

A G E N D A

Development Strategy and Policy Committee Agenda

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

***Monday 16 November 2015 at
7.00pm***

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



Peter Tsokas
Chief Executive Officer

DEVELOPMENT STRATEGY AND POLICY COMMITTEE

MEMBERS

Councillor Don Palmer – Presiding Member
Mayor Lachlan Clyne – ex officio
Councillor J Koumi
Councillor A Lapidge
Councillor J Boisvert
Councillor L Smolucha
Councillor R Salaman
Mr D Wallace
Mr G Pember
Mr S Yarwood
Mr L Roberts

ACKNOWLEDGEMENT

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

CONFIRMATION OF MINUTES

MOVED
SECONDED

That the Minutes of the Development Strategy and Policy Committee, held on Monday 21 September 2015 as printed and circulated, be taken as read and signed as a correct record.

APOLOGIES

CONFLICT OF INTEREST

DEPUTATIONS

OFFICER'S REPORTS

12	Planning Strategy and Policy Program Update	1 – 5
13	Unley Central Development Plan Amendment – Stage 1 Review	6 – 9
14	Development Strategy and Policy Committee Meeting Dates 2016	10 – 12

NEXT MEETING

To be advised

INFORMATION REPORT

REPORT TITLE:	PLANNING STRATEGY AND POLICY PROGRAM UPDATE
ITEM NUMBER:	12
DATE OF MEETING:	16 NOVEMBER 2015
AUTHOR:	DAVID BROWN
JOB TITLE:	PRINCIPAL POLICY PLANNER
RESPONSIBLE OFFICER:	DAVID LITCHFIELD
JOB TITLE:	GENERAL MANAGER ECONOMIC DEVELOPMENT AND PLANNING
REPRESENTOR/S:	N/A
ATTACHMENTS:	NIL

PURPOSE

To provide a regular periodic update on the progress of the Strategic Planning Projects and Planning Policy Development Plan Amendment program.

RECOMMENDATION

MOVED:
SECONDED:

That:

1. The report be received.
-

BACKGROUND

As part of keeping Members informed of the progress of strategic planning projects and the Development Plan Amendment (DPA) program, an update report is provided to the Committee and Council.

DISCUSSION

The information following provides the background and a current update of the planning strategy and development policy program.

1.0 - Strategic Planning Projects

1.1 – Strategic Directions Report (2013) and DPA Program

The Strategic Directions Report 2014 (SDR 2014) provides an outline of the Strategic Planning Framework and program of Development Plan Amendments (DPAs). This was agreed to by the Department of Planning Transport and Infrastructure (DPTI) delegate on behalf of the Minister for Planning in January 2014.

An outline of the current strategic context and DPA program is contained in Attachment 1 to Item 12/15.

Attachment 1

More recent emerging priorities by the Minister for Planning have altered the future scope, order and timing of the DPA program. The Activity Centres and Corridors Infill Ministerial DPAs will affect the Council's General DPA and bring forward key parts of the Urban Corridors 1 and 2 and Keswick Forestville Precinct DPAs.

The 30-Year Plan for Greater Adelaide Update 2015, to soon be released, may also revise strategic directions and requirements of future planning policy change.

The Planning Reforms and proposed new 'Planning and Design Code' will also affect the timing and scope for the future update of the form and content of the Development Plan and policy, ie proposed BDP Conversion.

The DPA program and scope will need to be re-considered in due course when more is known and revised accordingly.

1.2 – The 30-Year Plan for Greater Adelaide

The 30-Year Plan for Greater Adelaide (GA 30) forms a volume of the South Australian Planning Strategy and sets the framework and fundamental directions for Council's planning strategy and Development Plan policy.

The GA 30 was released in 2010. In accord with the cycle of 5-yearly review it is currently being updated.

The evidence has indicated a swifter shift to infill growth over fringe growth than anticipated. The previous 50:50 ratio is now at 62:48, and trending well in advance of the target of 70:30 by 2040. This would indicate there will be a stronger emphasis to facilitate further infill opportunities.

The Administration has attended and contributed to two briefings by DPTI and responded to an invitation for confidential preliminary feedback by the end of October on key matters in an initial draft of the review for the Eastern Region.

It has been indicated there may be a possible pre public release briefing to Elected Members on the draft Plan. However, there is an aim to release the Plan for public consultation in December 2015.

1.3 – Inner and Middle Metropolitan Corridor Infill Ministerial Development Plan Amendment (Corridors Ministerial DPA)

The main corridors of Goodwood Road, King William Road, Unley Road (southern end), Anzac Highway and the Keswick Forestville Precinct were identified in the future program of the Council SDR (2014).

These corridors, precincts and their up-zoning are important to the goals of The 30-Year Plan for Greater Adelaide. This has led to their earlier inclusion in the Corridors Ministerial DPA announced in April 2015.

The Administration has been liaising with the DPTI and providing feedback on local existing studies, further local analysis and initial preliminary draft DPA to identify the appropriate scope, nature and scale for the proposed mixed use development.

The DPTI made a presentation to the Committee at its meeting on 21 September 2015. Feedback was submitted to the DPTI in accord with the Administration review contained in Item 10, and as amended by the Committee, and endorsed by the Council on 28 September 2015.

It is now anticipated the draft DPA will be further reviewed and released in early 2016. The minimum consultation period is for eight (8) weeks.

An outline of the nature and scope of the community engagement proposed by the DPTI has not been made available to allow for its assessment and the role Council may play to support or supplement the engagement.

It is anticipated there will be various media notices and articles, but it is considered unlikely there will be direct advice to affected properties within, and/or adjacent to, the affected areas. It is understood the City of Norwood Payenham and St Peters has resolved to send correspondence to all owners and occupiers within the whole city, at significant cost, to alert them to the proposals. Direct advice to at least those within and adjacent (eg 100 metres) to the affected areas would be beneficial. This would still represent significant investment of resources (staff time and costs).

1.4 – Activity Centres Ministerial Development Plan Amendment (Activity Centres Ministerial DPA)

The Minister announced in February 2015 an intended review to facilitate more merit development and remove unnecessary controls, viz primarily non-complying floor area caps, from centre and similar type zones.

The DPA was on public consultation from 27 August to 21 October 2015.

Feedback was submitted to the Development Policy and Advisory Committee (DPAC) in accord with the Administration review contained in Item 8 of the agenda at the meeting on 21 September 2015, as amended by the Committee, and endorsed by the Council on 28 September 2015.

Forty five (45) submissions were received by DPTI. Public hearings for those that indicated a desire to present personally have been held during early November 2015.

The DPTI will undertake a review of submissions, response to issues and present recommendations to the DPAC for review before the DPA, possibly amended, is presented to the Minister for Planning for approval. The time-frame for this is not known, but it would be anticipated to be resolved before mid 2016.

2.0 - Council Development Plan Amendments

2.1 - Village Living & Desirable Neighbourhoods Development Plan Amendment Stage 2 (Residential DPA) - Residential Character and Growth Areas and Council Wide Policy Review

Following public consultation in 2014, and review of issues in April 2015, the DPA was split into two parts:

- Part 1 east of a line along Goodwood Road, tram-line and East Avenue for final approval by the Minister for Planning
- Part 2 west of a line along Goodwood Road, tram-line and East Avenue for approval by the Minister to release for re-consultation.

