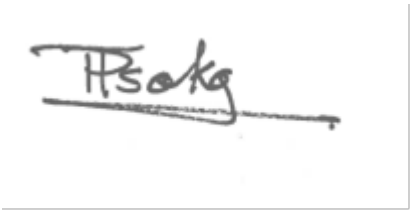
AGENDA

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, 18 July 2016 at 7pm

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



Peter Tsokas
Chief Executive Officer

DEVELOPMENT STRATEGY AND POLICY COMMITTEE

MEMBERS

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

ACKNOWLEDGEMENT

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

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

CONFIRMATION OF MINUTES

MOVED
SECONDED

That the Minutes of the Development Strategy and Policy Committee, held on Monday, 18 April 2016 as printed and circulated, be taken as read and signed as a correct record.

APOLOGIES

DEPUTATIONS

OFFICER'S REPORTS

NEXT MEETING

Monday, 17 October 2016 at 7pm

CONFLICT OF INTEREST

TITLE:	CONFLICT OF INTEREST
ITEM NUMBER:	18
DATE OF MEETING:	18 JULY 2016
ATTACHMENT:	1. CONFLICT OF INTEREST DISCLOSURE FORM

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

CONFLICT OF INTEREST DISCLOSURE FORM

I, _____ have received a
[insert name]

copy of the agenda for the (Ordinary / Special) **Council / Committee / Board**
[delete that which is not applicable]

meeting to be held on _____
[insert date]

I consider that I have a ***material** conflict of interest pursuant to section 73 / ***actual** or ***perceived** conflict of interest pursuant to section 74 *[*delete that which is not applicable]* of the *Local Government Act 1999* ("the LG Act") in relation to the following agenda item:

_____
[insert details]

which is to be discussed by the ***Council / *Committee / *Board** at that meeting.
[delete that which is not applicable]

The nature of my **material** conflict of interest is as follows *[ensure sufficient detail is recorded, including the reasons why you (or a person prescribed in section 73(1) of the LG Act) stands to obtain a benefit or suffer a loss depending on the outcome of the consideration of the matter at the meeting of the Council in relation to the agenda item described above]*.

_____

_____

_____

_____

OR

The nature of my **actual** conflict of interest is as follows *[ensure sufficient detail is recorded, including the reasons why the conflict between your interests and the public interest might lead to a decision that is contrary to the public interest in relation to the agenda item described above].*

_____

_____

_____

_____

I intend to deal with my **actual** conflict of interest in the follow transparent and accountable way *[ensure sufficient detail is recorded as to the manner in which you intend to deal with the actual conflict of interest in a transparent and accountable way]*

OR

The nature of my **perceived** conflict of interest is as follows *[ensure sufficient detail is recorded, including the reasons why you consider that an impartial fair-minded person could reasonably consider that you have a perceived conflict of interest in the matter]*

I intend to deal with the **perceived** conflict of interest in the following transparent and accountable way *[ensure sufficient detail is recorded as to the manner in which you intend to deal with the perceived conflict of interest in a transparent and accountable way]*

Signature

Date

DECISION REPORT

REPORT TITLE:	UNLEY CENTRAL DEVELOPMENT PLAN AMENDMENT – PRE-CONSULTATION DRAFT
ITEM NUMBER:	19
DATE OF MEETING:	18 JULY 2016
AUTHOR:	DAVID BROWN
JOB TITLE:	PRINCIPAL POLICY PLANNER

1. EXECUTIVE SUMMARY

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

1.2 This report includes a summary of the 'Design Lab' consultation workshop session with key stakeholders on the 13 April 2016 as a follow-up to the presentation to the Committee by URPS on the 18 April 2016.

1.3 URPS will present the initial pre-consultation draft of the *Unley Central DPA* to the Committee for its consideration and facilitate discussion to refine any determined final alterations, before preparation for Council's consideration in August 2016.

1.4 Further reports for consideration are to be provided to the Committee as necessary to resolve the draft DPA and address its progress through the process of consultation, review and final approval.

2. RECOMMENDATION

The Committee recommends to Council that:

1. The report be received.

2. The URPS *Unley Central Precinct DPA Summary of Design Lab* stakeholder consultation documentation be noted.

3. The draft *Unley Central DPA* (and the summary of proposed minor amendments) be noted.

4. A finalised draft *Unley Central DPA* (addressing the minor amendments) be prepared and presented for endorsement as suitable for public consultation to Council at its meeting on the 22 August 2016.

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 preliminary consultation, necessary investigations, a draft *Unley Central DPA*, and consultation to final approval.

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 Briefing Notes per Item 13/15 (November 2015)
- presentation and acknowledgement (as amended) of Preliminary Consultation and Briefing Notes per Item 15/16 (February 2016)
- verbal presentation and acknowledgement of the 'Design Lab' Consultation with stakeholders and Briefing Notes per Item 16/16 (April 2016).

'Design Lab' Stakeholder Consultation

The preliminary consultation in late 2015 attracted one hundred and forty (140) submissions, indicating general support for the intent and key concepts for the precinct, albeit equally raising some concerns about various aspects.

The 'Design Lab' Consultation on the 13 April 2016 aimed to test a number of potential design and land use options for the precinct. More specific

investigations and modelling of urban design and traffic implications have since occurred.

URPS presented the outcomes of the 'Design Lab' at its meeting on the 18 April 2016. URPS have documented the outcomes in the *Unley Central Precinct DPA Summary of Design Lab* contained in Attachment 1 to Item 19/16.

Attachment 1

URPS also led discussion at the meeting on the outcomes to facilitate further feedback by the Committee and refine the preferred development options for inclusion in the draft *Unley Central DPA*.

Draft Unley Central DPA

URPS have prepared Briefing Notes to explain the key elements of the *draft Unley Central DPA,* including associated internal technical report investigations. An outline of the project key stages and current schedule is also provided. A copy is contained in Attachment 2 to Item 19/16.

Attachment 2

Based upon the outcomes of consultation, investigations and Committee feedback the *draft Unley Central Precinct DPA* has been prepared. The draft DPA is self-explanatory and is contained in Attachment 2 to Item 19/16.

Attachment 3

To support the draft DPA, an associated *Public Infrastructure Plan* is to be provided regarding basic infrastructure implications and the principles for complementary public realm requirements. Engineering advice is still being finalised on the infrastructure implications but these are anticipated to be readily addressed by State service authorities and as part of developments. Council storm-water and flooding implications are minor and also readily addressed. Reporting on these issues is at a broad level to confirm they can be addressed. This advice can be readily incorporated into the document when expert advice is concluded.

Pursuant to the approved Statement of Intent, formal Minister's approval prior to the release of the draft DPA for public consultation is not required. However, informal liaison with DPTI is expected. This has occurred on an initial draft of the policy content and it has been confirmed it is broadly acceptable. Once Council resolves the final draft DPA a copy will be provided to DPTI for further review before release to address any matters of detail.

Subject to the deliberations of the Committee and extent of any further refinements, the final draft DPA can be prepared for endorsement and public release at the Council meeting on 22 August 2016.

Next Steps and Public Consultation

The next key steps will be the final endorsement of the draft *Unley Central DPA* document, preparation of explanatory and display material and the arrangements for public consultation in the later part of the year.

There will be comprehensive engagement and opportunity for the broad community and stakeholders to further participate during the public consultation as part of the formal DPA process.

Following public consultation the issues raised will be reviewed, responses considered and a final DPA presented to Council for endorsement and in turn the Minister for final approval.

5. POLICY IMPLICATIONS

5.1 Financial/budget

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

5.2 Legislative/Risk Management

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

5.3 Staffing/Work Plans

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

5.4 Environmental/Social/Economic

- *Clear and robust 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 DPA in accord with the Community Engagement Plan.

7. ANALYSIS OF OPTIONS

Option 1 – Receive draft *Unley Central Precinct DPA* and support as suitable for public consultation, together with specified amendments, and presentation for endorsement at the 22 August 2016 Council.

The draft *Unley Central DPA* has explored options for the preferred outcome and crafted zone policy to facilitate the identified desired future development.

The draft *Unley Central DPA* is considered to be suitable to release for public consultation, subject to potential refinements by the Committee. The Administration will be able to incorporate the infrastructure investigations, other necessary details and any suggested refinements to finalise a suitable document.

This will allow for presentation of a final draft *Unley Central DPA* to Council on the 22 August 2016. It also allows for prior liaison with DPTI on the final draft DPA to ensure support for public release. Preparation of associated consultation material and arrangements for public consultation later in the year can also begin.

Option 2 – Receive draft *Unley Central Precinct DPA* and seek a range of amendments before re-presentation to the Committee.

The draft *Unley Central DPA* has explored options for the preferred outcome and endeavoured to craft zone policy to reflect the desired future development as communicated by the Committee and Council.

The draft *Unley Central DPA* is considered to be suitable to release for public consultation, but the Committee may determine there is a range of necessary amendments before it is suitable for support.

The Administration will need to incorporate the identified amendments into another draft for further consideration by the Committee before presentation to Council.

Further significant amendments will delay presentation of a final draft *Unley Central DPA* to Council. This will delay preparations for public consultation, and potentially push the minimum 8 week period into the pre-Christmas and holiday season.

However, it is important to ensure the *Unley Central DPA* reflects the desired development outcome of Council.

8. RECOMMENDED OPTION

Option 1 is the recommended option.

9. ATTACHMENTS

- *Unley Central Precinct DPA Summary of Design Lab*
- *Unley Central Precinct DPA* Briefing Notes
- *Draft Unley Central Precinct DPA*

10. REPORT AUTHORISERS

Name	Title
David Litchfield	General Manager Economic Development and Planning
John Devine	Acting Chief Executive Officer

URPS

City of Unley
2015-0207
24 May 2016

Unley Central Precinct DPA
Summary of Design Lab

Unley Central Precinct DPA

Summary of Design Lab

24 May 2016

Lead consultant	URPS
In association with	WAX Design
Prepared for	City of Unley
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	C001_v3_160505_Summary_of_Design_Lab

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ABN 55 640 546 010

H:\Synergy\Projects\2015\2015-0207 Unley Central Precinct DPA\Consultation\Workshop Summaries\C001_v2_160505_Summary_of_Design_Lab.docx

Contents

1.0 Introduction

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

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

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

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

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

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

2.0 Design Lab Outcomes

2.1 Design Lab Method

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

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

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

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

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

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

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

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

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

2.2 Group A

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

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

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

Precinct boundary

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

Built form and distribution

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

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

Open Space

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

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

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

Council land

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

Community Centre

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

Traffic and movement

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

2.3 Group B

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

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

Land use

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

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

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

Built form

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

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

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

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

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

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

Linkages

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

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

Council land and village green

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

Looking west along Oxford Street

Transport

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

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

Open Space

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

Heritage

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

Making it happen

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

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

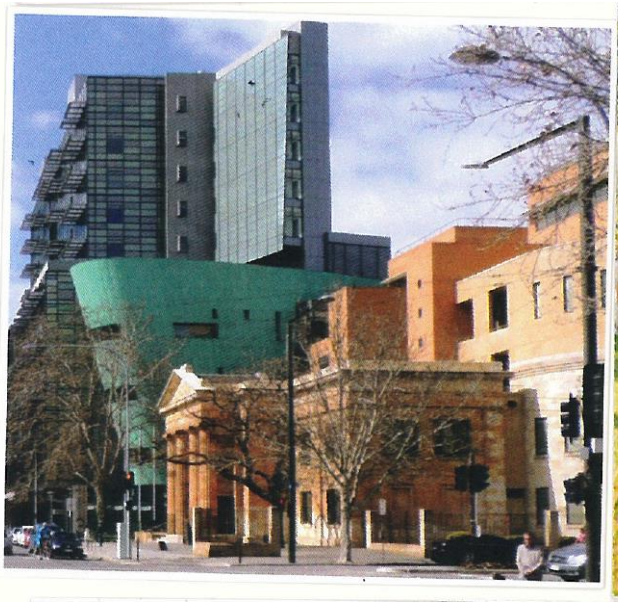
3.0 Image Wall

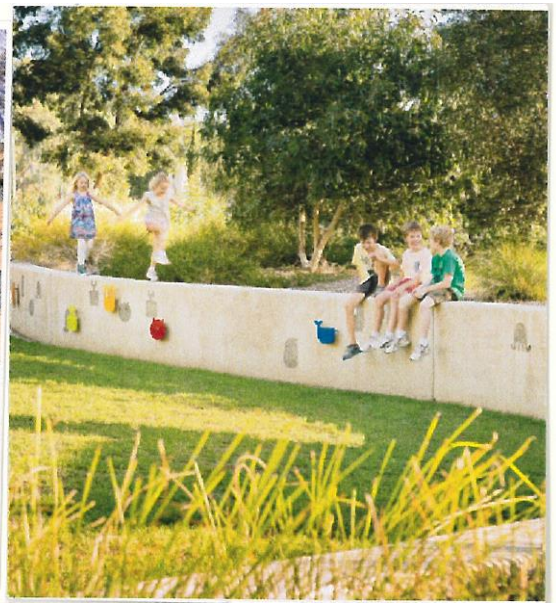
The Design Lab included an image wall activity that allowed participants to individually reflect on a large number of photos showing built form, public spaces, transport and urban experiences more generally. Participants were asked to consider the images in their own time, and physically move them to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

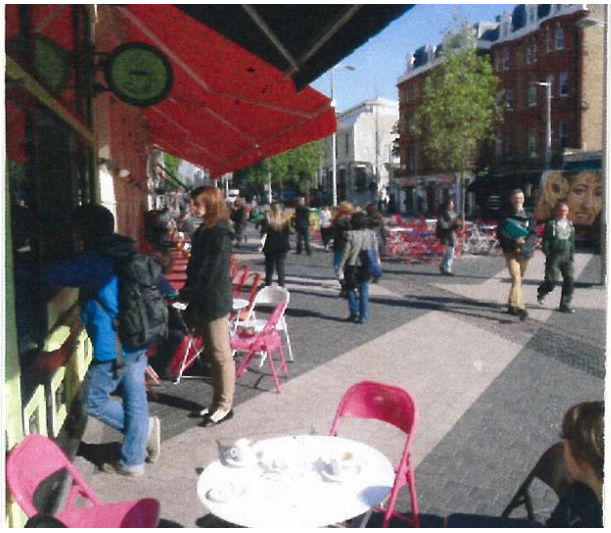
3.1 What we like?

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

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







3.2 What we don't like?

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

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

4.0 Response to the process

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

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

Responses to each question are summarised below.

4.1 What are you excited about?

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

4.2 What are you concerned about?

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

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

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

4.3 What do you now understand better?

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

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

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

4.4 What will need more explanation?

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

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

5.0 Summary and next steps

5.1 Summary

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

Some key messages arising from the Design Lab include:

Land use and built form

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

Open Space and public realm

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

Heritage

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

Movement

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

Making it happen

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

5.2 Next Steps

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

BRIEFING NOTE

To	Development Strategy and Policy Committee, City of Unley
From	Grazio Maiorano / Geoff Butler
Date	July 2016
Project Number	2015 - 0207
Regarding	Unley Central Precinct Development Plan Amendment (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.

The activities identified for Stages 1 to 4 of the project (see **Appendix A** of this Note) have largely been completed, with the exception of the preparation of the Public Infrastructure Plan (PIP). The PIP is currently being prepared by Tonkin Consulting Engineers.

Appendices to this Note are:

- **Appendix A:** Original Work Program.
- **Appendix B:** Development Plan Zone Map and Concept Plans
- **Appendix C:** Unley Central DPA-Internal Working Paper, prepared by InfraPlan.

The Draft DPA is provided as a separate document for the Committee's consideration.

2.0 Community Engagement / Design Lab

As discussed in previous Notes, preliminary community engagement was obtained to understand local issues.

In addition, a "Design Lab" was facilitated on 13 April 2016. It was attended by 21 people, including residents, members of community groups, landowners, independent members of Council's section 41 committees, Council staff and Elected Members (observers).

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

Feedback on the Design Lab has previously been provided to DS&PC in April 2016.

3.0 Development Plan Amendment (DPA)

A draft of the DPA is provided for discussion purposes. Depending on feedback from DS&PC it will then be finalised for endorsement to commence the statutory two month concurrent government agency and public consultation process.

3.1 Relevance of Existing Council Wide Policies

This DPA is seeking to update the existing District Centre Zone policies only (subject to minor zone boundary amendments). The updated District Centre Zone policies need to be considered in context of existing Development Plan policies. That is, when the DS&PC / Council reviews the draft DPA and when planning authorities assess development applications within the Unley District Centre Zone, appropriate consideration must be given to all relevant Development Plan policies, including policies in the Council Wide section.

For instance, relevant existing City of Unley guiding Council Wide Development Plan policies include:

- **Form of development** (e.g. *PDC 24: Development should promote the personal safety of people by ….*)
- **Land Division** (e.g. *Objective 11: Land division to provide for development opportunities appropriate to the desired character.*)
- **Transport** *(*e.g. *PDC 42: Development should:*

  (a) provide safe and convenient access for private cars, cyclists, pedestrians, service vehicles, emergency vehicles and public utility vehicles;

  (b) include access points located and designed in such a way as to minimise traffic hazards, vehicle queuing on public roads and intrusion of vehicles into adjacent residential areas; and

  (c) provide off-street loading, service and vehicle manoeuvring areas.)

