THE CITY of Unley

PLANNING FOR GROWTH

THE APPROACH AND OPPORTUNITIES

This draft plan has been approved by the Council solely for the purpose of public consultation.

The Council would welcome input and feedback on the draft plan to ensure the future planning for the City reflects the aspirations of the community.

ACKNOWLEDGEMENT

We would like to acknowledge this land is the Traditional Lands for the Kaurna people and that we respect their spiritual reationship with their country.

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

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PART ONE:
WHY WE NEED THE PLAN.

INTRODUCTION

Planning for Growth outlines the Council's proposed approach to meet the State Government's housing targets for the City of Unley up to 2051. It identifies the potential areas that may best accommodate the growth and enable a greater diversity of housing choice of housing in the City. The proposed approach and identification of the potential areas for growth respects the established character of the City and the quality of life that the community value in the City of Unley.

The draft Plan, in responding to the State Government's housing targets, also seeks to address the:

- increasing challenges faced by young families and people for affordable housing convenient to services and facilities and areas of employment in the City.
- changing housing needs and community support services of our ageing community.
- lack of suitable housing of key workers in the City to live conveniently to their employment, without having to commute long distances.
- added benefits that a larger population with greater consistency to the average composition of metropolitan Adelaide can bring in economic sustainability for local businesses and increased attraction and vitality for activity centres and main streets.
- imbalance in the aged composition of our community, leading to a lack of suitable housing choices and limited opportunities to age in place.

The diversity of housing in the City is reasonably limited, with little choice to downsize or find affordable medium density or higher density housing to buy or rent. This is particularly the case given changing lifestyles, the greater variety in household formations, and generally smaller families and specifically for Unley, the larger percentage of retirees and a smaller proportion of people under 34 years than the Adelaide average.

Such housing pressures require a balanced response that caters for a sustainable level of population and housing growth, supported by a wider range of local services and employment opportunities.

COMMUNITY PROFILE

UNLEY'S POPULATION IS GROWING

PRIMARY DUE TO OVERSEAS MIGRATION

(0.9%)

DECLINE IN RESIDENTS AGED 15-34

CONTRARY TO METROPOLITAN ADELAIDE TRENDS

(5.95% 2016-2021)

INCREASE IN RESIDENTS AGED 65-79

HIGHER THAN THE METROPOLITAN AVERAGE

(24.56% 2016-2021)

THE INCREASING UNAFFORDABILITY OF HOUSING IN THE CITY

MEDIAN PRICE INCREASE IN LAST 5 YEARS

HOUSE 59%

UNITS 86%

MEDIAN RENT INCREASE IN LAST 5 YEARS

HOUSE 41%

UNITS 49%

WHAT THE PLAN AIMS TO ACHIEVE

A key aim of the Plan is to set out a broad direction where new housing development (and supporting commercial uses) could be focused between now and 2050, while maintaining and enhancing the City's unique character and built form.

The idea of Living Locally was introduced by the State Government in the Greater Adelaide Regional Plan (GARP). It is a way of planning that encourages people to live, work, and access services within their own neighbourhood. This helps build a more sustainable City while supporting moderate growth in population and local jobs by having most of the services and facilities that residents need (such as shops, schools, parks, jobs) close to where they live. It means creating neighbourhoods where people can walk, ride a bike, or catch public transport to move around, instead of relying on cars for everyday trips. The Plan is intended to support the long-term goal of creating neighbourhoods that are:

- Connected: easy to get around
- Convenient: daily needs are close to home
- Cohesive: with a strong sense of local community
- Climate-smart: support sustainable and active travel.

These four goals are underpinned by integrating local employment and services with greater housing options. This 'mixed use' approach is a driving influence in the proposed approach outlined in this Plan to cater for increased and more diverse housing. Mixed use developments can be precinct based or within individual buildings. Both opportunities are supported by the proposed approach.

To guide this, the Council used a set of criteria (outlined in the Background Information section) where Living Locally could work best.

Figure 4: Living Locally outline from the GARP

PART ONE:
Why we need a plan

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

Stronger main streets and village centres

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

Emerging Precincts

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

More resilient neighbourhoods

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

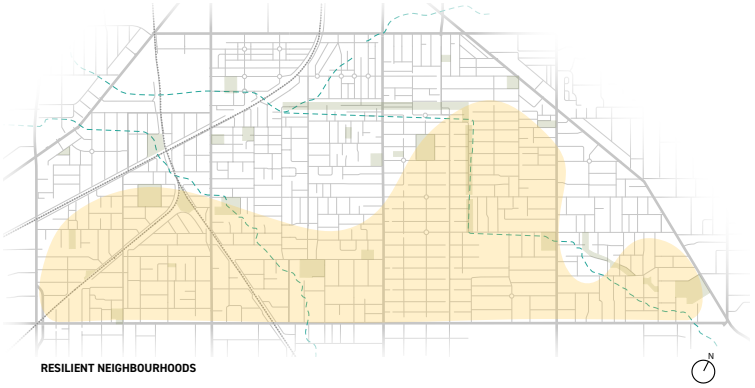


Figure 3 refers to key features to remain.

PART TWO:

THE PROPOSED APPROACH.

WHAT IS SHAPING THE APPROACH

Aspirations of the Community

The aspirations of the community are reflected in the Unley Community Plan's vision for a connected, progressive and resilient City that is welcoming, safe and inclusive, green and sustainable, innovative and prosperous, connected, accessible and vibrant.

The local economy also plays an important role in underpinning the wellbeing and sustainability of the City. Currently 80% of jobs in Unley fall within five industry categories: the lifestyle/visitor economy; the knowledge economy; the wellbeing economy; aged care and social services; and creative industries.

Local issues the Council is directly responding to:

- Tree canopy loss
- Lack of Open Space
- Community services provision
- Traffic congestion
- Encouraging Active travel
- Waste Minimisation
- Loss of bio-diversity
- Energy transition
- Stormwater capacity and localised flooding

Measures that broaden that range of industries, build on local services and visitor attractions, and expand jobs for a cross-section of our community, will add to the economic and social wellbeing of Unley and its current and future residents.

Council Direction to the Plan

The Council adopted a set of guiding principles to give an early strategic direction to the development of the Plan.
The full set of the Guiding Principles are included in the Background Information section of the Plan, but in summary they seek to:

Foster living locally:

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

Build a resilient and inclusive community:

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

Encourage residential diversity:

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

Build the local economy:

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

Improve transport and movement within the City:

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

Increase open space and improve areas in the public realm:

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

Ensure high-quality outcomes:

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

KEY STATE GOVERNMENT POLICIES AND DIRECTIVES

Greater Adelaide Regional Plan (GARP)

The planning system in South Australia is largely set by the State Government through a standard set of zones and design provisions that apply across the state. The overall strategic direction of growth for metropolitan Adelaide is also determined by the State Government under the Greater Adelaide Regional Plan (GARP), which articulates a 30-year strategic vision for the growth and development of metropolitan Adelaide and calls on councils to plan for growth aligned to its proposals and housing targets set for each metropolitan council.

The Unley housing targets set by the State Government can be seen in figure 1, with an additional 3,440 dwellings to be built between 2021 and 2051.

Local Housing Strategy (LHS)

The Council is required to prepare and have approved by the State Planning Commission, a Local Housing Strategy identifying how it will meet the housing target for the City in a manner that considers housing needs and local infrastructure requirements, and satisfies the principles of Living Locally and other strategic directions set out in the GARP (e.g. providing for greater diversity in housing of medium density, up to 3-4 storeys; sometimes referred to as the 'missing middle' - See figure 2).

The LHS is to be developed and approved by the State Government by no later than 30 June 2027.

ANNUAL HOUSING TARGETS CITY OF UNLEY 2021-2051

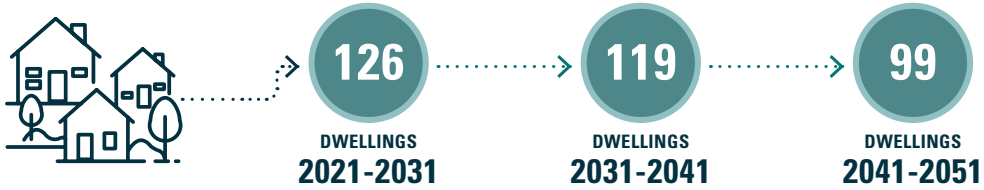


Figure 1: GARP annual housing targets by decade

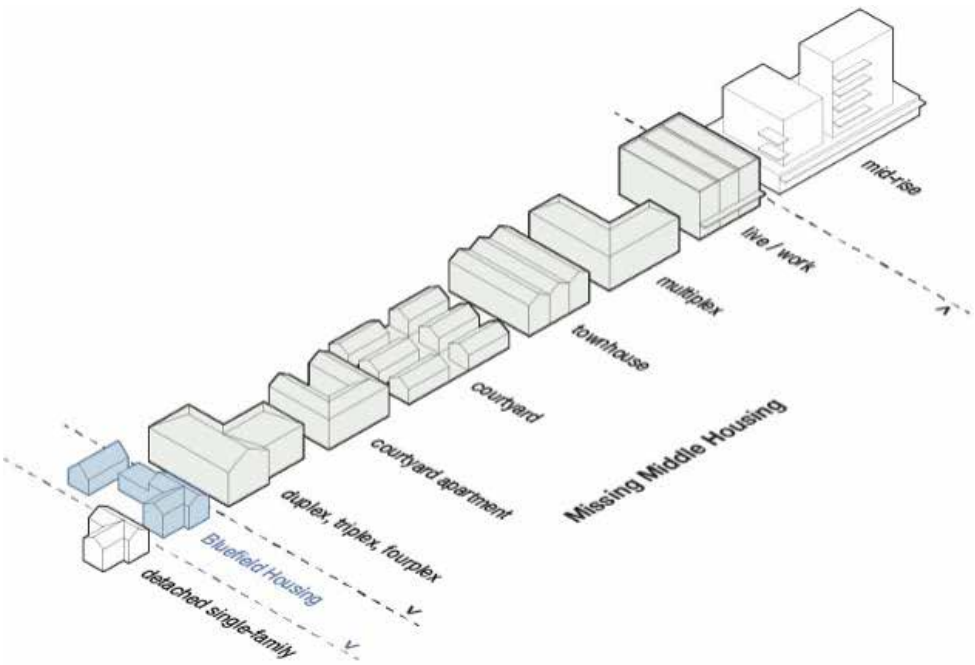


Figure 2: Missing Middle Housing. Source Damian Madigan

KEY COUNCIL STRATEGIC DIRECTIONS

The proposed approach for more diverse and affordable housing choices sits in a broader Council strategic planning framework, including:

Community Plan Towards 2050

The Plan set the Council's long-term strategic vision. It outlines a bold future where Unley evolves into a connected, progressive, and resilient city, with thriving people, environment, and opportunities. The plan is structured around four key themes, to serve as a roadmap, with a companion Four Year Delivery Plan translating the vision into measurable actions to monitor progress and ensure transparency and accountability.

Four Lead Strategies

A co-ordinated set of lead strategies translate the long-term vision of the Community Plan and four key themes of Community, Economy, Environment and Places and Spaces. Each strategy sets out the goal of the theme, objectives and measures and targets to be developed.

Planning for Growth

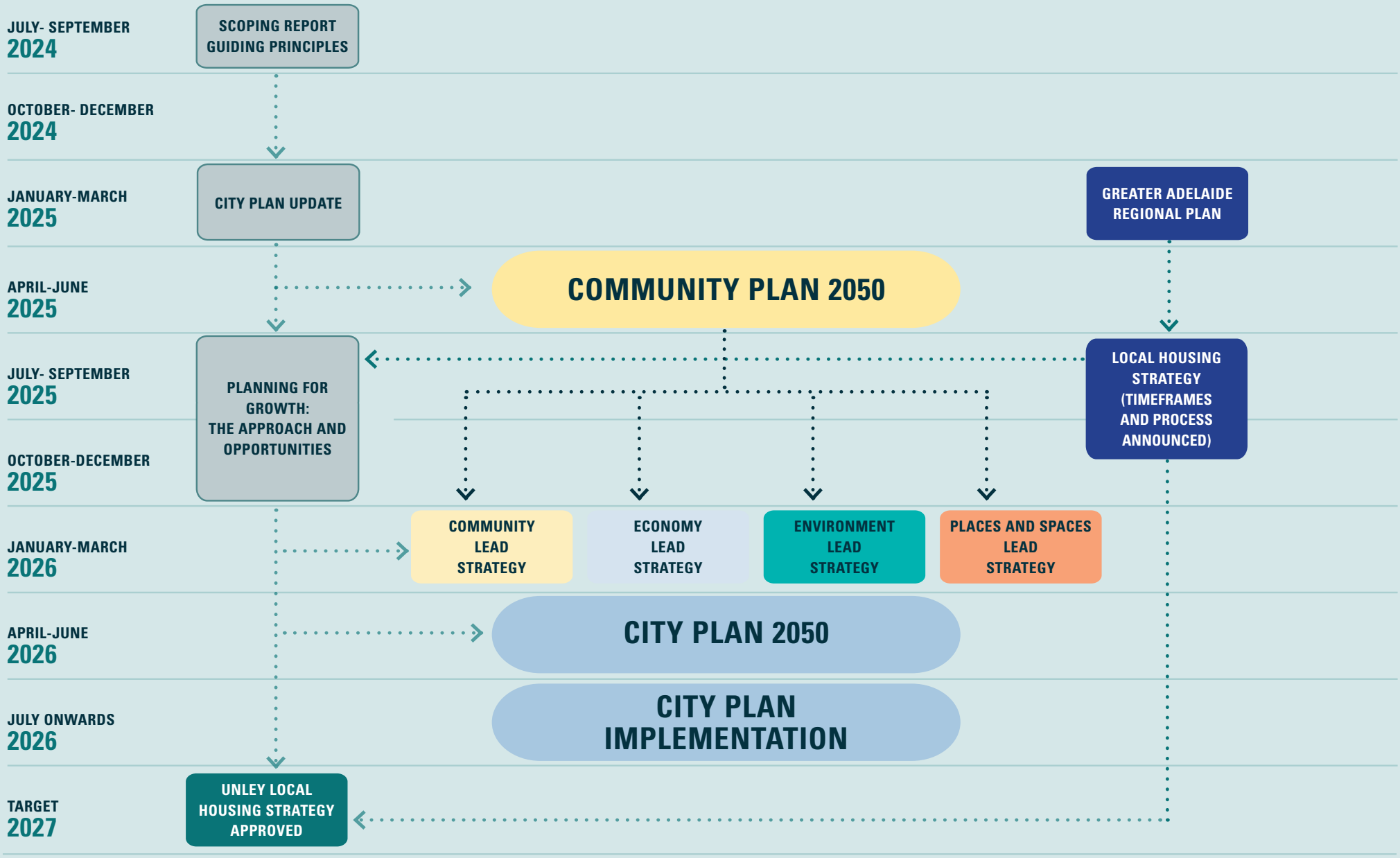
The Plan identifies residential growth and supporting land uses focused on corridors and in established and emerging precincts and gives an early indication of where and how the GARP/LHS target of additional dwellings could be met.