The necessary revised documentation for Part 1 was submitted in June 2015. Various technical issues and queries regarding some elements have been addressed with the DPTI. It is understood the final DPA is moving its way through the department hierarchy towards the Minister's office.

It is believed there may be some minor adjustments sought to a policy area boundary within the Residential Regeneration Zone on Fullarton Road and possibly some other zone policy. If so, the Minister will advise and seek feedback from Council before proceeding with any amendments. It is unknown when this may happen, but hopefully before the end of 2015.

The necessary revised DPA Part 2 documentation is being prepared. Conclusion and submission of a revised draft DPA Part 2 has been delayed by the priority to progress Part 1 and to address the significant Ministerial DPAs and GA30 update.

The timing and coordination of the public release of the Residential DPA Part 2 will need to be considered in the context of the Minister's Corridors DPA, and also with the Council's General DPA, to avoid confusion and convergence of resource demands.

2.2 – General Development Plan Amendment (General DPA)

The General DPA relates to the review of a range of general policy matters, including provision for accessory dwellings to a range of non-residential policy matters, process issues and minor zone anomalies.

Previous investigations, Development Services Review and Elected Member workshops during 2014 have informed the draft policy. The draft General DPA

proposals were presented in April 2015 and further reviewed at an Elected and Committee Member workshop in May 2015.

The priority has since been in relation to the current Ministerial DPA's, and progression of the Residential Growth DPA. This has delayed identified revisions being progressed with the General DPA. Following resolution of these matters, and better understanding of the implications for non-residential zone policy, a revised DPA will be prepared.

2.3 – Unley Central Precinct Development Plan Amendment (Unley Central DPA)

The DPA is necessary to support the desired form of development and deliver on the findings of the Unley Central Precinct Study in respect to integrated higher density mixed use, enhanced movement networks and public realm.

The Minister for Planning approval the of the Statement of Intent in May 2015 to allow the DPA to proceed.

A consultant team led by URPS was appointed in late August 2015 to undertake the project. This will entail engagement with stakeholders and the community, necessary investigations, preparation of a draft DPA by March 2016 and processing to approval by early 2017.

A Community Engagement Plan was presented to the Committee as part of Item 8 at its meeting on 21 September 2015. Amendments suggested by the Committee were incorporated into the Plan, which was endorsed by the Council on 28 September 2015.

Community engagement via direct advice to those within the delineated primary stakeholder catchment was initiated on the 6 November 2015. URPS will attend sessions in the Unley Library and Unley Shopping Centre during late November to explain the project or address enquiries with interested people. Initial feedback sought by 4 December 2015.

Refer to Item 13 of this agenda for a more comprehensive report on the progress and actions being undertaken in respect to the project.

City of Unley Strategic Directions (2014) and Development Plan Amendment (DPA) Program (2015-2022)

Strategic Context

Community Plan 2033

- **Emerging** – *support business and residential*
- **Living** – *support culture, diversity and lifestyle*
- **Moving** – *provide accessibility and transport*
- **Greening** – *environmental initiatives and sustainability*

Development Plan - Vision

- **Economic** - *support distinct village character
facilitate business and new opportunities in corridors and centres*
- **Social** - *support neighbourhood character
facilitate new, diverse and affordable housing in corridors and strategic locations*
- **Movement** – *focus density near facilities and public transport to reduce use of cars
support increased public transport services, convenience and safety
support alternative bicycle and pedestrian networks and building facilities
support reduced site accesses, integrated and efficient parking areas*
- **Environment** - *sustainable development design and features
efficient stormwater management and flood mitigation
efficient energy design, features and on-site generation*
- **Procedure** - *tailored efficient processes
clear effective policy criteria and limited purposeful public notification*

City of Unley DPA Program 2014	2015 / 2016		2016 / 2017		2017 / 2018		2018 / 2019		2019 / 2020		2020 / 2021		2021 / 2022	
Council Wide														
General														
<div><div></div>Accessory dwelling</div> <div><div></div>Public Notification</div> <div><div></div>Outdoor Advertising</div> <div><div></div>Off-street parking</div> <div><div></div>Shop/office fa limits</div> <div><div></div>Heritage adaptability</div> <div><div></div>Zone anomalies</div>														
Residential Growth														
<div><div></div>Part 1 (East)</div> <div><div></div>Part 2 (West)</div>														
BDP Conversion														
<div><div></div>SAPPL Modules</div> <div><div></div>Planning Reforms</div>														
Significant Trees														
<div><div></div>Review existing list</div> <div><div></div>Additional trees</div>														
Corridors/Centres														
Urban Corridors 1														
<div><div></div>Goodwood Road</div> <div><div></div>King William Road</div> <div><div></div>Unley (south) Road</div>														
Urban Corridors 2														
<div><div></div>Glen Osmond Road</div> <div><div></div>Anzac Highway</div> <div><div></div>South Road</div>														
Unley Central														
<div><div></div>District Heart</div> <div><div></div>High Density</div> <div><div></div>Movement</div>														
Highgate														
<div><div></div>Suburban Centre</div> <div><div></div>Mixed Use</div>														
Keswick Precinct														
<div><div></div>Anzac Highway</div> <div><div></div>Leader Street</div> <div><div></div>Le Cornu</div>														
Minister DPA														
Activity Centres														
<div><div></div>Relax floor area limits</div> <div><div></div>Expand flexibility</div>														
Corridors Infill														
<div><div></div>Anzac Highway</div> <div><div></div>Keswick Precinct</div> <div><div></div>Goodwood Road</div> <div><div></div>King William Road</div> <div><div></div>Unley Road (south)</div>														

DRAFT DECISION REPORT

REPORT TITLE: UNLEY CENTRAL DEVELOPMENT PLAN
AMENDMENT – STAGE 1 REVIEW

ITEM NUMBER: 13

DATE OF MEETING: 16 NOVEMBER 2015

AUTHOR: DAVID BROWN

JOB TITLE: PRINCIPAL POLICY PLANNER

1. **EXECUTIVE SUMMARY**

A consultant group, led by URPS, has been contracted to prepare the *Unley Central Precinct Development Plan Amendment (Unley Central DPA)*

This report provides an update of the process and seeks guidance on the range of pertinent issues to be addressed as part of the *Unley Central DPA*

URPS are to present Briefing Notes on Stage 1 background investigations for discussion and feedback to assist with ensuring all key matters are appropriately addressed.

2. **RECOMMENDATION**

That:

1. The report be received.
 2. That the *Unley Central DPA* Stage 1 URPS Briefing Notes be acknowledged.
-

1. **RELEVANT CORE STRATEGIES/POLICIES**

1.1 Unley Community Goals

Emerging – Our Path to a Future City

1.1 A thriving and prosperous business community

1.3 A dynamic mix of uses and activities in selected precincts

Living – Our Path to a Vibrant City

2.1 Highly desirable and diverse lifestyle

2.2 Activated places

Moving – Our Path to an Accessible City

3.1 Equitable parking throughout the City

3.2 An integrated, accessible and pedestrian-friendly City

3.3 Alternative travel options

Greening – Our Path to a Sustainable City

4.1 Renowned for its lifestyle and environmental balance

- 2.1 Preparation, process, public and agency consultation and final approval of a Ministerial DPA is pursuant to the Development Act, 1993, Division 2, Sub-division 2, Sections 24, 25 and 27.

