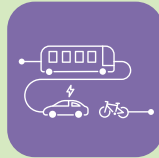



Burnside City Master Plan



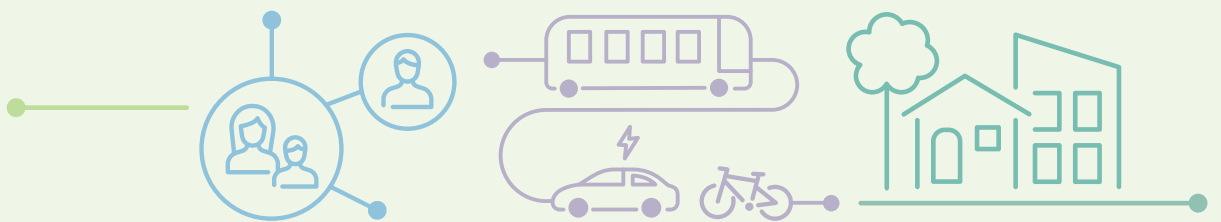
Connecting people
to places


A man wearing a vibrant, multi-colored Indigenous Australian patterned polo shirt and sunglasses is standing and speaking to a group of people. The group is seated on a wooden slatted bench outdoors. One person in the foreground is wearing a red and white striped shirt and a dark cap, while another is wearing a wide-brimmed straw hat with a blue ribbon. The background consists of lush green foliage and a concrete pillar.

The City of Burnside acknowledges that the City is located on the traditional country of the Kurna people of the Adelaide Plains. It recognises and respects their cultural heritage, beliefs and relationship with the land.

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Burnside 2030 Strategic Community Plan Vision

A prosperous City with a healthy, safe, connected, and active community, living in green leafy neighbourhoods where lifestyle is admired, heritage is valued, and people and nature live in harmony.



Across 2021 and 2022, Council sought feedback from the residential and business community to inform the Burnside City Master Plan.

The City of Burnside is a much-loved place for residents and visitors with a long history and an important future. Burnside is an aspirational address, and as Burnside's population continues to grow, we need to plan for the provision of housing that suits the needs of our diverse community. The Burnside community also require open space, a range of convenient mobility options and good access to services.

In mid-2021 Council engaged with residents and businesses in Burnside to capture ideas to inform the drafting of the Burnside City Master Plan. We received a wide range of feedback, which has been summarised into the following key themes:

- Improve the convenience, safety and comfort of pedestrian and cycling routes through the City
- Burnside requires more convenient and direct public transport routes
- Traffic calming measures should be implemented in some local streets
- Increased housing is resulting in the removal of street trees and existing gardens, reducing availability of on-street parking and changing the character of Burnside.

A second round of community consultation was held in May 2022 to seek feedback on the draft City Master Plan. It was positively received and provided many ideas for the development of a separate Action Plan to support the implementation of the City Master Plan. The Action Plan will be refreshed yearly to ensure it reflects changes in prioritisation and funding and changing community needs or new opportunities.

This feedback from both rounds of consultation directly informed the Burnside City Master Plan which provides a strategic framework for the proactive management of future population growth, housing and transport over the next 10 to 20 years. The Master Plan needs to balance the increasing demand for new housing with the protection of the character, heritage and natural environment that our residents most value, linking urban form with transport improvements to deliver a prosperous city with a healthy, safe, connected and active community.

In 2021, the State Government introduced a new Planning and Design Code that altered the type and extent of development that could be undertaken across our suburbs. The City Master Plan will help Council to strategically manage these changes as well as impending future growth, presenting a recommended direction for land use, urban form and the supporting transport system within the City of Burnside.

The new State planning system allows for greater development potential for new housing across the City of Burnside. The City Master Plan proposes to direct this into areas which can support a more diverse form of development, particularly along major road corridors, and in centres and redevelopment precincts. Importantly, this would be balanced with additional protection for those existing residential areas that are highly valued for their character and amenity.

It is important that traffic and transport be considered in conjunction with urban form in the City Master Plan as these elements are highly interdependent. This document is the first iteration of the City Master Plan. Subsequent iterations of the City Master Plan, introduced over a number of years, may include additional elements such as:

- Environmental value
- Open space
- Economic development
- Social, community and cultural planning and
- Community hubs and recreational activities.

Guiding Principles

Several important factors will affect the future growth of the City of Burnside and they have influenced the development of the City Master Plan.

Burnside 2030 Strategic Community Plan

A set of Guiding Principles were established to guide the development of the City Master Plan. The Guiding Principles seek to align the Plan with the Burnside 2030 Strategic Community Plan and ensure a consistent approach is applied across Council's strategic documents, with each proposed intervention contributing to the broader outcome.