City Plan 2050

The City Plan is a spatial expression of the Community Plan 2050. It will demonstrate the local application of the vision, goals and objectives of the Plan and its four lead strategies. It seeks to integrate growth and the future needs of the community, with the existing character and capacity of local neighbourhoods.

The alignment of State Government and City of Unley strategies provide a coordinated approach (illustrated opposite).

OUR STRATEGIC PLANNING FRAMEWORK



BROADER SOCIAL AND ECONOMIC TRENDS

These matters are often global or at least national, societal, technological or environmental in nature. Examples include the needs of an ageing population; housing affordability and shifting household composition; the increasing trend of on-line shopping affecting the local economy; AI impacting on employment opportunities; and climate change.

The Council can play a role in responding to these matters but is likely to do so with other parties. For example, it could facilitate affordable housing in the City by partnering with housing providers to achieve a local response, or it may propose amendments to planning controls to encourage a greater diversity in housing to meet the increasing desire of people to age in place.

Broader trends and challenges that require a local response

Housing affordability and availability

- Rental and house price increase
- Changing household types
- Lack of diverse housing options
- Lack of social housing supply

Climate Change

- Higher temperatures
- More intense rainfall events
- Rise in drought events

A shifting economic landscape

- Impact of AI on how people work
- costs of doing business including energy transition
- increasing online shopping trends
- Increasing costs of living

Demographic change

- declining fertility rates and changing household types.
- Ageing population
- Young workers moving away for employment

PART THREE:
THE OPPORTUNITIES FOR GROWTH.

CITY GROWTH PLAN

The City Growth Plan identifies generalised areas where opportunities for increased housing choice and population growth may be accommodated, without impacting on the historic character and qualities of the City that should be protected.

The identified areas reflect the strategic intent of the Council's guiding principles that seek a focused approach to growth through the application of the concept of living locally. They align with the strategic directions and policies of the state government, as well as responding to the changing and future needs of the local community anticipated in the next 25 years.

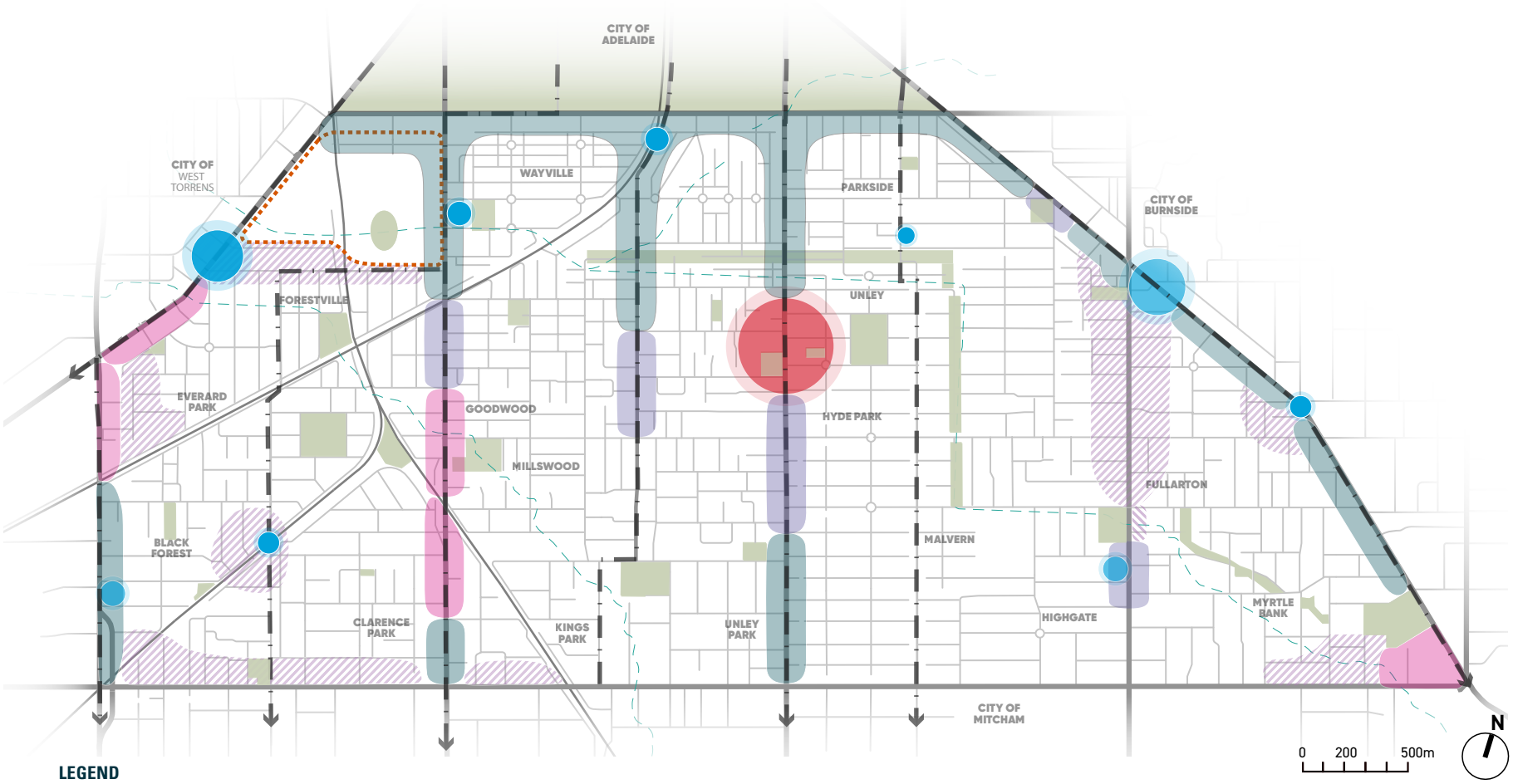
The City Growth Plan reinforces established corridor development policies set in place by past Council and State Government strategic directions. In addition, the draft Plan identifies key 'precincts' considered to have the greatest potential to accommodate additional and more diverse housing in the City.

Outside of the precincts and main road corridors, the areas of consistent, well established historical residential character are not intended for significant policy change.

The plans and range of development nominated in the draft Planning for Growth are indicative and intended to support engagement by helping stakeholders and the community envision the general location, scale and nature of possible change.

It is important to note that the proposed approach is not a final decision.
Further detailed planning and consultation will be needed before any of the proposals are further contemplated or incorporated into the Local Housing Strategy that is required to be prepared by the Council. This is explained in the Next Steps section of the Plan.

CITY GROWTH PLAN MAP



LEGEND

- CITY HEART
- ACTIVITY CENTRE
- MAIN STREET
- COMMERCIAL MIXED USE
- LIVING MIXED USE
- HOUSING DIVERSITY
- BUS CORRIDOR GO ZONE
- STATE SIGNIFICANT SITE

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

LAND USE DESCRIPTIONS

The categories of land use indicated on the City Growth Plan and the precinct maps that follow are intended to identify the following nature of envisaged development.

City Heart

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

Main Streets

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

Living Mixed Use

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

Activity Centres

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

Commercial Mixed Use

A mixed-use area with a focus on commercial and business uses on multiple levels that provide services for the surrounding district and create local employment opportunities. Residential land uses will support commercial uses, on the upper levels of commercial and mixed-use development but also as standalone development.

Development will ensure a vibrant and accessible public realm with active frontages to corridors.

Housing Diversity

Areas that can accommodate a greater diversity in housing options, particularly medium-density housing forms (referred to in the GARP as the 'missing middle').

Community Facilities

A range of community, educational, recreational and health care facilities serving the local community. Some ancillary small-scale commercial uses supporting the community facilities, with some ancillary small-scale commercial uses supporting the community facilities.

PRECINCT GROWTH

The opportunities for greater housing choice have been identified within ten precincts, reflecting the Council's aim to balance the potential growth of the City with preserving and enhancing the intrinsic qualities and characteristics of Unley's neighbourhoods. The concept of Living Locally has played a strong role in identifying the precincts with the greatest opportunity to integrate a variety of mixed uses to suit each of the areas.

On the following pages, each precinct is shown in greater detail depicting the degree of change that could happen.

The level of change will vary depending on each precinct's location, existing character, and what Council and the community value about that place. These factors are described for each precinct with:

- an outline of the existing land uses, their built form, and other key features
- a statement of the future nature of development proposed for the precinct
- a plan of the precinct showing the key land use features proposed and possible development potential.

QUALITY DESIGN OUTCOMES

Large sites of over 1,500 sq metres within nominated areas of each precinct (eventually in nominated zones) present the opportunity for significant integrated development above what would normally be allowed to increase residential population of the City. Similar measures are used in some other planning frameworks to promote high quality design beyond what would ordinarily be expected and are usually termed as 'catalyst sites.' The measures would need to be coordinated with existing incentives in the Planning and Design Code for affordable housing.

Proposals on catalyst sites would be required to achieve higher quality design outcomes by placing emphasis on:

Established City of Unley Planning Principles

Development satisfying the aims of Council's Guiding Principles (detailed on pages 56 – 58) and a policy position that developments in the City should the established policy approach for proposal in the city to incorporate:

- a 30% building envelope as an interface measure with adjoining residential areas
- a 15% tree canopy cover.

Design Lead Approach

Development would need to display an integrated, exemplary quality and contemporary design, and undergo a design review process to shape the proposal in its early concept stage and through its design stages. This would be done through the Council establishing an expert review panel comprising design expertise (such as architecture, urban design, landscape architecture, traffic, and urban planning, sustainability).