2. DISCUSSION

Background

The Unley Central Precinct is a priority project within Council's 4 Year Plan 2013-2016. The Unley Central Precinct Plan was endorsed by Council in August 2014.

The *Unley Central Development Plan Amendment (DPA)* Statement of Intent was approved by the Minister for Planning on the 31 May 2015 which allows the DPA to proceed. Any variations to the commitments or timeline will require justification and further approval.

A background report in Item 6/15, and presentation, on the Unley Central Precinct Plan was provided to the Committee on 20 July 2015. Presentation and endorsement of a Community Engagement Plan was provided to the Committee on 21 September 2015 per Item 8/15.

Discussion

The *Unley Central DPA* supports refined policy in the District Centre Zone as a key element, amongst other things like public infrastructure investment, to facilitate the outcomes of the Unley Central Precinct Plan.

The planning policy in the existing District Centre Zone is limited and therefore quite flexible, but it does not overtly support high density mixed use development, incorporating residential. Also the associated movement networks, principally for vehicles (private and service) but also critically for pedestrians and cycling, are major functional issues that need to be addressed. The policy needs to more explicitly encourage the desired development, including attention to suitable interfaces with surrounding lower density areas.

A consultant team led by URPS were appointed to undertake the project; from investigations, draft DPA, consultation to approval of the DPA.

The Development Strategy and Policy Committee (and Council) will be involved in formal consideration and endorsement at key stages of the project.

In September 2015 the Community Engagement Plan was considered, amended and endorsed. Consultation commenced in early November 2015 and will conclude in early December 2015 on the findings of the Precinct Plan and desired future directions. A copy of the material distributed to the primary stakeholder catchment is contained in Attachment 1.

Attachment 1

At this first stage, URPS have undertaken a review of previous key studies to glean the issues, directions and next steps for the resolution of desired future policy. A copy of the briefing notes is contained in Attachment 2.

Attachment 2

URPS will present an outline of the issues for discussion and feedback, potentially to further refine the proposals as necessary.

Following this critical step, the necessary investigations will continue to resolve the various issues. A further report and presentation will occur to review consultation feedback and proposed directions to facilitate the preparation of the draft DPA.

3. ANALYSIS OF OPTIONS

Option 1 – Acknowledge the *Unley Central DPA* Stage 1 Briefing Notes

The Unley Central DPA represents a significant review and change of the planning policy for the prime central heart of Unley. Numerous complex and often competing issues need to be resolved. Consequently comprehensive investigations, reconciled directions and sophisticated policy is required to establish effective policy for successful implementation.

The Stage 1 Briefing Notes outline the range of issues and challenges to start the process for a resolved outcome. Acknowledgement that pertinent key matters are addressed would allow the review process to continue in the right direction.

Option 2 – Acknowledge the *Unley Central DPA* Briefing Notes with amendments

The Stage 1 Briefing Notes outline the range of issues and challenges to start the process for a resolved outcome, but the Committee may in acknowledging them consider adding further pertinent key matters that should be addressed.

Comprehensive capture of all the pertinent key matters would assist the review process to continue and address critical issues.

4. RECOMMENDED OPTION

Option 1 is the recommended option.

5. POLICY IMPLICATIONS

5.1 Financial/budget

- *The contract for consultants for the project is within budget*

5.2 Legislative/Risk Management

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

5.3 Staffing/Work Plans

- *Project and consultants will be managed within current resources*

5.4 Environmental/Social/Economic

- *Clear and enhanced policy will facilitate desired new development to enhance the viability of the economy, vibrancy of the precinct and an expanded residential community*
- *Effective planning and management of enhanced movement networks will be critical to the function and amenity of the precinct*

5.5 Stakeholder Engagement

- *Stakeholder engagement was undertaken as part of the Precinct Plan*
- *Broader community consultation will be undertaken as part of the investigations for, and as part of, the DPA process*
- *Initial consultation for DPA investigations based upon the Precinct Plan will be conducted between 6 November and 4 December 2015. This entails direct advice to primary stakeholder catchment property owner and occupiers, material on web-site and drop-in sessions at Unley Library and Unley Shopping Centre in later November.*

6. REPORT CONSULTATION

Liaison has occurred within the Department of Economic Development and Planning, and in particular planning policy, urban design and traffic management.

Further consultation will occur with the public, stakeholders and government agencies on the project in accord with the Community Engagement Plan.

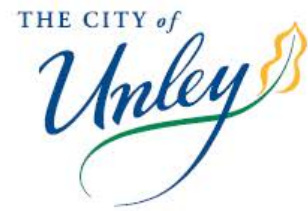
7. ATTACHMENTS

Attachment 1 – Primary Stakeholder Engagement Material

Attachment 2 – URPS Briefing Notes on Stage 1 of *Unley Central DPA*

8. REPORT AUTHORISERS

<u>Name</u>	<u>Title</u>
David Litchfield	General Manager Economic Development and Planning
Peter Tsokas	Chief Executive Officer



5 November 2015

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The Owner or Occupier
2/169 Unley Road
Unley SA 5061

Dear Owner or Occupier

Shaping Future Development in the Unley Central Precinct

Council's vision for our city is that we be recognised for our "vibrant community spirit, quality lifestyle choices, diversity, business strength and innovative leadership".

To help realise this vision, the City of Unley prepared the Unley Central Precinct Plan in 2014. The study explored the potential for higher and denser building forms to achieve new commercial and residential developments in and around the District Centre. The Precinct Plan also identified opportunities to improve the public realm and the movement through the area to support this development. A copy of the full Unley Central Precinct Plan is available on the project website www.unley.sa.gov.au/major-projects.

To help guide new development and achieve the goals of the Precinct Plan, Council needs to change its Development Plan. Council has engaged a consultant team lead by URPS to provide recommendations on the desired urban design, built form, land use, traffic, transport and parking to guide the preparation of planning policy.

Council is contacting you because you own property or live within the study area for the Unley Central Precinct Development Plan Amendment. The enclosed brochure shows the extent of the study area which is focussed on the area adjacent to the District Centre.

Council encourages you to "have your say" by participating in the opportunities outlined in the brochure, which includes completing a survey, meeting a member of the consultant team at Unley Library or Unley Shopping Centre, reviewing project updates found at www.unley.sa.gov.au/major-projects or by contacting Angela Hazebroek or Michael Arman at URPS on 8333 7999 or mail@urps.com attention Angela.

We look forward to your contribution to promoting economic activity and to shaping a vibrant future for our city.