Goal 1

A resilient, healthy and connected community

The Master Plan will:

- Promote community interaction
- Identify areas for new retail and commercial floor space in mixed-use buildings within corridors, centres and precincts.

Goal 3

A City of accessible and liveable precincts, open spaces and treasured heritage

The Master Plan will:

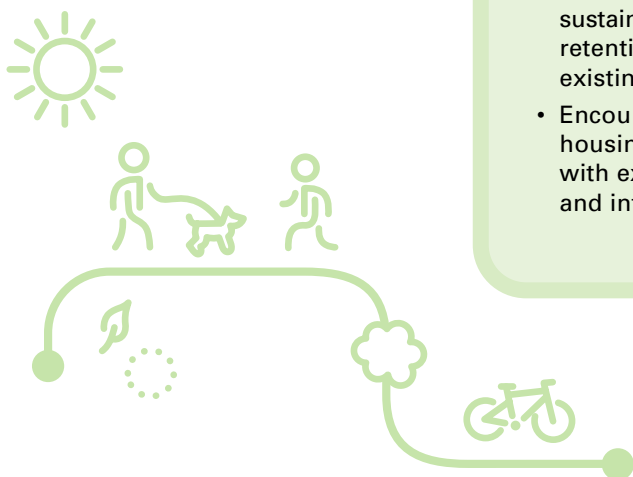
- Provide for land uses and development that adds value to precincts
- Align with previous Council plans and feedback from community engagement
- Identify areas for improved housing diversity to cater for the needs of the entire Burnside community
- Promote economic sustainability of business
- Improve the safety and convenience of pedestrian and cycle connectivity
- Promote walkable neighbourhoods
- Support the retention of valued residential character areas
- Facilitate increased housing in corridors, centres and precincts bringing vibrancy and activation to these areas
- Support increased opportunities for employment within accessible locations.

Goal 2

Our City will be a leading environmental custodian

The Master Plan will:

- Promote environmental sustainability, including retention of the existing tree canopy
- Encourage new housing in locations with existing services and infrastructure.



Changes to the Planning System

A key direction of the State Planning Strategy is the encouragement of urban infill and higher densities in inner suburban areas. This aims to curb urban sprawl and encourages new housing into locations with good access to existing schools, services and transport.

For Burnside, this means that a portion of South Australia's new population and dwelling growth must be housed within existing suburbs.

In March 2021, the State Government introduced the Planning and Design Code (Code) across South Australia. The Code was one of the most significant changes ever made to the Planning System. It replaced individual Council Development Plans with a single planning "rule book" for the State, providing a standardised approach and reducing the number of planning zones.

The new planning system has increased the potential for the following implications within the City of Burnside:

- Loss of existing established buildings through increased support for demolition and new builds
- Loss of mature vegetation and threat to existing street trees
- Replacement of single dwellings with a denser built form leading to increased driveway crossovers and the loss of on-street parking and street trees
- Introduction of new contemporary housing designs into traditional streetscapes
- Ability for new buildings to be set closer to street frontages and side boundaries than the setbacks of existing homes
- Large two-storey homes with smaller gardens
- Increased potential for overlooking and overshadowing from new housing.

Under the new Planning System, Council can apply to the State Government to make amendments to the zoning applied to an area or apply for variations to the minimum lot size and building height. The Burnside City Master Plan recommends changes to zoning across parts of Burnside to balance the protection of character suburbs with the increased potential for new housing along road corridors, within centres and development precincts. This will help Council address the new housing targets set out in the State Planning Strategy.





Burnside Strengths and Challenges

A crucial part of drafting the City Master Plan involved identifying the strengths of Burnside's urban form and transport system that should be protected, and any challenges that should be addressed in light of future trends.

Strengths

- Burnside has excellent access to services, community facilities, transport, and open space.
- Quality public open space exists across the City, including Hazelwood Park, Kensington Wama / Kensington Gardens Reserve and Tusmore Park, and many more.
- Many areas have notable historic homes, including Toorak Gardens, Rose Park, Beulah Park, Eastwood and Tusmore.
- The City of Burnside is one of Adelaide's most desirable places to live, with large, detached character homes and tree-lined streets. As a result, the local median house price in June 2021 was \$1.1M, up 16.4% from 12 months prior.
- Much of Burnside is situated close to the City, making it an attractive proposition for people commuting to work in the Adelaide CBD or other inner suburban locations.
- Key centres, precincts and arterial road corridors provide opportunities to deliver housing diversity.
- Some areas have a high level of protection through existing Heritage Overlays (including Rose Park, Tusmore and parts of Beulah Park, Eastwood, Glenunga, Kensington Gardens, St Georges and Toorak Gardens).
- The Hills Face Zone is well protected with strong planning policy protections.
- Vehicle movement is well catered for on roads that provide convenient car access to and from and within Burnside.
- Many suburbs along main road corridors have regular bus services to the Adelaide CBD.
- Local shops, parks and schools are generally accessible along good footpaths and tree-lined streets.