  (*PDC 197: Centre type development should make adequate provision on the site to enable the loading, unloading and manoeuvring of vehicles without the necessity to use public roads, and in a manner which results in minimal conflict between customer and service vehicles.*)
- **Design and Appearance** (e.g. *PDC: 73 Buildings should reflect the desired character of the locality while incorporating contemporary designs that have regard to the following:*

  (a) building height, mass, proportion and siting;

  (b) external materials, patterns, colours and decorative elements;

  (c) roof form and pitch;

  (d) façade articulation and detailing;

  (e) verandahs, eaves, parapets and window screens.)
- **Interface Between Land Uses** (e.g. *Objective 29: Development located and designed to minimise adverse impact and conflict between land use*.)
- **Conservation and Heritage** (e.g. *Objective 58: Appropriate use, or re-use, of an identified Heritage Place assisting in its refurbishment, and maintenance, and the enhancement and promotion of its heritage value.*)
- **Specific: Land Use: Residential** (e.g. *Objective 35: A diversity of housing to meet the needs and preferences of the community.*)
- **Specific: Medium and High Rise Development (3 or More Storeys)** (e.g. *PDC 276 Green roofs (which can be a substitute for private or communal open space provided they can be accessed*

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by occupants of the building) are encouraged on all new residential, commercial or mixed use buildings.)

- **Specific: Natural Resources** (e.g. *Objective 74: Development consistent with the principles of water sensitive design.*)
- **Specific: Energy Efficiency** (e.g. *Objective 83: Development designed and sited to conserve energy.*)

It is also noted that Parliament has enacted (but not yet proclaimed) the new *Planning, Infrastructure and Development Act 2015*. This Act will replace the *Development Act 1993* and will introduce a State Planning Policy and Design Codes that will replace Councils' Development Plans in the medium term (2 to 5 years).

3.2 Proposed District Centre Zone Policies

Proposed District Centre Zone policies are based on a consideration of the following information sources:

- State and Local Government Strategic Plans.
- Existing Council Development Plan policies.
- Vision and Guiding Principles in the draft Unley Central Precinct Plan prepared by TCL.
- Preliminary Community Consultation.
- Design Lab process.
- City of Unley DS&PC feedback.
- Council staff and consultants' investigations.

Although the consultation process provided an important tool in appreciating participating communities aspirations, at times the feedback did not provide a clear consensus on a number of issues such as the area to be rezoned and desired building heights.

The investigations and policies presented in the draft DPA represents staff and URPS recommendations as a reasonable basis to progress the DPA for Council's consideration.

The following sections summarise the policy content contained in the draft DPA.

District Centre Zone Boundary

The District Centre Zone boundary is to be expanded to accommodate:

- Public housing in Thomas Street and the Soldiers Memorial Gardens.
- Six allotments (accommodating three dwellings, car parking, vehicle access and a vacant site) fronting the southern portion of Mary Street.

Land Use

The District Centre Zone is essentially a mixed use area that is described by the following proposed policies:

- *New Objective 1: A centre that accommodates a range of retail facilities, offices, consulting rooms, and cultural, community, public administration, entertainment, educational, religious and residential facilities to serve the community and visitors within the surrounding district.*

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- *New Objective 7: Ground and lower floor level uses that create active and vibrant streets with only residential development along peripheral local streets.*

Further, the Zone's draft Desired Character statement includes the following land use related policies:

> *The Zone will function as the dominant mixed use centre within the Council area and will contain an integrated mix of retail, office, commercial, civic, recreational, community and residential land uses in accordance with the nature of the areas designated in Concept Plan Un/X – Connections and Key Areas. Mixed use developments will be supported on both sides of Unley Road and comprise non-residential development in association with medium to high density residential living, and medium density residential development to peripheral local residential streets.*
>
> *Retail developments, including specialty shops and cafes with narrow frontages that promote greater pedestrian activity and shopping variety for visitors, will be the focus of land use at ground and lower levels. Above ground level, other business uses such as offices, consulting rooms, gyms and other commercial land uses, as well as residential uses, will be developed. The development of large floor plate retailing will be focussed on the western side of Unley Road, and will be 'sleeved' by smaller specialty shops in order to provide a 'high street' village character and vibrancy, similar to other frontages along eastern side of Unley Road, Arthur Street and Oxford Terrace.*

Residential Density

Planning policy has not focussed on overall District Centre Zone density targets. The proposed policies, subject to a range of market conditions, are likely to facilitate in the order of 500 dwellings within the next decade. Within this context, the Zone policies include the following provisions:

- *New Objective 3: A centre accommodating medium to high-density residential development in conjunction with non-residential development.*
- *New PDC 6: Residential development should achieve a minimum net residential site density of 75 dwellings per hectare.*

Building Heights / Interface

Concept Plan Map *Building Heights and Interface*, in **Appendix B** of the DPA, illustrates desired maximum building heights and interface policies. In summary, the Concept Plan promotes the following outcomes:

- Building setbacks of either 0 or 5 metres, depending on the character being sought in various areas within the District Centre Zone (i.e. 0 metres along parts of Unley Road, 5 metres to the Soldiers Memorial Gardens and where opposite residential areas, etc).
- Various maximum building heights (i.e. from 2 storeys to 11 storeys) in various areas within the Zone (i.e. low rise where opposite residential areas, high rise along parts of Unley Road, etc).
- The 'podium' design of some buildings (i.e. a maximum building height of 2 to 3 storeys.
- The application of 30 degree and 40 degree planes for building heights at the side and rear interface with adjoining residential development in adjoining Residential Zones.

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In addition, proposed PDCs 25 and 29 provide guidance as to the recommended height of a storey, with PDC 25 setting a minimum height of 3.5 metres for the ground floor of some buildings to allow for adaptive reuse.

Furthermore, the proposed Zone's Desired Character statement includes the following:

> *New buildings will be recognised for their design excellence. A range of building heights is anticipated within the zone, with sensitive consideration of transitional arrangements at the street frontages and zone interfaces as depicted on Concept Plan Un/X – Building Heights and Interface to promote a human-scale streetscape.*
>
> *The scale and massing of taller building elements within the zone will be designed to maximise access to natural light to these buildings and avoid large uniform building bulk and mass. Building designs will carefully manage overlooking and overshadowing impacts on residential, open space and heritage land uses, both within the zone and in adjacent residential zones.*
>
> *The character of street frontages will be reinforced by a well-defined low to medium scale building form edge, continuing the established width, rhythm and pattern of facades that generally support a variety of tenancies with narrow frontages. To maintain a human-scale at street level, the upper levels of buildings will be recessed behind the dominant 2 and 3 storey podium. These buildings will establish an interesting pedestrian environment and human-scale at ground and lower levels through, articulation and building setbacks as designated in Concept Plan Un/X – Building Heights and Interface fenestration, verandas, balconies, canopies and landscaping.*
>
> *The potential for buildings within the zone to penetrate the Adelaide International Airport Obstacle Surface Limitation exists. It is essential that development within the zone not impede the long-term operational, safety and commercial aviation requirements of the Adelaide International Airport.*

Pedestrian Links and Vistas

A Concept Plan (*Connections and Key Areas*) in **Appendix B** in the DPA identifies key pedestrian linkages.

Further guidance on these matters is proposed in the following Zone policies:

- *New Objective 8: A safe, comfortable and appealing street environment for pedestrians that is sheltered from weather extremes, is of a pedestrian scale and optimises views or any outlook onto spaces of interest.*
- *Desired Character statement: The zone will be characterised by permeable pedestrian access networks (in private or public ownership) of appropriate widths, flanked by speciality shops and cafes to provide street interest at ground and lower levels and promotion of crime prevention through environmental design principles. These networks, as designated in Concept Plan Un/X – Connections and Key Areas, will provide integrated linkages to adjacent activity nodes, public transport stops and public spaces. Access for people with disabilities, signage, seating, shade and street lighting will be provided along key walking routes between activity nodes and to service public transport stops.*

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

  The function of Unley Road as a major transport corridor will be recognised by consolidating and minimising vehicle access points and providing vehicular access to developments from

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

Car and Bicycle Parking

Relevant car parking standards are currently contained in Council Wide Residential Development policies and in Tables Un/5 and Un/5A. They are considered to be overly complex and therefore require updating. In this circumstance updated requirements have been included in Table Un/5A resulting in all car parking standards relevant to development within the District Centre Zone being located together.

The DPA also incorporates updated bicycle parking requirements for residential and non-residential development within the District Centre Zone.

As background information, **Appendix C** of this Note contains the Unley Central DPA – Internal Working Paper (March 2016), prepared by InfraPlan.

Complying Development

The proposed list of complying developments remains unchanged from current policy and reflects the updates introduced by the Minister's Existing Activity Centres Policy Review DPA, approved on 21 April 2016.

Non-Complying Development

Consideration has been given to the non-complying development list for the District Centre Zone. The current number of non-complying developments is proposed to be reduced, based on the fact that many of the currently listed activities are unlikely to be proposed within the Unley District Centre Zone (i.e. Bus Depot, Refuse Destructor, Transport Terminal, etc). In any case, if such developments were proposed, there are a number of policies that would discourage their approval.

These policies can be seen under the Non-complying Development heading in the DPA.

Public Notification Category

Except as discussed below, all forms of development within the District Centre Zone are proposed to be Category 1 (no public notification required).

The following forms of development are proposed to be assigned to Category 2 (limited notification required and no third-party appeal rights apply):

- An entertainment venue, indoor games centre, service industry, hotel or motor repair station, located within 60 metres of a residential zone.
- Any proposed building that does not meet the following criteria:
  - (a) It is more than 3 storeys in height.
  - (b) It is located within 5 metres of a residential site in a Residential Zone.
  - (c) It exceeds building envelope PDCs.
  - *(d)* It exceeds overall building heights as designated on Concept Plan Map Un/X – *Building Heights and Interface.*
- The development involves the demolition of a Local Heritage Place (current policy).

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The following forms of development are to remain as Category 3 (wider notification required and third-party appeal rights apply):

- Development involving the demolition of a State Heritage Place.
- Non-complying development (other than minor development).

4.0 Local Traffic

InfraPlan has advised that an additional 500 dwellings, indicated as potentially occurring within the District Centre over the next 10 years, will not have a significant impact on current traffic issues affecting the District Centre and Unley Road. In this circumstance, current and proposed policies are considered appropriate to guide traffic impact assessments in future development proposals.

5.0 Green Infrastructure and Open Space

In considering built form matters and the potential for higher density mixed use developments, attention was also given to open space and green infrastructure needs and opportunities for these aspects within the District Centre Zone

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

Policies proposed in the District Centre Zone will support the provision of green infrastructure initiatives as part of a new development proposal.

6.0 Next Steps

Subject to DS&PC feedback on the contents of this Note and the policies proposed in the draft DPA, it is anticipated that the next steps will include:

- Finalisation of the draft DPA suitable for the Committee's / Council's consideration to support statutory public and government agency consultation.
- Preparation of a 'high level' Public Infrastructure Plan to assist Council in understanding the impacts on public infrastructure works arising from a potential increase of 500 dwellings within the District Centre Zone over the next decade.

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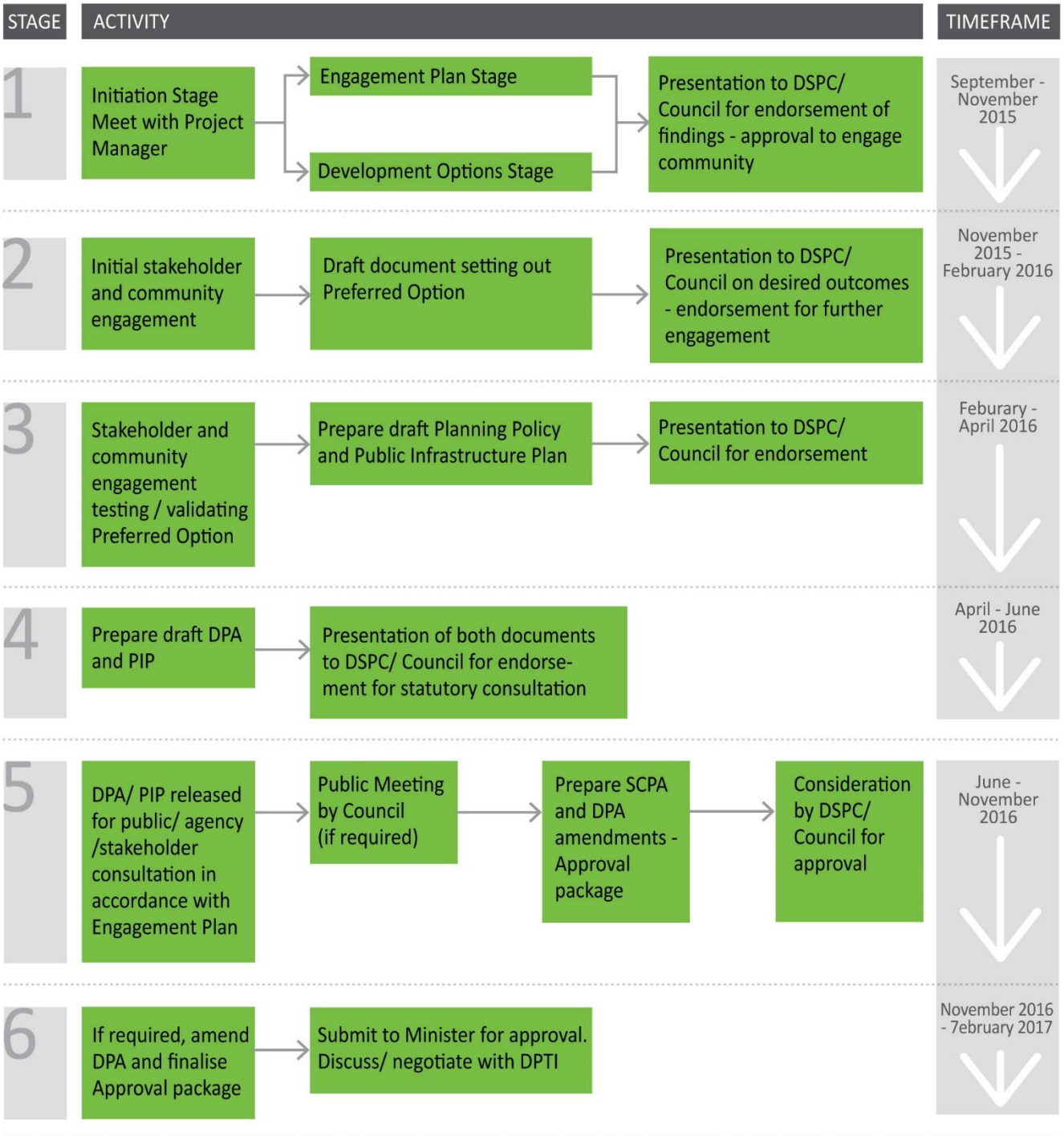
APPENDIX A: WORK PROGRAM



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APPENDIX B: DPA ZONE MAP AND CONCEPT PLANS

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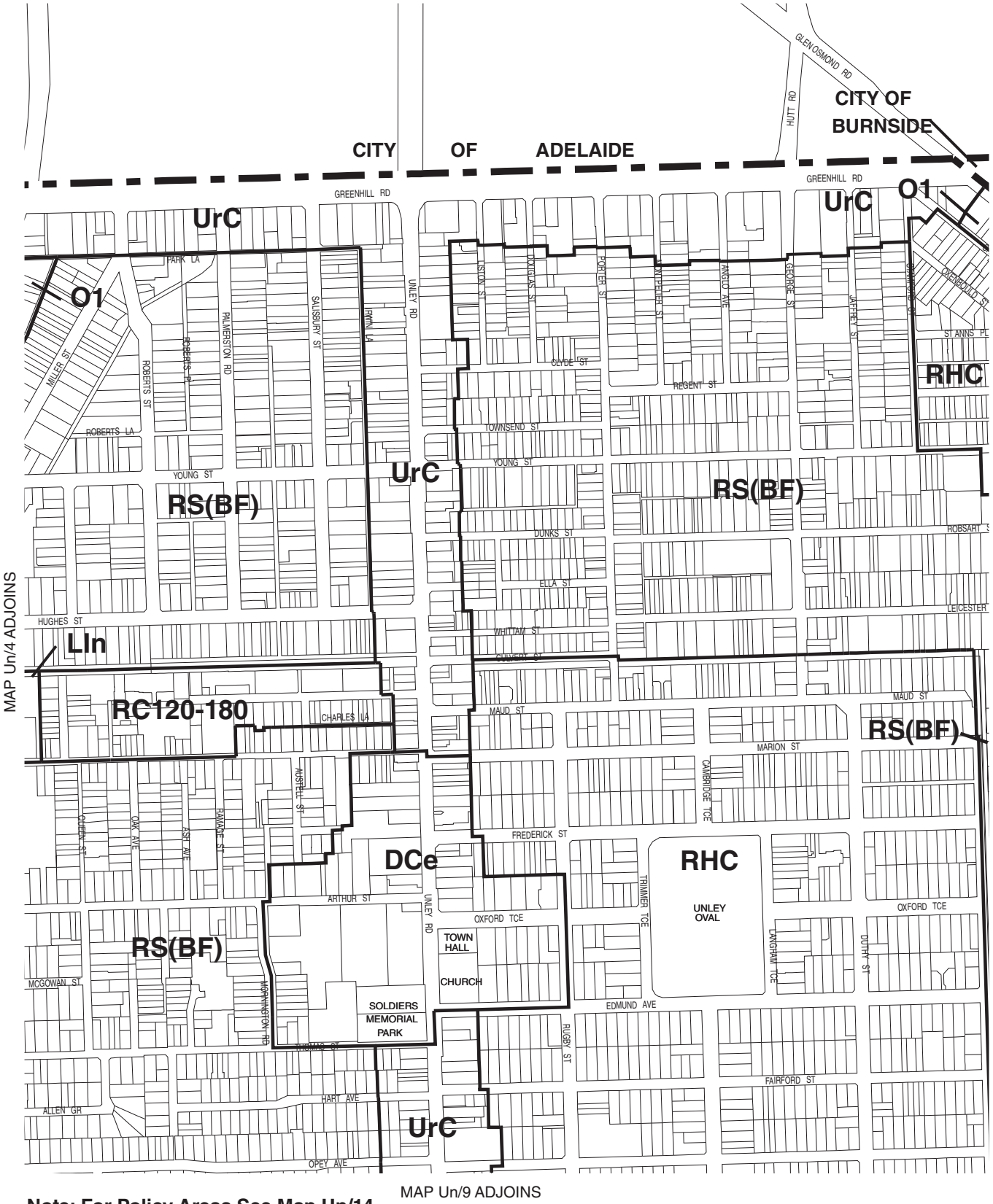


