

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, 15 February 2016 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
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 Kurna people and that we respect their spiritual relationship with their country.

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

CONFIRMATION OF MINUTES

MOVED
SECONDED

That the Minutes of the Development Strategy and Policy Committee, held on Monday, 16 November 2015 as printed and circulated, be taken as read and signed as a correct record.

APOLOGIES

Mayor Lachlan Clyne – ex officio

CONFLICT OF INTEREST

DEPUTATIONS

OFFICER'S REPORTS

15	Unley Central Development Plan Amendment – Preliminary Consultation and Preferred Options Review	1-7
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NEXT MEETING

Monday, 18 April 2015

DECISION REPORT

REPORT TITLE: UNLEY CENTRAL DEVELOPMENT PLAN
AMENDMENT – PRELIMINARY
CONSULTATION AND PREFERRED OPTIONS
REVIEW

ITEM NUMBER: 15

DATE OF MEETING: 15 FEBRUARY 2016

AUTHOR: DAVID BROWN

JOB TITLE: PRINCIPAL POLICY PLANNER

1. **EXECUTIVE SUMMARY**

- 1.1 A consultant group, led by URPS, has been contracted to prepare the *Unley Central Precinct Development Plan Amendment (Unley Central DPA)*.
- 1.2 This report provides an update on the project progress, summary of preliminary consultation and seeks endorsement of the emerging preferred options.
- 1.3 URPS have prepared a Summary of Preliminary Consultation from Stage 1 and Briefing Notes in preparation for Stage 2 consultation on preferred options and will present these at the meeting for discussion and feedback. The resolved preferred options will form the basis of the next round of engagement for the Unley Central precinct.
- 1.4 The Stage 2 round of engagement will involve a comprehensive 'Design Lab' workshop session with key stakeholder representatives drawn from major land owners, industry groups and community groups, eg FOCUS.
- 1.5 Further reports are to be presented to the DSP Committee on the outcome of further consultation and determination of final preferred development option for the precinct, and final draft *Unley Central DPA* before release.

2. **RECOMMENDATION**

The Committee recommends to Council that:

1. The report be received.
 2. The URPS Summary of Preliminary Consultation on Stage 1 be acknowledged.
 3. The URPS Briefing Notes for preferred options be acknowledged and endorsed (incorporating changes recommended by the DSP Committee) for further Stage 2 Key Stakeholder Consultation.
 4. The Engagement Plan for Stage 2 Key Stakeholder Consultation 'Design Lab' to refine the preferred option for further DSP Committee and Council consideration as part of the draft DPA be noted.
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3. RELEVANT CORE STRATEGIES/POLICIES

1.1 Unley Community Goals

Goal 1 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

Goal 2 Living – Our Path to a Vibrant City

2.1 Highly desirable and diverse lifestyle

2.2 Activated places

Goal 3 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

Goal 4 Greening – Our Path to a Sustainable City

4.1 Renowned for its lifestyle and environmental balance

- 1.2 Preparation, processing, public and agency consultation and final approval of a Council DPA is pursuant to the Development Act (1993) Part 3, Division 2, Sub-division 2, Sections 24, 25 and 27.

4. 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 Council endorsed the *Unley Central DPA* Statement of Intent per Item 37/15 (January 2015). It was approved by the Minister for Planning on the 31 May 2015 to allow the DPA to proceed. Any variations to the commitments or timeline will require justification and further approval.

A consultant team led by URPS were appointed in August 2015 to undertake the project in several stages; starting with investigations, then a draft *Unley Central DPA*, and then consultation to final approval.

Subsequent reports to the Development Strategy and Policy Committee include:

- background report and presentation on the review of the Unley Central Precinct Plan per Item 6/15 (July 2015)
- presentation and endorsement of the Community Engagement Plan per Item 7/15 (September 2015)
- presentation and acknowledgement (as amended) of Stage 1 Briefing Notes per Item 13/15 (November 2015). See Attachment 3 for clarification of stages of consultation.

Preliminary Consultation Review

Preliminary feedback was sought based upon, but not limited to, the Precinct Plan during the period from the 6 November (and extended) to the 24 December 2015.

In accord with the endorsed Engagement Plan (DSP Committee, September 2015 (Item 7/15)), direct advice was provided to a defined primary stakeholder catchment of property owners and occupiers, together with media notices, material on the web-site, on-line Your-Say-Unley survey and six drop-in sessions at the Unley Shopping Centre and Unley Library.

One hundred and forty (140) submissions were received as a result of the Stage 1 initial consultation. There is general support for the intent and key concepts for the precinct, but concerns have also been raised primarily focussed on the height and density of buildings, respect for heritage places and 'village' character and impacts from traffic congestion and lack of parking.

A comprehensive summary of the submissions and key issues is contained in Attachment 1 to Item 15/16.

Attachment 1

The key issues are appreciated, and the reasoning for preferred options and how concerns are addressed in proposals will need to be clearly explained in the on-going consultation processes.

Preferred Options

URPS have prepared Briefing Notes for the Stage 2 investigations, issues, findings and directions that are emerging for discussion and feedback by the Committee. The Stage 2 Briefing Notes are contained in Attachment 2 to Item 15/16.

Attachment 2

URPS will conduct a presentation on the Briefing Notes and lead discussion to facilitate feedback by the Committee. The proposals will be further refined as guided by the Committee.

The *Unley Central DPA* seeks to provide refined policy in the District Centre Zone to support:

- higher density mixed use development, incorporating residential
- associated movement networks, principally for vehicles (private and service) but also critically for pedestrians and cycling, to address major functional issues
- suitable building envelope interfaces with surrounding lower density areas
- a public infrastructure plan to guide public and private investment to complement the desired outcomes.

The subsequent consultation processes, and consideration by the Committee, will further refine the desired future policy for inclusion in the *Unley Central DPA*.

Next Steps and Consultation

A draft Issues Paper and maps, incorporating the recommended changes of the DSP Committee, will be finalised to form the basis for further consultation.

The Community Engagement Plan was endorsed, as amended by the DSP Committee, in September 2015 (Item 7/15). Pursuant to the Engagement Plan the Stage 2 round of consultation is to be with key stakeholder representatives:

- major property owners,
- potential developers,
- community, heritage and environmental groups, eg FOCUS,
- bike user groups,
- Unley Business and Economic Development Committee,
- Infrastructure and Sustainability Committee,
- Unley Road Traders Association,
- Council Elected Members and relevant staff, and
- relevant State Government Agencies.

The engagement would entail a 'Design Lab' workshop session structured to test a number of potential design and land use options for the precinct. The aim would be to validate a preferred option that best meets stakeholders and community aspirations. More specific investigations and modelling of traffic impacts and infrastructure implications would occur once a preferred option is derived.

The Stage 1 round of consultation has highlighted the status and importance of the Unley Central precinct, and potential development, with the community, stakeholders and Elected Members.

There have been some comments noted from Elected Members and community members, eg FOCUS, that a second round of broader community consultation may be warranted. This would be outside the current scope of consultant works, approved Engagement Plan and could cost in the order of an additional \$15,000.

It should be noted that there will be adequate opportunity for the broad community to participate in further consultation once a draft DPA has been prepared. It should also be noted that FOCUS will be involved as a key stakeholder in the 'Design Lab' process to commence shortly.

The 'Design Lab' is considered to be an effective and inclusive approach for the next stage of refinement of the preferred option for the DSP Committee and Council consideration.

A further report and presentation to the DSP Committee would occur to review the additional community consultation and key stakeholder feedback, and to consider determination of the final preferred option. Following this the draft *Unley Central DPA* would be prepared for the DSP Committee for consideration and endorsement before release for formal public and agency consultation.

An outline of the *Unley Central DPA* project key stages and current schedule is contained in Attachment 3 to Item 15/16.

Attachment 3

5. POLICY IMPLICATIONS

5.1 *Financial/budget*

- *The contract for consultants for the project is within budget.*
- *Budget provisions are available to cover the additional community consultation by available funds from unanticipated delays with other projects.*

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 initial investigations for, and as part of, the DPA process.*

6. REPORT CONSULTATION

Internal liaison has occurred within the Economic Development and Planning Division, 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. ANALYSIS OF OPTIONS

Option 1 – Acknowledge the Stage 1 Preliminary Consultation, endorse Stage 2 Briefing Notes (as amended by DSP Committee) and support Stage 2 Key Stakeholder Consultation per approved Engagement Plan.

The Stage 1 consultation and Stage 2 Briefing Notes outline the range of issues and preliminary directions (as amended by the DSP Committee) to advance the project towards a reconciled outcome.

The planned Stage 2 Key Stakeholder Consultation in accord with the approved Engagement Plan would facilitate validation of a preferred option that best meets stakeholders and community aspirations.

The final preferred option and the draft *Unley Central DPA* can be prepared and considered by the DSP Committee and Council in accord with the current schedule.

Option 2 – Acknowledge the Stage 1 Preliminary Consultation, endorse Stage 2 Briefing Notes (as amended by DSP Committee) and recommend additional Stage 2 round of community consultation.

The Stage 1 consultation and Stage 2 Briefing Notes outline the range of issues and preliminary directions (as amended by the DSP Committee) to advance the project towards a reconciled outcome.

The addition of another round of comprehensive community consultation would allow greater involvement of the broader community. However, it would cause delay and additional cost to the project, and potentially simply repeat that which has occurred in December 2015 and will more meaningfully occur in July 2016 on the actual draft *Unley Central DPA*.

8. RECOMMENDED OPTION

Option 1 is the recommended option.