An example of Burnside's cherished street tree canopy that this City Master Plan is seeking to protect.



Challenges

- The Burnside community is expected to diversify and grow modestly over time. Population projections forecast that an additional 2,147 dwellings will be required across the City of Burnside by 2041, an increase of 10.7%.
- Without intervention, existing building stock and local character will continue to be eroded across parts of Burnside due to changes introduced by the new State planning system.
- High property values combined with relatively large minimum lot sizes encourages the market to deliver large and expensive dwellings to maximise the return on the high cost of land.
- Without intervention, a lack of housing variety will continue, with new dwellings likely to be large 4+ bedroom houses.
- The COVID-19 pandemic has resulted in more people working permanently or semi-permanently from home, resulting in demand for separate home offices.
- Without intervention, it will be increasingly more difficult to find smaller, single-storey homes appropriate for Burnside's ageing population and those wishing to downsize.
- The median house price in Burnside has risen from \$695,000 in 2013 to \$1.1 million in 2021. People looking to enter the Burnside property market for the first time (such as adult children of local families) are finding it more difficult due to large dwellings and resulting high prices.
- Greater urban development in existing residential areas may result in the removal of private and street trees to make way for new buildings and driveways, impacting amenity and the cooling effect provided by the street tree canopy.
- Parking, vehicle movement and access can be problematic on narrow residential streets, affecting the amenity for local residents.
- Some residential streets experience non-local through traffic passing between busy arterial roads. This requires local traffic management measures to discourage the "cut through" traffic.
- Generally, Burnside has lower patronage on bus services compared with other Councils in Adelaide. Burnside has only four "Go Zone" corridors into Adelaide CBD, and poor service coverage in the Hills areas and for north-south trips across the City of Burnside.
- Bicycle route connections are incomplete and cyclists must contend with busy arterial roads and unsafe crossings.



City Master Plan

The City of Burnside Master Plan was developed using existing research, the knowledge and experience of planning and transport consultants, and feedback received from the community, Council staff and Council Members.

The City Master Plan seeks to connect people to places and provides a high-level view of the following features:

- Existing centres, commercial corridors and development precincts
- Future urban uplift growth opportunities
- Existing historic overlay areas
- Areas for investigation to introduce planning policy to increase protection of Burnside's character suburbs
- Existing and proposed enhanced bus services
- Essential walk and cycle routes and crossings
- Suburbs for potential 40 km/h speed limit areas.

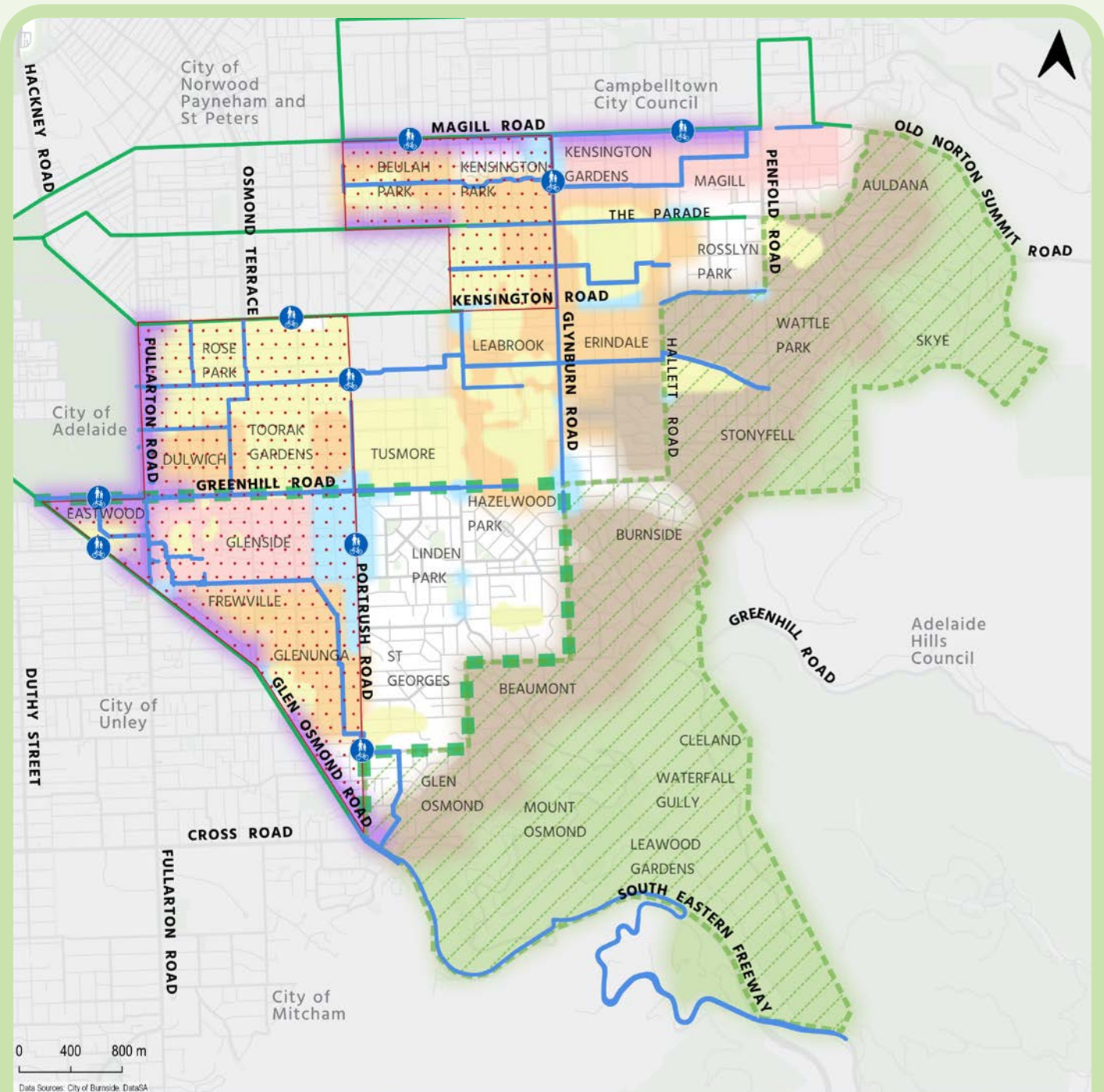
The City Master Plan forms the basis of future detailed investigations into changes to development zones, land use, urban form and the transport system.