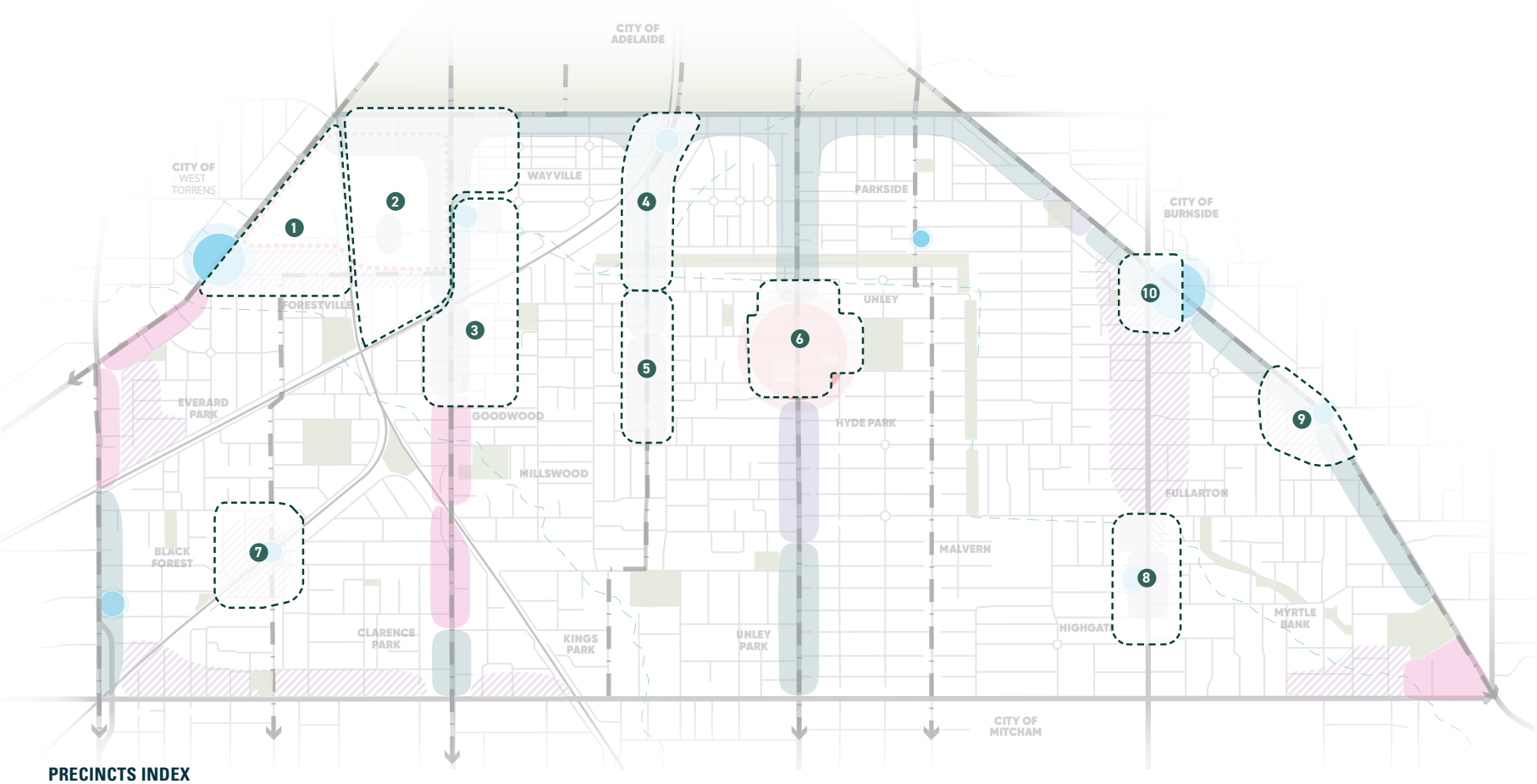
Context

Development would need to demonstrate how the context has set the foundation for the proposal and how the design team has responded. Context relates to (existing and future) land uses, buildings, spaces and movement patterns within the area.

Interface

Development would need to be designed with high regard for nearby residential development in terms of overshadowing and overlooking, massing and building proportions, traffic volumes and movements, potential noise generation.

PROPOSED PRECINCTS



PRECINCTS INDEX

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

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

1 KESWICK PRECINCT

The Barracks are under the ownership of the State Government and noted in the GARP as a state significant infill site with redevelopment expected to occur in the mid-2030s.

The Council's aspirations are that the Barracks will be a part of the state's innovation ecosystem driving high value jobs, integrated with diverse sustainable housing, community and recreation facilities with strong neighbourhood connections, while preserving its key heritage features. It also considers that development options for the site should be explored earlier than proposed to help shape development in the precinct and to give confidence to the community as to what will take place.

A study of the site and surrounds was undertaken 15 years ago and updated in 2020, but its proposals need to be revised with current circumstances and future opportunities, including the:

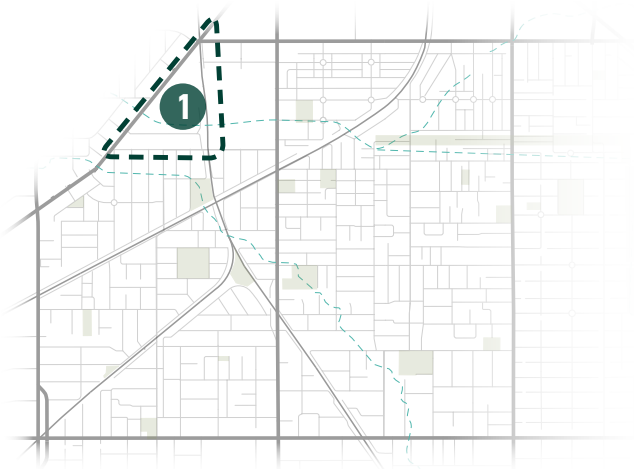
- development of the former LeCornu site which includes a new activity centre that could also serve the Keswick Barracks site
- benefits arising from integrating its potential development with the Royal Agricultural and Horticultural Society of South Australia (RAHS) master planning for the Showgrounds
- potential development opportunities over the existing train corridor
- Stronger alignment with the state's economic policies and initiatives.

The Council will be shortly undertaking an Urban Design Framework Study for the precinct to guide the Council's advocacy to the State Government for the optimum outcomes presented by this unique and substantial parcel of land.

LOOKING AHEAD

Opportunities that present themselves in the master planning of the area include a transit-oriented development (TOD) with:

- mixed use development that integrates high-value employment with diverse housing options (eg the 2020 review of the Barracks estimated the potential of an additional 1000 to 1500 dwellings) that preserve and adapt the re-use of key historic buildings
- provides links to existing and planned active transport networks to access open space, community facilities and services, and the CBD
- Strong public transport options available to the site and its proximity to the CBD influencing the provision of private car parking provision to encourage public transport usage and active transport modes
- Integrating the existing commercial uses along the northern side of Maple Avenue into the redevelopment of the site
- Restoring the natural Glen Osmond Creek watercourse through the site.



Images taken from:
Keswick's Barricks Design framework. Update 2020.

Note: No Legend was inclused with the images.

2 WAYVILLE PRECINCT

This precinct is uniquely positioned, being bordered by Greenhill Road and the Adelaide Park Lands to the north, The Glenelg tram line to the south, and the railway line to the west. Its central focus is the Adelaide Showgrounds, a major destination and event space that attracts visitors from across South Australia. The precinct also has strong transport connections—linking easily to the Adelaide Central Business District (CBD) via Goodwood Road, the train line, and tram services.

Current land uses include large scale car yards and commercial uses along the eastern side of Goodwood Road, mid-rise office buildings fronting Greenhill Road, and leafy, low-density residential streets to the east of Goodwood Road, which include many historic homes and high-amenity streetscapes. Despite its locational attributes and transport mode advantages, the scale of development along Greenhill Road and Goodwood Road does not yet reflect the area's potential.

The area has increasing population with a higher proportion of youth and young adults compared to the remaining City. The precinct also has a high proportion of housing in the form of smaller units.

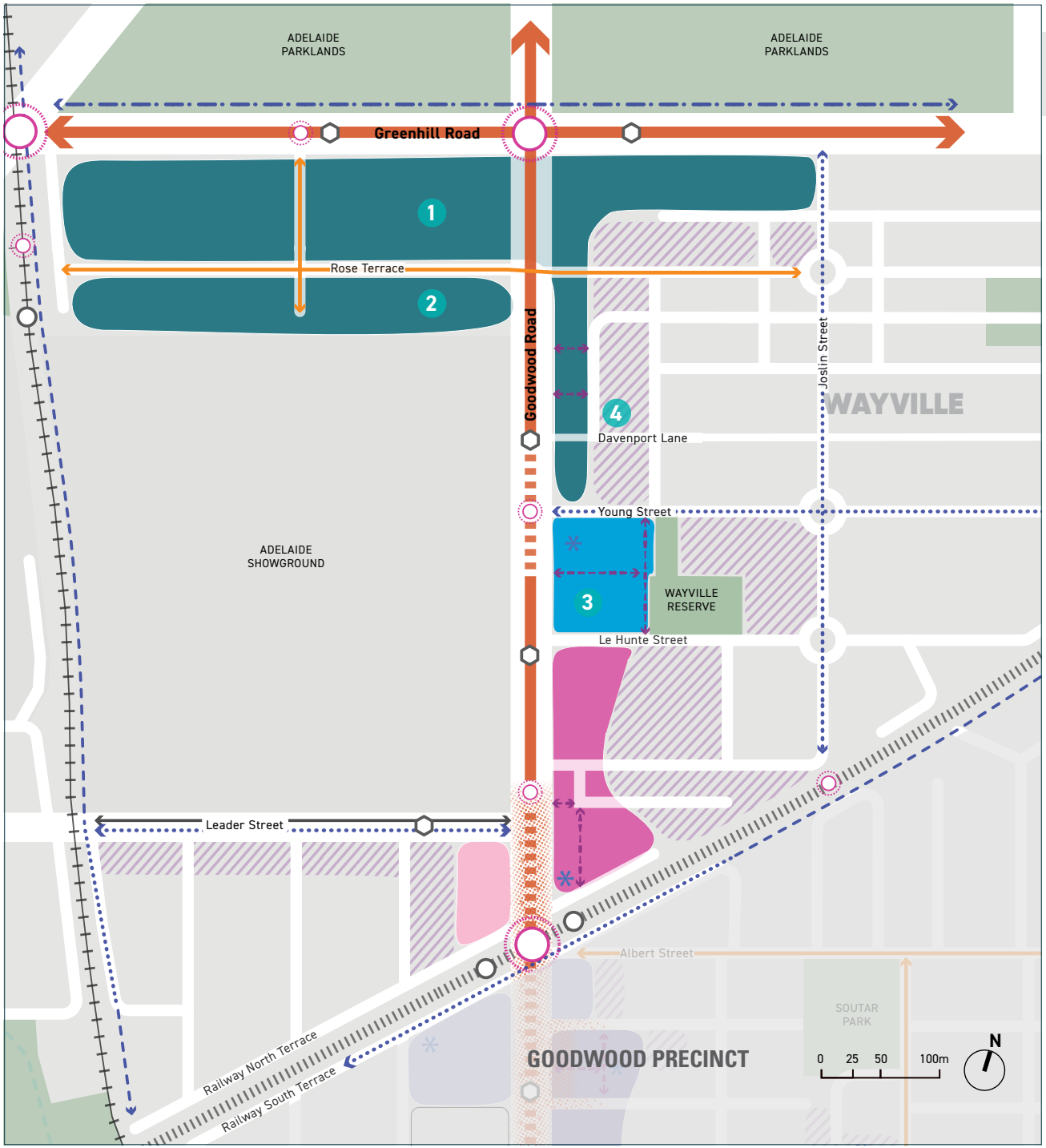
LOOKING AHEAD

The precinct offers the opportunity to extend the commercial and employment focus of Greenhill Road further south along Goodwood Road.

Mixed-use commercial development can take advantage of the emerging activity centre opposite the Showgrounds to strengthen the range and availability of local services to the area.

Opportunities in the precinct include:

1. The area between Greenhill Road and the southern side of Rose Terrace (between Goodwood Road and rail line) accommodating mixed use development of up to 10 storeys (currently up to 7 storeys on the northern side of Rose Terrace)
2. The RAHS to develop uses with active frontages along Leader Street and Rose Terrace
3. Potential for uplift to provide opportunity for creation of a local activity centre with integration with Wayville reserve
4. Exploring development incentives to encourage use and activation along Davenport Lane as a means of strengthening its potential as a pedestrian/cycle link.



WAYVILLE PRECINCT

LEGEND

- COMMERCIAL MIXED USE - HIGH DENSITY (UP TO 7-10 LEVELS)
- ACTIVITY CENTRE (UP TO 5-7 LEVELS)
- LIVING MIXED USE - HIGH DENSITY (UP TO 5-7 LEVELS)
- LIVING MIXED USE - MEDIUM DENSITY (UP TO 3-5 LEVELS)
- HOUSING DIVERSITY
- TRANSIT URBAN CORRIDOR
- LOCAL LINKS
- BUS CORRIDOR GO ZONE
- DESIRED PEDESTRIAN LINK
- PEDESTRIAN CROSSING
- EXISTING TRAIN CORRIDOR
- EXISTING TRAM CORRIDOR
- EXISTING BUS STOP
- EXISTING TRAM STOP
- EXISTING OFF - ROAD BIKE PATH
- EXISTING ON - ROAD BIKE PATH
- DESIRED OFF - ROAD BIKE PATH
- EXISTING CHURCH

PRECINCT LOCATION

3 GOODWOOD PRECINCT

The precinct is centred around the historic Goodwood Village Main Street, which generally extends from the Goodwood Hotel to Victoria Street. The area includes a wide variety of neighbourhood services and facilities (such as Goodwood Community Centre and Library, Goodwood Primary School, supermarket and speciality shops, cafes, and evening venues) and broader cultural premises (the Capri and the Goodwood Theatre). This gives the precinct a strong sense of vibrancy, local identity, and cultural expression. The precinct has a slightly larger proportion of youth and young workers when compared with the remaining areas of the City.

South of the tram, a key feature of the precinct is its traditional strip of one- and two-storey shopfronts, many with verandahs over the footpath, creating a friendly and walkable main street. North of the tram line, the buildings are more mixed in style, with fewer active frontages, resulting in a less consistent character. Most homes in the surrounding streets are interwar and pre-war character houses, contributing to the area's leafy, suburban charm, although some streets are impacted by traffic generated in the area.