Yours sincerely

Peter Tsokas
CHIEF EXECUTIVE OFFICER

CITY of VILLAGES

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

Telephone (08) 8372 5111
Facsimile (08) 8271 4886
Email pobox1@unley.sa.gov.au
Website www.unley.sa.gov.au



5 November 2015

193
SA Housing Trust C/- Conveyancing Section
GPO Box 1669
ADELAIDE SA 5001

Dear *SA Housing Trust*

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Council is contacting you because you own property (or act as an agent on their behalf) at **1-18/10 Thomas Street Unley** within the study area for the Unley Central Precinct Development Plan Amendment. The enclosed brochure shows the extent of the study area which is focussed on the area adjacent to the District Centre.

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Website www.unley.sa.gov.au

Shaping Future Development in the Unley Central Precinct

This brochure provides background information about the Unley Central Precinct Plan, discusses some of the development, public realm and movement opportunities in the area, explains the process for preparing the Development Plan Amendment and outlines opportunities for people to provide comment.

Vision for the Future

The Unley Community Plan sets a framework for:

- creating cosmopolitan business precincts and lifestyles;
- creating an active, alive and prosperous main street;
- reducing motor vehicle congestion and encouraging public transport;
- protecting character while allowing for growth.

The directions are consistent with the South Australian Strategic Plan and the 30 Year Plan for Greater Adelaide.

Unley Central Precinct Plan

In 2014 Council engaged a team lead by urban design consultants TCL to prepare the Unley Central Precinct Study. The Unley Central Precinct is focussed on the existing District Centre Zone in the City.

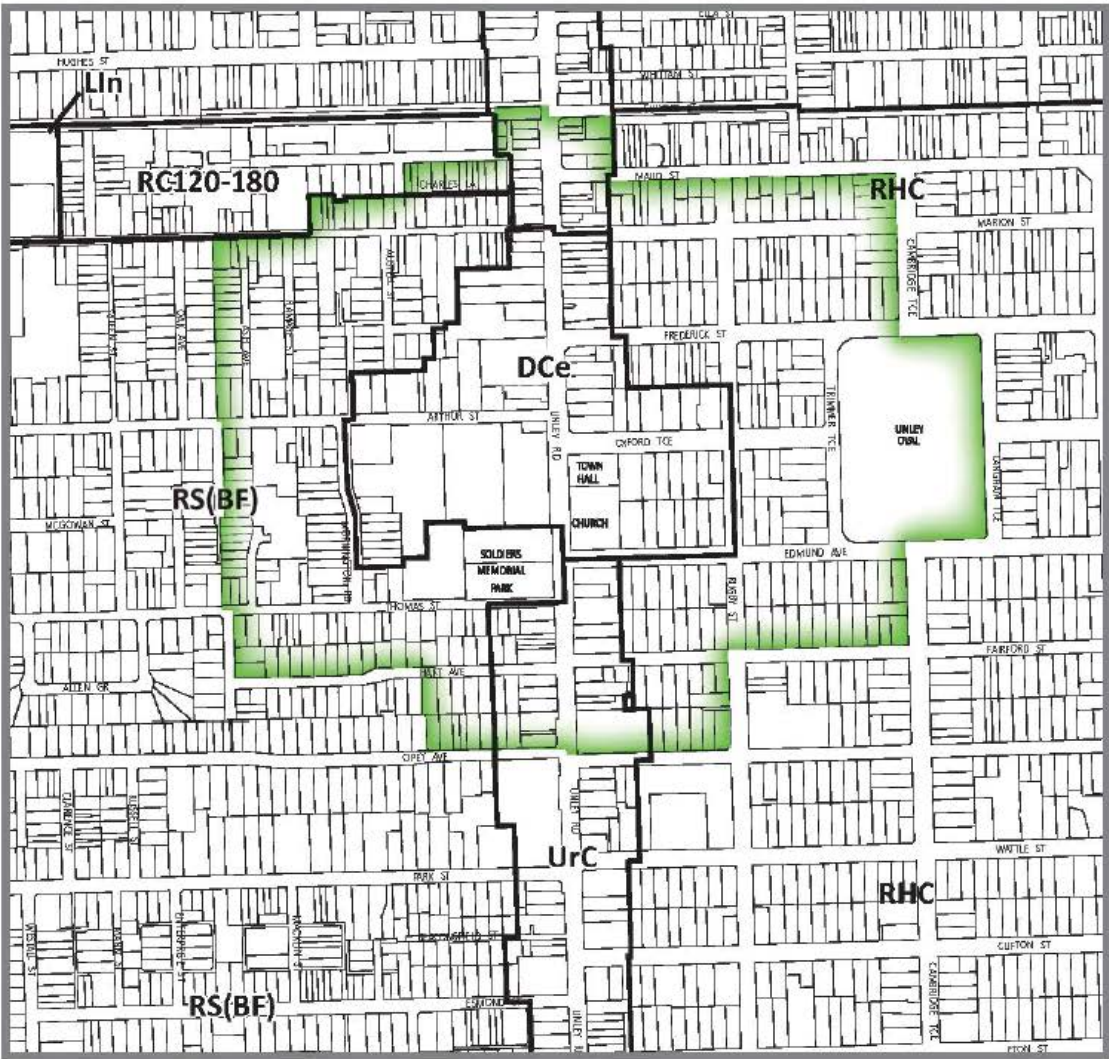
The study summarised the existing character of the precinct as follows:

- village character;
- a number of shopping clusters;
- views within and beyond;
- village atmosphere is 'dissected';
- maze of car parks;
- amount of activity varies from street to street;
- community facilities are internalised;
- lack of night time activity.

To help determine options, the study developed the following guiding principles:

- create a pedestrian friendly precinct;
- create high quality, socially engaging and human scale public spaces;
- create vibrant medium to high density mixed use developments;
- create lively streetscapes that connect to nearby activities and places;
- integrate environmental sustainability into design and development;
- prioritise public transport and alternatives to cars;
- calm traffic.

The following Map shows the boundaries of the Study Area for this project in relation to the District Centre Zone.



MAP 1
PRIMARY
STAKEHOLDER
CATCHMENT



LEGEND

- Primary Engagement Area
- Cadastre
- Zone Boundary

ZONES

- DCe** District Centre
- Lin** Light Industry
- RC120 - 180** Residential C120 - 180
- RHC** Residential Historic Conservation
- RS(BF)** Residential Streetscape (Built Form)
- UrC** Urban Corridor

PROJECT	UNLEY CENTRAL PRECINCT OPA
JOB REF.	2015-0207
REVISION.	1
PREPARED BY.	M/L
DATE.	14.09.15
DATA SOURCE.	NEARMAPS, (13 March, 2015)



Development and Public Realm Opportunities in the Unley Central Precinct

The Precinct Plan identified a number of new development opportunities, and ways to improve streetscapes, open space and public places.

The Unley Central Precinct Plan also identified the need to review the planning policy for the District Centre to enable the introduction of residential development above shops and offices. There are no existing height limits in the District Centre Zone. This is an example of issues that need to be addressed.

A copy of the full Unley Central Precinct Plan is available on the project website www.unley.sa.gov.au/major-projects.