This will involve future community consultation and engagement and advocacy with the State Government on future Code Amendments, improved and new bus routes and the implementation of 40 km/h speed limits for selected suburbs or special precinct areas.

The precise boundary of the protection and uplift opportunities would be investigated and confirmed via a future Code Amendment involving community engagement prior to adoption.

The City Master Plan, as shown with the map on page 11, comprises both Urban Form and Transport initiatives that you can explore in further detail on the following pages.





0 400 800 m

Data Sources: City of Burnside; DataSA

Legend

No changes to planning rules

- Hills Face Zone
- Hills Neighbourhood Zone
- Historic Area Overlay

Opportunity for added planning protection

- Historic or Character Area Overlay
- Increased Subdivision Controls

Opportunity for managed growth

- Corridor
- Centre-based
- Precinct-based

Bus Routes

- Existing Go Zone
- Council Proposed Go Zone
- Area for Council Proposed On-demand Transport Services

Transport Initiatives

- 40 km/h speed limit area
- Existing Bike Routes
- Potential opportunity to improve walking and cycling connectivity



Future Urban Form

Two joint approaches to managing the urban form and development into the future are in the Burnside City Master Plan. They are:

- Increased protection areas, and
- Increased growth areas.

The City Master Plan envisages an alternate urban form where our highly valued character properties in the City of Burnside's neighbourhoods are preserved (Protection Areas) and balanced with areas that can house Burnside's growing population and future housing (Growth Areas).

The goal of the City Master Plan is to seek a net zero change in the development capacity envisaged for Burnside in the new State Planning and Design Code. This would result in reduced development capacity in the established suburbs, offset by increased capacity in selected locations. This approach still requires State Government support and would be subject to detailed investigations and community consultation as part of a future rezoning (Code Amendment) process.

Protection Areas

One of the critical issues for Burnside arising from the recent planning changes, is the subdivision of lots with new development and its subsequent impact on the character of a neighbourhood. For example, the potential for an increasing number and form of dwellings may result in more driveway crossovers, leaving less room for Burnside's characteristic street trees.

Identifying an alternative approach to managing growth in a way that provides measures to maintain Burnside's highly desirable character is a key priority of the City Master Plan. This increased protection is to be achieved through two key planning mechanisms.

Reduced Subdivision Potential in some areas

The subdivision of land results in additional allotments, typically seeing additional driveway crossovers being cut into existing streets which reduces the space available for street trees and on-street parking. In addition, subdivision usually results in the demolition of the existing home, which may alter the area's character.

The City Master Plan provides strategic policy to increase the areas of Burnside where subdivision is discouraged, while adding planning protections to the architectural style of both the existing and new development in some areas with a more clearly defined character. This would require a change in planning policy to increase the minimum site area for some types of development. This means that fewer allotments would meet the criteria for land division and existing dwellings and character streetscapes are more likely to be retained.

An example of a Burnside home that would be protected from demolition through the introduction of this policy.