9. ATTACHMENTS

Attachment 1 – URPS Summary of Preliminary Consultation for Stage 1

Attachment 2 – URPS Briefing Notes on Stage 2 Investigations for the *Unley Central DPA*

10. REPORT AUTHORISERS

Name	Title
David Litchfield	General Manager Economic Development and Planning
Peter Tsokas	Chief Executive Officer



City of Unley
2015-207
22 January 2016

Unley Central Precinct DPA **Summary of Preliminary Consultation**



Unley Central Precinct DPA

Summary of Preliminary Consultation

22 January 2016

Lead consultant	URPS
In association with	InfraPlan, WAX Design, Tonkin Consulting and Property & Advisory
Prepared for	City of Unley
Consultant Project Manager	Grazio Maiorano, Director Suite 12/154 Fullarton Road (cnr Alexandra Ave) Rose Park, SA 5067 Tel: (08) 8333 7999 Email: grazio@urps.com.au
URPS Ref	2015-0207

Document history and status

Revision	Date	Reviewed	Approved	Details
1	22/01/16	MA	22/01/16	Report prepared by Michael Arman with input from Angela Hazebroek and Reb Rowe at City of Unley
2	28/01/16	MA	28/01/16	Report updated with comments from Geoff Butler and additional input from Reb Rowe

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1.0 Introduction

The City of Unley is preparing the Unley Central Precinct DPA to update its Development Plan to help implement the vision of the Unley Central Precinct Plan prepared in 2014. A Community Engagement Plan was approved by Council's Development Policy and Strategy Committee in October 2015 which comprised three main stages:

- Preliminary Engagement to help identify issues and opportunities at the start of the planning process
- Validation of the Preferred Options, to test possible design and land use options for the precinct
- Formal Public and Agency Consultation on the Draft DPA.

This report summarises the outcomes of the Preliminary Engagement which comprised:

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



2.0 Survey Responses

2.1 Who participated?

A total of 140 responses were received, of which:

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

2.2 Levels of support for concepts in the Unley Central Precinct Plan

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

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

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

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

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

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

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

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

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

“Large, vibrant open piazza style spaces”

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

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

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

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

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

“We support the pedestrian/cycling focus”

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

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

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

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

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

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



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

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

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

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

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

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

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

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

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

"Diverse, dynamic and open to all"

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



2.3 Supporting economic performance

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

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

2.4 Improving experience of the precinct

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

- More 'after hours' businesses, including cafes and bars
- Reduced traffic, increased ability to move around on foot
- Reduced through traffic on residential side streets
- Greater variety of shops, including clothing and footwear
- Improved landscaping and shade
- Events/activities (e.g. French Fair) to make the area more lively
- Improved community facilities
- Additional and improved open spaces and parks.



3.0 Community Drop in Sessions and Phone Conversations

Community drop in sessions were held on:

- 19 November 2015 at Unley shopping Centre
- 19 November 2015 at Unley library
- 21 November 2015 at Unley shopping centre
- 21 November 2015 at Unley library
- 12 December 2015 at Unley library
- 17 December 2015 at Unley library.

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

3.1 Traffic and parking

General comments

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

Site specific comments

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



3.2 Village Character

- Not against new development, but we need “good development” to reinforce the village feel of Unley
- Perception that as the Adelaide CBD becomes more “urban”, people living in the city may visit Unley for “village” experience
- Edmund Avenue - contains cottages owned by Council that provide low cost rental and contribute to village character and should not be sold
- “Village Green” open space behind Council is highly valued - should not be sold or developed upon and the open space should be formalised
- Frustration of Cremorne development which is ‘out of character’ for Unley and exceeded the height limits.

3.3 Building heights and new development

- The good facilities (shops, regular buses) at the District Centre means that the area is well suited to higher density residential development
- Acknowledgement that we need to find new housing opportunities close to the city/District Centre
- Concerned about building heights and the impacts on solar access
- 5 – 7 storeys is more acceptable than 7 – 11 storeys in the centre of the zone
- 7 – 11 storeys is considered medium density in Melbourne - Camberwell in Victoria is an example of a centre that has brought in apartments over shops. These work because of good urban design, green space provision and the integration of shops as part of the apartment complex, which are used by the surrounding community
- 11 storeys above the shopping centre might be okay as it may lead to more people out at night, and that would be good for business
- Greatest potential for redevelopment is west of Unley Road given the larger sites and lack of historic buildings (whether listed or not)
- Lower height limits than proposed are needed on the eastern side of Unley Road
- Undercroft car parking is preferable. If it is above ground it must be well designed so that it doesn’t look like a car park
- Unley does need to infill a bit - we can’t keep developing on farming land south of Adelaide



- Generally support redevelopment of the SAHT site given its poor current condition, however, if it is redeveloped:
 - > Concerned about proposed height (5 storeys) given that Thomas Street properties are north facing and therefore may be overshadowed
 - > Concerned about overlooking
 - > Concerned about car parking spilling onto the street
 - > Suggest that 3 storeys would provide a more appropriate transition between the DCe and Residential Zones
- Building design and quality will play a big part in the acceptability of high rise apartments – people are nervous because of Cremorne development
- The Cremorne development has meant people have lost trust in the planning system, since it exceeded the new height limits. This has given people “a reason to fear” and not trust the process
- Perception of inconsistency with development assessment -going tough for minor development in the historic conservation zone, but not tough with height limits in the corridor zones.



4.0 Summary

There is a high degree of community interest in the Unley Central Precinct DPA. The preliminary community engagement resulted in a high level of participation, and a range of views to be heard, providing the planning team with information to guide the development of planning policy for the precinct.

The engagement has also generated awareness about the project and developed relationships, both of which can be built upon in the later stages of engagement as the project progresses.

The following themes and directions have been identified on the basis of the information that was provided during the preliminary consultation for consideration by the planning team:

Public Realm

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

Traffic Management and Car Parking

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

**Land use**

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

Building heights / built form

- Very limited support for 11 storey development
- Repeated references to 3-4-5-6-7 storeys as being more appropriate
- Western side of Unley Road identified by many as being more suitable for redevelopment because
 - > Larger sites
 - > Desire to see redevelopment of Unley Shopping Centre and the Target complex/car park
 - > Value of fine-grain tenancies along eastern side of Unley Road and adjacent historic conservation zone
- A large number of participants identified concerns about the impacts of taller development, including:
 - > Car parking
 - > Traffic
 - > Overshadowing
 - > Village character of Unley
- A transition in building heights is important to residents.

Public Submissions

A Summary of the Public Submissions - Survey Part B Questions is attached.

Unley Central Precinct DPA Project – Concept Opportunities Consultation 2015

Summary of Public Submissions – Survey Part B Questions

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

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

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

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

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

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			of concern and why?		experience as a user
33	Anonymous Resident	▪ -	▪ High density development and car parking on Mary St which is extreme near King William Road.	▪ -	▪ -
34	G Swain Resident	▪ Higher density living to support commercial development goes hand in hand.	▪ Traffic thoroughfare will have ever increasing demand. Unley Road may need a tunnel for peak hours.	▪ -	▪ -
35	Anonymous Resident	▪ -	▪ -	▪ More frequent bus service.	▪ Public art works, trees, gardens, seating.
36	Anonymous Resident	▪ -	▪ Not enough feedback on the Cremorne Plaza development creates wariness.	▪ -	▪ Streets not maintained by council. Unley Council does not maintain the character of homes and promotes housing that doesn't suit the area.
37	Anonymous Resident	▪ Tree-scaping is good but could be improved.	▪ -	▪ -	▪ -
38	Anonymous Resident	▪ -	▪ Lack of public carparking for example it is very difficult to even pay rates. Car parked ½-3/4 mile away unless in the shopping centre private car park. The 'village' concept is out-dated and outmoded	▪ High rise development with housing, business premises and maybe local/federal govt or consulting suites. Please update Unley road by removing single storey old buildings and remove all carparking on Unley Road.	▪ Love using the centre as a hub and all the green grassy spaces and memorial gardens. This encourages mums and grandparents to use the area too.
39	Q Lynn Resident	▪ -	▪ This appears another form of business welfare for the landlords and businesses of Unley. Council should focus on the needs of residents. Traffic issues need to be considered. Public consultation needs more emphasis.	▪ -	▪ -
40	M Waters Business/visitor	▪ -	▪ Unley Road is identified as unsafe along with the western end of Culvert St. public consultation needs more emphasis. More and	▪ Accept more shops and commerce regardless of their parking supply. Historical	▪ Culvert street upgrade has not worked and hinders the business on the corner by loss of trade.

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

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

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

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

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

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

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

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

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

#	Name	From the Brochure which ideas were: liked and why? of concern and why?		What would make the most positive difference to: economic performance experience as a user	
		activities to make pedestrians feel safe. ▪ Linking east and west. ▪ Traffic calming. ▪ Public realm improvements.			streetscape, help build stronger identity and make area people friendly.
+95	Anonymous Resident	▪ Centralised area rather than clusters.	▪ North-south traffic flows.	▪ Centralised retail area and open spaces for community events.	▪ More community events. ▪ Better parking.
+96	Anonymous Resident	▪ More intense housing.	▪ More retail.	▪ Calming vehicle traffic.	▪ Better pedestrian and cycling access. ▪ Fewer cars.
+97	P Stewart -	▪ -	▪ -	▪ -	▪ -
+98	J Hamara Resident	▪ Improving cycle ways. ▪ Traffic improvements will have limited impact so focus on bikes.	▪ Tramway as there's no room on Unley Rd.	▪ Ease of access/parking.	▪ Remove clutter.
+99	Anonymous Resident	▪ Focus on public transport, cycling and walking.	▪ Height limits are too high, 5 storeys better. ▪ Consider self-driving cars will impact parking requirements.	▪ More cycle friendly. ▪ Don't allow fake reproductions of traditional home styles- allow high quality architectural homes.	▪ Less car dependency.
+100	D McNamara Resident	▪ -	▪ -	▪ Unley Rd as one way road.	▪ Lower rates.
+101	Anonymous Resident	▪ -	▪ -	▪ -	▪ -
+102	A Carr Resident	▪ -	▪ -	▪ -	▪ -
+103	B Spiers Resident	▪ -	▪ -	▪ -	▪ -
+104	M Malandris Resident	▪ Improved pedestrian access and public transport. ▪ Improved cycling infrastructure. ▪ Quieten traffic.	▪ Medium-high density housing-should remain on arterial roads only, not in suburbs. ▪ Parking.	▪ Better night-life to attract people into the centre. ▪ Increasing businesses along the arterials.	▪ Improved bike tracks. ▪ More markets.
+105	P Bubner Resident	▪ Philosophy is good.	▪ Cost of the concept.	▪ Reduce council debt to keep rates low.	▪ Rates should not increase.
+106	Anonymous	▪ Community engagement plans.	▪ Medium-high density living.	▪ -	▪ -

