



King William Road North Code Amendment The Financial Advisory Group

On behalf of King William Road Property Trust,
King William Road Property Trust No 2 and
81 King William Road Property Trust

For Consultation

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June 2025

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Have Your Say

This Code Amendment is on consultation from 10 June 2025 to 5 August 2025.

During this time, you are welcome to lodge a written submission about any of the changes proposed in this Code Amendment

Submissions on the Code Amendment can be made online, via email, or post:

- **Online:**
via our online survey or public feedback form available through the SA Planning Portal:
https://plan.sa.gov.au/have_your_say/code-amendments/on-consultation
- **Email:**
plan@masterplan.com.au
Attention: King William Road North Code Amendment.
- **In writing:**
c/- MasterPlan SA Pty Ltd, 33 Carrington Street, Adelaide, SA, 5000.
Attention: King William Road North Code Amendment.

An informal public 'drop-in' session will be held during the engagement period at Unley Community Centre (18 Arthur Street, Unley) on 23 June 2025 from 5:30 pm to 8:00 pm.

If you wish to discuss the Code Amendment or ask questions during the engagement period, you can contact Nick Wilson or David Lake, Consultant Planners, MasterPlan SA Pty Ltd, by telephone on (08) 8193 5600.



1 What is the Planning and Design Code?

The Planning and Design Code (the Code) sets out the rules that determine what landowners can do on their land.

For instance, if you want to build a house, the Code rules will tell you how high you can build and how far back from the front of your land your house will need to be positioned. The Code will also tell you if any additional rules apply to the area where your land is located. For example, you might be in a high bushfire risk area or an area with specific rules about protecting native vegetation.

1.1 Planning and Design Code Framework

The Code is based on a framework that contains various elements called overlays, zones, sub zones and general development policies. Together these elements provide all the rules that apply to a particular parcel of land. An outline of the Code Framework is available on the SA Planning Portal.

1.2 Overlays

Overlays contain policies and maps that show the location and extent of special land features or sensitivities, such as heritage places or areas of high bushfire risk.

They may apply across one or more zones. Overlays are intended to be applied in conjunction with the relevant zone. However, where policy in a zone conflicts with the policy in an overlay, the overlay policy trumps the zone policy.

1.3 Zones

Zones are areas that share common land uses and in which specific types of development are permitted. Zones are the main element of the Code and will be applied consistently across the state.

For example, a township zone for Andamooka can be expected to apply to similar townships like Carrieton. Each zone includes information (called classification tables) that describes the types of development that are permitted in that zone and how they will be assessed.

1.4 Sub Zones

Sub zones enable variation to policy within a zone, which may reflect local characteristics. An example is Port Adelaide centre, which has many different characteristics to typical shopping centres due to its maritime activities and uses.



1.5 General Development Policies

General development policies outline functional requirements for development, such as the need for car parking or wastewater management. While zones determine what development can occur in an area, general development policies provide guidance on how development should occur.

1.6 Amending the Planning and Design Code

The Planning, Development and Infrastructure Act 2016 (the Act) provides the legislative framework for undertaking amendments to the Code. With approval of the Minister for Planning (the Minister) a Council, Joint Planning Board, Government Agency or private proponent may initiate an amendment to the Code and undertake a Code Amendment process.

An approved Proposal to Initiate will define the scope of the Amendment and prescribe the investigations which must occur to enable an assessment of whether the Code Amendment should take place and in what form.

The State Planning Commission (the Commission) is responsible under the Act for ensuring the Code is maintained, reflects contemporary values relevant to planning, and readily responds to emerging trends and issues.

The Commission provided independent advice to the Minister for Planning on the Proposal to initiate this Code Amendment. The Commission will also provide a report on the Code Amendment (including compliance with the Community Engagement Charter) at the final stage of the Code Amendment process.



Figure 1: Code Amendment Phases.



2 What is Proposed in this Code Amendment?

2.1 Need for the Amendment

The proponent, the Financial Advisory Group, is proposing an amendment to the Planning and Design Code (“the Code Amendment”) as it relates to land identified as 71-75 and 81-85 King William Road and 86-90 Mary Street, Unley (hereafter referred to as the Affected Area).

The Affected Area is generally located on the northern corner of King William Road and Mary Street and includes nine (9) properties – six (6) properties fronting King William Road and three (3) properties fronting Mary Street. The Affected Area is approximately 14,000 square metres in total area. The Affected Area is shown on the plan in **Attachment A** (and extract below – Figure 2).

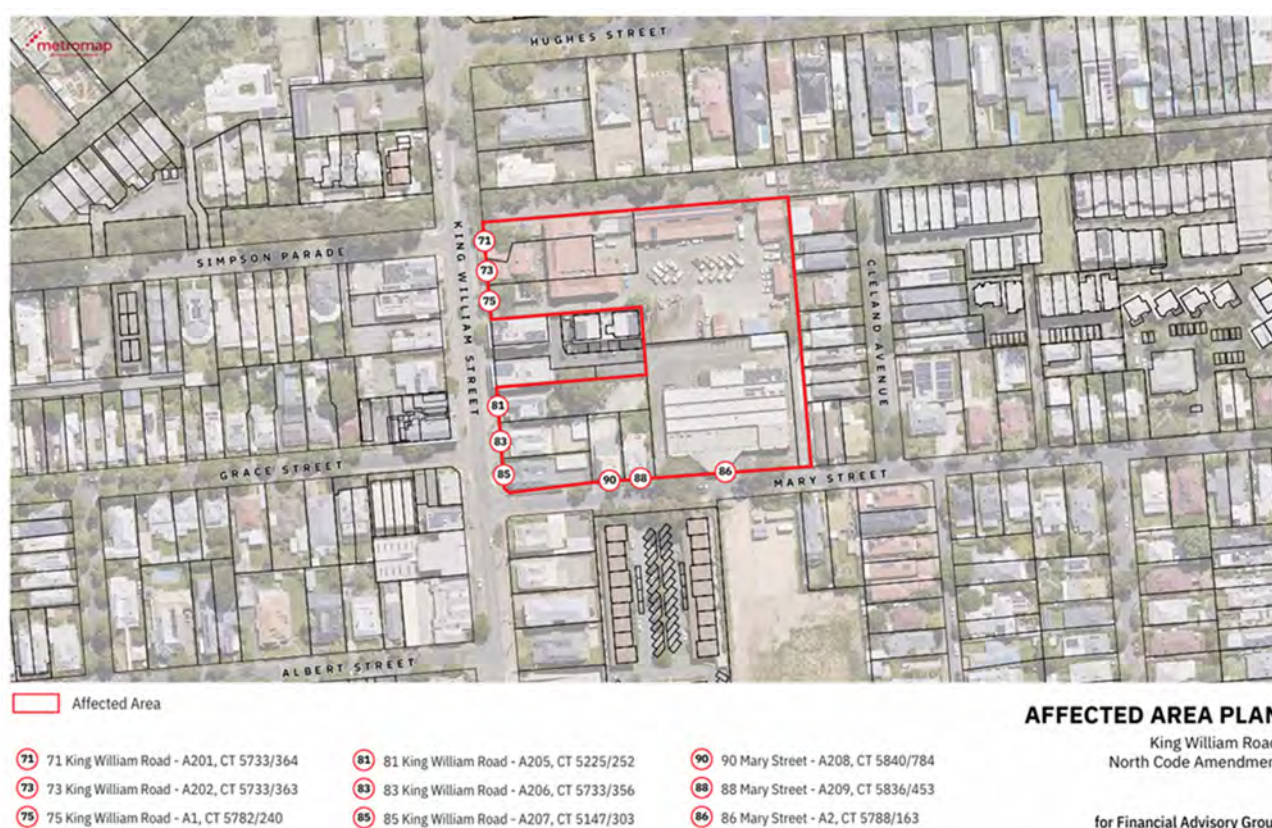


Figure 2: Extract of Affected Area Plan

The Affected Area is strategically located in Adelaide’s inner southern suburbs, within an established and well-served area adjacent to a strategic transit corridor (King William Road) with existing public transport services (bus and tram) and an existing strip of commercial and retail businesses. Given its size and location, the Affected Area provides a unique opportunity to create a well-designed and integrated development that will significantly expand residential, commercial and retail opportunities for the community in close proximity to the centre of Adelaide.



In 2019, the Affected Area was included as part of an Urban Design Study (Arthur/Mary Streets Church Site & Precinct Urban Design Study) that was commissioned by the City of Unley and the State Planning Commission. The study recognised the strategic opportunity for the locality to provide high quality mixed-use development incorporating higher density housing with commercial and retail uses, integrated with pedestrian scale linkages and open space. The Study included land to the south of Mary Street which has subsequently been rezoned to facilitate higher density residential development.

The Affected Area is currently situated within three Zones, namely the Business Neighbourhood Zone, Employment Zone and Established Neighbourhood Zone. Current zoning is shown on **Figure 3**.

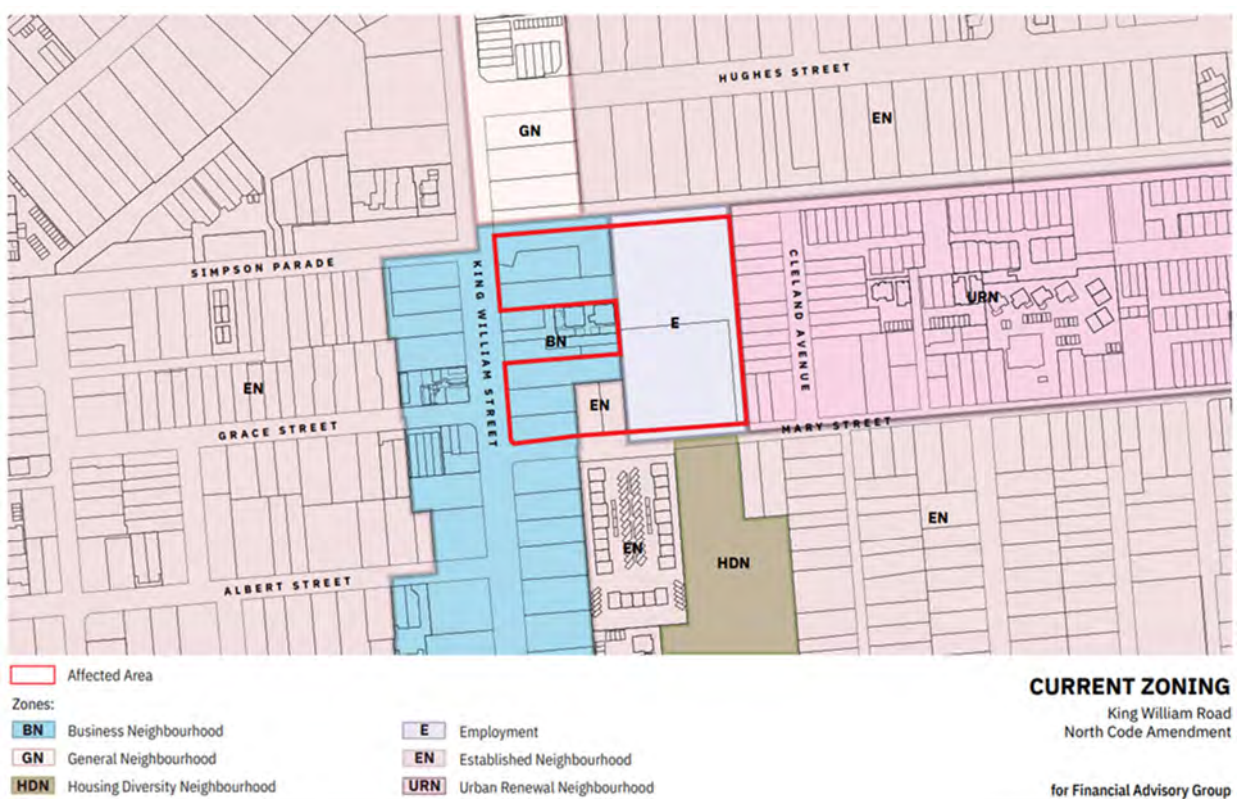


Figure 3: Current Zoning

The Code Amendment seeks to rationalise the current mix of zone policies and unrelated uses, by applying one consistent zone and policy framework which will activate the site, guide a coordinated approach to future development and complement the high street precinct on King William Road as well as the Charles Walk walking/cycling path that runs along the northern boundary.

Ultimately, this Code Amendment seeks to provide additional residential, retail and commercial development opportunities for the community within the inner southern suburbs. This will provide additional housing diversity and mixed-use development potential which is a key foundation of the strategic direction for Greater Adelaide.



2.1.1 Greater Adelaide Regional Plan

On 17 March 2025 the Greater Adelaide Regional Plan (GARP) prepared by the State Government replaced the 2017 Update to the 30-Year Plan for Greater Adelaide. The GARP maps the Government's long-term vision for Greater Adelaide to 2051 and beyond, and will set out the growth of Greater Adelaide, by identifying where people will live and work, how they will move around, and where they will access services.

The GARP states that ensuring an appropriate and timely supply of housing is one of the greatest priorities for the Greater Adelaide region, given the rising demand, constrained development-ready land supply and escalating prices.

To achieve a required 15-year rolling supply of zoned land for residential development the GARP proposes housing targets for each Greater Adelaide Land Supply Region. Unley Council falls within the Inner Metro Land Supply Region (excluding the CBD).

The GARP states that the Inner Metro region is forecast to grow by 80,619 by 2051 under a high growth scenario to 315,985 people. The GARP notes that there are varying opportunities for infill development within the region as landowners replace older housing stock with newer, fit-for-purpose housing. Also, with its well-serviced public transport infrastructure and proximity to the Adelaide CBD, the region is well suited to strategic infill opportunities which can provide higher densities in appropriate locations.

The GARP sets housing targets for the region, in the order of 850 new dwellings per year in 2021-2031, 620 new dwellings per year in 2031-2041, and 520 new dwellings per year in 2041-2051.

More specifically, the annual housing targets for Unley Council are proposed to be 126 new dwellings per year in 2021-2031, 119 new dwellings per year in 2031-2041 and 99 new dwellings per year in 2041-2051.

The GARP designates a number of State Significant Infill Areas as one of the key indicators for where increased housing supply is to be provided, including in the Inner Metro region. The State Significant Infill Areas are key areas targeted for infill development and include urban renewal areas, regional centres and significantly, a number of urban corridors – identified arterial roads serviced by high frequency public transport and appropriate amenity – such as The Parade and Unley Road.

One of the long-term strategic objectives identified in the GARP for State Significant Infill Areas is:

6. Maximise opportunities for new higher density housing along transit corridors, while managing the interface with more sensitive development such as adjacent established housing, heritage and character areas.

As stated in the GARP:

Urban corridors can accommodate future housing growth and diversity, while at the same time, balance the desire to preserve the character of adjacent established neighbourhoods.



The land uses and character next to these corridors will influence planning policies relating to the type, height and extent of development within the corridors.

The corridor frame directly facing and adjacent to the Adelaide Park Lands provides a unique opportunity to provide the densest residential development, leveraging off direct access to recreational public open space that the parklands afford and close proximity to the Adelaide CBD. This form of denser accommodation provides opportunities for downsizers, which helps address a changing demography and free up more family homes.

The GARP designates a portion of the King William Road corridor immediately south of the Adelaide Park Lands as one of the State Significant Infill Areas, providing for a variety of housing choices within walking distance of services and high-frequency public transport. The area designated is shown in Figure 4, and includes the majority of the Affected Area (apart from 88 and 90 Mary Street which are within the Established Neighbourhood Zone and which this Code Amendment proposes to rezone), as well as properties to the north and south along King William Road currently within the Business Neighbourhood Zone, General Neighbourhood Zone and Suburban Main Street Zone.