Increased Design Controls and Minimum Lot Site

Some parts of Burnside are already relatively well protected. The highest level of neighbourhood-scale protection available in the Planning and Design Code is the Historic Area Overlay. Where this overlay is applied, planning permission is required for demolition, even where a dwelling is not heritage listed. The Historic Area Overlay also provides principles to guide the architectural design of any new development. Council is proposing to expand this Historic Area Overlay to additional areas.

The next level of character protection for those areas that cannot meet the strict Historic Area criteria is the Character Area Overlay. A Character Area Overlay provides a greater level of guidance regarding the architectural design and form of new development. No demolition controls exist within a Character Area Overlay, but the minimum lot size can be increased to reduce the potential for demolition of housing. Furthermore, the minimum lot size is proposed to be increased in selected suburbs of Burnside to reduce the number of homes to be demolished for development and to minimise the loss of tree coverage.



Various protection measures are proposed to be investigated for application in the locations identified in this table. The final scope and areas would be subject to further technical investigations, community consultation and the Code Amendment process in negotiation with the State Government.

Historic Area Overlay	Character Area Overlay and Increased Minimum Lot Size	Increased Minimum Lot Size	Hills Neighbourhood and Hills Face Zone (no change)
<ul style="list-style-type: none"> • Beulah Park (part) • Eastwood (part) • Glenunga (part) • Kensington Gardens (part) • Rose Park • St Georges (part) • Toorak Gardens (part) • Tasmore 	<ul style="list-style-type: none"> • Beulah Park (part) • Eastwood (part) • Erindale • Frewville • Glenunga (part) • Hazelwood Park (part) • Kensington Park (part) • Kensington Gardens (part) • Leabrook (part) • Toorak Gardens (part) 	<ul style="list-style-type: none"> • Beaumont (part) • Burnside (part) • Glen Osmond (part) • Hazelwood Park (part) • Linden Park • Magill (part) • Rosslyn Park (part) • St Georges (part) 	<ul style="list-style-type: none"> • Auldana • Beaumont (part) • Burnside (part) • Glen Osmond (part) • Mount Osmond • Rosslyn Park (part) • Skye • Stonyfell • Waterfall Gully • Wattle Park
<ul style="list-style-type: none"> • Dulwich • Kensington Park (part) • Leabrook (part) 			

■ Shows the changes from current Code policy

Environmental Protection

Council's commitment to protecting our city's natural environment and tree canopy is set out in our suite of environmental plans including our Environmental Sustainability Strategy, Canopy Action Plan, and Environmental Sustainability Roadmap. This all-encompassing approach to environmental sustainability is front and centre in the urban and transport planning mechanisms proposed by the City Master Plan.

The City Master Plan advocates an increase in minimum lot sizes in a large proportion of our city to help reduce the number of housing demolitions, subdivisions, and new crossovers, thereby reducing the loss of tree coverage.

The City Master Plan's approach to "growth areas" sets out the need for planning policy that minimises crossing points while emphasising canopy cover and more street trees. The proposed "growth precincts" will also encourage density in areas nearer to transport services, shopping and other facilities to help residents reduce their own environmental footprint.

This first iteration of the City Master Plan is focussed on urban form and transport management. Future iterations will introduce additional layers such as environmental value and open space.



Growth Areas

With the City of Burnside expected to accommodate an additional 2,150 dwellings by 2041, new housing needs to be accommodated through different development opportunities. Much of this housing growth will cater for older age groups looking to downsize into smaller, more manageable dwellings and first home buyers looking to enter the City of Burnside property market. Both buyer groups are looking for housing with easy access transport options and within walking distance to services and facilities.

The State Government's *30 Year Plan for Greater Adelaide* envisages much of the City's infill growth occurring along key growth corridors, in centres, and development precincts that are well serviced by public transport. These objectives are proposed to be strengthened and supported in the Burnside City Master Plan.

New development is proposed to be concentrated in urban form diversity areas, providing a greater variety of housing options in corridors, centres and precincts, which have access to amenities, services and transport.

Four types of development growth are in the City Master Plan:

- Corridor Development
- Centre-Based Development
- Precinct-Based Development
- Future Living (Co-Housing)

Actions will be undertaken to address impacts on liveability, wellbeing and open space through development of precinct master plans to manage density in a sensitive manner.



Corridor Developments

While the increased density of housing is already encouraged along major road corridors, additional housing opportunities are identified in the City Master Plan along major roads, such as Glen Osmond Road, Magill Road, The Parade and to a lesser extent, Fullarton Road, Greenhill Road and Kensington Road. This potential development would be encouraged between two and four-storeys, with the final height determined by planning policy that manages potential impacts, such as the overshadowing of adjacent residential areas. For example, four-storeys on the north side of arterial roads and three-storeys on the south side would address overshadowing concerns.