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

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

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+120	'Trish' Resident	<ul style="list-style-type: none"> A safe, people-friendly community. 	<ul style="list-style-type: none"> - 	<ul style="list-style-type: none"> - 	<ul style="list-style-type: none"> -
+121	S Aytton Resident	<ul style="list-style-type: none"> Protecting Unley's character while allowing for business growth. Focus on foot traffic, shops and nightlife. Slowing traffic and removing on-street parking on Unley Rd. 	<ul style="list-style-type: none"> Traffic and congestion. 	<ul style="list-style-type: none"> Shops that appeal to people. No chain stores, keep businesses local and unique. Underground / hidden parking. 	<ul style="list-style-type: none"> More interesting shops and restaurants.
+122	R Mitchell Business	<ul style="list-style-type: none"> More development. 	<ul style="list-style-type: none"> None. 	<ul style="list-style-type: none"> Tram to Wattle St along Unley Rd. 	<ul style="list-style-type: none"> More commercial experiences.
+123	Anonymous -	<ul style="list-style-type: none"> - 	<ul style="list-style-type: none"> - 	<ul style="list-style-type: none"> - 	<ul style="list-style-type: none"> -
+124	Netpenthe Resident	<ul style="list-style-type: none"> More high-rise. Fewer cars. More cycling. 	<ul style="list-style-type: none"> - 	<ul style="list-style-type: none"> More high-rise. 	<ul style="list-style-type: none"> More cycling.
+125	Anonymous Resident	<ul style="list-style-type: none"> - 	<ul style="list-style-type: none"> - 	<ul style="list-style-type: none"> - 	<ul style="list-style-type: none"> -
+126	Anonymous Resident	<ul style="list-style-type: none"> Concept is clearly presented. 	<ul style="list-style-type: none"> Balance of all forms of transport. 	<ul style="list-style-type: none"> Sufficient business activity to maintain diversity of services. 	<ul style="list-style-type: none"> Ability to shop and meet.
+127	L Haegi Resident	<ul style="list-style-type: none"> Redevelopment on a human scale. Pedestrian friendly environments. Open space. Cycling links. Traffic calming. Design approach. Link across Unley Road. Removing the car park out the front of Unley Shopping Centre. 	<ul style="list-style-type: none"> 7 storeys is too high, keep it to 5. Road traffic impact of increased demand/congestion. 	<ul style="list-style-type: none"> Greater diversity of businesses. A more appealing, inviting area to live, visit and do business. Underground or multi-storey car parking. 	<ul style="list-style-type: none"> Pedestrian friendly area. Open space. Sustainability principles. Encourage night time activities.

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+128	E Mayer Resident	<ul style="list-style-type: none"> Concentrated activity area. Increased public transport. Traffic calming. 	<ul style="list-style-type: none"> Unley Road should not be widened. Congestion and increased traffic flows. On street parking. 	<ul style="list-style-type: none"> Increased vibrancy to encourage a younger demographic. 	<ul style="list-style-type: none"> Greater choice of cafes, small bars, shopping in walking distance.
+129	B Curtis Visitor	<ul style="list-style-type: none"> Water feature. Transport stop incorporated into the concept. 	<ul style="list-style-type: none"> Hard surfaces. More shade. Ridged building form skirting the development. 	<ul style="list-style-type: none"> Integrated open space supported by a good public transport service. Multi use destination. 	<ul style="list-style-type: none"> A reason to come to the destination.
+130	G Smith -	<ul style="list-style-type: none"> - 	<ul style="list-style-type: none"> - 	<ul style="list-style-type: none"> - 	<ul style="list-style-type: none"> -
+131	T Love Resident	<ul style="list-style-type: none"> The brochure lacks detail. 	<ul style="list-style-type: none"> High density living is not Unley village style. Providing for a tram is in appropriate for the site. 	<ul style="list-style-type: none"> Encourage visitors to use multi-level car parking and link them to premises on Unley Rd. Re-route commuter traffic to Glen Osmond Rd and South Road. Unley access should be for residents and centre visitors. 	<ul style="list-style-type: none"> Encourage low-medium density residential and 2 storeys.
+132	'Jane' Resident	<ul style="list-style-type: none"> Increased access for pedestrians and cyclists. Landscaped walkways ie Keswick Creek path. Lowered speed limits. Vibrant town centre. 	<ul style="list-style-type: none"> Higher density housing may make the area generic. 	<ul style="list-style-type: none"> Access to the precinct. Reliable and safe public transport. Inviting for all to visit. Continue the business hours to late. Variety of shops and businesses`. 	<ul style="list-style-type: none"> Remove car park behind Target. Native landscaped areas. Child friendly. Nicer streetscapes. Police vandalism.
+133	Anonymous Resident	<ul style="list-style-type: none"> - 	<ul style="list-style-type: none"> - 	<ul style="list-style-type: none"> - 	<ul style="list-style-type: none"> -
+134	'Pamela' Resident	<ul style="list-style-type: none"> - 	<ul style="list-style-type: none"> - 	<ul style="list-style-type: none"> - 	<ul style="list-style-type: none"> -
+135	B Pattersson Visitor	<ul style="list-style-type: none"> Increase street plantings and treatments to soften the environment and increase comfort. 	<ul style="list-style-type: none"> None really. 	<ul style="list-style-type: none"> Increased day and night time activities. More plantings. Wider footpaths. 	<ul style="list-style-type: none"> Variety, easy access and parking options.

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+136	K Bibbons Resident	<ul style="list-style-type: none"> - 	<ul style="list-style-type: none"> Assumes elderly want to get out of their house. Being densely populated means reduction of green space per capita. On street parking for residents creates congestion. 	<ul style="list-style-type: none"> A better Australian policy is the most positive. 	<ul style="list-style-type: none"> More jobs, less taxes, escalating electricity and water charges.
+137	Anonymous Resident	<ul style="list-style-type: none"> - 	<ul style="list-style-type: none"> Lack of concrete ideas. 	<ul style="list-style-type: none"> Improved public spaces, ie outdoor gym or water park, somewhere the residents would actually go. 	<ul style="list-style-type: none"> The artist impression does not look enticing.
+138	A James Visitor	<ul style="list-style-type: none"> Conversion of Unley shopping centre and adjacent retail area into medium density mix use area. Improved connection across Unley Rd. 	<ul style="list-style-type: none"> Strategy for keeping heritage buildings intact is lacking. How will the transition occur between heritage items and new tall buildings? 	<ul style="list-style-type: none"> Increased connectivity across Unley Rd. Improved pedestrian amenity along Unley Rd. 	<ul style="list-style-type: none"> Reducing car movements around the precinct.
+139	Anonymous Resident	<ul style="list-style-type: none"> - 	<ul style="list-style-type: none"> Medium-high density mixed use developments will increase the pressure on existing outdoor spaces and add more vehicles. 	<ul style="list-style-type: none"> Affordable rents. 	<ul style="list-style-type: none"> Happy with what we've already got.
+140	D Strain Resident	<ul style="list-style-type: none"> Diversity of building form. Improved integration of community/public space. Traffic calming. Improved transport interface. Public space activation. 	<ul style="list-style-type: none"> How do we get community 'buy in'? Unite the councils in leadership and fund progression of the development. 	<ul style="list-style-type: none"> Unley council embracing a 'can do' attitude and being a technological leader. A leading edge. 	<ul style="list-style-type: none"> Improve place activation. More walking, less cars.