Unley District Centre Development Plan Amendment

To help guide new development and achieve the goals of the Precinct Plan, Council needs to change its Development Plan. Council has engaged a consultant team lead by URPS to provide recommendations on the desired urban design, built form, land use, traffic, transport and parking to guide the preparation of planning policy.

The Development Plan Amendment will provide guidance about future development in the precinct, for example, multi-story mixed use development. The amendment process will also look into zone boundaries to determine whether existing boundaries are reflective of actual and desired land uses.

The Development Plan Amendment will also carefully consider issues that may arise in encouraging new development in the precinct. For example, it will be important to pay careful attention in the interface where the District Centre Zone meets adjoining residential zones.

Traffic and Movement in the Unley Central Precinct

As part of the research for the changes to Planning policy, InfraPlan traffic and movement consultants, will analyse travel and parking demands that may be generated from the future growth and development in the City of Unley. Both traditional and contemporary traffic engineering methods will be utilised that recognise the finite road space and plan strategically for the future.

It is not desirable to widen Unley Road to facilitate an Urban Freeway; that would further fracture the community. Instead, it is important to plan efficient and environmentally sustainable ways of moving 'people', not just moving 'cars'. Now is the time to plan for the future to ensure that the City of Unley is a connected, safe and enjoyable place to live. Design options for Unley Road will be prepared that align with the objectives of the City of Unley's vision of the precinct.

National and international car parking strategies will also be reviewed to assist with developing best-practice and innovative recommendations to manage parking in the City of Unley.

To achieve the best outcomes for the future of Unley Central, it is crucial that stakeholders and the wider community contribute their ideas.

Opportunities to Have Your Say

Survey

Please complete the enclosed survey form and return it to Council or go online on Council's website www.unley.sa.gov.au Your Say Unley.

We would appreciate your feedback by **Friday, 4 December 2015.**

Meet members of the consultant team at Council's library or the Unley Shopping Centre.

Angela Hazebroek and Michael Arman from URPS will be at the Unley Library on

- Thursday, 19 November 2015 between 6:00pm and 8:00pm; and
- Saturday, 21 November 2015 between 1:00pm and 3:00pm.

And in the Unley Shopping Centre on

- Thursday, 19 November 2015 between 3:00pm and 5:00pm; and
- Saturday, 21 November, 2015 between 10:00am and 12 noon.

Further Information

Further information is available at the project website www.unley.sa.gov.au/major-projects or by contacting Angela Hazebroek or Michael Arman at URPS on 8333 7999 or mail@urps.com attention Angela.

Unley Central Precinct Survey

We are interested in your feedback on the proposed directions for the Unley Central Precinct.

Please tick the importance of the following to you.

		Important	Not important	Unsure
1.	Medium to high density housing opportunities in the District Centre	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
2.	Increased retail and commercial activity	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
3.	More night time activities	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
4.	Redevelopment of privately-owned land	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
5.	Redevelopment of Council land and facilities	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
6.	Better access to community facilities and spaces	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
7.	More car parks	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
8.	Less visually dominant and better coordinated car parks	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
9.	Safe and attractive pedestrian environments	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
10.	Well connected cycling network	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
11.	Pursue traffic calming to reduce speeds	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
12.	Support improved public transport to reduce traffic volumes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
13.	Better landscaping and footpath treatments.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

B As you read the brochure:

Which ideas did you like and why?

Which ideas concerned you and why? _____

What do you think would make the most positive difference to:

(a) The economic performance of the Unley Central Precinct?

(b) Your experience as someone who uses the Precinct?

C. About you?

Which of the following best describes you?

- ☐ Business Owner
- ☐ Employee
- ☐ Resident
- ☐ Centre Visitor

D. More information

If you would like to receive project updates, please leave your contact details below:

Name: _____

Email or postal address: _____

Project updates will also be available at the project website www.unley.sa.gov.au/major-projects

DRAFT

BRIEFING NOTES



To Development Strategy and Policy Committee, City of Unley

From Grazio Maiorano / Geoff Butler

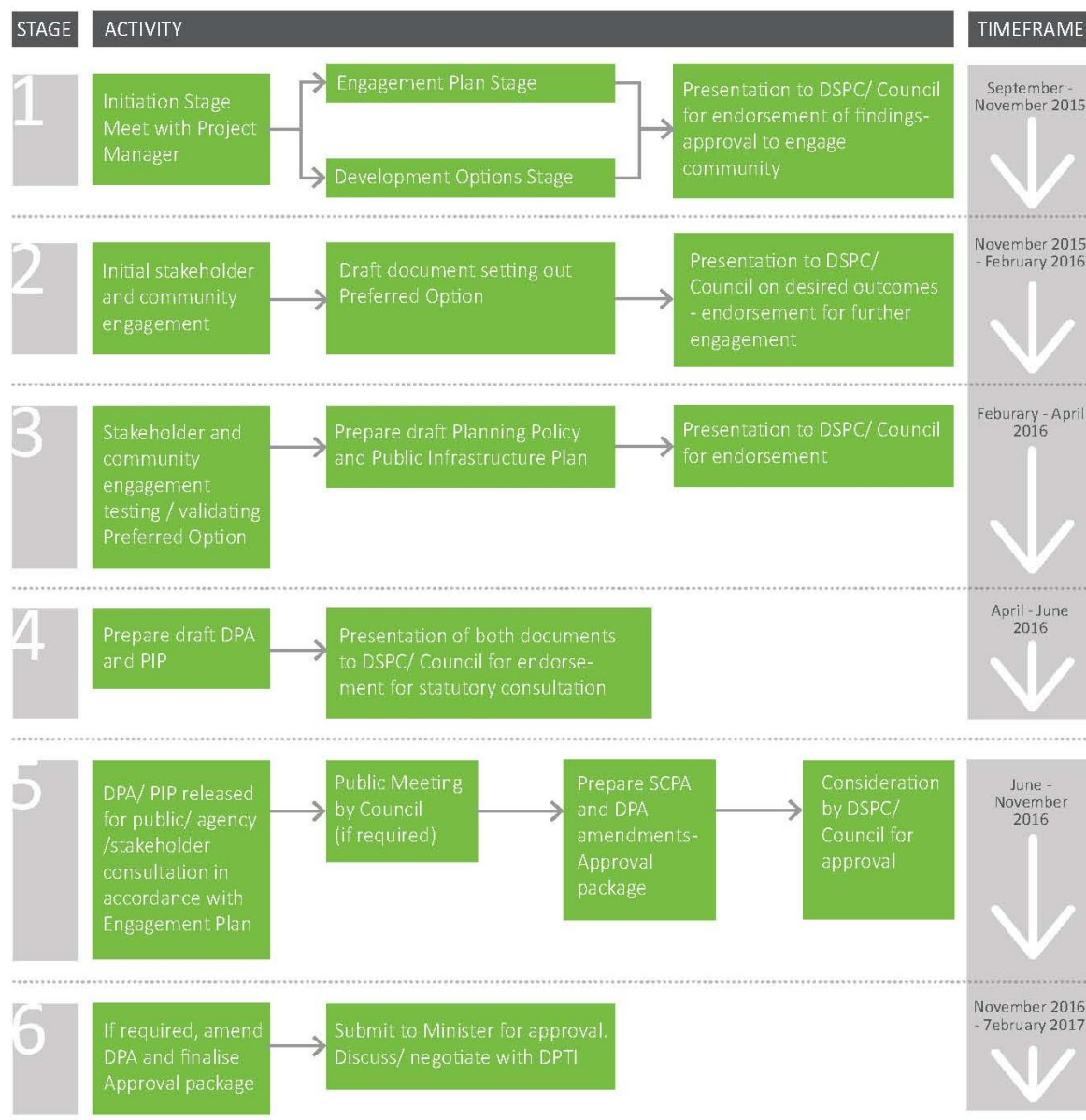
Date 3 November 2015

Project Number 2015 - 0207

Regarding Unley Central Precinct DPA

This Briefing Note is to inform the Development Strategy and Policy Committee of the actions taken to date to progress the Unley Central Precinct DPA project. In addition the Committee's views on the validity of the issues identified are desired.