Residential development in these locations would mostly be in the form of:

- Residential flat buildings (apartments), with car parking on the ground floor
- New buildings that contain shops or other commercial uses fronting a major road
- Buildings at ground level fronting the street with upper levels and balconies setback
- A mix of uses, with offices, retail and new dwellings along new corridor areas
- New residences, close to existing services, would provide an attractive, low maintenance and more affordable option for couples, people living alone and first home buyers than typical detached homes.

Centre-Based Development

Centre-Based Development is intended to take advantage of the proximity to services offered in the various retail and commercial centres across the City of Burnside, including:

- Glen Osmond
- Devereux Road
- Erindale
- The Parade, Magill
- Kensington Road, Leabrook
- Greenhill Road, Burnside
- Magill Road, Kensington Park
- Burnside Village.

While this is not a complete list of local centres in the City of Burnside, these centres have a scale and are in a locality where some development surrounding these centres may be feasible.

Additional development capacity within the vicinity of centres is likely to include:

- Apartments with ground-floor retail and commercial space
- Group dwellings and townhouses
- Residential development will generally be setback from front boundaries and should seek to minimise driveway crossing points
- Mixed-use development could include community accessible open space plazas and pedestrian spaces, emphasising canopy cover and plantings to street frontages.

Precinct-Based Development

Precinct-Based Development envisages increased development opportunities over a broad area that is delivered as part of a coordinated redevelopment. Growth would be expected to continue across Glenside, building on the existing new land and built form development and within sections of Magill and Kensington Gardens.

In these areas, increased density is encouraged, but would need to preserve the tree canopy, front landscaped setbacks and availability of on-street parking through minimising driveway crossovers.

Apartment buildings and townhouses are the most likely built form outcome, with highly vegetated streetscapes and public parks. The consolidation of sites and the development of apartments should deliver increased setbacks to front and side boundaries, increased protection of existing vegetation and fewer driveway crossovers to protect the street trees and on-street parking.

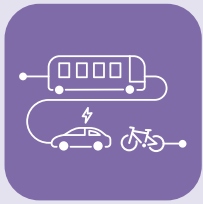
Most development will likely involve:

- Two or three-storeys (such as in Magill / Kensington Gardens and suburban Glenside)
- In larger development precincts, taller buildings setback from existing residential interfaces may be appropriate (for example, on the expanded Glenside site, where 4 to 6 storeys is possible in the centre of the site and lower scaled development at the interface with surrounding development).

Future Living Co-Housing – State Government led Code Amendment

The Future Living Code Amendment is in the early phase of drafting and is being driven by the State Government. This Code Amendment seeks to guide how existing houses in traditional suburbs might be altered and extended, or detached buildings incorporated into rear yards, to create one or more additional dwellings on a site. This co-housing arrangement would suit older residents wishing to age in place or young people looking for independent living. The focus of this Amendment is to maintain the character of the existing suburbs through the retention of the original dwelling while providing an alternative housing option to the rear.





Future Mobility

Three key trends affecting connectivity in the transport system, urban form and function are:

- The lasting impacts of the COVID-19 pandemic
- New technologies
- Environmental policies

Post COVID-19

The COVID-19 pandemic has resulted in an accelerated trend towards working from home. This change of work behaviour has substantial impacts on residential areas, with more people using nearby cafes and shops, rather than commuting elsewhere. This provides a higher demand for commercial development at a neighbourhood level closer to housing. This is also affecting peak hour traffic demand and commuter patterns.

Public transport patronage has been significantly affected by the pandemic. Usage has only recovered to about 65% of the pre-pandemic patronage.

Encouraging people back on to the buses is a challenge with many preferring the private car for both safety and convenience reasons. Others have adapted their travel behaviour with more walking or cycling for shorter trips. This lower patronage and attractiveness of travel by bus may limit the demand for improved services. COVID-19 has also resulted in people placing an increased value on walkable neighbourhoods.

New technologies

The increased usage of the Internet with video conferencing and calls for both work and social interactions has given a much larger proportion of the community an alternative way to communicate with others rather than meeting face to face. It has also allowed the flexibility for many others to work from home and has reduced the commuter travel demand.

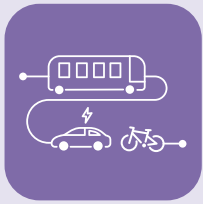
High speed home internet connections have also provided wider acceptance of online shopping, food delivery services and the streaming of entertainment. This has affected the demand for in-person shopping and other social and recreational experiences that were traditionally provided in shopping centres or by businesses in main streets. This could result in changes to the function of suburban centres with a higher demand for warehousing facilities in proximity to residential areas.