Note: For Policy Areas See Map Un/14

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

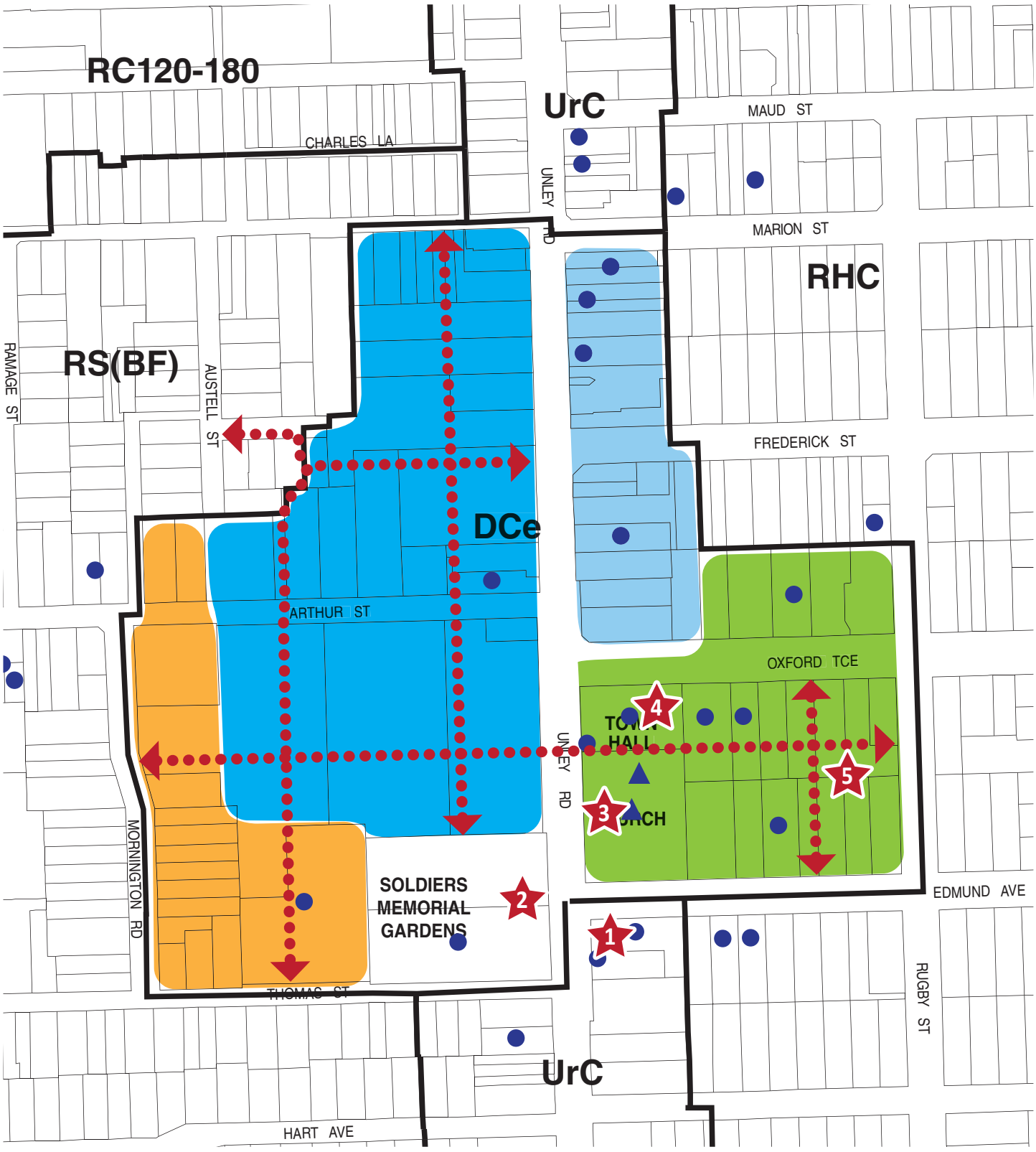
Zone Boundary

Development Plan Boundary

Scale 1:8000

0 500metres

UNLEY (CITY) ZONES MAP Un/5



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

Zone Boundary

Residential - residential land uses

West (Unley road) - Larger scale shops/commercial/entertainment/ residential land uses

East (Unley Road) - Modest scale shops/commercial/residential land uses

Community - Civic/ community/ commercial/residential/village green land uses

Possible Pedestrian Link (Private/Public)

State heritage place

Local heritage place

Landmarks

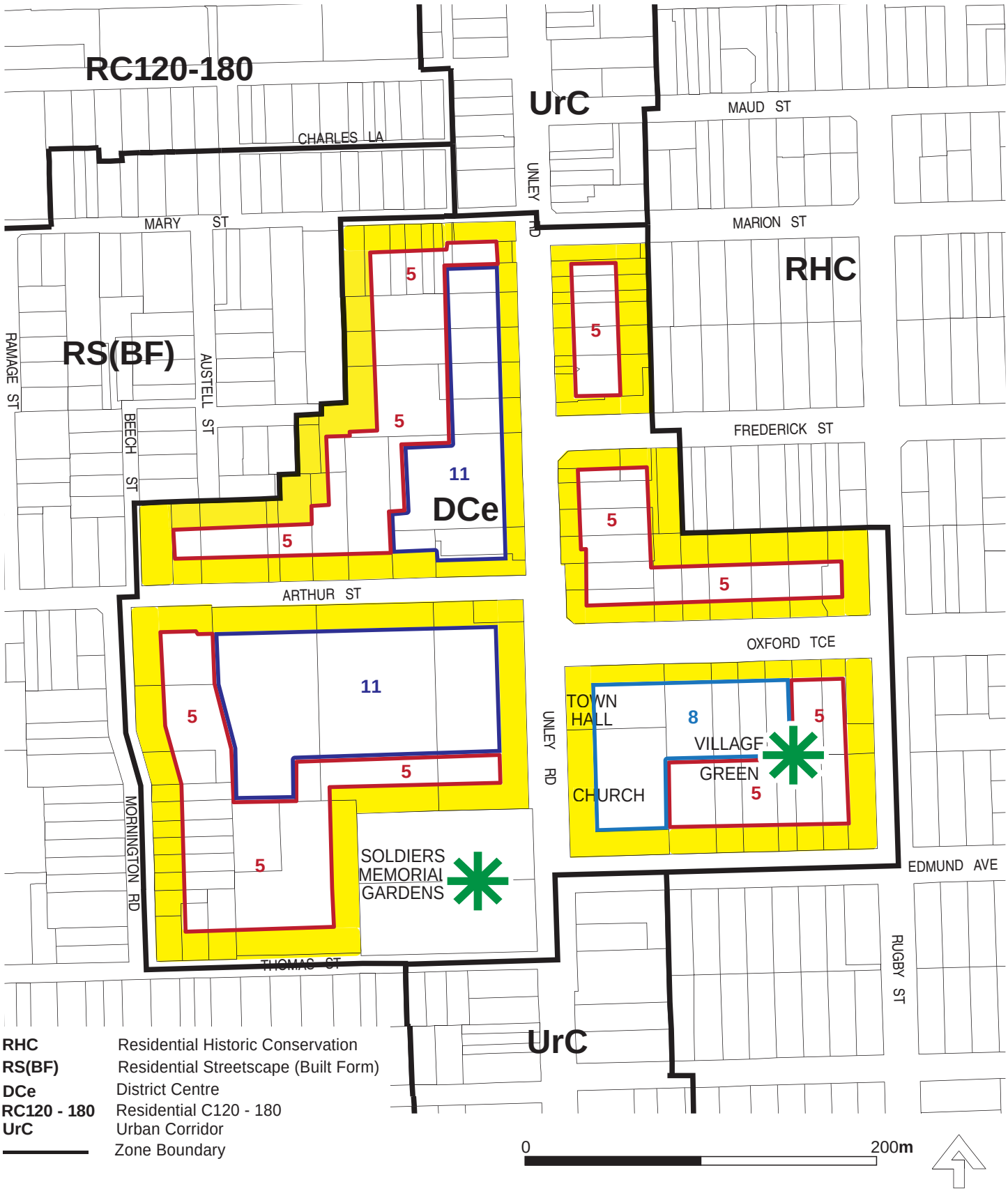
1. Unley Uniting Church
2. Soldiers Memorial Gardens
3. St Augustine's Anglican Churches/Hall
4. Unley Town Hall/Library
5. Village Green

0 200m

Scale 1:3000

UNLEY (CITY) CONCEPT PLAN MAP

CONNECTIONS & KEY AREAS



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

Maximum Building Height (storeys)	
	Building height transition area as per PDCs 26, 27 and 29
5	5
8	8
11	11
*	Soldiers Memorial Gardens to be retained: Village Green to be retained/reconfigured

UNLEY (CITY) CONCEPT PLAN MAP

INDICATIVE BUILDING HEIGHTS AND INTERFACE

APPENDIX C: INFRAPLAN - UNLEY CENTRAL DPA INTERNAL WORKING PAPER

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infraPlan

Unley Central DPA

Internal Working Paper

June 2016

Project title	Unley Central DPA
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Consultant ABN	53 064 524 161
Last saved	12/07/2016 3:04:40 PM
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Issued by	Gayle Buckby

Contents

1. Introduction

The Unley Central DPA follows the Unley Central Precinct Plan prepared for the City of Unley by TCL in 2014 and relates to the study area illustrated on Figure 1.

The development of the precinct will lead to significant investment into, and creation of, 500 additional dwellings/apartments. This growth would increase traffic generation and car parking demand.

Projects of such strategic importance require a strategic vision for the future. This Working Paper discusses the proposed growth scenario and principles & strategies that are required to accommodate this growth while also supporting a liveable community.

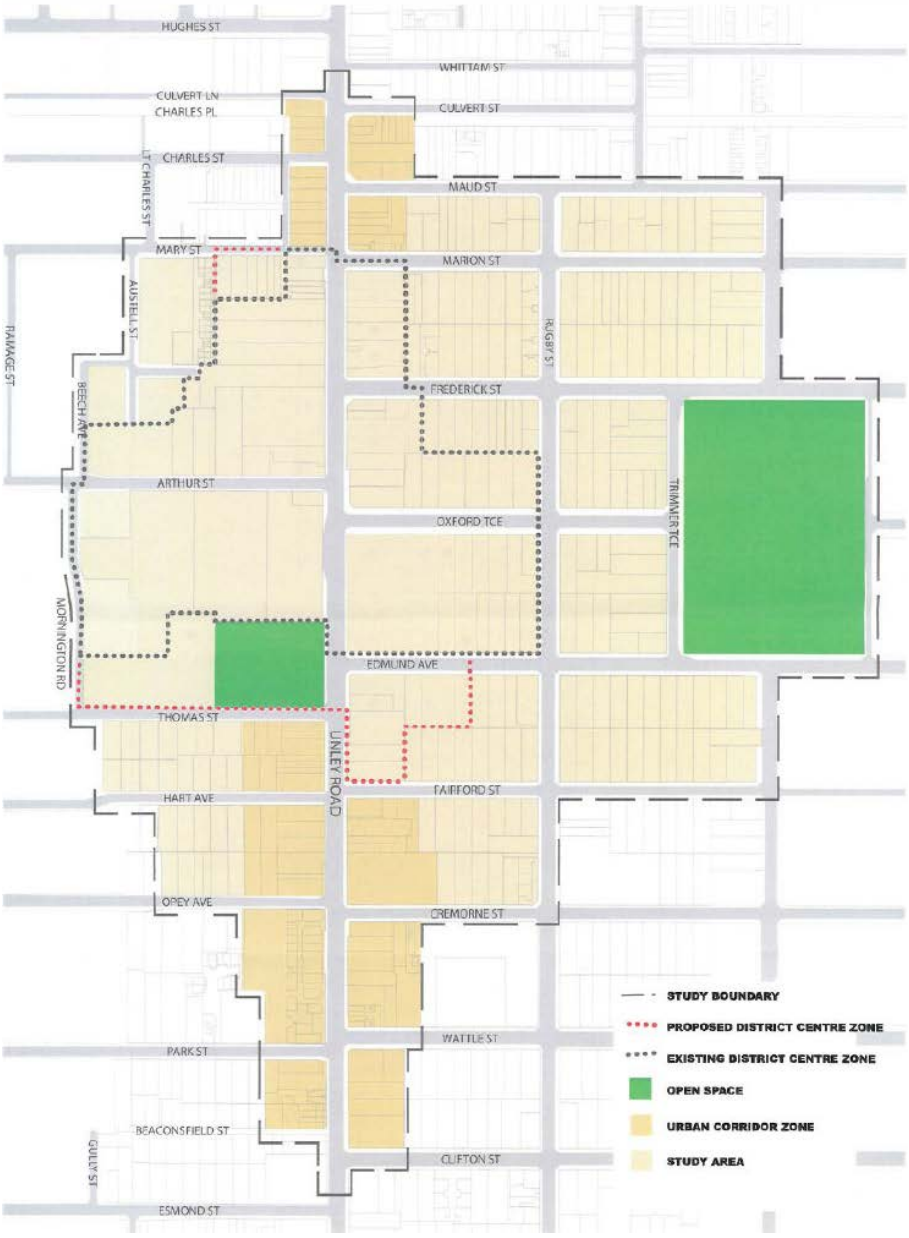

Figure 1: Unley Central study area.

2. Car Parking

Historically, Metropolitan Adelaide has been an easy place to park, and it has been expected that a free space should be available in front of the destination. The conventional supply-focussed parking policy requires each development to provide on-site parking for the demand generated on-site. Alternatively, a parking management approach considers multiple planning objectives beyond a single focus on sufficient on-site supply.

Parking facilities are a major cost to society, and parking conflicts are among the most common problems facing residents, Councils, Developers and Designers. Problems are defined in terms of *supply* (too few spaces are available, 'somebody' must build more) or in terms of *management* (available facilities are used inefficiently and could be better managed). Management solutions are preferred over expanding supply because they support more strategic planning objectives:

- Reduced development costs and increased affordability
- More compact, multi-modal community (smart growth)
- Encourage use of alternative and sustainable modes
- Improved design flexibility

Smart Growth is a general term for development policies that result in more efficient transportation and land use patterns by creating more compact, development with multi-modal transportation systems.

Smart growth supports and is supported by parking management. Parking management reduces the amount of land required for parking facilities, reduces automobile use and increases infill affordability. These land use patterns, in turn, tend to reduce vehicle ownership and use, and so reduce parking requirements. They allow more sharing of parking facilities and shifts to alternative modes. Examples of parking solutions and innovation are provided in Appendix B.

This section discusses the parking provisions relative to the Unley Central DPA study area, currently identified as the District Centre Zone (DCe), and the Urban Corridor Zone (UrC), refer Figure 2.

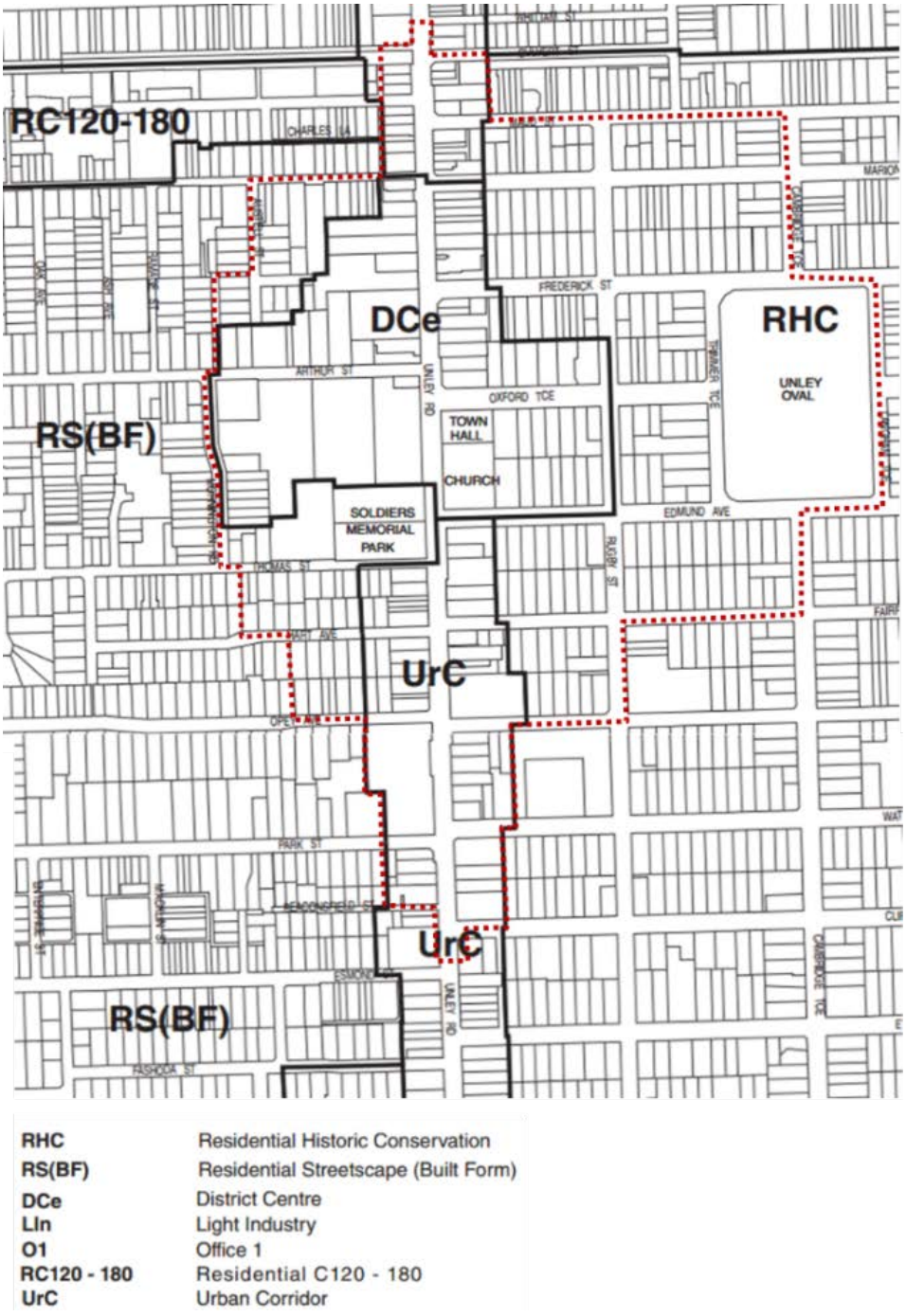

Figure 2: Zoning provisions for the study area (source: City of Unley Development Plan, consolidated 30 January 2014).

