bank of Australia (RBA) reduced interchange fee caps for domestic card transactions from 1 October 2026. However, the City of Unley transactional banking provider has confirmed that council's contracted merchant rates are already below its standard rates, and the rates will not change as a result of the reforms.

   Merchant fees are an existing operating cost and are incorporated within the operating budget.

4. **What percentage rate increase would be needed to recover that net cost, and what is it in dollars for the average residential ratepayer?**

There is no additional cost arising from the changes introduced on 1 October 2026.

For context, the City of Unley's merchant fees of $89,902 in the 2025/26 financial year were equivalent to approximately 0.18% of rates revenue, or $4.54 per rateable assessment based on 19,786 assessments.

5. **Does the City still surcharge any payment types the ban doesn't cover, such as American Express? What is the City doing to move payers to lower-cost channels like direct debit, BPAY or PayTo? Will Council ban payment by credit cards or absorb the cost?**

   The City of Unley does not surcharge any payment method and does not accept American Express due to its higher cost.

   There are no formal initiatives to encourage customers to lower cost payment methods. However, the BPAY payment option is prominently displayed on the City of Unley's rate notices, and accounts for approximately 65% of all receipts.

   Council has no plans to discontinue credit card payments and will continue to absorb merchant fees as an operating cost.

MAYOR'S REPORT

REPORT TITLE:	MAYOR'S REPORT FOR MONTH OF OCTOBER 2026
ITEM NUMBER:	6.1.1
DATE OF MEETING:	26 OCTOBER 2026
ATTACHMENTS:	NIL

1. RECOMMENDATION

That:

1. The report be received.

Some functions attended (23/09/26 to 20/10/26)

Legend for attendance type at Function/Event:	
Attendee – only, no duties	Guest – specifically invited as an event guest
Interview – on-air radio guest	Host – hosted a meeting as Mayor
Mayor – attended as the Mayor of City of Unley	Presenter – involved in presenting awards
Representative – attended as Council representative	Speaker – attended and gave a speech as Mayor

Date	Function/Event Description	Type
24/09/26	Meeting with Jing Li, Green Gold Energy	Mayor
24/09/26	Meet the Mayor	Mayor
25/09/26	Meeting with Deputy Mayor	Mayor
25/09/26	LGA President's Webinar	Mayor
26/09/26	Karitsa Community 40th Anniversary Dinner and Book Launch – Goodwood Community Hall	Mayor
28/09/26	Meeting with CEO	Mayor
28/09/26	Council Meeting	Mayor
30/09/26	Clarence Park Community Centre AGM – CPCC	Attendee
30/09/26	State Theatre Launch	Attendee
01/10/26	Meeting with Councillor Eleanor Freeman (Adelaide City Council)	Mayor
02/10/26	ERA Mayors Breakfast	Mayor
08/10/26	Seeds and Stories: Planting Hope, a Nature Festival SA Event – Christ Church Uniting, Wayville	Mayor
09/10/26	Meeting with Deputy Mayor	Mayor
09/10/26	Meeting with Fullarton Ward Councillors	Mayor

Date	Function/Event Description	Type
09/10/26	Reception to Celebrate 85 Years of the Capri Theatre	Mayor
10/10/26	Official Opening of Payneham Memorial Swimming Centre	Mayor
12/10/26	Meeting with CEO	Mayor
14/10/26	Bike SA – Official Opening of New Premises – Adelaide	Speaker
14/10/26	Lord Mayoral Welcome Reception – Walking and Cycling Conference	Mayor
15/10/26	Walking and Cycling Conference	Attendee
16/10/26	Meeting with Unley Ward Councillors	Mayor
16/10/26	Meeting with Wayville Residents to Discuss Planning for Growth	Mayor
17/10/26	AFLW Crows v Gold Coast Suns – Unley Oval	Mayor
17/10/26	Adelaide Rally Street Party – King William Road	Speaker
19/10/26	Meeting with Clarence Park Councillors	Mayor
19/10/26	EM Briefing – King William Road (Simpson Parade to Mike Turtur Bikeway) Streetscape Improvements / Infrastructure Future Directions	Attendee

DEPUTY MAYOR'S REPORT

REPORT TITLE:	DEPUTY MAYOR'S REPORT FOR MONTH OF OCTOBER 2026
ITEM NUMBER:	6.2.1
DATE OF MEETING:	26 OCTOBER 2026
ATTACHMENTS:	NIL

1. RECOMMENDATION

That:

1. The report be received.

Functions attended (23/09/26 to 20/10/26)

Date	Function/Event Description
25/09/26	Mayor and Deputy Mayor Catch up
27/09/26	Adelaide Chinese Senior College Mid-Autumn Festival
28/09/26	Council Meeting
03/10/26	Adelaide Independent Film Festival – Capri Theatre
04/10/26	Adelaide Mens Choir Community Concert – Fullarton Community Centre
09/10/26	Mayor and Deputy Mayor Catch Up
10/10/26	Parkside Community Child Care 50th Celebration and Re-Open
10/10/26	Sturt Lawn Tennis Club Open Day
17/10/26	St Johns Awards Ceremony – Adelaide Oval
17/10/26	Bangladesh Community Event – Fullarton Community Centre
18/10/26	Unley Criterium- Focus Super Series – Sturt Oval
19/10/26	EM Briefing- KW Road Streetscape Improvements / Infrastructure Future Directions

REPORTS OF MEMBERS

REPORT TITLE:	REPORTS OF MEMBERS FOR OCTOBER 2026
ITEM NUMBER:	6.3.1
DATE OF MEETING:	26 OCTOBER 2026
ATTACHMENTS:	1. COUNCILLOR M BRONIECKI

Council to note attached reports from Members:

1. Councillor M Broniecki

REPORTS OF MEMBERS

REPORT TITLE: REPORT FROM COUNCILLOR M BRONIECKI

Functions attended (23/09/26 to 20/10/26)

Date	Function/Event Description
28/09/2026	Council Meeting
29/09/2026	Unley Community Centre Ride
6/10/2026	Unley Community Centre Ride
8/10/2026	Teams meeting with Transport Team and Councillor Rabbitt
8/10/2026	Unley Bicycle User Group Meeting
14/10/2026	Ageing Well Reference Group
14/10/2026	Bike SA Launch of New Offices
15/10/2026	Walking & Cycling Conference
16/10/2026	Meeting with Mayor Hewitson and Councillor Rabbitt
19/10/2026	Council Briefing: King William Road (Simpson Parade to Mike Turtur Bikeway) Streetscape Improvements / Infrastructure Future Directions
20/10/2026	Unley Community Centre Ride

CORRESPONDENCE

REPORT TITLE:	CORRESPONDENCE
ITEM NUMBER:	6.4.1
DATE OF MEETING:	26 OCTOBER 2026
ATTACHMENTS:	1. THE HON JOE SZAKACS MP, MINISTER FOR INFRASTRUCTURE AND TRANSPORT

The correspondence from:

- The Hon Joe Szakacs MP, Minister for Infrastructure and Transport – Re: Funding Through the 2026-2027 State Bicycle Fund for the Young Street (Stage 2) Neighbourhood Bicycle Route.

be noted.

Hon Joe Szakacs MP

Government of South Australia

Minister for Infrastructure and Transport

GPO Box 1533
ADELAIDE SA 5001

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E:minister.szakacs@sa.gov.au

54646

Mr Michael Hewitson AM
Mayor
City of Unley
181 Unley Road
UNLEY SA 5061

By email: mhewitson@unley.sa.gov.au

Dear Mayor

I am pleased to advise that the City of Unley has been successful in securing funding through the 2026-2027 State Bicycle Fund for the following project:

- **Young Street (Stage 2) Neighbourhood Bicycle Route:** Construct cycling-friendly improvements for the Young Street (Stage 2) Neighbourhood Bicycle Route between Unley Road, Unley and George Street, Parkside.

Congratulations on this successful outcome. The funding will support the delivery of improved active transport infrastructure in the area, enhancing safety, accessibility and connectivity for people walking and cycling, while providing benefits for both residents and visitors to the region.

The Council will be formally notified of its successful application and provided with a Grant Offer Letter for acceptance by the Department for Infrastructure and Transport.

Thank you for your continued support of initiatives that encourage active and sustainable transport within the City of Unley Council area. The State Government looks forward to working with Council to deliver this important project.

Yours sincerely

Hon Joe Szakacs MP
Minister for Infrastructure and Transport

12 / 10 / 2026

SOUTH AUSTRALIA

DECISION REPORT

REPORT TITLE:	CONFIDENTIALITY MOTION - INTERNAL REVIEW REQUEST - SECTION 270
ITEM NUMBER:	7.1
DATE OF MEETING:	26 OCTOBER 2026
AUTHOR:	DANIELLE EDWARDS, PRINCIPAL GOVERNANCE AND POLICY OFFICER
DIVISION:	OFFICE OF THE CEO

1. RECOMMENDATION

That:

1. Pursuant to section 90(2) and (3)(a) and (h) of the *Local Government Act 1999,* the Council orders that the public be excluded from attendance at the part of the meeting relating to Agenda Item 7.2, except for the following persons:
   - Vanessa Godden, Acting Chief Executive Officer
   - Claude Malak, General Manager City Infrastructure
   - Ben Willsmore, General Manager City Shaping
   - Alex Brown, Chief Financial Officer
   - Hollie Keon, Executive Manager Technology & Business Improvement
   - Danielle Edwards, Principal Governance & Policy Officer
   - Lara Gregory, Executive Assistant to CEO

   To enable the Council to consider Item 7.2 in confidence on the basis that Council considers it necessary and appropriate to act in a meeting closed to the public (excepting those persons listed above) in order to receive, discuss or consider in confidence the following information or matter relating to Item 7.2.

   Because it contains

   - information the disclosure of which would involve the unreasonable disclosure of information concerning the personal affairs of any person (living or dead)
   - legal advice provided by Norman Waterhouse

ITEM 7.2

Confidential – Removed from Public Agenda – pages 373-434

DECISION REPORT

REPORT TITLE:	CONFIDENTIALITY MOTION TO REMAIN IN CONFIDENCE - INTERNAL REVIEW REQUEST - SECTION 270
ITEM NUMBER:	7.3
DATE OF MEETING:	26 OCTOBER 2026
AUTHOR:	DANIELLE EDWARDS, PRINCIPAL GOVERNANCE AND POLICY OFFICER
DIVISION:	OFFICE OF THE CEO

1. RECOMMENDATION

That:

1. Pursuant to section 91(7) of the *Local Government Act 1999* the Council orders that the following document(s) relating to Agenda Item 7.2 Internal Review Request - Section 270, shall be kept confidential, being document(s) relating to a matter dealt with by the Council on a confidential basis under sections 90(2) and 90(3)(a) and (h) .

   ☒ Report
   ☒ Attachment

   Because it contains

   - information the disclosure of which would involve the unreasonable disclosure of information concerning the personal affairs of any person (living or dead)
   - legal advice legal advice provided by Norman Waterhouse

2. This order shall operate:

   - Until revoked by the Chief Executive Officer

   and be reviewed every 12 months (if the confidentiality period is longer than 12 months in duration)

3. Pursuant to section 91(9)(c) of the *Local Government Act 1999*, the Council delegates to the Chief Executive Officer (or insert other officer title) the power to revoke this order in whole or in part.