Transport is also undergoing many technological advancements in the form of autonomous vehicles, with many new cars capable of self-driving to varying degrees. In the long term, widespread use of these vehicles could become a game changer as vehicle sharing is more likely when people only access a vehicle when it is required. This could lead to lower levels of private car ownership. For convenience and amenity, these vehicles would need to be dispersed throughout areas, similar to the emerging arrangements with shared scooters and bicycles.

Environmental policies

Protecting the local environment in the well-treed suburbs of Burnside and adapting to the effects of climate change requires a balanced approach in urban areas with environmental stewardship. The impacts of carbon emissions from transport can be mitigated with a greater adoption of electric and hybrid-powered private vehicles and the State Government having a policy for a zero-emissions bus fleet.

Local streets that are managed by the Council need continued maintenance and appropriate tree cover which supports cooler streets and encourages more walking and cycling.



Planning for an Integrated Transport System

Council has a vision for increased use of sustainable transport with safer streets to encourage more walking, cycling and public transport.

Living local

Supporting more local trips to schools, shopping centres, parks and reserves by walking and cycling.

Commuting smarter

Encouraging greater use of non-private vehicles and where practicable, support commuters to travel by bus, walking and cycling.

Managing heavy traffic impacts

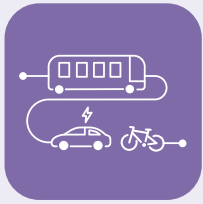
Working with the State Government in the planning and design of future infrastructure.

The following transport themes were developed:

- Living local with safer, attractive streets to implement policies for improved walking and cycling access to local shopping centres, parks, schools, community centres and precincts within and accessible for City of Burnside residents. This includes 40km/h speed limits in a selection of suburbs, traffic calming devices on local streets, connected cycle networks, improved footpath network connections, management of on-street parking and traffic on local streets and near and at retail precincts.
- Commuting smarter for Burnside residents to provide better commuter cycling routes and a simpler, faster, connected bus network and other initiatives to manage the traffic congestion on arterial roads, without the need for major road widening projects.
- Managing through traffic movements with an advocacy role for the Council to collaborate with the Department for Infrastructure and Transport (DIT) on the management of the heavy freight trucks and external commuter traffic (non-Burnside resident traffic) on arterial roads, such as Portrush Road, Magill Road, Greenhill Road, Kensington Road, Fullarton Road and Glen Osmond Road.
- As part of the transport system, emerging trends in transport technologies were considered for the City Master Plan to support the proposed changes to the urban form and planning policies.

Emerging trends in technical and policy directions to be considered in planning for an integrated and inclusive transport system and aligned with urban form in the City of Burnside include:

- Ride share (taxi, Uber)
- Shared use (flexicar)
- On-demand transport services
- Electric vehicles and charging stations
- Electric fleet
- Zero emissions buses
- Electric bicycles
- Micromobility (electric scooters)
- Mobility as a Service
- Autonomous vehicles
- Smart car intelligent information systems



Traffic and Transport Initiatives

The relationship between urban form, land use, activation and the transport system in the City of Burnside is critical to the development of a City Master Plan.

A balanced transport system needs to consider the following key transport objectives:

- Management of local traffic on residential streets
- Encouragement of higher use of walking and cycling for local trips
- Promotion of greater use of the public transport bus network as an alternative to private vehicle usage
- Support for efficient and safe movement of all traffic including freight on the arterial road network.

Traffic Management in Local Streets

Measures proposed for Council consideration include:

- Lower speed limits for local streets in selected suburbs
- Traffic calming to slow down traffic and assist other users in local streets
- Streetscaping and planting in verges and wider footpaths to provide a safer and improved amenity for walking and local residents
- Traffic management plans for selected suburbs
- Slow down day events for selected locations
- Devices to notify motorists of speed
- Review of the existing road network hierarchy and road classifications.

State roads are mostly 60 km/h and most local streets are 50 km/h. The local streets in the Glenside urban development area already have a 40 km/h speed limit. A 40 km/h speed limit may be introduced to an area to help create a speed environment appropriate to local streets. The speed limit of 40 km/h is generally appropriate in precincts where existing speeds are not overly high. These may be areas where higher speed streets have been treated with local area traffic management devices, or where speeds are naturally low because of existing road and traffic characteristics. Local community support for speed-limited areas is important for the successful implementation of this type of speed limit. It is proposed that Council consider a 40 km/h speed limit in the following suburbs initially to be progressively implemented through consultation with residents and businesses:

- Eastwood, Glenside, Frewville and Glenunga
- Beulah Park and Kensington Park
- Dulwich, Toorak Gardens and Rose Park.

Council may also consider different street designs and types of traffic calming measures to discourage unwanted through traffic and slow down traffic speeds, resulting in a lower risk of vehicle, bicycle and pedestrian crashes. These measures include:

- Different pavement treatments
- Raised intersections
- Wombat crossings
- Angled slow points (chicanes)
- Single lane slow points
- Flat top road humps at mid-blocks
- Driveway links
- Pedestrian refuges in medians.