* Late submission after nominated closing date

** Provided attachment letter and further detail

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

BRIEFING NOTES

To Development Strategy and Policy Committee, City of Unley

From Grazio Maiorano / Geoff Butler

Date 15 February 2016

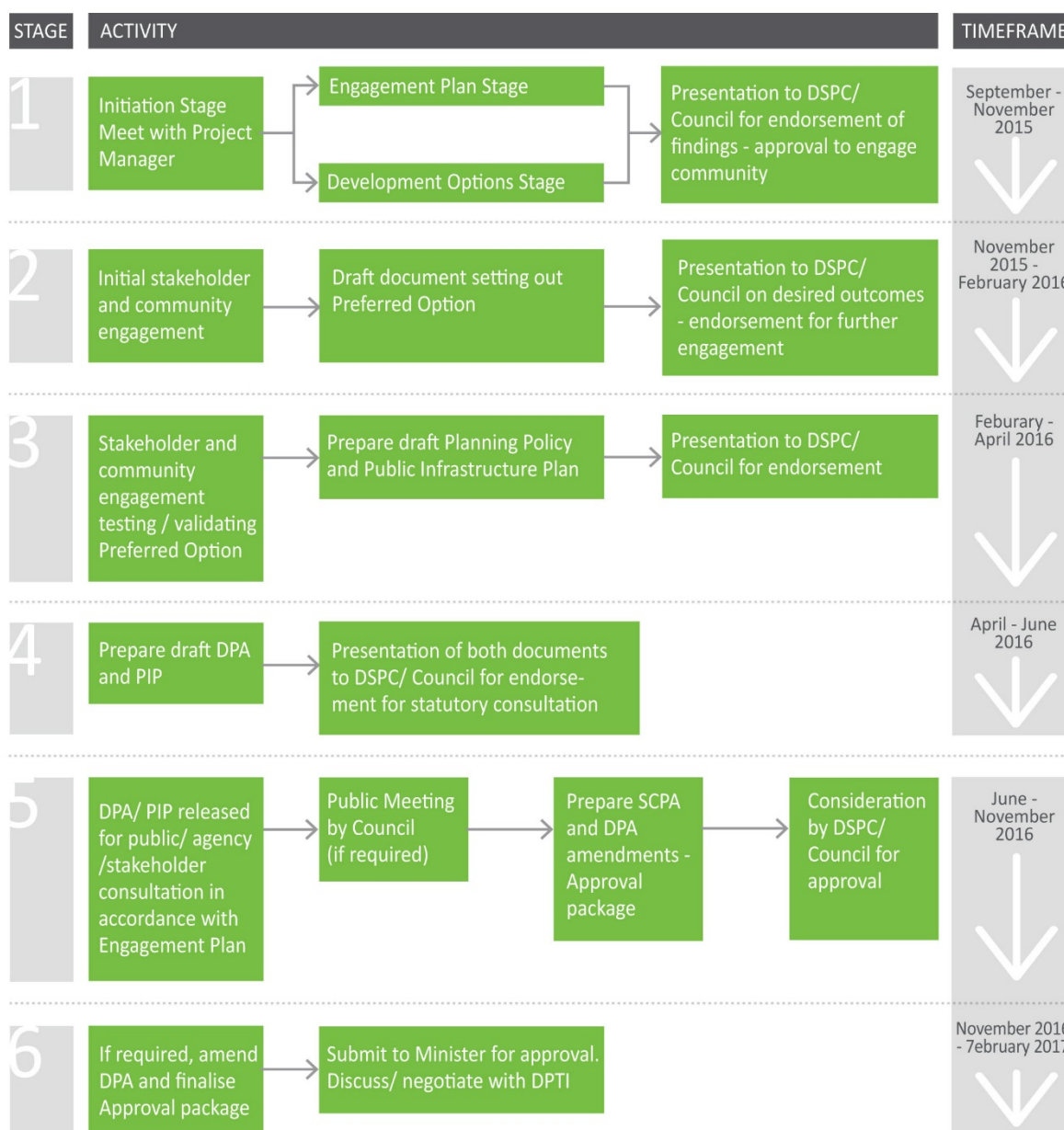
Project Number 2015 - 0207

Regarding Unley Central Precinct DPA

1.0 Introduction

This Briefing Note is to inform the Development Strategy and Policy Committee (DS&PC) of the actions taken to date to progress the Unley Central Precinct DPA project. In addition, the Committee's feedback on the findings of the engagement/investigations undertaken is desired.

The activities identified for Stages 1 and 2 of the project (see following) have largely been finalised.



2.0 DS&PC Feedback

Feedback provided by the DS&PC at the meeting on 16 November 2015 included:

2.1 Density/Heights

- Don't focus too much on density issue. Heights of up to 11 storeys are acceptable in some locations, but need good design at the interface to reduce impacts (i.e. 30 degree plane for development).
- Questioned the need for 7-11 storeys fronting Edmund Avenue, potential impact on the heritage buildings on Unley Road and the Village Green. Development should not overshadow Soldiers Memorial Park.
- Settled on a target of 500 new dwellings within the District Centre in the next decade.

2.2 Unley Road

- 'Think big' for Unley Road.
- Down play importance of cars through design/reduced speeds for through traffic.
- Improved east-west pedestrian connections /pedestrian crossings are vitally important.
- Is there potential to 'underground through traffic'. Short or longer distance?
- Is there potential for first floor 'overpasses' or below ground level 'underpasses'.
- Overpasses/underpasses need to be designed to be DDA compliant.
- Potential for 'shops' in underpass.
- Reminder that a reduction in the 32,000 cars currently using Unley Road is unlikely to occur.
- Didn't think that traffic from additional residential development (500 new dwellings) would have significant impact (as a percentage of existing).
- Need to connect east and west of Unley Road to ensure facilities on both sides are easily accessible for wider resident population.

2.3 Car Parks

- Could there be a 'trade' in car parks? i.e. people can purchase a car park if they need one but not be provided with one if they don't need it.
- Discussed options to reduce car parking requirements (currently 7/100m² for shops but Minister's DPAs suggest a range of 3 – 6/100m² overall).

2.4 Local Traffic

- Suggestion to close Arthur Street to Unley Road and divert local traffic through local streets or new connections behind the centre.
- Suggestion to open Mornington Road to Thomas Street.
- Mentioned traffic study from around 5 years ago that looked at local streets.

2.5 Urban Design

- Commented that new buildings should not be boring or look like they belong in the 1970s.
- Potential for bonus development rights if of outstanding design.
- Warning that a 'bit more' in terms of height may not necessarily be more profitable.
- May only be a few owner occupiers who are prepared to pay higher prices for an apartment with superior external design.
- Considered that hills views to the south and east, green treetop views when above 3 storeys, potential for connections to Unley Oval grounds and convenience to CBD were 'attractors' and provided a different 'offering' to water views at Glenelg/West Lakes/Mawson Lakes.
- Should consider use of green walls/roof top gardens.
- Public realm design/function/appearance vitally important.

2.6 Housing Product

- Need to cater for students and ageing.

2.7 Summary

In summary, the key points identified in the feedback were:

- Heights of up to 11 storeys are acceptable in some locations, but need good design at the interface to reduce impacts (i.e. 30 degree plane for development).
- Don't focus too much on the density issue. Settle on a target of 500 new dwellings over the next decade within the District Centre.
- Down play importance of cars through design/reduced speeds for through traffic.
- Improved east-west pedestrian connections /pedestrian crossings are vitally important.
- Public realm design/function/appearance vitally important.

3.0 Community Engagement Plan (CEP)

The Community Engagement Plan endorsed by DS&PC in October 2015 comprised three main stages:

- Preliminary Engagement to help identify issues and opportunities at the start of the planning process
- Validation of the Preferred options, to test possible design and land use options for the precinct
- Formal Public and Agency Consultation on the Draft DPA.

The following information summarises the outcomes of the Preliminary Engagement (November – December 2015) which comprised:

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

A total of 140 responses were received, of which:

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

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

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

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

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

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

In summary, the following themes and directions have been identified on the basis of the information that was provided during the Preliminary Engagement for consideration by the planning team:

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

Public Realm

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

Traffic Management and Car Parking

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

Land use

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

Building heights / built form

- Very limited support for 11 storey development
- Repeated references to 3-4-5-6-7 storeys as being more appropriate
- Western side of Unley Road identified by many as being more suitable for redevelopment because
 - > Larger sites
 - > Desire to see redevelopment of Unley Shopping Centre and the Target complex/car park
 - > Value of fine-grain tenancies along eastern side of Unley Road and adjacent historic conservation zone

- A large number of participants identified concerns about the impacts of taller development, including:
 - > Car parking
 - > Traffic
 - > Overshadowing
 - > Village character of Unley
- A transition in building heights is important to residents.

A full copy of the Summary of Preliminary Consultation is attached, including a Summary of Public Submissions.

4.0 Car Parking

It is anticipated that policy changes proposed for the Unley District Centre Zone will, over time, lead to significant investment in the creation of residential apartments and the revitalisation of commercial developments. In considering these developments, the issue of car parking provision should not be tackled in isolation but in the knowledge of wider factors influencing travel and parking into the future.

In this regard, InfraPlan, a transport and traffic engineering consultancy, has prepared an *Issues Paper: Car Parking (November 2015)* to promote discussion and to inform potential policy directions in the Unley Central Precinct DPA. InfraPlan suggests the way we travel and park in the future will change due to a number of factors that include:

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

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

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

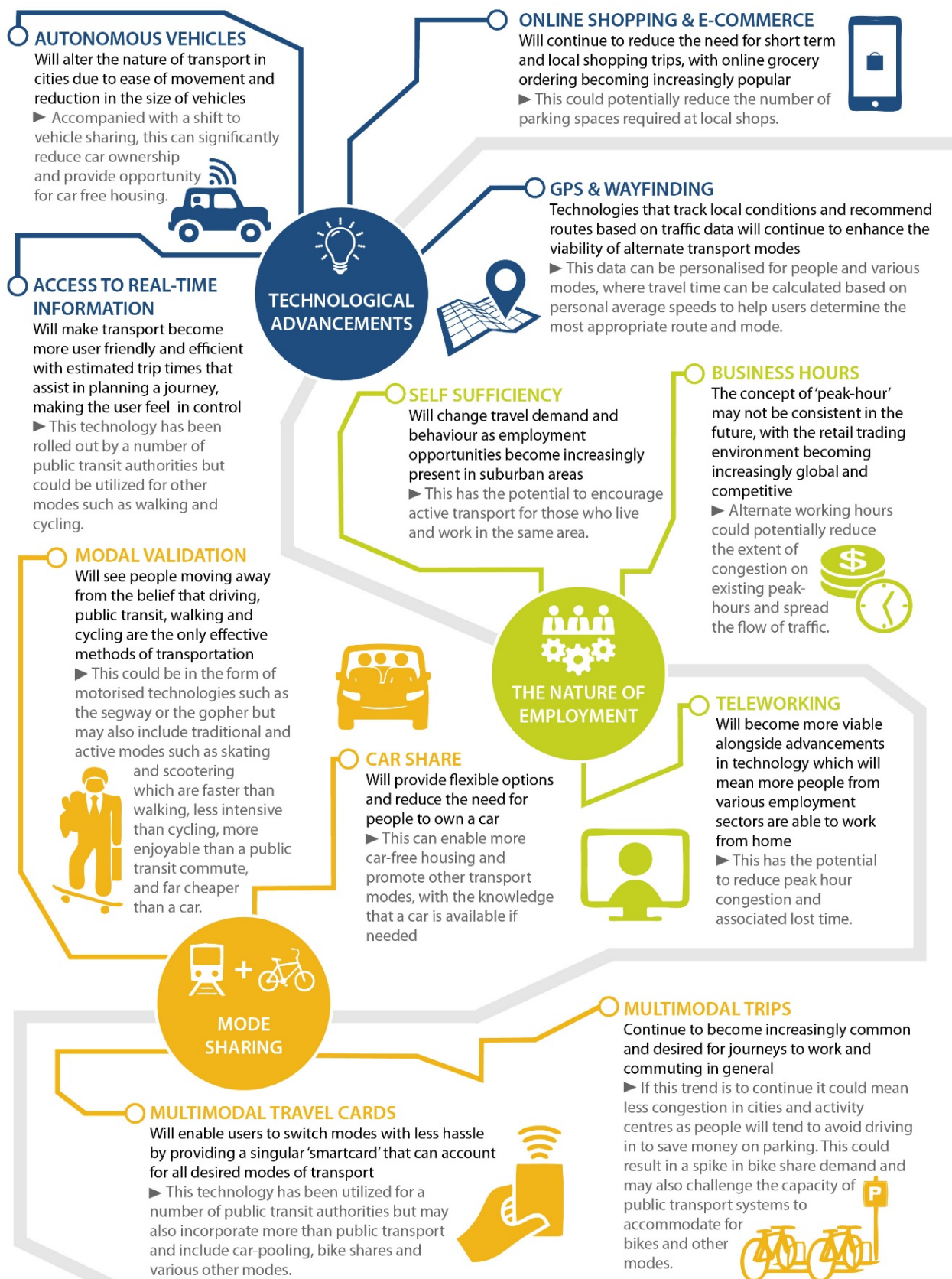
- Better public transport
 - will mean less people need to own a car, or second car.
- High quality cycling and walking facilities
 - more people choose walking and/or cycling for short trips as their first choice.
- More people working from home
 - will reduce car parking at workplaces.
- Autonomous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