The Code Amendment considers the interface with the adjacent established neighbourhood through zone selection (including ensuring there are building height interface policies that seek to minimise the visual and overshadowing impacts from higher density buildings constructed adjacent to lower density land uses), consideration of pedestrian linkages through the Affected Area and connectivity with the Charles Walk walking/cycling path, as well as investigations into issues such as heritage and traffic impacts.

Accordingly, it is our view that the proposed Code Amendment is consistent with the Government's long-term strategic direction for the future growth of Greater Adelaide, as espoused in the GARP.



Figure 4: Extract from the Greater Adelaide Regional Plan showing the King William Road corridor designated as a State Significant Infill Area in blue.



2.2 Affected Area

The Affected Area for the proposed Code Amendment is shown in the map at Attachment A and is described in **Table 1** below:

Table 1: Affected Area

Parcel Identifier	Title	Property House	Property Street Name	Property Street Type	Property Suburb
F12871AL201	CT5733/364	71	KING WILLIAM	RD	UNLEY
F12871AL202	CT5733/363	73	KING WILLIAM	RD	UNLEY
D24162AL1	CT5782/240	75	KING WILLIAM	RD	UNLEY
F12871AL205	CT5225/252	81	KING WILLIAM	RD	UNLEY
F12871AL206	CT5733/356	83	KING WILLIAM	RD	UNLEY
F12871AL207	CT5147/303	85	KING WILLIAM	RD	UNLEY
D24162AL2	CT5788/163	86	MARY	ST	UNLEY
F12871AL209	CT5836/453	88	MARY	ST	UNLEY
F12871AL208	CT5840/784	90	MARY	ST	UNLEY

The Affected Area is wholly contained within the suburb of Unley, which is within the local government area of the City of Unley.

There are currently a variety of unrelated uses within the Affected Area.

Each of the properties at numbers 81, 83 and 85 King William Road has a single-storey building (former dwellings) that are now used for commercial purposes.

86 Mary Street accommodates a substantial commercial building of one (1) and two (2) storeys in height together with vehicle access and on-site parking. The property houses an Australia Post distribution centre and a medical supplies company. Each of the properties at 88 and 90 Mary Street has a single-storey detached dwelling.

The City of Unley Works Depot is located on the majority of the properties at 71 -75 King William Road. Commercial tenancies occupy a building located on the street frontage of 71 and 73 King William Road. Access to the Council depot behind is gained via an entrance at 75 King William Road, and an exit is provided via a driveway on the eastern side of 86 Mary Street.



At its meeting on 23 January 2023, the City of Unley formally resolved that its land at 71-75 King William Road be included in the proposed Code Amendment. Council has, from time to time, considered the long-term future of the depot site and potential better uses of the land to support the ongoing vitalisation of King William Road. An alternative depot location has not been identified by Council at this time and relocation will need to be part of a long-term strategy.

Council has however, recognised that inclusion of its land presents an opportunity to facilitate an uplift in zoning for the future better use of their land as well as optimising the opportunity for the entire block from Charles Walk to Mary Street and along this part of King William Road.

The properties at 77 and 79 King William Road are not included as part of the Affected Area - the owners of these properties have been approached and invited to have their properties included, however they have declined.

None of the buildings within the Affected Area are heritage listed properties, although the properties at 88 and 90 Mary Street are included in Historic Area Overlay - Residential Compact Unley West and Hyde Park (Un7) under the Code.

The locality surrounding the Affected Area generally comprises a range of retail and commercial developments along King William Road with residential development typically located within the wider locality. The residential development ranges from low-scale detached dwellings up to three (3) storey townhouses reflective of the different historical residential zones and planning policies guiding development in those areas.

Residential properties to the north and south of the Affected Area are included in Historic Area Overlays as part of the Code - Un7 to the south and Residential Spacious Unley (North) Historic Area Statement (Un20) to the north.

Immediately adjoining the Affected Area to the east are a row of two (2) storey residences fronting Mary Street and Cleland Avenue. Opposite the Affected Area are commercial and retail uses on the western side of King William Road. The Charles Walk linear park links to the north-eastern corner of the Affected Area.

Properties immediately to the south of the Affected Area at 79-85 Mary Street, 58 Arthur Street, and 62 Arthur Street were rezoned in June 2023 from the Established Neighbourhood Zone to the Housing Diversity Zone, allowing for two (2) and three (3) storey residential buildings to be developed.

The locality is well served by public transport with frequent bus services along King William Road and Wayville Tram Station located approximately 500 metres west of the Affected Area. The Affected Area is located conveniently to a range of primary and secondary schools and is proximate to the Unley Community Centre, Unley Civic Library, Goodwood Library and various childcare services. There are a range of parks and recreational facilities in the locality, including the Charles Walk walking/cycling path, North Unley Play Park, Soutar Park, Morrie Harrell Reserve, Soldiers Memorial Gardens and Unley Oval. In addition, the Affected Area is in close proximity to the Adelaide Parklands.



2.3 Summary of Proposed Policy Changes

2.3.1 Current Code Policy

The Affected Area is currently located in the Business Neighbourhood Zone, Employment Zone and Established Neighbourhood Zone in the Code, as shown in Figure 3. Each of these zones is described below.

In addition, a number of Code Overlays apply to the Affected Area. Some of the Overlays apply to the entire Affected Area, and others to only part.

A number of Local Variations (Technical and Numerical Variations) also apply to the Affected Area, these are also described below under each zone.

2.3.2 Business Neighbourhood Zone

The Business Neighbourhood Zone applies to the properties with commercial tenancies at 71, 73, 81, 83 and 85 King William Road. It also applies to the western portion of 75 King William Road that provides access to the Council Depot.

The Business Neighbourhood Zone extends to the south along King William Road and envisages a variety of housing and compatible employment generating land uses, including low-impact, non-residential uses in the form of small-scale shops, offices and consulting rooms. The zone has the following Desired Outcomes:

- DO1: A variety of housing and accommodation types and compatible employment-generating land uses in an environment characterised by primarily low-rise buildings.**
- DO2: Buildings of a scale and design that complements surrounding built form, streetscapes and local character and provide for landscaping and open space.**

Envisaged development in the Business Neighbourhood Zone is listed as:

- Community facility.
- Consulting room.
- Dwelling.
- Office.
- Residential flat building.
- Shop.

A number of Overlays apply to Affected Area that is under the Business Neighbourhood Zone, as described in Table 2 below:



Table 2: Overlays applying to the Business Neighbourhood Zone

Overlay	Desired Outcomes
Airport Building Heights (Regulated) – All Structures over 45 metres	<p>Management of potential impacts of buildings and generated emissions to maintain operational and safety requirements of registered and certified commercial and military airfields, airports, airstrips and helicopter land sites.</p> <p>Triggers a referral to the operator of Adelaide Airport if proposed building heights or generated emissions exceed 45 metres.</p>
Building Near Airfields	<p>Maintain the operational and safety requirements of certified commercial and military airfields, airports, airstrips and helicopter landing sites through management of non-residential lighting, turbulence and activities that may attract or result in the congregation of wildlife.</p>
Hazards (Flooding – General)	<p>Impacts on people, property, infrastructure and the environment from general flood risk are minimised through the appropriate siting and design of development.</p> <p>This Overlay applies to 83 and 85 King William Road only.</p>
Prescribed Wells Area	<p>Sustainable water use in prescribed wells areas.</p>
Regulated and Significant Tree	<p>Conservation of regulated and significant trees to provide aesthetic and environmental benefits and mitigate tree loss.</p>
Water Resources	<p>Protection of the quality of surface waters considering adverse water quality impacts associated with projected reductions in rainfall and warmer air temperatures as a result of climate change. Maintain the conveyance function and natural flow paths of watercourses to assist in the management of flood waters and stormwater runoff.</p> <p>This Overlay applies to 71 and 73 King William Road, and the northern part of 75 King William Road only.</p>

These Overlays remain relevant to addressing matters for future development and should continue to apply.

Two (2) Local Variations (Technical and Numerical Variations) currently apply to the Business Neighbourhood Zone:

- Maximum Building Height (9 metres)
- Maximum Building Height (2 levels).

These will be deleted as they relate to development in the Business Neighbourhood Zone and will no longer be required. They will be replaced by new Local Variations for maximum building height relevant to the location and the Urban Neighbourhood Zone.



2.3.2.1 Employment Zone

The Employment Zone applies to the majority of the Council Depot site and to the commercial property at 86 Mary Street.

The Employment Zone supports a diverse range of low-impact, light industrial, commercial (including bulky goods) and business activities that complement the role of other zones with significant industrial, shopping and business activities. The zone applies to areas with a mix of industrial and commercial land uses, including large-format retail showrooms. The zone has the following Desired Outcomes:

- DO1:** A diverse range of low-impact light industrial, commercial and business activities that complement the role of other zones accommodating significant industrial, shopping and business activities.
- DO2:** Distinctive building, landscape and streetscape design to achieve high visual and environmental amenity particularly along arterial roads, zone boundaries and public open spaces.

Envisaged development in the Employment Zone is listed as:

- Advertisement.
- Consulting room.
- Indoor recreation facility.
- Light industry.
- Motor repair station.
- Office.
- Place of worship.
- Research facility.
- Retail fuel outlet.
- Service trade premises.
- Shop.
- Store.
- Telecommunications facility.
- Training facility.
- Warehouse.

A number of Overlays apply to the Affected Area that is under the Employment Zone, as described in **Table 3** below:

Table 3: Overlays applying to the Employment Zone

Overlay	Desired Outcomes
Airport Building Heights (Regulated) – All Structures over 45 metres	Management of potential impacts of buildings and generated emissions to maintain operational and safety requirements of registered and certified commercial and military airfields, airports, airstrips and helicopter land sites. Triggers a referral to the operator of Adelaide Airport if proposed building heights or generated emissions exceed 45 metres.



Overlay	Desired Outcomes
Building Near Airfields	Maintain the operational and safety requirements of certified commercial and military airfields, airports, airstrips and helicopter landing sites through management of non-residential lighting, turbulence and activities that may attract or result in the congregation of wildlife.
Prescribed Wells Area	Sustainable water use in prescribed wells areas.
Regulated and Significant Tree	Conservation of regulated and significant trees to provide aesthetic and environmental benefits and mitigate tree loss.
Water Resources	Protection of the quality of surface waters considering adverse water quality impacts associated with projected reductions in rainfall and warmer air temperatures as a result of climate change. Maintain the conveyance function and natural flow paths of watercourses to assist in the management of flood waters and stormwater runoff. This Overlay applies to the northern part of the Council depot at 75 King William Road only.

These Overlays remain relevant to addressing matters for future development and should continue to apply.

Two (2) Local Variations (Technical and Numerical Variations) currently apply to the Employment Zone:

- Maximum Building Height (9 metres)
- Maximum Building Height (2 levels).

These will be deleted as they relate to development in the Employment Zone and will no longer be required. They will be replaced by new Local Variations for maximum building height relevant to the location and the Urban Neighbourhood Zone.

2.3.2.2 Established Neighbourhood Zone

The Established Neighbourhood Zone applies to the two residential properties at 88 and 90 Mary Street.

The Established Neighbourhood Zone envisages a range of housing types that respond to housing preferences, with new buildings sympathetic to the predominant built form character and development patterns. The zone is generally applied to established residential areas where the predominant streetscape character and prevailing development pattern should be maintained. The majority of the residential areas surrounding the Affected Area are zoned Established Neighbourhood.

The zone has the following Desired Outcomes:

- DO1: A neighbourhood that includes a range of housing types, with new buildings sympathetic to the predominant built form character and development patterns.**



D02: Maintain the predominant streetscape character, having regard to key features such as roadside plantings, footpaths, front yards, and space between crossovers.

Envisaged development in the Established Neighbourhood Zone is listed as:

- Ancillary accommodation.
- Community facility.
- Consulting room.
- Dwelling.
- Office.
- Recreation area.
- Shop.

A number of Overlays apply to Affected Area that is under the Established Neighbourhood Zone, as described in **Table 4** below:

Table 4: Overlays applying to the Established Neighbourhood Zone

Overlay	Desired Outcomes
Airport Building Heights (Regulated) – All Structures over 45 metres	Management of potential impacts of buildings and generated emissions to maintain operational and safety requirements of registered and certified commercial and military airfields, airports, airstrips and helicopter land sites. Triggers a referral to the operator of Adelaide Airport if proposed building heights or generated emissions exceed 45 metres.
Building Near Airfields	Maintain the operational and safety requirements of certified commercial and military airfields, airports, airstrips and helicopter landing sites through management of non-residential lighting, turbulence and activities that may attract or result in the congregation of wildlife.
Historic Area – Residential Compact Unley West and Hyde Park (Un7)	Historic themes and characteristics are reinforced through conservation and contextually responsive development, design and adaptive reuse that responds to existing coherent patterns of land division, site configuration, streetscapes, building siting and built scale, form and features as exhibited in the Historic Area and expressed in the Historic Area Statement for Un7.
Prescribed Wells Area	Sustainable water use in prescribed wells areas.
Regulated and Significant Tree	Conservation of regulated and significant trees to provide aesthetic and environmental benefits and mitigate tree loss.
Stormwater Management	Development incorporates water sensitive urban design techniques to capture and re-use stormwater.
Urban Tree Canopy	Residential development preserves and enhances urban tree canopy through the planting of new trees and retention of existing mature trees where practicable.



Apart from the Historic Area - Residential Compact Unley West and Hyde Park (Un7) Overlay, Urban Tree Canopy Overlay and Stormwater Management Overlay these Overlays remain relevant to addressing matters for future development and should continue to apply.

The Historic Area - Residential Compact Unley West and Hyde Park (Un7) Overlay will be removed as it will no longer be relevant under the Urban Neighbourhood Zone - see **Section 4.3.9.2**.

The Stormwater Management Overlay will be removed as it will no longer be relevant under the Urban Neighbourhood Zone - see **Section 4.3.6.7**.

The Urban Tree Canopy Overlay will be removed as it will no longer be relevant under the Urban Neighbourhood Zone - see **Section 4.3.4.1**.

Six (6) Local Variations (Technical and Numerical Variations) currently apply to the Established Neighbourhood Zone:

- Maximum Building Height (5.7 metres)
- Maximum Building Height (1 level)
- Minimum Frontage (15 metres for detached, semi-detached and row dwellings)
- Minimum Site Area (500 sqm for detached, semi-detached and row dwellings)
- Minimum Side Boundary Setback (1 metre for the first building level, 3 metres for any second building level or higher)
- Maximum Site Coverage (50 per cent).

These will be deleted as they relate to development in the Established Neighbourhood Zone and will no longer be required. They will be replaced by new Local Variations for maximum building height relevant to the location and the Urban Neighbourhood Zone.

The current Code policies for the Affected Area are shown in **Attachment B**.

2.3.3 Proposed Code Policy

The Code Amendment seeks to apply the Urban Neighbourhood Zone to the Affected Area, so as to apply one consistent zone and policy framework which will activate the site, guide a coordinated approach to future development and compliment the high street precinct on King William Road.

Application of the Urban Neighbourhood Zone will provide the opportunity to create a well-designed and integrated development that will significantly expand residential, commercial and retail opportunities for the community in close proximity to the centre of Adelaide.