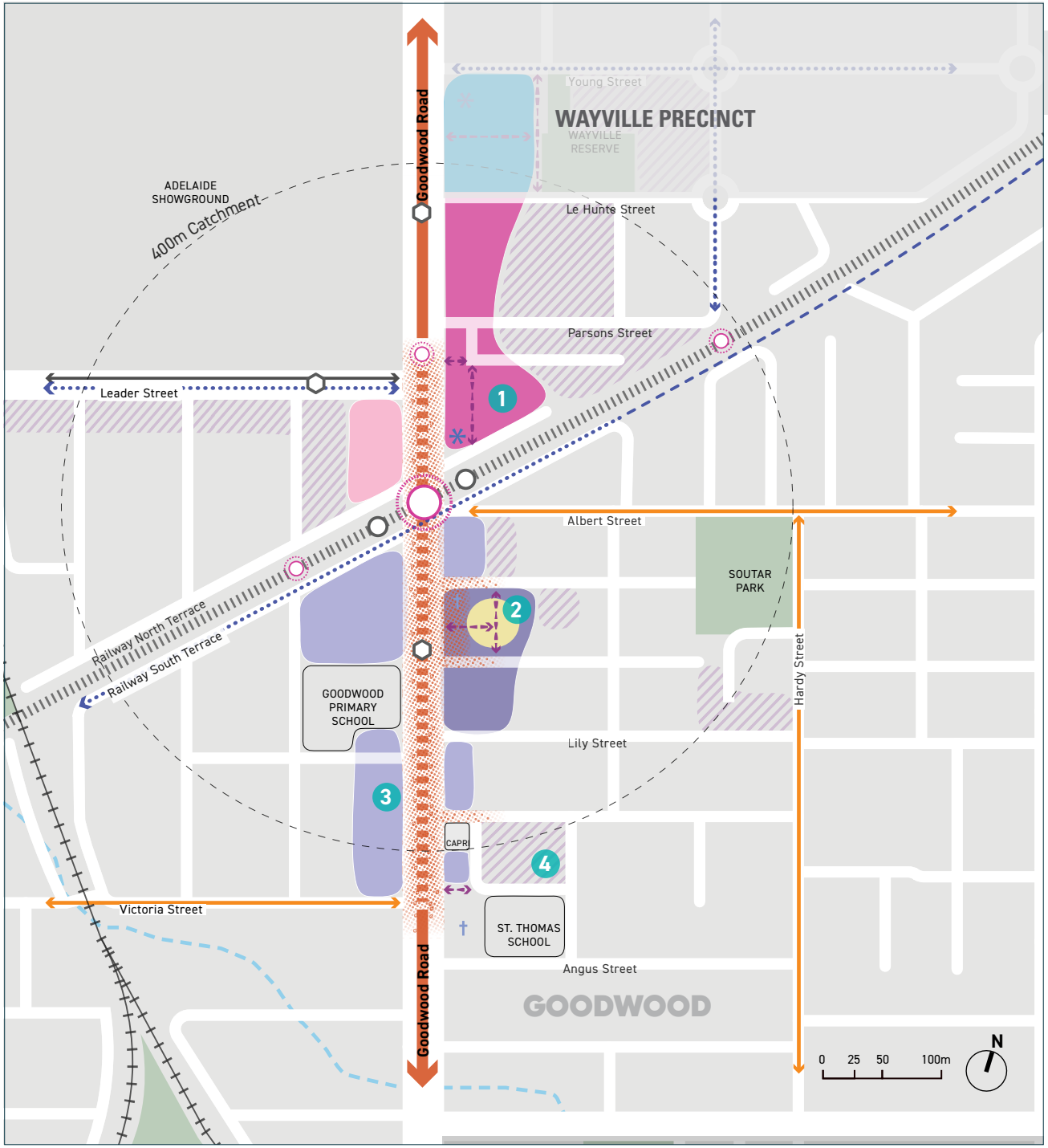
LOOKING AHEAD

The precinct should build on its strengths as a vibrant main street, while encouraging new, well considered and designed development.

A wider range of evening activities would increase the appeal of the area, as would an upgrade in some carparking areas.

Opportunities in the precinct include:

1. A significant housing and mixed-use development that takes advantage of proximity to Goodwood Tram stop
2. Explore redevelopment options for the Goodwood Community Centre and Library for a wider range of community services and programs, introduction of a civic plaza for community events and gatherings, and potential use of upper-level airspace for affordable housing, particularly for key workers
3. Sensitive mixed-use development of key sites along Goodwood Road ensuring new development integrates and adaptively utilises any local heritage features and complements the general historic character of the area
4. Greater housing diversity options in areas of mixed built character.

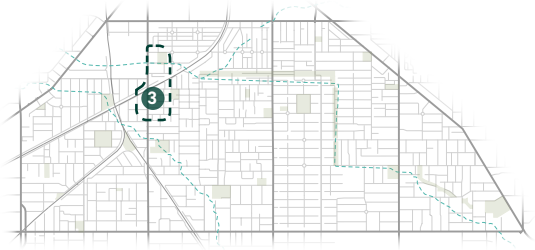


GOODWOOD PRECINCT

LEGEND

- LIVING MIXED USE - HIGH DENSITY (UP TO 5-7 LEVELS)
- LIVING MIXED USE - MEDIUM DENSITY (UP TO 3-5 LEVELS)
- MAIN STREET - HIGH DENSITY (UP TO 5-6 LEVELS)
- MAIN STREET - MEDIUM DENSITY (UP TO 3-4 LEVELS)
- COMMUNITY FACILITIES
- HOUSING DIVERSITY
- TRANSIT URBAN CORRIDOR
- LOCAL LINKS
- BUS CORRIDOR GO ZONE
- DESIRED PEDESTRIAN LINK
- PEDESTRIAN CROSSING
- EXISTING TRAIN CORRIDOR
- EXISTING TRAM CORRIDOR
- EXISTING BUS STOP
- EXISTING TRAM STOP
- EXISTING OFF - ROAD BIKE PATH
- EXISTING ON - ROAD BIKE PATH
- EXISTING CHURCH

PRECINCT LOCATION



4 KING WILLIAM ROAD NORTH PRECINCT

The precinct enjoys the benefits of proximity to the Adelaide CBD and Adelaide Park Lands and excellent transport connections via the Glenelg tram line (with the Greenhill Road tram stop), a Go Zone route along King William Road, and designated pedestrian/cycle routes.

The precinct currently features well established office buildings along Greenhill Road, together with low-rise commercial buildings along King William Road. The service station and existing shops form the basis of an emerging local activity centre. Further along the eastern side of King William Road (south to Young Street), many of the historic homes have been converted to commercial or office/professional services. The precinct incorporates three churches, aged care facilities, and headquarters for two social organisations on large landholdings. Leafy side streets branching off King William Road and Greenhill Road contain well-preserved historic homes, contributing to a quiet, attractive neighbourhood feel, although vehicle circulation and parking associated with commercial uses is evident.

This area has seen a declining population (since 2016), with a high decline in youth (below 20 years old). Currently, the largest demographic are young workers (25-34 years). The area contains a high proportion of low-rise unit accommodation when compared to remaining areas of the City.

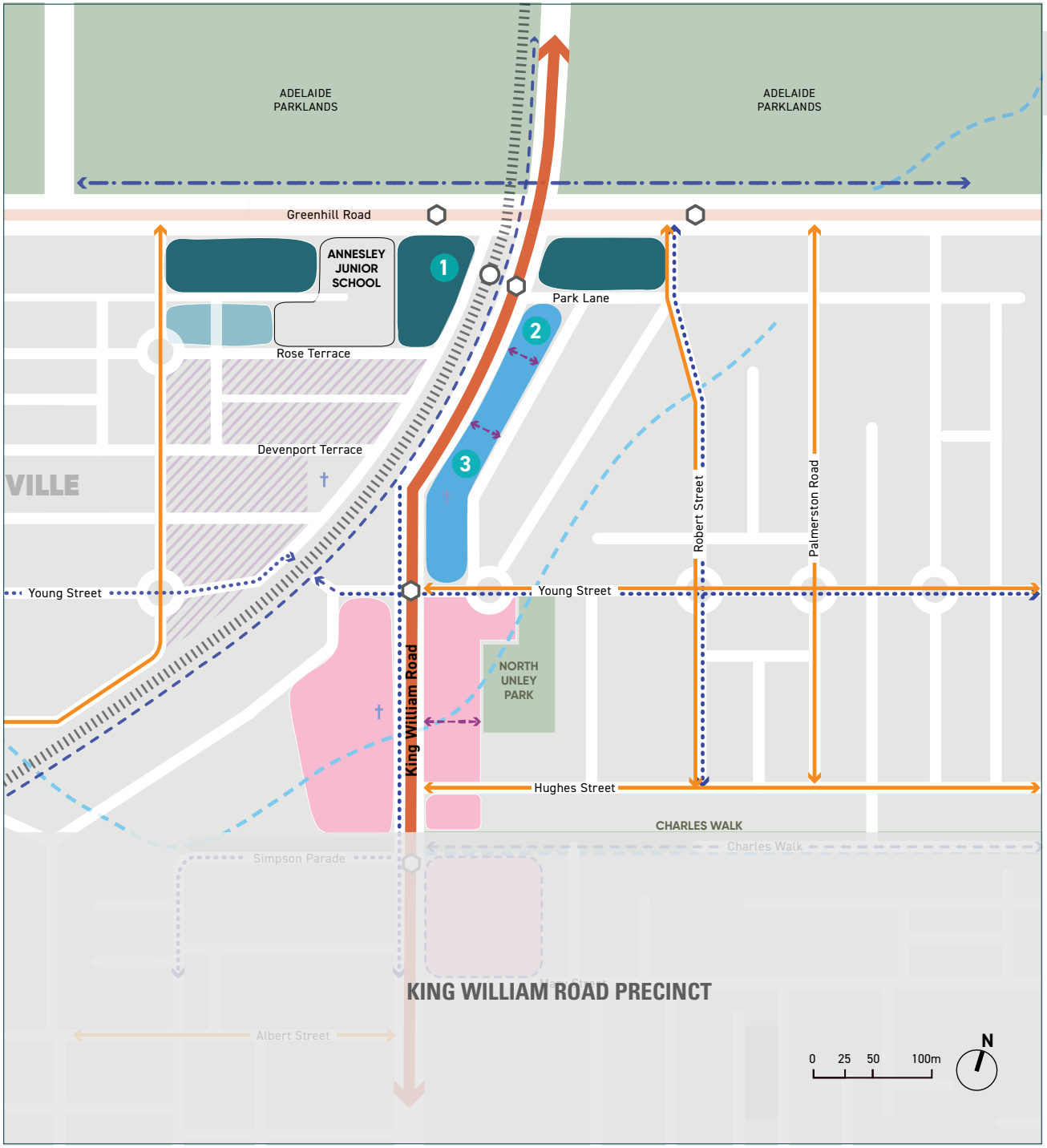
LOOKING AHEAD

There is significant opportunity for this precinct to evolve into a vibrant, mixed-use commercial and residential destination that builds on its favourable location, transport options, emerging services, and the pleasing character of the area.

Opportunities that present themselves in the precinct include:

1. A 'landmark' mixed use development of up to 10 storeys on the corner of Greenhill Road and Bartley Crescent to take advantage of the site's proximity to the tram station, its Park Lands views and its lack of interface with existing residential areas
2. Extend the development potential along Greenhill Road type (up to 7 storeys) into King William Road, transitioning in height to 5 storeys north of Young Street which could include the activation of rear laneways
3. Development along King William Road having minimal setback so that shops, cafes, and other facilities can engage with the street.

KING WILLIAM ROAD NORTH PRECINCT



LEGEND

- COMMERCIAL MIXED USE - HIGH DENSITY (UP TO 10 LEVELS)
- COMMERCIAL MIXED USE - MEDIUM DENSITY (UP TO 5-7 LEVELS)
- LIVING MIXED USE - MEDIUM DENSITY (UP TO 3-5 LEVELS)
- ACTIVITY CENTRE (UP TO 5-7 LEVELS)
- HOUSING DIVERSITY
- TRANSIT URBAN CORRIDOR
- LOCAL LINKS
- DESIRED PEDESTRIAN LINK
- PEDESTRIAN CROSSING
- EXISTING TRAM CORRIDOR
- EXISTING BUS STOP
- EXISTING TRAM STOP
- EXISTING OFF - ROAD BIKE PATH
- EXISTING ON - ROAD BIKE PATH
- DESIRED OFF - ROAD BIKE PATH
- EXISTING CHURCH

PRECINCT LOCATION

5 KING WILLIAM ROAD PRECINCT

The King William Road Main Street, from Park Street/Mitchell Street to Bloomsbury Street/Thomas Street, is one of Unley's most loved destinations; recognised for its charming, boutique shopfronts and vibrant hospitality scene. It is in a high quality and well landscaped pedestrian environment, with subdued priority given to passing traffic. Most of the buildings are single storey, with narrow frontages and verandahs that create a continuous, shaded footpath perfect for walking, browsing, and outdoor dining. There are several large parcels of sites in consolidated ownership that present the opportunity for increased residential accommodation that would support the ongoing viability of the Main Street, while being respectful of the historic character and scale of buildings and high amenity of the area.

The precinct north of the Main Street, provides a broad range of commercial and professional services for the surrounding area, mixed in with some low scale retailing. This section of King William Road tends to lose some of the uniform character of the Main Street but has the capacity (with generally larger or under-utilised sites) for increased scale and density for commercial and residential development.