2.1 Existing Unley Parking Rates

The current City of Unley car parking rates are listed in Table 1 (residential) and Table 2 (non-residential).

Development Plan	Number of required off-street car parking rates for dwellings in apartment buildings (space per dwelling)				Number of required off-street car parking rates for detached semi-detached and row dwellings	
	Studio	1 bedroom	2 bedroom	3+ bedroom	1 or 2 bedroom	3+ bedroom
City of Unley	1.5	1.5	1.5	1.5	2	2

Table 1: City of Unley general residential parking rates - existing

Table 2: City of Unley non-residential car parking rates - existing

Development Type	Number of Vehicle Parks Required
Bank	1 per 25 square metres of total floor area
Community Centre	1 per 10 square metres of total floor area
Consulting Room	1 per 25 square metres of total floor area.
Educational Establishments	1 per full time staff member plus a minimum of 5 spaces for visitors.
Gymnasiums	1 per 10 square metres of total floor area, plus provision for rates specified for restaurants, hotels and gymnasiums for that part of the development used for each such purpose.
Hotels	1 space for every 3 seats in lounge and dining areas, including outdoor dining areas, plus 1 space for every 2 square metres of bar floor area. Where a hotel incorporates a discotheque additional parking should be provided in accordance with discotheques.
Meeting Hall	1 per 5 seats provided or able to be provided
Non-residential Clubs (includes clubrooms)	1 per 6 square metres of floor space able to be used by members.
Office	1 per 25 square metres of total floor area.
Place of Worship	1 per 5 seats provided or able to be provided
Restaurant	1 per 3 seats • Additional car parking if it incorporates take-away food.
Shops (not including restaurants)	Within a District Centre Zone or a Mixed Use 1, 2 or 3 Zone: • 7 per 100 square metres of total floor area.

2.1.1 Parking Rate Discounts

Parking rate discounts are allowed in the City of Unley **Urban Corridor Zone** which lies each side of the District Centre Zone. The approach of applying discounts provides incentives for the provision of other beneficial factors (such as amalgamated rear allotments, providing affordable housing etc), and also when a Developer is supportive of lower parking rates.

However if a Developer is of the opinion that high parking rates will increase market value, they will not choose to apply discounts which may create more traffic and therefore congestion. In addition, the discounts are subjective to the traffic engineer who prepares an impact statement and a planner

who assesses each application and is therefore not safeguarded by generally lower rates in the activity centre.

The current Development Plan allows the following parking rate discounts:

Policy Area 17 - High Street (Unley Road) - (pp. 181-182)

'Car Parking Efficiency

17. *A lesser on-site car parking rate that still affords adequate provision may be applied to applicable elements of a development where justified based on local circumstances in relation to a reduced overall demand, efficiency of use of the parking provided or practical constraints, where:*

    (a) Amalgamation of allotments occurs, or an agreement is formed to integrate and share adjoining parking areas, to create larger more functional and efficient parking areas incorporating a number of features, as follows:

        (i) Sites of greater than 2000 square metres and providing greater than 60 parking spaces;

        (ii) Side road frontage with two-way vehicle access provided;

        (iii) Convenient flow through two-way vehicle accessibility created between side roads;

        (iv) Rationalised, minimised or coordinated vehicle crossovers to roads and optimisation of on-street parking;

    (b) Development includes affordable housing or student accommodation;

    (c) Sites are located within 200 metres walking distance of a convenient and frequent service fixed public transport stop;

    (d) mixed use development including residential and a variety of non-residential development has respective peak demands for parking occurring at different times;

    (e) the proposed development is on or adjacent to the site of a heritage place, or includes retention of a desired traditional building and its features, which hinders the provision of on-site parking or the most effective use of the spaces within the building;

    (f) the parking shortfall is met by contribution to the Car Parking Contributions Fund, or other arrangements, to provide improved or increased on-site parking elsewhere in convenient proximity;

    (g) generous on-street parking and/or public parking areas are available and in convenient proximity, other than where such parking may become limited or removed by the probable future priority for traffic flow, parking restrictions, road modifications or widening (eg, Strategic Transport Routes Map Un/1 (Overlay 4)).'

2.2 Current Proposed Parking Rates (by City of Unley)

The City of Unley is proposing car parking rate amendments to two other DPA's which are currently in progress, as follows:

- Residential Growth DPA2.1 – Residential Parking Rates – awaiting final approval (subject to possible changes) with DPTI/Minister
- General DPA – Shop Parking Rate and Council-wide Discount Quantification – draft not yet submitted (awaiting resolution of various Minister DPA's).

The proposed residential parking rates are listed in Table 3 and the proposed parking rates for shops are listed in Table 4. The proposed residential rates are lower for smaller dwellings/apartments; and the proposed non-residential rates prescribe specific discounting rates up to a total of 40% discount.

Form of Development	**Number of Required Car Parking Spaces**	
Residential: Detached, Semi-detached or Row Dwelling		
(a) less than 4 bedrooms or 250m^2 floor area	2 on-site spaces – one of which is covered (the second space may be tandem)	
(b) 4 bedrooms or more or floor area 250m^2 or more)	3 on-site spaces – 2 of which are covered (the spaces may be tandem)	
Group Dwelling, Residential Flat Building or multiple unit sites	Average spaces per dwelling (covered)	
	In Residential Zones or residential only development	In Non-residential Zones and mixed use development
(a) Small (1 bedroom or floor area < 75m^2)	1.0	0.75
(b) Medium (2 bedrooms or floor area ≤ 150m^2)	1.5	1.25
(c) Large (3 or more bedrooms or floor area > 150m^2)	2.0	1.75
(d) Additional visitor car parking	0.5	0.25
	Average visitor spaces per dwelling (individually accessible, in a group(s) and uncovered)	
Multiple Dwelling (includes Boarding House, Lodging House and Guest House)	1.0 per lodging room or per 3 beds	
Tourist Accommodation (includes Bed and Breakfast, Motel and Serviced Apartment)	1.0 per bedroom	Plus 1.0 per employee
Supported Accommodation	Average spaces	Additional for staff, service providers or visitors
(a) retirement village	1.0 per bedroom	0.5 per bedroom
(b) aged persons' accommodation (residential aged care facility)	1.0 per 3 beds	
(c) special accommodation house	1.0 per 3 beds	

Table 3: Proposed off-street car parking rates for current DPA – Table Un/5 (by City of Unley)

The proposed Development Plan Amendments (by the City of Unley) provides the ability to apply a car parking discount for non-residential as listed in Table 4 (for all zones). They include three *new* items and a definitive percentage discount that can be applied to all items. Refer to Principle 63 below and Table 4.

Principle 63 *A lesser on-site car parking rate that still affords adequate provision may be applied to applicable elements of a development where justified based on local circumstances in relation to a reduced overall demand, efficiency of use of the parking provided or practical constraints, where:*

Proposed ADDITIONAL Item	***Existing Item that justifies discounting***	***PROPOSED AMENDMENT Specific Percentage Discount***
	(a) *amalgamation of allotments occurs, or an agreement is formed to integrate and share adjoining parking areas, to create larger more functional and efficient parking areas incorporating a number of features, as follows:*	
	(i) sites of greater than 2000 square metres and providing greater than 60 parking spaces;	***10%***
	(ii) side road frontage with two-way vehicle access provided;	***10%***
	(iii) convenient flow through two-way vehicle accessibility created through sites and between side roads;	***10%***
	(iv) rationalised, minimised or coordinated vehicle crossovers to roads and optimisation of on-street parking;	***10%***
	(b) *development includes affordable housing or student accommodation*	***50% of visitor parking applicable to the accommodation***
	(c) *sites are located within 200 metres walking distance of a convenient and frequent service fixed public transport stop;*	***20%***
	(d) *mixed use development including residential and a variety of non-residential development has respective peak demands for parking occurring at different times;*	***10% of residential and non-residential visitor parking (whichever is the greater) may be shared***
	(e) *the proposed development is on or adjacent to the site of a heritage place, or includes retention of a desired traditional building and its features, which hinders the provision of on-site parking or the most effective use of the spaces within the building*	***30% of parking applicable to area of retained original building or street façade (whichever is the greater)***
(f) *the proposed development is located within 200 metres walking distance of one or more existing off-street public parking places with a combined total or 1000 car parking spaces or more*		***10%***
	(g) *the parking shortfall is met by contribution to the Car Parking Contributions Fund, or other arrangements, to provide improved or increased on-site parking elsewhere in convenient proximity;*	***Number provided for in-lieu in Parking Fund***
	(h) *generous on-street parking and/or public parking areas are available and in convenient proximity, other than where such parking may become limited or removed by the probable future priority for traffic flow, parking restrictions, road modifications*	***10%***

	or widening (e.g. Strategic Transport Routes Map Un/1 (Overlay 4));	
(i) *all parking is contained in undercroft, basement or above ground level parking areas and continuous ground level active street frontages are provided*		***10%***
(j) *where the combination of discounts does not exceed an appropriate proportion and reduce provision below what is adequate for the applicable developments needs*		***40% maximum in total***

Table 4: Proposed amendment to shops (by City of Unley)

2.3 Urban Corridor Zones – Car Parking Rate Comparison

Table 5 lists the car parking rates that have recently been applied to Urban Corridor Zones in other Metropolitan Adelaide Councils, as well as the recommended rates from the South Australian Planning Policy Library, Version 6 (SAPPL).

The SAPPL comprises several zone templates that councils have been encouraged to adopt throughout the DPA process. These zones aim to facilitate access to alternative modes of transport and high public realm standards, that result in encouraging residents to choose an alternative transport mode (than the car). Consequently, off-street car parking rates for land uses in these zones were reduced. In developing these rates, the State Government considered car parking rates used for the Subiaco Central development in Perth, the draft Victorian car parking rates for Activity Centres and the policies in the City of Sydney and City of North Sydney Development Control Plans.

Table 5: Existing off-street parking rates for residential use in Urban Corridor zones.

Development Plan	**Number of required off-street car parking rates for dwellings in apartment buildings (space per dwelling)**				**Number of required off-street car parking rates for detached semi-detached and row dwellings**	
	Studio	1 bedroom	2 bedroom	3+ bedroom	1 or 2 bedroom	3+ bedroom
SA Planning Policy Library Rates	0.25	0.75	1	1.25	1	2
City of Unley (existing)	1.5	1.5	1.5	1.5	2	2
City of Unley (current proposed)	1	1	1.5	2	1-1.5	2
Campbelltown	0.25	0.75	1	1.25	1	2
Burnside	1	1	1	1.25	1	2
Norwood Payneham & St Peters	1*	1*	1*	1.25*	1, or 2 where the dwelling fronts a laneway**	2
Prospect	1	1	1	1.25	1	2
West Torrens	0.25-0.5	0.75-1	1-1.5	1.25-2	1	2

**rate is also a maximum. **rate also applies in the District Centre (Parade) Zone.*

The comparison of rates in Table 5 shows that the City of Unley rates (existing and currently proposed) are generally higher that other Councils and the SAPPL. This can however be offset by the allowance for discounting (Policy Area 17, refer Section 2.1.1).

2.4 Car Parking Requirement - 500 Additional Dwellings

Table 6 lists the number of car parks that would be required for the 500 additional dwellings proposed in Unley Central, (using an average of all being 2 x bedroom dwellings), with the following rates.

- Current City of Unley Development Plan Rates
- City of Unley rates currently proposed for 2 x DPA's in progress (refer 0)
- The above proposed rates with maximum discounts applied to non-residential (Unley) as per Section 2.1.1
- The SA Public Policy Library Rates

	Car Parking Rate/dwelling	No. of dwellings	No. of Car Parks required
Existing Unley DP	1.5	500	750
Proposed Unley rates (refer Section 0)	1.5 (1.25 + 0.25 visitor)	500	750
Existing Rate with Unley discount for non-residential applied (maximum discount)	1.5 – 40%	500	450
SAPPL	1	500	500

Table 6: Car park requirements for 2 x bedroom

The table shows that without discounting, the number of car parks would be 250 more than that recommended in the SAPPL. If maximum discounting was applied across the entire 500 dwellings (which is unlikely), the number of car parks would be 50 spaces less than the SAPPL rates.

3. Car Parking rate Recommendations

Chapter 2 of this report identified that the existing City of Unley car parking rates are comparatively higher than the SAPPL rates and other comparable Councils in metropolitan Adelaide. Although there are provisions for discounting the parking rate, the approach is not safeguarded in the event of a Developer preferring over-supply of parking.

Generally lower rates would align the City of Unley with other inner-metropolitan council areas, and act as an enabler for uptake of efficient transport modes, such as public transport, cycling, walking and car-sharing.

There are two options available for Council to consider in applying the DPA Parking Provisions as follows:

Option A: Low parking rates in accordance with SAPPL plus the incorporation of Best Principles of Development' related to parking

Option B: Higher parking rates with an allowance for discounting up to 40%, where 'Best practice Principles of Development' are linked to parking discounts

It is noted that if Option A is adopted, the discount incentives would be reassigned to 'Principles of Development Control', to ensure that these good practices are maintained.

Option A: Low parking rates in accordance with SAPPL plus incorporate Best Principles of Development related to parking	
Pros	**Cons**
Ensures minimum car parking will be provided	
Removes the subjectivity of any judgement in relation to discounting and streamlines the approval process	Takes control away from Council where they believe more parking is required to reduce local area traffic impacts
Good practice 'Principles of Development Control' are detached from car parking discount requirements – but are a stand-alone requirement	
Results in increased take-up of efficient transport modes	Efficient transport modes need to be provided, eg tram, best practice cycling facilities etc
Allows a parking fund to be applied if a developer does not meet the minimum parking requirements of SAPPL	

Option B: Higher parking rates with an allowance for discounting up to 40%, where best practice principles of development are related to parking.	
Pros	**Cons**
Persuades the developer to incorporate good principles that are discounting incentives	If the development does not meet the minimum parking requirements and is unable to meet the discounts – may deter that investment
DAP gains more control to influence design principles in the decision making process when a developer does not wish to provide the minimum parking rates	Good practice 'Principles of Development Control' may not be reached where developers do not wish to discount parking rates

Provides an extensive menu that gives the developer options to achieve 40% discounts	May dissuade the developer from incorporating good principles that are discounting incentives
Council is able to apply more parking to reduce local area traffic impacts	
Allows a parking fund to be applied if a developer does not meet the minimum parking requirements of SAPPL	

Given the pros and cons described above, InfraPlan recommends Option A. In our opinion, the only advantages of Option B are that local area traffic impacts can be ensured through more off-street parking provision. Having said that, there are other ways to reduce these impacts including:

- Parking Management Techniques, eg, apply parking permits to residential streets
- Improve the number of sustainable transport options. Refer to summary which lists additional facilitators/enablers.

Therefore, the recommended residential rates are listed in Table 7, and the non-residential recommended rates in Table 8.