The Urban Neighbourhood Zone envisages a mixed-use area comprising residential, retail, office, commercial and civic land uses in compact and higher-density growth or regeneration areas. The zone has been applied in urban areas to support significant opportunities to increase the density of development around a major public transit node or corridor, including Glenelg and Paradise.



The zone has been selected on the basis that the policies:

- Envisage a diverse medium and higher density residential development, as part of a mixed-use outcome.
- Envisage a range of non-residential uses that are able to activate the King William Road frontage.
- Provide flexibility regarding building height to support residential development.
- Address built form and character, including building height interface policies that seek to minimise the visual and overshadowing impacts from higher density buildings constructed adjacent to lower density land uses.
- Support a Concept Plan that can guide a coordinated and staged approach to future development of the Affected Area.

The proposed amended zone arrangement is shown in **Figure 5** below:

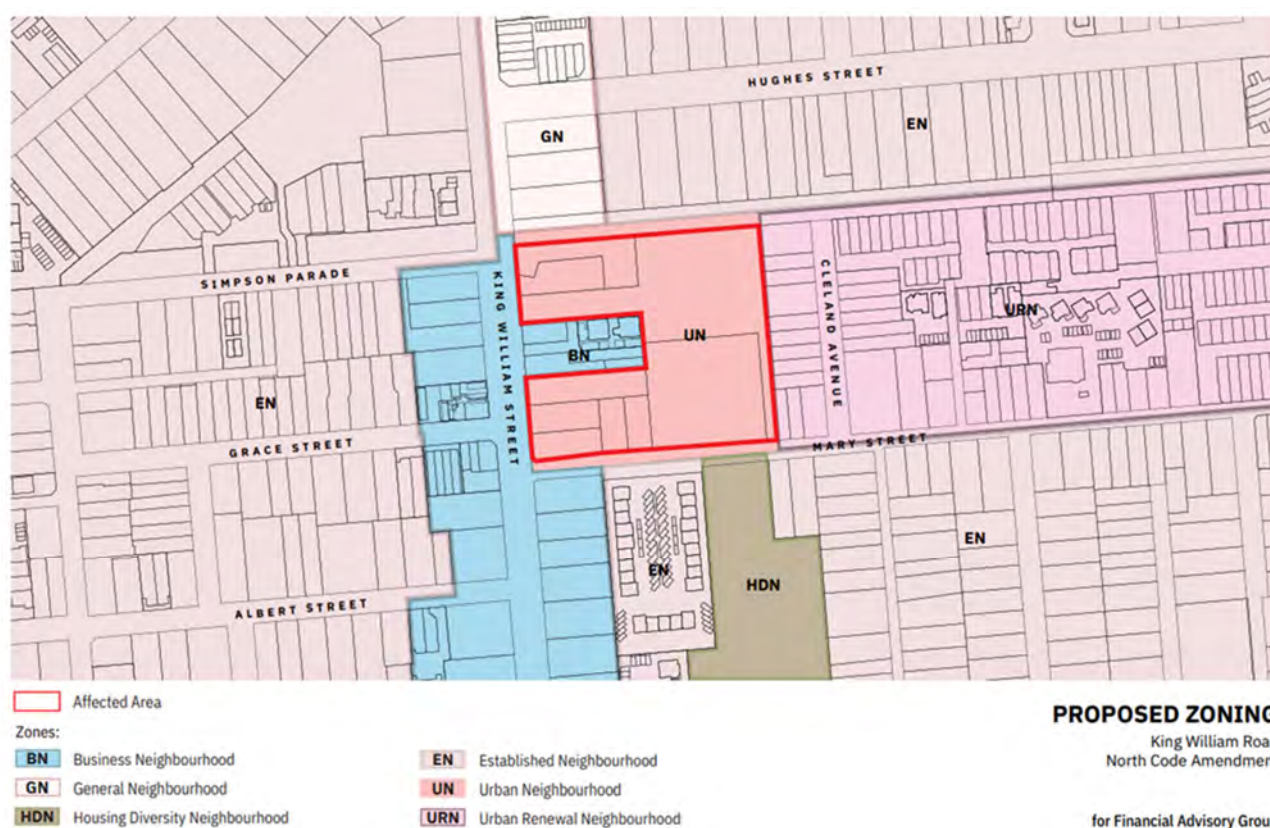


Figure 5: Proposed Amended Zone Arrangement.

The Desired Outcome of the Urban Neighbourhood Zone is:

DO1: A mixed use area that:

- provides a flexible policy framework for the redevelopment of urban areas in close proximity to high frequency public transport corridors or adjacent primary road corridors that have the potential to become activity generators**



- (b) provides for high-quality design and integration of buildings and public realm in mixed use areas with walkable urban form, excellent provision for walking and cycling and active street frontages that encourage social interaction, positively contribute to public safety and vibrancy and promote active movement and public transport use
- (c) provides a concentration of mixed use activity close to community focal points, such as high frequency fixed transit stops, activity centre or high quality open space
- (d) provides adaptable and flexible buildings that can accommodate changes in land use and respond to changing economic and social conditions and advances in technology
- (e) transitions to a reduced scale and intensity at the zone boundary to maintain the amenity of residential properties located within adjoining zones.

Envisaged development in the Urban Neighbourhood Zone is listed as:

- Advertisement.
- Carport.
- Child Care Facility.
- Consulting Room.
- Dwelling.
- Educational Facility.
- Hotel.
- Licensed Premises.
- Light Industry.
- Office.
- Outbuilding.
- Residential Flat Building.
- Retirement Facility.
- Shop.
- Student Accommodation.
- Supported Accommodation.
- Tourist Accommodation.

The following overlays will be retained as they currently apply:

- Airport Building Heights (Regulated) - All Structures over 45 metres - to the entire Affected Area.
- Building Near Airfields - to the entire Affected Area.
- Hazards (Flooding - General) - to 83 and 85 King William Road
- Prescribed Wells Area - to the entire Affected Area.
- Regulated and Significant Tree - to the entire Affected Area.
- Water Resources - to 71 and 73 King William Road, and the northern part of 75 King William Road.

In addition, the Affordable Housing Overlay will be applied to the entire Affected Area.

As described previously, the Historic Area - Residential Compact Unley West and Hyde Park (Un7) Overlay, Stormwater Management Overlay and Urban Tree Canopy Overlay will be removed from 88 and 90 Mary Street as they will no longer be relevant.



The following Local Variations (Technical and Numerical Variations) will be applied:

- Maximum Building Height (40.5 metres)
- Maximum Building Height (10 levels).

A Concept Plan has also been proposed to guide future development across the Affected Area. The Concept Plan is shown in **Figure 6** and provides guidance relating to access points and internal roadway layout, public open space, pedestrian/cyclist linkages, tree retention and maximum building heights.



Figure 6: Proposed Concept Plan.

The proposed policy, including the Concept Plan, is shown in **Attachment C**.



3 What are the Next Steps for this Code Amendment?

3.1 Engagement

Engagement on the Code Amendment must occur in accordance with the Community Engagement Charter principles, which required that:

- engagement is genuine
- engagement is inclusive and respectful
- engagement is fit for purpose
- engagement is informed and transparent
- engagement processes are reviewed and improved.

An Engagement Plan has been prepared for this Code Amendment to ensure that engagement will be conducted and measured against the principles of the Charter. For more information on the Community Engagement Charter, go to the SA Planning Portal at (www.plan.sa.gov.au).

A summary of the engagement that is occurring for this Code Amendment is as follows:

- An eight (8) week consultation process.
- Public notice on the PlanSA Portal.
- Website update (PlanSA Portal).
- Online form to collect feedback on the Code Amendment (PlanSA Portal).
- Notice in the local newspaper.
- Letter to the Local Member for Parliament.
- Letters to surrounding property owners.
- Letters to the City of Unley and the Local Government Association of South Australia.
- Letters to local stakeholder groups - the King William Road Traders Association (KWRTA) and the Friends of the City of Unley Society (FOCUS).
- Hard copies of the Code Amendment available for viewing at the City of Unley Civic Centre (subject to Council agreement).
- Letters to relevant State agencies and utility providers.
- Opportunity to discuss the Code Amendment and ask questions with a consultant planner from MasterPlan Pty Ltd, including at a public 'drop-in' session.
- Online survey to gather feedback on the Code Amendment.

3.2 How can I have my say on the Code Amendment?

There are several ways in which you can provide feedback on the Code Amendment. Submissions can be made online, via email, or post:



- **Online:**
via our online survey or public feedback form available through the SA Planning Portal:
https://plan.sa.gov.au/have_your_say/code-amendments/on-consultation
- **Email:**
plan@masterplan.com.au
Attention: King William Road North Code Amendment.
- **In writing:**
c/- MasterPlan SA Pty Ltd, 33 Carrington Street, Adelaide, SA, 5000.
Attention: King William Road North Code Amendment.

An informal public 'drop-in' session will be held during the engagement period at Unley Community Centre (18 Arthur Street, Unley) on 23 June 2025 from 5:30 pm to 8:00 pm.

If you wish to discuss the Code Amendment or ask questions during the engagement period you can contact Nick Wilson or David Lake, Consultant Planners, MasterPlan SA Pty Ltd by telephone on (08) 8193 5600.

3.3 What changes to the Code Amendment can my feedback influence?

Aspects of the project which stakeholders and the community can influence are:

- Whether the Code Amendment ultimately proceeds, i.e. whether the Affected Area is rezoned to the Urban Neighbourhood Zone
- the appropriateness of the Urban Neighbourhood Zone for the Affected Area
- the application of policies that address specific issues, (for example building heights, Historic Areas)
- the application of any Technical and Numeric Variations (for example building heights)
- the application of any Overlays to the Affected Area
- the application of a Concept Plan to guide development for the Affected Area.
- whether the investigations associated with the Code Amendment have appropriately addressed key issues.

Aspects of the project which stakeholders and the community cannot influence are:

- Affected Area boundary - the extent of the Affected Area has been approved by the Minister
- the standard wording of the policy established by the Planning and Design Code for the Urban Neighbourhood Zone
- the standard wording of the policy established by the Planning and Design Code for relevant Overlays and General Development Modules.



3.4 What will happen with my feedback?

The Financial Advisory Group (as the Proponent of the Code Amendment) is committed to undertaking consultation in accordance with the principles of the Community Engagement Charter and is genuinely open to considering the issues raised by people in the community.

All formal submissions will be considered by the Financial Advisory Group when determining whether the proposed Amendment is suitable and whether any changes should be made.

Each submission will be entered into a register and you will receive an email acknowledging receipt of your submission. Your submission will be published on the SA Planning Portal. Personal addresses, email and phone numbers will not be published; however, company details will be.

The Financial Advisory Group will consider the feedback received in finalising the Code Amendment and will prepare an Engagement Report which will outline what was heard during consultation and how the proposed Code Amendment was changed in response to submissions.

The Engagement Report will be forwarded to the Minister, and then published on the SA Planning Portal.

3.5 Decision on the Code Amendment

Once the Engagement Report is provided to the Minister, the Commission may provide further advice to the Minister:

The Minister will then either adopt the Code Amendment (with or without changes) or determine that the Code Amendment should not proceed. The Minister's decision will then be published on the SA Planning Portal.

If adopted, the Code Amendment will be referred to the Environment Resources and Development Committee of Parliament (ERDC) for their review. The Commission will also provide the Committee with a report on the Code Amendment, including the engagement undertaken on the Code Amendment and its compliance with the Community Engagement Charter.



4 Analysis

4.1 Strategic Planning Outcomes

4.1.1 Summary of Strategic Planning Outcomes

The key strategic planning considerations to be addressed by this Code Amendment include:

- Supporting the appropriate and timely supply of housing for the Greater Adelaide region.
- Creation of additional housing diversity and choice for the community, as well as affordable housing.
- The economic benefits to be derived from development of the Affected Area.
- Ensuring a master planned and staged approach to development of the Affected Area.
- The interface with adjoining areas.
- Integration with public transport and traffic management.
- Heritage and historic character.

4.1.2 Consistency with the State Planning Policies

State Planning Policies define South Australia's planning priorities, goals and interests. They are the overarching umbrella policies that define the state's interests in land use. There are 16 State Planning Policies and six (6) special legislative State Planning Policies.

These policies are given effect through the Code, with referral powers assigned to relevant Government Agencies (for example, the Environmental Protection Agency for contaminated land). The Code (including any Code Amendments) must comply with any principle prescribed by a State Planning Policy.

This Code Amendment is considered to be consistent with the State Planning Policies as shown in **Attachment D**.

4.1.3 Consistency with the Regional Plan

The directions set out in Regional Plans provide the long term vision and set the spatial patterns for future development within a region. This can include land use integration, transport infrastructure and the public realm.

The Commission has identified that the existing volumes of the South Australian Planning Strategy, prepared under the Development Act 1993, will apply until such time as the new Regional Plans are prepared and adopted. Refer to the SA Planning Portal for more information on the Commission's program for implementing Regional Plans throughout South Australia.

Where there is conflict between a Regional Plan and the State Planning Policies, the State Planning Policies will prevail.



As of 17 March 2025, the Greater Adelaide Regional Plan (GARP) is the relevant Regional Plan for this Code Amendment. Prior to that the 2017 Update to the 30-Year Plan for Greater Adelaide volume of the Planning Strategy was the relevant Regional Plan.

This Code Amendment is considered to be consistent with the Regional Plan (and previous Regional Plan) as shown in **Attachment D**.

4.1.4 Consistency with other Key Strategic Policy Documents

In addition, the City of Unley has prepared two strategies which are relevant to the Code Amendment. They are:

- City of Unley Economic Development Growth Strategy 2021-2025
- City of Unley Community Plan 2033.

The Code Amendment aligns with these Council strategies, and this is also described in **Attachment D**.