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

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

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

In summarising its review findings, InfraPlan has identified that the standard City of Unley car parking rates are comparatively higher than other comparable Councils in metropolitan Adelaide, as well as both interstate and international examples. Furthermore, the current approach of applying discounts is subjective to the planner who assesses each application, and is not safeguarded by generally lower rates in the activity centre.



infraPlan

Higher parking rates, particularly within centres and activity hubs can discourage development, making it a less attractive place to developers and potentially less profitable due to the increased space required for greater on-site parking. Generally lower rates would align the City of Unley with other inner-metropolitan council areas, making it a more competitive and appealing place for development, as well as making it more attractive to live, work, socialise and spend locally.

Innovation in technology (as well as predicted shifts) suggests on-site parking will take up less physical space as localities such as Unley develop and densify, particularly if reflected in local development policy. Car sharing, vertical stacking, electronically managed parking in centres and rate discounts all reinforce this expected paradigm.

InfraPlan recommended that the car parking rates within the Unley Central Precinct DPA area be reduced to allow and attract predicted future growth, higher density living and factors that influence the way we will move in the future.

A summary of its recommendations is as follows:

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

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

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

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

*Note: Lesser rates may be applicable in specified circumstances (e.g. where development is proposed within 200 metres of a public transport route).

However, it is also understood that the issue of parking rates has been previously considered by Council, including in relation to:

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

5.0 Urban Design/Built Form

5.1 Vision and Guiding Principles

Map 1 (attached) summarises the vision and guiding principles relevant to the project. These principles were developed by TCL in the Unley Central Precinct Plan. The principles were reviewed and are still considered appropriate.

5.2 Zone Boundary and Land Uses

Map 2 (attached) illustrates potential amendments to the District Centre Zone boundary. Some of the zone boundary realignments were recommended in the TCL Plan. Boundary realignments include incorporating the following sites within the DCE Zone.

- Public housing in Thomas Street.
- Six allotments fronting the southern portion of Mary Street.
- Potentially four allotments fronting the southern portion of Edmund Avenue.

In addition to potential updates to the DCE Zone boundary, the DCE policies can be updated to promote a mix of land uses and contemporary urban design policies.

It is envisaged that existing community facilities will remain in their existing locations. Retail development with active frontages is to be promoted on ground levels, with commercial activities to be accommodated on second and third levels. Residential development may also be accommodated on the third level and above.

5.3 Building Heights and Interface Areas

Suggested building heights (see attached Map 3) are based on the previous investigations undertaken by TCL. Building heights should be considered as one aspect of determining the appropriateness of high density developments. Other equally important issues include:

- Relationship to the street/pedestrian scale.
- Impact on neighbouring residential zone properties.
- Apartments' access to sunlight.
- Carparking and storage.

Guidelines/policies are proposed that seek to:

- Limit the height of buildings with 'commercial' street frontages to 3 storeys. Higher levels in the remainder of the building should be setback about 10 metres from the street.
- Buildings that back or side residential zoned properties shall have regard to the 30° building line envelope.

- Limit the height of buildings with 'residential' street frontages to 2 storeys (after an initial landscaped setback of 5 metres) for the first 10 metres of the development, with the opportunity for higher levels after that.
- To avoid an 'ocean liner' appearance and promote sunlight, ventilation and views for apartments, apartment buildings should have relatively small footprints and be composed of pods/clusters.

5.4 Pedestrian Links and Vistas

Development should promote the retention of key vistas along Unley Road, Oxford Terrace to the oval and from neighbouring roads and properties to the Soldiers Memorial Park and the green space behind Council's offices.

To promote greater permanence and human scale development, while increasing frontages for retail/commercial developments, developments should have regard to pedestrian links illustrated on Map 4.

5.5 Transport and Car Parking

Existing features are shown on attached Map 5.

6.0 Work in Progress

6.1 Green Infrastructure Issues Paper

'Green Infrastructure' (GI) has been identified by WAX as a significant element to improve the liveability, amenity and sustainability of development in the Unley District Centre.

A number of definitions of GI have been developed, reflecting its numerous aspects. One definition describes GI as 'a strategically planned network of natural and semi-natural areas with other environmental features designed and managed to deliver a wide range of ecosystem services....'

A GI network can have a number of elements, including the following:

- Public parks and gardens – urban parks, open space reserves.
- Greenways – creek corridors, cycleways.
- Streets – verges and associated open space pockets.
- Sports and recreational facilities – ovals, school playing fields.
- Private/semi-private gardens – communal spaces around apartment buildings, balconies, roof gardens, community gardens.
- Green roofs and walls – roof gardens, living walls.
- Squares and plazas – both public and private courtyards and forecourts.
- Natural green space.
- Utility areas – large institutional sites.

There are many researched benefits for the inclusion of GI into the urban environment including social, economic and environmental benefits. These benefits become important in higher density locations.

WAX has commenced preparation of this Issues Paper which will be used as a tool to identify the benefits and opportunities for GI within the District Centre. It will also provide information on potential considerations and measurement indicators required for its implementation.

Reference to the desirability of implementing aspects of GI within the District Centre Zone can be provided in the DPA. It is expected this will primarily be through the Desired Character statement to be developed for the District Centre Zone. This will enable Council to consider some GI aspects in association with development proposals. However, achievement of other aspects will require implementation outside of the planning system, perhaps through negotiations with landowners or as part of Council's wider strategic goals.

6.2 Open Space Issues Paper

Open Space has also been identified by WAX as a significant element to improve the liveability, amenity and sustainability of development in the Unley District Centre.

While identified as an element of GI (as discussed above), a separate Issues Paper is being prepared for Open Space. This is due to the added complexity of use, maintenance and lack of available space within this established urban area and also the particular relationship between open space provision and higher density living.

Open space traditionally includes parcels of land which have been allocated for uses such as ovals, parks, waterways or public gardens. However, in addition to green open space, it can also include open spaces such as plazas and paved squares which are used for community congregation.

In higher density urban environments there is an increased importance of open space due to the reduction, or non-provision, of open space through smaller lot sizes or development of apartment buildings. This is an important consideration in the circumstances of the Unley District Centre.

6.3 Traffic/Movement Issues Paper

In addition to preparing a Car Parking Issues Paper (previously discussed in Section 4 of these Briefing Notes), InfraPlan has commenced preparation of a Movement Issues Paper.

At a metropolitan scale, Unley Road is recognised as a corridor providing regional access, opportunity for higher density development along the corridor and for the development of multi-modal transport links to major activity nodes/communities. At a local scale, it requires focus on the use of the street as a 'place' instead of merely a vehicular conduit, building stronger communities by enhancing a 'sense of place'.

Work to date indicates that 2011 Census data shows Unley residents undertake their journey to work in the following modes:

- 62% by car.
- 5% public transport.
- 8% cycling and walking.

Using these current travel patterns and mode share, it is anticipated that the proposed growth (facilitated by the DPA) will create significant traffic congestion in the precinct. However, it is recognised that such development should not be constrained or driven by potential traffic impacts and/or perceived lack of parking and therefore strategies to shift this mode share are needed.

The Movement Issues Paper will discuss the proposed growth scenario; the way traffic and parking (the way people move) will need to change to accommodate this growth; and strategies that are required to accelerate this change to support a liveable community.

Enabling strategies being considered are listed below. Many are beyond the scope of a DPA and will require commitment from Council in other areas.

- Encourage more upstream travel by rail.
- Locate and indent bus stops where activity takes place, near shops or a road junction.
- Provide Bus Only lanes and bus priority at junctions.
- Promote reduction of car ownership by supporting car sharing companies by providing parking pods.
- Undertake light rail planning and analysis and develop a master plan to proactively lobby DPTI and bring forward timing.
- Implement the cycling and walking plan to best practice, to encourage these modes of transport.
- Ensure well-placed crossings for pedestrians on busy roads, and fast-signal reaction-times to favour pedestrians.
- Provide secure and regular cycle parking pods.
- Reduce car parking demand by adopting lower car parking requirements.
- Establish a coordinated approach by DPTI (metropolitan scale) and the City of Unley (local scale).
- Work in partnership with local communities to raise awareness in the community about ways in which 'quality living' is possible in a medium to high-density built form.
- Work with DPTI as they fine-tune State policies with implications for the City of Unley.