Improvements to Promote Cycling

In order to make cycling for commuting, recreational and local trips more attractive to a greater number of residents and visitors to Burnside, more detailed planning and consultation is needed. Options for improving bicycle routes through the City of Burnside and with adjoining Councils and new connections and safe crossings of busy roads to complete the bicycle network should be considered.

Ways to achieve a safer and more connected bicycle network include the following potential projects:

- Improving connections in the north-south and east-west cycling network
- Extending existing routes to connect to those in adjoining Councils
- Link destinations to attract more cycling for local trips to:
 - Schools
 - Shopping centres
 - Parks and reserves
 - Sports facilities
 - Library and civic centre
- Enhance existing commuter routes to Adelaide city centre
- Provide crossings of arterial roads
- Install and maintain sharrows and wayfinding signage.

Better Bus Services

While the State Government is responsible for bus services in the City of Burnside, Council can play a strong leadership role by advocating for the following improvements:

- Extension to Route 861 to Beaumont via Glen Osmond and St Georges
- Extension to Route 820 along Greenhill Road to Beaumont and upgrade to Go Zone services
- Provide ideas to the State Government for:
 - other local bus routes to be redesigned to improve the accessibility to bus stops
 - provision of more direct services to key destinations, such as Adelaide CBD and Burnside Village
- Introduce on-demand transport services to the Hills Face suburbs, including Wattle Park, Stonyfell, Burnside, Beaumont and Glen Osmond
- Advocate for a zero emissions bus fleet to be progressively implemented by the State Government
- Bus stop and shelter audits and upgrades to consider local placemaking opportunities.



What have we done

- Community Consultation with Burnside residential and business community.
- Consultation with key stakeholders including the adjacent Councils, aged care facilities, bicycle user groups, schools, health facilities, major landowners and retail centre managers.
- Consultation with State Government departments and transport organisations.
- Consultation with the Royal Society for the Blind.

Future consultation opportunities

Integrated Local Area Transport Plans

- Local Area Transport Management Plans, including 40 km/h speed limit areas, traffic calming measures on local streets, and footpath and bicycle network improvements.
- Lobby the State Government for improved bus services (such as more Go Zones, on-demand transport services and electric buses).

Current state

Planning and Design Code implemented by State Government 2021

Burnside City Master Plan

- Initial Burnside City Master Plan adopted by Council and accompanying Action Plan developed to support implementation.
- Commencement of key Action Plan initiatives.
- Consider implications of new Planning and Design Code implemented by the State Government in 2021 on the future growth and character of Burnside.
- Allow for future iterations including other master plan elements, such as open space and environmental value.

Code Amendments (Rezoning)

- Time minimum 12 months.
- Advocate for the State Government to make Code Amendments that support the intent of the Burnside City Master Plan.
- Code Amendment Technical Investigations (such as Heritage Assessments).
- Drafting Code Amendment including all supporting technical reports.
- Community Engagement on proposed zoning changes aligned with Community Engagement Charter and State Government requirements.

Future consultation opportunities

Concept Planning for Transport Projects

- Consultation on individually designed and costed treatments for traffic calming and footpath and bicycle network improvements with the local community, stakeholders and State Government for speed limit and road hierarchy changes.

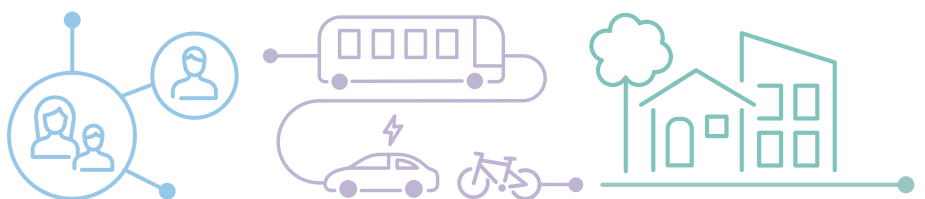
Individual Site Development Applications

- Timing of individual site redevelopment, subject to initiation by the owner.
- Development will be assessed against existing or new policy in the Planning and Design Code.
- Neighbours' consultation only for some application types as determined by the Planning and Design Code.



Learn more

A large number of interrelated strategic investigations and projects were identified in the Burnside City Master Plan and its supporting Action Plan. For the latest information including, status of subsequent consultation opportunities, please visit [engage.burnside](https://engage.burnside.sa.gov.au) or contact us on 8366 4200 or email your query to burnside@burnside.sa.gov.au



The City Master Plan provides a strategic framework for policy development and managing population growth, changes to the urban form, investment and transport over the next 10 to 20 years.



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