4.2 Infrastructure Planning

The following infrastructure planning is relevant to this Code Amendment:

Table 5: Summary of Council Infrastructure Planning

Council Infrastructure Planning	Response/Comment
Roads	<p>MFY Pty Ltd have undertaken a traffic impact assessment – see Section 4.3.6.</p> <p>The assessment concludes that the development envisioned for the Affected Area will be accommodated without compromising the operation or safety of the adjacent road network. It will not require any additional traffic infrastructure to accommodate the forecast traffic.</p> <p>The provision of multiple access points to the Affected Area will assist in distributing the traffic and therefore limiting impact at any single location. Importantly, the additional traffic will not change the status of the road network.</p> <p>Infrastructure upgrades on the surrounding road network are not required.</p>
Stormwater Management	<p>Council's preferred methodology of site discharge is into the existing infrastructure within the Charles Walk Drainage Reserve to the North of the Affected Area however due to the existing grade of the site an alternative connection point is proposed - a connection into the existing boxed culvert located along the northern boundary of the proposed development via a new junction pit, which connects into the stormwater infrastructure on east of Charles Walk.</p> <p>The piped drainage system shall cater for an on-site detention system which restricts the post-development flow rate from the 1% AEP storm event to the pre-development flow rate from the 10% AEP storm event. Gutter flow widths shall not exceed 2.5 metres for the 0.2 EY (5 year ARI) storm event. The 100yr ARI runoff is to be controlled through a combination of onsite detention and overland flow to Mary</p>



Council Infrastructure Planning	Response/Comment
	<p>Street. The design of stormwater pipes and bioretention swales can be completed during the planning approval process and detailed design.</p> <p>Upgrades to infrastructure can be negotiated as part of detailed design associated with future development applications for the Affected Area following rezoning. The Affected Area will be developed in stages and it is anticipated supply of services will be negotiated with suppliers separately for each stage.</p>

Table 6: Summary of Government Agency Infrastructure Planning

Government Agency Infrastructure Planning	Response/Comment
Roads	N/A
Water	<p>SA Water's AquaMap system indicates that the existing water mains are available to the site. Potable water is to be reticulated within the land division to service the requirements by connecting into the existing mains on King William Road and Mary Street. Based on SA Water Systems Planning investigation, the network has sufficient capacity to support the proposed development.</p> <p>Upgrades to infrastructure can be negotiated as part of detailed design associated with future development applications for the Affected Area following rezoning. The Affected Area will be developed in stages and it is anticipated supply of services will be negotiated with suppliers separately for each stage.</p>
Waste water	<p>A new gravity internal sewer main with 100mm diameter sewer connections for each allotment is proposed to service the development, connecting into the existing DN225 main in Mary Street and or King William Road. Sewer is to be reticulated within the land division by connecting into the existing mains on King William Road. Based on SA Water Systems Planning investigation, the network has sufficient capacity to support the proposed development.</p> <p>Upgrades to infrastructure can be negotiated as part of detailed design associated with future development applications for the Affected Area following rezoning. The Affected Area will be developed in stages and it is anticipated supply of services will be negotiated with suppliers separately for each stage.</p>
Electricity	<p>There is existing electrical infrastructure surrounding the Affected Area. It is assumed the existing high voltage network has sufficient capacity to service the site. An existing transformer in the Affected Area is anticipated to remain energised and operational. In addition, two new 2MVA transformer pads are proposed to support the anticipated electrical load for the future development. Each transformer will require a dedicated easement to facilitate connection to the existing electrical infrastructure.</p> <p>Upgrades to infrastructure can be negotiated as part of detailed design associated with future development applications for the Affected Area following rezoning. The Affected Area will be developed in stages and it is anticipated supply of services will be negotiated with suppliers separately for each stage.</p>



Government Agency Infrastructure Planning	Response/Comment
Gas	<p>There is an existing 40mm high pressure gas mains on Mary Street and King William Road. To provide natural gas to the development, at a high level, the existing network can support this additional demand at the proposed location. This can be supplied from either the King William Road or Mary Street 40P8 HP mains.</p> <p>Upgrades to infrastructure can be negotiated as part of detailed design associated with future development applications for the Affected Area following rezoning. The Affected Area will be developed in stages and it is anticipated supply of services will be negotiated with suppliers separately for each stage.</p>
Communications	<p>Investigations show there is a fixed line service available in the area. The Affected Area is serviceable via connection to this existing telecommunications infrastructure in Mary Street, Cleland Avenue and King William Road. Installation of pit and pipe network within the development and connection to the existing infrastructure is required.</p> <p>Upgrades to infrastructure can be negotiated as part of detailed design associated with future development applications for the Affected Area following rezoning. The Affected Area will be developed in stages and it is anticipated supply of services will be negotiated with suppliers separately for each stage.</p>

4.3 Investigations

4.3.1 Investigations Undertaken

The extent of investigations that have been undertaken as part of the Code Amendment process have been agreed by the Minister in the Proposal to Initiate. The following investigations have been undertaken:

- Preparation of a Preliminary Site Investigation (PSI) to determine if there are any site contamination issues that may affect future development of the Affected Area.
- Assessment of vegetation on the Affected Area and identification of any Significant or Regulated trees.
- A traffic impact assessment to understand the impact associated with increased density on the Affected Area.
- An economic analysis to determine the impacts from the rezoning, including the potential impacts from construction and ongoing expenditures.
- Assessment of the capacity of local infrastructure and services to cater for future development.
- A review of Planning and Design Code to determine the most appropriate zone to be applied to the Affected Area.
- Preparation of development concepts to assist with determining appropriate Local Variations (Technical and Numerical Variations) for the Affected Area and measuring the effect on neighbouring properties including implications of building height.



In addition to this, the Commission has also specified certain investigations or information requirements to be undertaken to support the Code Amendment. These include:

- Investigate the application of the Affordable Housing Overlay or otherwise provide clear planning rationale as to why it should not be applied to the Affected Area.
- Conduct a search of the Register of Aboriginal Sites and Objects (Taa wika) to identify relevant Aboriginal heritage considerations, including any identified cultural sites and objects.
- Undertake investigations into heritage impacts, including any impacts on the Historic Area Overlay within and adjacent to the Affected Area.
- Investigate linkages and connectivity with the adjacent Charles Walk walking/cycling path and nearby open space and identify connections to/from and through the site on a Concept Plan.
- Identify trees for retention and public open space on a Concept Plan.
- Investigate measures to ensure a master planned approach can be delivered for the entire Affected Area and is not fragmented by sale of existing allotments. This includes measures to ensure appropriate delivery of open space in an equitable and coordinated manner.

4.3.2 Aboriginal Heritage

A search of the Register of Aboriginal Sites and Objects (Taa wika) has been undertaken for each of the nine properties within the Affected Area. For each of the properties the Heritage Information Team of the Department of Aboriginal Affairs and Reconciliation has advised that the Register has no entries for Aboriginal sites for each property and within 100 metres of each property.

Notwithstanding, all Aboriginal sites and objects are protected under the Aboriginal Heritage Act 1988 and although properties within the Affected Area are not identified in the Register, any objects or remains discovered during development of the Affected Area in the future are protected and will need to be reported to the Minister for Aboriginal Affairs and Reconciliation.

Copies of the advice for each property received from the Department of Aboriginal Affairs and Reconciliation are included in **Attachment E**.

Policy Implications - given the results of the searches of the Register of Aboriginal Sites and Objects, no additional policy response is required as part of this Code Amendment.

4.3.3 Site Contamination

Environmental Projects have undertaken an investigation to determine if there are any site contamination issues that may affect future development of the Affected Area.

Environmental Projects have prepared a Preliminary Site Investigation (PSI) report pursuant to State Planning Commission Practice Direction 14 (Site Contamination Assessment). The PSI describes the investigations, historical searches and site inspections undertaken by Environmental Projects, and includes a Site Contamination Declaration Form stating that site contamination exists or may exist. The PSI is presented in **Attachment F**.



Based on the investigations the PSI makes the following conclusions:

- The site has been developed for mixed residential and commercial use since the first aerial photograph available in 1935-1936.
- 81-85 King William Road and 88-90 Mary Street have remained residential buildings since at least 1936, though converted to office use.
- 86 Mary Street was occupied by a large warehouse/industrial building since 1936. The southern portion remains in commercial use, the northern portion of the warehouse was demolished, and the land redeveloped for Council works depot sometime before 1997.

Potentially contaminating activities (PCAs) identified onsite include:

- Works depot - a Class 2 activity as defined in Practice Direction 14.
- Listed substances (storage, fuel) - Class 1.
- Waste depots - Class 2.
- Motor vehicle repair or maintenance - Class 2
- Electrical or electronics component manufacture - Class 1.

Activities of environmental significance that have occurred onsite include:

- Vehicle wash bay
- Chemical storage and use.

PCAs were identified off-site and on adjacent land including:

- Motor garages, engineers and service stations - Class 1
- Listed substances (storage) - Class 1
- Metal forging - Class 2.

The site has been the location of a range of significant PCAs which may have caused site contamination in parts of the site. Some portions of the site have been in residential use.

Finally, the PSI does not recommend against redevelopment of the Affected Area, rather it concludes that the known sites of current and historic PCAs are likely to require further investigation.

Policy Implications – The Site Contamination module of the General Development Policy section of the Code includes specific policies designed to address matters relating to site contamination. Noting the findings of the PSI and the need for further investigations, it is considered that this module is sufficient to ensure this matter is addressed when redevelopment of the Affected Area is proposed, following rezoning.

No additional policy response is required as part of this Code Amendment.



4.3.4 Vegetation Assessment

Arborman Tree Solutions have undertaken an assessment of the trees within the Affected Area. The purpose of the assessment is to evaluate tree suitability for retention through a Tree Retention Rating system and provide preliminary tree protection advice for trees to be retained. This assessment provides information in accordance with Australian Standard AS4970-2009 Protection of trees on development sites (AS4970-2009), the Planning, Development and Infrastructure Act 2016 (the Act) and the Regulated and Significant Tree Overlay (and policy) within the Code.

A copy of the Arborman report is shown in **Attachment G**.

The assessment considered thirty-one trees or groups which are identified as a mix of indigenous, Australian natives and exotic species. There are seventeen trees considered to be in Good overall condition and have extended useful life expectancies. The remaining fourteen trees are in Fair overall condition as a result of their reduced attributes. Table 7 provides an overview of the trees within the Affected Area.



Table 7: Trees Within the Affected Area

Botanic Name	Common Name	Number of Trees	Origin	Tree Number
<i>Acer negundo</i>	Box Elder	1	Exotic	7
<i>Callistemon salignus</i>	Willow Bottlebrush	1	Native	18
<i>Callistemon viminalis</i>	Weeping Bottlebrush	9	Native	9, 21, 23 and 25-30
<i>Corymbia citriodora</i>	Lemon Scented Gum	1	Native	13
<i>Cupressus leylandii</i>	Leyland Cypress	1	Exotic	24
<i>Cupressus sempervirens</i>	Italian Cypress	1	Exotic	8
<i>Eucalyptus camaldulensis</i>	River Red Gum	1	Indigenous	1
<i>Eucalyptus sideroxylon</i>	Red Ironbark	3	Native	2-4
<i>Ficus carica</i>	Common Fig	1	Exotic	12
<i>Fraxinus angustifolia</i> ssp. <i>angustifolia</i>	Desert Ash	3	Exotic	16, 17 and 22
<i>Fraxinus griffithii</i>	Flowering Ash	1	Exotic	31 (group)
<i>Metrosideros excelsa</i>	New Zealand Christmas Tree	1	Exotic	6
<i>Platanus x acerifolia</i>	London Plane	1	Exotic	19
<i>Pyrus calleryana</i>	Callery Pear	3	Exotic	10 (group), 11 (group) and 20
<i>Schefflera actinophylla</i>	Queensland Umbrella Tree	1	Native	15
<i>Washingtonia filifera</i>	Petticoat Palm	1	Exotic	14
<i>Washingtonia robusta</i>	Cotton Palm	1	Exotic	5

The assessment identified seven Significant Trees and eight Regulated Trees as defined in the Act. Seven of the trees are exempt from regulation and the remaining nine trees or tree groups are Unregulated. Significant and Regulated Trees should be preserved if they meet aesthetic and/or environmental criteria as described in the Regulated and Significant Tree Overlay of the Code.



An assessment of the Significant and Regulated Trees against the Performance Outcomes of the Regulated and Significant Tree Overlay has been undertaken. Only Tree 1 (River Red Gum at the front of 86 Mary Street) is considered to provide 'important' aesthetic and/or environmental benefit which would warrant its protection. The remaining trees, whilst providing benefit in this regard, do not do so to a level that would be considered to be 'important' - therefore, their protection as Regulated/Significant trees that prevents an otherwise reasonable and expected development is not warranted.

A Retention Assessment has also been undertaken which identified Tree 1 as having a High Retention Rating – this tree has environmental and/or aesthetic attributes that warrant its retention - the protection of this tree in a future development is highly desirable and design should actively consider its protection.

The assessment identified twelve Regulated/Significant trees as having a Moderate Retention rating. This indicates these trees have environmental and/or aesthetic attributes that suggest their retention should be considered if they can be adequately protected in an otherwise reasonable and expected development.

However, as described previously, when assessed against the relevant Performance Outcomes of the Regulated and Significant Tree Overlay these trees are not considered to provide 'important' aesthetic and/or environmental benefit. Therefore, their protection as Regulated/Significant trees that prevents an otherwise reasonable and expected development is not warranted.

The remaining two Regulated trees, Trees 29 and 30 do not have environmental and/or aesthetic attributes that suggest their retention is necessary and they should not form a constraint to an otherwise reasonable and expected development.

Figure 7 shows the location of trees within the Affected Area, legal status under the Act and their retention rating.



Figure 7: Extract from the Arborman Report showing Trees within the Affected Area.

Policy Implications – under the Code the Regulated and Significant Tree Overlay will continue to apply to the Affected Area. Any proposed tree damaging activity (including removal) for Significant and Regulated trees will require development approval, regardless of their retention rating.

The opportunity to retain existing trees has been considered during preparation of the draft Concept Plan when locating open space within the Affected Area.

Tree 1 (River Red Gum at the front of 86 Mary Street) has been specifically identified on the draft Concept Plan for retention.

No additional policy response is required as part of this Code Amendment.

4.3.4.1 Urban Tree Canopy Overlay

The Urban Tree Canopy Overlay currently applies to 88 and 90 Mary Street that are within the Established Neighbourhood Zone. The intent of the overlay is that residential development preserves and enhances urban tree canopy through the planning of new trees and retention of existing mature trees where practicable. **Figure 8** shows how the Urban Tree Canopy Overlay currently applies in the locality.

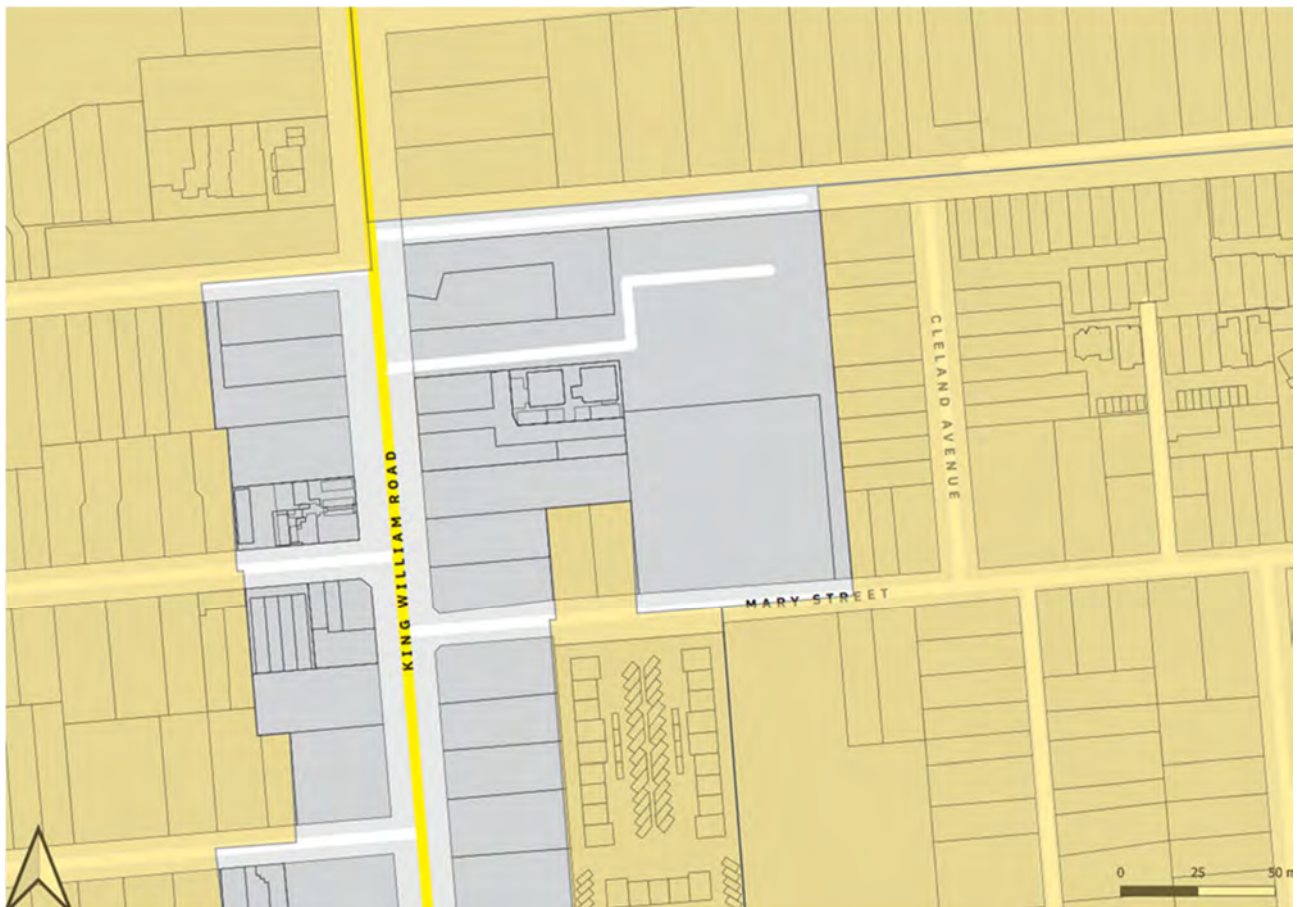


Figure 8: Urban Tree Canopy Overlay (in yellow).