A number of the activities identified for Stage 1 of the project (see following diagram) have commenced.



Community Engagement Plan (CEP)

- A letter introducing the project and a brochure providing background information about the Study Area and focus of the project has been mailed by Council to all property owners and occupiers in the Study Area (revised as recommended by the Committee).
- The background information and an on-line survey has been uploaded to Council's website.
- Face-to-face consultation sessions have been advertised for Thursday 19th and Saturday 21st November.
- These will be held at the Unley Shopping Centre and the Unley Library.
- This initial consultation period will close on December 4th 2015.

Development Options

1.0 General

This stage envisaged preparation of a high level summary of a number of documents to inform the strategic context for the DPA. Documents reviewed to date include:

- (i) South Australia's Strategic Plan 2011
- (ii) The 30-Year Plan for Greater Adelaide
- (iii) The City of Unley Community Plan 2033
- (iv) The City of Unley 4 Year Plan 2013 – 2016
- (v) The City of Unley Strategic Directions Report (January 2014)
- (vi) The City of Unley Environmental Sustainability Strategy 2014 -17
- (vii) The City of Unley Business and Economic Development Strategy 2012 – 15
- (viii) The City of Unley Living Active Sport and Recreation Plan 2015 – 2020
- (ix) The City of Unley Integrated Transport Strategy (2002)
- (x) Inner Metro Rim Structure Plan.

2.0 Unley Central Precinct Study

A key focus of this stage was more detailed consideration of the findings and directions of the Unley Central Precinct Study (UCPS) prepared by TCL. This step proposed the "analysis of key opportunities and constraints for the Precinct, including comprehensive analysis of the Unley Central Precinct Plan reviewing urban design principles, appropriate built scale and form, movement (vehicle, cycle and pedestrian) and high level spatial structure plans."

It also initially proposed the "utilisation of the AIMSUN model to test possible movement options utilising two scenarios." However, following discussions between URPS, InfraPlan and Council's project team, this modelling will now be undertaken at a later stage when the proposed development form is better defined.

2.1 Urban Design

WAX Design has reviewed the UCPS primarily from an urban design perspective and has provided the following comments:

2.1.1 Key Positives of the Precinct Plan

- (i) Strong focus on active transport within the plan.
- (ii) Consideration of mixed use development acknowledging fine grain vertical development is required as well as horizontal development.
- (iii) Acknowledgement of the need to consider and integrate green infrastructure, water sensitive urban design, stormwater requirements (especially with an increase in density).
- (iv) The urban design principles that form the basis of the plan are valid and follow vision and objective of local and state strategic planning.
- (v) Focus on adaptive reuse of heritage buildings.
- (vi) Good examples of Mixed Use Development.

2.1.2 Issues Requiring Further Consideration

- (i) UCPS lacks a consolidated structure plan that shows how the various guiding principles, land use, building heights, transport connections will overlay and work together. For example there is conflict between the pedestrian link indicated on the development potential map and a large existing multi-deck car park.
- (ii) Organising Urban Design Elements diagrams (page 26) do not have clear locators as to how these relate to the precinct specifically.
- (iii) Tension between the existing function of Unley Road as a transit corridor from the south and the focus on traffic calming, pedestrian focus function indicated in the plan with residential overlooking the main road (key consideration of the project).
- (iv) Most forms of residential development are merit within the current District Centre Zone (except detached dwellings) although this is not apparent in/actively supported by the Zone policies. Consideration is needed to understand why this type of development is currently not happening as it appears to be part of a larger issue than just the perceived restriction of the Development Plan.
- (v) Consideration should be given to the redevelopment potential of existing large format retail (shopping centre) as this has been indicated as 'up to 7-11 storey' (page 29). This would appear to be a long term proposal.
- (vi) Potential conflicts between village green and 7-11 storey development (council site). Need to preserve heritage context particularly around Anglican Church buildings (and not miss opportunities for pedestrian permeability between village green, Unley Road and Unley Central).
- (vii) Location and purpose of pocket parks. Some location conflict with existing buildings with no indication of future redevelopment.
- (viii) Overlaid map showing previous plans (pages 12 and 13) is useful however there are no analysis conclusions drawn from this e.g. no indication of what parts of previous plans are currently being implemented and which parts are not applicable.
- (ix) The preferred future function of Unley Road needs to be based on accurate and strong analysis.

- (x) Agreement about the function (or changing function) of Unley Road from all relevant parties. Especially in regards to large infrastructure implications (e.g. tram way).
- (xi) Specific density targets or figures (dwellings per ha), consideration of the types of development desired in the locality to achieve density targets and whether 7 -11 storey is required (need to develop debate around height and density).
- (xii) How does the proposed residential increase development relate and respond to open space, public realm and transport?
- (xiii) Consideration should be given to how the District Centre Zone interacts with the surrounding planning zones – transition buffer. A 30 degree building interface is suggest but no information provided.
- (xiv) Confirmation of the DPA boundary.

2.2 Traffic and Movement

InfraPlan has reviewed the UCPS primarily from a traffic and movement perspective and has provided the following comments:

2.2.1 General Findings from the Study

The traffic, movement and parking recommendations in the Study focus on improving amenity, safety and design for walking, cycling and public transport to significantly increase these transport modes. Recommendations to achieve this include, pedestrian priority, traffic calming, wider footpaths, better access and connections, well-designed transport stops and shelters, and a future tram.

The report stated that access and parking is to be equitable and safe and on-street parking is to be optimised. Recommendations in the report to achieve this included:

- (i) Change Oxford Terrace and Edmund Street to be one-way only to provide space for 90 degree angle parking.
- (ii) Amalgamate rear off-street parking and lanes, and
- (iii) Encourage developers to invest in off-street multi-storey car parks or below ground parking.

Other traffic / movement related recommendations in the report are:

- (i) Make Oxford Terrace eastbound traffic only and Edmund Ave westbound traffic only to make space for right-angle parking, a cycle path and wider footpaths.
- (ii) Consider removing traffic signals at Unley/Arthur/Oxford and turn into 'naked street' intersection.
- (iii) Left turn in and out only from Arthur St to Unley Road.
- (iv) Adopt 40km/h precinct along Unley Road in the District Centre Zone.
- (v) Create a change of surface treatment to a paved surface in the Central section adjacent Civic Centre and Unley Shopping Centre. Pedestrian priority – no kerbs.
- (vi) Remove on-street parking along Unley Road.
- (vii) Install median island or Tram.
- (viii) Amalgamate rear off-street parking.
- (ix) Encourage developers to invest in off-street multi-storey car parks or below ground parking.