7.0 Development Strategy and Policy Committee Direction and Input

Based on the Preliminary Engagement feedback, investigations and a number of workshops held with the consultant team and Council planners, some draft Concept Plans have been prepared to reflect the findings and directions considered to date.

The purpose of these Plans is not only to record the current 'state of play', but also to assist in engaging with the DS&PC. It is expected they will be modified based on the input provided.

These modified Plans will then be used in the next stage of the process in undertaking validation of the findings with key stakeholders.

8.0 Next Steps

- Finalise (to the extent possible) the draft Issues Papers discussed in Section 6 above.
- Undertake key stakeholder engagement in late February/early March, testing and validating the preferred option(s) endorsed by the Committee. This engagement will reflect the process endorsed in the Community Engagement Plan as follows: “We will invite key stakeholders, including selected major property owners, potential developers, community, heritage and environmental groups such as FOCUS, bike user groups and representatives of The Unley Business and Economic Development and Infrastructure and Sustainability Committees, the Unley Road Traders Association, Council staff and Elected Members and relevant State Government departments to participate in a ‘Design Lab’ session structured to test a number of potential design and land use options for the precinct. The Design Lab sets the context in which participants can manipulate the built form and public realm to understand the impacts of changes. The intent of the Design Lab is to identify a preferred option that best meets stakeholder and community aspirations.”
- InfraPlan to finalise the Traffic/Movement Issues Paper, including AIMSUM modelling of the preferred option.
- Tonkin Consulting to advise on potential infrastructure impacts from additional development.
- Preparation of draft planning policies and a draft Public Infrastructure Plan (PIP).
- Provide a presentation/briefing on the above to DS&PC in April before proceeding to finalise the DPA/PIP for formal agency and public consultation.

GUIDING PRINCIPLES

Create a pedestrian dominant precinct

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

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

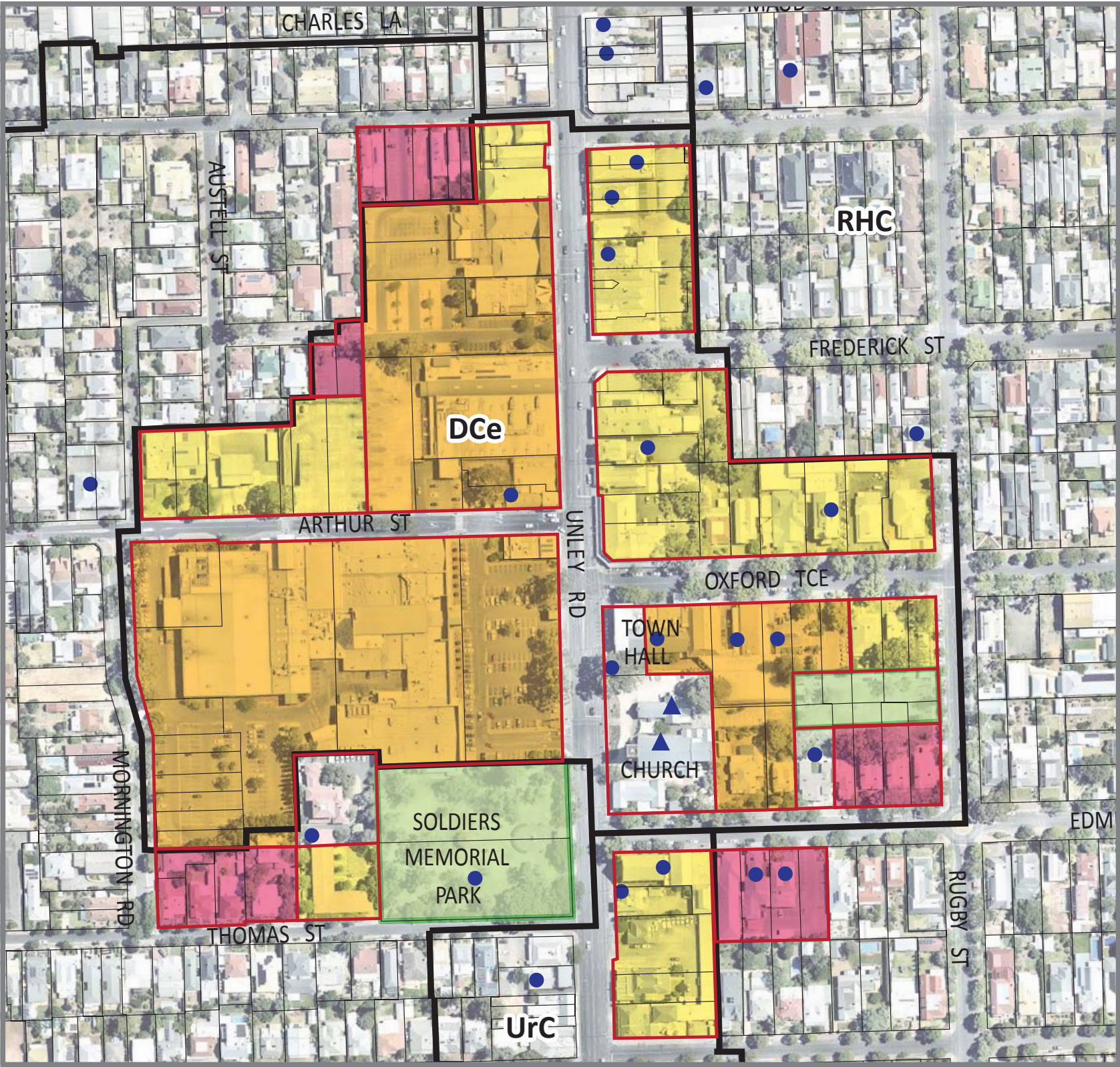
- Create a hierarchy of urban open places that respond to diverse needs, contexts and activities.
- Provide a ‘lattice’ of open space and ‘pocket parks’ particularly in mixed-use developments and along Unley Road.

Create vibrant high quality, medium to high density mixed use/mixed age developments

- Provide a balance of contemporary uses that establish mixed use residential, commercial and employment precincts.
- Establish a subdivision-block plan layout to maximise permeability
- Provide a hierarchy of activities throughout the precinct, particularly at street level to create a legible and interesting urban environment.
- Encourage ‘age in place’ by providing age appropriate residential development and community facilities.

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

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



Integrate sustainability principles into urban design

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

Prioritise Active Public Transport and Alternatives to Cars

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

Calm Traffic

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

VISION

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

MAP 1
VISION, DESIGN PRINCIPLES

LEGEND

- Existing ‘green’ space, (not necessarily reserves)
- Cadastral
- Zone Boundary

EXISTING 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

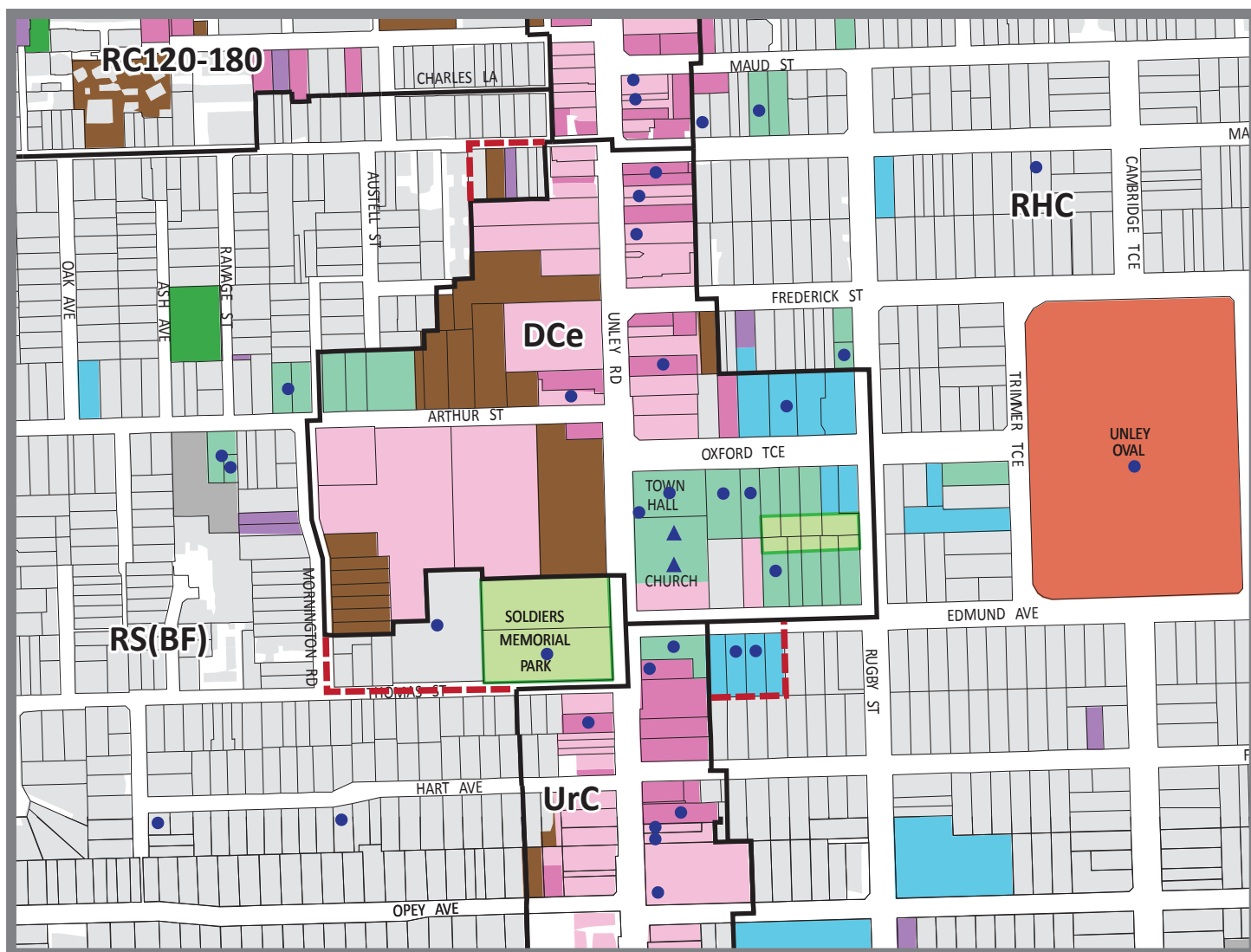
- Up to 7-11 storeys
- Up to 5 storeys
- Up to 3 storeys
- State heritage place
- Local heritage place