Zone	**Number of required off-street car parking rates for dwellings in apartment buildings (space per dwelling)**				**Number of required off-street car parking rates for detached semi-detached and row dwellings**	
	Studio	1 bedroom	2 bedroom	3+ bedroom	1 or 2 bedroom	3+ bedroom
DCe	0.25	0.75	1	1.25	1	2
UrC	0.25	0.75	1	1.25	1	2
RHC	0.25	0.75	1	1.25	1	2

Table 7: Recommendation Parking Provision - Residential

Zone	**Minimum Provision of Car Park Spaces**	**Maximum Provision of Car Park Spaces**
DCe	3 spaces per 100 square metres of gross leasable floor area	5 spaces per 100 square metres
UrC	3 spaces per 100 square metres of gross leasable floor area	5 spaces per 100 square metres

Table 8: Recommended Parking Provision - Non--Residential use

4. Moving People Not Cars

Traditionally, traffic engineering analysis focuses on moving traffic rather than people, but this paradigm needs to shift so we move away from the red choice (as indicated in principle below) to the green choice if Council wishes to reduce the traffic impacts on Unley Road. The two pathways:

a) **The Red Choice** is about supporting a car dependent future through accommodating for more traffic. This can only be achieved through either/or: (i) banning of most right turns on Unley Road during peak periods, (ii) minor road widening along Unley Road at key intersections, (iii) green time allocation to Unley Road meaning significant delays to side road traffic wishing to turn into Unley Road, (iv) banning right turns out of side streets during peak periods, (v) a combination of some or all of the above.

b) **The Green Choice** is about being able to move more 'people' in less vehicles by reallocating current road space to more efficient forms of people movement, such as public transport and cycling as shown below. For example trams can move up to 15,000 people per hour, in one car lane, versus up to 9,000 people per hour in buses per lane versus only 2,000 cars per hour in one car lane (often with single occupant drivers or only one other passenger). Unley Road caters for approximately 3,300 vehicles per hour (2 lanes) albeit in congested conditions and at speeds below 30 km/hr during the peak period. If only half of these drivers were to swap their mode of travel to trams (proposed AdeLINK) and/or the Belair train and/or buses and/or more cycling and walking to work this would free up enough road space to allocate to bike lanes, and/or dedicated bus or tram lanes and/or green time at signals for scramble and pedestrian crossings.

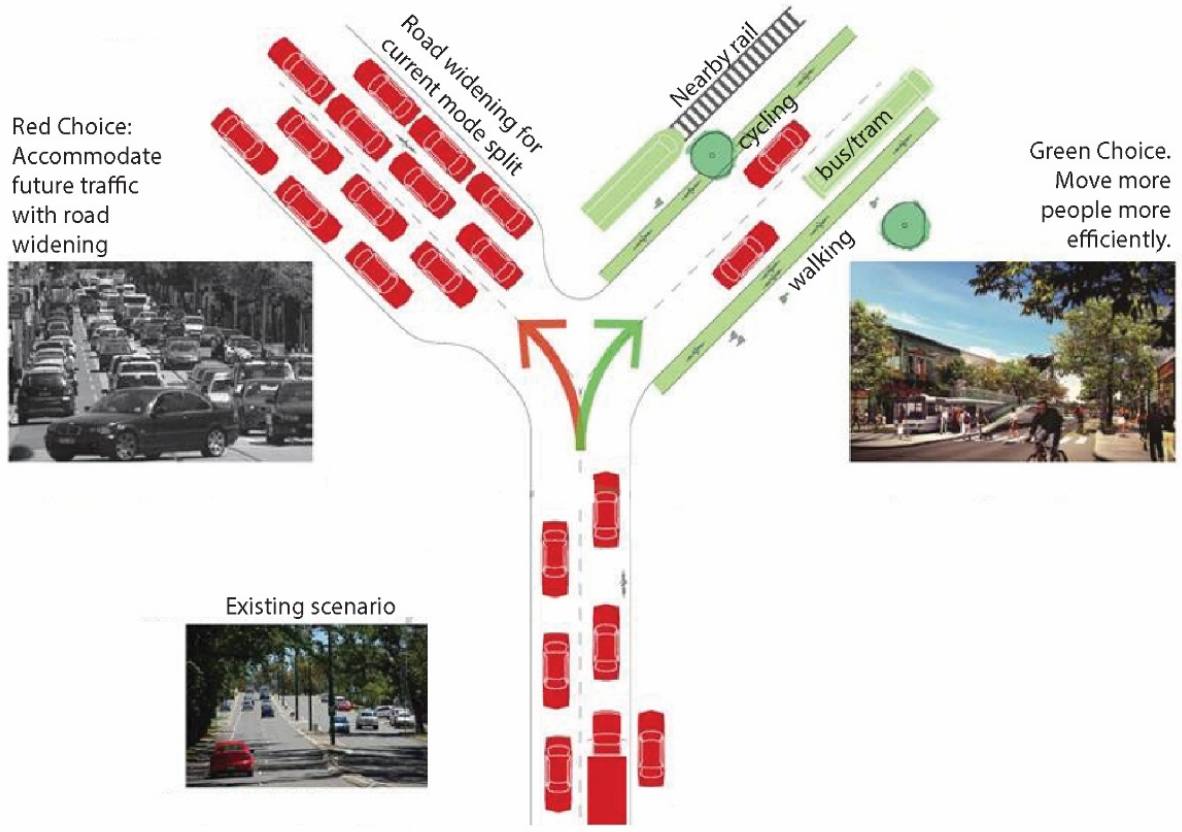

Figure 3: The red choice or the green choice ?

4.1 Moving in the future

2011 Census data shows that City of Unley residents have a journey to work split as follows:

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

However, the way we will all travel in the future will likely change to less personal car use based on global trends such as:

- Better public transport - less people need to drive or own a car
- High quality cycling and walking facilities and more people choosing walking and/or cycling for short trips as their first choice
- Car sharing - reduces total number of cars
- Smaller cars - take up less road space
- Scooters & motorbikes - take up less space on the road and in car parks, are efficient, more sustainable than cars and suitable most days with Adelaide's climate
- Technological advancements such as autonomous vehicles and deliveries by drones
- The nature of employment such as working from home
- Mode sharing, eg, cycle/train
- Changing attitudes - Baby Boomers are retiring, meaning less commuting days. People are demonstrating new habits and a preference for walking and cycling. They want to live in walkable communities, they embrace new technologies, get their D/L later and drive less.

It will be difficult to predict how specifically these Megatrends will play out in Adelaide, but which could nevertheless fundamentally change the nature of travel within and through Unley, and consequently the number of vehicles on the local road network during the peak period.

It is imperative that Council, as well as urban and transport planners and the community are aware of transport evolution and that policy can be used as a tool to accept and allow for the integration of innovation.

Figure 4: Small Electric Renault - popular in Europe

Figure 5: More people are choosing the convenience of scooters over cars

4.2 Unley Road

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

Therefore Unley Road is both an arterial road and an activity corridor and needs to respond to both of these functions. Within the Unley Central precinct, the high level of pedestrian activity and improved public realm needs to be addressed by reducing traffic speed and increasing pedestrian amenity.

4.3 Trams

The introduction of AdeLINK (trams) along Unley Road is likely to result in significant increase in public transport patronage. If the tram frequency was at 10 minutes, there would be capacity to carry over 1000 people per hour.

Council can work proactively to plan for AdeLINK and develop a master plan that can be used to lobby DPTI and bring forward the timing of its implementation along Unley Road.

5. Street Network Implications

The proposed Unley Central Precinct Plan identified a number of proposals for the long term development of the area. These include changes to Unley Road, adjacent local streets, pedestrianised areas and densification of abutting uses, particularly with increased residential development.

Two street network design options were assessed and modelled that included reduced speed along Unley Road, restricted right-turns off of Unley Road, modifications to traffic signal locations and one-way movement direction in Oxford Street and Edmund Street.

In summary, the traffic modelling showed significant traffic congestion along Unley Road with long queues and diversion into the local street network. It should be noted that these are not as a result of the impact from the DPA but rather the proposed changes to the local traffic network (options 1 and 2 – See Appendix A report).

Due to these traffic impacts, Tonkin recommended removing the scramble crossing concept under Option 2 and maintaining traditional pedestrian crosswalks at the signals. This option would reduce delays and queues on Unley Road but queues on Oxford Terrace would extend to Rugby Street.

Having said this Option 2 is supported by Infraplan if

a) **an extra left turn lane from Oxford Terrace is applied**
b) **the Scramble crossing operates outside of the peak period. This would suggest the role and function of Unley Road can change from an arterial road to a more traffic calmed environment in line with the TCL Masterplan.**

Importantly, Infraplan also determined that the impact of the DPA is insignificant compared to the recommended local traffic network changes as proposed by the TCL masterplan.

These options, associated traffic modelling, the impacts to the street network and our recommendations are detailed in Appendix A, AIMSUN report.

6. Access and Safety

Identifying all the types of movement in, around and through the precinct, the interactions between them and their competing, and at times conflicting needs and demands is a significant challenge.

There are numerous user types (the definition of whom may overlap more than one group) whose needs have to be considered and include:

- Residents of the precinct – driveway access (by car, motorcycle, bicycle, tram, bus, walking);
- Employees at the precinct (commuting by car, motorcycle, bicycle, tram, bus, walking);
- Visitors (by car, bicycle, tram, bus, walking);
- Delivery and service vehicles to the precinct – access to loading areas (off-street and on-street);
- Emergency vehicles;
- Passenger drop-off / pick-up (car-pooling); and
- Movement 'through' the precinct.

The traffic, movement and parking recommendations should focus on improving amenity, safety and design for walking, cycling and public transport, as well as motor vehicles. If implemented to best practice, this has the ability to significantly increase sustainable transport uptake and reduce the demand for personal motor vehicle use.

Modifying Oxford Street and Edmund Street to one-way provides the following opportunities:

- Reduced road width and traffic calming – low speeds improve ability for cyclists to share the road;
- Wider footpaths provide better walking environment;
- Reduced road widths at junctions to reduce pedestrian crossing distance; and
- Replace parallel parking with angled car parking (results in additional on-street parking).

6.1 General Principles

General principles for access and safety throughout the precinct include:

- Limited/consolidated access to Unley Road.
- Vehicle access provided on side or rear access lanes, access places or access streets.
- Access to developments and parking spaces is to be equitable and safe.
- Ensure pedestrian and cyclist safety when crossing access driveways.
- Sight distance to pedestrians on footpaths from access points.
- Integrated accessibility for walking (including persons with impaired mobility), cycling, public transport and other motor vehicles.
- Natural surveillance to streets from dwellings for personal safety and security particularly at night.
- Direct and continuous walk to a public transport stop from every dwelling.
- Link to adjacent cycling and/or walking networks.
- Safe and efficient access for emergency vehicles.
- Provide safe sharing of access lanes and access places by pedestrians, cyclists and vehicles.

6.2 Service Vehicles Access

Circulation and parking for service vehicles must operate to ensure safety for all other road users and pedestrians, and result in minimal impact to the adjacent street operational network. We have reviewed the City of Unley Development Plan with view to specific amendments/additions for the Unley Central DPA. In doing so, we have also reviewed the South Australian Planning Policy Library Version 6 and Development Plans from high density, Main Street areas Australia-wide.

In summary, the Principles in the City of Unley Development Plan are comparatively current and similar to comparable interstate examples and the SA Planning Policy Library. However, considerations for modification are provided in the following table.

Table 9: Possible amendments to Development Plan re: Service Vehicles

No.	City of Unley Development Plan Reference	Existing City of Unley Development Plan Principle Unley Road – City of Unley (with possible amendments in **Bold)**	InfraPlan Comment
1	*Council Wide Section.* *General.* *Transportation (Movement of People and Goods).* *Vehicle Parking for Mixed Use and Corridor Zones* ***Principle of Development Control 66, p. 30.***	*Loading areas and designated parking spaces for service vehicles should:* *a. Be provided within the boundary of the site* *b. Not be located in areas where there is parking provided for any other purpose.*	Retain
2	*Council Wide Section.* *Land Use.* *Centres and Shops.* *Transport, Access and Parking.* ***Objective: 197, p. 88.***	*Development should make adequate provision on the site to enable the loading, unloading and manoeuvring of vehicles without the necessity to use public roads, and in a manner which results in minimal conflict between customer and service vehicles.*	Retain and consider addition 2.1
2.1	*As recommended by InfraPlan.*	*… between service vehicles, customer vehicles,* ***pedestrians and cyclists.***	Consider addition of 'pedestrians & cyclists'
3	*Council Wide Section.* *Land Use.* *Centres and Shops.* *Transport, Access and Parking.* ***Objective: 198, p. 88.***	*Provision for the movement of people and goods should comply with the following:* • *Adequate and convenient provision should be made for service vehicles and the storage and removal of waste goods and materials.* • *New developments to set aside sufficient land area to enable loading and unloading of commercial vehicles without loss of amenity and adverse effect on traffic flow and road safety.*	Retain

No.	City of Unley Development Plan Reference	Existing City of Unley Development Plan Principle Unley Road – City of Unley	InfraPlan Comment
4	*<u>Zone Section.</u>* *Urban Corridor Zone.* *Complying Development.* ***Principle of Development Control: 21(g)(iii), p. 186.*** *District Centre Zone.* *Complying Development.* ***Principle of Development Control 11(b)(vi)(C), p. 195.***	… The following forms of development (except where the development is non-complying) are complying: A change of use to a shop, office, consulting room or any combination of these uses where all of the following are achieved: … off-street vehicular parking is provided in accordance with the rate(s) specified … except in and one or more of the following circumstances: … the development is located on a site that operates as an integrated complex containing two or more tenancies (and which may comprise more than one building) where facilities for off-street vehicle parking, vehicle loading and unloading, and the storage and collection of refuse are shared.	Retain and consider addition 4.1 & 4.2
4.1	*As per Victorian Planning Scheme, Clause 52.07.*	***A permit may be granted to reduce or waive these requirements if either:*** • ***The land area is insufficient.*** • ***Adequate provision is made for loading and unloading vehicles to the satisfaction of the responsible authority.***	Consider adoption from Victorian Planning Scheme

7. Recommendations

As a result of the findings detailed in this report, there are a raft of strategies and policies for Council consideration and adoption. Some of these can be prescribed within this DPA, but others require long-term commitment by Council and DPTI.

A list of recommendations and additional enabling strategies are listed below.

Recommendations for DPA

- Adopt the reduced parking rates from the SA Planning Policy Library.
- Re-assign the justification for car parking discounts to be 'Principles of Development Control' within the Development Plan.
- Consider amendments regarding service vehicle movement as per Table 9.
- Increase Motorbike & scooter parking and incorporate into the overall parking rate. For instance 4 x scooter parks could equate to 1 x car park.
- Encourage 'unbundled' car parking which allows for an apartment to be sold with or without a carpark, freeing up carparks for other uses.
- Encourage innovative car-parking that take less space and allow for advances in technology, and encourage developers to consider car-free housing (refer Appendix B).
- Consider stronger policies to further encourage shared rear-of-allotments and parking
- Ensure well-placed crossings for pedestrians, and fast signal reaction-times to favour pedestrians.
- Provide car-sharing parking pods, and allow discounts in parking provision if car sharing within close vicinity.

Additional Facilitators/Enablers

- Implement the cycling and walking plan (and end-of-trip facilities) to best practice, to encourage these modes of transport.
- Be pro-active and undertake tram planning and analysis and develop a master plan to proactively lobby DPTI and bring forward rail installation timing.
- Establish a coordinated approach by DPTI (metropolitan scale) and the City of Unley (local scale).
- Bus Only lanes and bus priority at junctions.
- Locate and indent bus stops where activity takes place, near shops or a road junction
- 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.
- 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. (Resolving community concerns about increased crime, noise pollution and traffic impact will be a significant task).

Appendix A

Traffic Modelling – AIMSUN Report

infraPlan

Unley Central DPA

AIMSUN Review

March 2016

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Contents

1. Introduction

The Unley Central DPA follows the Unley Central Precinct Plan prepared for the City of Unley by TCL in 2014. The development of the precinct will lead to significant investment in new residential apartments and housing estimated at 500 new dwellings over the next 10 years. As part of the Unley Central Precinct Plan, two precinct layouts were assessed by Tonkin Consulting reflecting the outcomes of the TCL Masterplan. Figure 2 was deemed the preferred option as per below. These are reviewed and findings are repeated where Infraplan believes that the outcomes still stand.

This report assesses the impact of the 500 proposed dwellings to be built by the 2031 modelling year (worst case scenario) applying the Tonkin model and the TCL masterplan and two traffic layouts.

The proposed Unley Central Precinct Plan identified a number of proposals for the long term development of the area. These include changes to Unley Road, adjacent local streets, pedestrianised areas and densification of abutting uses, particularly with increased residential development. Two options were assessed in AIMSUN. At the Development Strategy and Policy Committee meeting (Feb 15, 2016), the general preference was for one-way eastbound traffic along Oxford Terrace and one-way westbound along Edmund Street (Option 1).

However, the Oxford Terrace Streetscape Concept Design Report presented to Council in December 2015 favours west on Oxford St and east on Edmund Avenue (Option2).