The policy within the overlay is relevant to dwellings in general urban infill areas in metropolitan Adelaide that may experience loss of urban tree canopy. As such the overlay is not applied to locations in Adelaide that are within the Urban Neighbourhood Zone and that envisage medium or higher density residential development. The overlay will no longer be relevant to 88 and 90 Mary Street and it is proposed that the overlay is removed from the two properties. **Figure 8** shows how the Urban Tree Canopy Overlay will be amended.

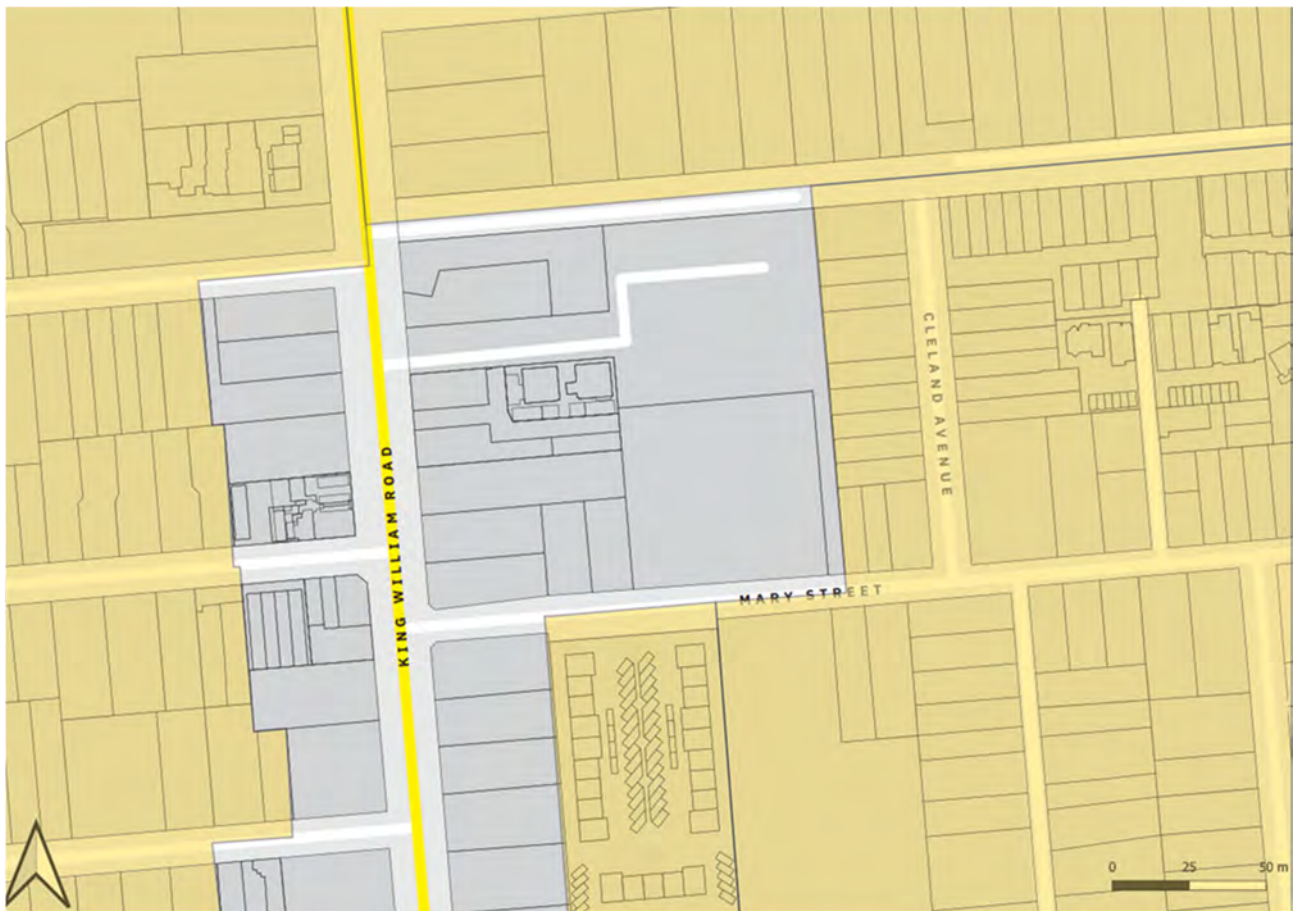


Figure 9: Amended Urban Tree Canopy Overlay (in yellow).

Policy Implications – removal of the Urban Tree Canopy Overlay is warranted given that this Code Amendment proposes to apply the Urban Neighbourhood Zone and the overlay will no longer be relevant.

No additional policy response is required as part of this Code Amendment.

4.3.5 Indicative Development Scheme

An indicative development scheme for the Affected Area has been prepared by Hames Sharley Pty Ltd to illustrate how the Affected Area may be developed following approval of the Code Amendment, and to demonstrate that the following key planning considerations can be addressed:

- Ensuring a master planned approach that can be delivered for the entire Affected Area.
- The need for a coordinated and staged approach given the likelihood that portions of the Affected Area will be developed at different times, depending on the needs of specific land owners, including the City of Unley.



- A mixed-use outcome can be achieved, including a range of residential apartment options (1-bed, 2-bed and 3-bed), townhouses and ground level retail/commercial floorspace fronting King William Road.
- Linkages and connectivity with the adjacent Charles Walk walking/cycling path and nearby open space can be provided.
- Car parking and identification of internal roadways can be provided to allow access throughout the Affected Area and to/from individual buildings.
- Assessment provisions in the Planning and Design Code (in particular the Urban Neighbourhood Zone) can be addressed. In particular these relate to built form and character, and building height interface policies that seek to minimise the visual and overshadowing impacts from higher density buildings constructed adjacent to lower density land uses.

It is important to note that the development scheme is indicative only, and will be refined during future planning consent or detailed design phases. The scheme is intended to demonstrate a feasible development option for the land through a multi-staged development process facilitated under the proposed policy framework.

The development scheme has been used to inform the investigations into services and infrastructure, traffic analysis and economic impact, each of which are discussed in the following sections. It has also been used to guide preparation of a Concept Plan for the Affected Area which is proposed to be inserted into the Code as part of this Code Amendment – see section 4.3.11.

The indicative development scheme is shown in **Figures 9 and 10** and is centred around four separate development sites for individual towers along with 16 townhouses on the northern and eastern boundaries of the Affected Area. Each of the four towers are described below:

- **Tower 1** (south-west corner of the Affected Area) – maximum height of 10 levels. Retail floorspace and car parking are included on the ground floor, with residential apartments and further car parking on levels 1 and 2. The upper levels are further set back from King William Road and Mary Street and provide a mix of 1-bed, 2-bed and 3-bed apartments. Penthouse apartments are proposed for the top two levels.
- **Tower 2** (north-west corner of the Affected Area) – maximum height of 8 levels. Retail floorspace and car parking are included on the ground floor, with residential apartments and further car parking on levels 1 and 2. The upper levels are further set back on the southern edge and provide a mix of 1-bed, 2-bed and 3-bed apartments.
- **Tower 3** (eastern boundary of the Affected Area) – maximum height of 6 levels. Car parking is included on the ground floor, with a small number of apartments. The upper levels are further set back from the eastern edge and provide a mix of 1-bed, 2-bed and 3-bed apartments.
- **Tower 4** (south-east corner of the Affected Area) – maximum height of 7 levels. Car parking and residential apartments are included on the ground floor and level 1. The upper levels are further set back from Mary Street and provide a mix of 1-bed, 2-bed and 3-bed apartments.

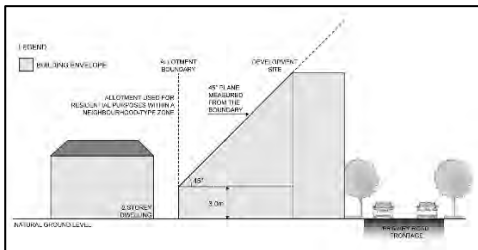


Ten townhouses are envisaged on the north-eastern corner of the Affected Area fronting Charles Walk, and six are envisaged on the south-eastern boundary of the Affected Area. The townhouses are proposed to be three levels with car parking integrated into the design.

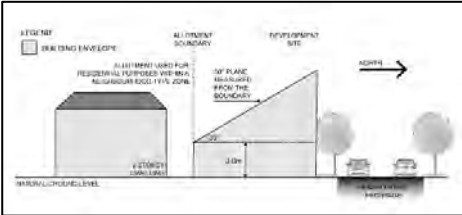
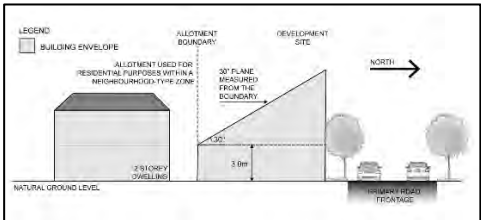
Primary vehicle access into and out of the Affected Area is envisaged to utilise the existing internal roadway that services the Council depot (entrance at 75 King William Road and exit on the eastern side of 86 Mary Street). An additional access point (crossover) for Tower 2 is envisaged from the existing car parking area that forms part of Charles Walk, and an additional access point (crossover) for Tower 1 is envisaged from Mary Street.

A public open space corridor is envisaged through the centre of the Affected Area running north/south which will connect with Charles Walk. Along with public open space envisaged at the north-western and north-eastern corners of the Affected Area, the open space corridor will provide the opportunity for a number of existing trees to be retained.

The building heights within the development scheme have been selected with consideration of the Interface Height policies of the proposed Urban Neighbourhood Zone module. These policies are as follows:

Urban Neighbourhood Zone	
Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Interface Height	
PO 3.1 Buildings mitigate visual impacts of building massing on residential development within a neighbourhood-type zone.	<p>DTS/DPF 3.1</p> <p>Interface Height</p> <p>Buildings constructed within a building envelope provided by a:</p> <p>(a) 45 degree plane measured from a height of 3 metres above natural ground level at the boundary of the allotment where abutting a residential use, or where the allotment is separated by a road less than 6.5 metres in width measured from the residential allotment boundary, within a neighbourhood-type zone as shown in the following diagram (except where this boundary is a southern boundary):</p>  <p>(b) in relation to a southern boundary, 30 degree plane grading north, measured from a height of 3m above natural ground at the boundary of an allotment used for residential purposes within a neighbourhood-type zone as shown in the following diagram (except where this boundary is a street boundary):</p>



Urban Neighbourhood Zone	
	 <p>Buildings constructed within a building envelope provided by a 30 degree plane measured from a height of 3m above natural ground level at the boundary of an allotment used for residential purposes within a neighbourhood-type zone as shown in the following diagram (except where this boundary is a street boundary):</p> 
<p>PO 3.2</p> <p>Development that manages the interface with a low-rise neighbourhood-type zone by incorporating less dense, low-rise residential land uses at the interface, and avoiding land uses or intensity of land uses that adversely affect residential amenity.</p>	<p>DTS/DPF 3.2</p> <p>None are applicable.</p>

These policies are aimed at mitigating the visual effects of building massing on residential development within a "neighbourhood-type zone". The Administrative Terms and Definitions in the Planning and Design Code applies the "neighbourhood-type zone" designation to a variety of Zones, including a number that about the Affected Area:

- Urban Renewal Neighbourhood Zone
- Housing Diversity Neighbourhood Zone
- Established Neighbourhood Zone
- Business Neighbourhood Zone.

The Designated Performance Feature (DPF) policies outlined above apply a building envelope guidance of either 45 degrees or 30 degrees (measured from 3.0 metres above ground level) depending on the orientation of the interface being considered. Notably, interfaces with road boundaries (greater than 6.5 metres in width) are excluded from these policies. As such, the only interface to which this policy is relevant within the context of the Affected Area is the eastern boundary, where the policy transitions to the Urban Renewal Neighbourhood Zone.



In accordance with this policy, the building heights depicted in the development scheme transition down in height towards this boundary so as not to penetrate the 45-degree buffer measured from this boundary. It should be noted that whilst the Building Height TNV will apply a singular building height limit to the entirety of the Affected Area, any development of the site will be assessed against these Interface Height policies and are required to demonstrate compliance with the relevant Performance Outcomes. The development scheme reflects this, transitioning heights away from this interface and focusing height in central positions and towards the King William Road frontage.

Another factor influencing height, scale and design is the streetscape and character attributes of the area. The Heritage Advice prepared by Stevens Architects (see Section 4.3.8) provides the following advice of relevance:

- New development on Mary Street, Charles Walk, and King William Road should be consistent with the existing one- and two-storey built form.
- New development should transition gradually to higher building elements within the subject site.
- New development of four storeys and above in height is likely to be visible from some vantage points within the locality. As a consequence, there may be some effect on local character arising from buildings of this height and above. The exact nature of this effect on character will depend on the particular circumstances of the development and a number of factors such as the total building height, building mass, site layout, materials and finishes and will ultimately need to be considered at the assessment stage of an application for new development.
- Principle considerations for new development in the context of Mary Street are scale, height, massing, form, materials, finishes and detail.

The conceptual designs by Hames Sharley deliver on this intent with an articulated podium element to the primary frontages following the datum line of a two-storey building height. The materiality and design language of the podium will take reference from the locality and will utilise muted tones and maximise the application of brick and masonry construction common to the locality.