BUILDING LEVELS/ APPROX. HEIGHTS

3 storeys	11.5m
4 storeys	15.0m
5 storeys	18.5m
6 storeys	22.0m
7 storeys	25.5m
8 storeys	29.0m
9 storeys	32.5m
10 storeys	36.0m
11 storeys	39.5m

PROJECT	UNLEY CENTRAL PRECINCT DPA
JOB REF.	2015-0207
REVISION.	1
PREPARED BY.	ML
DATE.	02.02.16
DATA SOURCE.	UNLEY DP (30-01-14)





MAP 2 (DRAFT)

EXISTING LANDUSE AND ZONE BOUNDARY ADJUSTMENTS

LEGEND

- Cadastre
- Zone Boundary
- Zone Boundary adjustment

EXISTING 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

AMLR generalised land use 2013 Primary landuse

- COMMERCIAL
- EDUCATION
- HORTICULTURE
- NONPRIVATE_RESID
- PUB_INSTITUTION
- RECREATION
- RESERVE
- RESIDENTIAL
- RET_COMMERCIAL
- RURAL_RESID
- UTIL_INDUSTY
- VACANT
- VACANT_RESID

PROJECT UNLEY CENTRAL PRECINCT
DPA

JOB REF. 2015-0207

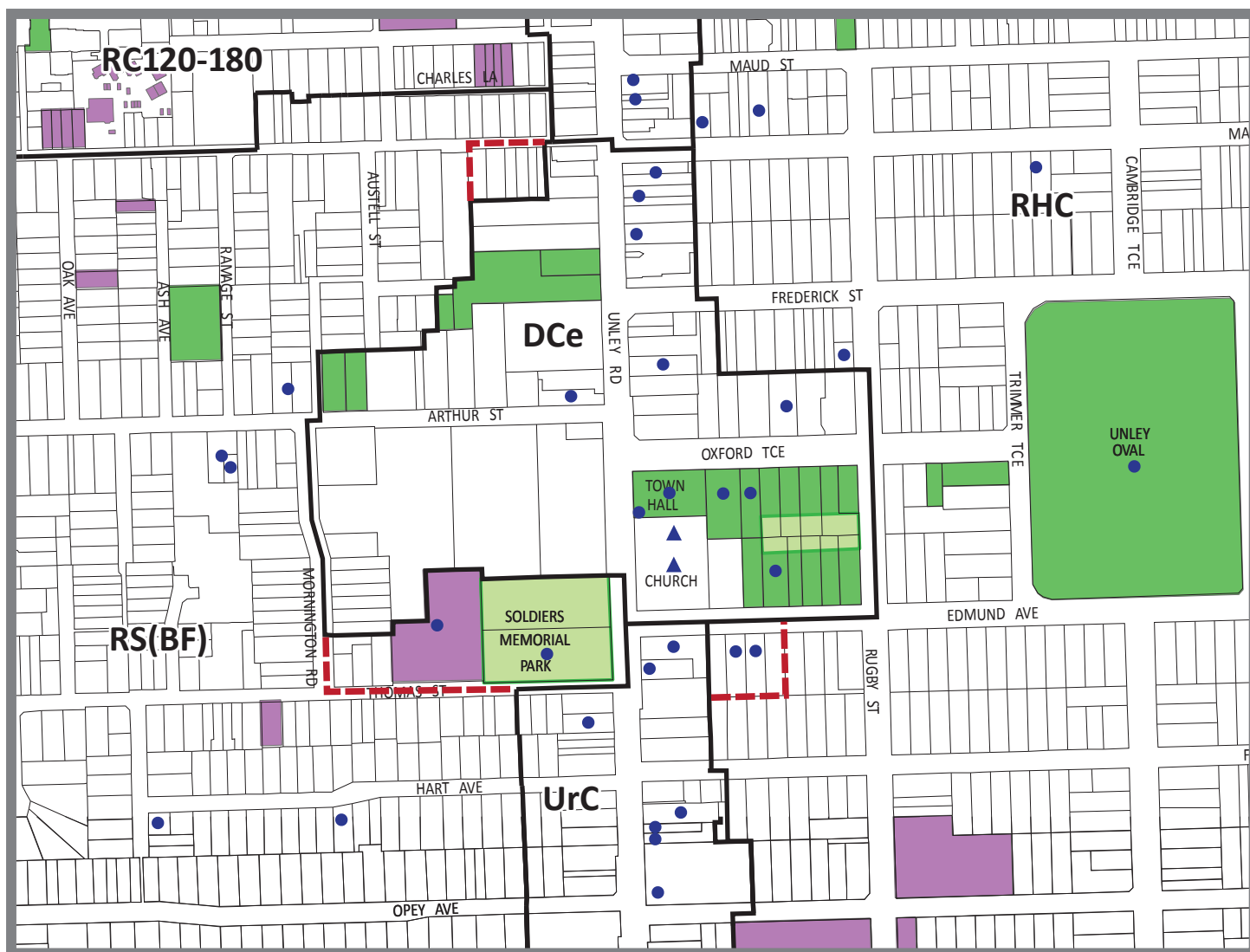
REVISION. 2

PREPARED BY. ML

DATE. 02.02.16

DATA SOURCE. UNLEY DP (30-01-14)





MAP 2A (DRAFT)

LOCAL & STATE GOVERNMENT OWNERSHIP

LEGEND

- Cadastre
- Zone Boundary
- Zone Boundary adjustment

OWNERSHIP

- Local
- State

EXISTING 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
DPA

JOB REF. 2015-0207

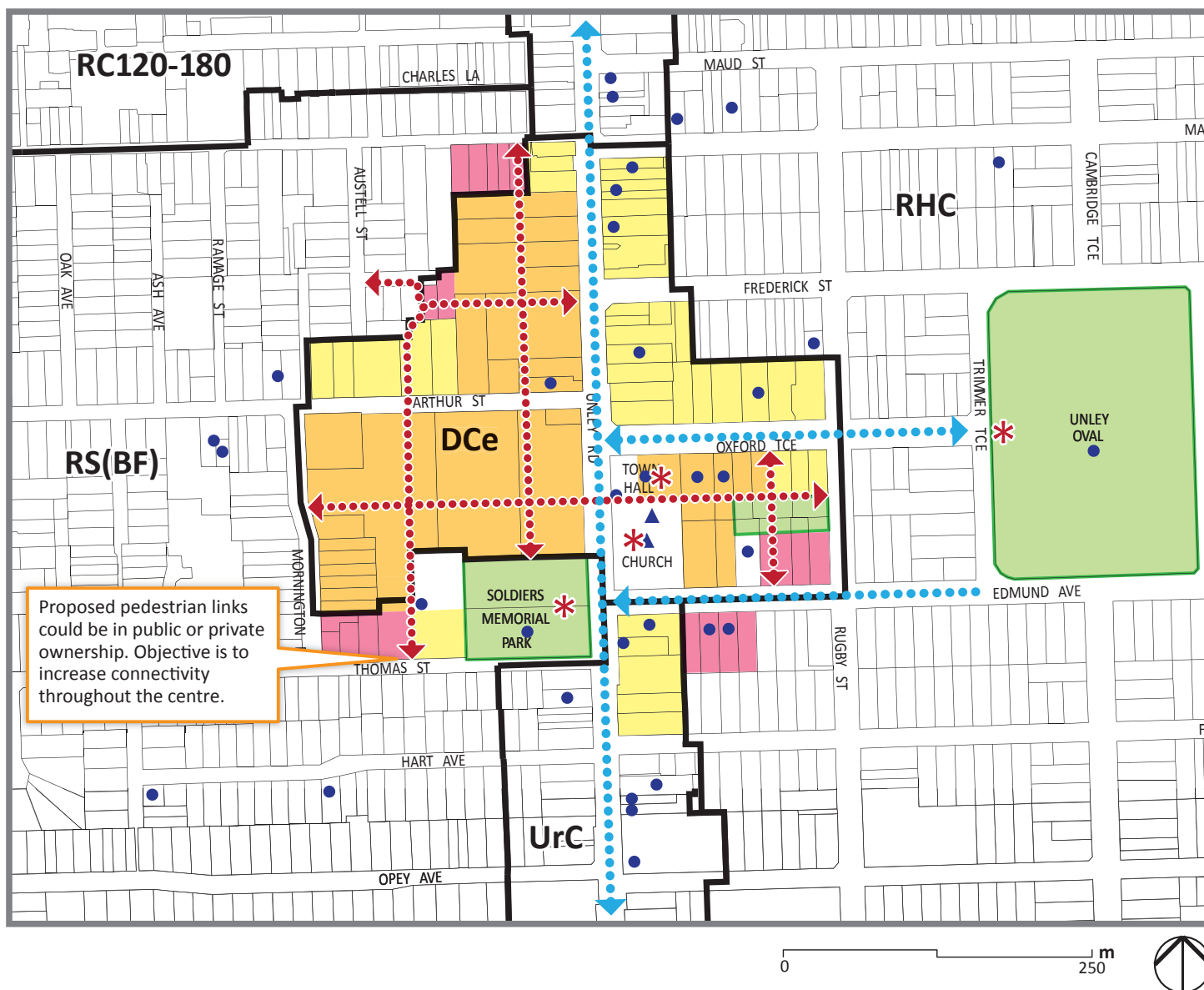
REVISION. 2

PREPARED BY. ML

DATE. 02.02.16

DATA SOURCE. UNLEY DP (30-01-14)