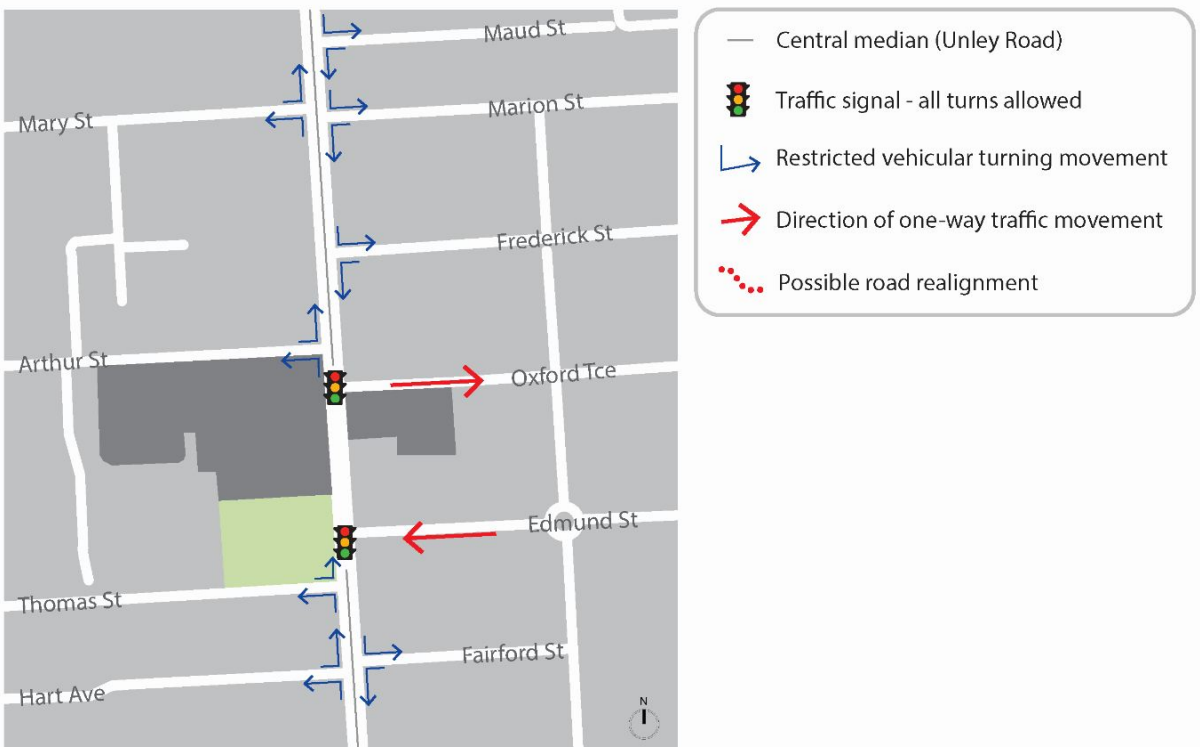


Figure 1: Option 1 – Preferred Local Traffic Plan layout by Council by the Development Strategy and Policy Committee

Option 1 reflects specific changes proposed for Unley Road and the local network:

- Reduced speed along Unley Road with 40 km/hr between Whittam Street and Park Street.
- The Arthur Street junction is reduced to left in/left out operation with traffic signals removed.

- **Pedestrian signals provided south of Oxford Terrace.**
- Traffic signals are provided at the junction of Unley Road with Edmund Avenue.
- Access to the Unley Shopping Centre front car park was removed from Unley Road.
- **Oxford Terrace and Edmund Avenue narrowed to provide one-way operation. Oxford**
- **Terrace is eastbound while Edmund Avenue is westbound.**
- Right turns into and out of Unley Road are prevented between Clifton Street and Charles Place except right turning out allowed at Edmund Avenue.

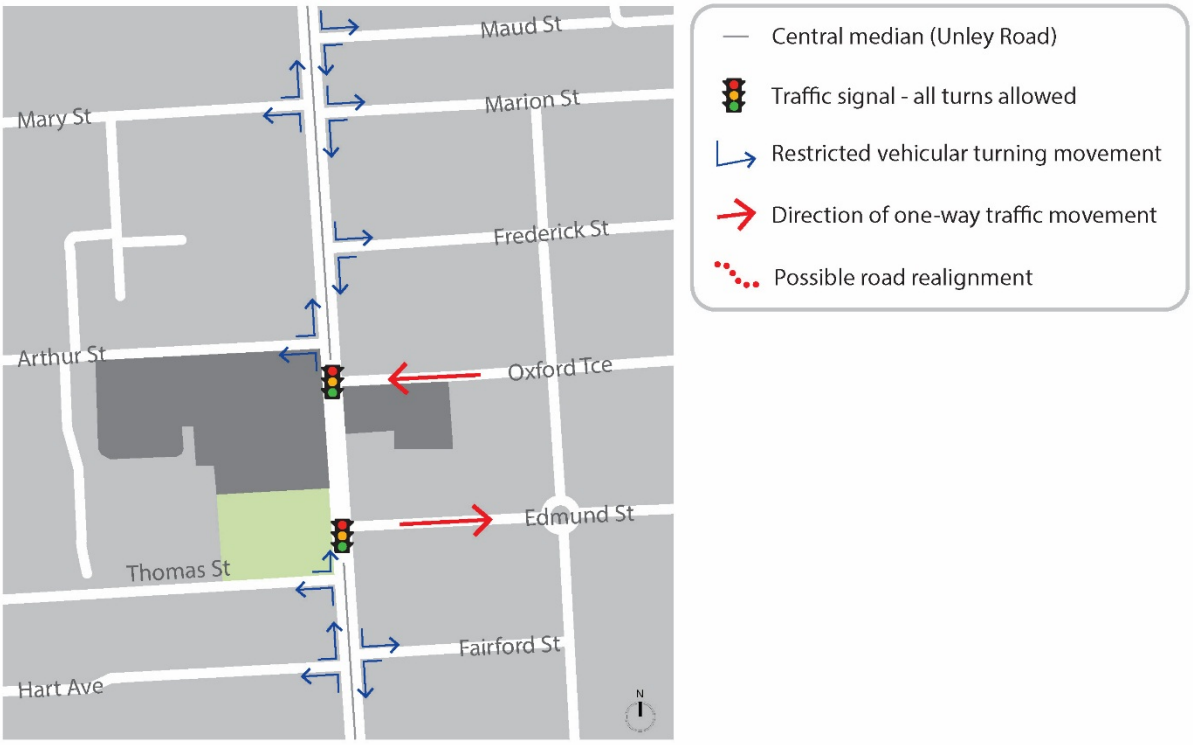


Figure 2: Option 2 – Preferred Local Traffic Plan layout from TCL report, from an Urban Design Perspective

Option 2 reflects specific changes proposed for Unley Road and the local network:

- Reduced speed along Unley Road with 40Km/h between Whittam Street and Park Street.
- The Arthur Street junction is modified to left in/left out operation with traffic signals removed.
- Entrance to Unley Shopping Centre front car park was removed.
- **Traffic signals provided at Oxford Terrace/Unley Road intersection with a scramble pedestrian crossing incorporated into the signals.**
- **The scramble crossing is removed for a variation of the option (Option 2a)**
- In addition the traffic signals to the existing shopping centre car park are removed.
- **Oxford Terrace and Edmund Avenue narrowed to provide one-way operation. Oxford Terrace is westbound while Edmund Avenue is eastbound.**
- Right turns into and out of Unley Road are prevented between Clifton Street and Charles Place except right turning out allowed at Oxford Terrace and right turning in allowed at Edmund Avenue.

Figure 3: The modelled AIMSUN network including network changes (See Appendix A).

2. Traffic modelling analysis

2.1 PB Traffic model (2013)

The Metropolitan Adelaide Strategic Transport Evaluation Model (MASTEM) was adopted to develop the PB model; to forecast the future traffic growth in the study area. MASTEM is the strategic transport modelling tool used by DPTI to prepare projections of travel demand for the transport network and land use scenarios that reflect the intent of the South Australian Government's demographic land use policies and plans (The 30 Year Plan for Greater Adelaide). The 30 Year Plan applies Scenario G and may be updated in the foreseeable future. It is unclear which scenario was applied to the PB model.

Furthermore, traffic forecasts from MASTEM are based on network changes that may have a significant upstream impact on traffic volumes (north-south corridor). The MASTEM data in 2013 indicated that there is little traffic growth in the study area up until 2021. Given forecast trip matrices (2031) are derived from MASTEM and assigned to the AIMSUN model representing the road network in the area it showed an improvement in traffic conditions over time reflecting traffic being deflected away from Unley Road and attracted to the North-South Corridor.

Given development is continuing in the area including the Urban Corridor zone, PB allowed for a 1% growth per year in the 2021-2031 model. On this basis, we have accepted the 1% annual growth in the key north south roads and within the Unley Shopping Centre car park zone, accounting for the Urban Corridor zone impacts. However, this will require further refinement in due course.

	2013	2021	2031
AM	6,564	7,139 (6496)	7,891 (6188)
PM	6,551	6,564 (6972)	7,820 (6115)

Table 1: Projected vehicle trips per hour across the local network: via the PB approach

	2013	2021	2031
AM	32.7	33.8	33.5
PM	30.3	28.2	30.5

Table 2: Projected network average speeds across the local network: via the PB approach

2.2 Tonkin AIMSUN model

AIMSUN traffic modelling was undertaken by Tonkin Consulting of the preferred local area traffic plan (Option 2) using forecast traffic volume figures for the year 2031, but not the additional traffic generated by the DPA rezoning.

2.2.1 Base Network modelled at 2031

The 2031 Base model operates satisfactorily in the AM peak.

Queues on Unley Road within the Town Centre area are occasionally observed to extend past adjacent intersections in contrast to the 2031 Base AM model where there is no significant queue accumulation. Queuing occurs in the northbound direction at the Park Street /Wattle Street /Unley Road intersection and Mitchell Street/Park Street/King William Road intersection. The traffic signals along Unley Road

(Arthur Street and Wattle Street/Park Street) together with the signalised pedestrian crossings provide sufficient gaps in traffic flow for vehicles to turn onto Unley Road from the side streets.

Northbound traffic in the AM peak hour on the three arterial roads (King William Road, Unley Road and Duthy Street) caters for high traffic volumes. Mitchell Street, Park Street, Wattle Street accommodates a relatively high volume of traffic compared with other local streets.

In the Unley Central area, traffic volumes for the northbound sections are close to 2,000 vph while in the opposite direction the volume is around 750 vph. Traffic volumes in the Unley Shopping Centre and surrounding local streets are considered relatively low.

The network performs reasonable well in the afternoon peak hour as there is only a small number of vehicles queued in the southbound direction of Unley Road, King William Road and Duthy Street.

2.2.2 Option 1 modelled at 2031

This option performs reasonably in both peak periods. Periods of congestion on the major north south roads (King William and Unley Road) were noted that subsequently reduced over the hour with no significant residual queues. There does not appear to be significant congestion on any of the side street access points to the arterial roads.

During both peak periods, queues from the proposed pedestrian crossing (south of Oxford Terrace) did extend back to Edmund Avenue, impacting on traffic flow from the side road. The congestion was greater during the PM peak period. This could be addressed by the coordination of traffic signals from Park Street through to Oxford Terrace.

In the PM peak there a significant queue on the northern King William Road approach to Park Street was addressed via modified signal timings, which reduced the queue length significantly to just south of Arthur Street.

The model shows traffic redistribution around the shopping centre access but it still operates adequately. The model does highlight that some vehicles are using the local road network to access the Shopping Centre. In the PM peak vehicles turn left into Oxford Terrace then using Rugby Street and Edmund Avenue to access Arthur Street / Shopping Centre. In addition, vehicles also use King William Road, shopping trips in the afternoon peak hour from Unley Road travel through to King William Road which contributes to the congestion in King William Road and Arthur Street.

Traffic was diverted to the side roads compared to the existing situation, some increasing and some decreasing depending on the location of the side road and access onto Unley Road. For the roads with right turn access there was an increase in volume (typically between 20 and 130 vph), specifically Park Street (south), and Hughes and Whittam Streets (north). For roads with no right turn access there are reductions in the amount of traffic but in some locations there was no or minimal change.

2.2.3 Option 2 modelled at 2031 with Scramble crossing

'In both peak periods this option results in significant congestion in the Central Unley area. This is primarily due to the provision of the scramble pedestrian crossing at Oxford Terrace.

A scramble crossing allows for pedestrian movement in all directions and hence no vehicle movement is allowed. Hence there is a significant reduction in time allowed for vehicle movement along Unley Road (but only during the modelled peak period).

The AIMSUN model responds to this by redirecting traffic to Park and Mitchell Streets, which then travels through the local street system back to north of Oxford Terrace. In the afternoon peak the

queues extend back to Young Street and then traffic diverts to the local road network. Increased queues are observed at the local road junctions with King William Road and George/Duthy Streets as traffic diverts around Oxford Terrace.

As a result of the diversion there is a significant increase in traffic volumes for the westbound movement in Arthur Street. Traffic volumes for southbound movement in King William Road are reduced significantly. There is significant increase in traffic volumes in local streets connected to Oxford Terrace and Edmund Avenue.'

2.2.4 Option 2a modelled at 2031 without Scramble crossing

'As a result an alternative treatment for the pedestrian movement was considered at Oxford Terrace. This treatment is the standard pedestrian treatment where the pedestrians cross with the right turn vehicles. This alternative provides a significant improvement in operation over the scramble crossing with reduced traffic diversion and queues.

The initial treatment for Oxford Terrace provided a single lane exit with combined left and right turns. The modelling has indicated that in the AM peak period this treatment is adequate although at times there is a maximum of 10 cars in the queue at any particular time. However in the PM peak there are significant queues. By providing a second turn lane from Oxford Terrace the queues are reduced to extending to Rugby Street, effectively reducing the congestion in Oxford Terrace and nearby streets.' (Tonkin)

Location	AM Peak				PM Peak			
	Base	Opt 1	Opt 2	Opt 2a	Base	Opt 1	Opt 2	Opt 2a
Total Delay (hr)	33.4	51.5	66.2	61.2	45.5	48.5	61.2	58.5
Total Vehicles	6654	6597	6286	6033	6224	6141	6032	6033
Mean Travel Speed	34.3	30.0	29.0	28.9	31.7	30.9	28.9	29.1
Total Travel Time	361	430	477	427	365	390	427	395
Total Travel distance	11850	11777	11261	10616	10762	10898	10616	10725

Table 3: Comparison of AIMSUN Summary Statistics

The main difference in queue lengths between the two options is along the section of Unley Road south of Oxford Terrace and on the Oxford Terrace and Edmund Avenue approaches to Unley Road. For the PM peak period, the biggest differences are on the Oxford Terrace and Edmund Avenue approaches to Unley Road and Arthur Street.

Note Option 1 is not the preferred option by Council (primary difference is the direction of the one way flows on Oxford and Edmund Streets) but provides better modelling results. Option 2 provides a better solution for pedestrians and urban design outcome.

2.3 Modelled DPA assumptions

To assess the additional impact as a result of the DPA re-zoning, the following assumptions have been made:

1. A total 500 new dwellings would be constructed by 2031
2. These dwellings would be split approximately as:
    a. High density – up to 7-11 storey buildings
    b. Medium density – up to 3-5 storey buildings

3. A 70% – 30% split was applied to estimate number of dwellings within High Density developments and Medium Density developments.
4. 2031 traffic volumes available from AIMSUN model (by Tonkin Consulting) were used as base traffic for distribution of traffic from the proposed densification
5. Under existing conditions, Unley Road is considered to be a 'high frequency public transit corridor' with a 15 minute *''Go Zone"* along Unley Road between Cross Road and Greenhill Road. It is assumed that Unley Road will continue to operate as "Go Zone" in the future.
6. Traffic generation rates used to estimate vehicular traffic from high & medium density developments will need revision if a Tram line is considered along Unley Road.

Traffic Generation:

The RTA Guide to Traffic Generation (Roads and Traffic Authority, NSW) has published typical traffic generation rates for high and medium density residential flat dwellings (Technical Direction, August 2013) as shown in Table 4.

Table 4: RTA Traffic Generation Rates

Land Use	AM Peak Trips/dwelling	PM Peak Trips/dwelling	Daily Trips/dwelling
High Density	0.19	0.15	1.52
Medium Density (Regional High Density)*	0.53	0.32	4.58

*no separate trip rate for Medium density was available. Therefore infraPlan has applied trip rate for High Density residential flat units in regional centres to estimate traffic from Medium Density residential flat units.

The estimated peak and daily trips after applying trip generation rates from Table 4 is presented below in Table 5.

Table 5: Development Traffic Projections by 2031

Development Density	split	no. of dwellings	Car AM Peak trips	Car PM Peak trips	Car Daily Trips
High Density Residential Flat dwellings	70%	350	67	53	532
Medium Density Residential Flat dwellings	30%	150	80	48	687
Total Trips from the DPA area		500	**147**	**101**	**1219**

2.3.1 Manual assignment of trips to network

While the input matrices for AIMSUN were provided (see Appendix A) the relatively low traffic generation rates led to a decision to apply the traffic manually across nearby zones rather than be distributed across the local network. This was considered a more conservative approach. The proposed DPA rezoning can be split into four distinct areas as listed below, and illustrated in *Figure 4*:

- Zone 1– south-west of Arthur Street intersection with Unley Road (Unley Shopping Centre) – approximately 30% of total development potential
- Zone 2 – north-west of Arthur Street intersection with Unley Road – approximately 30% of total development potential
- Zone 2 – north-east of Oxford Terrace intersection with Unley Road – approximately 20% of total development potential
- Zone 2 – south-east of Oxford Terrace intersection with Unley Road – approximately 30% of total development potential

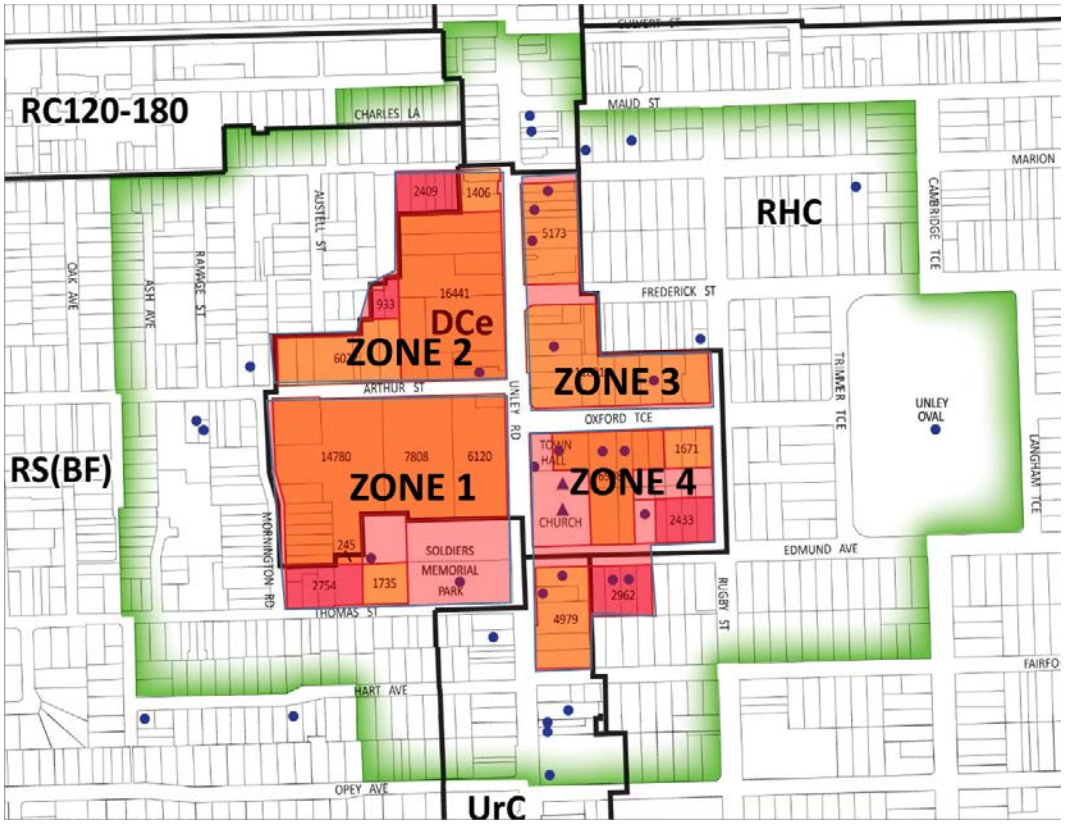


Figure 4: Zones identified for traffic distribution

Peak hour traffic generated by the potential 500 dwellings are assumed to be distributed across the four zones. Traffic from these four zones would most likely access Unley Road via Thomas Street, Arthur Street, Mary Street, Frederick Street, Oxford Terrace, Edmund Avenue and Fairford Street.