While the precinct has indirect access to the Glenelg tram, the road also serves as a Go Zone public transport corridor, connecting residents directly to the CBD. The precinct's favourable location and character is attractive to young professionals (30-40 year old), although its overall population has been in decline since 2015.

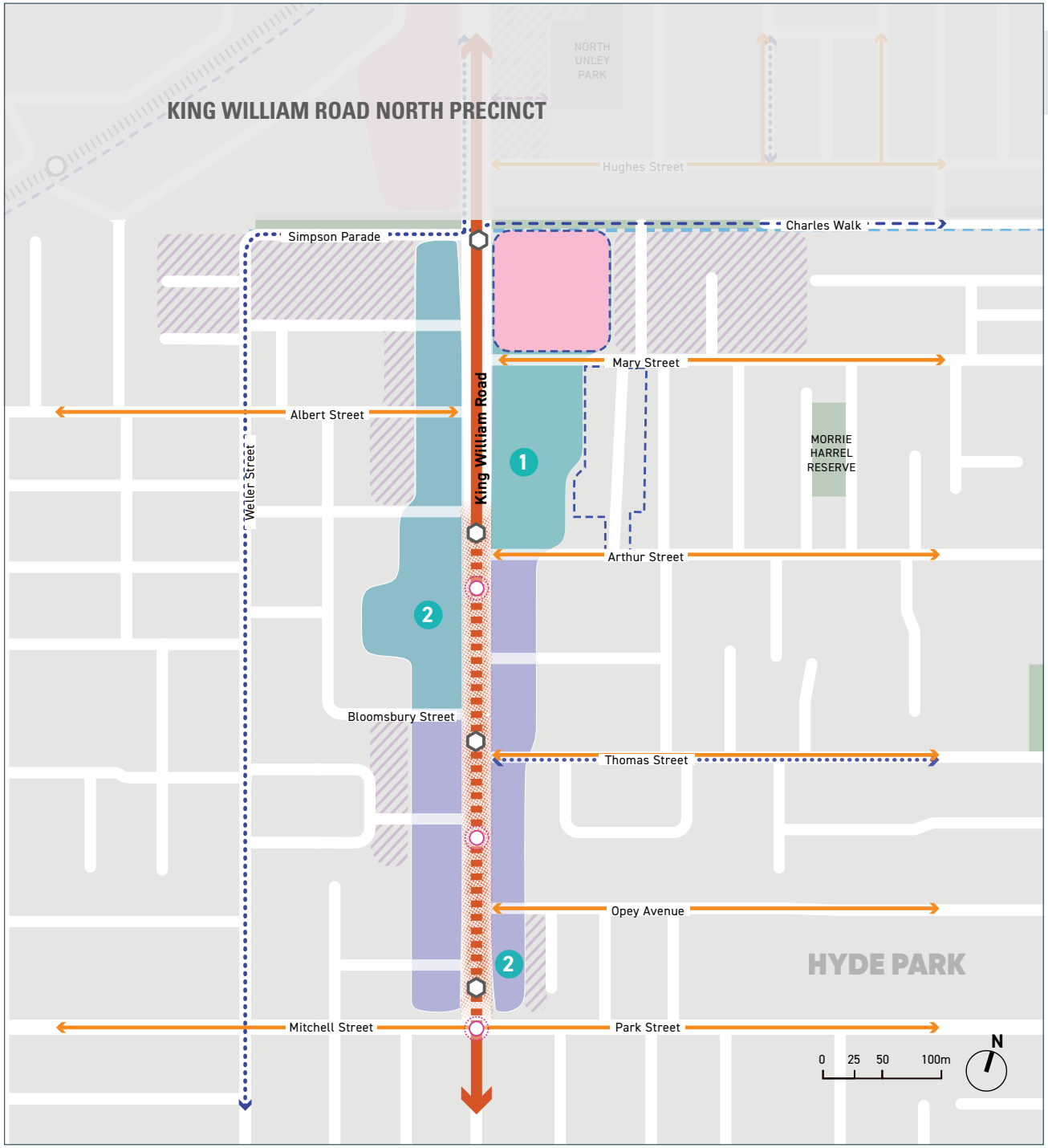
LOOKING AHEAD

The King William Road Main Street (Park/Mitchell St to Thomas/Bloomsbury St) should continue to be enhanced and strengthened as a village high street, while allowing for medium density residential development (above or behind building frontages on consolidated sites) to respect the street's historic character.

The remainder of the precinct along King William Road could allow for mixed commercial and residential developments.

Opportunities in the precinct include:

1. Redevelopment of underutilised sites for housing and commercial development at the north side of the precinct
2. Redevelopment of major landholdings in the Main Street retaining the character of historic shopfronts, with residential accommodation at the rear or above existing premises, subject to meeting prescribed building envelopes to ensure a sense of openness to the street and interface with adjacent existing housing.

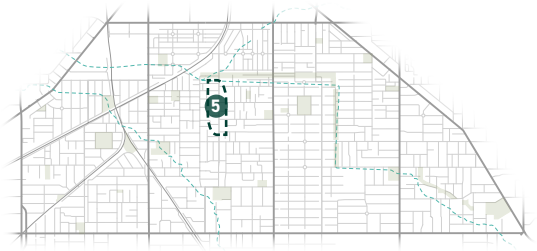


KING WILLIAM ROAD PRECINCT

LEGEND

- COMMERCIAL MIXED USE - MEDIUM DENSITY (UP TO 3-5 LEVELS)
- MAIN STREET - MEDIUM DENSITY (UP TO 3-4 LEVELS)
- KING WILLIAM ROAD NORTH CODE AMENDMENT (UP TO 5-7 LEVELS)
- HOUSING DIVERSITY
- TRANSIT URBAN CORRIDOR
- LOCAL LINKS
- DESIRED PEDESTRIAN LINK
- PEDESTRIAN CROSSING
- EXISTING BUS STOP
- EXISTING TRAM STOP
- EXISTING OFF - ROAD BIKE PATH
- EXISTING ON - ROAD BIKE PATH
- KINGS PLACE UNDER DEVELOPMENT

PRECINCT LOCATION



6 UNLEY CENTRE PRECINCT

The precinct is the heart of the City, bringing together a rich mix of shops, commercial and professional services, and civic facilities, making it the primary activity centre for residents. Unley Road provides a key and direct route to the CBD, that has evolved into a mixed-use corridor. New developments along Unley Road have tended to replace older low-rise buildings with mixed use buildings of 5 – 7 storeys with commercial uses on the ground floor and residential apartments above.

The opportunity for a more integrated retail centre for the City will be reinforced by the Unley Central proposal that will introduce a greater variety of attractions to the precinct with coordinated parking and greater depth to the existing linear pattern of commercial uses along Unley Road.

The surrounding residential streets are leafy and well-established, with historic single-storey homes and mature street trees, although traffic movements generated to and from the precinct (and to use the lights at Oxford Terrace intersection with Unley Road) detracts from the amenity of many of the streets.

The precinct has experienced a relatively high increase in population in recent years, with a high proportion of workers and older workers.

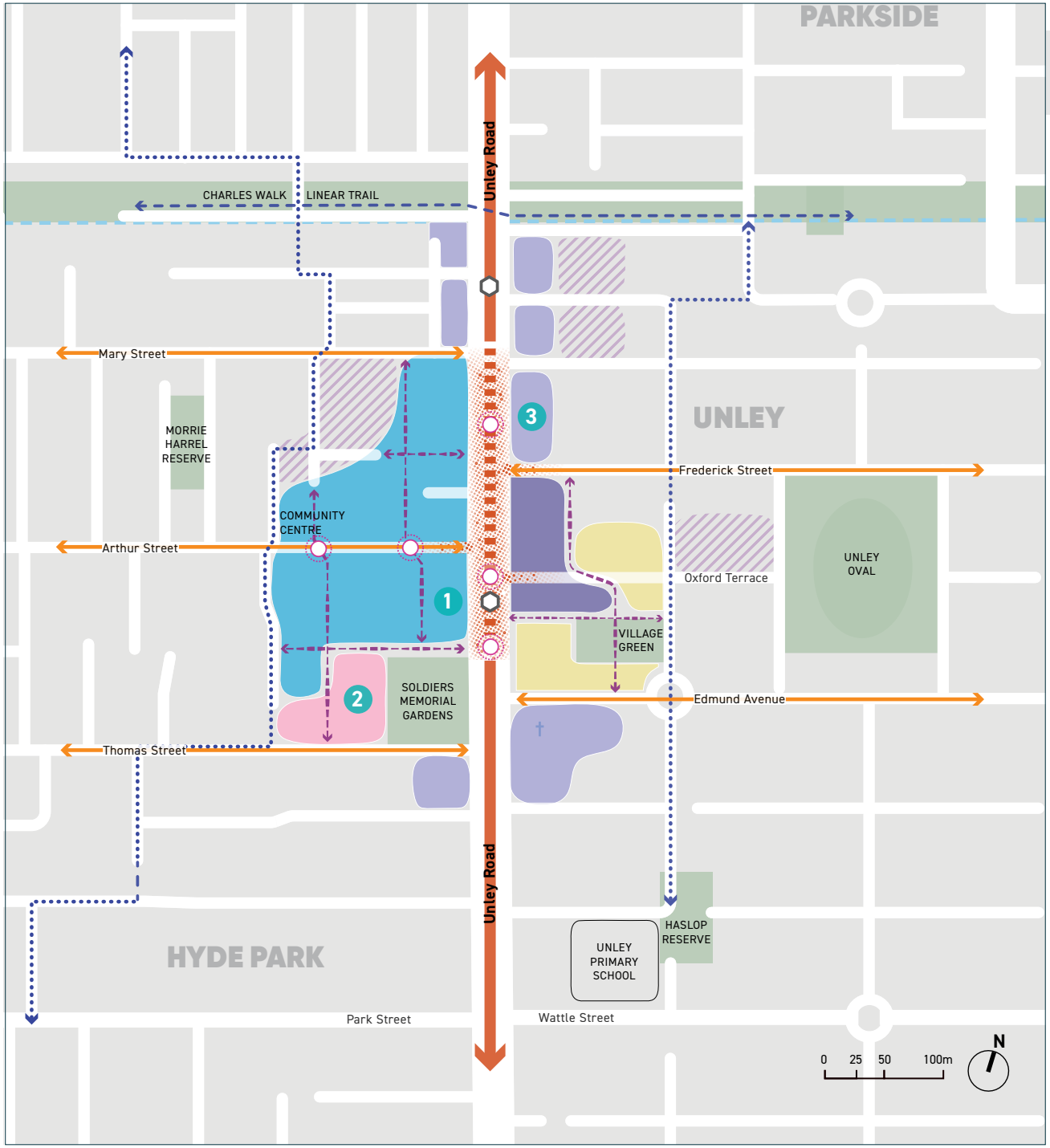
LOOKING AHEAD

The precinct has the potential to continue to grow as the major focus for retail and commercial services to create a vibrant, inclusive and well-connected 'city heart'— serving residents, businesses, and visitors alike. Redevelopment of key properties in the precinct could strengthen the precinct's attractions and increase the number of residents in the vicinity.

Prioritised public transport services along Unley Road would give the precinct greater attraction, convenience, and development uplift.

Opportunities in the precinct include:

1. Long term redevelopment of the Unley Shopping Centre that:
   - Reactivates the Unley Road frontage, while retaining the existing significant trees
   - Provides an increased range of facilities, with greater undercover carparking
   - Incorporates residential development above commercial uses (potentially up to 10 storeys)
2. Continuing to work with the SAHT for the redevelopment of the Mornington walk-up flats (Thomas Street) that would result in:
   - Restoration and re-use of Mornington House for community use
   - New buildings and uses integrated with and activating the Memorial Gardens frontage with the site
   - Residential accommodation fronting Thomas Street designed with 2-3 storey residential buildings, with higher development up to 5-7 storeys set further back, sited and designed to respect the siting and surrounds of Mornington House
   - Pedestrian/cycle access through the site to the Unley Shopping Centre.
3. Redevelopment of under-utilised sites for increased commercial use and residential density up to 7 storeys.