An AIMSUN model was used to assess the recommended changes to the road network, which included:

- (i) 40km/h speed on Unley Road (Whittam St to Park Street).
- (ii) Tram along Unley Road.
- (iii) Tram platform and plaza opposite Unley Council offices.
- (iv) Reduced lane widths on Unley Road.
- (v) Remove traffic signals at Arthur St/Oxford Street and change Arthur St to left in/left out only.
- (vi) Right turns into and out of Unley Road are not permitted between Whittam St and Opey Street – median island installed.
- (vii) New pedestrian crossing on Unley Road, just south of Oxford Terrace.
- (viii) Remove traffic signals at Unley Shopping Centre in/out.
- (ix) Oxford Terrace and Edmund Ave one-way operation.
- (x) New traffic signals at Unley Road / Edmund Ave – all turns allowed.

The AIMSUN model used estimated traffic volumes for the year 2031 but did not include any additional traffic generated from future uplift development in the Unley precinct. Two options were tested against the base case 2031 scenario. They both included banning right turns along Unley Rd, reducing speed to 40km/h and removing traffic signals at Oxford/Arthur and the Unley Shopping centre. The difference between option 1 and option 2 are as follows:

Option 1:

- Oxford Terrace one-way eastbound; and Edmund Street one-way westbound.
- Traffic signals at Edmund St and Unley Road.
- PAC just south of Oxford Terrace.

Option 2:

- Oxford Terrace one-way westbound; and Edmund Street one-way eastbound.
- Traffic signals at Oxford Terrace incorporating pedestrian crossing (tested for a scramble crossing).

Option 1 was the preferred option by the consultant due to significant congestion and travel time delays in Option 2, and if option 2 was adopted, a standard pedestrian crossing was preferred over a scramble crossing. Significant increases in queue length in Oxford Terrace and Edmund Avenue approaches to Unley Road in both options – slightly shorter in Option 1.

Traffic diversion occurred with both options with typically less traffic on Unley Road south of Young Street and increased traffic on King William Road and Park Street. It was assumed that the diversion occurred as a result of the removal of traffic signals. Less traffic diverted to King William Road in Option 1. There is more diversion in the local road network on the eastern side of Unley Road compared to western side.

As Option 1 was preferred, a tram scenario in Unley Road was then tested for that option using both a 1-lane and 2-lane operation. A 30% reduction in traffic volumes was assumed with the introduction of a tram. The single lane operation resulted in gridlock of the area, and the 2-lane operation improved the network performance in terms of delays, queues and travel speed.

2.2.2 Issues for Further Consideration

InfraPlan supports the guiding principles and considers that the movement-related recommendations in the Study form a good overarching structure.

However, there are some conflicting outcomes between creating a stronger walking, cycling and public transport uptake with the AIMSUN traffic forecasting and attempt to protect the transport functionality of the road network.

The AIMSUN modelling used regular 2031 traffic forecasts and did not take into account the additional traffic generated by the uplift of the precinct. A more rigorous assessment of the traffic resulting from future developments and also future transport trends is required.

The redistribution of traffic should be assessed for impacts to the City of Unley Cycling Network. It was noted that traffic would divert to Porter Street, however this is currently being designed for a Bicycle Boulevard which will change this assumption.

3.0 Mixed Use Corridor Development Increased Density Study

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

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

3.1 General Findings from the Study

- (i) Generally, the further away from Greenhill Road, the less prospective commercial office development on Unley Road becomes, particularly for larger office developments of more than one level.
- (ii) First floor commercial office space above ground floor retail space is less prospective and often more difficult to lease than a dedicated office building. Users of office space above retail space are mostly smaller space users.
- (iii) Ground floor space along Unley Road would normally be used for retail purposes or consulting rooms, with a small proportion allocated to commercial office.
- (iv) Residential mid-rise (5 to 10 floors) and high-rise (10 plus floors) apartment markets are essentially confined to Adelaide Local Government Area, Glenelg and more recently Mawson Lakes, Port Adelaide and West Lakes. Some near city office conversions have also occurred.
- (v) Mid and high rise apartment developments are generally centred on prime locational hubs, which are either in the City or on or near water. They focus on centres of activity, but views are also an important feature.

- (vi) These observations suggest that the apartment market, has to date, been driven by lifestyle considerations, and the perception or requirement that it needs to satisfy locational characteristics first and foremost.
- (vii) Apartment developments in recent years have therefore essentially targeted investors, the lifestyle market and “sea changers”, the latter two representing the owner occupier market. It should be noted that there is also another apartment market, comprising low rise (up to 4 storeys) apartment developments that target both owner occupiers and investors.
- (viii) The potential attractions of Unley in providing a niche for apartment market development includes its close proximity to the CBD, good transport services, parklands, perceived cosmopolitan character and good shopping streets and services.
- (ix) The multi-storey unit market was steady from 2006 to 2008 but dropped by 20% in 2009. This demonstrates that there is an established and mature market (albeit small) for this type of product in the Unley LGA. However, the number of sales of multi-storey units at 3 levels and above is very thin, which points to a very limited range of developments providing this product in and around Unley. This is not to say that there is no demand, simply lack of opportunity for development of such a product.
- (x) Price is also a function of both the underlying land costs and construction costs, which escalate significantly with development heights.
- (xi) Hypothetical analysis indicates that the costs and returns associated with constructing a two storey retail and office building on Unley Road is not viable (on the assumptions made).
- (xii) Adding a third level for residential development has the potential to provide improved development margins, albeit at the lower end of expected margins (ie 20%).
- (xiii) Adding three levels for residential development has the potential to provide a significantly greater level of upside, with a margin of around 25%.
- (xiv) Analysis indicates that as the margins for increased development increase with height and in turn density, the risks and required margins for each scenario also increase.
- (xv) At a very high level an increase in permitted development heights to include residential development, should hypothetically increase development viability.
- (xvi) Any increases in development viability are by varying degrees and subject to sensitivity to the key variables, which include rental rates, development yield, capitalisation rates, car parking rates, costings, sale rates, land area and value.
- (xvii) Provision of car parking has an impact on outcomes for Unley Road, where ground floor retail shops require the highest ratio of car parks for the building area.
- (xviii) Developments with increased height will ultimately show improved returns based on current underlying land values and sales rates. As the returns increase, so does the capacity to pay more for the land, but offset by increased risk and the need to provide adequate development margins. In improving the capacity to pay more for the land, theoretically, the potential for the number of development sites increases. Essentially building sites can be recycled earlier than would otherwise be the case.
- (xix) The benefits of any increase in the underlying land value resulting from increased density of development also needs to be considered in the context of competing development sites in alternative locations. There needs to be reasonable incentives for developers in taking additional risk. If the margins are squeezed too much, they will seek alternatives.
- (xx) The 30 Year Plan sets the scene for increased development densities along transport corridors, and there is an established and rising residential apartment market. In view of this situation, an opportunity exists to increase development densities and to incorporate residential apartments.