Figure 10: Indicative Development Scheme – Ground Level

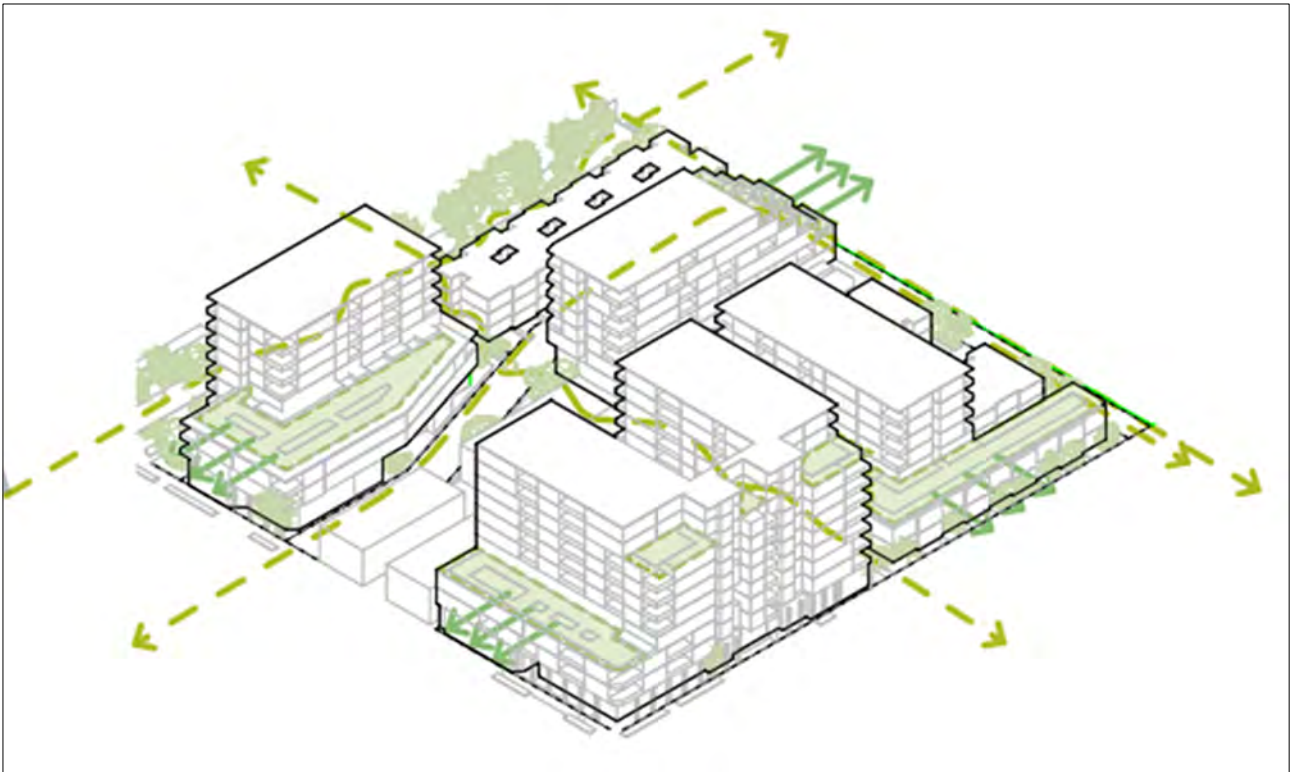


Figure 11: Indicative Development Scheme – 3-D Image

The indicative development scheme indicates, that when fully developed, the Affected Area could accommodate a yield of approximately 240 apartments, 16 townhouses and around 900 square metres of retail floor space (with a frontage to King William Road), as described in **Table 8** below.

Table 8: Summary of Estimated apartment yields and retail floorspace

	1-Bed Apartment	2-Bed Apartment	3-Bed Apartment	Penthouse Apartment	Retail Floorspace
Tower 1	27	54	13	8	665m ²
Tower 2	12	26	8	-	250m ²
Tower 3	8	23	12	-	-
Tower 4	5	40	5	-	-
Total	52	143	38	8	915m²

Further background on the indicative development scheme is presented in the King William Road North Code Amendment Concept Report prepared by Hames Sharley, included in **Attachment H**.



Policy Implications – the indicative development scheme has been prepared consistent with the policies of the Urban Neighbourhood Zone which is proposed to be applied to the Affected Area by this Code Amendment. It also takes into account the recommendations of the Heritage Advice regarding the streetscape and character attributes of the area (Section 4.3.8).

Preparation of the development scheme underpins the Concept Plan proposed for the Affected Area and which will guide future development of the site.

No additional policy response is required as part of this Code Amendment.

4.3.6 Services and Infrastructure

MLEI Consulting Engineers have prepared an Infrastructure Services Assessment report that provides a description of the services infrastructure for the proposed development of the Affected Area.

The investigations have been based on the Hames Sharley indicative development scheme described in **Section 4.3.5**. The report considers provision of stormwater drainage infrastructure, potable water supply, sewer infrastructure, telecommunications supply, gas supply and electrical supply. The report summarises existing services infrastructure in the vicinity of the Affected Area and upgrades required to service the proposed development.

A copy of the MLEI report is shown in **Attachment I**.

4.3.6.1 Stormwater Drainage Infrastructure

Council's existing stormwater drainage network is described as the following:

Drainage in Mary Street drains north down Cleland Avenue, then west down Charles Walk and North along King William Road. Drainage within the entrance driveway to the north of the proposed development also drains west to King William Road. Existing side entry pits are present at various locations surrounding the proposed development including along King William Road, corner of Mary Street and King William Road, corner of Mary Street and Cleland Avenue and along Cleland Avenue. These existing side entry pits are suitable for connection.

The stormwater drainage system for the Affected Area shall be designed to control the quantity and quality of stormwater discharged from the site to minimise flooding, to prevent adverse impacts on downstream drainage systems and to protect the water quality of receiving waters. Council have advised that post-development flows are required to meet existing pre-development flows, using a pre-development run-off coefficient of 0.7. Any additional flows produced by the site development will be detained on site. This could be achieved via a combination of road surface storage and stormwater detention tanks on each allotment, to be further investigated in the planning approval process.

In addition, design and construction of the stormwater system needs to ensure best practice quality reduction targets are achieved, related to gross pollutants, suspended solids, phosphorous, nitrogen and hydrocarbons. Use of grassed swales, bio-retention systems and/or gross pollutant traps is recommended.



Council's preferred methodology of site discharge is into the existing infrastructure within the Charles Walk Drainage Reserve to the North however due to the existing grade of the site an alternative connection point is proposed - a connection into the existing boxed culvert located along the northern boundary of the proposed development via a new junction pit, which connects into the stormwater infrastructure on east of Charles Walk.

The piped drainage system shall cater for an on-site detention system which restricts the post-development flow rate from the 1% AEP storm event to the pre-development flow rate from the 10% AEP storm event. Gutter flow widths shall not exceed 2.5 metres for the 0.2 EY (5 year ARI) storm event. The 100yr ARI runoff is to be controlled through a combination of onsite detention and overland flow to Mary Street. The design of stormwater pipes and bioretention swales can be completed during the planning approval process and detailed design.

Developers will be responsible for anticipated costs in providing civil works and infrastructure.

4.3.6.2 Potable Water Supply

The existing water network consists of a DN200 Cast Iron Concrete Lined (CICL) Water Main in King William Road and a DN100 CICL in Mary Street. SA Water's AquaMap system indicates that the existing water mains are available to the site. Potable water is to be reticulated within the land division to service the requirements by connecting into the existing mains on King William Road and Mary Street. Based on SA Water Systems Planning investigation, the network has sufficient capacity to support the proposed development.

Developers will be responsible for the full cost of internal mains and connections to the existing mains and may be responsible for a portion or all of the costs associated with upgrading the water main if required. Standard SA Water fees and charges would be applicable for the connection to the external main.

4.3.6.3 Sewer Infrastructure

The existing gravity sewerage network consists of a DN225 uPVC Sewer main on King William Road and on Mary Street.

A new gravity internal sewer main with 100mm diameter sewer connections for each allotment is proposed to service the development, connecting into the existing DN225 main in Mary Street and or King William Road. Sewer is to be reticulated within the land division by connecting into the existing mains on King William Road. Based on SA Water Systems Planning investigation, the network has sufficient capacity to support the proposed development, subject to:

- Upsize the existing DN100 connections into the adjoining DN225 VC in King William Road to a DN150 and abandon the existing DN100 connections that are unutilised.
- The DN150 connection must be constructed at a minimum grade of 1 %, ensuring that no more than 855 FU are directed to it.



- Trade waste discharges have not been requested; therefore, none has been allowed for. Should trade waste discharge be required in the future, or the allowance made for the commercial component increases, a new capacity investigation needs to be undertaken.

Developers will be responsible for the full cost of internal mains and connections to the existing mains and standard SA Water fees and charges would be applicable for the connection to the external main in Mary Street. The developer may be responsible for a portion or all of costs associated with upgrading the water main (if required).

4.3.6.4 Telecommunications Supply

Investigations show there is a fixed line service available in the area. The Affected Area is serviceable via connection to this existing telecommunications infrastructure in Mary Street, Cleland Avenue and King William Road. Installation of pit and pipe network within the development and connection to the existing infrastructure is required.

It is expected that a network analysis will be undertaken by NBN to verify the capacity of the existing network. Standard NBN fees and charges would be applicable for connection to the existing infrastructure.

4.3.6.5 Gas Supply

There is an existing 40mm high pressure gas mains on Mary Street and King William Road. To provide natural gas to the development, at a high level, the existing network can support this additional demand at the proposed location. This can be supplied from either the King William Road or Mary Street 40P8 HP mains.

It is expected that a network analysis will be undertaken by APA to verify the capacity of the existing network. If APA are to service the allotments, they will likely seek full capital cost on any new gas infrastructure to be funded by developers.

4.3.6.6 Electrical Supply

There is existing electrical infrastructure surrounding the Affected Area. Mary Street, King William Road and Charles Walk contain existing high voltage overhead powerlines. Charles Walk also has underground cabling. An existing transformer is present on the proposed development site and is assumed to be serving the existing commercial building at 71 to 75 King William Road.

It is assumed the existing high voltage network has sufficient capacity to service the site. The existing transformer is anticipated to remain energised and operational. In addition, two new 2MVA transformer pads are proposed to support the anticipated electrical load for the future development. Each transformer will require a dedicated easement to facilitate connection to the existing electrical infrastructure.



The final size, location, and connection details for the transformer pads and associated cabling are to be confirmed by a qualified electrical contractor or designer during the detailed design phase, prior to construction.

Developers will be responsible for anticipated charges and fees for upgrades and each connection.

Policy Implications – the Infrastructure Services Assessment did not identify impediments to the supply of services and utilities to the Affected Area. Upgrades to infrastructure can be negotiated as part of detailed design associated with future development applications for the Affected Area following rezoning. The Affected Area will be developed in stages and it is anticipated supply of services will be negotiated with suppliers separately for each stage.

No additional policy response is required as part of this Code Amendment.

4.3.6.7 Stormwater Management Overlay

The Stormwater Management Overlay currently applies to 88 and 90 Mary Street, which are within the Established Neighbourhood Zone. The intent of the overlay is that development incorporates water sensitive urban design techniques to capture and re-use stormwater, in particular that construction of a new dwelling requires installation of a rainwater tank. Figure 11 shows how the Stormwater Management Overlay currently applies in the locality.



Figure 12: Stormwater Management Overlay (in green).

The policy within the overlay is relevant to dwellings in general urban infill areas in metropolitan Adelaide that may experience pressure on stormwater infrastructure. As such, the overlay is not applied to locations in Adelaide that are within the Urban Neighbourhood Zone and that envisage medium or higher density residential development. The overlay will no longer be relevant to 88 and 90 Mary Street and it is proposed that the overlay is removed from the two properties. **Figure 13** shows how the Stormwater Management Overlay will be amended.



Figure 13: Amended Stormwater Management Overlay (in green).

Policy Implications – removal of the Stormwater Management Overlay is warranted given that this Code Amendment proposes to apply the Urban Neighbourhood Zone and the overlay will no longer be relevant.

No additional policy response is required as part of this Code Amendment.

4.3.7 Traffic Analysis

MFY Pty Ltd have undertaken a traffic impact assessment of the proposed Code Amendment. The assessment includes a review of the access opportunities for vehicles, pedestrians and cyclists, taking into account the existing operation of the road network and its function as a high pedestrian/cyclist demand network.

The assessment is supported by traffic forecasting and modelling which has been completed for the King William Road/Mary Street intersection. The modelling has considered a ten-year design horizon for the development.



The investigations have been based on the Hames Sharley indicative development scheme described in **Section 4.3.5**.

A copy of the MFY report is shown in **Attachment J**.

In regard to the current situation, the report notes the following:

- King William Road and Mary Street are roads in the care and control of the City of Unley.
- King William Road has been designed to cater for a high pedestrian and cyclist demand with a low speed environment (40km/h speed limit) created by treatment of the road.
- Mary Street and Charles Walk form intersections with King William Road. All movements are permitted at these intersections.
- Mary Street provides access to commercial developments adjacent to King William Road and residential dwellings further east.
- Charles Walk is also within the care and control of the City of Unley and has been developed for use as a car park.
- King William Road is a Go Zone and is a high frequency public transport service. In addition the Glenelg tramline is located approximately 1km walking distance away from the Affected Area.
- The closest walking and cycling trail to the Affected Area is the Mike Turtur Bikeway which follows the Glenelg tramline.
- The Affected Area currently includes three crossovers on King William Road and five crossovers on Mary Street.
- A traffic generation forecast of the existing facilities on the Affected Area identifies that the existing developments could generate approximately 75 trips in each peak hour (morning and afternoon). It is anticipated that all traffic will access via King William Road with the exception of a small portion which will distribute east via Mary Street.

In regard to the indicative development scheme the report notes the following:

- The development scheme identifies the potential for two crossovers on Mary Street, one crossover on King William Road and one crossover on Charles Walk. The access points could be readily designed to meet Australian/New Zealand Standard, Parking Facilities Part 1: Off-street car parking (AS/NZS 2890.1:2004) with respect to separation to adjacent intersections, during the Development Application process.
- Importantly, there will be fewer access points on these roads than currently present which will reduce conflict points, improving safety, particularly for pedestrians and cyclists. Further, the unused access points would be returned as kerb to provide additional on-street parking capacity benefiting the residences and businesses surrounding the site.
- Pedestrian and cyclist connections should be located to foster engagement with the surrounding facilities including the access route to Mike Turtur Bikeway, bus stop on King William Road and adjacent retails and restaurants.
- Parking for apartments and retail tenancies will be provided within basement parking facilities in each tower. Townhouses will be facilitated with parking within each dwelling.



- On-street parking is currently used at or near capacity, particularly during a weekend afternoon. Development on the Affected Area should, therefore, not rely on on-street parking and should provide all parking on-site. Investigations regarding the anticipated parking demand and design of the car parking areas will depend on the ultimate development proposal and will therefore be completed during the DA process.

A traffic analysis has been undertaken that forecasts traffic movements that will be generated by the uses identified in the indicative development scheme, distributed as follows:

- 40% of the traffic will occur via the north on King William Road.
- 50% of the traffic will occur via the south on King William Road.
- 10% of the traffic will occur via Mary Street.

Considering potential access options, turning movements during each peak hour on the road network have been modelled. The modelling shows that forecast turning movements are not significantly higher than the current traffic volumes at the intersections, particularly in the morning and afternoon commuter peak hours when the traffic volume on King William Road is at its peak.

Further intersection modelling for the King William Road/Mary Street intersection was completed for the morning, afternoon and weekend peak hours. This modelling indicates there will be minor increase to queues and delays at the intersection. However the increase will not have any significant impact on the operation of the intersection or the functionality of King William Road. Additionally, the forecast queues on Mary Street are extremely low and will not compromise the potential to provide access to the Affected Area.

Finally, modelling of a future scenario considering a ten-year design horizon has been completed for the King William Road/Mary Street intersection. A nominal traffic growth rate of approximately 1.0% per annum was assumed given that there are no other major developments planned adjacent to the Affected Area (therefore the potential for traffic growth is limited). This modelling identifies that the King William Road/Mary Street intersection will operate satisfactorily in the future and traffic queues will dissipate quickly. The forecast queues on Mary Street will not compromise access to the Affected Area. Accordingly, there will be minimal impacts at the intersection in the design year.