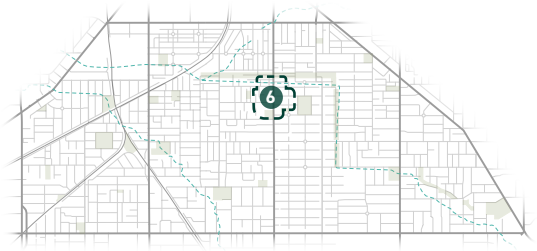


UNLEY CENTRE PRECINCT

LEGEND

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

PRECINCT LOCATION



7 CLARENCE PARK PRECINCT

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

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

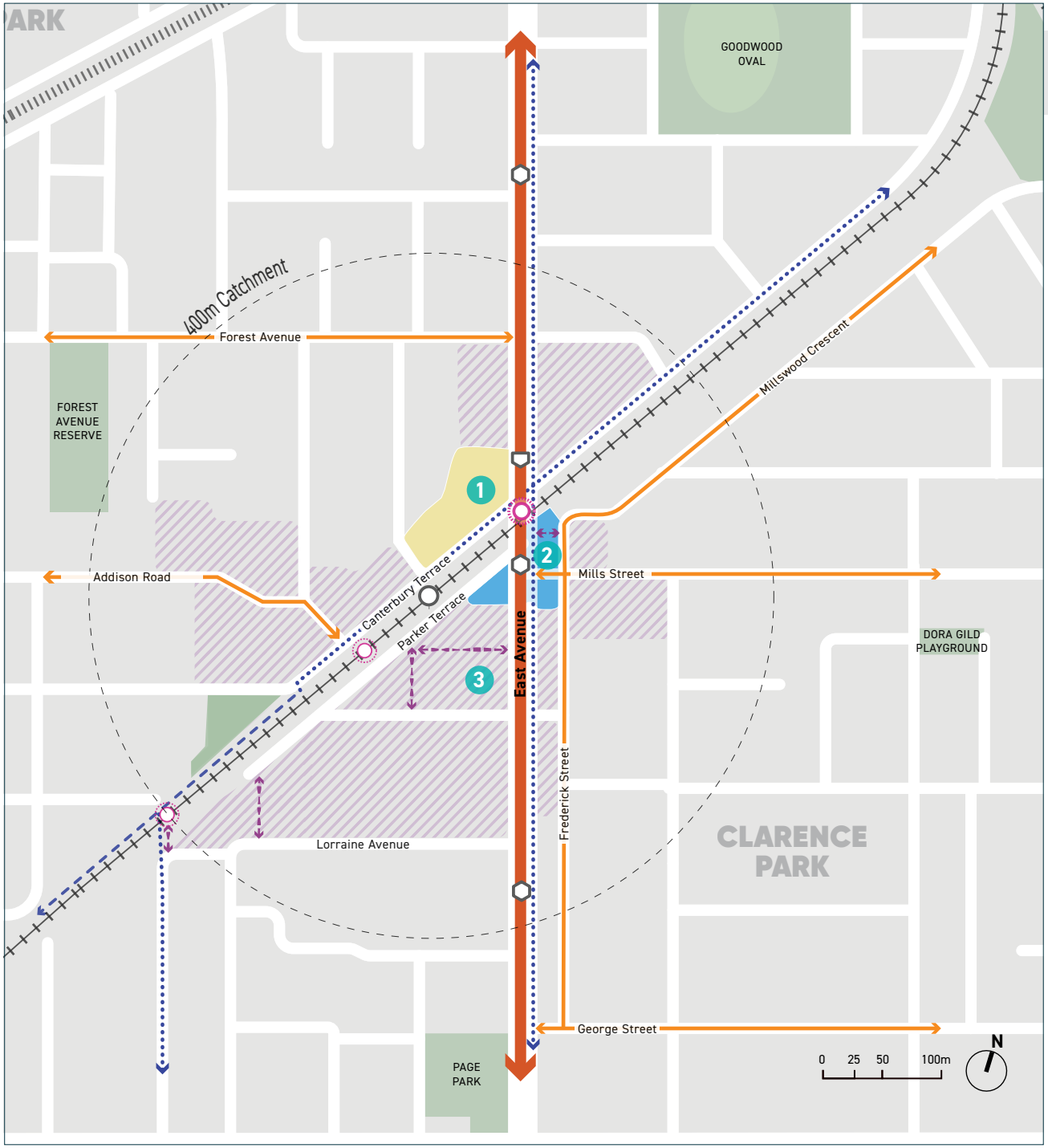
The population of the precinct peaked in 2019, although it has returned close to that peak again. The area has a lower level of housing diversity than most other areas of the City.

LOOKING AHEAD

The precinct should build on its strong sense of neighbourhood identity and local connection by encouraging more diverse housing options catering for affordable housing for young families and key workers who can take advantage of the local services and the very favourable availability of public transport.

Opportunities in the precinct include:

1. Exploring the redevelopment potential of the Clarence Park Community Centre to allow for an expanded range of community services and facilities to support the surrounding population, while respecting the heritage value of the site
2. A limited increase in local commercial and retail uses to enhance the attraction and convenience of the area
3. Incentives to encourage the amalgamation of sites on East Avenue to enable well designed medium density affordable housing, including provision of improved public access and open green space.



CLARENCE PARK PRECINCT

LEGEND

- ACTIVITY CENTRE (UP TO 4-5 LEVELS)
- COMMUNITY FACILITIES
- HOUSING DIVERSITY
- TRANSIT URBAN CORRIDOR
- LOCAL LINKS
- DESIRED PEDESTRIAN LINK
- PEDESTRIAN CROSSING
- EXISTING TRAIN CORRIDOR
- EXISTING TRAM CORRIDOR
- EXISTING BUS STOP
- EXISTING TRAM STOP
- EXISTING OFF - ROAD BIKE PATH
- EXISTING ON - ROAD BIKE PATH

PRECINCT LOCATION

8 HIGHGATE PRECINCT

The precinct straddles both sides of Fullarton Road, centred around the established Highgate Village group of shops, offices, consulting rooms, and other local services (including church). Some remaining residential properties reflect the evolving function and character of the precinct.

Older single dwellings in the broader area along Fullarton Road, are being replaced with townhouses or other forms of medium density housing, often with limited landscaping and poor streetscape design. Fullarton Road is a key transport route, although not a designated Go Zone for buses, like other arterial roads traversing the City.

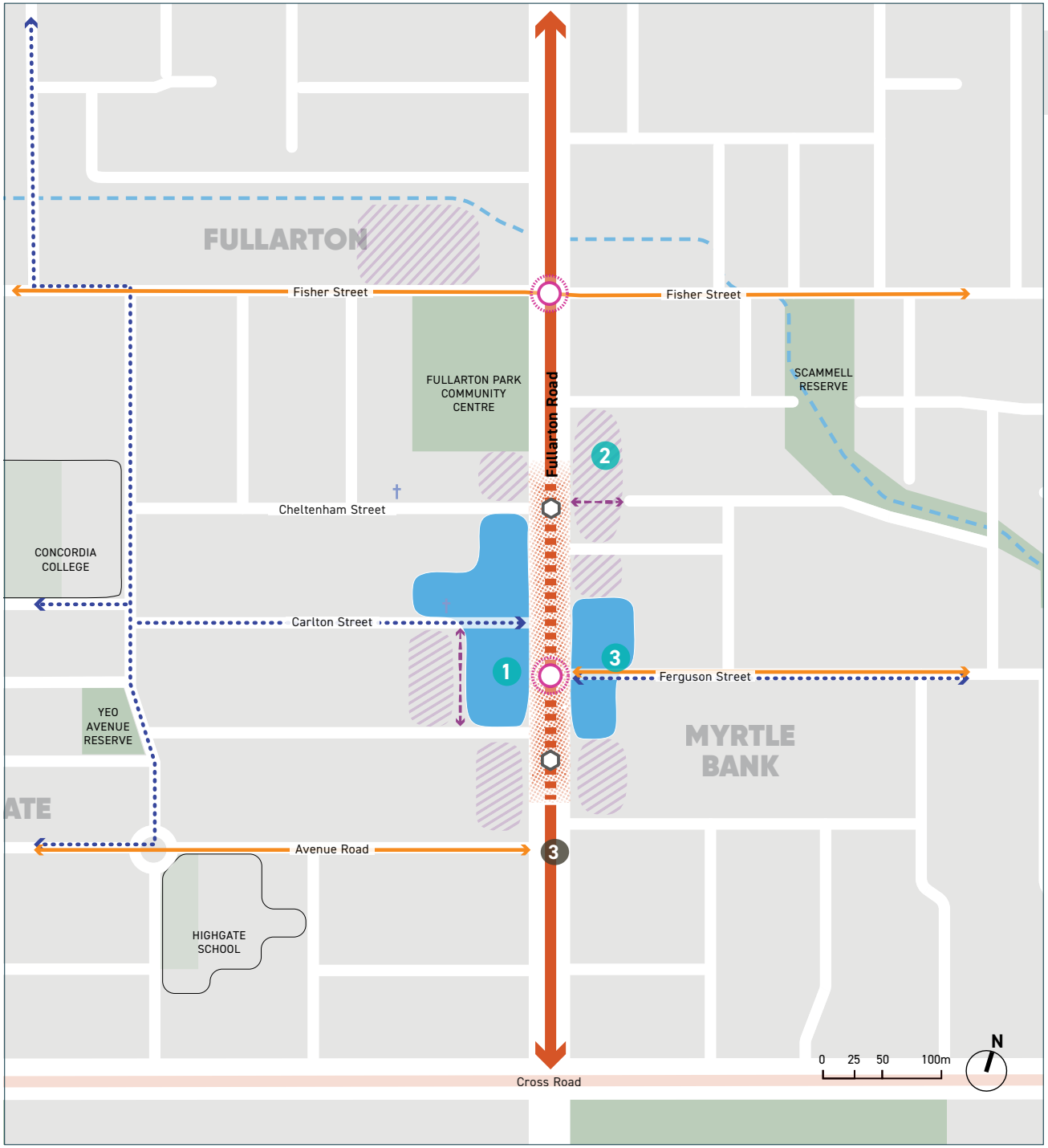
The population of the precinct declined with COVID but has grown since. It has a strong cohort of middle-aged (50+) people, with a relatively low proportion of 25-30 year olds.

LOOKING AHEAD

The precinct has the potential to offer a greater mix of local shops and services, with an improved public realm, supporting an increased population living along Fullarton Road. New medium density housing along Fullarton Road should achieve improved design, amenity, and landscaping outcomes and should be dependent on the provision of a Go Zone.

Opportunities in the precinct include:

1. Redevelopment of existing commercial land uses to provide for an expanded activity centre with residential development above existing or new retail and commercial uses
2. More diverse and affordable housing types within easy walking distance of the local facilities and public transport (subject to improved design outcomes and an upgraded bus service)
3. Opportunities to consider development potential above public car parking.



HIGHGATE PRECINCT

LEGEND

- ACTIVITY CENTRE (UP TO 4-5 LEVELS)
- HOUSING DIVERSITY
- TRANSIT URBAN CORRIDOR
- LOCAL LINKS
- DESIRED PEDESTRIAN LINK
- PEDESTRIAN CROSSING
- EXISTING BUS STOP
- EXISTING ON - ROAD BIKE PATH
- EXISTING CHURCH

PRECINCT LOCATION

9 FULLARTON PRECINCT

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

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

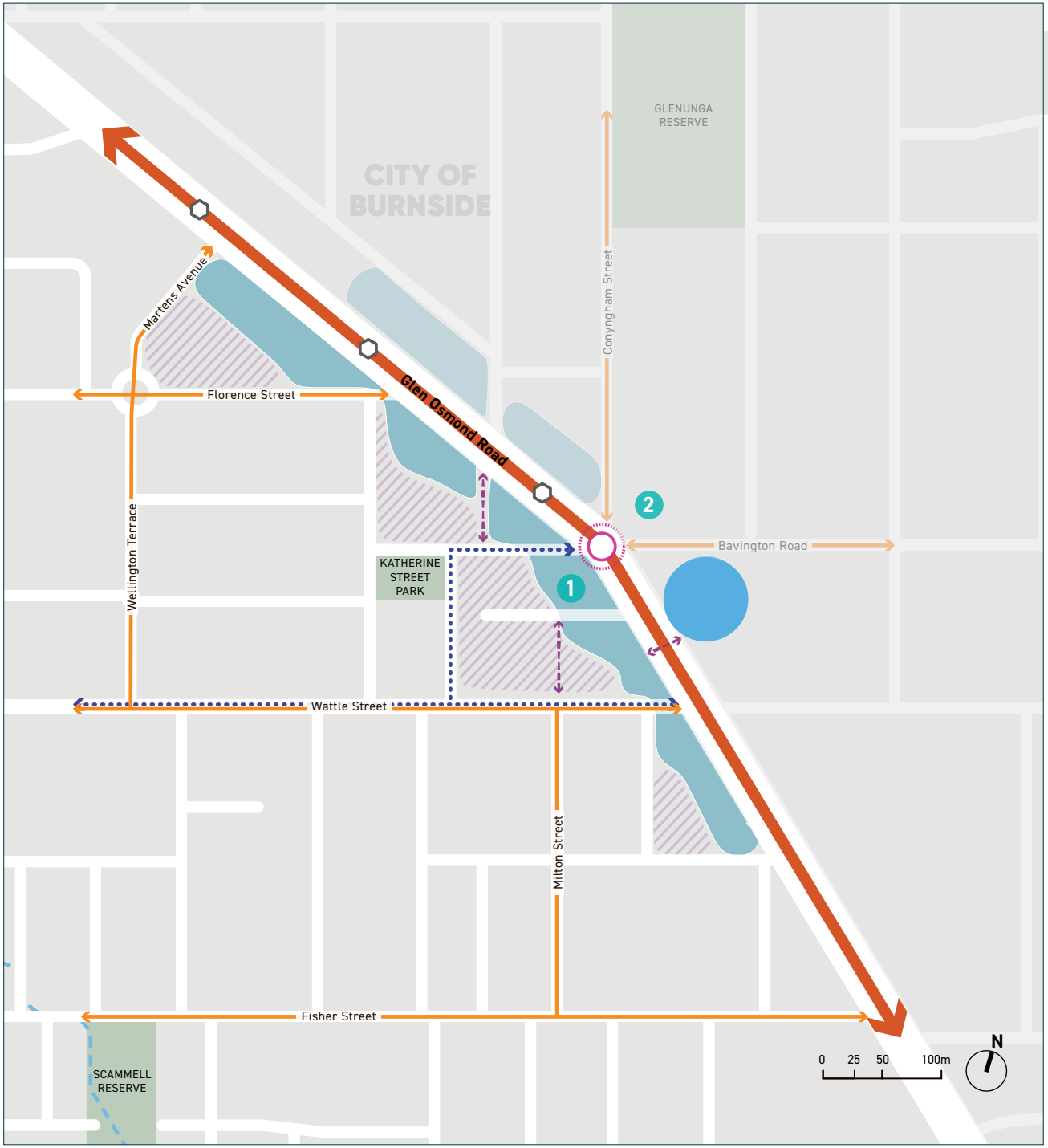
The precinct has shown steady growth in population over the last 10 years, with particularly strong growth in school age children and the elderly.