3.2 Implications Identified in the Study

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

4.0 Density and Heights

The attached map summarises recommended building heights envisaged in the TCL UCPS. The suggested heights need to be refined having regard to contemporary planning policy (i.e. the transitioning down of building heights at the interface with adjoining lower height zones) and having regard to community feedback.

With respect to determination of densities, the following generalised assumptions are provided in respect to non-CBD apartment buildings:

- (i) Assuming car parking is located underground or above ground level, and there is direct vehicle access, a maximum of 85% of the site area can be used for development.
- (ii) On large site area holdings, the land needs to be divided into nodes to facilitate natural light into apartment towers. This results in less developable land.
- (iii) From an apartment 'sales' (as opposed to rental) perspective, developers prefer 2 bedroom apartments in non-CBD locations.
- (iv) Apartment sizes vary, dependent on whether an investor or owner occupier market, but are generally within the following range:
 - (a) 1 bedroom apartments up to 70 m² plus balcony
 - (b) 2 bedroom apartments of 60 – 80 m² plus balcony
 - (c) 3 bedroom apartments of 80 – 120 m² plus balcony.

5.0 Summary of Development Options

A number of the strategic documents, and other studies reviewed, support the aim of encouraging greater commercial and residential development opportunities within the District Centre Zone. Increases in height and density of developments will need to be guided by strong urban design policies, with particular attention given to interface areas. Affordable housing options should be considered and movement networks will need to be designed to cater for desired movement paths and efficiencies.

More specifically, there should be consideration of:

Key Issues:

- Refinement of desired built character and scale and form of facades, overall heights, building envelopes and gaps/spaces to roads (Unley Road versus other secondary roads, internally and to interfaces).
- Mixed use development providing fine grain vertical development as well as horizontal development, noting that at a very high level an increase in permitted development heights to include residential development, should hypothetically increase development viability.

- Preparation of a consolidated structure plan that shows how the various guiding principles, land use, building heights, transport connections will overlay and work together.
- Resolution of the tension between the existing function of Unley Road as a transit corridor from the south and the desire for traffic calming, pedestrian focus with residential overlooking the main road.
- The preferred future function of Unley Road based on accurate and strong analysis (taking into account the additional traffic generated by proposed uplift in the precinct), with agreement about the function (or changing function) of Unley Road from all relevant parties. Need to consider large infrastructure implications (e.g. tram way).
- The potential attractions of Unley in providing a niche for apartment market development including its close proximity to the CBD, good transport services, parklands, perceived cosmopolitan character and good shopping streets and services.
- Amending current Development Plan policy to make it explicit that various forms of residential development are envisaged within the District Centre Zone.
- How the proposed increase in residential development relates and responds to open space, public realm and transport.
- How the District Centre Zone interacts with the surrounding planning zones – transition buffer.

Design Issues:

- Car parking provision which has an impact on outcomes for Unley Road, where ground floor retail shops require the highest ratio of car parks for the building area.
- Adaptive reuse of heritage buildings.
- Specific density targets or figures (dwellings per ha) and the types of development desired in the locality to achieve these targets and whether 7-11 storey is required to achieve these densities.
- The redevelopment potential of existing large format retail (shopping centre) and other lands identified as being suitable for 'up to 7-11 storey' mixed use development.
- Potential conflicts between the village green and potential adjacent 7-11 storey development (Council site).
- The need to preserve heritage context particularly around Anglican Church buildings (and opportunities for pedestrian permeability between village green, Unley Road and Unley Central).

Complementary Issues:

- Integrated green infrastructure, water sensitive urban design, stormwater requirements (especially with an increase in density).
- The impacts on the cycling network from any redistribution of traffic.
- The location and purpose of pocket parks.

6.0 Development Strategy and Policy Committee Direction and Input

Initial investigations suggest the issues, identified in section 5 above, require further consideration. While responses to these issues will be further developed as community engagement is undertaken and investigations are progressed, the Committee's direction and input will be sought at its next meeting on 16 November 2015.

In particular, the Committee's views on the 'validity' of the issues identified will be sought and whether there are other issues of importance that also need to be considered. The 'value add' comments from Committee members on specific issues will also be appreciated and will help to inform the further discussions required in developing DPA policy directions.

DECISION REPORT

REPORT TITLE: DEVELOPMENT STRATEGY AND POLICY
COMMITTEE MEETING DATES 2016

ITEM NUMBER: 14

DATE OF MEETING: 16 NOVEMBER 2015

AUTHOR: CAROL GOWLAND

JOB TITLE: EXECUTIVE ASSISTANT TO CEO & MAYOR

1. **EXECUTIVE SUMMARY**

To determine the meeting dates for the Development Strategy and Policy Committee meeting for 2016.

Under the Terms of Reference the committee is required to meet on a quarterly basis, this is subject to change depending on the Minister's DPA.

2. **RECOMMENDATION**

That:

1. The report be received.
2. The Development Strategy and Policy Committee meet quarterly on the third Monday of the month at 7.00pm at the Council Chambers, 181 Unley Road Unley, with appropriate adjustments to accommodate other meetings, in accordance with the meeting schedule outlined below:

Monday	15 February 2016
Monday	18 April 2016
Monday	18 July 2016
Monday	17 October 2016

1. RELEVANT CORE STRATEGIES/POLICIES

Section 41 committees of the Council are authorised in their Terms of Reference to determine the time and place of their meetings. A schedule of meeting dates for 2016 is required and the Committee will meet quarterly on the third Monday of the month.

2. DISCUSSION

The Development Strategy and Policy Committee will be required to meet in February, but the Minister's DPA may be tied into a different time schedule to the meeting dates set. Under the Committee's Terms of Reference the committee is able to change the meeting dates.

3. ANALYSIS OF OPTIONS

Option 1 – The Development Strategy and Policy Committee meet quarterly on the third Monday of the month at 7.00pm at the Council Chambers, 181 Unley Road Unley, with appropriate adjustments to accommodate other meetings, in accordance with the meeting schedule outlined below:

Monday	15 February 2016
Monday	18 April 2016
Monday	18 July 2016
Monday	17 October 2016

Option 2 – Not adopt the schedule as proposed.

The Committee can make changes to the meeting dates proposed above.

4. RECOMMENDED OPTION

Option 1 is the recommended option.

5. POLICY IMPLICATIONS

5.1 *Financial/budget*

- Payment of allowances for independent members has been budgeted for.

5.2 *Legislative/Risk Management*

N/A

5.3 *Staffing/Work Plans*

N/A

5.4 *Environmental/Social/Economic*

N/A

5.5 *Stakeholder Engagement*

Community consultation not required.

6. REPORT CONSULTATION

Principal Policy Planner consulted re meeting dates.

7. ATTACHMENTS

Nil

8. REPORT AUTHORISERS

<u>Name</u>	<u>Title</u>
David Litchfield	General Manager Economic Development & Planning