The proposed residential densification is estimated to generate an additional 147 morning peak hour trips and 101 afternoon peak hour trips. These trips would be assigned across the four zones indicated in *Figure 4*.

Zones 1 & 2 on the western side of Unley Road were considered to accommodate up to 60% of the total development potential (300 dwellings) while Zones 3 & 4 on the eastern side of Unley Road were considered to accommodate up to 40% of the total development potential (200 dwellings).

As an absolute worst case scenario, to test robustness, it was assumed that the entire morning and afternoon peak hour traffic generated impact from the proposed addition of 500 dwellings were applied to Unley Road, the result would only be an overall traffic volume increase of 5.8% during the morning peak hour and 3.9% during the afternoon peak hour.

Table 6: Peak Hour Traffic Distribution

Peak Hour	Travel Direction	2031 Traffic (baseline– without 500 dwellings)	Directional Split	Generated Traffic from 500 new dwellings	Generated traffic as a percentage of – 2031 baseline traffic
AM Peak Hour	Unley Road (South)	841	33%	49	5.8%
	Unley Road (North)	1,698	67%	99	5.8%
	Total	**2,539**	**100%**	**147**	**5.8%**
PM Peak Hour	Unley Road (South)	1,843	71%	72	3.9%
	Unley Road (North)	752	29%	30	4.0%
	Total	**2,595**	**100%**	**101**	**3.9%**

It should be noted that depending on the destination within Adelaide (CBD as well as metropolitan Adelaide) traffic generated from these 500 dwellings would also use the internal street network to access King William Road and George Street/Duthy Street. Thus the vehicular traffic generated as a result of an additional 500 dwellings would further distribute across wider road network, in-turn reducing development traffic along Unley Road.

Due to the stochastic *(a random probability distribution that may be analysed statistically but may not be predicted precisely)* nature of traffic, a 5 to 10% variation in daily traffic is considered acceptable. Therefore, traffic generated by the rezoning, when split into four zones and distributed across the local street network, would most likely result in a 2-4% increase in peak hour traffic for the local network described. The increase in traffic as per the AM peak outputs provided in Appendix A would be as per Table 6 above and therefore not impact the overall performance compared to the impacts of the proposed layout via Option 2.

3. Summary

In absence of any significant changes (increase/decrease) in traffic volumes due to the DPA rezoning, Infraplan assumes that the Tonkin's AIMSUN assessment for 2031 would be largely unchanged. Therefore, updating the AIMSUN modelling was deemed unnecessary for the current phase of DPA investigations and a professional opinion based on an analysis of the PB and Tonkin report was applied.

As per the previous Tonkin modelling the same summary and conclusions apply:

- 'Option 2 would result in higher delays and lower speeds than the base case in 2031;
- vehicles travelling through Unley Road in both the two options have a longer travel time and lower speed, especially in the northbound direction in the morning peak hour;
- there are significant increases in queue length on the Oxford Terrace and Edmund Avenue approaches to Unley Road;
- The queue lengths on King William Road can be reduced by modifications to the traffic signal timings at the intersection with Park and Mitchell Streets.
- Traffic diversion occurs with both options with typically less traffic on Unley Road south of Young Street and increased traffic on King William Road and Park Street suggesting a diversion of traffic. One of the reasons for this is probably the removal of the entrance to the Unley Shopping Centre and removal of the Arthur Street traffic signals.'

'Option 2 can be improved by removing the scramble crossing and providing a standard pedestrian crossing at the signals with Oxford Terrace. With this amendment there are reduced delays and queues along Unley Road. However there are significant queues on Oxford Terrace that extend back beyond Rugby Street. **This can be reduced significantly by the provision of a second turn lane from Oxford Terrace onto Unley Road, which may not be compatible with the urban design requirements for the proposed road layout.'**

In short, modelling showed significant traffic congestion observed along Unley Road with long queues and diversion into the local street network. It should be noted that these are not as a result of the impact from the DPA but rather the local traffic network changes.

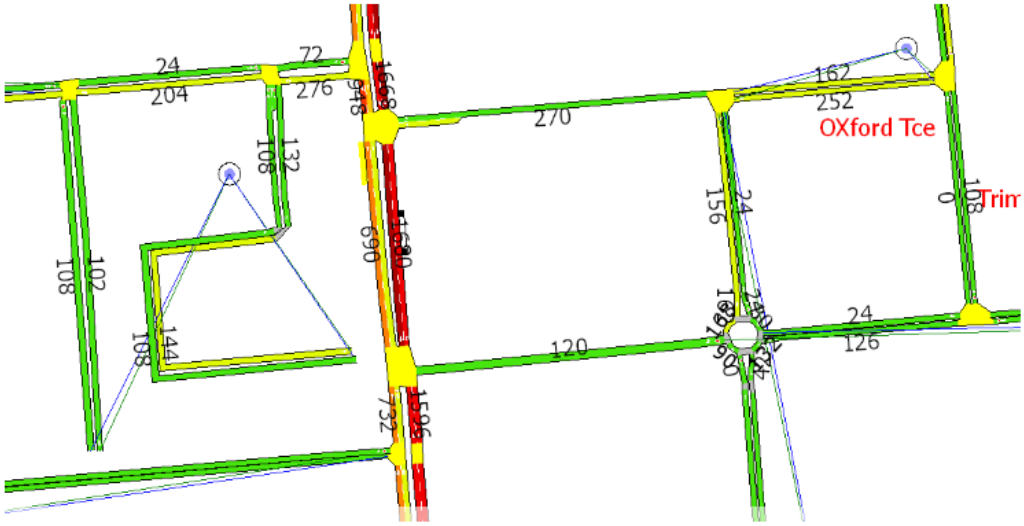
Overall traffic generation and distribution was reviewed to establish parameters for future AIMSUN assessment when a future Tram link along Unley Road would potentially result in reduction of one travel lane in each direction and significant changes to capacity. AdeLINK would have to be modelled using MASTEM to observe re-distribution of vehicles.

Due to these impacts, Tonkin recommended removing the scramble crossing concept and maintaining traditional pedestrian crosswalks at the signals. However, Infraplan believes that this is only warranted during the peak hour period while the off-peak period, during shopping hours, the same congestion impacts are not likely to be observed. At the time of the analysis this was not able to be ascertained given off-peak projections were not available from DPTI. This request will need to be followed up as part of the next phase of the design development of Unley Road.

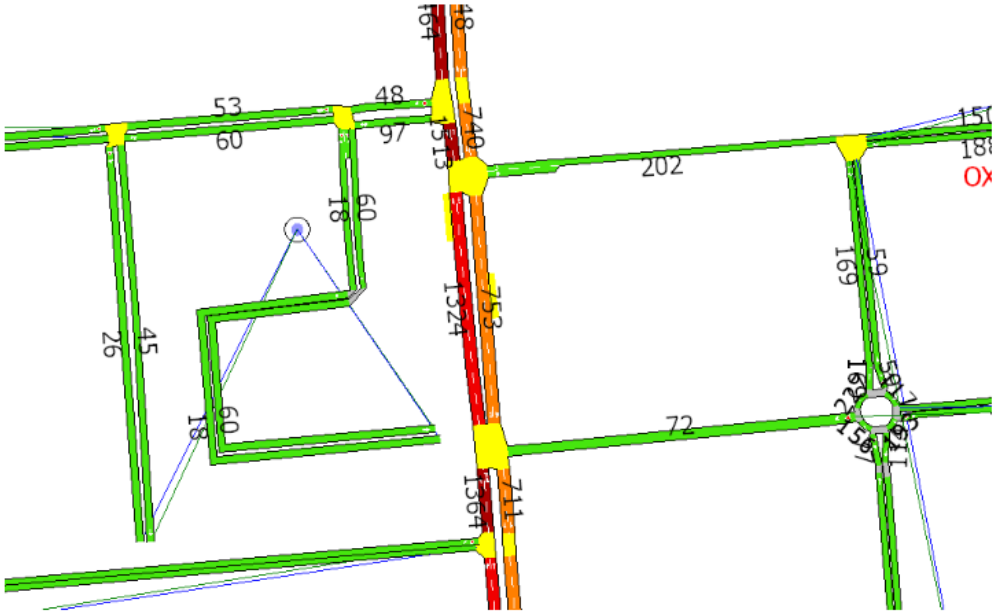
Option 2 is supported by Infraplan if a) an extra left turn lane from Oxford Terrace is applied; b) the Scramble crossing operates outside of the peak period. This would suggest the role and function of Unley Road changes from an arterial road to a more traffic calmed environment in line with the TCL Masterplan. The impact of the DPA is insignificant compared to the local traffic network changes.

Appendix A – AIMSUN Trip Matrices and Peak hour Outputs for Option 2

Figure 5: Key upgraded connections



Flow Map of 2031 Option 2 PM for Unley Central Area



Flow Map of 2031 Option 2 AM for Unley Central Area

id:name AM PEAK	3175: Trevelyan St	3176: King William Rd	3177: Miller Pl	3178: Robert St	3179: Salisbury St	3180: Unley Rd (N)	3181: Young St	3182: George St	3183: Oxford Tce	3184: Wattle St	3185: Duthy St (S)	3186: Cambridge Tce	3187: Unley Rd (S)	3188: King William Rd (S)	3189: Mitchell St	3190: Unley Shopping Centre	3453: Park St	3454: Opey Ave	3455: Thomas St	3456: Arthur St	3457: Mary St	3458: Hughes St	3459: Frederick St	3460: Duthy St	3461: Edmund Ave	10014036: Rugby St North	10014050: Marion St	10014065: Rugby St	10014071: Queen St	10014084: Little Charles St	10014098: Clarence St	Total	id:name AM PEAK
3175: Trevelyan St	0	118	0	0	0	10	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**130**	3175: Trevelyan St
3176: King William Rd	14	0	12	0	0	45	0	0	50	3	5	4	62	126	65	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**393**	3176: King William Rd
3177: Miller Pl	0	0	0	0	0	0	0	0	0	0	0	0	0	4	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**9**	3177: Miller Pl
3178: Robert St	0	0	0	0	5	20	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**28**	3178: Robert St
3179: Salisbury St	0	0	0	0	0	1	0	0	0	0	0	0	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**8**	3179: Salisbury St
3180: Unley Rd (N)	4	38	0	0	0	0	45	66	41	26	10	4	591	0	10	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**841**	3180: Unley Rd (N)
3181: Young St	1	0	0	0	0	13	0	1	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**24**	3181: Young St
3182: George St	4	43	0	2	0	25	0	0	10	21	208	10	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**327**	3182: George St
3183: Oxford Tce	4	26	0	28	49	17	13	23	0	0	0	4	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**169**	3183: Oxford Tce
3184: Wattle St	0	5	0	4	4	44	0	140	0	0	77	94	40	0	39	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**459**	3184: Wattle St
3185: Duthy St (S)	0	4	0	0	0	8	0	726	0	77	0	16	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**835**	3185: Duthy St (S)
3186: Cambridge Tce	1	13	0	17	27	9	8	41	5	143	26	0	6	4	12	70	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**382**	3186: Cambridge Tce
3187: Unley Rd (S)	0	34	0	4	4	1567	0	20	0	26	8	4	0	4	19	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1698**	3187: Unley Rd (S)
3188: King William Rd (S)	0	640	50	22	41	20	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**777**	3188: King William Rd (S)
3189: Mitchell St	0	108	20	26	54	6	0	4	0	153	0	0	110	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**485**	3189: Mitchell St
3190: Unley Shopping Ctr	0	4	0	4	6	3	0	4	0	7	0	12	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**44**	3190: Unley Shopping Ctr
3453: Park St	0	12	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**20**	3453: Park St
3454: Opey Ave	0	16	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**20**	3454: Opey Ave
3455: Thomas St	0	12	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**20**	3455: Thomas St
3456: Arthur St	0	16	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**20**	3456: Arthur St
3457: Mary St	0	12	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**20**	3457: Mary St
3458: Hughes St	0	16	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**20**	3458: Hughes St
3459: Frederick St	0	0	0	0	0	8	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**20**	3459: Frederick St
3460: Duthy St	0	0	0	0	0	8	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**20**	3460: Duthy St
3461: Edmund Ave	0	0	0	0	0	8	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**20**	3461: Edmund Ave
10014036: Rugby St North	0	0	0	0	0	8	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**20**	10014036: Rugby St North
10014050: Marion St	0	0	0	0	0	8	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**20**	10014050: Marion St
10014065: Rugby St	0	0	0	0	0	8	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**20**	10014065: Rugby St
10014071: Queen St	0	12	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**20**	10014071: Queen St
10014084: Little Charles St	0	12	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**20**	10014084: Little Charles St
10014098: Clarence St	0	12	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**20**	10014098: Clarence St
Total	**28**	**1153**	**82**	**107**	**190**	**1896**	**66**	**1097**	**115**	**456**	**334**	**148**	**821**	**141**	**163**	**112**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6909**	**Total**
						198																										

0800-0815	1698	24.58%
0815-0830	1788	25.88%
0830-0845	1730	25.04%
0845-0900	1693	24.50%

id:name PM PEAK	3175: Trevelyan St	3176: King William Rd	3177: Miller Pl	3178: Robert St	3179: Salisbury St	3180: Unley Rd (N)	3181: Young St	3182: George St	3183: Oxford Tce	3184: Wattle St	3185: Duthy St (S)	3186: Cambridge Tce	3187: Unley Rd (S)	3188: King William Rd (S)	3189: Mitchell St	3190: Unley Shopping Centre	3453: Park St	3454: Opey Ave	3455: Thomas St	3456: Arthur St	3457: Mary St	3458: Hughes St	3459: Frederick St	3460: Duthy St	3461: Edmund Ave	10014036: Rugby St North	10014050: Marion St	10014065: Rugby St	10014071: Queen St	10014084: Little Charles St	10014098: Clarence St	Total	id:name PM PEAK
3175: Trevelyan St	0	34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**34**	3175: Trevelyan St
3176: King William Rd	78	0	0	0	3	8	0	7	51	15	0	4	103	610	83	14	12	16	12	16	12	16	0	0	0	0	0	0	12	12	12	**1096**	3176: King William Rd
3177: Miller Pl	0	0	0	0	1	13	0	0	0	0	0	0	0	36	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**76**	3177: Miller Pl
3178: Robert St	0	0	0	0	2	19	0	0	0	0	0	0	0	14	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**45**	3178: Robert St
3179: Salisbury St	0	0	0	0	0	11	0	0	0	0	0	0	0	7	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**23**	3179: Salisbury St
3180: Unley Rd (N)	4	8	8	12	12	0	27	64	28	8	5	4	1439	4	4	108	8	4	8	4	8	4	8	8	8	8	8	8	8	8	8	**1843**	3180: Unley Rd (N)
3181: Young St	0	0	0	0	0	11	0	13	13	3	0	0	10	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**53**	3181: Young St
3182: George St	0	49	0	0	0	47	0	0	0	84	793	20	21	2	6	3	0	0	0	0	0	0	12	12	12	12	12	12	0	0	0	**1097**	3182: George St
3183: Oxford Tce	3	65	4	3	0	73	10	4	0	7	0	0	17	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**194**	3183: Oxford Tce
3184: Wattle St	0	4	0	0	0	21	0	38	0	0	49	70	40	4	17	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**251**	3184: Wattle St
3185: Duthy St (S)	0	4	0	0	0	13	0	262	0	46	0	9	5	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**351**	3185: Duthy St (S)
3186: Cambridge Tce	0	16	0	0	0	19	3	7	0	44	10	0	12	4	10	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**130**	3186: Cambridge Tce
3187: Unley Rd (S)	0	24	0	2	0	533	0	4	0	34	8	12	0	15	22	98	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**752**	3187: Unley Rd (S)
3188: King William Rd (S)	0	241	0	0	5	7	0	0	0	4	0	0	4	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**266**	3188: King William Rd (S)
3189: Mitchell St	0	90	1	8	10	13	4	0	0	37	2	22	58	10	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**266**	3189: Mitchell St
3190: Unley Shopping Ctr	0	13	0	0	0	55	2	0	0	27	6	6	109	5	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**234**	3190: Unley Shopping Ctr
3453: Park St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	3453: Park St
3454: Opey Ave	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	3454: Opey Ave
3455: Thomas St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	3455: Thomas St
3456: Arthur St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	3456: Arthur St
3457: Mary St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	3457: Mary St
3458: Hughes St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	3458: Hughes St
3459: Frederick St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	3459: Frederick St
3460: Duthy St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	3460: Duthy St
3461: Edmund Ave	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	3461: Edmund Ave
10014036: Rugby St North	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	10014036: Rugby St North
10014050: Marion St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	10014050: Marion St
10014065: Rugby St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	10014065: Rugby St
10014071: Queen St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	10014071: Queen St
10014084: Little Charles St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	10014084: Little Charles St
10014098: Clarence St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	10014098: Clarence St
Total	**85**	**548**	**13**	**25**	**33**	**843**	**46**	**399**	**92**	**309**	**873**	**147**	**1818**	**711**	**204**	**265**	**20**	**20**	**20**	**20**	**20**	**20**	**20**	**20**	**20**	**20**	**20**	**20**	**20**	**20**	**6711**	**Total**

1630-1645	1605	
1645-1700	1638	
1700-1715	1712	
1715-1730	1756	

Appendix B

Parking Solutions and Innovation

Electronically Managed Parking

Traffic on the road includes motorists circulating while searching for a car park. Technology in car parking can pin-point vacant spaces prior to arrival, and help to reduce traffic congestion. Better management of car parking in and around the precinct would be beneficial for shorter stay patrons (e.g. retail shoppers), longer stay patrons (e.g. diners), the local community and visitors. Parking guidance systems direct motorists to available parking spaces (both on and off-street) and divert them from areas where no parking is available through electronic real-time signage and vacancy technology (in road detectors). Smart phone applications have also been created that communicate with these devices to alert users to real-time vacancies. This in turn reduces fuel consumption, emissions, noise pollution, circulating traffic and associated congestion as well as time spent finding a parking space, while improving overall road safety (see below).