MAP 4 (DRAFT)

PROPOSED PEDESTRIAN LINKS & VISTAS

LEGEND

- Existing 'green' space, (not necessarily reserves)
- Cadastre
- Zone Boundary
- Proposed Pedestrian Link (Private/Public)
- Key Vistas
- Landmarks
- Up to 7-11 storeys
- Up to 5 storeys
- Up to 3 storeys
- State heritage place
- Local heritage place

EXISTING ZONES

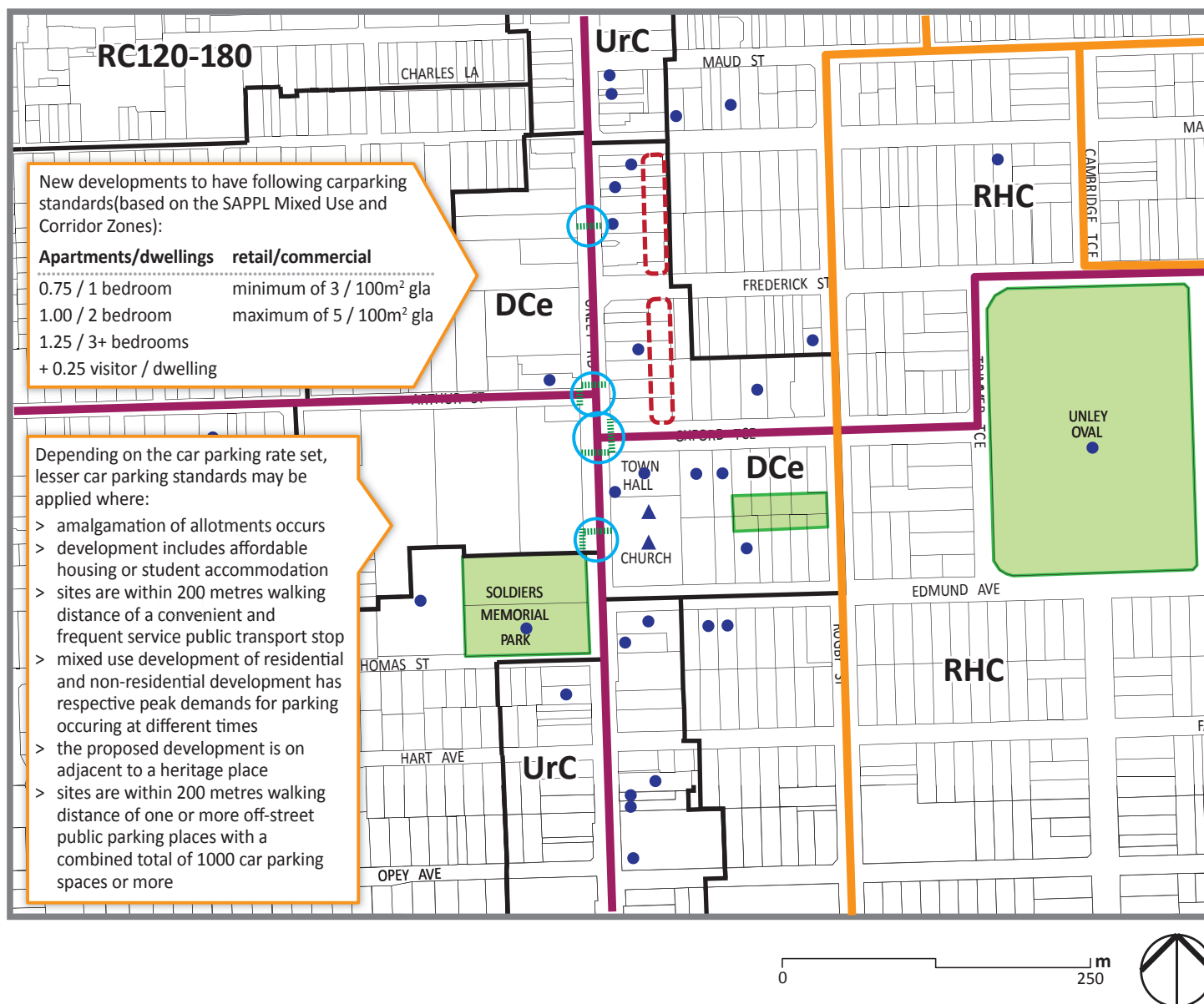
DCe	District Centre
LIn	Light Industry
RC120-180	Residential C120 - 180
RHC	Residential Historic Conservation
RS(BF)	Residential Streetscape (Built Form)
UrC	Urban Corridor

BUILDING LEVELS/ APPROX. HEIGHTS

3 storeys	11.5m
4 storeys	15.0m
5 storeys	18.5m
6 storeys	22.0m
7 storeys	25.5m
8 storeys	29.0m
9 storeys	32.5m
10 storeys	36.0m
11 storeys	39.5m

PROJECT	UNLEY CENTRAL PRECINCT DPA
JOB REF.	2015-0207
REVISION.	2
PREPARED BY.	ML
DATE.	02.02.16
DATA SOURCE.	UNLEY DP (30-01-14)



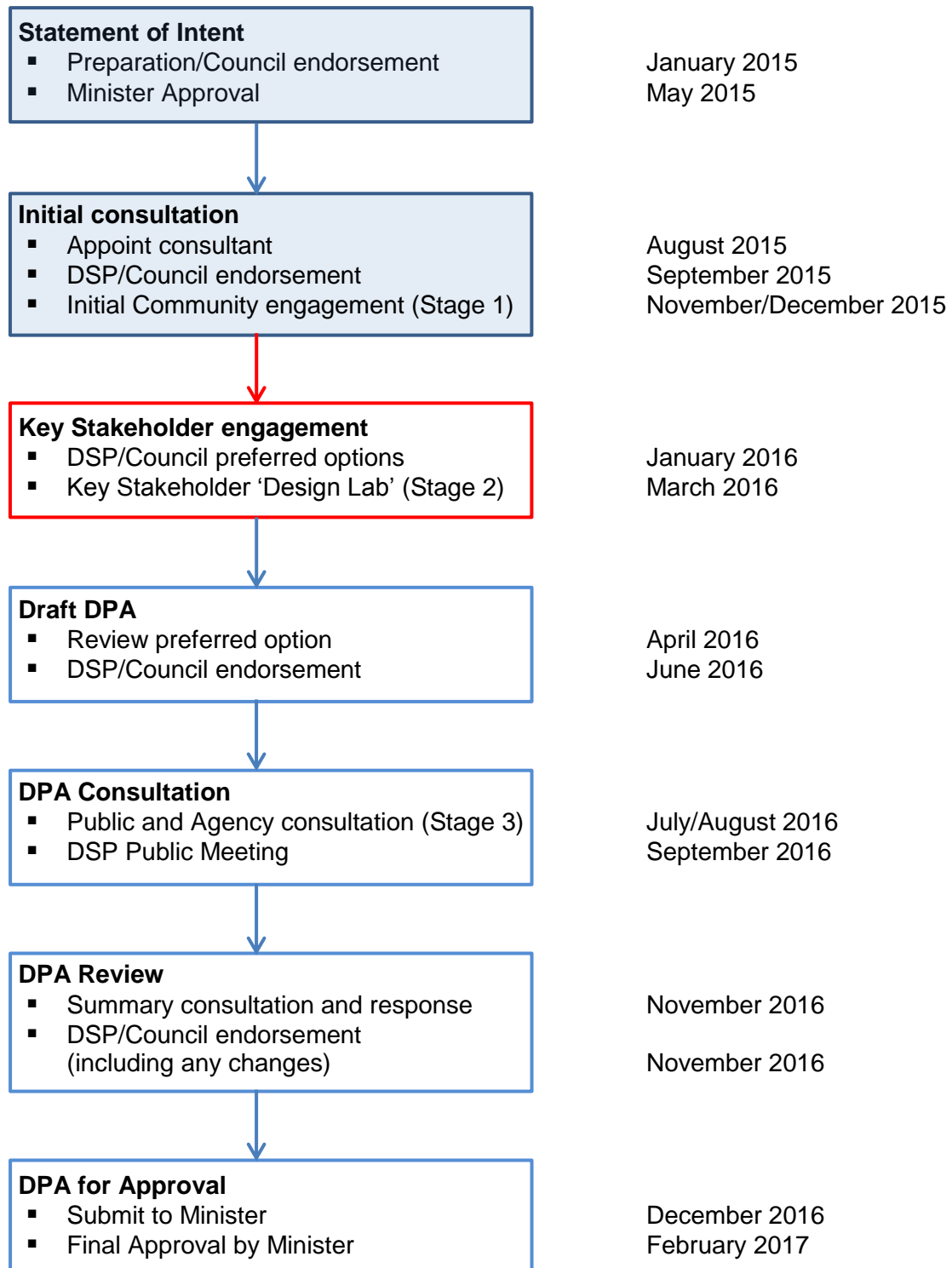


MAP 5 (DRAFT) TRANSPORT & CAR PARKING

PROJECT	UNLEY CENTRAL PRECINCT DPA
JOB REF.	2015-0207
REVISION.	3
PREPARED BY.	ML
DATE.	04.02.16
DATA SOURCE.	UNLEY DP (30-01-14)

UNLEY CENTRAL PRECINCT DPA PROJECT

Project program key stages and current schedule*



* timing subject to scale of consultation, review and changes – may need to be extended