The forecast turning movements at the King William Road/Charles Walk intersection and the potential access on King William Road will be less than the forecast traffic volumes at the Mary Street intersection. Therefore, the queues and delays at these intersections will be lower than that identified in the modelling above which indicates that there will be minimal impacts related to the forecast traffic.

The report concludes that the development envisioned for the Affected Area will be accommodated without compromising the operation or safety of the adjacent road network. It will not require any additional traffic infrastructure to accommodate the forecast traffic.



The provision of multiple access points will assist in distributing the traffic and therefore limiting impact at any single location. Importantly, the additional traffic will not change the status of the road network.

The proposal will also support King William Road's status as a high pedestrian/cyclist demand road. There is potential for the site to be developed with high connectivity to the existing pedestrian and cyclist routes and an ability to further improve these facilities. This will promote the use of active transports which adheres to the philosophy of the adjacent road network.

Accordingly, the proposed Code Amendment will provide for safe and convenient access and will have minimal impact on existing road users.

Policy Implications – noting the results of the traffic impact assessment and that infrastructure upgrades on the surrounding road network are not required, no additional policy response is required as part of this Code Amendment.

The Transport, Access and Parking module of the General Development Policy section of the Code specifies policies for traffic and access related matters and rates for car parking. It is considered that this module is sufficient to ensure that appropriate car parking, traffic and access arrangements are achieved when redevelopment of the Affected Area is proposed, following rezoning.

4.3.8 Economic Impact

TSA Riley has undertaken an economic analysis of the proposed Code Amendment. The analysis seeks to detail the impacts of the proposed Code Amendment on the local retail and hospitality sector, the commercial office market and the regional employment land network. In addition, modelling is carried out to assess the potential impact of construction and ongoing expenditures on regional output and employment.

The investigations have been based on the Hames Sharley indicative development scheme described in **Section 4.3.5**.

The report comprises the following:

- A policy review that provides an overview of the state and local policies that are relevant to the analysis, the economic outlook of the Affected Area and surrounds.
- A description of the underlying assumptions that inform the analyses, including defining the catchment area for the retail analysis, projecting local population growth, forecasting the share of online expenditure across retail spending categories.
- Retail analysis that estimates the current supply of retail floor space in the catchment and models demand for retail floor space over the next 20 years, estimating whether there is an over- or under-provision of floor space across all retail spending categories.
- Commercial floor space analysis that looks at key trends influencing commercial floor space in Adelaide's inner south and the potential implications for the Code Amendment.



- Employment lands analysis that describes key regional and local trends in employment land and the potential implications for the Code Amendment.
- Impact analysis that uses the findings of the above sections and the indicative development scheme to model the economic impacts of the proposed development on the local economy.

A copy of the TSA Riley report is shown in **Attachment K**.

Based on the analyses, the report makes the following conclusions:

- State and local economic, retail and centre policies generally support the proposed development, particularly regarding the need to increase housing diversity and develop strategic infill sites.
- While more than half of the subject site is zoned as employment land, our review suggests that the site is highly constrained for employment uses and would serve the City of Unley better by providing increasing housing density in a low-density pocket of the LGA.
- The retail analysis finds moderate growth in demand for retail and hospitality floor space in the region, with demand for hospitality floor space growing faster than other retail categories. By supporting the addition of retail and hospitality floor space, the development would help to address growing demand for retail and hospitality floor space across the region. In addition, by bringing new residents into the vicinity of King William Road, the development will help to underpin the local economy and generate opportunities for new and expanded businesses along the strip.
- A small amount of commercial floor space is likely to be lost as a result of the development. Given the limited scale of the loss, and the 'flight to quality' being witnessed across the Adelaide office market, this loss is likely to be inconsequential in the broader context.
- The loss of a small amount of industrial zoned land associated with the City of Unley depot will require the relocation of Council's depot to an alternate precinct. Given the limited scale of this parcel, and its proximity to sensitive uses, it is effectively non-viable for most activities typically undertaken on industrial lands.
- The economic impact analysis demonstrates that during construction, between 302 and 403 FTE jobs will be created as a direct result of construction, and up to 911 including production and consumption induced effects. It is estimated that with a project cost of between \$180 million and \$240 million, the total impacts of the proposal would amount to a figure in the range of \$304 million to \$405 million.
- The addition of around 510 new residents to the region will also result in significant retail and hospitality expenditures. These expenditures are predicted to create 77 new local jobs directly servicing new expenditures, with a further 23 as a result of the supply chain and consumption effects. The direct expenditure impacts on output of \$8.068 million per annum are expected to increase to \$14.151 million once supply chain and consumption effects are considered.
- By directing development to a relatively productive part of metropolitan Adelaide, the proposal also has the potential to generate a productivity dividend. We estimate this to be in the region of \$0.947 million per annum (in terms of direct impacts), and \$1.342 million taking into account activation of more efficient inner-city supply chains, and the spending of additional wages in inner-metropolitan Adelaide.



Policy Implications – the economic analysis provides support for the proposed Code Amendment by demonstrating the positive economic benefit that will be derived, during both construction and on an ongoing basis through the addition of new residents to the area.

The analysis demonstrates that the loss of a small amount of commercial land is likely to be inconsequential in the broader context.

The report also demonstrates that due to its limited scale, proximity to sensitive uses and limited road frontage, the opportunity cost associated with the loss of a small amount of employment zoned land is likely to be minimal.

No additional policy response is required as part of this Code Amendment.

4.3.9 Heritage

Stevens Architects Pty Ltd have provided heritage advice regarding the potential for heritage impacts associated with the rezoning of the Affected Area. Their report:

- Provides a brief historic background of development of the area.
- Considers local heritage places in the locality.
- Considers historic buildings in the Affected Area, both those subject to, and not subject to, Historic Area Overlay provisions.
- Considers Historic Area - Residential Compact Unley West and Hyde Park (Un7) Overlay which applies to 88 and 90 Mary Street within the Affected Area.
- Considers Historic Area - Residential Spacious Unley (North) (Un20) which applies to the north of the Affected Area.
- Considers streetscape character and provides recommendations regarding design options for the Affected Area.

A copy of the report is shown in **Attachment L**.

4.3.9.1 Local Heritage Places

There are six local heritage places in the locality. These are:

- Office (former house), 74 Mary Street, Unley.
- House, 75 Mary Street, Unley.
- Office (former house), 67 King William Road, Unley.
- Office (former house), 69 King William Road, Unley.
- House, 50 Hughes Street, Unley.
- House (Former Manse), 28-30 King Willam Road, Wayville.

The location of the local heritage places is shown in Figure 14.

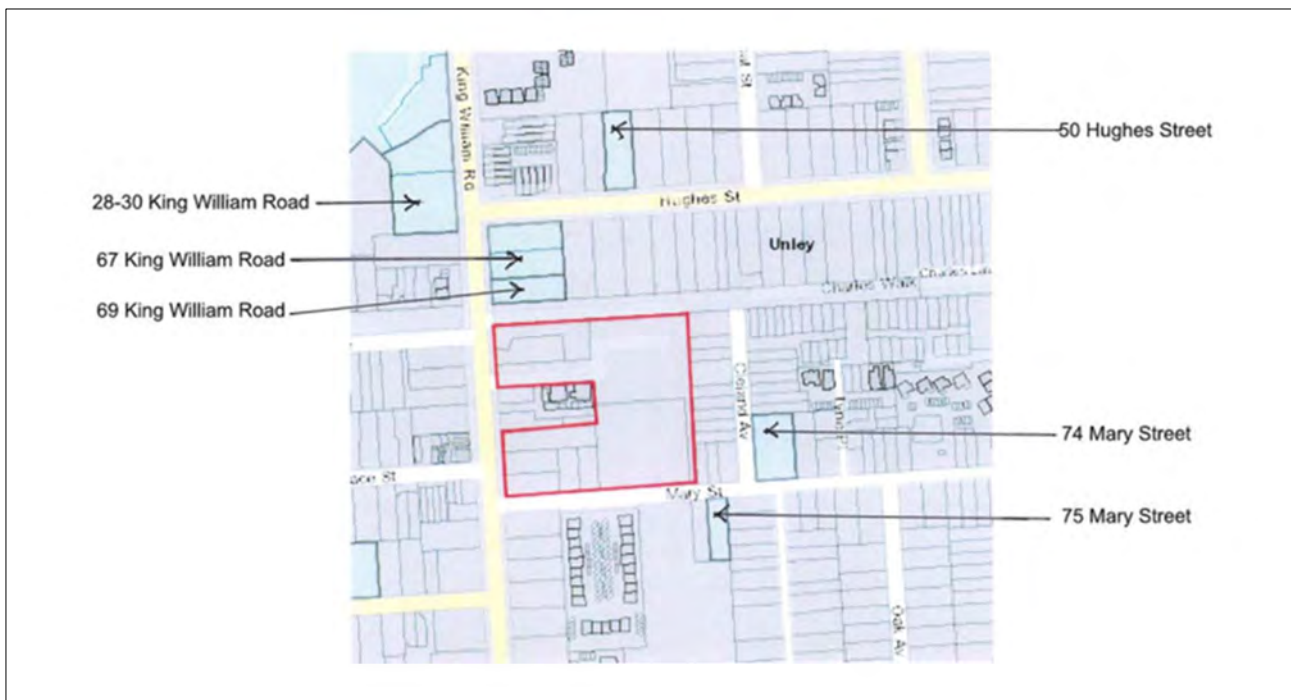


Figure 14: Extract showing Local Heritage Places. Affected Area shown in red.

Under the Code, Heritage Adjacency Overlay policy applies where development adjacent heritage places may impact on the heritage value of such places. Development within the Affected Area is not subject to the Heritage Adjacency Overlay “because of the reasonably substantial distance” between the Affected Area and the abovementioned local heritage places, and because Charles Walk provides separation between the Affected Area and the local heritage place at 69 King William Road.

In regard to four of the local heritage places (74 Mary Street, 75 Mary Street, 50 Hughes Street, 28-30 King William Road) the report concludes that these places are sufficiently distant from the Affected Area such that development of the scale envisaged will not impact on the heritage value of these places which reside in their historic form and building fabric, garden settings and immediate streetscape context.

The report notes that the local heritage places at 67 and 69 King William Road are close to the Affected Area and concludes that subject to development commensurate with the existing King William Road streetscape (two storey maximum), development of the scale envisaged will not impact on the heritage value of the places which reside in their historic form and building fabric, garden settings and immediate streetscape context.

4.3.9.2 Dwellings at 88 and 90 Mary Street within Historic Area Overlay Un7

The dwellings at 88 and 90 Mary Street within the Affected Area are not listed as local heritage places but they are subject to the provisions of the Historic Area - Residential Compact Unley West and Hyde Park (Un7) Overlay.



The report notes that the dwellings retain much of their historic form and fabric, despite having been the subject of some changes over time. The dwellings are typical double-fronted cottages of the Victorian era and exhibit many of the design attributes mentioned in the Historic Area Statement.

The dwellings are however isolated from other historic buildings subject to the Overlay provisions and are distant from the more intact and consistent historic streetscapes of the area, including the contemporary central and eastern part of Mary Street, Arthur Street and Thomas Street and, the later developed, northern side of Hughes Street. The report states (p13):

The dwellings at 88 Mary Street and 90 Mary Street are however disconnected from the historic buildings in the central and eastern end of Mary Street by a substantial extent of replacement and compromised development on the northern side of Mary Street including the Australia Post Depot and office building complex at 86 Mary Street, two historic dwellings of later date, (one substantially altered), and relatively recent two-storey residential developments. Furthermore, the dwellings are disconnected with the historic buildings in Arthur Street and Thomas Street by a substantial complex of c1970s cream brick and tile, two-storey dwelling units at 87 Mary Street and a large vacant site at 79-85 Mary Street.

Furthermore, the report concludes (p21):

The inclusion of the small section of the western end of Mary Street in the historic area overlay to capture the two dwellings at 88 Mary Street and 90 Mary Street contributes little to the overall historic character of Unley that is better represented in the sections of more intact historic streetscapes mentioned above. The removal of the dwellings at 88 Mary Street and 90 Mary Street from the Historic Area Overlay would therefore not compromise an understanding of the historical development of Unley that would be maintained through the more intact historic streetscapes.

Accordingly, this Code Amendment proposes that the Historic Area Overlay Un7 is removed from 88 and 90 Mary Street. **Figure 15** shows how the Historic Area Overlay currently applies in the locality.



Figure 15: Historic Area Overlay (in blue).

Figure 16 shows how the Historic Area Overlay will be amended.



Figure 16: Amended Historic Overlay (in blue).

The report also states that development of the Affected Area will not directly impact the historic character of the streetscape of the section of Mary Street to the east that will remain within the Historic Area Overlay, but several recommendations are made to achieve reasonable consistency with existing built form and to limit and indirect impact of new development to an acceptable degree:

- New development on Mary Street should be consistent with the existing one and two-storey built form.
- New development should transition gradually to higher building elements within the Affected Area.
- New development of four storeys and above in height is likely to be visible from some vantage points within the locality. As a consequence, there may be some effect on local character arising from buildings of this height and above. The exact nature of this effect on character will depend on the particular circumstances of the development and a number of factors such as the total building height, building mass, site layout, materials and finishes and will ultimately need to be considered at the assessment stage of an application for new development.
- Principle considerations for new development in the context of Mary Street are scale, height, massing, form, materials, finishes and detail.



4.3.9.3 Historic Buildings in the Affected Area not subject to Historic Area Overlay provisions

The report considers three historic buildings within the Affected Area that are not subject to Historic Area Overlay provisions. The buildings are located at 81, 83 and 85 King William Road. Each one is a former dwelling (circa 1897 or 1900), now adapted for office use.

Historical research was commissioned in order to understand the history of the buildings. The research did not uncover anything unusual or extraordinary about the buildings.

4.3.9.4 Historic Area Overlay Un20

Historic Area - Residential Spacious Unley (North) (Un20) applies to the area north of the Affected Area within the Established Neighbourhood. The report references Hughes Street, which connects to King William Road north of Charles Walk.

The report notes that the north side of Hughes Street within the Historic Area strongly reflects the attributes mentioned in the Historic Area Statement but is some distance from the Affected Area. The south side of Hughes Street is closer to the Affected Area and the streetscape character is mixed - remaining historic dwellings are interspersed by a relatively high proportion of replacement and infill development.

The report concludes that development of the Affected Area will not directly impact on the character of Hughes Street within the Historic Area, but several recommendations consistent with those in Section 4.3.8.2 above are made to maintain reasonable compatibility of scale, achieve reasonable consistency with existing built form and to limit any indirect impact of new development to an acceptable degree:

- New development on Charles Walk should be consistent with the two-storey built form.
- New development should transition gradually to higher building elements within the subject site.
- New development of four storeys and above in height is likely to be visible from some vantage points within the locality. As a consequence, there may be some effect on local character arising from buildings of this height and above. The exact nature of this effect on character will depend on the particular circumstances of the development and a number of factors such as the total building height, building mass, site layout, materials and finishes and will ultimately need to be considered at the assessment stage of an application for new development.
- Principle considerations for new development in the context of Charles Walk and to a lesser degree, Hughes Street are scale, height, massing, form, materials, finishes and detail.