LOOKING AHEAD

The precinct should take greater advantage of its locational attributes and evolve into a mixed-use business corridor with improved design and traffic access along Glen Osmond Road. Local neighbourhood services should remain focused on the existing shops south of Bevington Road (in the City of Burnside).

Opportunities in the precinct include:

1. Well-designed mixed-use commercial or residential development that activates Glen Osmond Road
2. Work with the City of Burnside to develop a coordinated approach along Glen Osmond Road to land use and density of development, and public realm improvements to ensure consistency and better outcomes across council boundaries.



FULLARTON PRECINCT

LEGEND

- COMMERCIAL MIXED USE - MEDIUM DENSITY (UP TO 4-6 LEVELS)
- ACTIVITY CENTRE
- HOUSING DIVERSITY
- TRANSIT URBAN CORRIDOR
- LOCAL LINKS
- DESIRED PEDESTRIAN LINK
- PEDESTRIAN CROSSING
- EXISTING BUS STOP
- EXISTING ON - ROAD BIKE PATH
- EXISTING CHURCH

PRECINCT LOCATION

9 ARKABA PRECINCT

The precinct is visually dominated by the Arkaba hotel of seven storeys and the associated shopping centre. The activity centre extends into the City of Burnside, with the Frewville Shopping Centre also serving the neighbourhoods of Parkside and Fullarton. The area includes a mix of commercial uses along Glen Osmond Road, with many of these sites being of mixed character and an under-utilisation of the development potential of the land. The significant redevelopment of the Glenside land in the City of Burnside will substantially increase the potential catchment population for the precinct.

The intersection of Fullarton Road and Glen Osmond Road, recently widened and reconfigured, takes away from pedestrian amenity and safe active transport options. Glen Osmond Road is a high frequency public transport route, but Fullarton Road lacks that level of service.

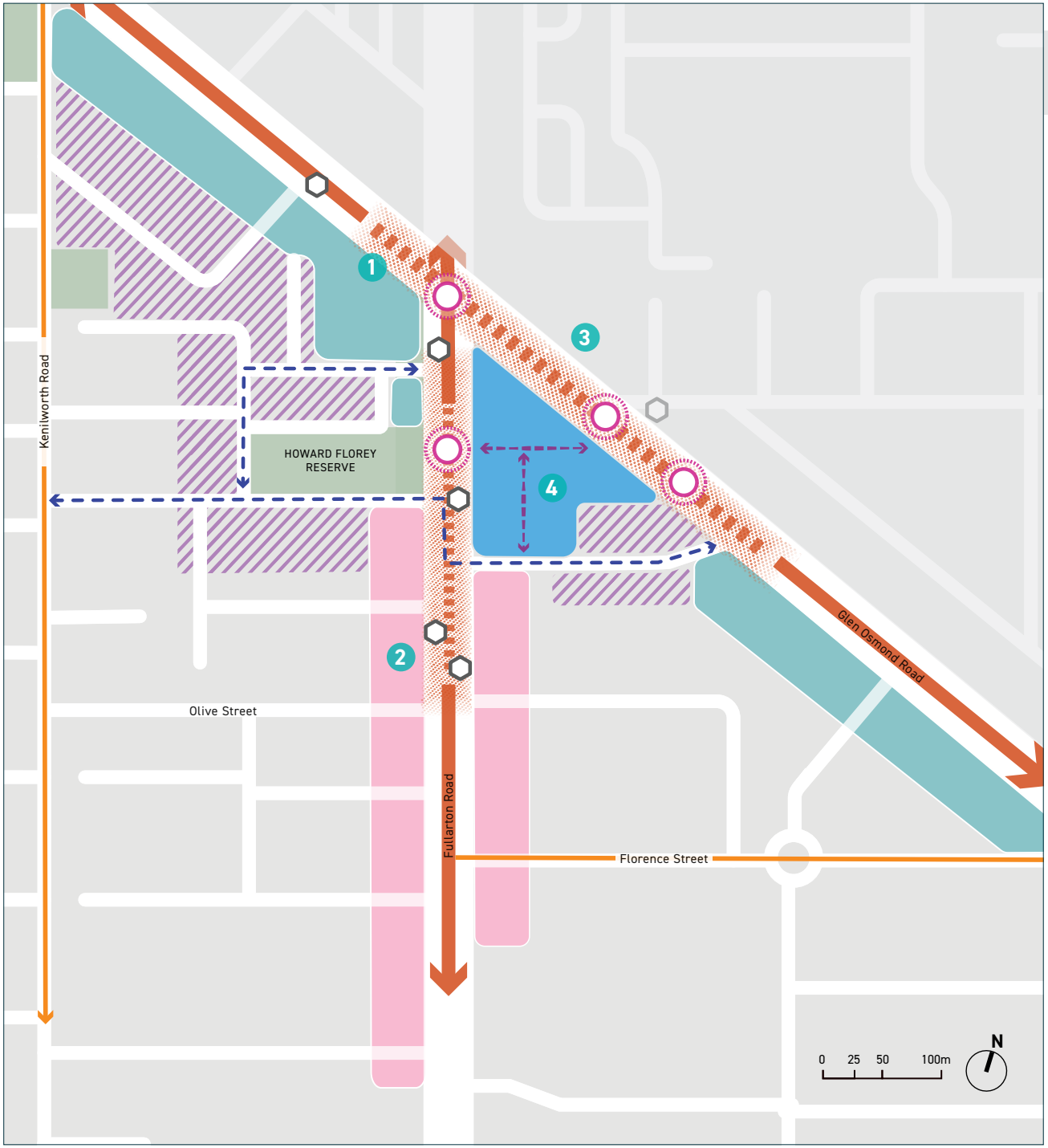
The current planning provisions for development along Glen Osmond Road and extending into Fullarton Road, are generally below what would be expected along main road corridors.

LOOKING AHEAD

The precinct should build on its existing range and mix of commercial, medical, and retail facilities by introducing greater capacity for residential development above ground floor activity centre uses, taking advantage of proximity to the CBD, public transport access along Glen Osmond Road, and the services immediately available for living locally. Improved pedestrian and active transport access across Fullarton Road and Glen Osmond Road should be catered for, together with upgraded and landscaped footpaths.

Opportunities in the precinct include:

1. Well-designed mixed-use commercial and residential development that activates Glen Osmond Road.
2. Fullarton Road, south of the Howard Foley Reserve and Gladstone Street, should be focused on residential development, with some commercial activation at ground level.
3. Work with the City of Burnside to develop a coordinated and consistent approach along Glen Osmond Road to land use and density of development, and together with the Department of Transport and Infrastructure for public realm improvements and safe pedestrian and active transport access across the two main roads in the precinct.
4. Redevelopment of the existing commercial land uses to provide an expanded and upgraded activity centre with residential development above existing and new retail and commercial uses.



ARKABA PRECINCT

LEGEND

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

PRECINCT LOCATION

ESTABLISHED RESIDENTIAL AREAS

Most of Unley's residential areas—outside of the key growth precincts — are well-established neighbourhoods with a strong sense of historic and streetscape character. Any future change in these areas should carefully respect these qualities. The opportunity exists under the current set of policy planning provisions in the Planning and Design Code for individual allotments to be redeveloped for new housing, particularly where the existing building(s) on the site (if any) are not of an identified historic era (generally post 1940-45) or of a defined architectural style. It is intended for that to continue.

That said, there are selective opportunities for some level of change to meet future housing and community needs. This change will need to be managed carefully and intended to be focused on two general opportunities.

Significant sites

Significant change is most appropriate on existing large sites that do not reflect the surrounding neighbourhood character such as aged care homes, community/social housing or other large-scale facilities, including uses no longer suited to the area (e.g. industrial premises in a residential area). When these sites are redeveloped, consideration should be given to higher density and height than surrounding areas, subject to:

- an early design review process being undertaken to ensure the new development achieves high-quality design outcomes that fit well with nearby homes and streets and positively responds to interface issues with adjoining residential properties.
- retaining and incorporating buildings of historic character and regulated or significant trees on the site.
- providing housing that meets specific community needs such as for older residents, people experiencing housing difficulties, or affordable housing (rent or buy) for local workers.

Smaller-scale sites

There are more limited opportunities on large or combined sites over 1200 square metres where consideration should be given to applying another set of incentives for higher density and height (of a lesser scale than significant sites), subject to:

- an early design review process being undertaken to ensure the new development achieves high-quality design outcomes that fit well with nearby homes and streets and positively responds to interface issues with adjoining residential properties.
- meeting clear criteria on land size, frontage, building height and density.
- increasing green space and tree planting above the normal requirement in the zone, as well as retaining any regulated or significant trees.
- offering housing types not readily available in the area.

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PHARMACY
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CAR PARKS
60

MAIN ROAD CORRIDORS

The GARP has identified the need to review the existing urban corridor policies including how they integrate with established areas, and the need to strengthen design outcomes.

The main road corridors traversing the City (outside of the precincts identified for greatest change) have been reviewed. A number of these main roads have existing zoning along the corridors that are considered to allow for an appropriate scale, intensity or mix of development. Such corridors are not considered necessary to undergo major changes in their potential scale of development or in the range of suitable land uses.

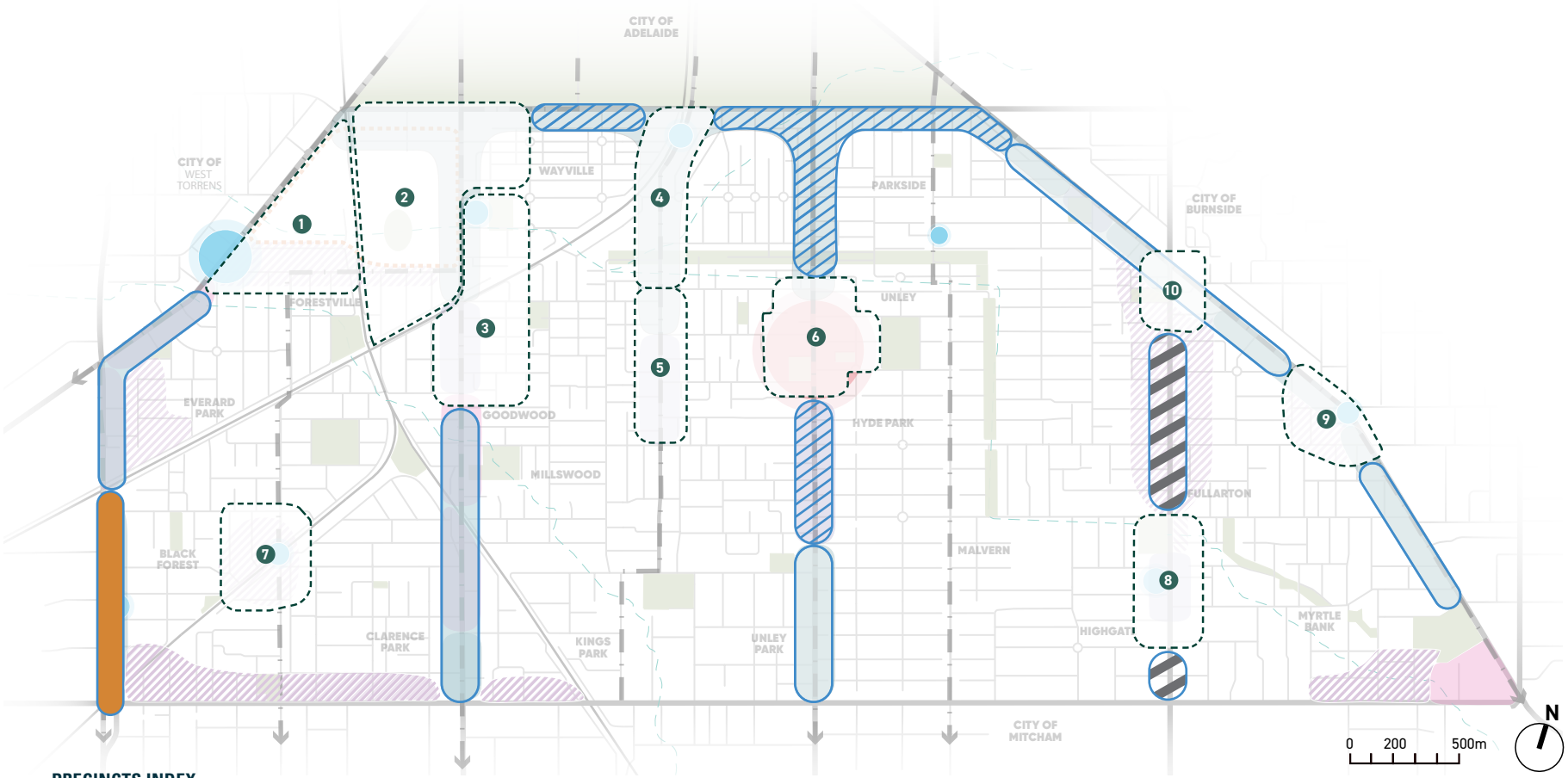
Other sections of main roads have zoning that:

- limit an appropriate scale, intensity, and mix of land uses that could reasonably take place along the corridor over the next 25 years
- require some degree of rationalisation of planning provisions to reflect the shift in emphasis to Living Locally
- result in poor built design outcomes due to the lack of minimum qualitative and quantitative planning provisions for the zone
- are not adequately serviced by a level of public transport that support the current potential of development let alone an increase in density or height of development
- In addition, some corridors are identified in the GARP for a future review prior to any uplift in zoning.