How it works – a sensor similar set flush into the road surface of each car park to instantly detect when a vehicle is present. The devices include a transmitter and battery that lasts about five years requiring little maintenance. The sensors collect this real-time data before transmitting it wirelessly to where it is converted into displayable information.

Some systems have the additional capability to link with on-street parking meters allowing the user to add more time to their space remotely, link with smartphone apps to allow people to reserve spaces in off-street garages in advance and assist in the efficiency of car park monitoring.

Car Sharing

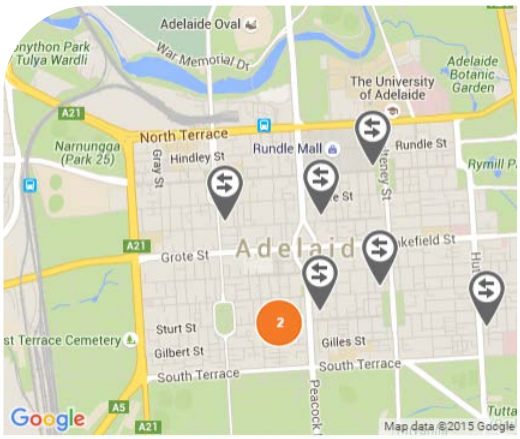
Car sharing is a model of car rental where people rent cars for short periods of time, often by the hour. It is useful for residents who use public transport or cycle/walk as their first choice, and can be cheaper and more convenient than owning a car, or a second car.

The organisation renting the cars may be a commercial business or the users may be organized as a company, public agency or cooperative, e.g. a residential development could incorporate car share and result in the need for less car parking provision.

Car sharing services are available in over a thousand cities including Australia. The main factors driving the growth of car sharing are the rising levels of congestion faced by city dwellers; shifting generational mindsets about car ownership; the increasing costs of personal vehicle ownership; and a convergence of business models. Car sharing contributes to sustainable transport because it is a less car intensive means of urban transport, and according to *The Economist*, car sharing can reduce car ownership at an estimated rate of one rental car replacing 15 owned vehicles.

As an example, 'Go Get' is currently live in Australian cities, including Adelaide and could be a viable option for the City of Unley to consider. Council could supply a parking 'pod' within the Unley Central precinct for this type of (or similar) car sharing model.

Council could support car sharing by providing parking pods. And the location of these pods within close vicinity of a new development could result in a reduction of the car parking requirement.



Adelaide – Hindmarsh Square

These cars live at this pod:

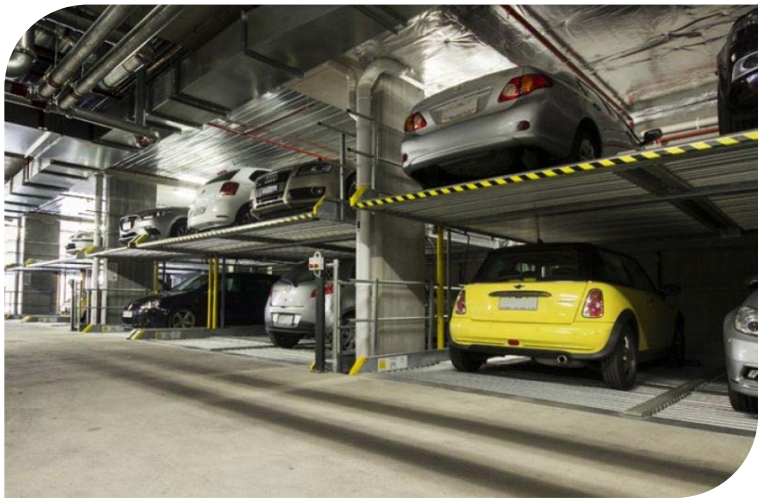
Ewan the Corolla

This pod is located in a dedicated parking bay provided by the Adelaide City Council on Hindmarsh Square near the corner of Grenfell Street.

Figure 6: Examples of the existing 'Go Get' car sharing model, see <www.goget.com.au>.

Vertical Stacking

Vertical car stackers vary in design and technology and are designed minimise the area of land required for car parking. In small areas, a turntable can be provided to swivel the car around 180 degrees and remove the need for reversing.



Car-free Housing

Case Study, Washington: This development will include 121 residential units, zero parking spaces and an open pedestrian bridge that will connect the project's two buildings. One building will house all of the residential units, and the other building will house the amenities. To get the Board of Zoning approval for zero parking, the developer agreed to pay USD$70,000 (AUD$95,500) for a new 27-dock Capital Bikeshare station, providing memberships to each resident. The developers hope to appeal to the interests of millennials with their furnished, short-term micro-units.

Car Park Management

Although some overarching guidelines can be provided to apply discounts to off-street parking rates, often individual assessment is required to determine an appropriate rate for each development. This section outlines some opportunities for Council to consider applying parking management during the planning assessment and approval phase.

Car Park Sharing (Temporal Distribution)

Just as parking requirements differ for various land uses, so does parking demand throughout the day. In a mixed use precinct the parking demands of different land-uses can complement or conflict with each other as peaking may occur at the same or different times and provides the opportunity for car-park sharing arrangements. The 'Austroads Guide to Traffic Management Part 11: Parking' (2008, p. 5) describes this concept, as well as the Temporal Distribution of Parking Demand as follows:

> *Parking demand varies for different land uses with the time of the day, week, and year, coincident with the level of activity occurring at a point in time. An example of the daily variation in demand is given for a number of different land uses in Figure 1. In this example, it can be seen that demand for parking at an office peaks in the morning while the demand for parking in a residential complex and restaurant occurs much later in the evening. This variation in demand suggests that parts of the same parking area could potentially be shared by a number of different land uses throughout the day, which gives rise to the term 'shared parking'.*

Parking rates in mixed-use developments, precincts or zones (i.e. urban corridor and district centre zones) have greater potential to share parking spaces in this context. A discount to required parking rates could be applied where the land-use mix is correlated to the level of activity that warrants parking at one time.

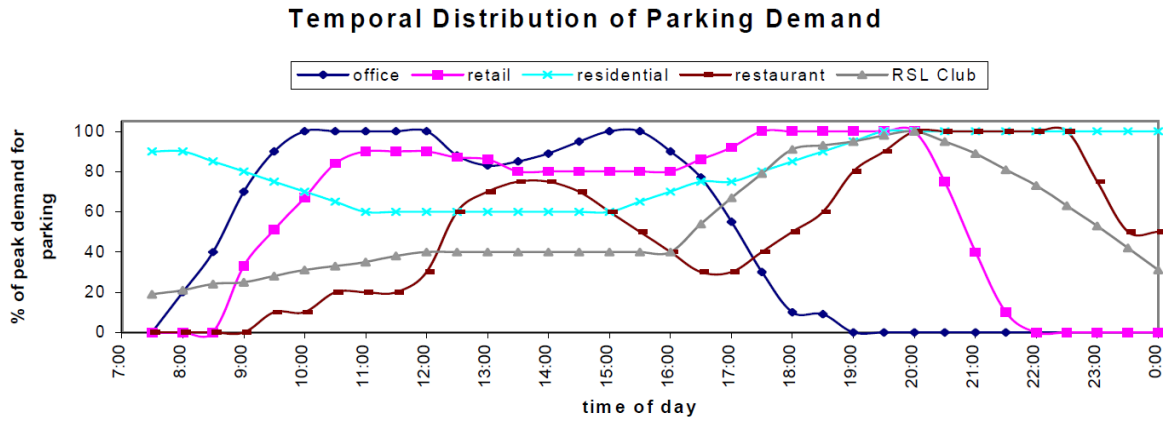


Figure 7: A typical temporal distribution of parking demand graph.

Source: Austroads Guide to Traffic Management Part 11: Parking (2008, p. 5).

Trip Chaining

Trip chaining is multi-purpose travel to a single or number of destinations that typically originates and ends at home, or a similar place. Trip chaining is an important aspect of travel behaviour and has significant impact on evolving travel patterns and parking provision. For example, office workers using the café / restaurant located in their building - the café / restaurant does not need to provide parking for the office workers as their parking demand is already accounted for by the office rate.

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INFORMATION REPORT

REPORT TITLE:	PLANNING STRATEGY AND POLICY PROGRAM UPDATE
ITEM NUMBER:	19
DATE OF MEETING:	18 JULY 2016
AUTHOR:	DAVID BROWN
JOB TITLE:	PRINCIPAL POLICY PLANNER
RESPONSIBLE OFFICER:	DAVID LITCHFIELD
JOB TITLE:	GENERAL MANAGER ECONOMIC DEVELOPMENT AND PLANNING
REPRESENTOR/S:	N/A
ATTACHMENTS:	NIL

PURPOSE

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

RECOMMENDATION

MOVED:
SECONDED:

That:

1. The report be received.

BACKGROUND

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

DISCUSSION

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

1.0 - Strategic Planning Projects

1.1 – Strategic Directions Report (2014) and DPA Program

The Strategic Directions Report 2014 (SDR 2014) outlines the current Strategic Planning Framework and program of Development Plan Amendments (DPA's). A summary is contained in Attachment 1 to Item 12/15 (November 2015).

The Planning, Development and Infrastructure Act was passed in April 2016. Given the focus on the implementation of the new system, including associated new 'Planning and Design Code', and review of The 30-Year Plan for Greater Adelaide, the future DPA program will need review. The Minister has advised existing DPA's may be concluded but he will not support new Council-led DPA's unless they facilitate strategic outcomes and job creation.

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

1.2 – The 30-Year Plan for Greater Adelaide

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

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

The Administration has continued to contribute to briefings and workshops by the Department of Planning Transport and Infrastructure (DPTI). Preliminary feedback was provided in October 2015 on an initial draft update. Review and engagement has continued and further feedback was provided in June 2016.

It is anticipated a draft update of the GA30 will be released in August 2016 for broader community consultation for 6 to 8 weeks before further final review and possible Cabinet approval by late 2016.

2.0 – Ministerial Development Plan Amendments

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

The main corridors of Goodwood Road, King William Road, Unley Road (southern end), Anzac Highway and the Keswick Forestville Precinct were identified in the Council SDR (2014) strategic framework for higher density mixed use re-zoning.

These corridors and their up-zoning are important to the goals of GA30. This led to their earlier inclusion in the Corridors Ministerial DPA in April 2015.

Comprehensive liaison occurred between the Administration and DPTI to identify the appropriate scope, nature and scale for the proposed policy. The Committee received a presentation from DPTI, and considered the Administration review and proposed feedback in September 2015, which Council endorsed.

Originally the draft DPA was to be released in early 2016. A component related to the Glenelg area was pursued at this time but the remainder has been paused.

The Minister advised the focus would be on the progress of the Planning, Development and Infrastructure Act and update of the GA30. No indication has been given at this time on the revised timing for the DPA. It has been intimated its objectives may alternatively be incorporated within the new Planning and Design Code being developed for the new system.

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

The Activity Centres DPA reviewed centre and similar type zones policy to provide for complying changes of use, more merit development by removing unnecessary non-complying floor area caps and lower universal parking rates for non-residential development.

The DPA was on public consultation from 27 August to 21 October 2015. Feedback was considered and endorsed by the Committee and Council in September 2015 before being submitted to the Development Policy and Advisory Committee (DPAC).

The DPA was approved on 21 April 2016 and thereby incorporated into the Unley (City) Development Plan.

The revised parking regime represents a large shift in policy and has already facilitated development and changes of use. For example, previously a small shop (say 165m^2) would require 10 car spaces (at 6/100m^2) and with a change to a café (say 60 seats) 20 spaces (at 1/3 seats). Whereas now, either would require 5 spaces (at 3/100m^2) given the lower universal rate, thereby removing the largest impediment to such a change in use. It also will correspondingly reduce the level of parking provided with new or major re-developments.

2.3 – Glenside (Mixed Use) Zone Policy Review Development Plan Amendment (DPA)

In 2007 the State Government considered re-development of the Glenside Hospital site. This included a new mental health facility, use of the heritage buildings for film studios and production facilities and identification of surplus land along Fullarton Road for infill mixed use urban re-development.

The Glenside Hospital Campus DPA was approved in 2009 to re-zone the land to Mixed Use (Glenside) Zone and facilitate the re-development.

Following completion of the new health facility in 2012, Renewal SA managed the sale of the surplus land. As part of this process Renewal SA undertook community consultation in February 2015 on the nature of re-development of the surplus land. The site has since been sold by tender to an interstate consortium for mixed use urban re-development.

A key arrangement with the purchaser was a policy review and rezoning to support the State Government's objectives for the re-development. The developer released a

Master Plan in April 2016 and conducted community consultation on refining the preferred nature of re-development.

The current Glenside (Mixed Use) Zone Policy Review DPA was released by the Minister on the 23 June 2016. The DPA is on public consultation until the 17 August 2016. An Information Session will be held on the site on Wednesday the 13 July 2016, from 4.30 pm to 6.30 pm. The DPA can be viewed at http://www.sa.gov.au/topics/property-and-land/planning-and-land-management/development-plans/amendments-to-development-plans-proposed-by-the-minister/glenside-mixed-use-zone-amendment

The re-development anticipates development up to 8 storeys, transitioning to 2 storeys at the adjacent residential interface, and approximately 1,000 dwellings. The associated traffic is expected to be satisfactorily accommodated with improved infrastructure of signalised main access onto Fullarton Road, upgrade of the Fullarton/Greenhill Roads intersection and secondary left turn only egresses onto Greenhill Road east of Fullarton Road and onto Fullarton Road south of the main access.

There are limited direct impacts for the City of Unley, and indirect implications such as traffic are appropriately managed. Further comprehensive review, or a submission, is not considered necessary.

3.0 - Council Development Plan Amendments

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

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

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

The necessary revised documentation for Part 1 of the Residential DPA was submitted in June 2015, with various technical and other requested amendments made in December 2015.

The DPA Part 1 has been processed by DPTI and is now being considered by the Minister. Council's correspondence seeking advice on the status and timing of consideration has been acknowledged but no advice has yet been received.

Conclusion of Part 2 of the DPA is dependent on the progress of Part 1 and direction on how, or if, it is to proceed.

3.2 – General Development Plan Amendment (General DPA)

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

Previous investigations and Elected Member workshops during 2014 informed the draft policy proposals, which were presented and reviewed in 2015.

Further progress has been delayed due to other priorities and overlap with the Activity Centres Ministerial DPA. While a secondary priority to other projects, the draft General DPA is progressively being reviewed and revised to address the issues raised by Council and to reflect the Ministerial DPA changes.

The identified policy and operational enhancements support its continuation, and as an existing DPA in the system this remains possible. Liaison has, and will continue, to occur with DPTI to resolve the updated policy details and maintain support for its continuation.

Continuation is dependent on timing. The new Planning and Design Code is to be introduced in the next 3 years or so, and to make the process for the General DPA worthwhile it should be in a position to be introduced a reasonable period beforehand.

3.3 – Unley Central Precinct Development Plan Amendment (Unley Central DPA)
The DPA proposes a change to the District Centre Zone to support the desired form of future development of integrated higher density mixed use, enhanced movement networks and public realm.

A consultant team led by URPS has been contributing to the project since August 2015.

In accord with an agreed Community Engagement Plan, preliminary community engagement on the initial concepts was undertaken in late 2015 and further selected stakeholder detailed consultation through a 'Design Lab' process occurred in April 2016. Regular presentation to the DS&P Committee and Council at key milestone stages has occurred.

The next key milestone stage is presentation of a draft Unley Central DPA to the DS&P Committee and Council in July 2016. Refer to Item 19/16 of this agenda for a more comprehensive report on the progress and current actions being undertaken in respect to the project.