4.3.9.5 Report Conclusions

The report provides the following summary of conclusions:

- The streetscape character of the western end of Mary Street, including the dwellings at 88 and 90, has been compromised and no longer retains coherent historic character.



- The removal of the dwellings at 88 Mary Street and 90 Mary Street from the Historic Area Overlay would therefore not compromise an understanding of the historical development of Unley that would be maintained through representatives of more historically intact streetscapes.
- The impact of new development on the streetscape character of Mary Street, Hughes Street and King William Road can be managed by limiting height to two storey development, along with appropriate design techniques to achieve reasonable consistency in scale, massing, form, materials, finishes and detail.
- Transition of scale to higher levels of new development within the Affected Area from Mary Street, King William Road and Charles Walk should be gradual so that overall scale is not overwhelming and does not detract from the streetscape prominence of the local heritage places at 67 and 69 King William Road nor unduly disrupt the context.
- The local heritage places in Mary Street, Hughes Street and on the western side of King William Road are sufficiently distant from the Affected Area such that development of the scale envisaged on the Affected Area will not adversely impact on the heritage value of the places.
- The historic buildings within the subject site, at 81, 83 and 85 King William Road, are not subject to heritage listing or an historic area overlay.

Policy Implications – given the outcomes of the Heritage Advice, removal of the Historic Area Overlay Un7 from 88 and 90 Mary Street is warranted and will not compromise an understanding of the historical development of Unley that will be maintained through more intact historic streetscapes.

As described in **Section 4.3.5**, the indicative development scheme prepared by Hames Sharley takes into account the recommendations of the Heritage Advice regarding the streetscape and character attributes of the area. The conceptual designs deliver on the recommendations with an articulated podium element to the primary frontages following the datum line of a two-storey building height. The materiality and design language of the podium will take reference from the locality and will utilise muted tones and maximise the application of brick and masonry construction common to the locality.

No additional policy response is required as part of this Code Amendment.

4.3.10 Affordable Housing

The Affordable Housing Overlay promotes affordable housing that is integrated with residential and mixed-use development, catering for a variety of household structures. The Overlay requires 15% affordable housing to be provided, as a part of development application for 20 or more dwellings or residential allotments.

The Overlay contains policies allowing dispensations for typical planning requirements such as minimum site areas, car parking or building heights where affordable housing is proposed.

Development for the purposes of the provision of affordable housing is referred to the Minister responsible for administering the South Australian Housing Trust Act 1995 in order to provide direction on the conditions required to secure the provision of dwellings or allotments for affordable housing.



Given the current zoning, this Overlay does not currently apply to the Affected Area; however, it does apply in the Urban Renewal Neighbourhood Zone directly to the east. **Figure 17** shows how the Affordable Housing Overlay currently applies in the locality.

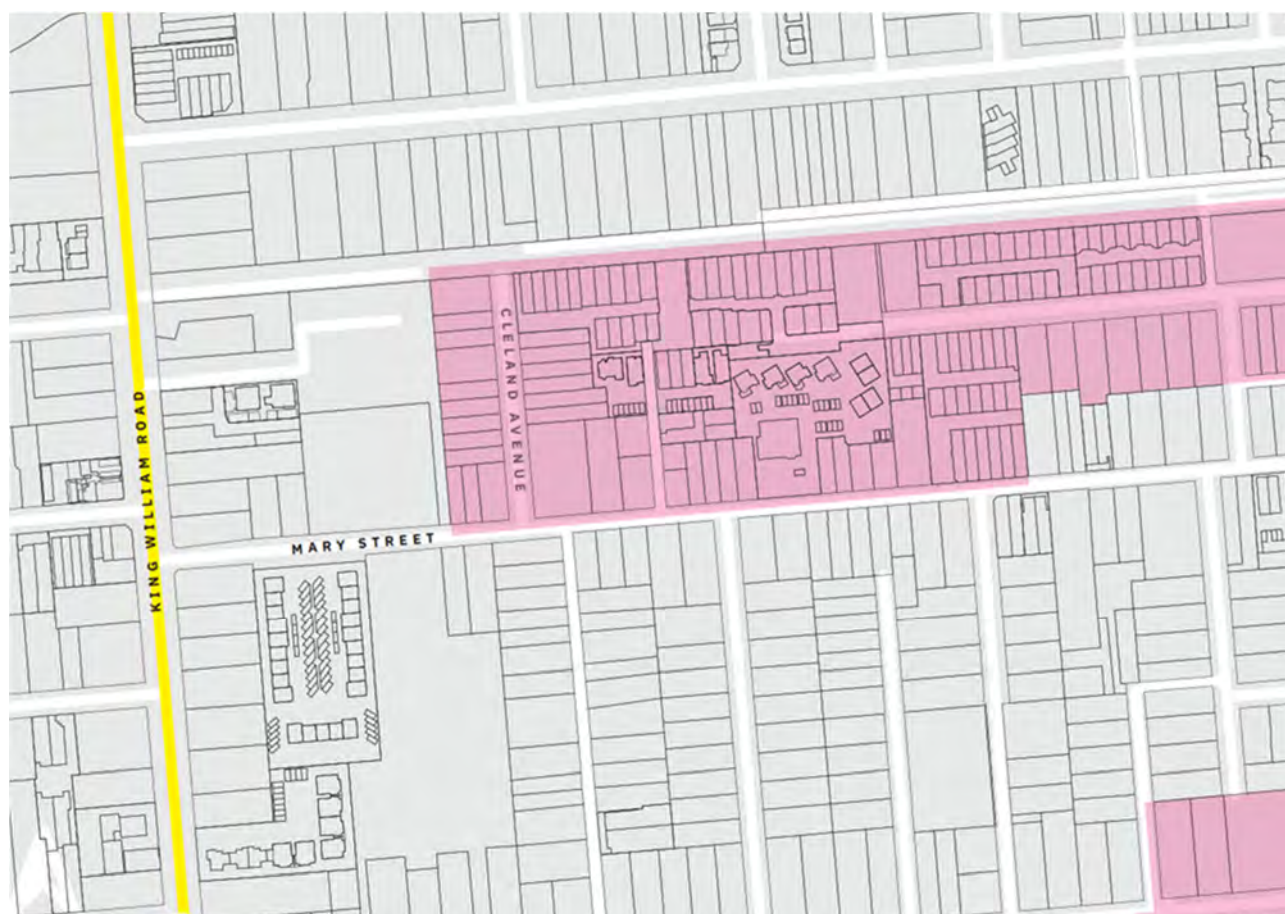


Figure 17: Affordable Housing Overlay (in pink).

Given the extent of residential development envisaged by this Code Amendment, it is appropriate to apply the Affordable Housing Overlay to the Affected Area, which will help to facilitate the delivery of affordable housing in the locality.

This approach is consistent with the intent of the Greater Adelaide Regional Plan and the Affordable Housing Overlay Code Amendment which was initiated by the State Planning Commission in October 2024 and which seeks to expand the application of the Overlay generally within Greater Adelaide to neighbourhood-type (i.e. 'residential') zones and activity centre zones.

Figure 18 shows how the Affordable Housing Overlay will be amended.

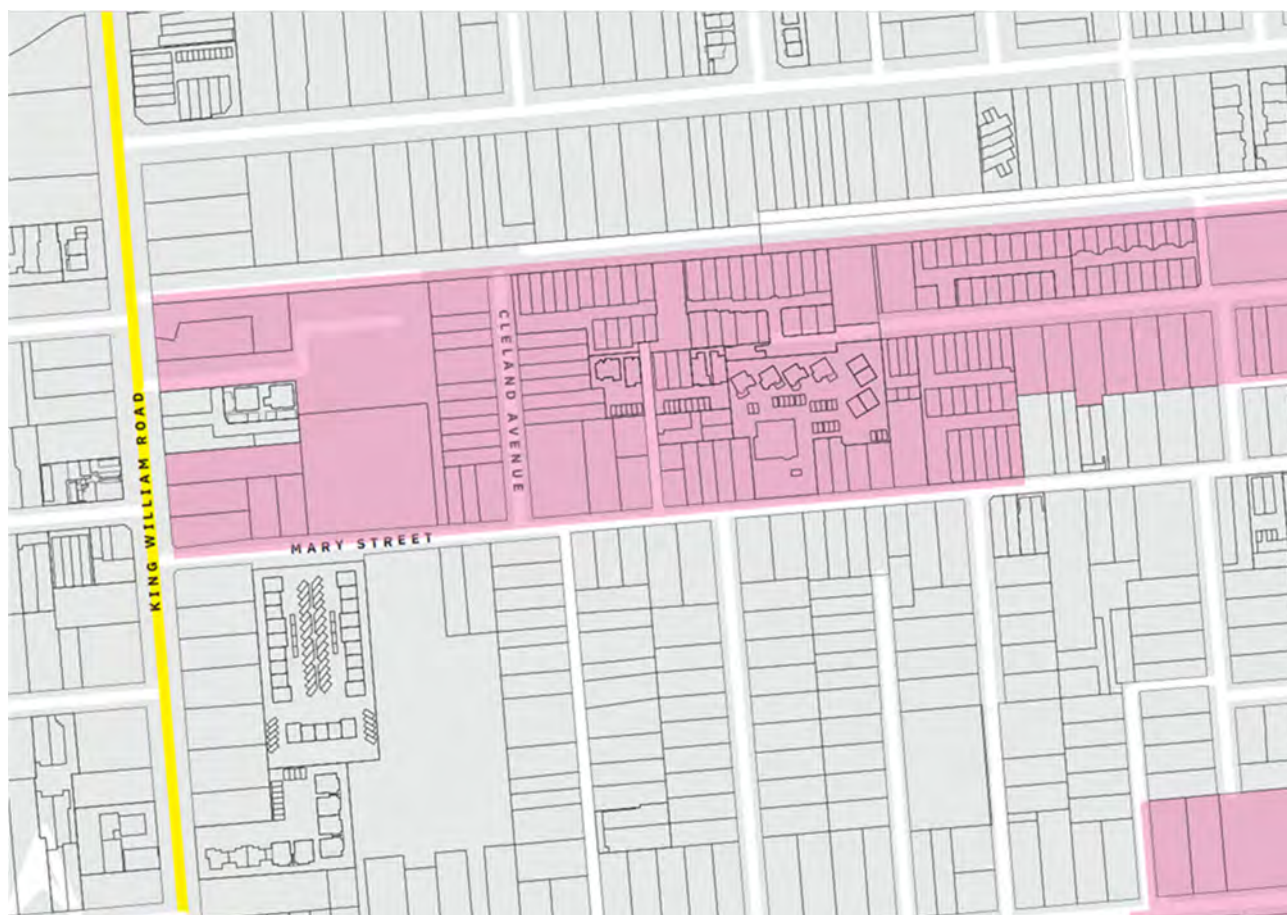


Figure 18: Amended Affordable Housing Overlay (in pink).

Policy Implications – this Code Amendment seeks to apply the Affordable Housing Overlay to the Affected Area.

No additional policy response is required as part of this Code Amendment.

4.3.11 Concept Plan

It is proposed that a Concept Plan will be inserted into the Code to guide development within the Affected Area. The Concept Plan provides guidance relating to access points and internal roadway layout, public open space, pedestrian/cyclist linkages, tree retention and maximum building heights.

The Concept Plan is shown in **Figure 6** in **Section 2.3.3** and also shown in **Figure 19** below. It is also included in **Attachment C** which provides an overview of the Code policy proposed by this Code Amendment.

The Concept Plan is consistent with the Hames Sharley indicative development scheme described in **Section 4.3.5** and takes into account the following:



- Ensuring a master planned approach that can be delivered for the entire Affected Area.
- The need for a coordinated and staged approach given the likelihood that portions of the Affected Area will be developed at different times, depending on the needs of specific land owners, including the City of Unley.
- A range of building heights are provided across the Affected Area, and which can address building height interface policies that seek to minimise the visual and overshadowing impacts from higher density buildings constructed adjacent to lower density land uses.
- Vehicle access points and internal roadways can be safely provided to allow access throughout the Affected Area and to/from individual buildings.
- Linkages and connectivity with the adjacent Charles Walk walking/cycling path and nearby open space can be provided.
- Open space and walking/cycling paths are located where possible to provide the opportunity to retain existing trees.
- The River Red Gum at the front of 86 Mary Street is identified as a significant tree for retention.

Whilst this Code Amendment proposes that a Local Variation (Technical and Numerical Variation) for a maximum building height of ten levels is applied to the Affected Area, the maximum building heights shown on the Concept Plan provide a greater level of site specific detail and will take precedence whenever development is proposed and assessed within the Affected Area.



Figure 19: Proposed Concept Plan



Policy Implications – the proposed Concept Plan strengthens policy within the Code by providing guidance relating to access points and internal roadway layout, public open space, pedestrian/cyclist linkages, tree retention and maximum building heights.

No additional policy response is required as part of this Code Amendment.

4.3.12 Recommended Policy Changes

Further to the investigations described above, the Designated Entity, the Financial Advisory Group, is proposing a Code Amendment to amend the Planning and Design Code as follows:

- Replace the Business Neighbourhood Zone, Employment Zone and Established Neighbourhood Zone that apply to the Affected Area with the Urban Neighbourhood Zone.
- Introduce a Concept Plan for the Affected Area that provides guidance relating to access points and internal roadway layout, public open space, pedestrian/cyclist linkages, tree retention and maximum building heights.
- Alter the boundary of the Historic Area - Residential Compact Unley West and Hyde Park (Un7) Overlay.
- Alter the boundary of the Stormwater Management Overlay.
- Alter the boundary of the Urban Tree Canopy Overlay.
- Apply the Affordable Housing Overlay to the Affected Area.
- Remove all existing Local Variations (Technical and Numerical Variations) that apply to the Affected Area and introduce the following Local Variations:
 - Maximum Building Height (40.5 metres)
 - Maximum Building Height (10 levels).

The Code includes a range of policies that will apply to development of the Affected Area, which are contained within the General Development Policies Section of the Code (for example Design in Urban Areas, Land Division and Transport, Access and Parking). No changes are proposed to these policies.



5 References

- Plan SA - Guide to the Planning and Design Code June 2022.
- Department of Planning, Transport and Infrastructure - the 30-Year Plan for Greater Adelaide 2017 Update
- State Planning Commission - State Planning Policies for South Australia 2019.
- State Planning Commission - draft Greater Adelaide Regional Plan 2024.
- City of Unley - Economic and Development Growth Strategy 2021-2025.
- City of Unley - Community Plan 2033.
- City of Unley and State Planning Commission - Arthur/Mary Streets Church Site & Precinct Urban Design Study 2019.
- Department of Aboriginal Affairs and Reconciliation - correspondence regarding the Register of Aboriginal Sites and Objects (Taa wika), September 2023.
- Environmental Projects - Preliminary Site Investigation - Site History, Corner of King William Road and Mary Street, Unley SA 5061, December 2023.
- Arborman Tree Solutions - Preliminary Tree Assessment 71-85 King William Road and 86-90 Mary Street Unley, December 2024.
- Hames Sharley - King William Road North Code Amendment Concept Report, May 2025
- MLEI Consulting Engineers - Infrastructure Services Assessment, King William Road North Code Amendment, May 2025
- MFY Pty Ltd - 71-85 King William Road, 86-90 Mary Street, Unley Code Amendment Traffic Report, April 2025.
- TSA Riley - Code Amendment - Economic Analysis, King William Road, Unley - January 2025.
- Stevens Architects Pty Ltd - King William Road North, Unley, Planning & Design Code Amendment, Heritage Advice - December 2023.