In addition, some corridors are identified in the GARP for a future review prior to any uplift in zoning.

The map on the following page indicates the sections of main road corridors (outside of precincts) that fall within the above categories.

MAIN ROAD CORRIDORS: OPPORTUNITIES OUTSIDE PRECINCTS



PRECINCTS INDEX

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

LEGEND

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

POTENTIAL CAPACITY OF THE PLAN

Modelling of the potential scope of development outlined in this report has been undertaken to provide an estimated housing and population capacity for Unley by 2050. As mentioned earlier, most new development is expected to occur in the areas identified as precincts and along main road corridors. Some limited scope for redevelopment has also been estimated within the established areas of the City which are expected to be subject to the least amount of change.

The estimated capacity of additional dwellings and population of the proposed approach (which does not include the redevelopment of Keswick Barracks at this stage), in comparison to the overall GARP dwelling target for the City is shown below.

POTENTIAL GROWTH	GARP TARGET	MODELLING OF DRAFT PLANNING FOR GROWTH estimated maximum capacity
Potential additional dwellings	**3,440** (av 115/year)	**6,250** (av 250/year)
	Over the last 5 years average of 109 new dwellings were approved in the City per annum.	
Potential additional population	**6,190** people	**11,660** people
Potential CITY POPULATION (by 2050) Current City of Unley population is approx 40,000	**47,000** people	**52,000** people

Whilst the modelling of the proposed approach results in estimates greater than the GARP dwelling target for the City, it is suggested that working to a higher potential capacity is preferable, given that not all development sites identified will be progressed or the development potential of each site fully realised.

PART FOUR:
NEXT STEPS.

HAVE YOUR SAY ON THE DRAFT PLAN

Council has endorsed the draft Plan only for the purpose of community consultation. This means no final decisions have been made, and we want to hear your views before the Plan is finalised. The consultation is open to everyone in the community – including residents and local businesses (we want to particularly hear from those located in pecincts, community groups, government agencies, housing providers, and owners of key development sites.

If you are interested in providing feedback on the draft Plan, you can:

- share your thoughts online via Council's website.
- come along to one of the scheduled community days at our Community Centres or Libraries.
- Book a time to meet with Council staff to ask questions or raise any concerns.
- if part of a community or business group, request a workshop with your members.
- Participate in 'Street corner' displays (with Council officers present to record feedback) will be held in the precincts.

All feedback will be reported to Council and used to inform the final draft of the Plan prior to seeking Council endorsement.

TIMELINE

PLANNING FOR GROWTH

subject to the extent of community feedback, to be finalised by early 2026.

FOUR LEAD STRATEGIES OF THE COMMUNITY PLAN TOWARDS 2050

endorsed by Council through the first half of 2026.

THE UNLEY CITY PLAN 2050

following further community engagement, endorsed by Council by June 2026.

THE LOCAL HOUSING STRATEGY,

informed by this report and the endorsed Unley City Plan 2050, being completed by mid-2027.

WHAT WILL FOLLOW

Once finalised, the Plan will be used to inform other strategic planning outcomes being pursued or required by Council, particularly for the preparation of:

- strategies for the four key themes of the Unley Community Plan
- the Unley City Plan 2050, that will give a spatial and integrated expression to the Unley Community Plan.
- a Local Housing Strategy (required by the State Government) indicating how the Council will meet the projected GARP housing target for the City and the extent it has applied the principles of Living Locally and other strategic directions set out in the GARP.

Both the Unley City Plan and the Local Housing Strategy will be subject to extensive public consultation. They will also give the Council the opportunity to advocate to the State Government for improved provisions being incorporated into the Planning and Design Code to achieve higher design and sustainability outcomes for housing as expected by the Unley community.

TAKING THE WORK FURTHER

Once the Plan has informed the above three strategic bodies of work, the Council can pursue several roles to achieve the strategic outcomes sought by those Plans.

These roles include:

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

All these potential roles will be considered by the Council as part of setting the priorities and timeframes for identified actions.

WHAT WOULD BE REQUIRED TO IMPLEMENT PLANNING CHANGES

Any potential changes to the current zoning and planning provisions applying to a specific area of the City will require extensive and detailed investigations and identification by the Council in support of the proposed change.

Such investigations and proposals need to follow a set State Government process for the preparation and consultation of what is called a Code Amendment to the Planning and Design Code. The process requires the Council to follow the steps set out below:

STAGES OF A CODE AMENDMENT	COUNCIL ACTIONS	DECISION MAKING
Proposal to Initiate a Code Amendment	The Council endorses a proposal to initiate a Code Amendment for a defined purpose.	Minister for Planning determines whether to approve the proposal to initiate (with or without conditions).
Preparation of the Code Amendment and Engagement Plan (if approved by Minister)	The Council undertakes detailed investigations and drafts a proposed Code Amendment, including how it will engage with the community.	Department for Housing and Urban Development (DHUD) approves proposed Code Amendment for consultation purposes.
Consultation	The Council undertakes consultation with the community, affected residents and landowners, and designated state government agencies (for a minimum period of 2 months) inviting submissions on the proposed Code Amendment.	
Finalising Proposed Code Amendment	A hearing for people/organisations that have lodged submissions on the proposed Code Amendment to is held by the Council.	The Council finalises the proposed Code Amendment and submits it to DHUD for review and recommendation to the Minister for a decision to adopt (or not) the Code Amendment. **If the Minister approves the Code Amendment it comes into effect on a date determined by the Minister.**
Scrutiny of the Code Amendment (if adopted by Minister) by the ERD Committee of Parliament		ERDC reviews and advises Minister of its position to the Code Amendment (may object, not object, or suggest amendments). The Minister determines their position to that advice.

BACKGROUND INFORMATION:

BACKGROUND INFORMATION

This section provides the background information and data that helped inform the development of the draft Planning for Growth plan. It outlines the rationale in identifying areas suitable for increased housing diversity and population growth and factors influencing the proposed approach (such as demographic trends, land use patterns, housing needs assessments, and spatial analysis) and the opportunities outlined in the precincts.

By presenting the data and methodology behind the draft plan, this section aims to provide a point of reference for community engagement.

This section presents a comprehensive evidence base to support decision-making. It also considers local character, accessibility, and environmental constraints to ensure that growth is both sustainable and responsive to the unique qualities of Unley's neighbourhoods.

By presenting the data and methodology behind the draft plan, this section aims to provide a reference point for future planning and community engagement.

GUIDING PRINCIPLES (ADOPTED BY COUNCIL SEPTEMBER 2024)

1 Foster Living Locally

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

2 Build a Resilient and Inclusive Community

Build greater resilience into Unley's neighbourhoods through:

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

3 Encourage Residential Diversity

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

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

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

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

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

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

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

4 Build the Local Economy

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

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

5 Improve transport and movement within the city

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

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

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

GUIDING PRINCIPLES *continued.*

6 Increase Open Space and Improve Areas in the Public Realm

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

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

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

7 Ensure High-Quality Outcomes

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

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

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

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

DEMOGRAPHICS

An ageing population and declining youth numbers

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

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

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

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

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

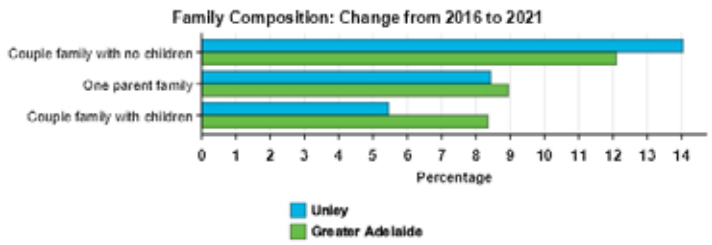


Figure 4: Family Composition – Change 2016-2021. Source: REMPLAN

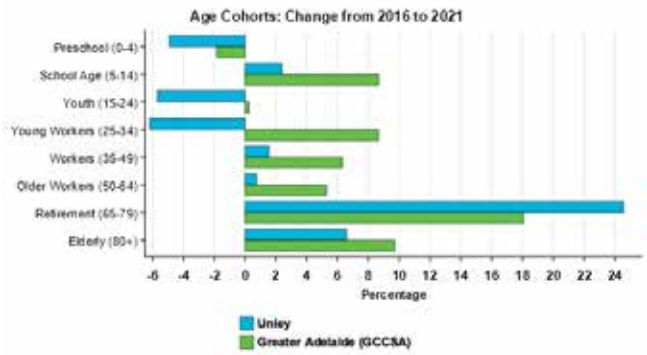


Figure 4: Change in age cohorts 2016-202. Source: REMPLAN

HOUSING

Rental and dwelling price increase

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

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

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

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

Lack of diverse housing options

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

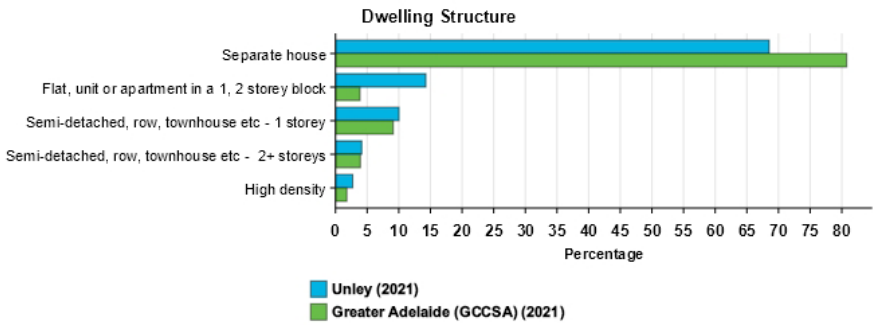


Figure X: Dwelling types. Source: REMPLAN

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

CLIMATE CHANGE

Climate adaptation

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

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

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

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

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

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

Table x: Vulnerability to Extreme Heat source: Australia Institute

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

THE ECONOMY

A shifting economic landscape

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

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

Some challenges to businesses in the City include:

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

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

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

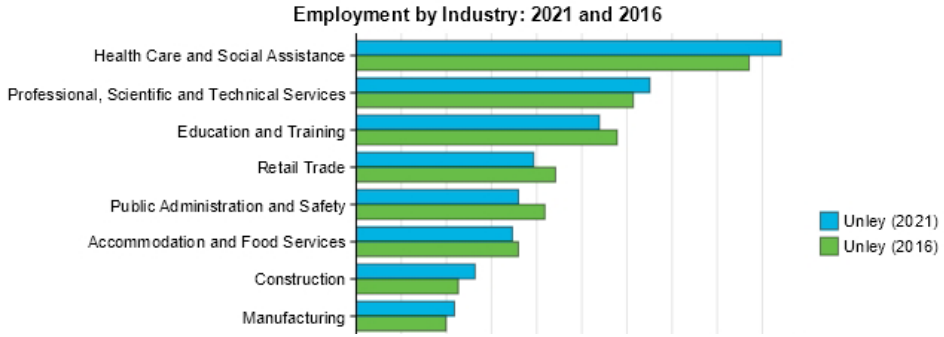


Figure X: Employment by sector. Source: REMPLAN

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

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

INFRASTRUCTURE CAPACITY

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

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

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

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

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

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

LIVING LOCALLY

Assessment Criteria

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

Character of an area

- Heritage places
- Character dwellings in Historic Area Overlays

Existing degree of climate resilience

- Urban heat island hotspots
- Tree canopy cover

Proximity to community facilities

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

Capacity of the local street network

- Vehicles per day

Presence of pedestrian/cycling network

- Bike lanes and crossings
- Pedestrian crossings and traffic-calming measures
- Designated bike ways

Proximity to open space

- % within 500m, 700m, 1km of Local, Neighbourhood, and District Parks

Proximity of employment opportunities

- Diversity of business
- Distance from business precincts

Available public transport options

- % within 400m of Go Zone stop
- % within 800m of train/tram stop

Development potential in an area

- Significant sites (>1000m2)
- Concentrated land holdings

Availability and range of services in the area

- % within 1km of an Activity Centre
- % within 1km of a supermarket
- % within 1km of a medical centre

Proximity to government and educational services

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

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